



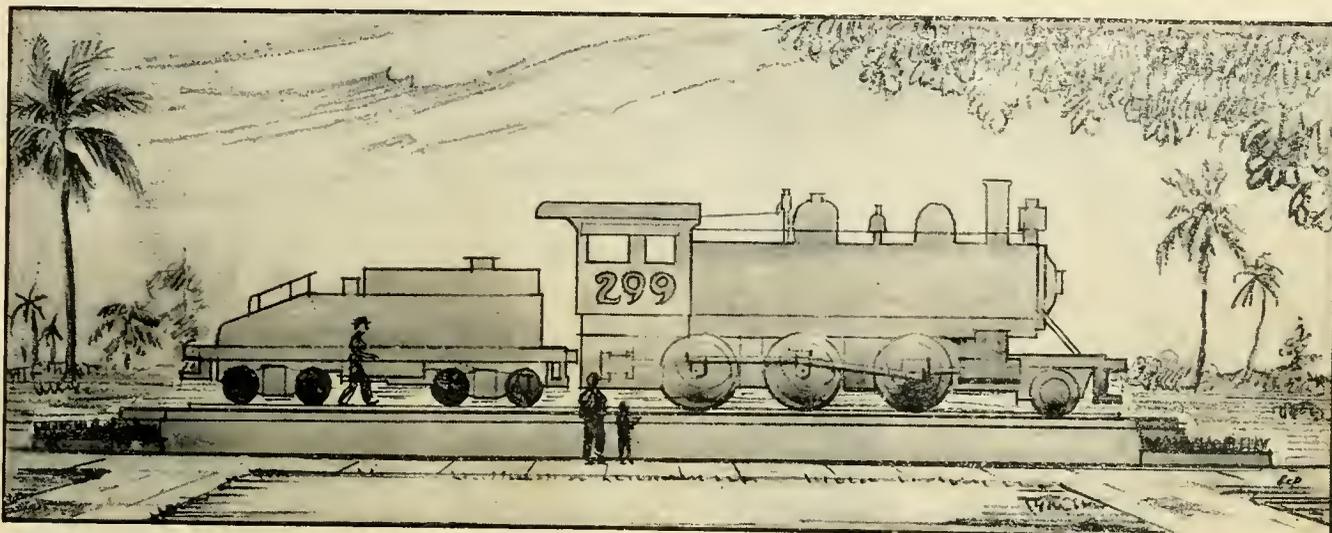
REVIEW

Vol. 5, No. 6

BALBOA HEIGHTS, CANAL ZONE, JANUARY 7, 1955

5 cents

CENTENNIAL OF PANAMA RAILROAD'S COMPLETION WILL BE CELEBRATED WITH SPECIAL CEREMONIES



OLD 299, the most ancient of the Panama Railroad's locomotives, will be dedicated as a monument during the celebration of the railroad's centennial

Special ceremonies, which will include a commemorative ocean-to-ocean train crossing of the Isthmus and the dedication of Locomotive 299 as a permanent monument in the Canal Zone, are planned for January 28. The ceremonies will celebrate the hundredth anniversary of the

EXTENSIVE AGENDA SCHEDULED FOR MEETING OF BOARD OF DIRECTORS HERE THIS MONTH

The most extensive agenda ever to be faced by the Board of Directors of the Panama Canal Company at a single quarterly session is taking shape for the January meeting which is expected to be attended by the full membership, including the Company's only stockholder, Secretary of the Army Robert T. Stevens.

In accordance with a resolution of the Board of Directors approved in Washington on October 9, the January meeting is to be held in the Canal Zone annually, the 1955 session being set for Balboa Heights on January 12, 13, and 14.

Presiding at the sessions will be Board Chairman George H. Roderick, Assistant Secretary of the Army. Members of the Board include T. Coleman Andrews, Ralph H. Cake, Maj. Gen. Glen E. Edgerton, John W. Martyn, Howard C.

Petersen, Charles S. Reed, Maj. Gen. Julian L. Schley, Brig. Gen. John S. Seybold, and Theodore H. Maenner.

The agenda for the meeting will include a number of major considerations affecting future operations of the Company. Significant among these are the assumptions upon which the 1957 operating budget for the Company will be based. Such assumptions involve the forecasting of future levels of operation in all activities of the organization, based upon such factors as projected traffic, both short-and-long-range, projections of economic levels and salary and wage variations, changes in general Company-Government programs, levels of employment in other Government agencies in the Canal Zone, improvement of efficiency and general cost reductions in every (See page 15)

completion of the Panama Railroad and will tribute those who made a reality the first railroad across the American continent 14 years before the Golden Spike joined the railroad crossing of the United States.

The occasion is already attracting wide interest, particularly among stamp enthusiasts throughout the world, who welcome the issue of a commemorative stamp. The Canal Zone Postal Service at Balboa Heights has already been deluged with inquiries about the special 3-cent issue which will go on sale January 28 and the "First Day of Issue" cancellations and postmarks to be established for one trip on the Railway Mail Service.

THE PANAMA CANAL REVIEW will celebrate this historic occasion with a special issue.

While the Canal Zone is celebrating the railroad centennial, Canal veterans in Washington will attend a (See page 12)

Canal Zone Mourns With Panama Over Assassination Of President Remon

Shocked and horrified over the news of the assassination last Sunday night of President Jose Antonio Remon, Zonians of all nationalities grieved with their neighbors across the border.

In a radio address Sunday night and in letters to the late President's widow and to Panama's new President, Jose Ramon Guizado, Governor Seybold expressed the sentiments of the people of the Canal Zone when he said: "Panama has lost an outstanding leader and we in the Canal Zone have lost a friend and illustrious contemporary. President Remon was

widely recognized for his staunch undeviating support of the principles of the free democratic world. His achievements will endure far into the future."

In respect to the memory of Panama's President, Canal Zone flags were half-masted.

The Canal Zone, however, did not restrict its sympathies to words alone. In answer to a request from the Panama bomberos, Sgt. R. W. Wheeler and one fireman, John R. Olsen, of the Balboa Central Fire Station took a resuscitator to Santo Tomas Hospital where it was used

in an attempt to save the President's life.

Blood supplies and the facilities of Gorgas Hospital were offered by Governor Seybold; a Panama radio car was at the Gorgas Blood Bank to take a supply to Santo Tomas Hospital when word came that President Remon had died.

Governor Seybold and members of his staff attended the funeral services Monday. In addition he telephoned the White House and was authorized to excuse, administratively, Panamanians employed in the Canal Zone so they might attend the funeral.

Paraiso Civic Center To Be First Of Sort In Canal Townsites

Plans for the first "under-one-roof" Civic Center to be constructed as such in the Canal Zone have been completed by forces of the Engineering Division. Bids for the new center, which will be built in Paraiso next to the existing Service Center, were advertised this week and will be opened January 31. The center is to be completed before the end of the fiscal year.

Although the Gatun Community Center houses the Service Center, theater, post office, and commissary under one roof, it was not originally designed for this purpose; the commissary was a later addition to the present building.

The Paraiso Civic Center is a new concept in architectural planning for the Canal Zone. It will be a long, narrow, one-story structure, facing on Paraiso Road and backing onto a parking lot, which will be a level below the building proper. The parking lot will be between the building and the Canal.

Sloping Location

Built of masonry, it will have a 131-foot frontage and will be 30 feet deep. A roofed passageway, 10 feet wide, will extend across the entire front of the building. The Civic Center will be at street level in the front; at the back the ground drops sharply away toward the parking lot which will be connected with the building proper by a ramp. The under part of the building, facing the parking lot, will be semi-finished so that it can be developed later into offices or storerooms if necessary.

The Civic Center will be constructed in three blocks, separated by patios. The roofs of the patios will be pierced so that trees planted in the patios will extend through the open tops and grow above the roof level of the building itself.

To the left of the central patio, as one enters the building from the street level, will be the post office, which will have office space and boxes for mail distribution. A meeting room which will be large enough to accommodate the Civic Council and similar groups will be in this same block. Also in this block will be a medical clinic with waiting room and two examining rooms.

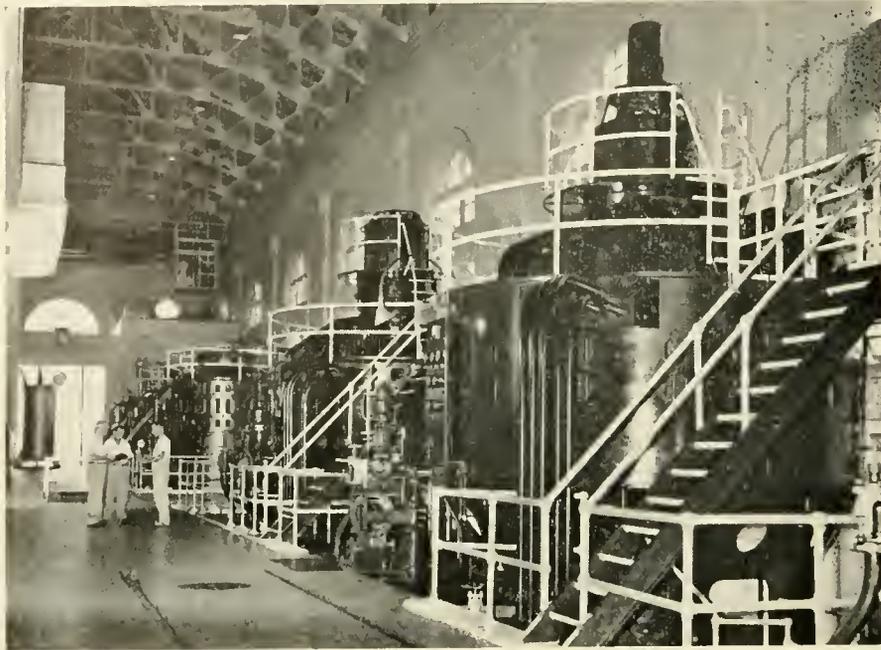
Commissary Later

A barber shop, a beauty shop, and two large public washrooms will be provided in the center block, which is the smallest of the three.

The third block, to the right of the main entrance, will be devoted to the luncheonette which will have an adjacent kitchen and storerooms. The luncheonette will be so arranged that the wall facing the Canal will have wide windows. Customers will be seated so that they have a view through the windows. The luncheonette space will also include counters where magazines, tobacco, and small merchandise will be sold.

The Civic Center, as now planned, does not include a commissary. This is scheduled for fiscal year 1956 to replace the present Paraiso Commissary. It will be built alongside the Civic Center, connected to it, and will be on the left of the new Civic Center, as one faces the Canal.

Award Of \$820,000 Contract Made In Conversion Program



THREE SMALL generator units in the extreme background and the large unit in front of which the three men are standing at the Gatun hydro-electric station will be replaced as part of the 60-cycle conversion project. The large unit in the immediate foreground will be rebuilt under another contract during the conversion program. The men are, left to right, Ralph Graham, station chief, Fred Willoughby and Victor Young, both operator-feremen at the Gatun station.



BIDS TO REPLACE the generators and governor units at the Gatun hydro-electric station were opened last month at Balboa Heights. Left to right, around the table, are E. L. Bromilow, representing General Electric to which the contract was awarded; Horacio Alfaro, Jr., of Servicios Electricos; W. M. Sergeant and Harold H. Feeney, Assistant Chief and Chief, respectively, of the Contract and Inspection Division; Col. Hugh M. Arnold, Engineering and Construction Director and Contracting Officer for the Panama Canal Company; E. M. Browder; Otis Kleinfelder; L. R. Sommer, electrical contractor; and L. B. Sartain, Chief of the Electrical-Mechanical Branch. In the background are F. H. Irwin, Designing Engineer; George C. Dunlap of the Electrical Division, and J. Bartley Smith, Electrical Engineer.

Bids for the construction of a new electrical substation at Mount Hope, the second large project in the conversion of the Canal Zone's power system from 25- to 60-cycle current, will be opened next Tuesday at Balboa Heights.

This contract calls for the construction of the substation building, an outdoor switch structure, the installation of large transformers, switchgear, and the construction of distribution-system facilities to connect the new substation to the existing power system.

The new substation will be located near the Industrial Bureau area entrance, not far from the Mount Hope railroad station. It will replace the present substation in the Old Cristobal area, and will require approximately 14 months to build.

