

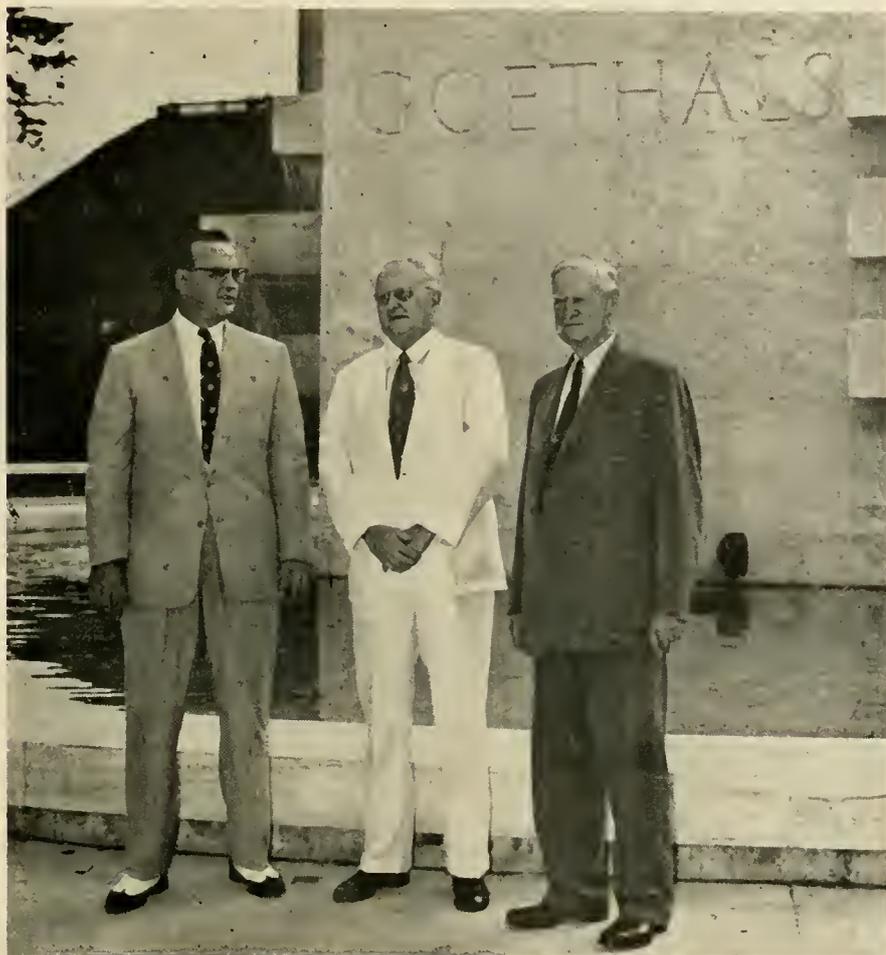
PANAMA CANAL  
**REVIEW**

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BALBOA HEIGHTS, CANAL ZONE AUGUST 6, 1954

5 cents

**Quartermasters Meet**



CHIEF QUARTERMASTERS, and the modern equivalent thereof, met last month when General R. E. Wood paid a brief visit to the Canal Zone. Former Chairman of the Board of Sears, Roebuck, he was Chief Quartermaster from 1913 to 1915; his Canal service, however, dates back to 1905. With him are two of his successors in office, F. R. Johnson, *left*, present Supply Director, and R. K. Morris, Chief Quartermaster from 1917 to 1928. They posed, appropriately, at the Goethals Memorial, since General Wood had been chairman of the first committee to erect a memorial to Col. George W. Goethals.

**HEALTH OFFICIALS  
 BUSY WITH PLANS  
 ON CONSOLIDATION**

August will be a busy month in the Health Bureau while preparations are in progress for the expected increase in work resulting from the consolidation of hospital facilities in the Canal Zone.

Six wards at Gorgas Hospital which have been closed for the past few years are being readied for use again, and expansions will be required in practically all departments and services at the hospital. A considerable increase in the staff is planned and a recruitment program has already been initiated both here and in the States.

Legislation passed by Congress this year provides for the transfer of the Naval Hospital at Coco Solo to the Canal Zone Government. This will permit the closing of Colon Hospital and the operation of only one general hospital on the Atlantic side. No change is presently planned in the dispensary and mortuary services on the Atlantic side.

**Tariff Distributed**

Meanwhile, printed copies of the revised medical tariff of the Health Bureau containing changes required as a result of new provisions in the Civil Functions Appropriation Act have been received and distributed to interested agencies. In the main, the changes are technical in nature. They provide for the admission of and establish rates for personnel of U. S. Government agencies other than the Company-Government and for dependents of such personnel.

The revised tariff provides for no increase in charges for medical services and hospitalization of Company-Government employees.

The extensive changes in the hospital and medical services furnished by the Canal Zone Government are made necessary by provisions in the Appropriations Act. In addition to requiring the consolidation of hospital facilities, the legislation provides for the reimbursement of the Canal Zone Government by other U. S. Government agencies (See page 16)

**Classes Start Next Week For 4,000  
 Students In Latin American Schools**

Next Monday will mark the beginning of a new school year for some 4,000 students in the Canal Zone's Latin American schools.

Registration for first graders, kindergarten pupils and newcomers to the Canal Zone schools was done late last month; next Monday all students in the Latin American schools will report to the 11 schools in the system and receive their assignments to classes. Actual classroom work will not begin until the following day.

All classes in grades one through six will be taught in Spanish this year, although English will continue to be taught as a subject. Text books and classroom material have been obtained in Spanish for the new program.

As nearly as possible the curriculum will be patterned after that of the Panama schools. Temistocles Cespedes, Chief of the Technical Service Section, and Miss Zoraida Brandao of the Technical Depart-

ment of Panama's Ministry of Education have been assisting the Canal Zone school officials in this. Walter Oliver, formerly of the faculty of the Balboa High School, is coordinator for the changeover to the Spanish-language teaching program. He recently headed the Pan-American Institute in Panama City.

Instruction in grades seven through 12 will continue to be predominately in English this year although some classes may be converted to Spanish if this proves feasible as the school year progresses. By next year it is expected that classes in all grades in the Latin American schools will be conducted in Spanish.

While the transition to Spanish is the major change in the Latin American schools this year there have been a few physical changes. Red Tank School is, of course nonexistent, and the old school at Chagres has been replaced with a two-room school which will (See page 15)

**Change In Sailing Days  
 Of Panama Line Planned**

A change in the sailing schedule of the Panama Line will be made about November 1, details of which are now being made. A full announcement of the changes will be made in the September issue of THE PANAMA CANAL REVIEW.

The principal change will be in the days of arrival and departure at both New York and Cristobal. The sailing schedule will also be slightly different in the winter months from the summer months, because of the preponderance of employee travel from April through September.

# Up And Down The Banks Of The Canal

## Governor-President's Office

All Selective Services activities of Local Board No. 1, Balboa, and Local Board No. 2, Cristobal, were consolidated last month and the headquarters are in Room 267 of the Administration Building. However, registrations for Atlantic side residents will continue to be handled in the Magistrate's Office in the Administration Building in Cristobal. The two Local Boards will continue to handle classification of registrants as before.

Mrs. Frances E. Hinnicut who was employed in the Local Board Office in Cristobal, has transferred to the position of clerk-stenographer in the Police Division in the Civil Affairs Building in Ancon.

C. S. Robinson, former Executive Planning Staff employee, is now employed as an electrical foreman with the Saudi Arabian government-owned railway which runs from Riyadh, Capital of Saudi Arabia, to Damman.

Paul A. Bentz left July 12 for an official business assignment in Washington for a period of about three weeks. During his absence, David J. Markun was Acting General Counsel.

Maurice M. Morton who recently joined the staff of the General Counsel was admitted to the bar of the United States District Court for the Canal Zone last month.

## Health Bureau

Clifford W. Russell has been elected a member of the Board of Directors and Mrs. Mary K. Hitchcock has been elected Secretary of the CHEER CLUB at Corozal Hospital. They replace Robert C. Cole and Mrs. Elizabeth I. Brown, respectively, who have been transferred to other units.

The CHEER CLUB, organized in December 1953, is officially known as the Corozal Hospital Employees Entertainment and Recreation Club of Corozal Hospital. Its purpose is to improve employee relationships at the hospital and stimulate interest and morale.

Dr. Meshel Rice joined the Colon Hospital Staff late in July. He was born in Canton, Ohio, and served his internship and residency at Providence Hospital in Detroit.

J. P. Smith, Jr., Chief of the Division of Sanitation, has a new kind of vacation story. While trapping rats he inadvertently put his hand on a coiled copperhead. He is still wondering why the snake failed to strike. Mr. Smith and his family are spending their vacation at Johns Island, S. C., and expect to return to the Isthmus about the middle of August.

New interns and residents of the Gorgas Hospital staff were busy during July getting acquainted with their new duties and surroundings. Welcome and orientation meetings were held early in the month for the new doctors by Col. Howard W. Doan, Superintendent, and Chiefs of the various services.

## Washington Office

Miss Margaret M. Neumann, who has been employed for many years in the Washington office, has been appointed "Canal Review" correspondent for the office of the Secretary.

W. M. Whitman, Secretary of the Panama Canal Company, spent several days on the Isthmus during July to attend meetings of a subcommittee of the Board of Directors for a budget review. Mr. Whitman was formerly employed as Assistant General Counsel and lived several years on the Isthmus.

## Personnel Bureau



DANIEL J. PAOLUCCI, above, is the new Training Officer for the Canal organization. He comes from Cornell University, from which he holds two degrees and where he was a research associate. He has had extensive teaching and practical experience in training and education, especially in the development of executives and managers.

The Central Labor Office Division has had a busy few weeks lately because of the Contractors Hill project. Between 3,000 and 4,000 applicants for local-rate jobs have already been screened and referred to the Tecon Corporation. A total of 135 qualified applicants were sent to the contracting firm for consideration for employment. About 60 local-rate employees with special skills will be used. These include heavy truck operators, greasemen, drillers, powdermen, and a small number of watchmen, dumpmen, and flagmen. With the exception of drillers and powdermen, at least two eligible applicants were referred to Tecon for each available position.

Brodie Burnham, who has been acting as Training Officer for several months, attended the fourth annual Institute for Training Specialists at Cornell University. He and Mrs. Burnham will be on leave until the middle of September and are visiting relatives in California and Louisiana.

John F. Oster, Chief of the Wage and Classification Division, returned early in July from a five-week leave in the States, of which 15 days was in active training at Lowry Air Force Base in Denver. Following his military leave he attended the Reserve Officers annual convention in Omaha and later visited his mother in Cleveland, Ohio.

## New York Office

Edward H. Harms, Manager of the New York Office, spent a week on the Isthmus during July to confer with Canal officials on various problems relating to operation of the Panama Line and procurement of supplies. He flew from New York to the Isthmus and returned on the S. S. Ancon.

Eugene S. P. Martin, Executive Assistant to the Manager, has been appointed "Canal Review" correspondent for the New York Office.

R. H. Havenor, Assistant Chief of the Finance Department, got his first trip to the Isthmus after 25 years of service with the Company. He spent three weeks in the Canal Zone on official business, returning to New York about the middle of last month. It was his first glimpse, not only of the Canal and the Panama Railroad for which he has worked so long, but also of many persons known only to him by name.

## Supply Bureau

Building 729, opposite the Balboa Commissary annex, which is better known as Section "K" of the Storehouse Division, has been completely evacuated by the latter division. The section carried principally electrical equipment, refrigerator parts, and automobile parts and accessories. The stock has been moved to Section "B" in the building adjacent to the Storehouse Division office in the Industrial area.

Fellow employees in the Balboa Storehouses recently responded to a call for blood donors at Gorgas Hospital for Roy R. Worrell, local-rate storeman. Volunteers were Vincent Scaley, Charles A. Alexander and Albert Smith, of Section "B;" Morris L. Brewster, of Section "C;" and Byron S. Prendergast, of Section "E."

Cotton bunting and auto compounds and liquids are no longer being stocked by the Division of Storehouses, these items being handled exclusively by the Commissaries.

Moses L. Armstrong, one of the best known employees in the Commissary Division, recently retired. He was employed in the Wholesale Shoe Section on bookkeeping and accounting work. He was born in Jamaica and had been continuously employed since January 7, 1916.

Earl C. Tarr, Superintendent of the General Products Branch in the Commissary Division, will end many years of service with the Canal organization in September when he retires from service. He plans to make his home in either California or Oregon and will leave in about ten days for the West Coast.

## Marine Bureau

George T. FitzGerald has been reemployed as Chief Engineer of Towboats in Balboa after a tour of active duty with the Navy in the Pacific. He left the Canal service in March 1952 and served as Chief Engineer on Navy transports and later as Repair Officer in the Destroyer Repair Base at the Naval Station in San Diego. At the latter station he served under Captain Marvin J. West, who was his former boss in the Canal Zone as Balboa Port Captain and later Marine Director.

The move of the Aids to Navigation Section from Gatun to Gamboa is expected to be expedited during this month as the renovation of buildings at the new headquarters is completed. The former Police Station at Gamboa will be used as the new headquarters and two storehouse buildings in the Dredging Division area will be used for the storage and repair of equipment.

A special ceremony marked the 50th anniversary of the organization of the Industrial Division, a brief history of which is carried elsewhere in this edition of the CANAL REVIEW.

The U. S. Taboga returned to Balboa on July 20 after a two-week salvage job at Corinto, Nicaragua. The Taboga left July 4th in response to a call for assistance from the M. S. "Shoun Maru" which ran aground about two miles outside the entrance to Corinto harbor. The ship was refloated ten days later and the Taboga remained with the vessel three more days. C. C. Clement, Panama Canal diver, accompanied by Z. Delrozarro, diving tender, flew to Corinto to examine the hull of the "Shoun Maru" after it was refloated and returned on the same date of the Taboga's return.

## Transportation and Terminals

The new Terminal Guard Force has taken over its duties in the Balboa and Cristobal pier areas. The guards are uniformed in gray slacks and shirts, similar to the Canal Zone Police uniform, the principal differences being no neckties and no trouser stripes. The Terminal Guard Force insignia is displayed on the cap and badge.

