

PANAMA CANAL
REVIEW

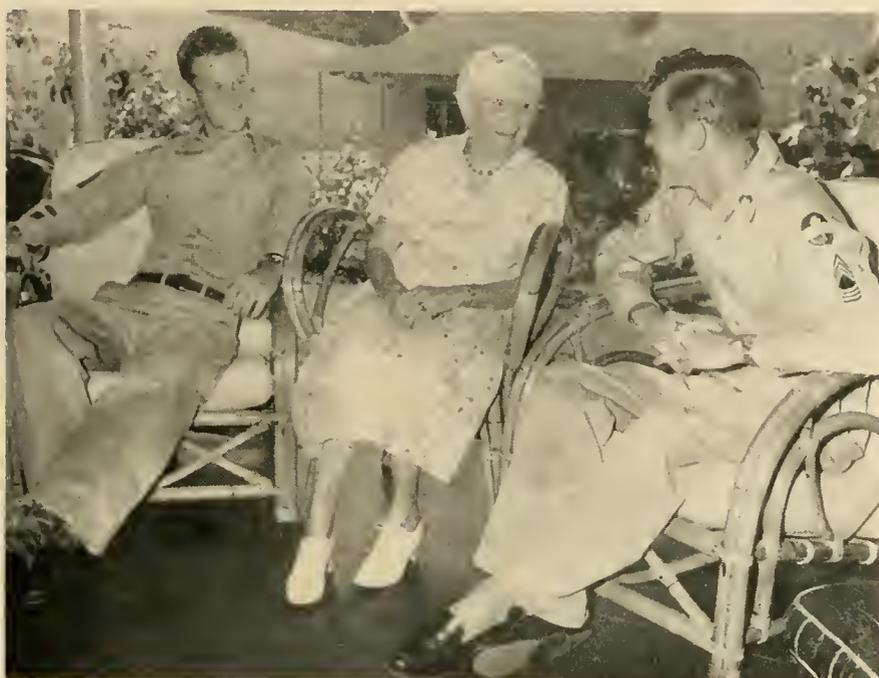
Vol. 5, No. 11

BALBOA HEIGHTS, CANAL ZONE, JUNE 3, 1955

5 cents

**NEW SIREN SIGNALS TO BE USED FOR FIRST TIME
 IN ZONE-WIDE CIVIL DEFENSE EXERCISE JUNE 15**

Air Academy Appointees



IT ISN'T every pair of twins who win appointments as principal candidate and alternate to a service academy but that's what happened to the Cotton twins of Diablo Heights. And it isn't every pair of twins who have a great-grandmother to speed them on their way. The Cotton twins have, though.

Larry, officially Lawrence F., on the left, has been appointed the Canal Zone's candidate to the first class of the new Air Force Academy. Lee, officially Ernest L., the one with the plain socks, is first alternate.

With them is their great-grandmother, Mrs. Charles C. Cotton, who has been a Canal Zonian since construction days. Her husband first went to work for the Isthmian Canal Commission in 1909.

New air raid signals, specified by the Federal Civil Defense Administration, will be used in the Canal Zone for the first time on June 15, when a hypothetical atomic blast occurs over Balboa Heights.

Use of the new signals, which eventually will be universal throughout the United States, will be part of the Zone-wide civil defense test which will occur simultaneously here and in the United States, as well as in Alaska, Hawaii, and Puerto Rico.

The two signals are:

TAKE COVER: A three-minute warbling or oscillating sound similar to that which was used as warning of an imminent attack during World War II. Three times, during the latter part of 1941 and early 1942, Isthmians were warned by this signal that an attack was expected. None, fortunately, materialized.

ALERT: A steady, three-minute blast of the sirens. This is identical with the "All Clear" of World War II. Today, with radioactive fallout a new problem, this signal means that residents of an attacked area should go to their radios and listen for instructions. Through this means they will be told when it will be safe to leave their homes.

Atomic Missile Explosion

On June 15, when a hypothetical guided missile with an atomic warhead, launched from a submarine, explodes over Balboa Heights, the TAKE COVER signal will be sounded at 1:43 p. m. The hypothetical blast will occur at 1:48 p. m. and the ALERT will sound at 1:53 p. m.

For purposes of the Civil Defense exercise that day, the ALERT will signal the end of the practice for all but certain Civil Defense workers; all others will return to their normal status with sounding of the ALERT.

On the TAKE COVER signal, Zonians should do the following, according to W. G. Dolan, Chief of the Canal Zone Civil Defense:

(1) Those at home should seek shelter in their houses; the shelter should be on a lower floor, if the house has more than one floor, and in a section of the building which is structurally strong. A concrete storage room on the ground floor is an ideal shelter, Mr. Dolan says. The shelter should be away from glass windows and mirrors, and should not have loose objects on high shelves.