The contract for the first large contract, furnishing three small and one large generator and governor units for the

Gatun hydro-electric station, was awarded late in December to the General Electric Company, on its bid of \$820,000.

Bids for furnishing and installing a switchboard at the Gatun hydro station, opened at the same time, were rejected.

Meanwhile the survey of frequency-sensitive equipment on the Atlantic side of the Canal Zone, where the changeover to 60-cycle current will be made first, is continuing. Frequency-sensitive equipment in both company and domestic use is being listed by teams from the Engineering Division.

All homes are being visited and household equipment listed, for later conversion. This survey has been completed in Gatun and Margarita. A similar survey is being made of such Company units as the Industrial Division and the Terminals Bureau which have frequency-sensitive equipment.

Everybody—Well, Practically Everybody— In The Zone Has Taken Up Roller Skating

"Look, Mom! Grandma's skating." And sure enough, right in there with the teenagers and her grandchildren goes grandma, who, like hundreds of other Canal Zone residents these days, has taken up roller skating as a hobby and a fine form of relaxation.

Several evenings during the week, enthusiastic fans, ranging in age from 6 to 60, gather at one of the Canal Zone skating centers and blissfully whirl around the floor, executing fancy figures or playing the traditional skating games to the rhythm of old-fashioned waltzes played on a record player.

One of the activities organized during the war by the USO, roller skating has gained steadily in popularity and is now attracting hundreds of enthusiastic skaters, who are as fussy about their equipment as any golfer is about his clubs.

Parties On Skates

Among the roller skating *aficionados*, it is more fun to skate than dance, anytime. They organize any number of social gatherings during the year and there was at least one group who ushered in the New Year with a costume skating party.

On the Pacific side, there are two active clubs, both of which hold regular meetings each week. One is the Pacific Skating Club, which meets at the Pacific Service Center; the other is the Pedro Miguel group, which meets regularly at the Pedro Miguel Gymnasium.

Roller skating was organized at Pedro Miguel several years ago by Mrs. Ann Marti, wife of Teddy Marti, an employee of the Pedro Miguel Locks.

Waltzes Are Best

An ardent roller skating fan herself, Mrs. Marti started the activity on a small scale in the Pedro Miguel Gymnasium with most of the youngsters skating under supervision during the day and the older folks gathering on regular nights to skate to music.

At first the skates were loaned by the Summer Recreation Program and the music came from an old record player loaned to the group by the same unit.

A number of difficulties developed. Records were brought in by almost every-



BLUE JEANS and sport shirts are the usual costume for the roller skating fans at Pedro Miguel

one and Mrs. Marti remembers that they included some pretty modern versions of be-bop and boogie-woogie which didn't have the right rhythm for skating at all.

The children and the parents, too, found that the skates which clamped on their regular shoes tore the shoes apart in no time so nearly all the members of the group bought skating shoes.

Youngsters Learned Fast

Then there was the question of learning how to skate. Most of the members had to start from scratch and although this was a little hard for the older folks, the youngsters took to skating as ducks to water.

Other problems have gradually been solved. The floor of the Pedro Miguel Gymnasium, for instance, is concrete so special fiber or rubber composition rollers are used on the skates. Funds for a new record player were furnished by the Pedro Miguel Civic Council and members of the skating group pitched in from time to time to patch up any cracks that developed in the floor.

Floor managers, many of them service men who are expert skaters and who have learned a professional trick or two in the

States, keep the fun from becoming too rough when exuberant adolescents begin to feel their oats.

Not For Novices

On the nights that the members gather to skate (Saturday night is currently the preferred time), games and races and special dances are organized. Some of them, such as crack-the-whip, would cow the uninitiated, but it is all in good clean fun to the hardy Pedro Miguel roller skating fans.

The idea of skating the New Year in was first brought up several years ago and proved such a success that it has been a regular event each year. The women in the group bring the refreshments and the men make the decorations for the party. Special games and dances are organized and by midnight the members, old and young alike, see to it that the New Year is given a fitting welcome.

Other skating events during the year have been Halloween masked parties and special shows in which the more talented members don costumes and perform for their admiring friends. Mrs. Marti herself has organized some of these performances and has trained some of the children for shows. She says that skating is no trick at all for most of the young fry and that some of the high school youngsters have become almost professional.

Pedro Miguel To Diablo

The lively teenagers are no problem, Mrs. Marti says, and can be kept under control most of the time. On one occasion, however, the confines of the skating rink in Pedro Miguel became a little galling and a number of the boys and girls disappeared into the night and skated all the way to the Diablo Clubhouse. The kids had lots of fun, but, she added, the skates had to be dry-docked.

Mrs. Marti began to skate soon after she was married in 1942. She and her husband attended the regular skating sessions at the Tivoli USO, now the Pacific Service Center, and took lessons. Mrs. Marti, who is from the deep south and has never seen a pair of ice skates, let alone try them out, is now an expert roller skater and has



GIRL SKATERS at the Pacific Service Center favor short shorts for their recreation costumes

(See page 13)

CANAL ZONE CLERGY

(Editor's note: This is the first of a series on clergymen of the Canal Zone.)



The Reverend WILLIAM H. BEEBY

When William H. Beeby, now Pastor of the First Baptist Church in Balboa Heights, was a student in the Eastern Baptist Seminary in Philadelphia, he had no idea that 10 years later he would be in the Canal Zone.

Like many others, he found life altered by the war. A reserve chaplain in the Air Force, he served first in New Guinea, then at Harlington, Tex., and finally at Howard Field in the Canal Zone.

He liked it so well and saw such possibilities here that he had no hesitation in accepting the Canal Zone pulpit a month after he was separated from the service.

"Knowing that a mission-minded church is a healthy church," he says, "I led the church in a radio ministry with the object of eventually seeing a Gospel broadcasting station in operation."

Members of the church secured and expanded Panama City Station H0X0, later called in radio missionaries and two mission boards to operate it.

Since Mr. Beeby has been here the First Baptist Church has established the Taboga Island Youth Camp, and built a Sunday School building and a church house.

Born in La Salle, Ill., Mr. Beeby is a graduate of Wheaton College and the Baptist Seminary. He is married to the former Jean Hill of Washington, D. C.; they have three children, Judy, Paul, and Mary Jean.

SEEING THINGS?

Dockwatchers thought they were seeing double, or something, one day last month in Balboa. The Shaw Savill & Albion Company's 12,500-ton *Mataroa* bound for New Zealand with 366 passengers had tied up at Pier 14 overnight and early in the afternoon of December 16 put out to sea.

The sidewalk shipping superintendents watched her move out to the Balboa basin; then they turned back to work. A short time later they looked up to see the same black hull and towering single yellow stack tying up at Pier 14.

They were somewhat relieved to find out that their vision wasn't faulty. The arrival was not the *Mataroa*, back again, but her sister ship, *Tamaroa*, en route to England. The two ships had met and passed at the Canal entrance.

Is There A Doctor In The House? Calling The Barrazas Or Holdrens!

Finding a doctor in the house is no problem at all if Dr. and Mrs. Jaime L. Barraza or Dr. and Mrs. Robert F. Holdren are around. Both Mrs. Barraza and Mrs. Holdren, as well as their husbands, are physicians and all four of them are presently practicing medicine at Gorgas Hospital.

Three of the four members of the husband and wife medical teams are residents at Gorgas Hospital while Mrs. Barraza is a member of the staff of the Gorgas Hospital Ear, Nose, and Throat Clinic.

In addition to being successful housewives and mothers, the two busy doctor wives of the two doctor husbands also have solved most of the problems involved in being female members of a profession which has traditionally belonged to the men.

For one thing, Mrs. Barraza and Mrs. Holdren pointed out, they are more apt to understand when their husbands plead

frequently, 24 hours a day, at Gorgas Hospital recently.

Dr. Holdren, who has a few night calls himself, complains that he seldom sees his wife and she, on the other hand, says that it is a problem to plan a meal for any definite time when he is in surgery.

Met At Tulane

The Holdrens met when they were studying medicine in Tulane University in New Orleans. They were married in June 1951, and took their honeymoon driving from New Orleans to San Francisco where they had rotating internships, she at Childrens Hospital and he at the Southern Pacific General Hospital.

Dr. Holdren, a native of Philipsburg, Pa., is a graduate of Pennsylvania State College and Iowa State College in Ames, Iowa. Dr. Hinson was born in Amarillo, Tex. and was educated in the Texas State College for Women and the State University of Iowa in Iowa City. They have a young son, Glen, who is now two years old.

Interned In David

The Barrazas also met at Tulane and married while they were in medical school. Dr. Barraza was born in David, Panama, and is a graduate of Tulane University and the Tulane University Medical School. Both he and his wife took their internships at the Jose Domingo Obaldia Hospital in David and later spent one year in the Arecibo, Puerto Rico, Municipal Hospital. They returned to David for a year as members of the staff of the Jose Domingo Obaldia Hospital and then both of them returned to New Orleans to take a two years' residency at the Eye, Ear, Nose, and Throat Hospital.

Mrs. Barraza was born in Arecibo, Puerto Rico, and is a graduate of the University of Puerto Rico. She and Dr. Barraza have a young son, Jaime Jose, who was born last January in New Orleans.



Dr. and Mrs. HOLDREN

fatigue after a hard day and want to turn down a dinner invitation. They also are highly sympathetic when their spouses are called out at night.

In Different Fields

So far there have been no knock-down, drag-out arguments over any medical question, perhaps because each is specializing in a different field.

Mrs. Holdren, or Dr. Mary Hinson, as she is known professionally, is taking her third year residency in gynecology and obstetrics. Her husband is in his third year residency in surgery. Mrs. Barraza, Dr. Barraza to you, is an ear, nose, and throat specialist while her husband is taking his third year residency in the Ophthalmology Clinic.

Of the four doctors, Dr. Hinson is possibly the only one who is called out frequently in the middle of the night. For that she can blame only the field in which she has chosen to specialize. An obstetrician can never predict with any degree of certainty when a baby will arrive; babies have been arriving pretty



Dr. and Mrs. BARRAZA

“Do-It-Yourself” Gardeners Making Zone Beautiful Despite Hungry Ants And Deer



CROTON, hibiscus, and other ornamental plants decorate the home of the W. W. Woods on Morgan Avenue.

The “do-it-yourself” craze is sweeping the Canal Zone. Amateur cabinet-makers are turning out furniture and some of them do a pretty professional job of it. Amateur upholsterers are transforming foam rubber and drapery material into presentable cushions. A handful of dedicated souls are even assembling workable hi-fi sets from their mysterious component parts.

But nowhere has the do-it-yourself bug bitten more widely than in the gardening field. And we're talking about the zinnia-and-marigold people; not those experts who can talk learnedly of the propagation of a *Selenipedium chica* or a *Sophrontitis Cernua* orchid.

Walter R. Lindsay who, as Chief of the Grounds Maintenance Division, has an avuncular interest in all flora in the Canal Zone, attributes the interest in gardening to two simple things: New houses and dirt.

“People started gardening when they moved into the new quarters and when we began to give away soil,” he says.

Topsoil On Request

The earth around so many of the Canal Zone quarters was so poor, so rocky and so “clayey,” that it defeated the efforts of all but a handful of people. One would-be gardener even asked for an air-hammer to break up the rock in his yard. Plants and flowers which grew around many houses were, in a good many cases, those which needed little attention and which would have grown anyway.

About three years ago, the Grounds Maintenance Division began to deliver loads of topsoil to anyone who called up and asked for it, the recipient guaranteeing to spread it around. Last year about 3,000 cubic yards of top soil were sent out to people living on the Pacific side and the same amount to Atlantic sidlers.

Much of that delivered in Margarita was used for correction of eroded areas and the same thing will be true this year. Pacific side soil, generally, Mr. Lindsay says, is better than that on the Atlantic

side where the rainfall is heavier. On the Atlantic side, for some reason, leaf mold burns up instead of dissolving into the ground as a fertilizer.

For the amateur gardener Mr. Lindsay has very few don'ts and very few do's. People are asked not to plant too close to the walls or foundations of their houses. That's because of termite control. The Grounds Maintenance people also suggest that planting be confined to beds, and under the overhanging eaves. That's because a rose bush here and a croton there in someone's front lawn make it difficult for the men who run the power mowers. The gardener must

also maintain his own flower beds and plantings.