Eight guards are on duty in Cristobal and three are stationed in the Balboa pier area. Cristobal guards are: Donald D. Austin, Richard E. Kresge, Ralph C. Stone, Donald W. Wilson, Jack L. Weems, Ewell Knight, Charles L. Smith, and George F. Burge. The three Balboa guards are Charles J. Buquet, Wofford W. Foster, and Martin L. Olsen. Seven of the guards transferred from the Police Division, one from the Industrial Division, and the others are new employees.

The most unwelcome visitor at the Balboa docks in the memory of employees there, was recently reported. It was a big bushmaster. A Terminals Division employee reported that while he was working aboard a ship at dock the deadly reptile struck at him but missed. In a thorough search later the employee was found—but not the bushmaster.

A backlog of about 11,000 tons of freight destined for ports in Honduras and Guatemala accumulated on the Cristobal piers during the recent political trouble in Central America before ships started accepting cargo for those countries.

Charles E. Davis, local-rate station clerk at Pedro Miguel railroad station, began a year's leave of absence at the first of August to study for the ministry in the Episcopal Church. He will take a year's course conducted by the Examining Chaplains at the Cathedral of St. Luke in Ancon. He is now a deacon and upon successful completion of his year of religious training he will be ordained as a priest and assigned to a foreign mission.

## Engineering and Construction

The Engineering Division has completed designs for two covered passageways to be built at the Balboa elementary school in the near future. The passageways will provide shelter from the school building to waiting vehicles.

Two apprentices began their training in the Maintenance Division last month. They were Carl T. Tuttle who was selected for an apprenticeship in plumbing and is assigned on the Pacific side, and Earl A. Dyer, II, apprentice refrigeration mechanic, who will be employed on the Atlantic side.

The suction dredge Mindi, which was moved from Miraflores Lake to Cristobal harbor early in July has started dredging in the west Limon Bay anchorage. It was used for about three weeks on maintenance dredging in the Atlantic entrance channel.

Ten new apprentices have been employed in the Electrical Division as a result of examinations given earlier this year. The following lists the names and apprentice courses: John D. Delany, John F. Brennan, Kenneth R. Atkinson, and William J. Nickisher, wiremen; Alfred J. Lombana, Jr., and Leslie W. Croft, Jr., powerhouse operators; Wade Huffman, cablesplicer; Richard R. Mallett and George K. Ford, automatic telephone switchmen; and Lionel L. Ewing, III, telephone installer and maintainer.

Power System employees are engaged in the periodic overhaul and inspection of the 10,000 KVA generators and turbines at Madden Dam. Work has been completed on one unit and is in progress on a second.

## Civil Affairs Bureau



JAMES E. McDANIEL, member of the Canal Zone Fire Division, is congratulated by Capt. A. J. Troup on his one-step pay increase given for "meritorious performance of duty during the Lisholt ship fire on February 6." Mr. McDaniel was badly burned during the subsequent explosion and is still on the inactive list.

Lieutenant Kenneth T. Daly, of the Gatun Fire Station, will attend training school for fire extinguishing equipment this month conducted by the Ansul Chemical Company in Marinette, Wis. He is the second Fire Division employee to attend the school this year during leave of absence in the States. The other was Lieut. James V. Bartlett, of Margarita, who attended the three-day school in June.

Lieutenant Perc F. Graham, of Balboa Fire Station, is attending the New York Fire College this summer. He has been assigned to one of the busier ladder companies in the metropolitan area and works along with the New York fire fighters after attending daily school sessions.

Orchids were presented to the first women customers at the new postal banking center of the Balboa Post Office when it opened in the Civil Affairs Building. James E. Harrell, who was presiding at the stamp window, brought several sprays of yellow and brown orchids which he grows on a mango tree in his back yard and presented nosegays to women stamp customers on the first day of business.

George R. Reel, clerical assistant in the office of the Chief of the Postal, Customs and Immigration Division, resigned last month after five years of service with the Canal organization. He is well known on the Isthmus for his participation in civic and theater work. He has returned to his home state of California and will be employed in real estate business in Oakland.

Three local-rate postal employees with long service retired at the end of July. They are Walter Dacres, of Balboa Post Office; Samuel E. Colbourne, of Ancon Post Office; and Joseph C. Cox, of Cristobal Post Office.

The Canal Zone Library will observe the 40th anniversary of its establishment just one day before the 40th anniversary of the opening of the Canal occurs on August 15. Special displays are being planned for the Library and Museum for the occasion.

A Branch Library was opened to the public in Margarita on August 1. It is located on the second floor of the Margarita Service Center and will be opened from 2 to 6 o'clock Monday, Wednesday, and Friday afternoons.

## Community Services Bureau

Cristobal movie-goers will be seeing "wide screen" pictures within a few days. Delivery of the second wide screen to be installed in Service Center movie halls is expected early in August and its installation is scheduled to be completed by the middle of this month. Orders are also being placed for wide screens for the theaters in Diablo Heights and Margarita but no firm delivery date can be announced at present.

Mr. and Mrs. Benjamin S. Chisholm recently returned from a trip by air around the world. Mr. Chisholm is Manager of the Balboa Service Center and Mrs. Chisholm is employed in the Motor Transportation Division.

Diablo Bowling Center is to be reopened August 23. The bowling alleys at Balboa, Diablo Heights, and Margarita Service Centers have all been completely reconditioned during the summer vacation period to meet American Bowling Congress specifications.

A series of illustrated lectures is being given by Jack Clarke, of the Grounds Maintenance Division during his vacation in his home state of North Carolina. A selection of 100 slides showing plants, flowers, and general scenes of the Isthmus was mailed to him by Walter R. Lindsay, Division Chief.

A remarkable service record of more than 40 years of service without a day of absence for sickness was piled up by Chester Headley, local-rate foreman in the Grounds Maintenance Division, before his retirement at the end of June. He was one of three old-time foremen to retire; Clifford Steward and Foster Eastman, both with long service records, also retired.

"Moving days" have started in earnest again with the completion of the first of the two-family houses in Diablo Heights. The first assignments made last month set off a round of posting and assigning vacant quarters for the Housing Division. The process will be a continuing one for several months as the remaining new houses in Diablo and in Balboa become available.

Mrs. Rebecca L. Hatten, clerk-typist in the Cristobal Housing Office, who was born in Panama, is now a United States citizen, having recently completed all the necessary formalities for her naturalization while on leave in Detroit.

Interior painting of quarters is now being performed by contractors on a "short form" contract. The new arrangement eliminates much accounting and paper work for the interior painting jobs and expedites the handling of the work.

## Office of the Comptroller

Philip L. Steers, Chief of the Accounting Systems Staff, and Leroy B. Magnuson, of the Budget Staff, attended the Board of Directors meeting held in Washington last month.

The Customers Deposit Unit has been transferred from the Claims Branch of the Fiscal Division to the Accounting Division and the office has been moved from Diablo Heights to Room 101 in the Administration Building. The six employees of the unit are: Elmer B. Orr, Supervisory Fiscal Accountant; Ralph E. Harvey and James D. Herblin, fiscal accountants; Samuel R. Cunningham, supervisory cash accounting assistant; Mrs. Alice H. Roche, accounting clerk; and Mrs. Anne A. Lawson, voucher examiner.

George T. Darnell, Jr., a University of Mississippi graduate in civil engineering, has transferred from the Hydrographic Surveys Branch of the Engineering Division to the Plant Inventory and Appraisal Staff as general engineer. His first assignment is the valuation of the entire Panama Canal Company water supply system. Mr. Darnell was with the Bureau of Public Works in Florence, Ala., before his employment with the Canal organization in 1940.

## Subcommittee Of Board Of Directors Meets Here



COMPANY OFFICIALS met in the Canal Zone last month with a subcommittee of the Board of Directors of the Panama Canal Company to discuss budget matters. The meeting here preceded the meeting of the Board held later in the month in Washington.

Left to right are: M. W. Whitman, Secretary, Panama Canal Company; Lindsley H. Noble, Comptroller; Governor Seybold, President; Edward A. Bacon, Assistant to the Secretary of the Army; Ralph Cake, who was appointed to the Board last December; Charles S. Reed, a new Board member who replaces Matthew Robinson; and Maj. Gen. Julian L. Schley.

Shown in the one-column picture on the right is George H. Roderick, Assistant Secretary of the Army, who was appointed last month a Director and Chairman of the Board of the Panama Canal Company. He succeeds Earl D. Johnson. Mr. Roderick spent several days in the Canal Zone last March at the time of the Goethals Memorial Dedication ceremonies.



GEORGE H. RODERICK

## Canal's Disability Relief Payments Amount To Almost Two Million Yearly

Between 1,300 and 1,400 local-rate employees of the Company-Government have been placed on disability relief rolls within the past year, according to figures just released by the Personnel Bureau. This brings the total on the rolls to 4,200; annual disability relief payments total about \$1,860,000, with an average per person of a little over \$38 per month.

Within the next three months practically all local-rate workers over the age of 65 will have been removed from active service. In addition, Local-Rate employees between the ages of 62 and 65 will be retired, as their services are no longer needed, because of physical or mental condition requirements. This policy is similar to that for U. S. citizen employees whose retirement is mandatory at age 62.

The completion of the program of the past year will end the heaviest load which was ever placed on the Disability Relief Section of the Personnel Bureau and the Disability Relief Board. The work of processing applicants for disability relief, moreover, was interrupted by the passage of the law increasing annuities for disabled local-rate workers to \$1.50 per year of service and providing a maximum of \$45 monthly, instead of the previous \$25. This required recomputing all earlier cash relief cases.

### Tracing Service

The greatest part of the work of processing the disability relief cases is tracing the service which the applicants claim. C. A. Schecker, Secretary of the Disability Relief Board which passes on all

applications, told THE PANAMA CANAL REVIEW that several days are sometimes necessary to trace the service for one individual.

Canal records of local-rate service since 1939 are excellent; for the years between 1920 and 1939 they are very good; from 1914 until 1920 they are fair; and for the years before 1914 are unsatisfactory, Mr. Schecker said. All service must be proved to be credited.

Inadequacy of the records and of the memories of the people applying for disability relief have complicated the work of the Disability Relief Board in many cases.

Unless an applicant can tell definitely where and when he worked, he is of little help to those who are attempting to verify his service. A number of applicants remember the names of their foremen but neither the dates when they worked, nor, in some cases, the employing divisions.

### Inadequate Data

More than one old timer has said he "worked along the line," which could be anywhere from La Boca to Cristobal; others have proffered, as proof of employment, shoe boxes full of old lottery tickets or tickets on horse races, the idea being that they must have been working or they could not have bought the tickets.

Sometimes the record searchers have gotten leads by associating a particular date—such as that when King George V died or when the S. S. *Lusitania* sank—with a man's service. Mr. Schecker says that quite frequently the (See page 16)

## One-time Zonian Appointed To Canal Board Of Directors

The son of a one-time employee of the Isthmian Canal Commission and himself a resident of the Canal Zone during the early part of the construction period has been appointed to the Board of Directors of the Panama Canal Company.

The new Director is Theodore H. Maenner, Omaha real estate executive. He is an uncle of Maenner E. Huff, of the Accounting Division.

Mr. Maenner's father, the late Ludwig T. Maenner, was Chief Draftsman for the Isthmian Canal Commission between July 1906 and August 1909. The new Director lived with his family in Culebra for a little over a year in 1906 and 1907.

A graduate of Washington University, he practiced architecture in St. Louis from 1914 to 1917. After service in World War I, he entered the real estate business in Omaha, designing and building houses for 10 years. Since 1930, he has been in the general real estate business, sales management, and insurance in Omaha.

He is married and has three children.

# Balboa Heights Administration Building Begins Fifth Decade As Zone's Capitol



BUILDING workers begin to straggle out to waiting busses and cars when the day ends at 4:15.

Can you imagine a place where, 40 years ago, there were: a reading room for women employees, pool and billiard tables for the men, a library, a restaurant and a cigar counter, all under one roof with a multitude of offices?

No? There was, and right here, too—the Administration Building at Balboa Heights.

First it was officially known as the “permanent administration building at Balboa,” then as the “new administration building.” Today it is the “administration building,” numbered 101 among Canal structures. Once people who worked there called it the “Ad Building;” today when you ask someone where he works he usually says just “The Building.”

Forty years ago last month the first of the Canal force moved into the Building. The pioneers were about 50 members of the timekeeper's office, from Culebra, Balboa, and Cristobal, and an unnumbered complement of office helpers and clerks.

They must have had some difficulty concentrating on their jobs, those first days, for they were surrounded by the construction buzz of flooring, roofing, and wiring. Outside, the grounds were a mess of stinky mud; temporary wooden steps led downhill to the level of the Prado.

## First Visitors

Despite all this, the Building must still have been impressive. Nine days after the timekeepers set up shop, 300 grade school pupils from Panama visited the Building, toured the finished parts and staged a snappy bit of calisthenic drill outside, as a thank-you for their hosts.

Gradually the Building began to fill up. By mid-September the old administration buildings at Culebra and Ancon had been emptied and their former occupants transferred to Balboa Heights; by June 30, 1915 the Building housed—or officed—424 persons, of whom 39 were women. Today some 500 employees work there.

In the past 40 years Building offices have been shuffled and re-shuffled, cut up, and rearranged but a number of them

remain in their original locations. The offices of the Governor, Lieutenant Governor (formerly the Engineer of Maintenance), their secretaries, and of the Executive Secretary are where they have always been in the north second floor front corner, overlooking Balboa.

While the Health Department's office has been enlarged, it is still in its first location as is the office of the Meteorology and Hydrographic Branch. The Engineering Division's big room on the third floor was designed as a drafting room; live Canal records have always been filed in a big room on the second floor, directly under the Engineering Division, and, except for a few weeks when the Building was first opened, the Post Office has always been on the first floor, just off the Rotunda.

The original library was on the Building's third floor, where the office of the Engineering and Construction Director is located. The *Canal Record* commented



LOUIS L. MOOLCHAN has worked in the Administration Building longer than any other employee. He was with the Paymaster's Office when that unit moved to Balboa Heights from Empire in September 1914. Mr. Moolchan is now with the Administrative Branch.

that it was so filled with reading material there was little room for readers.

There was a photographic studio, just under the roof, and the little room on the landing between the first and second floors was a cigar and candy stand for many years. The restaurant originally was in the basement of the west wing.

## Housekeeping Is Big Job

Housekeeping in the Building is just about as big a job as one would imagine. The “domestic staff” includes four day-janitors, an elevator operator, a maid, and 14 night-janitors. Fitz Barton, who began work at the Building in 1935, was recently promoted to the post of head Day-Janitor. The three men and eight women who staff the cafeteria are not technically part of the Building Staff.