No General Calendar

As far as the do's are concerned, there is no general garden calendar for the Canal Zone. It isn't a question of planting window boxes by Decoration Day for summer blooming, as it is in many parts of the United States.

If the gardener insists on a calendar, it would go something like this, Mr. Lindsay says: January, February, March, and April: Water and fertilize. The other eight months: Fertilize and weed.

Of course there are certain times of year when certain things do best. Right now is the season for the annuals: The zinnias, marigolds, portulaca and similar flowers which make a quick and rewarding show for even the rankest amateur—in most localities. Order fresh seed, though, Mr. Lindsay advises, from a good seed house.

Gladioli, contrary to the belief of many, do equally well in the dry or rainy season. The bulbs should be taken up after flowering has stopped and the plants die down; if given a couple of months rest in the refrigerator (and not confused, meanwhile, with onions) they will be ready to blossom again.

Fertilizer is the subject on which a good many gardeners disagree. Mr. Lindsay believes that the frequency—every two or three weeks—and the thoroughness—dig it well into the beds—have more to do with the success of flowering than the type of fertilizer used.

“It's better to use a little fertilizer at regular intervals than a lot infrequently,” he says.

In addition to the standard fertilizers which can be obtained locally, shrimp shells and fish heads do a good job of fertilizing. They should (See page 12)



COLEA, elephant ears, and dumbcane respond handsomely to the urging of Mrs. Carl Brown's trowel.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

A new year has begun and the slate will be wiped clean to record new safety statistics. Now is the time to think about striving for new safety records.

During the past year, many top executives of the Federal Government, including the President of the United States, have come all-out for Safety with a capital S. They have appealed to all Departments and Agencies to make every effort to reduce lost-time injuries resulting from accidents of all kinds.

This is not just a lot of political talk in an election year. With every executive in the Federal Government, which includes the Canal Zone Government-Panama Canal Company, alerted and backing Safety whole-heartedly, it is up to you, as supervisors and foremen, to go in for accident prevention in a big and constructive way.

Naturally, you will wonder what more can be done than you are already doing. Chances are that if you are conscientious about your job you can pick up ideas and put into effect many things which will prevent accidents from happening. For instance:

1. Management Leadership

See that your supervisors are safety-minded. You may have to sell them on putting into operation many of your safety ideas. Do not give up at the first rebuff, but come back again—with a new approach or a new idea. Sell them on accident prevention; don't let them have to sell you.

2. Responsibility for Safety

Remember that you are the boss of

your unit or gang, and the responsibility for preventing accidents is yours. You cannot shift this responsibility to your superior or your safety inspector. You are the one to do something about preventing accidents.

However, there are ways to pass some of your responsibility on to your subforemen and workers. After all, it is their safety you are thinking about. Give them a chance to be responsible for that safety.

3. Safety Training

This calls for an effort on your part to see that your men are performing their job efficiently and safely. The new man must be shown how to do the job right. He may be bringing unsafe practices from his last job, or he may have learned to do it wrong in the first place.

Look over your hands from a new angle. Maybe they have developed some unsafe ways in doing their jobs and maybe you have been blind as to what has been taking place. Encourage safety training among your workers.

4. Maintaining Safe Working Conditions

Good housekeeping is tops for safe working conditions. The job having well-kept premises and a place for everything, including tools, is a far safer place to work than one which is cluttered up.

Put the responsibility on your workers to keep their job free from excess materials and debris. Safe working conditions also mean that safety lanes are well marked and kept open. All moving parts of machinery are guarded and the guards are maintained and kept in place. Good lighting and ventilation are provided. Toilets and locker rooms are kept clean. Inspections are made regularly, and often, to see that unsafe conditions are discovered and corrected.

5. Employee Suggestions

Encourage your workers to make suggestions for better and safer ways of doing a job. Listen to their ideas on

how and what to improve. Do not ridicule, or pigeon-hole, a safety suggestion. Talk the suggestion over; give it a try. If you cannot solve the problem make out an "Unsafe report" on the forms provided. Send them to the people involved, with a follow-up to see that the worker receives a report on the action taken.

6. Safety Conditions and Meetings

Have regular safety meetings. They may be only five- or ten-minute weekly safety talks, or they may be one-hour monthly meetings or daily "tail-gate" sessions. Make them a part of your organization—whichever best suits your needs. Encourage your workers to select safety committeemen and hold meetings. Soon they will have taken over all your accident prevention worries. Give them a chance, through visual aids and safety talks to learn all about accident prevention.

7. Accident Reporting

Make accident reporting a part of your job. See that every accident, no matter how small, is investigated and reported. Safety personnel keep accident statistics in order to help prevent accidents. Call on them so they can give you the benefit of their knowledge and the experience of others.

8. First Aid

Accidents can happen, in spite of the best safety programs. When an accident occurs, the degree of injury may be only a scratch; it may be more serious; it may even be fatal. You and your workers need to know what to do in these emergencies.

A first aid training program has been started for instructors who will be qualified to teach you and your workers first aid for use in emergencies. Proper first aid can save a life or a limb if administered promptly. It may be your life at stake. See that your people get a chance to learn first aid.

HONOR ROLL

Bureau Award For
BEST RECORD
NOVEMBER
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	6
Civil Affairs.....	3
Health.....	3
Engineering and Construction.....	2
Supply.....	1
Marine.....	0
Transportation and Terminals.....	0

Division Award For
NO DISABLING INJURIES
NOVEMBER

HOSPITALIZATION AND CLINICS
MAINTENANCE DIVISION
GROUNDS MAINTENANCE DIVISION
MOTOR TRANSPORTATION DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

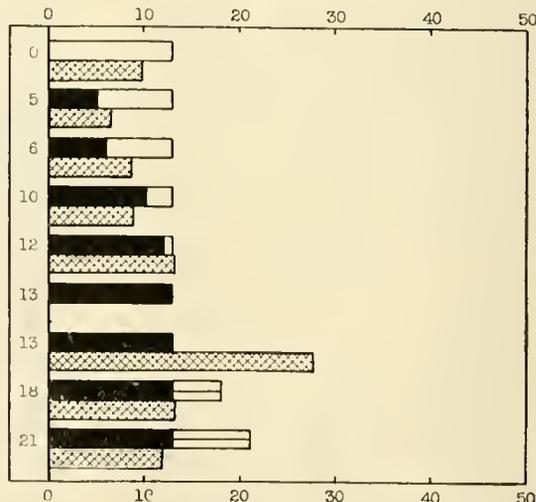
AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	9
Motor Transportation.....	8
Sanitation.....	8
Service Center.....	7
Grounds Maintenance.....	6
Dredging.....	5
Electrical.....	5
Hospitalization and Clinics.....	4
Maintenance.....	4
Industrial.....	3
Railroad.....	3
Storehouses.....	3
Locks.....	1
Navigation.....	1
Commissary.....	0
Terminals.....	0

NOVEMBER 1954

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

Health Bureau	0
Community Services Bureau	5
Civil Affairs Bureau	6
Engineering and Construction Bureau	10
C. Z. Govt.—Panama Canal Co. (This Month)	12
C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)	13
Transportation and Terminals Bureau	13
Marine Bureau	18
Supply Bureau	21



Number of Disabling Injuries 27

Man-Hours Worked 2,187,064

LEGEND
 [White bar] Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average
 [Hatched bar] Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average
 [Dotted bar] Accumulative Frequency Rate This Year



Official

Panama Canal Company Publication

Published Monthly at

BALBOA HEIGHTS, CANAL ZONE

Printed by the Printing Plant
Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President

H. O. PAXSON, Lieutenant Governor

WILLIAM G. AREY, JR.
Public Information Officer

J. RUFUS HARDY, Editor

ELEANOR H. MCLHENNY
Editorial Assistant

SUBSCRIPTION—\$1.00 a year

SINGLE COPIES—5 cents each

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

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

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

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

ENDS CANAL SERVICE



CHARLES P. MORGAN, whose Canal service antedated that of any employee on the Panama Canal rolls, retired from the Canal service last month. He was one of only eight employees still in service who hold the construction-day Roosevelt Medal.

Born in Pittsburgh he came to the Canal Zone in 1908 to work as a yard clerk with the railroad. A short time later he became a locomotive engineer and for several years ran out of the Pedro Miguel yard, origin of most Pacific side "dirt trains."

Mr. Morgan, whom practically everyone calls Charlie, is probably best known for his work as grounds maintenance foreman on the Pacific side, a post he held for many years.

Mr. and Mrs. Morgan do not plan to leave the Canal Zone but will continue to live in their home near Miraflores.

OF CURRENT INTEREST

Member Of The Family



THAT PROUD LOOK on the face of E. L. Farlow, of the Civil Affairs Bureau, is all because of his brand new daughter, who has quite a story. Lots of people go to Gorgas Hospital to get their babies; the Farlow's new daughter came from Italy. Originally named Maria Luisa, she will become Elda Louise Farlow as soon as the formal adoption papers are put through. Little Elda was born March 2, 1952, in Asti, a town not far from Turin in northern Italy. She was in an orphanage in Asti when a friend found her for the Farlows. Mrs. Charles Nelson, whose husband is a Navy employee, brought Elda to the Canal Zone from Italy, along with her own little son. Both babies had whooping cough on the way. At first young Elda, who didn't know anything about men, would have little to do with her new father; now she's "Daddy's girl," she says. Her father points cut wryly that she already knows whom to ask for pennies.

Four United States Senators, the Governor-elect of the State of Florida, a prominent west coast shipping executive, and a large number of United States Congressmen and their wives were among the prominent persons who visited the Canal Zone briefly during the past month. The Senators included Henry C. Dworshak, Republican from Idaho; Andrew J. Schoepel, Republican from Kansas; Herman Welker, Republican from Idaho, and George A. Smathers, Democrat from Florida.

LeRoy Collins, Governor-elect of Florida, arrived early in the month after making a good-will trip to Columbia and Venezuela. He was accompanied by Mrs. Collins and an official party which included Representative William C. Lantaff of Florida and Francisco Aguirre, editor of *Diario de las Americas*, of Miami, Fla.

Robert E. Mayer, President of the Pacific-American Steamship Association, called on Canal officials during his brief visit to the Isthmus early in December and Kenneth J. Bousquet, staff member of the Appropriations Committee, also spent several days here on official business.

Congressmen visiting the Canal Zone during December included: Representatives J. Arthur Younger of California; Paul A. Fina of New York; Lester Holtzman of New York; Humbert B. Scudder of California; Harold H. Velde of Illinois; Francis E. Dorn of New York; James G. Donovan of New York; Arthur Lewis Miller of Nebraska; Barrot O'Hara and Henry O. Talle of Iowa.

A brief history of the Panama Railroad, which will celebrate its 100th anniversary January 28, has been sent out by the Association of American Railroads to approximately 65 railroad magazines through out the United States. The resume mentions the fact that for almost 15 years—1855 to 1869, when the Union Pacific and Central Pacific railroad line was completed between Omaha and California—the Panama Railroad was the only rail route by which one could reach the Pacific, and until the Panama Canal was opened in 1914, it was the only commercial trans-

portation route across the Isthmus of Panama. It was invaluable during the construction of the Canal and until 1943 when a modern highway was completed, it provided the only means of overland travel and transport across the Isthmus.

A new addition to the Westfal-Larsen Company Line Fleet and a new customer for the Panama Canal was announced recently with the launching of the MS *Nordanger*, the second of four vessels built especially for service between the Pacific Coast and the West and East Coasts of South America. The *Nordanger* is a sister ship of the MS *Hardanger*, which passed through the Panama Canal earlier this year on her maiden voyage around South America. A third unit, the MS *Evanger*, is to be launched in the spring of 1955.

The new vessels are 441 feet in length with a breadth of 58 feet and a total tonnage of 7,610 tons. They have accommodations for 12 first-class passengers.

The ships run on a monthly service between the United States West Coast to Colombia, Ecuador, Peru, Chile, through the Straits of Magellan to Argentina and Uruguay, returning to the Pacific Coast via Brazil and the Panama Canal.

Panama Canal Company and Canal Zone Government public buildings as well as more than 350 Panama Canal quarters located on both sides of the Isthmus were due for a face lifting during the coming dry season as paint contractors began their work on the annual job of exterior and interior maintenance painting.

The Cristobal Terminal Building and the Administration Building are two major public buildings located in Old Cristobal which are due for a new coats of paint.

Bids for the work, which includes some of the most extensive maintenance paint jobs ever offered for contract by the Panama Canal Company, were opened during December. Work is scheduled to start during January and will be completed before the rainy season begins in May.

The Review's Review Of The Year



SCORES OF oldtimers came to the Isthmus to attend the ceremonies which dedicated a monument to their one-time chief, Gen. George W. Goethals

As it came to a close, the year 1954 could be seen in retrospect as a period of stabilization and adjustment for the average employee of the Panama Canal organization. The morale of Joe Zonian received a boost as the year began when Governor Seybold announced the results of the Booz, Allen, and Hamilton report. Legislation granting additional benefits such as free transportation, group life insurance, and other fringe benefits was passed later in the year. Two important events were the beginning of work on Contractors Hill and the return of scores of construction day employees to attend the ceremonies dedicating the Goethals Memorial in Balboa.

JANUARY

The announcement of the results of the Booz, Allen, and Hamilton report by Governor Seybold was the big news of the month. Canal Zone residents learned that the report had recommended, among other things, the retention of the 25 percent differential; a 50 percent reduction of house rents, free transportation to the States for Canal employees and their families, and the retention of other fringe benefits such as leave, retirement, and free hospital and medical care.

Increased cash relief payment for retired local-rate employees was passed by Congress.

The contract for the construction of 63 houses in Balboa, the largest single project to be offered for contract by the Panama Canal for the fiscal year of 1954 was awarded to Framorco, Inc., of Panama.

Police stations in Margarita, Gamboa, and Madden Dam were to be closed effective February 1, it was announced, and Pedro Miguel station was to be redesignated as the Canal Zone prison for Women and Juveniles. At the same time it was announced that Pedro Miguel would be discontinued as a U. S.-rate community after March 31, 1955.

Members of the Board of Directors of the Panama Canal Company met here to discuss Canal Zone Government policies and Company programs for the coming fiscal year.

Dr. John M. Wilkerson was named Superintendent of Colon Hospital; William G. Arey, Jr., was appointed to the newly-created position of Director of Public Information for the Panama Canal Company; Harold Perantie replaced Peter F. Shrapnel as Chief of the Administrative Branch.

FEBRUARY

The worst ship disaster in the history of the Panama Canal occurred February 6 when a flash explosion in the refrigeration room of the Norwegian ship "Lisholt"

killed four Panama Canal employees and injured 13 others seriously.

Plans were announced this month of the impending change in the name of the Panama Canal Clubhouse Division to Service Center Division and the renaming of the individual Clubhouses to Service Centers; the abandonment of the 35-year-old Sosa Hill Signal Station; and the consolidation of the Panama Canal Commissary Cold Storage Plant at Mount Hope with Army facilities located in Corozal.

Four members of the United States Appropriations Committee arrived from Washington for a short visit, the purpose of which was to familiarize the members of the Appropriations Committee with conditions in the Canal Zone. John J. Barton, Chief Food Buyer from the New York Procurement Division, was present at the second Commissary forum.

The Schools Division announced plans for increased emphasis on the teaching of Spanish in the Canal Zone public schools during the coming year.

MARCH

The big event during March was the dedication of the Goethals Memorial in Balboa which brought scores of old-timers back to the Isthmus. Among the guests of honor for the dedication were President and Mrs. Remon; Maurice H. Thatcher, only surviving member of the Isthmian Canal Commission; Senator Alexander Wiley, Chairman of the Senate Foreign Relations Committee; George H. Roderick, Assistant Secretary of the Army; Paul Runnestrand, Assistant Secretary of the Panama Canal Company; Dr. and Mrs. Thomas Rodman Goethals, younger son of the Colonel, and several members of the Panama Canal Board of Directors. Old timers were taken on a trip through the Cut and attended several functions in their honor in addition to the actual dedication of the memorial which took place in Balboa March 30.

Isthmian Constructors Incorporated were awarded the contract for the construction of the new houses in the Ridge Road section. The new vehicular crossing at the north end of Gatun Locks was opened to traffic by Lt. Gov. Harry O. Paxson. Governor Seybold announced the organization of Latin America Schools in the Canal Zone to replace the local-rate schools.

APRIL

April was Contractors Hill month. A crack which had been observed at the top and near the edge of Contractors Hill and checked periodically since as far back as 1936 was fully examined by Panama Canal



TECON FORCES began cutting back Contractors Hill after a widening crack threatened a major slide

Company engineers with the assistance of two Engineering Geology specialists from the office of the Chief of Engineers in Washington. The investigation later led to the advertising of bids for work to correct the situation.

The 1953-54 term for the Latin American Schools in the Canal Zone was brought to a close at the end of April to give additional time to prepare teachers for the conversion of these schools to a Spanish language curriculum.

The first Commissary forum was held for the representatives of the local-rate communities by F. R. Johnson, Supply Director.

Governor Seybold was presented with a Gold Medal for the cooperation of the Panama Canal Company-Canal Zone Government in the Colon International Exposition.

An announcement was made at Balboa Heights that the U. S. Bureau of the Budget would no longer authorize expenditure of Canal Zone Government funds in connection with Boy and Girl Scout activities on the Canal Zone after June 30.

Dr. Carl M. Johnson, Pathologist at the Board of Health Laboratory, was appointed director of the Gorgas Memorial Laboratory in Panama replacing Dr. Herbert Clark. Ernie Payne of the Personnel Bureau, retired after 33 years with the Canal organization.

MAY

Contractors Hill still held the center of the stage in the minds of most Canal employees.

The Tecon Corporation of Dallas, Tex. which entered a bid of \$3,391,000, was awarded the negotiated contract for the removal of rock and earth at Contractors Hill. The low proposal did not necessarily represent the total cost of removing the rock and earth involved, it was pointed out. Final costs would be decreased or increased as the work progressed. Dr. Arthur Casagrande, one of the Board of Consultants selected to study the problem of the crack, recommended that remedial measures be taken as soon as possible although he did not think there was imminent danger of a rock fall which would endanger shipping in the Canal.

Governor Seybold announced the extensive changes in the Canal Zone postal service which would become effective July 1. This later resulted in the opening of a new centralized service in the first floor of the Civil Affairs Building on Gaillard Highway and the curtailing in the services of several other post offices.

The townsite at New Corozal area was named Los Rios after a poll was made of the residents of the area by the Pacific Civic Council.

Commencement exercises were held for 50 students being graduated from the La Boca Branch of the Canal Zone Junior College.

JUNE

Tecon officials began to arrive on the Isthmus in June to make advance arrangements for the work of removing some two million cubic yards of earth and rock from Contractors Hill. Lt. Col. Edward B.



THE CANAL was 40 years old in August; on August 15, 1914, the *Ancon*, above, had made the first transit

Jennings, U.S. Army Engineers, was named Project Officer for the Panama Canal Company and Col. Hugh M. Arnold, who was appointed Engineering and Construction Director to succeed Col. Craig S. Smyser, also arrived this month.

More than 1,600 Canal Zone children reported at Canal Zone playgrounds and gymnasiums to take part in the summer sports and playground activities. A recovery ward, one of the latest innovations in modern hospital service was established in Gorgas Hospital and was placed on a full 24-hour operating basis.

All insurance firms were told that they would be required to move out of the Canal Zone by September 1 unless they had been operating from the Canal Zone since March 2, 1936 or the type of their business had a direct relation to the Canal and its operation. The Canal Zone schools would continue to take tuition-paying students on a space available basis, school officials announced. The Governor announced to local-rate employees that there had been no change in plans that key personnel of various Canal units will continue to be housed in the Canal Zone, although reductions were to be made in the number of housing units to be provided on the Zone.

Russell L. Klotz, Chief of the Housing Division, retired. Wilson Crook was named Director of the Community Services Bureau and B. I. Everson Director of the Transportation and Terminals Bureau. The New York office of the Panama Line moved to 21 West Street from 24 State Street.

JULY

The new post office financial unit opened in the Civil Affairs Building July 1 as the

activities of five other Pacific side post offices were curtailed and hours changed for several others on both sides of the Isthmus.

Work on the Contractors Hill project was started with the digging of a tunnel into the Canal side of the Hill. The first blast, consisting of 10 pounds of 40 percent dynamite, was set off July 9, after 3,500 cubic yards of material were moved from the top of the hill in preparatory work.

Revision of the Canal Zone Government Medical Tariff was announced by the Health Bureau but it meant no increase in the rates to be charged Company-Government employees or their dependents.

The National Safety Council Award of Merit was presented to the Panama Canal Company-Government for safety achievement during 1953.

President Paul Magloire of Haiti and Mrs. Magloire visited Miraflores Locks.

The annual anti-rabies vaccination and registration of all dogs on the Canal Zone was started.

Heavy rains caused a bank slide of major proportions on the East bank of the Canal in the Cucaracha Reach. This was the first serious slide since 1952.

Daniel J. Paolucci was appointed Training Officer for the Panama Canal Company; Maj. David H. Smith arrived to replace Lt. Col. David S. Parker as Military Assistant to the Governor; Gen. R. E. Wood, former Chairman of the Board of Sears, Roebuck and one-time Chief Quartermaster of The Panama Canal, visited the Isthmus.

AUGUST

Bills granting group life insurance for Federal employees and paid transportation to the United States for Canal employees on leave were passed by Congress. Governor Seybold explained at the regular shirtsleeve conference that there were several details still to be worked out. A raise in the tuition charges for the Canal Zone Government's U. S. citizen schools was also announced.

A Columbia Broadcasting System television team visited the Isthmus to film the story of the Panama Canal and its present day operations for showing over the Edward R. Morrow television show "See It Now."

A light hailstorm, the first to be reported in the Canal Zone for several years, struck Pedro Miguel and Paraiso.

Governor Seybold approved the application of the third phase of pay schedules for Canal Zone school teachers; this placed their rates of pay on a par with those in Washington, D. C.

On August 15 the Panama Canal Company quietly celebrated the 40th anniversary of the opening of the Panama Canal.

SEPTEMBER

The fact that the 60-cycle conversion project was soon to affect the ordinary Canal Zone housewife

(See page 12)



AS THE year ended, the first families began to move into newly-completed quarters in Balboa Flats

Up And Down The Banks Of The Canal

Governor-President's Office

Hugh Norris, Economist on the Executive Planning staff, has just returned from New York where he worked with Ebasco Services, Inc., on revised long-range projection of Canal traffic. This takes into consideration trends in world trade, increases or decreases in the consumption of various commodities presently traded in world markets, the development of new raw material sources in various countries, the advancement of industrial and manufacturing capabilities throughout the world, and all other economic and sociological factors that tend to affect world trade.

Ceza S. Schay, statistical illustrator in the Executive Planning Staff, has resigned his Canal post to continue his education in the United States. He left by plane late last month for the U. S. east coast where he plans to enter college to complete his training in architecture.

During his residence in the United States he also plans to establish United States citizenship.

Col. Harry O. Paxson, the Canal's Lieutenant Governor, did some long-range broadcasting during the Christmas holidays. About mid-December he tape-recorded a Christmas greeting to friends and relatives in Chicago, for use over station WGN during Christmas week. The recording was in the form of a brief interview with Jules DuBois, Chicago Tribune correspondent; Colonel Paxson described for the Chicago audience how he and his family planned to spend Christmas in the tropics.

Health Bureau

A family of night monkeys, mother, father, and two young ones, was found in a hollow tree last month near the Governor's House. The monkeys were discovered by Dick Williams of the Sanitation Division on a search for mosquito breeding places in tree holes. One of the babies was so young it was still riding on its mother's back.

Marmosets are fairly common in the Heights Road section, and night monkeys frequently romp across the roofs of houses further down the hill, especially in mango season, but the family of night monkeys found near the Governor's House was the first to be discovered living so close to residences.

The monkeys did not seem to resent the intrusion on their privacy and were tame enough so that the sanitary inspectors thought they might once have been pets.

Coco Solo Hospital doctors and other employees have organized a bowling league and bowl once a week at the Margarita Service Center. No phenomenal scores have been reported but the exercise and fun are a change from hospital routine.