The day-janitors, who come to work at 6 a. m., do the hundreds of chores, like polishing woodwork and brass, which keep the Building shining. They are on call for all sorts of odd jobs like changing light bulbs, moving furniture, carrying heavy packages or using DDT sprays under desks when mosquitoes and sandflies become nuisances.

They must dash to close hallway windows in a sudden downpour; during a heavy rain one of the men is assigned to mop around the porte cochere entrance to keep people from slipping on the wet floors.

When the night-janitors come on at 3 p. m. they pitch into such outside work as verandas and front steps until the offices are emptied. A floating gang then starts on the third floor, emptying wastebaskets, sweeping floors, cleaning the ubiquitous spittoons which are holdovers from less inhibited days, and doing the general housekeeping. Anyone who has ever tried to work overtime can testify to the thoroughness of their advance.

Occasionally they have minor adventures, like finding a batch of discarded but winning lottery tickets in a wastebasket or \$5,000 in currency which had been left on a ledge in the Paymaster's office. In both these cases the finders were suitably rewarded.

## How Many People?

The Building was a long time in the making and seems to have been beset with difficulties. It was designed in New York and, according to old files, Canal officials were perturbed because the architect, Austin Lord, preferred to work there rather than on the spot. He, however, was having his own troubles.

He asked repeatedly for some indication of office layout and the number of people who would be working in the Building but was told, as repeatedly, that the permanent Canal force had not been decided upon and that the information he wanted could not be provided.

In this connection, the *Record* later commented: “The entire building was planned without any definite knowledge of what offices were to occupy it, how much space they would require or how they would be correlated . . . Just before the new organization went into effect on April 1, 1914, it became better known what departments were (See page 13)

# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

## BOOBY-TRAPS

This word was given a new meaning by our servicemen in World War II who used it to describe the devices left by a retreating enemy to kill or maim unsuspecting soldiers. In these cases our men were the boobies and the enemy devised the trap. A simple trap usually used something having souvenir appeal which exploded a mine when touched. A particularly heinous "booby trap" was a wounded enemy soldier left as the trigger to set off the mines, when anyone attempted to give him first aid. Usually it killed both the Good Samaritan and the already wounded enemy.

Whereas trained and expert soldiers had to be used to locate and deactivate these cleverly designed traps, almost any worker can locate the industrial "booby traps" left by fellow workmen. It is odd that a workman will leave a "booby trap" for a fellow workman, who is usually a friend. There is no malicious intent as with soldiers, but the result is often the same. Let us look at some typical examples of "booby traps" experienced by the employees of the Canal Zone Government-Panama Canal Company within the last year.

Under the heading of "poor housekeeping," many "booby traps" are credited for the careless workman:

- a. A lock guard, turning away from a telephone, stepped in some grease, slipped, and fell into an unguarded locomotive pit.
- b. A canal seaman, descending a ladder to the deck of a ship, stepped on a protruding nail in some debris which had been left there.
- c. A luggerman fell over the handles

of a hand truck left protruding into an aisle.

- d. An electric drill fell from an overhead shelf of a cabinet, hitting a mechanic on the head when he closed a drawer.

These accidents are typical of many caused by someone not cleaning up after himself, or a supervisor not keeping his job and storage areas in proper order.

Many employees will go to work in an unsafe area without first learning if there are any "booby traps." Look at the following examples:

- a. A group of employees, working in a ship which previously was on fire, were severely burned when confined gases aboard exploded. Some other workmen were overcome by cyanide gas when they entered the hold of a ship to unload cargo.
- b. A surveyor's chainman received a severe electric shock, when he tossed his chain over an electric wire.
- c. A lock employee fell backward into the lock chamber, when the wrench he was using came in contact with a live feed wire nearby.
- d. A janitor, receiving an electric shock when he started to change a light bulb, fell from the stepladder, injuring himself.
- e. A luggerman was injured when a box, called a sleeper, fell on his leg as he started to remove merchandise from a railroad car.

Many workmen, creating their own "booby traps," step into them and are injured.

- a. A laborer, failing to block a large pipe in place, was injured when it rolled back, pinning him against the next pipe.
- b. A stevedore failed to step back in the clear of a sling which he had just loaded with steel bars. When it was hoisted a piece fell on him.
- c. An employee seated himself on an empty box in the body of a pickup truck. When the truck turned suddenly he fell out on his head.
- d. Setting up a machine to grind large steel blades, a machinist bumped the control lever which started up the machine, cutting a large gash on his leg.

e. A stevedore, prying up a hatch cover, fell through the open part of the hatch to a deck below when the cover suddenly came free.

f. A grass cutter, throwing gasoline on a smoldering fire to make it burn faster, was burned when the resulting explosion set his pants leg on fire where he had spilled some of the gasoline.

It is evident that these accidents could have been avoided if the employee had used some common sense.

By far the largest group of "booby traps" are set up by someone's carelessness and neglect.

- a. A "cowboy" industrial truck operator, who took a corner too fast and wide, tore the clothing from the back of a woman whom he sideswiped in passing.
- b. A pile of coffee sacks, carelessly stacked, fell over on a workman when he attempted to remove a sack.
- c. An employee fell, injuring his leg, into a manhole which had been left uncovered in a fog-filled tunnel.
- d. Tree trimmers left a severed limb lodged in a palm tree; it became dislodged and fell on a workman sent to clean up the debris.
- e. A hand truck, pushed by a stevedore, fell on his leg, because a dock plate to a railroad car was left unsecured.
- f. A mechanic put his finger into a valve to feel the condition of the valve seat. Just then, a fellow worker closed the valve, cutting off the end of the mechanic's finger.

After looking over our past record there appear to be two ways to prevent "booby traps:"

1. If all you workmen will take the time to look over your job before you start to work, then protect yourself by wearing protective clothing from those hazards which you are unable to avoid or remove, you will help prevent accidents.
2. It is the responsibility of every employee, from the common laborer up to the foreman and supervisor, to see that no "booby traps" are created and left on the job for your fellow workmen.

### HONOR ROLL

Bureau Award For  
BEST RECORD  
JUNE

COMMUNITY SERVICES BUREAU  
HEALTH BUREAU  
CIVIL AFFAIRS BUREAU

#### AWARDS THIS CALENDAR YEAR

Community Services.....	4
Civil Affairs.....	2
Health.....	2
Supply.....	1
Engineering and Construction.....	0
Marine.....	0
Transportation and Terminals.....	0

Division Award For  
NO DISABLING INJURIES  
JUNE

HOSPITALIZATION AND CLINICS  
DREDGING DIVISION  
INDUSTRIAL DIVISION  
SERVICE CENTER DIVISION  
ELECTRICAL DIVISION  
GROUNDS MAINTENANCE DIVISION  
MOTOR TRANSPORTATION DIVISION  
AIDS TO NAVIGATION  
SANITATION DIVISION

#### AWARDS THIS CALENDAR YEAR

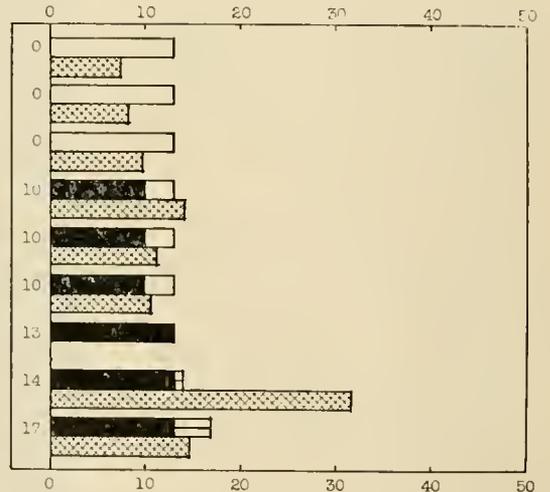
Aids to Navigation.....	5
Sanitation.....	5
Service Center.....	5
Motor Transportation.....	4
Electrical.....	3
Grounds Maintenance.....	3
Hospitalization and Clinics.....	2
Dredging.....	1
Industrial.....	1
Maintenance.....	1
Navigation.....	1
Railroad.....	1
Storehouses.....	1
Commissary.....	0
Locks.....	0
Terminals.....	0

JUNE 1954

Community Services Bureau	0
Health Bureau	0
Civil Affairs Bureau	0
C. Z. Govt.—Panama Canal Co. (This Month)	10
Supply Bureau	10
Engineering and Construction Bureau	10
C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)	13
Transportation and Terminals Bureau	14
Marine Bureau	17

Number of Disabling Injuries ..... 23

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



#### 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

Man-Hours Worked..... 2,372,500

PANAMA CANAL  
**REVIEW**

Official

Panama Canal Company Publication  
 Published Monthly at  
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## New Military Assistant Arrives From California



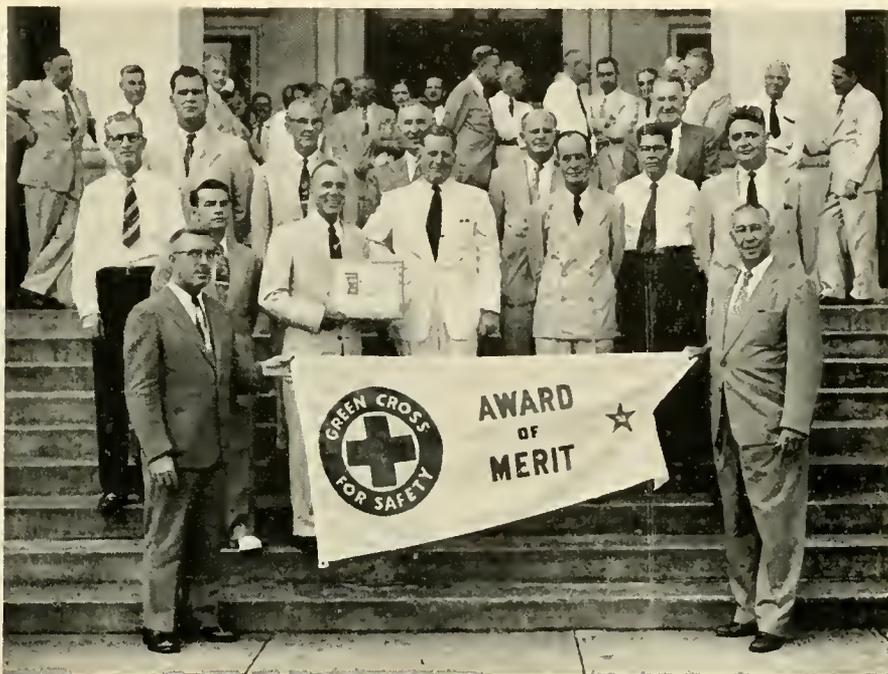
MAJOR DAVID H. SMITH, new Military Assistant to the Governor, arrived last month to take over his new duties. He was accompanied by Mrs. Smith and their two daughters.

A native of Pennsylvania, Major Smith was graduated from the United States Military Academy in 1946. He has just completed work at the California Institute of Technology for his Master's Degree in Civil Engineering.

He succeeds Lt. Col. David S. Parker, who has been reassigned to the Portland Engineer District in Oregon.

## OF CURRENT INTEREST

### Safety Award Presented—



FORMAL PRESENTATION of the National Safety Council's Award of Merit was made to Governor J. S. Seybold last month at a brief ceremony at the Administration Building at Balboa Heights. The presentation was made by Maj Gen. Julian L. Schley, member of the Panama Canal Company Board of Directors.

The following day the Award of Merit flag was raised on the Building's flagstaff.

After the presentation, Governor Seybold posed with Safety Representatives and Assistants on the Administration Building steps. M. F. Millard, Engineering and Construction Bureau, left, and Emmett Zemer, Community Services Bureau, hold the Safety Flag.

Others, left to right, are: J. D. Tate, Aids to Navigation Section; W. F. Russon, Transportation and Terminals Bureau; Lt. Com. R. C. Rice, Industrial Division; M. R. Hart, Supply Bureau; G. O. Kellar, Chief, Safety Branch; C. J. Genis, Supply Bureau, northern district; Governor Seybold; Otto Helmerichs, Personnel Bureau; L. W. Chambers, Marine Bureau; R. H. Greene, Office of the Comptroller; Carl G. Brown, Health Bureau; and E. L. Farlow, Civil Affairs Bureau.

**Retail prices of coffee in the Canal commissaries will be increased approximately three to six cents a pound the middle of this month.**

The price increase is necessary because of the higher cost of coffee obtained from producers, Commissary officials said.

Bids for a supply of Boquete coffee, which is used as a blend with other coffees, were advertised recently. The lowest bid received was about four cents higher per pound than bids received for coffee purchased last March. The March coffee, in turn, had been purchased at a considerably higher price than previous lots of coffee.

The first sixteen apartments in the new quarters at Diablo Heights were assigned this week. All are near the Diablo Commissary and the site of the old dispensary building.

The eight houses, each with two apartments, were transferred by the contractor the last week in July. The apartments were advertised on the July 28 housing vacancy bulletin for assignment August 3.

Additional houses will be turned over to the Canal Company by the contractor each week until the contract is completed.

Canal Zone residents who hold drivers' licenses in the Republic of Panama are reminded to check the expiration date on their licenses, many of which expire this month. One photograph and a \$1 stamp, which can be obtained near the Panama Traffic Office or at other places where "papel sellado" is sold, are necessary for renewal.

Drivers' licenses in Panama were renewed in 1950 for a four-year period. Most renewals took place in August of that year and the licenses consequently are expiring in August of this year.

Sales personnel in the shoe sections at Balboa and Cristobal Commissaries are being given a course in shoe-fitting, under the direction of Fred N. Dahl, Commissary Division training director.

The course is based on material obtained by the Commissary Division from a firm of shoe machinery manufacturers in the United States.

On completion of the course, the salespeople will be given certificates suitable for framing. The shoe-fitting course will be extended to other retail stores after its success has been shown at Balboa and Cristobal Commissaries.

The Northern District Sanitary Office on Bolivar Highway in Cristobal is now being used as impounding station for dogs picked up on the Atlantic side of the Canal Zone.

Until the latter part of July, dogs which were impounded were held at the Humane Society Kennels at Brazos Brook.

The formal dedication of the new Rainbow City gymnasium took place July 20, in the presence of Canal officials and community leaders. The gymnasium had been located at Chagres and was moved recently to the new site adjacent to the playground area opposite the High School Building.

The gymnasium was immediately put to the community use for which it is intended. The day after the formal dedication, Canal Zone children who had participated in the Local-Rate Summer Recreation program showed some of the products of their handicraft classes and later in the day gave an exhibition of square dancing.

# Main Work On Contractors Hill Project Will Be Started By Tecon This Month

The familiar face of Contractors Hill will begin to change its appearance within another few weeks when the blasting and hauling of rock gets into full swing.

Between 25,000 and 30,000 cubic yards of material have already been moved by the Tecon Corporation, contractors for the big project. This, however, is in the nature of preliminary work for the main job which involves removing some 2,000,000 cubic yards of rock to stabilize the hill slope, facing the Canal, which has been endangered by a crack along the rocky hill crest.

The first phase of the job is the clearing of all material on the hill, down to the 370-foot elevation. This work is now well advanced and it is expected to be completed during August, following which the main job of removing the mass of rock will be started. From elevation 370 feet down to elevation 150 feet, or 65 feet above water level in the Canal, the hill will be cut away in a series of wide berms or benches.



MEN and machines start taking off the top of Contractors Hill.

A bit of history is usually dug up whenever any extensive excavation is done in the Canal Zone.

The Contractors Hill project is no exception to this general rule. A wealth of old bottles which would have delighted any bottle collector, of which there are many on the Isthmus, was found near the top of the hill.

Bottles of all sizes and descriptions were uncovered by the blade of one of the big bulldozers, but only a few were intact after the blade cut through the cache.

According to local historians, one of the French Canal Company official residences was built atop Contractors Hill and the bottles are believed to have been castaways from parties of three-quarters of a century ago.

Some minor blasting has been done by Tecon forces during the past ten days. This was necessary to break up some of the rocky ledges and ridges which protrude above the 370-foot elevation.

## Night Shift

Until now the work has been done on

a 10-hour work shift a day. Another 10-hour night shift will begin work sometime later this month when the top of the hill has been cleared. Leroy Ramer is General Superintendent of the project, and John Austin is foreman of the day shift which is now engaged.

Big floodlights are to be installed at the top of the hill before the night shift is added; they will provide a spectacular sight for several miles around.

Most of the material which has already been removed has been used for the construction of a haul road to the spoil area which was formerly the Rio Grande water reservoir, about a mile from Contractors Hill.

## Equipment Here

Most of the Tecon Corporation equipment for use on the project has already been received. A second large shipment of equipment received during the latter part of July was unloaded and assembled in Balboa. It consisted of heavy earth-moving machinery and auxiliary equipment. The company now has nine of the big Euclid hauling units ready for work.

Some additional machinery is to be

brought for the job later when the work is more advanced, probably about the beginning of the next dry season.

Meanwhile, preliminary work of other nature is well advanced. The work of sinking a shaft into the face of Contractors Hill from the Canal side is nearing completion. This job, as well as the removal of the Gaillard plaque from the face of the hill, is being done under a subcontract by the Bildon Corporation.

The tunnel is nearing completion and the work of lowering the plaque was scheduled to be completed this week. The tunnel is being driven into the hill for two purposes: To relieve hydrostatic pressure in the crack, and to install instruments to measure any movement of the hill. The tunnel intersects the crack about 125 feet in from the face of the hill.

Other auxiliary work in progress includes the construction of a warehouse and repair shop by Tecon Corporation. The shop will be fully equipped to do all types of repair work which may be required on the machinery in use.

## Complete Turnover Made Of Gorgas X-ray Equipment

A complete turnover in heavy equipment in the X-ray Department of Gorgas Hospital has been made within the past few months, in line with the policy of providing modern, up-to-date medical care in Canal Zone medical facilities.

All major equipment is now operated on 60-cycle current on a special line from Quarry Heights. There are now two combination fluoroscopic - radiographic units of late design and other new items of diagnostic equipment have been added to facilitate special studies on the head and brain.

A large combination superficial and deep X-ray therapy machine has been installed in the treatment section, enabling hospital therapists to treat by X-ray anything from the most superficial skin lesions to the deepest cancerous growths.



ROCK surrounds the mouth of the tunnel.



A SHOVEL takes a big bite.

# Tarpon Is Still King In Waters Of Chagres



NIAGARA whirlpools have nothing on the Chagres River when the Gatun spillway gates are open.

Members of the Panama Canal Tarpon Club, which has its headquarters on the brink of Gatun Spillway within sight of the Gatun Locks, claim that their club is the third oldest organized fishing club in the world and the first chartered fishing club on the Isthmus.

These claims are possibly true since the Tarpon Club was first organized in 1914 by a group of Panama Canal employees who called themselves the Gatun Fishing Club.

First record of the activities of this club was in 1915 when P. R. Joyce, representing members of the organization, wrote a letter to Gov. George W. Goethals asking permission to buy a small building formerly used as a dynamite shed and relocate it in a spot west of the railroad siding below the hydroelectric station at Gatun. This building, he said, was to be used for the comfort of the club members. Permission was granted and the building was bought for \$6. Later the Governor granted the club certain privileges such as the right to purchase equipment from The Panama Canal, supplies for the refreshment counter at the Canal Zone Commissary, and permission to have their printing done at the regular surcharge rate. He, however, refused to grant them such luxuries as free water and electricity, which in those happy days were provided without charge to the Canal residents.

### Famed Fishermen

By 1916 the officers of the Tarpon Club had the club in such smooth running order, and the clubhouse itself such a comfortable place, that they sent letters to the managers of the Hotel Washington and Hotel Tivoli asking them to send them all tourists who might want to be taken on angling trips.

The fame of the elusive hard-fighting silver tarpon was spread by the many visitors who either came to see the wonderful new canal or who arrived here on official business and then relaxed between conferences. One of these was energetic Teddy Roosevelt, one of the world's best known sportsmen.

The old club records show that Roose-

velt and a party visited the club and stayed overnight and went fishing. He became one of the early honorary members as later did his famous cousin Franklin D. Roosevelt who paid a visit to the club in 1934 when he was President of the United States.

In addition to the two Roosevelts, other well-known personages whose names appear on the club guest book include William Vanderbilt of New York; ex-King Leopold of Belgium, and Harry F. Sinclair of the Sinclair Oil Company.

### Charter Members

The list of charter members of the Tarpon Club reads like an Isthmian *Who's Who* with a few Stateside millionaires thrown in for good measure. The records list William D. Taylor, then Postmaster at Gatun; Dow R. Walker; David Westman, now head of the Westman Brothers Accounting firm, then a clerk

at Gatun; W. E. Minnix, later Chief of the Cristobal Fire Department; Sir Claude Mallett, British Minister to Panama; T. B. Monniche, designer of the Canal emergency dams and former engineer of docks in Cristobal; Dr. Herbert C. Clark, then with Gorgas Hospital; Fred G. Whaler, Panama Canal employee who later became world-known as a fishing guide; Captain Charles B. Fenton of Cristobal; David T. Abercrombie, well-known New York sporting goods merchant; George G. Hamilton of Kentucky; Edward Leavitt Howe of Princeton, N. J.; and A. B. Legare of Washington, D. C.

In later years, members and guests included the late Monnett Davis, U. S. Ambassador to Panama; Murray Wise, Councilor of Embassy; C. S. Adams, Secretary and Treasurer of Braniff Airways; General Horace McBride, former Commander-in-Chief of the Caribbean Command, as well as a number of well-known fishermen from the United States who came to Panama to try their luck with the elusive tarpon.

In the early days as now, the members brought the family out to the club for the week-end, and sometimes there was a bang-up party such as the one given by R. K. Morris, then Chief Quartermaster of the Panama Canal, who donated a sheep for a barbecue.

### Alligator Trouble

Around 1922 the Tarpon Club members had a little trouble with 20-foot alligators which hung around the spillway apron and kept the members from going into the water to fish. Calls for help were sent to C. A. McIlvaine, Executive Secretary, who gave instructions to the Canal police to get rid of the pests.

Wading into the water at the foot of the spillway to fish was a thrilling but dangerous sport even without alligators and there were several fatal accidents, when fishermen were swept off the cement apron into the swirling waters of the Chagres. In 1934 rules were made which prohibited fishing alone and required the use of cleated shoes, shorts, and life preservers when fishing from the spillway apron or off shore when standing in the waters of the Chagres.

Although some fishing is (See page 13)



THESE TWO Tarpon Club members look as if they were about to have a fine time on the Chagres River. E. C. Stern, left, is the club's dockmaster; Henry R. Chenavert is one of the club's most ardent fishermen.



THE GOTHIC, a yacht for a Queen



THE NEVADAN, the Canal's



THE STUYVESANT, a Dutch dredge

## 1914 • THE PANAMA

At 7:10 a. m. on August 15, 1914, the first ship sailed from Pier 9 in Cristobal to begin the Canal's history. Guests, including the President of Panama, were on board. Nine hours and 40 minutes later the ship reached Balboa and the Canal's commerce.

The next day six ships, three northbound and three southbound, began the Canal. They were the beginning of a steady stream of yachts and monstrous battleships, whaling ships, painted fruit boats, and passenger ships. Under."

From the day when the "Ancon" made her first run, 228,881 vessels of all sizes, shapes, and types have passed through the Panama Canal. Of these, 172,762 were commercial vessels. The rest were smaller commercial vessels, Panamanian or Panamanian government ships, or ships under tow or under their own power.

Tolls, collected or credited, during the first year totaled 845,300 dollars. The cargo carried totaled 385,794 tons, including coffee, ore, bananas and beef, and the thousands of passengers on the busy Panama Canal, day after day.



A FLOATING DRYDOCK, on its side



A POLAR SHIP, City of New York



10,000th commercial customer

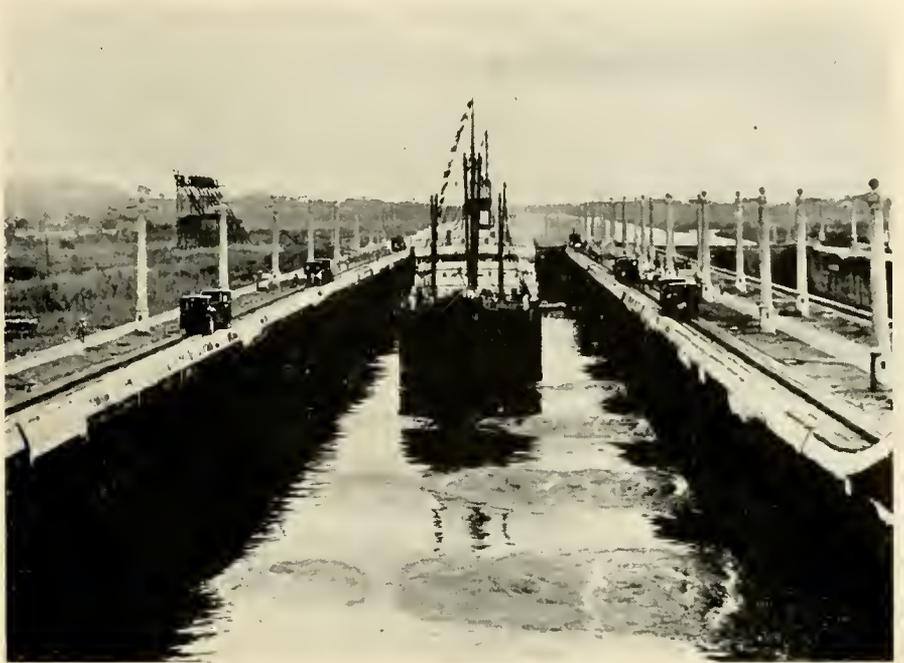
# A CANAL • 1954

The U. S. S. "Ancon" slipped from its berth at Colon, Panama. Aboard the ship were some 200 passengers and a quantity of cargo for dispatch at Colon. The "Ancon" had reached the end of the Panama Canal was officially open to world traffic.

and three southbound, transited the Canal. The flow of traffic which has included tiny yachts and rusty merchant tramps, trim white-rigged immigrants to new homes "Down the Canal."

On the first trip until June 30 of this year, 100,000 tons of cargo and nationalities have gone through the Canal. The large commercial craft—300 tons or more, U. S. government vessels, Colombian vessels which were transiting for repairs,

and almost 40 years amounted to \$749,000,000. 1,000,000 tons of oil and wheat, lumber and other items which are shipped through the Canal.



THE ANCON, she opened the Canal



A CARRIER, air power at sea



A BATTLESHIP, a lockful



DESTROYERS, a multiple lockage

## ANNIVERSARIES

Emmett Zemer, Safety Inspector for the Community Services Bureau, heads the list of those celebrating anniversaries in July. He has 41 years of continuous Canal service and has never worked for any other organization. Mr. Zemer has taken an active part in so many community activities, especially Pacific side Independence Day celebrations, that the youngsters are inclined to think of him as "the man with the flags."



His first job was as a wrapper and checker at Gorgona Commissary. After serving in a number of commissaries, he worked at the Hotel Washington and at the Tivoli, and then spent the next 26 years in what used to be known as the District Quartermaster's Office at Balboa. He has been at Balboa Heights since 1953.

Incidentally, his unusual first name is the last name of the famed Irish patriot, Robert Emmett.

### 30 YEARS

Four employees, one of them a woman, and two of them brothers-in-law, start their fourth decade of government service this month. They are: **Florence G. Kelly**, **T. E. Engelbright**, **Roger H. Greene**, and **Nelson W. Magner**.

Miss Kelly, who was born in Red Bank, N. J., worked for the Canal first in 1920. All of her service has been in accounting work. She is now a Time, Leave, and Payroll Clerk in the Payroll Branch.

Mr. Engelbright, a police officer in the Cristobal District, is an old artilleryman. He first came to the Canal Zone with the Army and was stationed at Fort Amador. He spends his spare time fishing or hunting.

Mr. Greene, a native of Washington, D. C., came to the Canal Zone as a boy. After a hitch in the Navy and college in California, he returned to the Canal Zone to work. He is a Claims Examiner in the Claims Branch.

Nelson W. Magner, this month's other 30-year employee, is Mr. Greene's brother-in-law. Born in Indiana, he first worked for the Canal in 1920, and is now chief of the Maintenance Division's Northern Branch.