Homer M. Weeks, a Sanitation Division employee, won the chess tournament held recently at the Balboa Armed Service YMCA. He scored an impressive victory with 20 wins and no defeats against 13 contestants.

Carl G. Brown, also of the Sanitation Division, finished third in the tournament.

Can't let a Health Bureau column miss a chance for a bit of advice, so: Dry season is tick season. The annoyance of these pests may be reduced by the use, around the ankles, legs, waistband, and wrists, of Commissary or Service Center insect repellent. Bite-sites should be treated to avoid possible infection.

Colon Hospital, which had been in operation in the concrete buildings facing the Caribbean from May 1916, until last October 26, and in wooden buildings on stilts for many years before 1916, is a hospital no longer. It was transferred on December 8 by the Health Bureau to the Housing Division for custodial care.

Engineering And Construction



AN EMPLOYEE SUGGESTION award of \$90 was presented last month to Ewald Wiberg, left, Electronic Mechanic for the Electrical Division, for his redesign of the portable radio sets carried by Canal pilots. The suggestion is expected to bring about a \$2,500 saving. The presentation was made by Col. H. M. Arnold, right, Engineering and Construction Director. Also present were Bland Smith, Mr. Wiberg's supervisor, and J. B. Smith, Electrical Engineer.

The Civil Engineering and Surveys Branches of the Engineering Division have been engaged for the past several weeks in recording and studying the recent slide that appeared along Morgan Ave., Balboa. Several tons of large rock have been entrenched along the north side of the street and this retaining wall, along with the removal of approximately 2,500 cubic feet of dirt by the Maintenance Division has served to check the movement of earth in the threatened area.

Settlement and alignment checks are taken daily in the vicinity for new houses in the Balboa Flats. The Dredging Division has made several core borings to determine soil profiles and data on sub-soil water movements in connection with drainage of the area.

The Engineering Division is also working on designs and specifications for a side entrance to the Balboa Commissary and plans are being prepared for the new Paraiso Civic Center. The Electrical-Mechanical Branch is engaged in taking an inventory of domestic electrical appliances on the Atlantic side of the Isthmus, in connection with the 60-cycle Conversion Program. The survey has been completed in Gatun and Margarita, and Rainbow City is almost complete.

Because of heavy seas and strong winds, the dredge *Mindi* moved from the east Limon Bay anchorage to the old French Canal area on December 1.

On December 20, the *Mindi* began dredging a trench for sewage outfall near Rainbow City. This work was completed by the month.

Work on repairs to pilings at the Thatcher Ferry slips, both east and west sides, was started December 11. Derrick barge No. 157 is being used in the repair work. Approximately 97 piles will be replaced; 50 of these are on the east landing and 47 on the west side. The work is scheduled for completion by January 14.

Emergency repair work on the Cristobal dock fenders at Dock 8 was necessary after a ship accidentally rammed the dock in December. The repair work was started December 20 and was to be finished this week.

Core borings were taken by the Dredging Division forces at three separate locations

Personnel Bureau

Mrs. Dorothy A. Andress, who spends her working hours as Secretary to the Personnel Director, displayed some unexpected talent along other lines last month. She was responsible for the Christmas decorations which ornamented the Personnel Office in the Building and which brought compliments from many callers.

A saucy little snowman, in a black top hat, and a gay arrangement of evergreen, greeted visitors to the Personnel Office. Down the glass partitions on the portecochere side of the office—Sadeye calls them stalls—were other snowmen, with a background of silver stars and cotton snow. Silver wreaths and black top hats which spelled out "Merry Xmas" completed the decorations.

Frank Naughton was held solely responsible last month for rupturing the Personnel Bureau's accident-free record. And, incidentally, doing his head no good.

On his way from Building 69 to the Electrical Division Field Office, he banged into an open window. There is an accident report on file.

from November 18 to December 16. The drillings were made on Morgan Avenue, at Quarry Heights and at the site of the proposed sewage disposal pump station at Balboa.

First Aid Instructor courses have been started in the Engineering and Construction Bureau in line with the Civil Defense Program. John E. Winklosky has been assigned to take this course and to follow through with instruction to all personnel of the Maintenance Division in the basic elements of first aid.

While students and teachers in the Canal Zone schools enjoyed their Christmas vacations, Maintenance Division forces were busy doing a variety of repair and maintenance jobs in the school buildings.

Repairs to doors, locks, and venetian blinds, checking plumbing fixtures, treating against termite activity, repairing woodwork and concrete, and patch painting include some of the items which were taken care of, in order to keep the schools up to an adequate standard of maintenance for the first half of the present calendar year.

Beside its usual role of "Santa Claus Helper" in lighting outdoor Christmas trees for other divisions, the Electrical Division's holiday contribution was the decoration of a large Norfolk pine in the yard just outside the children's ward at Gorgas Hospital.

Ernesto A. Quintero ended eight years service with the Canal organization and the U. S. Government December 1 when he resigned from his job on the Contractors Hill Project to accept the position of Field Engineer for the Union Oil Company of California.

In his new post, he will be responsible for all engineering work and studies for the Central and South American areas. This division has its headquarters in Panama City, but much of his time will be spent traveling.

Sixty employees of the Maintenance Division met at the Corozo Street Yard recently to see movies of modern earthwork machinery.

Through the courtesy of the Alfaro Company of Panama City, a film entitled "The Man with a Thousand Hands" was shown, along with other films. This picture showed construction men at work damming a river and reversing its flow, others at work driving tunnels which ranged in size from one 27 feet wide and 31 feet high to a huge cavern 710 feet long and 118 feet high. The latter was equivalent in size to several city blocks and lay one mile inside a mountain.

Office Of The Comptroller

Philip L. Steers, Jr., Deputy Comptroller, was on a short official business detail in Washington, D. C., last month on budget matters.

J. Patrick Conley is Acting Chief of the Claims Branch, during the absence on leave of James L. Fulton. Mr. Fulton will be back at his desk about January 15.

The annual Christmas gathering of employees of the Comptroller's Office was held December 22 in the main lounge of the Albrook Officer's Club. A buffet supper was served.

Cash awards for employee suggestions were received recently by two employees of the Office of the Comptroller.

Mrs. Anna H. Ballou of the Treasury Branch received \$25 for her suggestion that the Treasurer's Office be authorized to issue railroad passes and temporary identification cards to departing terminated employees at the time they receive their final pay.

Mrs. Nellie K. Whitney, who recently became a full-time employee of the Rates Branch, received \$10 for her suggestion that student automobile drivers be issued a special identifying tag. (See Civil Affairs Bureau for further details.)

E. Arnold Sundstrom, Special Assistant to the Comptroller, resigned from the Canal service as of December 31. He left by plane January 2 for Knoxville, Tenn. where he will be associated with the firm of J. C. Bradford & Co., members of the New York Stock Exchange.

Marine Bureau

Capt. R. H. Emerick, Chief of the Industrial Division, has accepted an invitation to participate as an honorary member of the Central Labor Union's Educational Committee.

At a meeting held December 19, the Chairman submitted for approval plans for work on the following projects during the coming year:

A series of lectures and papers to remind members how local labor unions should function and to impress on them the need for forming sound policies and supporting these policies consistently after they have been agreed on;

A program to clarify the privileges and duties of government employees and the employees' corresponding responsibilities to both the Canal administration and their unions;

A series of suggestions of ways in which the individual crafts unions can carry on craft and educational programs in order to keep up to date on new information of technical and craft nature.

Dock foremen put in a busy 48 hours on December 12 and 13 when they tied up or let go 41 ships. Balboa docks had not seen so much activity since war days.

Civil Affairs Bureau

The hundredth anniversary of the completion of the Panama Railroad, which falls on January 28 of this year, will be observed throughout the Canal Zone schools during that week.

Special units of study highlighting the history and background of the Railroad are being prepared by Mrs. Cleone Treffinger of the Balboa Elementary School; they will be used as a basis for study in most classrooms. Music and art instruction will also be focused on the Railroad's history.

Some of the valuable material in the Canal Zone Library's Panama Collection will be on display in the Civil Affairs Building during the week of January 23. This will include artifacts and books concerning the Railroad's colorful history. Collections of photographs will also be displayed at the Cristobal and Margarita libraries.

The Police Division aided in the delivery

Transportation And Terminals



Capt. FRANCIS GORMAN

An article on the organization of a sea-going Naval Reserve merchant marine unit aboard the Panama Line's SS *Cristobal* appeared recently in *The New York Times*. The company is the eighth of its sort to be formed aboard liners sailing from the Port of New York.

The unit is headed by Comdr. Francis DeS. Gorman, Master of the *Cristobal*. It will meet at sea twice a month and will train its seven members to serve in Navy vessels, in merchant ships converted into naval auxiliaries, or in Navy posts in case of national emergency, according to *The Times* story.

Similar reserve companies are already in existence on such large liners as the *United States* and the *America*; another such unit is to be activated shortly aboard the SS *Ancon* under Capt. William Steffens.

The Times' article was accompanied by a photograph showing Captain German accepting activation orders for the new unit from Rear Adm. Roscoe H. Hillenkoetter, commandant of the Third Naval District. Admiral Hillenkoetter was stationed in the Canal Zone about 1925 and has many friends here.

Preparation for the centennial of the Panama Railroad is teaching some of the railroad people bits of the early history of this first transcontinental railroad. B. I. Everson, Transportation and Terminals Director, and E. A. Stokes, Chief of the Railroad Division, are working with Public Information Officer Will G. Arey, Jr., planning the celebration—and incidentally answering a lot of questions or finding out where the answers can be found. Like these:

"What happened to the monument to Aspinwall, Chauncey, and Stephens for which the cornerstone was laid on the railroad's official inaugural trip in 1855?"

"Where was the Barbacoas Bridge in relation to the present line of the railroad?"

"Is the Cristobal-Gatun section still virtually identical with that laid in 1851?"

of 600 CARE packages early this month for families in the Gatun Lake region. Policeman W. P. Carrett and an engineer in the Police Division's Gatun launch picked up a party of CARE representatives at Gamboa on January 2. They delivered packages to Laguna, Mendoza, Largartera, Largarterita, and Escobal.

A one-man or one-woman—show of water-colors and oils will be presented this month by B. Sturtevant Gardner, Art Supervisor, in the lobby of the Civil Affairs Building. Miss Gardner's paintings will show scenes of the Panama Canal and Panama Railroad.

A white placard, bearing a big black letter "L" is now being issued by the License Section to each applicant receiving a permit to learn to drive in the Canal Zone. The "L" of course, means learner.

The use of the placard, which is attached

Community Services Bureau

The Merchandise-Magazine section at the Diablo Service Center was enlarged during the month of December. Self-service is encouraged and the patron now has plenty of elbow-room. Customer reaction has been favorable, especially in connection with the new magazine racks on which many periodicals are now standing upright.

The first five families have moved into the new quarters in the Balboa flats. The five houses, all masonry single-family units were assigned December 21, and the first family moved in the next day. Two families were in, and more or less settled, before Christmas.

Additional quarters will be completed each week until all of the 98 units are finished the end of January.

Harry C. Egolf has been appointed Acting Housing Manager in Balboa. Wendell C. Cotton is Acting Housing Manager in Cristobal.

to the rear of the car when a student driver is at the wheel, was suggested by Mrs. Nellie K. Whitney of the Comptroller's Office.

Mrs. Whitney received a \$10 award for her suggestion of the "L" placards.

Three part-time employees were added to the License Section staff last month to handle the annual rush of issuing new license plates. They are Mrs. Beatrice Rhyne and Mrs. Ruth Reece, both former employees of the License Section, and Mrs. Ruth Munyon, who was formerly with the Executive Secretary's office. They will be with the License Section until January 28.

Leslie R. Evans, Chief of the License Section, suffered a heart attack in November and was hospitalized for several weeks. He is now out of Gorgas and recuperating at home. He is expected to return to work some time next month.

Training courses for all members of the Fire Division were given last month by Lts. Perc F. Graham, James V. Bartlett, and John A. Taber, and Sgt. Ray W. Wheeler. Instruction was given in the use of fog in combating oil fires, the use and operation of different types of masks under fire conditions, and the use of asbestos suits.

Capt. A. J. Troup, Chief of the Fire Division, Capt. William H. Casswell, Commander of the Cristobal Fire District, and Lt. A. J. Mathon of the Balboa Fire Station, were the guests of the Chitre Fire Department December 18 and 19, during the anniversary celebration of that city and the dedication of the new Chitre Fire Station.