### 25 YEARS

**Everett L. Farlow**, one of the four 25-year employees, is the only one with continuous Canal service. A clerk with the Police Division for 14 years, he is now Administrative Officer in the office of the Civil Affairs Director. The other quarter-centurions are: **Miss May B. Dodson**, a staff nurse at Colon Hospital, all of whose Canal service has been with the Health Bureau; **Robert J. Brady**, Guard at the Pacific Locks, who had held summer jobs as a boy; and **Claude E. Campbell**, foreman in the heavy equipment section of the Maintenance Division's Southern District, and, incidentally, the recently elected Department Commander for the American Legion.

### 20 YEARS

Of the 12 20-year people, ten have continuous government service. They are: **Emmett W. Argo**, General Foreman, Atlantic Locks; **Harold H. Feeney**, Chief, Contract and Inspection Division; **Gardner Hayes**, Supervisory Sanitation Inspector, Health Bureau; **Lucille Hearn**, Assistant Director of Nurses, Gorgas Hospital; **John J. McConaghy**, Gas Plant Operator, Industrial Division.

**Milton L. Nash**, Lock Operator Machinist Leader, Gatun Locks; **James H. Selby**, Plant Accountant, Plant Inventory and Appraisal Staff; **Mrs. Mary E. Specht**, Supervisory Fiscal Accountant, Maintenance Division; **Albert G. Turner**, Machinist, Industrial Division; **Allen B. Ward**, Teacher of Spanish, Balboa High School.

The two with 20 years of government service but broken Canal service are: **Mrs.**



**SCHOOL BELLS** will be ringing soon. With the Latin American schools opening next Monday, the U. S.-citizen schools and the Canal Zone Junior College on September 9, and States colleges starting almost anytime in September, there is not much more time to get school outfits. Here are a few of the items the Canal Commissaries have for kindergartners to collegians.

Clothes, of course, are all-important. Take those for little school belles first. In the 7 to 14 size group and selling for only **Very** \$2.65, there are dresses which **Junior** should charm any small boy into offering to carry his girl's books.

Many of the dresses have contrasting blouses and skirts. One little honey is sleeveless with a V-neck and a big sailor collar; the top is of red and white striped cotton, as are the big pockets, and the skirt is crisp white embossed cotton. Another dress, of yellow plissé, has a scoop neck, three-tiered skirt, a trim of black crochet and a snappy black patent belt.

**WILD RICE**, believe it nor not, is a new color for girls' loafers. It's a light, pearl gray in smooth-finished leather. Still the leading school shoe, the loafer is a moccasin-type shoe and also comes in black and brown. In sizes 4 to 10, it sells for about \$4.50. Cotton anklets, in plain colors or with fancy cuffs, are available to go with the loafers; 25 to 38 cents a pair.

Now for snips-and-snails boys who wouldn't be caught dead in anything but dungarees. There are dungarees with suspenders for pudgy **Those** kindergartners, at \$1.35; dungarees with elastic waistbands for boys who have waistlines, \$1.25; cowboy style dungarees with rivets; and dungarees with double knees for the young man who is hard on his clothes. These two are \$1.90 a pair. There are Levis, real genuine ones, bearing the Levi Strauss & Company label, at \$3.55. In case you can persuade your young man that there are other sorts of pants, too, the Commissaries have cotton twill, from \$1.70 to \$2.55 and khakis, at \$2.10.

**SHIRTS** to go with the dungarees, or other trousers, too, come in a variety of colors and patterns and a variety of prices: \$1.05 to \$1.55 for sizes 8 to 18. There are some exceptionally good looking Spartan plaids and some attractive seersucker prints. One of the latter is a diamond pattern of blue and yellow which should catch the eye of any young male. Cotton linen shirts have a linen finish but don't muss like linen. Plissé, that high-sounding name for a light-weight seersucker weave, comes in white or solid colors and doesn't have to be ironed. Sports type but a little dressier, if that can be, are nylons in what are known as a "baby pucker weave," white and plain colors.

**Maxine K. Hitchcock**, Clerk-Typist, Corozal Hospital, and **Fred S. Baumbach**, Supervisor of Painting, Maintenance Division.

### 15 YEARS

Seventeen employees completed 15 years of service last month.

Those with continuous Canal service are: **Norman E. J. Demers**, Administrative Officer, Transportation and Terminals Division; **Rudolph M. Hiter**, Floating Crane Operator, Dredging Division; **Truman H. Hoenke**, Superintendent, Pacific Locks; **Roger M. Howe**, Electrical-Mechanical Engineer, Engineering Division; **Hugh M. Linn**, Air Compressor Operator, Industrial Division; **Lambert A. Montovani**, Assistant Restaurant Manager, Service Center

For both boys and girls, in the 8½ to 3 shoe size range, the Commissaries have a new shoe which should delight mothers. It is a gore-type loafer, elasticized over the instep, and is made on a child's last although it is a copy of an adult **Mothers' Delight** shoe. What mothers will like is that it has a plastic counter which prevents the back of the heel from breaking down, and a long-wearing neolite sole. It sells for about \$4.

**CLEVER MAMAS** who sew will be delighted with new chambray for dresses for big and little girls. The plain chambray comes in delicious sherbet colors—raspberry and lemon and lime, for instance. There are glazed chambrays and chambray with an iridescent finish; there are narrow stripes and wide stripes and what used to be called Roman stripes, like neopolitan ice cream—58 to 75 cents a yard.

Now for Tropical Collegians, female. The Commissaries have a fine assortment of **Betty Barclay Junior Miss** frocks in **Junior** sizes 7-15. One which would be **Misses** perfect here, or for travelling to the States, is a two-piece suit of combed cotton with rayon acetate, in a fine pin-stripe in pink. The coat is three-button, with crisp, white, narrow-wale pique collar and cuffs. The shirt is slim with a kick pleat, for easier walking; \$9.50. A black and white print has narrow black straps and a little black jacket, the lapels of which are faced with the print—\$7.95.

**TROPICAL COLLEGIANS**, male, have a fine selection of shoes to choose from. **Bates** has made a budget-priced moccasin toe shoe with a neolite sole, especially for the Commissaries. In light tan, sizes 6-12 and in C and D widths, they are \$8.50. A loafer, made of shrunken calfskin, in brown only, with an elasticized gore, is \$6.95. New in the Commissaries is another shoe of shrunken calfskin, in black or brown. It has a two-eyelet tie, is cut much lower than the conventional shoe and gives the appearance of a loafer. In sizes 6 to 12 and C and D widths, it is about \$10.50.

Now, stray items for the off-the-Isthmus student: No one can be expected to make an eight o'clock class without an alarm clock; \$2.45 for a sturdy old faithful and with an insistent alarm to \$6.85 for an alarm clock in a travelling case.

Foam rubber bed pillows come in two types. Dayton Koolfoam pillows, the plump size, have a sanforized percale cover which is washable and are 18¼ by 27 by 5½ inches—\$5.95. Playtex foam rubber pillows which won't sag or lump or bunch are 16 by 24 by 4 inches and sell for \$7.95.

**SAMSONITE LUGGAGE** will be in the Commissaries in time for the college-bound. In blue, brown, green, or natural rawhide or saddle tan, the luggage ranges from \$15 for a 13-inch train case or 15-inch overnighter to \$32 for a hand wardrobe. Young moles will like the two suiters and will not mind that they don't come in green.

Division; **George D. Rowe**, Toolmaker, Industrial Division; **Louis T. Schuberg**, Marine Pipefitter, Industrial Division; **Maxwell T. Smith**, Personnel Assistant, Personnel Division; **George A. Tully, Jr.**, Policeman, Cristobal; **Mrs. Ella E. Wertz**, Mail Clerk, Administrative Branch.

Those whose service with the Canal has been broken are: **Glenn C. Dough**, Shipwright, Industrial Division; **Ralph J. Douglas**, Pipefitter, Industrial Division; **Rex O. Knight**, Motor Inspector, Police Division; **Oliver G. Paterson**, Auto Repair Mechanic, Motor Transportation Division; **Richard P. Patton**, Policeman, Balboa; **Carl A. Wanke**, Supply Cataloguer, Storehouse Division.

## Balboa Heights Administration Building Begins Fifth Decade As Zone's Capitol

(Continued from page 5) to be housed at Balboa."

Five different sites, four areas on or near Sosa Hill and a knoll "west of Ancon cemetery," were considered for the Building. In one memorandum the last location, which was the one selected, was referred to as "30 feet back of the former triangulation station on Lone Tree Hill." Site preparation was started in March, 1913, and erection of the steel skeleton of the building was begun the following June.

### "Not More Than \$375,000"

In 1911, the estimated cost of the permanent administration building was given as \$448,750. This apparently was cut somewhere along the line; in October, 1912, Col. Goethals wrote the architect that it was "to cost when completed, \$375,000 and not one cent more, as we have no more and are going to ask for no more." The final cost of the Building is not given in very detailed story on the Building which appeared in the *Canal Record* of Dec. 30, 1914, but there are memoranda which do show that its cost "would far exceed the estimates."

A number of major changes have been suggested for the building since 1914. At one time serious consideration was given to opening an entrance from the south side of the building, for easier access to the parking lot. Another plan, considered and also discarded about this same time, was an addition to be built on the site of the parking lot. This was to provide a wing for the library.

One little-known suggestion was made in 1937, but never got beyond the discussion stage. This called for an escalator between the front of the Building and the Prado level. It would have cost between \$75,000 and \$100,000 to build, even in those days, and between \$8 and \$9 a day to operate.

### Beauties And Interests

As far as its exterior appearance is concerned, the Building is the same great "E" into which the Timekeepers moved in 1914. It has probably outlived the glowing description in the *Record*—"Such a varied collection of functions has seldom before been assembled under one roof and the building is probably unique and not likely to be duplicated until some undertaking as great in magnitude as the Canal is consummated."

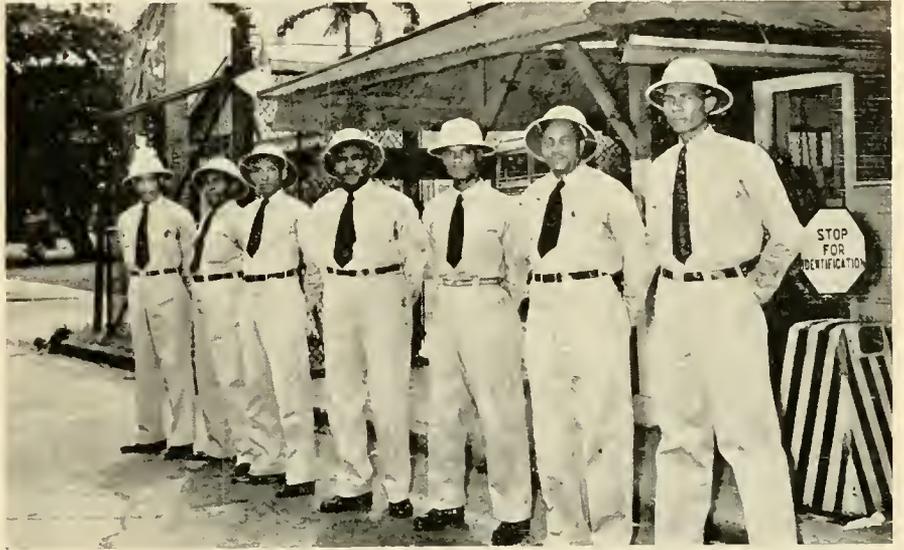
But it has its beauties and its interests. The grandfather's clocks, with their great brass pendulums, in the Governor's Office and in the Executive Secretary's Office date back to French Canal days. One wall of the Governor's office is lined with photographs of his predecessors in office.

The desk used by the Executive Secretary was that used by Col. Goethals, at Culebra.

Lithographs by Joseph Pennell hang in the Board room, the Executive Suite and other offices. The Van Ingen murals in the rotunda are famous. Popular subscription raised the funds which bought the memorial plaque, honoring the Canal dead of World War I, near the foot of the flag pole.

There are no reading rooms, pool tables or libraries in the building now, but it is still what it was built to be—the capitol of the Canal Zone.

## Commissary Division Guard Force



MEMBERS of the Commissary Division Guard Force stand regular inspection. The force was inaugurated June 1. Left to right, the guards are: Lloyd Hewitt, Ervin D. Hicks, Alva J. Henry, Henry B. Thomas, Watwin Hoy, Harold N. Lewis and Willard Archbold. Their supervisor, Julius Szivos, does not appear here.

## Tarpon Still King On Chagres River

(Continued from page 9) still done from the spillway apron, it is no longer the common sight it once was. Trolling on the seven-mile stretch from the spillway to the mouth of the Chagres River near Fort San Lorenzo has become more popular and seldom fails to result in a succession of thrills which brings members of the Tarpon Club out night after night as well as over the week-ends.

### Silver King

Snook, jack, and snapper also are caught in these waters but the legendary Silver King is the true lure for most sportsmen. It is one of the gamest and prettiest fish known and one of the hardest to land because of the hard bones in its jaws and head. There are records of tarpon in the Atlantic as far back as 1643 but up to the time of the construction of the Panama Canal they did not inhabit the Pacific. In recent years they have been found in Gatun and Miraflores lakes and there is excellent evidence that they have passed through the Canal.

It is a warm-water fish averaging from 30 to 80 pounds, which retires toward the tropics during cold weather. Its breeding habits are unknown but many people believe that the tarpon follow up the rivers to spawn. This theory seems likely as at certain times of the year the Chagres River is alive with tarpon while at other times they are fairly scarce.

At Gatun, according to an old newspaper account, the tarpon are caught on a fly. This method was started about 1916 probably about the time that Governor Goethals issued an official circular prohibiting fishing in the Chagres River below the spillway at Gatun except with a rod and reel.

### Thrill Of Thrills

An angler standing on the bank of the spillway with a 12-foot bass rod or a 9½ foot fly rod, 200 yards of 12- or 13-pound line, small lead wires, Brown Hackle fly and a No. 6 hook can get a thrill that he will remember the rest of his days, old-timers reported.

Shortly after Pearl Harbor Day, the

Gatun Tarpon Club was closed for the duration, the locale commandeered for defense purposes and the historic old Tarpon Club demolished as a fire hazard because of its strategic position near the Gatun Locks.

Since the war, much of the old life has been resumed at the Tarpon Club with a transfer of the members and their equipment to three Quonset huts placed at their disposal by the U. S. Army subject to the right of the Army to reoccupy the buildings if and when necessary as a defense measure. At the beginning of the war in Korea, the Army did just that. They reoccupied four Army buildings in that area and one and a half belonging to the Tarpon Club.