Canal Zone firefighters last month made their annual tests of the more than 13 miles of fire hose in service in the Canal Zone. The tests are given each year at this time when the dry season brings greater danger of fire. Hose at all stations was put under 150-pound pressure and carefully inspected. Such repairs as resetting couplings were made to bring the hose to the standards of the National Board of Fire Underwriters.

With the Christmas spirit prevailing everywhere last month, Civil Affairs Bureau personnel found themselves bumping into Christmas festivities on every hand, except in their own headquarters building.

There, employees working in the Civil Affairs Building gave up their annual Christmas party and in its place gave gifts of toys, food, and clothing to the Junior Red Cross. The gifts were sent to Panama's needy children.

Altogether, 400 children on the Republic of Panama received gifts and toys at Christmas time from individual members of the Junior Red Cross of the Canal Zone.

Happy
New
Year



Your
Service
Center

"Do-It-Yourself" Gardeners Making Zone Beautiful Despite Hungry Ants And Deer

(Continued from page 5) be buried at least a foot deep, though, he warns, or the Health Bureau will be around to see who's breeding flies!

Here's How

Now a few specific hints, from the expert to the amateur:

If flower beds are going to be flush with the lawn level, take out the old subsoil to an eight-inch depth and replace it with good topsoil. If the bed is in swampy soil, or where drainage is poor, raise it and block it in with rocks or bricks.

If compost is procurable, as it is from the Atlantic side Grounds Maintenance Office, dig it into the bed. Otherwise dry leaves or grass clippings are good.

For permanent plantings, use the big elephant ears, caladium, croton, coleas, begonias or the striking "copper-leaf," technically acahypha, which makes such an effective display as background for the Goethals monument. Most of these are available from the Summit garden shop near the Balboa Commissary or the Grounds Maintenance store at Mount Hope.

Plant in masses and don't be afraid to prune. Allow plenty of room between flowering plants like hibiscus and ixora.

Do the severest cutting back at the beginning of the rainy season so that growth is well advanced by December. Don't trim after the first of September, particularly poinsettias if Christmas bloom is desired.

Let gardenias dry out during the first part of the dry season. After the middle of March give them plenty of fertilizer and lots of water, to force the sap into the buds so the plants will flower in April and May. (Gardenias, by the way, need little pruning.)

Put a handful of rusty nails or scraps of iron in rosebeds for better color and more lasting blooms; every time a bloom is cut, cut the stem back to the first large leaf, which is usually the third to fifth from the bottom.

This'll Kill Them

Now, for garden pests. A spray of chlorodane in water, obtainable at the Grounds Maintenance offices without charge, but bring a container, will take care of most of them. Chlorodane in oil, however, is murder to plants.

Electric fences, which a number of people are installing, will keep out deer, provided the owner remembers to turn the fence on. One gardener installed such a fence, very successfully. It worked beautifully until one night he sleepily forgot to charge it. That night the deer cleaned his garden out—and plants trimmed by deer are stunted for weeks or longer.

Outside of deer, leaf-cutting ants are the biggest pests. Chlorodane sprayed into their nests or around the plants helps somewhat, but Mr. Lindsay admits that there is no known and certain cure for this particular malefactor.

Pride of yard goes with pride in the new quarters the Canal has built, he feels, and cites all of the new areas, Ancon, Diablo, Rainbow City, and Paraiso, as examples of what can be done, with amateurs' gardens supplementing the Canal's plantings. He and his staff stand ready to advise the do-it-yourself fans on problems of planting and pests, fertilizers and pruning, whenever help is needed.

Centennial Of Panama Railroad's Completion

(Continued from page 1) dinner commemorating the anniversary. A former governor, Glen E. Edgerton, and R. W. Hebard are arranging this affair.

The January 18 meeting of the Isthmian Historical Society will be devoted to the railroad's anniversary; a repeat session of the panel is scheduled for 7:30 p. m., Tuesday, February 1, at the Hotel Washington, for Atlantic siders.

Governor Seybold has appointed a general committee to coordinate plans and arrangements for an appropriate observance of the railroad anniversary. William G. Arey, Jr., Public Information Officer, heads the committee which includes B. I. Everson, Director of the Transportation and Terminals Bureau, and E. N. Stokes, Superintendent of the Railroad Division.

Possible sites for the location of the "Old 299" monument are being discussed with representatives of the Canal Zone Civic Councils and each Bureau has been invited to make suggestions to the General Committee which is planning the program.

Wide publicity has been given by newspapers throughout the United States to the special stamp issue and the forthcoming anniversary of the railroad.

The Review's Review Of The Year

(Continued from page 9) was emphasized in September when a house-to-house survey of frequency-sensitive equipment in Canal Zone homes was started on the Atlantic side by a team of five electrical engineers.

Panama Canal employees who sailed on the Panama liner *Cristobal*, the first to leave for New York since the passage of the new transportation legislation, had the option of accepting their travel expenses paid at Government expense. Canal employees not planning a vacation were asked to withhold any inquiries concerning free-travel provisions until the new regulations were issued. Seventeen new teachers from the United States joined the Canal Zone schools this year and arrived on the Isthmus during the month. In addition to the teachers from the States, seven young Panamanian women were hired by the U. S. schools in the Canal Zone in connection with the extension of Spanish language classes to all grades.

The Contractors Hill project was put on a two-shift a day basis by the Tecon Corporation and floodlights were turned on the area for the first time. The new shift began at 5:30 o'clock in the afternoon. It was estimated that Tecon had already removed 150,000 cubic yards from the area. Six thousand pounds of explosives, the biggest blast yet set off, was exploded during September, breaking up an estimated 10,000 cubic yards of rock. Mrs. Seybold dedicated the new Balboa Elementary school playground. An agreement on a joint plan for civil defense and disaster control was signed by Gov. John S. Seybold and Lt. Gen. William K. Harrison.

OCTOBER

October was a hurricane month on the Canal Zone although no hurricane has been known to hit the Isthmus. A storm called Hazel, which swept up from Haiti through the eastern part of the United States and Canada, held up two Panama Line ships and caused the third to make a long detour. Oldtimers recalled that at no other time had a tropical storm upset all three of the Panama Line ships. As an indirect result of the storm, the Canal Zone enjoyed ro days of dry-season-like weather.

The celebration of Fire Prevention Week was marred by a blaze which destroyed one apartment in house 0433 Frangipani Street in Ancon and badly damaged two others.

Another slide considerably smaller than the one early in July moved into the Canal from the West bank four miles north of Contractors Hill. It was cleared up by the dipper dredge "Cascadas" after several weeks.

Details concerning the new Panama Line tariff rates were announced by Governor Seybold, with reductions being continued only for Canal Zone school teachers and certain dependents of Company-Government employees and other groups in special situations.

The transfer of patients (See page 15)

ANNIVERSARIES



ARTHUR MORGAN

Arthur Morgan, who has worked on just about every type of floating equipment—except towboats—the Dredging Division possesses, has the second longest continuous service of any employee in the Canal organization. His 42 years of Canal service are exceeded only by the 43 years of George M. Engelke of the Commissary Division.

In December 1912, Mr. Morgan came to the Canal Zone where his older brother Robert, had been working for four years as a machinist. The senior Morgan, in 1912 a general foreman, later became shop superintendent for the Mechanical Division. He helped his younger brother get a job as a water tender. Within a short time Mr. Morgan was working on old *Dredge 85*, out of Balboa. Since then he has held various positions on a variety of dredging equipment. He is now an operator on the dipper dredge *Cascadas*.

World Almanac says the 35th anniversary is jade or coral. By that standard, four employees of the Canal organization celebrated their jade and/or coral anniversaries last month.

One of the four, Paul R. Furr, Chief of the Electric Division's Agua Clara Diesel station, has unbroken Canal service, as well as the 35 years of government service. On his way to Little Rock to enlist in the Army in 1919, he was talked by a friend into enlisting for service in the Canal Zone. He did, he liked it, and when his army service was finished he stayed here.

The other three 35-year people in December are, alphabetically: John T. Clancy, one-time of Keosauqua, Iowa, later of the United States Navy in farflung parts, and presently Chief of Customs at Cristobal; Robert P. O'Connor, familiarly known as Barney, whose birthplace is West Point, but West Point, Neb. and not West Point, N. Y., he is a dock foreman with the Navigation Division at Balboa; and Mrs. Marie Arias Smith, whose job on the admitting desk at Gorgas Hospital brings her into contact with thousands of Canal Zonians each year.

Only one employee had a 30-year anniversary last month. He is Raymond B. Ward, once of Yoakum, Tex. He is a Lock Operator Machinist Leader at the Gatun Locks.

Electricity was the common denominator for three of December's 25-year employees. Elsie Z. Halliwell, who teaches sixth grade at the Cristobal elementary school, is the fourth Silver Anniversary employee for December.

The three others, all of whom have something to do with electricity, are: Robert E. L. Brown, Construction Management Engineer with the Electrical Division; Vernon L. Dahlhoff, an Electrical Division Foreman; and I. F. McIlhenny, Supervising Electrical Engineer in the Engineering Division. Mr. Dahlhoff's service with the Canal is unbroken.

Five of December's 20-year employees have unbroken Canal service. They are: Margaret R. Conner, teacher at the Ancon elementary school; Antonio (See page 14)

IF YOU'RE going in for gardening—and many people are—you should take a look at what the commissaries have to make your lives brighter, not to mention the garden's. But you probably know it's a perpetual-motion deal. First you water, with commissary hoses, of course, and fertilize with some such thing as Hyponex or Driconure, also from the commissaries. Then you whip out the lawn mower, grass shearers, and weeders to cut away the jungle you have managed to produce. Oh well, that's gardening.

Hoses seem to be something the commissaries have in variety, so let's start with them. Pap may be hefty enough to haul around a length of rubber hose, and these are an hand in several lengths and prices. But if Mama's going to help, she'll appreciate the plastic versions. These come in a 25-foot length, at \$1.85, or in 50 feet, at \$2.95. Karoseal plastic hoses are more expensive, but a good many people swear by them; they are \$4.35 for 25 feet, or \$7.60 for 50 feet.

SOME HOSES have storage reels, which are handy and are not simply gadgets. One 50-foot plastic hose with a storage reel is \$5.35 for the entire works; \$3.50 will buy a 25-foot length of flexible triple tube (whatever that is) plastic hose, with a storage reel. A real fancy reel (pun intended) is \$9.50, but this one has special faucet bushings and connections.

A lozy man's way of watering, and a mighty satisfactory one at that, is to stretch out the hose and attach a sprinkler to one end of it. The other end is attached to the faucet. Lawn sprinklers, which do just as well for flower beds, come with fancy names and some are downright fancy themselves. They cost from \$2.35 to \$8.45, depending on the tricks they can do. Of course you can still get the old-fashioned nozzles which you have to hold or prop up on a forked stick.

LEAST FANCY of the sprinklers is the Yader, at 58 cents; it looks like a flat oval with a raised center and has no moving parts to get out of order. Supplex is a perforated hose; with the holes pointed up and the water turned on gently, gently, it is fine around seedlings; reversed so the holes point down, the water soaks into the ground and doesn't wet foliage or flowers. By turning a dial, the Rain King, an extra fancy job, can be adjusted to sprinkle an area anywhere from 5 to 50 feet.

Everybody - Well, Practically Everybody - In The Zone Has Taken Up Roller Skating

(Continued from page 3) given a number of lessons to neophytes.

Skating Costumes

The Pacific Service Center, which was original headquarters for all roller skating fans on the Pacific side, has a wooden floor and is better suited for skating than the Pedro Miguel Gym. The Pacific Skating Club meets here regularly twice each week and is a well organized group of 35 members, all of whom are expert skaters and take great pride improving their form and technique. Most of the members wear the professional shoe-type skates and regular skating costumes which they store at the Service Center between sessions.

In addition to parties and roller skating

Maybe we should have started off with fertilizers, but at least one of them has an intimate connection with a sprinkler. These are Reiger "Vitalizer" Tablets tablets which go along with an outfit of the Reiger name. The tablets are dropped into what appears to be a glass tube which screws onto a hose line. As the water runs through, the tablets dissolve, and presto! Then you run for the lawn mower. The tablets, incidentally, are \$1.85 a tube.