### Future Plans

The 138 members of the Tarpon Club, however, are making plans for the future, and within a few years they hope to have a new clubhouse constructed which will have all the comforts of the pre-war fishing headquarters plus a few modern touches. The site chosen for the new building is on a hill overlooking both the Chagres River and Gatun Lake.

Meanwhile, a number of the members have built fishing boats on which they spend their week-ends. The boats range from 18 to 20 feet in length and have names as ingenuous as their construction. Visitors should not be misled by the fact that they are homemade, however, for each is a hardy, seagoing craft which could stand up to a mild buffeting at sea should the owner decide to go fishing beyond the mouth of the Chagres River.

During the past few years, fishing here as well as in other parts of the world has become more specialized and there is increasing emphasis on the conservation of game fish. It is no longer considered sporting to catch fish in large numbers.

Experts now use a point system which takes into consideration the size of the fish in relation to the size of the line and equipment used. The point system is a complicated business understood only by fishermen but on this system trophies are awarded twice each year to the members with the largest number of points. Usually they go to the anglers with skill rather than luck and with perseverance rather than brawn.

## PROMOTIONS AND TRANSFERS

June 15 through July 15

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

### ADMINISTRATIVE BRANCH

Mrs. Anita H. McKeown, File Clerk, from Claims Branch to Record Section.

### CIVIL AFFAIRS BUREAU

Mrs. Suzu K. Kuramoto, from Clerk-Typist, Accounting Division, to Librarian, Library.

Clarence M. Wilson, from Junior High School Teacher to High School Teacher.

Galeon M. Jarvis, from High School Teacher to Junior High School Teacher.

Mrs. Evelyn D. Engelke, Clerk-Stenographer, from Internal Security Office to Police Division.

William G. Hoelzle, from Motorcycle Officer to Motorcycle Officer and Policeman, Police Division.

William T. Nail, James L. Cicero, from Policeman to Policeman and Motorcycle Officer, Police Division.

Albert B. Cooper, from Police Sergeant to Police Sergeant and Motorcycle Sergeant, Police Division.

Alba D. Hutchings, Jr., from Laundry Foreman, Commissary Division, to Customs Guard, Postal, Customs, and Immigration Division.

### COMMUNITY SERVICES BUREAU

Wilson H. Crook, from General Manager, Service Center Division, to Community Services Director.

### OFFICE OF COMPTROLLER

Mrs. Helen R. Hobbs, from Property and Supply Clerk, Housing Division, to Time, Leave, and Payroll Clerk, Payroll Division.

Bertha I. Frensley, from Stenographer to Clerk (Stenographer), Accounting Systems Staff.

Mrs. Claire V. Hughes, Clerk-Typist, from Employment and Utilization Division to Cost Accounts Branch.

Robert V. Chenalloy, from Accountant, General Accounts Branch, to Systems Accountant, Accounting and Classification Section.

Howard Lewis, from Accounting Clerk, General Accounts Branch, to Accountant, Accounting Classification Section.

Mrs. Susan M. Magee, from Clerk-Typist, Cost Accounts Branch, to Clerk-Stenographer, Plant Inventory and Appraisal Staff.

Mrs. Adelia J. Shacklett, from Time, Leave, and Payroll Clerk, Payroll Branch, to Clerk-Typist, Cost Accounts Branch.

Mrs. Jean G. Humble, Clerk-Typist, from Agents Accounts Branch to Cost Accounts Branch.

Isabel M. Diaz, from Bookkeeping Machine Operator (Typist), Claims Branch, to Bookkeeping Machine Operator, Agents Accounts Branch.

Mrs. Jean de la Peña, Clerk-Typist, from Cost Accounts Branch to Claims Branch.

### ENGINEERING AND CONSTRUCTION BUREAU

Matthew Shannon, Foreman Painter, from Maintenance Division to Dredging Division.

Max M. Schoch, Charles H. Bath, Jr., from Assistant Foreman to Public Works Foreman, Maintenance Division.

Anthony R. Lombroia, from Carpenter Leader to Carpenter Foreman, Maintenance Division.

Mrs. Anna D. Thomas, Telephone Operator, from Atlantic Locks to Electrical Division.

Ray D. Wells, from Clerical Assistant (Typist), Fire Division, to Clerical Assistant, Contractors Hill Project.

Ernesto A. Quintero, Carlos M. Badiola, General Engineer, from Engineering Division to Contractors Hill Project.

Harry E. Pearl, from Civil Engineer, Engineering Division, to Office Engineer, Contractors Hill Project.

Charles P. Barton, from Construction Engineer (General), Maintenance Division, to Field Engineer, Contractors Hill Project.

Jack B. Love, from Guard, Contractors

Hill, to Apprentice Cablesplicer, Electrical Division.

Howard M. Armistead, from Fireman, Fire Division, to Apprentice Armature Winder, Electrical Division.

Theodore J. Wilber, from Clerical Assistant to Supervisory Administrative Assistant, Electrical Division.

### HEALTH BUREAU

Dr. Juan L. Correa, Jr., from Hospital Resident to Medical Officer (Internal Medicine), Gorgas Hospital.

Dr. Robert H. Donald, from Intern to Medical Officer (Ear, Nose, and Throat), Gorgas Hospital.

Mrs. Dora J. Coleman, from Histopathology Technician, Board of Health Laboratory, to Medical Technician (General), Colon Hospital.

Mrs. Eva W. Phipps, Staff Nurse, from Colon to Gorgas Hospital.

Robert L. Thompson, from Administrative Assistant, Administrative Section, to Hospital Administrative Assistant, Gorgas Hospital.

Clifford V. Russell, from Hospital Administrative Assistant, Gorgas Hospital, to Hospital Administrative Officer, Corozal Hospital.

August E. Schuler, Hospital Administrative Officer, from Colon Hospital to Gorgas Hospital.

Arthur W. Smith, from Supervisory Accounting Clerk, Gorgas Hospital, to Administrative Assistant, Administrative Section.

Robert Cole, Hospital Administrative Officer, from Corozal to Colon Hospital.

Mrs. Exier J. Hopkins, from Accounting Clerk to Supervisory Accounting Clerk, Gorgas Hospital.

Dr. James A. Schneider, from Intern to Resident, Gorgas Hospital.

Mrs. Mary H. Bright, from Clerk-Typist to Accounting Clerk, Gorgas Hospital.

Mrs. Joyce M. Marschel, from Clerk-Typist to Clerk (Typist), Board of Health Laboratory.

### MARINE BUREAU

James P. Johnson, Jr., Norman R. Hutchinson, Ben F. Smith, from Probationary to Qualified Pilot.

Henry G. Tryner, from Pilot-in-Training to Probationary Pilot.

Frank N. Light, from Engineman, Hoisting and Portable, Division of Storehouses, to Towing Locomotive Operator, Atlantic Locks.

Edward L. Stern, from Storekeeper (Shipping), Commissary Division, to Apprentice Sheetmetal Worker, Industrial Division.

Henry E. May, Jr., from Supervisory and Supply Clerk, Terminals Division, to Refrigeration Machinist Apprentice, Industrial Division.

James L. Rinehart, from Commissary Supervisor, Commissary Division, to Boilermaker Apprentice, Industrial Division.

Charles W. Hammond, from Lock Operator to Painter Foreman, Pedro Miguel Locks.

Yane Leves, from Cribtender Foreman, Terminals Division, to Towing Locomotive Operator, Pacific Locks.

Milton M. LaCroix, from Motorboat Maintenance Mechanic, Aids to Navigation, to Machinist, Industrial Division.

Mrs. Dorothy LaCroix, from Clerk-Stenographer to Fiscal Accounting Clerk, Industrial Division.

Paul Cave, from Lock Operator Machinist to Lock Operator Machinist Leader, Atlantic Locks.

Wilfred M. White, Guard, from Division of Storehouses to Industrial Division.

Charles A. Smith, from Student Assistant, Physical Education and Recreation Branch, to Apprentice Shipfitter, Industrial Division.

Daniel J. Ianoalé, from Guard to Guard Supervisor, Locks Security Branch.

### PERSONNEL BUREAU

Jo Ann A. Fischer, from Clerk-Typist, Employment and Utilization Division, to Clerk-Stenographer, Office of Personnel Director.

Mrs. Evelyn L. Farbman, Clerk-Typist,

## AUGUST SAILINGS

### From Cristobal

Ancon	August 6
Cristobal	August 13
Panama	August 20
Ancon	August 27

### From New York

Cristobal	August 3
Panama	August 10
Ancon	August 17
Cristobal	August 24
Panama	August 31

(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

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

**John B. Corliss**, Indiana; Chief Towboat Engineer, Ferry Service; 36 years and 11 days; Orlando, Fla.

**Lynn E. Cottrell**, Wisconsin; General Foreman, Electrical Division; 23 years, 11 months, 27 days; Wisconsin.

**Roy G. Currie**, Michigan; Utility Foreman, Pacific Locks; 14 years, 4 months; Orlando, Florida.

**Waldron Francis**, St. Francis, British West Indies; Helper Mechanic, Industrial Division; 35 years, 2 months, 20 days; Panama.

**Florence I. Jacobs**, Michigan; Principal, Ancon Elementary School; 29 years and 10 months; Long Island, N. Y.

**John R. McLavy**, Kansas; Supervisory Chemist, Board of Health Laboratory; 28 years, 11 months, 22 days; Staten Island, N. Y.

**Charles W. Meissner**, Oregon; Utility Foreman, Miraflores Locks; 35 years, 6 months; Panama.

**John M. North**, Florida; Lock Security Guard, Atlantic Locks; 26 years, 1 month, 5 days; Tampa, Fla.

**Antonio Orsini**, Panama; General Engineer, Engineering Division; 27 years, 9 months, 12 days; Panama.

**Harold J. Peterson**, Wisconsin; Pumping Plant Operator, Maintenance Division; 12 years, 5 months, 6 days; Upper Gloucester, Me.

**Clarence E. Sherwood**, Pennsylvania; Foreman, Armature Shop, Electrical Division; 35 years, 5 months, 2 days; Plans uncertain.

**Solomon Yudin**, New York; Senior Maintenance Mechanic, Hospitalization and Clinics Division; 13 years, 5 months, 11 days; Miami Beach, Fla.

from Magistrate's Court to Employment and Utilization Division.

### SUPPLY BUREAU

Mrs. Mildred L. Randall, from Accounting Clerk, Commissary Division, to Clerk-Typist, Division of Storehouses.

Julius Szivos, from Storekeeper (General), Division of Storehouses, to Guard Supervisor, Commissary Division.

### TRANSPORTATION AND TERMINALS BUREAU

Bernhard I. Everson, from Deputy Director to Director.

John A. McLain, Jr., from Gauger and Cribtender Foreman to Cribtender Foreman, Terminals Division.

David A. Redmond, from Guard, Locks Security Branch, to Gauger and Cribtender Foreman, Terminals Division.

Donald D. Austin, Donald W. Wilson, Ralph C. Stone, Charles J. Busquet, Wolford W. Foster, Martin L. Olsen, Richard E. Kresge, from Policeman, Police Division, to Guard, Terminals Division.

Lloyd W. Peterson, from Traffic Clerk (Passenger) to Transportation Clerk, Steamship Ticket Office.

Mrs. Barbara M. Hutchings, from

## Canal Employees Increase Purchases Of Savings Bonds

Close to 3,000 employees of the Company-Government organization are now signed up to buy U. S. Savings Bonds through the payroll deduction plan, as the result of an intensified campaign throughout the organization. About 1,900 employees, who had not been buying Savings Bonds through the deduction plan, were signed up since the drive began.

About 16.1 percent of U. S.-rate employees were buying bonds by deduction before the campaign; this figure now is slightly over 26 percent. While 3 percent of local-rate employees were subscribing before the campaign, this figure has been very substantially increased to approximately 18 percent, according to Norman Johnson, Savings Bond Officer.

The Personnel Bureau, for which Otto Helmerichs was Saving Bond Chairman, leads the Company-Government organization with 47.1 percent participation among U. S.-rate employees and 79 percent for local-rate employees. Second place is held by the Office of the Comptroller, where Kathleen McGuigan is Savings Bond Chairman, with 44.2 percent U. S.-rate employee participation and 43.8 percent for local rate. Third place goes to the Community Services Bureau, with 43.5 percent U. S.-rate employee participation and 36.4 percent for local rate. Savings Bond Chairman was Douglas Johnston. His group also signed up the largest number of new buyers, a total of 448.

The largest number of employees participating in any one Bureau is in the Supply Bureau where M. R. Hart is chairman and where 592 employees are now buying Savings Bonds by payroll deduction.

At the end of the drive Miss McGuigan, Mr. Helmerichs, Mr. Johnston, and Mr. Hart were all congratulated by the Governor for the contribution made by themselves, their committeemen, and canvassers in the drive.

More than 225 chairmen, committeemen and canvassers worked to make this campaign a success.

Other Bureau participation follows: Transportation and Terminals, N. E. Demers, Savings Bond Chairman, 20.9 percent U. S.-rate and 24.1 local-rate participation; Engineering and Construction Bureau, Mrs. Teresa G. Wright, chairman, 15.6 U. S.-rate and 11.6 percent local rate participation (these returns

Clerk-Typist to Transportation Clerk (Typist), Steamship Ticket Office.

**William R. Graham**, from Accounting Clerk to Accounting Assistant, Railroad Division.

**Harold G. Crawford**, from Guard, Atlantic Locks, to Chauffeur, Car of President, Motor Transportation Division.

**Robert G. Turner**, from Freight Traffic Clerk to Supervisory Property and Supply Clerk, Terminals Division.

**Sidney Smithson**, from Guard to Supervisory Storekeeper (Checker), Terminals Division.

**Victor T. McGarry**, from Supervisory Storekeeper (Checker) to Freight Traffic Clerk, Terminals Division.

**John L. Barrier**, from Agent-Operator to Train Dispatcher and Agent-Operator, Railroad Division.

## Top Officials Meet



OFFICIALS of Girls State called last month on officials of the Canal Zone. Jane Jennison, far right, was Girls State Governor, and Georgia McGinn, between Lt. Gov. H. O. Paxson and Governor Seybold, was Attorney General. A few days after the official call the girls left for Washington as Canal Zone delegates to Girls Nation.

are not final); Marine Bureau, with Charles Jackson as chairman, 23.3 U. S.-rate and 6.5 local-rate participation; Administrative Branch and the Governor's Staff, H. S. Makibben, chairman, 28.6 U. S.-rate and 4 percent local-rate participation.

Figures for the Civil Affairs Bureau, for which G. C. Lockridge was Savings Bond Chairman, and for the Health Bureau, R. L. Thompson, chairman, are not yet available.

### Classes Start Next Week For 4,000 Students In Latin American Schools

(Continued from page 1) be held in a building on High Street. This two-room school will accommodate the comparatively small number of Chagres students in grades one through six. Junior high school and high school students from Chagres attend the Rainbow City schools.

Although the actual enrollment of the Latin American schools will not be known definitely for several days after classes begin, school officials estimated that the total enrollment will be about 400 less than during the last school year when 4,484 students were registered. The expected drop in enrollment is due to the decrease in the number of families living in the Canal Zone. Announcement of a reduction in the teaching staff from 154 last year to about 134 this year has already been made.

One new principal has been appointed for the Canal Zone schools—Pablo Kirven, who succeeds Ernest Morris as principal of the Chiva Chiva School. He is a graduate of the La Boea Junior College and previously taught at Santa Cruz.

Late last month Governor Seybold told representatives of the Local Rate Civic Councils that children of employees liv-

ing in the Republic of Panama who had previously attended the Canal Zone schools would be permitted to attend the Zone schools for the first semester only, if space and the pupil-teacher ratio permit. This will prevent those children who had not enrolled in the Panama schools from losing a full school year.

During the last month of the Institute, the elementary teachers were grouped by grades—all fifth grade teachers, for instance, working together. They planned their work for the coming year so that all classes in the same grade would be studying the same books and materials.

### Survey To Be Made Of Local Rate Rents

In order to develop a rental schedule based on comparability with housing in the Republic of Panama, the Panama Canal Company will review rentals on local-rate housing in the Canal Zone, Gov. J. S. Seybold announced at his July conference with Local-Rate Civic Council representatives.

He said that the survey would take four to five months to complete. Any changes in the rental schedule which might be made would be announced well in advance of the effective date.

In announcing the review of rentals, the Governor said that it would be similar to the surveys made between government-owned and privately-owned housing in the United States where houses are compared for space, location, facilities, etc.

In addition to the survey to be made in Colon and Panama City, the Company will survey the local-rate housing on a basis of what United States Government employees residing in the Republic of Panama pay for their living quarters.

## Patient Handicraft Exhibited



SCRAPS AND BITS AND PIECES of low cost or no cost material become dolls and doll houses, vases, trays and other attractive items in the creative handicraft program being carried out by patients in the Chest Section at Gorgas Hospital.

Here Col. Howard W. Doan, Gorgas Hospital Superintendent, looks over some of the patients' creations with two Gray Ladies, Mrs. H. D. Haskell, left, and Mrs. Salvador Vazquez.

A display of the handicraft, representing two months work by 59 patients under the guidance of the Gray Ladies, was exhibited last month for a week in the lobby of the hospital.

## HEALTH OFFICIALS BUSY WITH PLANS ON CONSOLIDATION

(Continued from page 1)

for hospital and medical care provided for employees of those agencies "less the amounts payable by such employees and their dependents."

A revision of the medical tariff was required to cover these provisions.

In effect, the new medical tariff establishes both in-patient and out-patient rates for personnel of other Government agencies. It also provides procedures and rules for payment of such charges whether they are paid wholly by the agency concerned or partly by the employee and partly by the agency.

This type of plan is already in effect for Company-Government employees. Thus, the difference between what an employee pays for hospital and medical service and the actual cost of such services is now paid by the Panama Canal Company.

In all instances where the plan is adopted by an agency, the same rates will be charged for employees and their dependents as are paid by Company-Government employees. These charges are on a sliding scale and are based on the salary of the individual. They range from \$1.00 to \$6.00 a day for ward care.

### Agencies Billed

In cases where agencies pay the full cost of hospital and medical care for its employees, as is the case for military personnel and their dependents, a flat charge will be made for each patient-day and the agency will be billed the full amount.

Aside from the technical amendments made to implement legislative action, the principal change in the medical tariff was an increase in charges for private ward patients. These rates for hospital ward care have been increased from \$10 to \$15 a day, and obstetrical care from \$150 to \$250. The latter includes all normal obstetrical services including six days of ward care.

The changes which will be required at Gorgas Hospital are still in the indefinite

stage. They will depend, according to Col. Howard W. Doan, Superintendent, on the increase in patient load which is impossible to determine with accuracy in advance. The changes will be made consistent with the increased patient load and additional wards can be opened at the hospital if necessary.

The renovation of the six idle wards will increase the number of actively available beds from about 400 to approximately 550.

The principal increase in the Gorgas Hospital personnel will be in the nursing staff. A number of additions will be needed for the medical staff in both the in-patient and out-patient service, particularly for specialized branches.

A number of new employees will be required to augment the staffs of both hospitals; many of these will be employed locally. These include clerical help, ward attendants, janitors, cooks, and messengers. Doctors, nurses, and technicians will also be employed locally if available but it is expected that most of these will be new employees from the States.

## Forty Years Ago In July

The Canal Zone's July 4 celebration was concentrated, 40 years ago, in Cristobal. The speaker of the day was William Jennings Price, U. S. Minister to Panama, and the Chairman in Charge was C. A. McIlvaine, Executive Secretary.

There were the usual patriotic exercises, athletic events, a band concert and fireworks, with an exhibition dive by a submarine, and a fire company race between Empire and Cristobal as highlights of the day. An unusual attraction was a dance which began in the afternoon and continued until late at night, on Pier 9.

Benches were taken from a recently-dismantled sight-seeing barge, and the railroad's old sightseeing cars were run in on adjacent tracks to provide additional seating capacity.

The Secretary of War announced that the Canal would be open to traffic on August

## Canal's Disability Relief Payments Amount To Almost Two Million Yearly

(Continued from page 4)

oldtimers can remember where they were working on such standout dates.

Another difficulty in establishing old service, he says, is that a good many of the local-rate force during construction days were employed by contractors and not by the Isthmian Canal Commission. The applicants frequently cannot differentiate this contract employment from ICC work and the former is not applicable for service credit.

The record searchers attempt to verify 30 years of the applicant's service—the maximum allowable under the bill providing for increased cash relief. Once they have established these 30 years, they go no further, although in many cases they have had to examine 40-year-old records to arrive at a 30-year total.

### 80 Percent Maximum

Another problem which arises in connection with the disability relief cases is that of explaining to an applicant that he is not entitled to more than 80 percent of his wages at the time he is placed on cash relief.

If an applicant is earning, as some few are, \$50 monthly at the time he applies for cash relief, he can be paid only \$40—or 80 percent of \$50—regardless of the fact that he may have over 25 years service. This 80 percent regulation applies also to everyone drawing an annuity under the Civil Service Retirement Act. Sometimes reductions are made from the maximum allowable because the economic need is not so great.

The Company-Government's cash relief plan is non-contributory; in other words, the recipient of cash relief has made no payments toward a future pension, during his years of service. It is a stop-gap plan, designed to provide some measure of aid for oldtimers no longer able to work, until a full retirement plan can be passed by Congress.

It has been in effect since 1937; last year, on the recommendation of Governor Seybold and the Secretary of the Army, legislation was introduced raising cash relief payments from \$1 to \$1.50 per month, for each year of service, with a maximum of \$45 monthly. The bill was passed by Congress in February, 1954, and immediately went into effect.

15. Ships would be limited to those drawing not more than 30 feet because of conditions at Cuvaracha Slide.

Bids for furnishing two steel tugboats, to be used in handling and docking vessels at the entrances to the Canal, were awarded to the State Island Shipbuilding Company. The tugs were to cost \$152,000 each and would be 125 feet overall length.

The pontoons of the Canal's two great 250-ton cranes, Ajax and Hercules, arrived in the Canal Zone after a long haul across the Atlantic from Germany where they had been built. First to arrive was the pontoon of the floating crane Ajax, which had been 74 days on the way. Fifteen days later, well before it was expected, the pontoon of the Hercules reached Cristobal after a 56-day Atlantic crossing.

STATISTICS ON CANAL TRAFFIC

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

# COMMERCIAL TRAFFIC THROUGH PANAMA CANAL SETS ALL TIME RECORD IN PAST FISCAL YEAR

More large commercial ships transited the Panama Canal during the past fiscal year than in any year of its history.

New records for the Canal were set for fiscal year 1954 in the number of commercial ships handled, the amount of tolls collected, and the amount of cargo which was carried through the Canal.

Although the total commercial transits for the past fiscal year were 9,006, compared with 8,704, for the previous fiscal year, the decrease in the number of government ships brought the total Canal transits of all categories to slightly under last year's overall figure of 10,170.

**7,784 Large Ships**

Large commercial transits, ships of 300 or more tons, totaled 7,784 for fiscal year 1954, 374 more than the large commercial transits for the previous year. Small commercial transits, however, dropped slightly, from 1,294 in fiscal year 1953 to 1,222 in the fiscal year just ended.

The number of government vessels transiting the Panama Canal decreased from 1,466 in fiscal year 1953 to 1,139 during the fiscal year which ended June 30.

Tolls collected on commercial vessels for the fiscal year 1954 amounted to approximately \$33,302,000, of which \$54,000 was collected on craft of less than 300 tons, compared with \$31,972,000 collected for commercial shipping for fiscal year 1953. In 1953, also, tolls of small craft were \$54,000. Toll credits, on government vessels, were \$3,889,000 for fiscal year 1954, compared with \$5,558,000 for fiscal year 1953.

**Korean War Effects**

As in past years, there was little difference in the number of commercial vessels making the northbound and southbound transits. In fiscal year 1954, 4,441 commercial vessels made the Atlantic-Pacific transit, while 4,565 vessels were bound from the Pacific to the Atlantic. During the past fiscal year, 580 government vessels transited from the Atlantic to Pacific and 559 government ships transited in the opposite direction.

Cessation of hostilities in Korea had a major effect on the number of transits of government vessels. In fiscal year 1953, 899 government ships had gone from the Atlantic to the Pacific and only 567 had made the Pacific to Atlantic transit.

On the main trade routes, cargo shipments between the United States East Coast and Canada and the Far East continued in the number one spot, with an increase of 123,000 tons over last year's high figure.

The largest single cargo increase in trade on a major trade route, 497,000 tons, was recorded on the fast-increasing shipments between the East Coast of the United States and the West Coast of South America, via the Canal. This was due to increased shipments of iron ore from Peru.

## A President Visits The Locks



PRESIDENT PAUL MAGLOIRE of Haiti inspected Miraflores Locks during his visit to Panama last month. Center, hat in hand, and with Mme. Magloire on his left, he listens as Lt. Col. David S. Parker explains how the locks work. Beside Colonel Parker, wearing dark glasses, is Governor J. S. Seybold.

### CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	Fiscal Year				
	1954			1953	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	3,852	3,932	7,784	7,410	5,524
*Small	589	633	1,222	1,294	931
Total, commercial	4,441	4,565	9,006	8,704	6,455
**U. S. Government vessels, ocean-going	423	377	800	1,064	441
*Small	157	182	339	402	
Total, commercial and U. S. Government	5,021	5,124	10,145	10,170	6,896

\*Vessels under 300 net tons or 500 displacement tons.

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

### TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the cargo shipments in thousands of long tons segregated into eight main trade routes:

	Fiscal Year		
	1954	1953	1938
United States Intercoastal	5,017	4,871	6,395
East Coast of U. S. and South America	6,673	5,176	2,652
East Coast of U. S. and Central America	531	552	46
East Coast of U. S./Canada and Far East	8,975	7,848	4,912
U. S./Canada East Coast and Australasia	1,306	1,456	992
Europe and West Coast of U. S./Canada	4,379	4,036	4,237
Europe and South America	2,037	1,491	2,974
Europe and Australasia	2,303	2,137	1,251
All other routes	7,874	8,528	3,927
Total traffic	39,095	36,095	27,386

# Gaillard Plaque To Be Removed

# Ten Years Ago In July



THE BRONZE TABLET honoring the memory of Lt. Col. David D. Gaillard, which was set into the face of Contractors Hill 26 years ago, is being removed in connection with the work on the hill. Above is a photograph of the plaque showing its fine detailed work; at the left are the long ladders with which contractors men are scaling the almost sheer face of the hill to reach the plaque 103 feet above Gatun lake level.



Rock is being chipped away behind an eye at the top of the plaque so that a cable can be inserted as support while the 9 by 11 foot tablet is being loosened; it will be lowered by crane to the base of the hill to be crated and removed.

Funds for the plaque were contributed by men of the Third Volunteer Regiment of Engineers, of which Colonel Gaillard had been an officer, and the Gaillard family. It is symbolic of the removal of the last shovelful of earth from the cut and was designed by James E. Fraser. It was to have been located on Gold Hill but this location did not prove to be suitable.

Independence Day speakers, 10 years ago last month, were looking ahead.

At Balboa Stadium, Lt. George H. Brett told an audience: "Once victory has been won we must not permit our joy and natural desire for peace to lead us into the mistake of thinking that war can be abolished by legislative mandate."

And at the American Society's annual picnic, United States Ambassador Avra Warren said that by the following July 4 the vision of "allied victory should surely be clear although the victory itself may not have been won."

There were the usual activities for the day but with a War Bond campaign uppermost in peoples' minds there was an added gimmick: Children who bought War Savings Stamps got preference for jeep rides.

On July 8 Arnold Bruckner, Chairman of the War Bonds Savings Committee, was congratulatory and admonitive. In the previous month, he said, cash sales of War Bonds had amounted to \$858,313, exclusive of the \$418,000 purchased by payroll deduction. However, he added, over 30 percent of the bonds bought were being cashed within two months of the purchase date.

Two new faces were seen in the Canal's official family.

Capt. Antonio S. Pitre arrived from the Mare Island Navy Yard to succeed Capt. Joseph M. Kiernan as Superintendent of the Mechanical Division. Dr. H. C. Waring, who had been with the United States Public Health Service in New Orleans, succeeded Dr. Henry A. Holle as Chief Quarantine Officer.

Over 1,100 former Canal and Railroad employees had entered the Armed Service by July 1944, according to a list compiled by the Administrative Branch. The Mechanical Division topped the list with 176, the Special Engineering Division was next with 122, and the Municipal Division third with 119.