FROM THE SMELL around this desk on which fertilizer samples are laid out, the only thing the chemists haven't done is deodorize them. There is Hyponex in one-pound tins, 70 cents—from its ads it would appear that anyone who could follow directions for dissolving it could grow anything, provided he uses Hyponex. California liquid fertilizer, highly concentrated, is manufactured especially for Panama's acid soil: 20 cents a pint bottle or \$1.25 for a gallon. Vigora is an old, familiar, and effective friend: 14 cents for a pound package. Krilium is not a fertilizer but a soil conditioner. Worked into a bed in the making, it keeps the soil from becoming a gooey mess when wet and a brickbat when dry. Works fine in Diabla Heights, we can vouch.

By the time you have watered and fertilized (and followed the directions in the gardening story on page 5) you should really have things going. Then's the time to get out the lawn mower. The commissaries carry the "Pennette," which has a wooden handle and sells for \$16.95. Rake up the grass cuttings with a rake broom which has 22 flat, steel teeth at \$1.10, or lawn rake, at \$1.30, and use the cuttings to mulch your plants or start a compost heap. For edging beds and trimming along walks, there are Ezy Cut grass shears and clippers, at \$1.15 and \$1.85. Weeders, 11 inches in length, are 18 cents and easy on hand and pocketbook, and cultivators which are half an inch longer but just as easy to handle are also 18 cents.

Cutting Things Fine

OTHER HAND tools available in the commissary hardware sections are trowels, 12½ inches long; 10-inch forks; and transplanters, bath a bit longer. All are 18 cents. If you're really going into this green thumb business in a big way, musts for a mere emerald touch are long-handled cultivators with four tines, \$2; spading forks, \$2.25; hoes, with tapered handles, \$1.85; weeder-cultivators, with four-foot handles, \$1.60; and lightweight shovels, with 41-inch handles, \$1.60. You have to stand up to use these, though.

shows, the Pacific Skating Club organizes, once each year, a "night of fun" for which the skaters prepare costumes and skits.

The affair never fails to attract a huge audience of skaters and non-skaters alike.

Skating Centers

Roller skating has received the support of the Canal Zone Civic Councils and the Canal organization. Efforts are being made presently to find a new skating center for the Pedro Miguel group which will have to abandon its headquarters when Pedro Miguel goes out of existence as a Canal Zone town after March 31.

On the Atlantic side, efforts are now being made by the Civic Councils to have a roller skating center in the town of Margarita. Several sites are being considered and it is expected that the problem will be solved soon.

PROMOTIONS AND TRANSFERS

November 15 Through December 15

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

CIVIL AFFAIRS BUREAU

Donald D. Austin, Martin L. Olsen, from Guard, Terminals Division, to Police-man, Police Division.

James F. McGloin, from Fireman to Fireman, Driver-Operator, Fire Division.

Mrs. Donna E. Andrews, Clerk-Typist, from License Section to Division of Schools.

Mrs. Sarah W. Hamilton, from Elementary School Teacher to Substitute Teacher, Division of Schools.

Mrs. Shirley S. Makibbin, from Substitute Teacher to Elementary School Teacher, Division of Schools.

COMMUNITY SERVICES BUREAU

Gene E. Clinchard, Jack W. Clarke, John W. Purvis, Ralph L. Hanners, Roy A. Sharp, Burton J. Hackett, Jr., from Superintendent, Refuse Collection and Disposal, to General Foreman, Grounds Maintenance.

OFFICE OF THE COMPTROLLER

Mrs. Helen T. Bradley, from Tabulating Machine Operator to Clerk-Typist, Accounting Division.

Oliver L. Riesch, from Accountant, Accounts Division, to Systems Accountant, Accounting Systems Staff.

Edward G. Coyle, from Systems Accountant, Accounting Systems Staff, to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

William Goldfein, from Systems Accountant to Accountant, Accounting Division.

James H. Selby, from Plant Accountant to Supervisory Construction Cost Accountant, Plant Inventory and Appraisal Staff.

ENGINEERING AND CONSTRUCTION BUREAU

Harold W. Meyer, from Assistant Painting Supervisor to Foreman Painter, Maintenance Division.

John A. Taylor, from Plumber to Quarters Maintenance Foreman, Maintenance Division.

Mrs. Jeanne S. Garcia, Clerk-Typist, from Housing Division to Electrical Division.

Clifton W. Ryter, from Senior Master, Craneboat *Atlas*, to Senior Towboat Master, Dredging Division.

James F. Ahearn, from Construction Inspector, Contract and Inspection Division, to Plumber, Maintenance Division.

Mrs. Mary E. Specht, from Supervisory Fiscal Accountant to Clerk, Maintenance Division.

James W. Riley, from Telephone Installer-Maintainer to Automatic Telephone Switchman, Electrical Division.

James W. Shobe, from Apprentice to Telephone Installer-Maintainer, Electrical Division.

Walter W. Carlson, from Blaster, Drill Barge, to Guard Supervisor, Dredging Division.

Claude M. Kreger, from Drill Runner to Pump Operator, Pipeline Suction Dredge Dredging Division.

Charles J. Connor, from Drill Barge Master to Foreman, Pipeline Suction Dredge, Dredging Division.

Victor C. Melant, from Drill Runner, Drill Barge, to Accounting Clerk, Dredging Division.

Harland V. Howard, Jr., from General Supervisory Construction Inspector, Contract and Inspection Division, to Electrical Engineer, Engineering Division.

HEALTH BUREAU

Mrs. Irene M. Will, from Cash Accounting Clerk, Service Center Division, to Clerk, Coco Solo Hospital.

Mrs. Norma C. Belland, from Substitute Teacher, Division of Schools, to Clerk-Typist, Coco Solo Hospital.

Cecilia E. Wensing, from Staff Nurse to Head Nurse, Gorgas Hospital.

Wilbur C. Dunscombe, from Chemist to Supervisory Chemist, Board of Health Laboratory.

MARINE BUREAU

John F. Campbell, from Probationary to Qualified Pilot, Navigation Division.

Theodore F. Babich, from Combination Welder, Maintenance Division to Towing Locomotive Operator, Atlantic Locks.

Leo A. Walsh, Senior Towboat Master, from Dredging Division to Ferry Service.

Slaughter H. Sharpensteen, from Drill Runner, Dredging Division, to Towing Locomotive Operator, Pacific Locks.

Francis J. Krause, from Lockmaster to Electrical Supervisor, Pacific Locks.

Adrian W. Webb, from Lock Operator Machinist Leader to Lockmaster, Pacific Locks.

Charles A. Stewart, from Lock Operator Machinist to Lock Operator Machinist Leader, Pacific Locks.

PERSONNEL BUREAU

Gordon M. Frick, from Position Classifier, Wage and Classification Division, to Assistant to Personnel Director.

SUPPLY BUREAU

Frank E. Day, from Shipping Foreman to Commissary Supervisor, Commissary Division.

John H. Stevens, from Procurement Officer to Accountant, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

Robert W. Parker, from Gauger and Cribtender Foreman to Cribtender Foreman, Marine Bunkering Section.

Maxwell S. Sanders, from Assistant Relief Marine Bunkering Foreman, to Assistant Marine Bunkering Foreman, Terminals Division.

Walter G. Laurie, from Assistant Marine Bunkering Foreman to Marine Bunkering Foreman, Terminals Division.

Walter R. Fender, from Cribtender Foreman to Cribtender Foreman and Steam Engineer, Terminals Division.

Parker P. Hanna, from Steam Engineer to Assistant Relief Marine Bunkering Foreman, Terminals Division.

Donald C. Parker, from Cribtender Foreman and Steam Engineer, to Steam Engineer, Marine Bunkering Section.

Vernon R. Seeley, from Heavy Special Truck Driver and Combination Welder to Combination Welder, Motor Transportation Division.

James A. Brooks, from Claims Investigator to Supervisory Storekeeper (Checker), Terminals Division.

Reginald D. Armstrong, from Supervisory Storekeeper (Checker) to Claims Investigator, Terminals Division.

ANNIVERSARIES

(Continued from page 13) **Fernandez**, Lock Operator Machinist at the Pacific Locks; Capt. **William H. Munyon**, Deputy Warden at the Canal Zone Penitentiary; Capt. **Robert G. Rennie**, Canal pilot; and **G. G. Thomas**, Lock Operator Machinist Leader at Gatun Locks.

Other 20-year employees are **Harry F. Cranfield**, Operator-Foreman Mechanic with the Power Branch of the Electrical Division; **Waldo B. Gilley**, Public Works Foreman with the Maintenance Division.

Fifteen Company-Government employees completed 15 years of government service in December. Those with continuous Canal service are: **Mirt Bender**, Pumping Plant Operator, Water and Laboratory Branch, Maintenance Division; **Vernon L. Clontz**, Gas Plant Operator, Industrial Division; **William A. Gribbons**, Special Combination Welder, Maintenance Division; **Casey J. Hall**, Policeman, Police Division; **William G. Huff**, Supervisory Storekeeper, Terminals Division; **James L. Phillips**, Fireman, Driver-Operator, Fire Division; **John J. Prill**, Wireman, Electrical Division; **Helen M. Rhodes**, Time, Leave, and Payroll Clerk, Payroll Branch; **Woodrow G. Torbert**, Accounting Clerk, Maintenance Division; and **John F. Voss**, Electrician, Power Branch.

Employees whose service is broken are: **Charles H. Bath, Jr.**, Public Works Foreman, Maintenance Division; **George P. Bouneau, Jr.**, General Investigator, Con-

DECEMBER RETIREMENTS

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

George R. Harris, Missouri; Yard and Road Engineer, Railroad Division; 13 years, 1 month, 23 days; The Dalles, Ore.

Charles P. Morgan, Pennsylvania; General Inspector, Contract and Inspection Division; 34 years, 4 months, 12 days; Canal Zone.

Joseph T. Oliver, Azores; Marine Traffic Controller, Balboa Port Captain's Office; 27 years, 9 months, 6 days; East Providence, R. I.

Hans P. Pedersen, Denmark; Barge Repair Station Foreman, Dredging Division; 31 years, 7 months, 20 days; Canal Zone for present, then Florida.

Anthony Tezanos, Spain; Senior Chief Towboat Engineer, Ferry Service; 27 years, 5 months, 23 days; New York City.

JANUARY SAILINGS

From Cristobal

<i>Ancon</i>	January 1
<i>Cristobal</i>	January 8
<i>Panama</i>	January 15
<i>Ancon</i>	January 22
<i>Cristobal</i>	January 29

From New York

<i>Panama</i>	January 6
<i>Ancon</i>	January 13
<i>Cristobal</i>	January 20
<i>Panama</i>	January 27

(Southbound the Haiti stop is from 7 a. m. to 4 p. m. Monday; northbound ships are also in Port-au-Prince Monday, from about 1 to 6 p. m.)

Marine Electricians Try Craft Educational Plan

Over 91 man hours of advanced electrical craft educational work has been accomplished by nine men working in the Cristobal Marine Electric Shop under a new program which began about mid-October.

The program, designed to meet the needs of the mechanics in the Marine Electric Shop, was planned and organized by Clinton N. Bohannon, shop foreman, and Fred Ebdon, Chairman of the Educational Committee of Local 677 of the International Brotherhood of Electrical Workers.

Under this plan, the craftsman attend evening classes, organized by the Electrical Union, for one hour each Monday night. A record of attendance is reported to the shop foreman, Mr. Bohannon, who then arranges that for each hour a craftsman spends in evening classes he is given an equivalent period during working hours to try out the ideas discussed during the class period.