## Samples Of Soil From Canal Given By Washington Woman

Samples of the different types of soil, taken from the Panama Canal excavation, in an amazing variety of colors like sands from the western deserts, have been presented to the Panama Canal Company by a Washington, D. C. woman.

The soil samples arrived here last month and are now on display in the Canal Zone Library-Museum.

The donor is Mrs. W. G. Alley, of Chevy Chase, Md. Early in May, after reading newspaper stories of the 50th Anniversary as a United States enterprise of the Panama Canal, she wrote Governor J. S. Seybold:

"I wonder if you would be interested in my giving you this souvenir (maybe you have one!)

"One of the engineers working on the Canal brought my father the different stratas of earth dug from same and my father fitted the earth in glass tubes and put them in a frame, still in perfect condition."

## MONTHLY COMMERCIAL TRAFFIC AND TOLLS Vessels of 300 tons net or over By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1954	1953	1938	1954	1953	1938
July	638	529	457	\$2,817	\$2,343	\$2,030
August	640	533	505	2,778	2,288	2,195
September	612	615	444	2,591	2,636	1,936
October	654	673	461	2,755	2,910	1,981
November	636	620	435	2,668	2,611	1,893
December	690	626	439	2,963	2,679	1,845
January	626	632	444	2,726	2,689	1,838
February	592	616	436	2,491	2,597	1,787
March	693	678	506	2,934	2,884	2,016
April	654	628	487	2,838	2,733	1,961
May	689	650	465	2,923	2,861	1,887
June	660	610	445	2,764	2,686	1,801
Totals for fiscal year	7,784	7,410	5,524	\$33,248	\$31,918	\$23,170

# Oil, Ore Continue To Lead Shipments Transiting Canal

Old faithfuls continued in fiscal year 1954 to head the list of commodities shipped through the Panama Canal.

Just as they have for the past three years, mineral oils, coal and coke, and iron and steel manufactures lead the list of cargo shipped through the Canal from the Atlantic to Pacific, while ores, lumber and wheat, in that order, were the top three commodities bound from Pacific to Atlantic.

There was a slight drop in the amount of oil bound from the Atlantic to Pacific, compared to the previous fiscal year, but the shipments of coal and coke were somewhat higher this year than they had been last year. Iron and steel manufactures, on the other hand, decreased somewhat.

## Ore Shipments Up

Ore shipments, however, from Pacific to Atlantic, showed a marked upswing during the past fiscal year as compared to fiscal year 1953. This is attributed to shipments from new ore fields which have been opened up recently in Peru.

Lumber shipments from Pacific to Atlantic, much of this coming from the United States and Canadian west coast, were up over those of the last two years but the amount of wheat shipments, while higher than the 1952 figure, was lower than the amount for fiscal year 1953.

Raw cotton, number 16 on the 1953 list of commodities, and wood pulp, which had ranked eighteenth last year, moved into the top 15 items carried from Pacific to Atlantic during the fiscal year just ended.

Chemicals and metal scrap were two commodities which moved up this past fiscal year into the top 15 shipped in the Atlantic to Pacific trade.

## Top Three Continue

Ships of United States, British, and Norwegian registry, in that order, continued to lead Canal transits, by nationality, although the numbers of all three were somewhat lower than they had been during the previous year.

The number of Panamanian-registered vessels, which has been increasing steadily, continued on its upward trend; during fiscal year 1954, 612 Panama ships transited the Canal compared to 444 in fiscal year 1953, and 352 in fiscal year 1952.

Three other steadily-increasing merchant marines are those of Japan, Germany, and Liberia, and their increase is reflected in Canal statistics for the past fiscal year. Transits of ships of Japanese registry, for instance, from 21 in fiscal year 1951 to 388 the past year; Liberian transits have gone from 11 in fiscal year 1951 to 224 this year; and German ships, which did not resume Canal transits until 1952, when 30 ships went through the Canal, totaled 324 in the fiscal year just ended.

Some decreases in the number of ships, by nationality, are shown in the following registries: Chinese, Ecuadorean, Honduran, Irish, and French. Lowest number of ships transiting, by nationality, were Argentina and Morocco, which had one each in fiscal year 1954.

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

Figures in parenthesis in 1938 and 1953 columns indicate relative positions in those years.

### ATLANTIC TO PACIFIC

Commodity	Fiscal Year		
	1954	1953	1938
Mineral oils	4,486	4,936 (1)	907 (3)
Coal and Coke	3,374	2,996 (2)	137 (15)
Manufactures of iron and steel	1,843	1,501 (3)	1,859 (1)
Phosphates	813	433 (6)	328 (6)
Soy beans and products	577	475 (5)	
Sugar	497	780 (4)	57 (31)
Sulphur	417	387 (7)	297 (7)
Paper and paper products	368	354 (8)	423 (5)
Machinery	289	300 (11)	168 (10)
Cement	283	325 (9)	154 (11)
Raw cotton	255	207 (15)	142 (13)
Automobiles and parts	242	266 (12)	208 (9)
Rice	218	257 (13)	
Chemicals, unclassified	192	163 (17)	109 (17)
Ammonium compounds	184	90 (23)	71 (22)
All others	3,820	3,663	3,653
Total	18,378	17,329	9,689

### PACIFIC TO ATLANTIC

Commodity	Fiscal Year		
	1954	1953	1938
Ores, various	5,053	3,472 (1)	2,127 (3)
Lumber	3,716	3,307 (2)	2,851 (2)
Wheat	2,158	2,228 (3)	706 (7)
Sugar	1,404	1,104 (6)	1,487 (4)
Nitrate	1,187	1,222 (5)	1,401 (5)
Canned food products	1,226	1,317 (4)	991 (6)
Bananas	752	790 (8)	53 (29)
Metals, various	663	822 (7)	698 (8)
Refrigerated food products (except fresh fruit)	597	653 (9)	335 (10)
Mineral oils	338	326 (10)	2,875 (1)
Coffee	288	255 (11)	175 (16)
Cotton, raw	238	182 (16)	127 (20)
Wood pulp	235	138 (18)	314 (11)
Copra	232	241 (13)	164 (18)
Wool	207	246 (12)	123 (21)
All others	2,432	2,463	3,270
Total	20,717	18,766	17,697

## Canal commercial traffic by nationality of vessels

Nationality	Fiscal Year					
	1954		1953		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentine	1	7,555	3	13,670		
Belgian	10	12,733	2	10,300		
British	1,265	7,726,640	1,365	7,877,279	1,281	6,417,016
Chilean	78	429,245	59	322,415	9	28,787
Chinese	19	130,112	37	291,480	2	13,113
Colombian	205	240,640	144	144,654		
Costan Rican	40	259,137	9	57,651		
Cuban					2	
Danish	275	935,878	206	884,888	223	865,235
Ecuadorean	106	92,932	152	88,305		
Estonian					2	4,695
Finnish	2	14,828	3	15,177	1	4,021
French	136	582,989	141	566,524	105	567,288
German	323	708,338	230	352,899	357	1,518,593
Greek	146	1,246,534	92	829,097	94	525,351
Guatemalan			2	1,860		
Honduran	347	493,260	400	570,321	22	8,478
Hungarian					5	24,411
Iranian			1	9,700		
Irish	3	17,593	28	21,181		
Italian	211	1,159,700	141	677,501	52	153,417
Japanese	387	2,481,494	320	2,113,273	300	1,877,502
Korean (South)	8	25,125	2	1,000		
Latvian					3	4,900
Israel	5	43,710				
Liberian	224	1,416,303	131	930,937		
Mexican	2	2,577	10	34,078		
Moroccan	1	14,401	4	25,672		
Netherlands	130	684,932	112	495,387	285	749,642
Nicaraguan	25	26,469	17	7,571		
Norwegian	831	3,484,070	877	3,303,373	667	3,433,571
Panamanian	611	3,666,133	444	2,592,208	182	415,561
Peruvian	25	54,907	22	50,159	5	7,151
Philippine	27	154,356	25	145,044	3	8,441
Soviet					5	10,419
Spanish	41	171,304	35	154,251	2	15,280
Swedish	230	818,911	182	735,324	119	763,049
Swiss	11	92,845	6	44,753		
United States	2,056	11,867,848	2,165	12,661,041	1,780	9,892,619
Venezuelan			43	66,376	4	3,971
Yugoslav	3	31,586			14	73,413
Total	7,784	39,095,067	7,410	36,095,349	5,524	27,385,924

# Canal Industrial Division Begins Second Fifty Years



FLAGS AND BUNTING decorated the speakers' stand when the Industrial Division celebrated its fiftieth birthday last month. Capt. R. H. Emerick, Division Superintendent, is at the microphone. Most of the Division's force attended the ceremony but was spread in a wide-circle, out of range of the camera.

During two World Wars, the Canal's Mechanical Division—now, of course, the Industrial Division—worked day and night, keeping vitally-needed ships with vitally-needed cargoes flowing back and forth from war areas.

Today the Industrial Division is leading a more pacific existence as befits a 50-year old; but like a good many 50-year olds it stands ready to turn to again, if the need be, to speed vitally-needed ships and cargo to their destinations.

One day last month, the Industrial Division gave itself a birthday party, Lieutenant Governor H. O. Paxson pointed out the important part it had played during and between two world wars and cited its "enviable reputation for prompt repairs of the highest quality at an economical cost."

He also made special mention of William Jump, the Division's senior employee from point of service. His service is only a few months less than the age of the Industrial Division.

## Constitute A Cadre

The 500 or so men who staff the Industrial Division consider themselves a sort of cadre, that fine military word which means a highly trained nucleus which can be expanded rapidly to meet an emergency.

There is only a difference in size and complexity between overhauling the ferryboat *Presidente Porras*, which the Industrial Division was doing last month, to overhauling a wartime craft; the work which went into reconditioning the fire-blackened *Lisholt* early this year differed little from what would be needed to recondition a fire-damaged cargo carrier in time of war. Overhauling and repairing Navy craft, which is almost a daily part of the Industrial Division's work, is little different in peacetime than in wartime, except for the element of speed.

All of these jobs, in peace and war, require the efficiency and high quality of workmanship which has characterized the Industrial Division through the 50 years of its existence.

A half a century ago, on July 5, John F. Wallace, Chief Engineer for the Isthmian Canal Commission wrote C. A.

Strom, the Commission's Mechanical Engineer, authorizing him "to establish the principal machine shops of the Canal work at Bas Matachin," roughly opposite the present town of Gamboa. The French Canal Company shops had been located there, and there the French had left lathes of various sorts, machines for sharpening, bending, shaping, mortising, punching, shearing, riveting, and bolt-threading, many of them in fairly serviceable condition.

These Bas Matachin shops, which were later greatly expanded to accommodate U. S. operations, became the Commission's Gorgona shops. At Gorgona and later at Empire and Cristobal, the Mechanical Division was responsible for keeping all mechanical equipment during Canal construction in good condition, assembling and servicing new equipment, and finally, packing and shipping all surplus equipment as the Canal work was completed.

## Shops At Balboa

When Gatun Lake began to rise, the shops at Gorgona were abandoned and their work shifted to Empire or Cristobal. In the meantime the shops at Balboa were under construction and a gradual movement to Balboa began during the latter part of 1913 as each new shop building was completed. On June 15, 1915, the Balboa shops were formally transferred to the Mechanical Division.

With the Balboa shops in operation, the general character of the jobs gradually changed from construction conditions, under which the majority of the work was on railroad and excavation equipment, to conditions where the amount of railroad and excavation equipment work was comparatively small and repairs to floating equipment of all kinds constituted the majority of the work.

## Marine Repairs

The opening of the Canal to commerce 40 years ago was responsible for a rapid changeover to marine repair work; a few years later the increased traffic of wartime added impetus to this trend.

Out of the ordinary war and postwar jobs included the overhaul of four Ham-burg-American Line ships which had

been seized in Cristobal harbor after the declaration of war, overhaul and repair of five German ships which had been sabotaged by their crews while interned in Peruvian ports, and overhaul and rebuilding of the old *Ancon* and *Cristobal* which were brought to the Canal Zone because U. S. shipyards were congested. The peak force at this time was 972 U. S. rate and 2,098 local-rate employees.

Until 1941, approximately 50 percent of the Mechanical Division's work was overhaul and repair of Panama Canal floating equipment, together with the construction of launches, barges, and tugs. The craneship *Atlas* and the ferries *Presidente Amador* and *President Roosevelt* are Mechanical Division products.

## World War II

Beginning in 1941, however, there was a steady flow of overhaul and repair work on Army and Navy craft of every description, until, in 1945, 85 percent of the Mechanical Division's work was of this sort. In 1945, for instance, 4,377 vessels were repaired at the Mechanical Division.

Another urgent demand was made on the local shops in 1944 when the Mechanical Division was established as the operating repair base for 300 War Shipping Administration tankers whose job was shutting back and forth to the Pacific with loads of gasoline and oil.

## Expansion Period

During the war period, the operations of the Panama Railroad also expanded greatly, although comparatively little equipment was added. This meant greatly increased maintenance work; Mechanical Division forces in the round-houses and car shop worked around the clock to keep the trains rolling.

In order to handle the enormously increased workload, facilities and personnel were expanded far beyond the peacetime establishment. Shop floor space was increased 40 percent; 54 additional buildings were in use; equipment was added; 60-cycle alternating current was installed in the shop; the force increased from a peacetime 450 U.S.-rate and 950 local-rate employees to 1,934 U. S.-rate and 3,084 local-rate workers.

At the end of World War II, the tanker fleet which had been based in the Canal Zone was withdrawn. The workload was reduced drastically and correspondingly heavy reductions were made in the shop forces, during late 1945 and early 1946.

## Move to Cristobal

The downward trend of available work continued for the next four years and reductions in shop forces kept pace. Finally it became uneconomical to continue the operation of the Balboa shops. In November 1949, it was decided to close the Balboa plant and consolidate at Cristobal all Mechanical Division activities, with the exception of the Instrument Shop, Foundry, and Gas Manufacturing Plant. The move was completed in May 1950.

At this same time, a reorganization of Canal-Railroad facilities resulted in the transfer of the Car Shops and Round-houses to the Panama Railroad. The Mechanical Division became the Industrial Bureau. Last October it became a Division and is now part of the Marine Bureau.

But by whatever name it is known, its employees feel that during the past half century it has played an important role in two wars and its forces stand ready to do so again on very little notice.



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