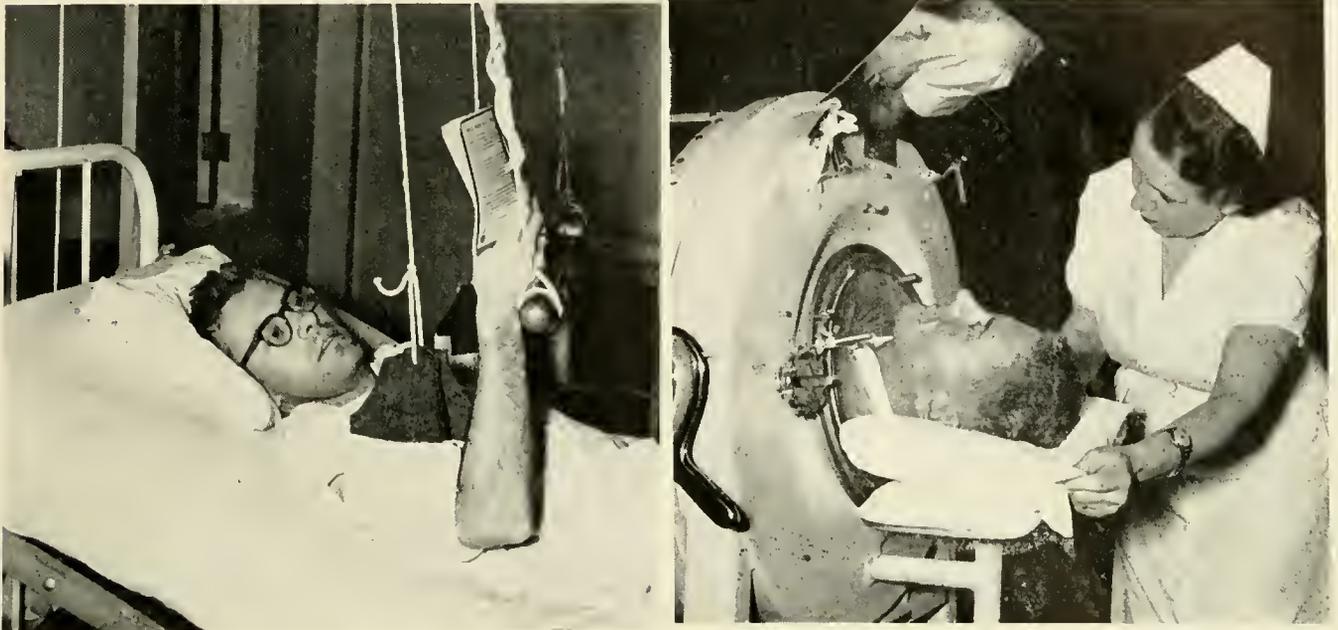
This on-the-job-training work is scheduled during the hulls in shop work.

The subjects taken up at night and during the day are selected by the Union Educational Committee and the shop foreman.

The work to date has been devoted to trouble shooting tests on DC machinery and the analysis of complicated controller diagrams.

traband Control Section; **Hugh W. Cassibry**, Accountant, Payroll Branch; **Thelma C. Herrington**, Time, Leave, and Payroll Clerk, Payroll Branch; and **Earl E. Mullins**, Dipper Dredge Mate, Dredging Division.

Gorgas Hospital Haven For Polio Patients



JOHN CHARLES TAYLOR, young British geologist from Suffolk, England, and Philip Snare, 31, of New York, two polio victims who were brought out of Ecuador in similar drama-packed mercy missions by U. S. Air Force planes, are shown here occupying the same ward at Gorgas Hospital. For a time they lay side by side, each in an iron lung, but at the time this picture was taken, Mr. Snare, left, had improved sufficiently to be transferred to a regular hospital bed although his arms were supported in slings. Mr. Taylor, who could leave the lung for only short periods, is attended by Mrs. Sophie Evans, of Balboa, special nurse. Both men left the Isthmus late last month, Mr. Taylor by ship for England and Mr. Snare by plane for his home in New York.

Extensive Agenda Scheduled For Meeting

(Continued from page 1) possible area. Approval of formal assumptions at the January meeting of the Board is expected to result in the establishment of a better coordinated budget program requiring fewer changes throughout the process of preparing the final 1957 budget to be submitted to the Bureau of the Budget in September of this year.

The agenda for next week's meeting will include consideration by members of the Board of a report on the Panama Steamship Line, a report on the financing of recently enacted fringe benefits, a study of the Six-Year Capital Program, a report on the Disability Cash Relief Program, and a draft of the Company's annual report for fiscal year 1954.

The Six-Year Capital Program includes the conversion of the power system from 25- to 60-cycle operation; completion of the first phase of the program for increasing the capacity of the Locks by approximately 25 percent; completion of the sewage disposal program, both Atlantic and Pacific; removal of old emergency dams at the Locks; and completion of the deepening of Cristobal Harbor.

The Review's Review Of The Year

(Continued from page 12) from Colon to Coco Solo Hospital was effected without incident October 27, the day that Coco Solo Hospital began operation as a Canal Zone unit.

NOVEMBER

Gov. John S. Seybold wrote to Congress this month defending his administration policies from criticism voiced by the General Accounting Office and his answer to the GAO was published for the first time in history. In his comments on GAO recommendations, the Governor opposed the curtailment of present pay and leave privileges; hinted that more local-rate employees would be hired in craft positions; but warned that there would be no universal replacement of U. S.-citizen employees; promised that the Panama Canal Company would utilize Panama products and services as much as possible and disclosed that \$10,000,000 of Panama Canal funds had been paid into the Treasury of the United States.

Several United States Congressmen and

Community Chest Given Record Support By Canal's Employees

Employees of the Company-Government gave the Canal Zone Community Chest record support in the 1954-55 campaign for funds to finance the local activities of 12 participating organizations.

In a preliminary summary this week, Campaign Chairman Alton White said that although the \$27,669.22 which had been realized during the fund-raising effort, is far short of the \$50,000 goal, both the number of Company-Government employees participating and the average amount of contributions were well above the previous year's figures.

The increased giving is particularly gratifying when the extent of the force reduction over the past year is taken into consideration, Mr. White said. Results show that 2,132 U. S.-rate employees contributed a total of \$9,393.34 and 7,788 local-rate employees \$5,508.05.

their wives visited the Isthmus during the month, the first to arrive being Representative M. Mumma, member of the Merchant Marine and Fisheries Committee.

Invitations for bids for the construction of a new electrical substation at Mount Hope, a major project in the current program of converting the Canal Zone power system to 60-cycle current, were advertised.

There were two rockfalls near Contractors Hill during the month. The first occurred when a natural fractured slab of rock broke off from the north end of the bank. Traffic through the Canal continued to proceed normally, however. The second occurred toward the end of the month when 1,500 cubic yards of rock fell into the Canal channel following a small blast on top of Contractors Hill.

Eight local-rate employees were taken to Gorgas Hospital for observation following a break in the ammonia gas line in the pre-packaging section of Balboa Cold Storage distribution center where they worked.

The annual public drawing for low automobile license plates for 1955 took place the last week in November.

DECEMBER

In addition to celebrating Christmas on

The approximately \$2,000 increase in the total employee contribution over 1953-54 came in part from the Maintenance Division where 168 U. S.-rate employees out of a possible 173 and 627 local-rate employees out of a possible 653 participated in the cause.

Special gifts, contributions from retired employees, and funds from school banks were about on a par with last year. A total contribution of \$8,247.92 received from the military services was some \$4,000 below the 1953-54 receipts.

Complete final results of the campaign and the allocation of funds to the participation organizations are to be reported at the annual membership meeting of the Community Chest which is scheduled to be called by William Arey, Chairman of the Chest's Board of Directors, during the month of January.

the Isthmus in the usual traditional form the Canal Zone residents had something to offer their friends and relatives in the United States. This year greetings were sent to the folks back home December 20 in the form of a musical Christmas Card which was broadcast over a nation-wide hook-up over Columbia Broadcasting Company.

A number of important visitors paid brief calls during the month, among them being Le Roy Collins, Governor-elect of the State of Florida, Robert E. Mayer, President of the Pacific American Steamship Association, and Kenneth J. Bousquet, staff member of the Senate Appropriations Committee, in addition to several Senators and Congressmen.

General Electric was announced as apparent low bidder on the contract to furnish generators at the Gatun hydro-electric station. The contract was awarded late in December.

Release of the fiscal year annual report of the Panama Canal Company showed that net income was tentatively recorded as \$4,160,010, a decline of more than one and a half million dollars from the 1953 figure.

A seven percent discount in rents for U. S.-rate housing for the last six months of fiscal 1955 was announced by the Governor.

Ancon Salesclerk Enjoys Her Job, But Oh! Those Commissary Cards!

There are three things which make Mary Ferguson's eyes shine: Her job, her children, and the Pacific Evergreen Garden Club. As she talks about any of them her enthusiasm is infectious.

Mary Ferguson is a commissary salesclerk, working in the hardware section of the Ancon Commissary. She has been



MARY FERGUSON
She likes her job

with the Commissary Division for 14 years, at Ancon Commissary for nine.

Except for having to ask her customers for their commissary authority cards, she thinks her job is just about the best that anyone could have.

Likes To Help

"I think it's nice to be able to treat people nice and to be willing to help somebody some way," she told THE PANAMA CANAL REVIEW. And the enthusiasm with which her customers greet her and she greets them, is a pretty good indication that she puts her theory into practice.

The other day, for instance, she had a request for a certain item. The only one left at Ancon had been damaged in shipping. She was happy to be able to locate what her customer wanted in one of the other retail stores.

But as for those commissary authority cards!

It's A Rule

"Some people feel that they have been around here so long that we shouldn't have to ask for their cards," she said. "And some of the new ones don't understand that it's a rule we have to follow. Then it makes some of them cross to be asked to show their cards again when they have already made one purchase and maybe they've forgotten something and had to come back."

But most of Mrs. Ferguson's customers calm down, she said, when she explains that "it's a rule to control contraband and we must stick to it," and that, in the case of the repeat request she mentioned, "we explain that maybe the person behind them isn't the same one who was there before and they might think that we are asking some people to show their cards and not others. And, of course, it makes a difference how we ask for the card."

Generally though, she finds that her customers are courteous and understand-

ing about the cards as well as other things. In her 14 years of service at Ancon she recalls only one thoroughly disagreeable customer and that incident she charitably attributes to: "Her problem was that she misunderstood me. When we understood each other we became good friends."

Started At Mount Hope

Mrs. Ferguson started her commissary career at Mount Hope where she was in the marking room for general merchandise in the wholesale section. Later she moved into the women's ready-to-wear section.

She brought her dress experience with her when she started to work at Ancon Commissary in 1945. After several years in the dress section at the retail store, she was moved to the "small hardware" section and then to the houseware and dry-goods area of the big self-service section.

After commissary hours she divides her time between her three children and the Garden Club of which she is president.

Her 18-year-old son Maurice is a promising pianist. He attends the Pan American Institute in the suburbs of Panama City where he plays regularly for the Wednesday morning services and is, in addition, a pupil at the Conservatory.

He is studying to enter the University of Panama.

The older of her two girls, Ida, 15, attends the Liceo de Señoritas and is also a musician—she studies violin at the Conservatory while the younger, Judy, only 7, is in the first grade at the Josefina Tapia School in Panama City. The Fergusons live in Parque Lefevre.

RENT DISCOUNT ANNOUNCED

On January 24, U. S.-rate employees of the Company-Government will receive the first pay checks making allowance for a seven percent discount in rents which became effective this month.

The across-the-board discount, announced by Governor Seybold at the December Shirtsleeve Conference, applies to all U. S.-rate quarters beginning with the January 2-15 pay period and continuing until the end of the current fiscal year in June.

Emphasizing that the discount involves no changes in the established rental rates, the Governor pointed out that the action follows the Company's announced policy of developing savings wherever possible and passing such savings on to residents of the community.

Within the Housing Division operation better utilization of personnel, performance of maintenance work by contract and other more efficient methods, and careful programming of work which can be deferred without a reduction in standards, account for the \$70,000 in savings now being passed on to occupants of the quarters.



JUDO FOR THE POLICE

THEY REALLY aren't going to kill each other; it just looks that way. For the past several weeks, a former Canal Zone police officer, F. S. Rudesheim, who appears in both the accompanying photographs, has been demonstrating jujitsu to members of the Canal Zone Police and the Colon National Guard. Mr. Rudesheim is Manager of Transportes Baxter in Panama. In the larger picture he is demonstrating a hold to a member of the Colon force while law enforcement officers from both Colon and Panama look on. Their turns come later. The smaller photograph shows Mr. Rudesheim with Sgt. Elmer Bierbaum of the Balboa Central Station. The classes have been given by Mr. Rudesheim as a courtesy to the Canal Zone force and their colleagues across the border.