Residents of duplex masonry houses will find an ideal shelter in the big closet just off the kitchen. Residents of on-the-ground masonry houses (See page 13)

**Budget Committee Of Canal Company's
 Board Meets In Canal Zone Next Week**

Budget estimates of the Panama Canal Company for the fiscal years 1956 and 1957 will be reviewed next week by a special committee of the Company's Board of Directors meeting at Balboa Heights.

The committee, appointed by Chairman George Roderick to receive the budget estimates and certain other financial matters of the company and report its findings to the Board of Directors at the July meeting, will start its sessions Monday in the Board Room of the Administration Building.

Members of the committee are: Maj. Gen. Julian L. Schley, who served as Governor of The Panama Canal from 1932 to 1936; Robert P. Burroughs; and Ralph H. Cake.

General Schley arrived this week by ship; the others are scheduled to come by plane over the weekend.

Also attending the sessions will be Edward A. Bacon, Deputy Assistant to the Secretary of the Army for Civil and Military Affairs, who will serve as advisor, and W. M. Whitman, Secretary of the Canal Company.

On Monday and Tuesday, the committee will meet with the Directors of the various Bureaus to go over each Bureau budget. Wednesday is set aside for a discussion of other matters of general interest to the Board.

During the latter part of the week the Committee members will make inspection trips in the Canal Zone. One trip into the interior of Panama is also planned for the Committee.

A similar meeting of the Board's budget committee was held in the Canal Zone last July. Attending that meeting were Mr. Bacon, Mr. Whitman, General Schley, Mr. Cake, and Charles S. Reed.

Scholarships Help Canal Zone Students Toward Higher Education Here And U. S.



TWO BHS JUNIORS look over the scholarship display in the Counsellors' Office at Balboa High School. Over \$3,000 in scholarship grants were available to local students this year.

More college scholarships are available to Canal Zone secondary school graduates—who go after them—than the average student knows.

This year at least ten young Zonians will receive over \$3,000 in financial aid through scholarships which are offered locally or specifically to Canal Zone students. No tabulation has ever been made of the total number who, in past years, have been offered and accepted scholarships ranging in value from \$50 to \$4,800 over a four-year period, but the number is considerable.

One recent high school graduate had his choice of three separate scholarships and another was offered two. The scholarships have helped to pay the cost of higher education in colleges and universities in many sections of the United States or at the Canal Zone Junior College.

Ability And Aptitude

Some of the scholarships for which local students may compete are offered by Canal Zone fraternal or civic groups; some are offered by colleges or universities in the United States, and an increasingly large group is being made available by large manufacturing firms such as General Electric or Union Carbide.

In general, most scholarships go to students who would not otherwise be able to attend college. Some are restricted by sex and some by citizenship. Veterans' groups frequently offer scholarships to the children of their members.

Most of this year's scholarships—except those which may come from the United States—have already been awarded. But already incoming high school seniors and incoming second-year students at the Canal Zone Junior College are thinking of scholarships for which they may apply during the coming year.

Primarily for their benefit, THE PANAMA CANAL REVIEW, with the cooperation of Harold J. Zierten, Assistant Prin-

incipal of Balboa High School, has compiled a list of the scholarships (other than those offered by United States colleges and universities to any student who may qualify) available specifically to Canal Zone secondary school graduates or Junior College students.

Service Academies

Heading the list is the Naval Reserve Officers Training Corps scholarship which carries a male student through his full college course in any one of a number of colleges or universities having NROTC units.

Winner of this year's NROTC scholarship is Harvey Don Smith, Jr., of Margarita. He will enter Rensselaer Polytechnic Institute this fall.

While not strictly scholarships, in the sense of the word, appointments to the United States, Army, Navy, Air Force, Coast Guard, and Merchant Marine Academies are top prizes for boy students. These appointments, however, are not annual awards.

Lawrence F. Cotton, of Diablo Heights is the first Canal Zone appointee to the Air Force Academy. His twin brother, Ernest, is first alternate.

Appointments are made by the Governor each four years for the Naval Academy. The next appointment to the Military Academy at West Point will not be made until June 1957.

For Zone Students

Only girls may apply for the scholarships offered by the Canal Zone College Club. The winner of the club's main scholarship, given this year in the sum of \$500, is Diane Skinner of Ancon. She fills the Club's requirements in that, in addition to being an outstanding, all-round student, she is graduating from the Canal Zone Junior College, and is a graduate of Balboa High School where she was a student for at least two years.

In addition to this scholarship, the College Club this year has awarded two additional scholarships, worth \$200 apiece. The award to a student who has completed one year of Junior College went to Mary Rose, while Helen Tilley has been given the scholarship for a student graduating from Balboa High School.

The Caribbean College Club, Atlantic side counterpart of the Canal Zone College Club, does not restrict its \$450 scholarship to girl students. This year, the scholarship has been awarded to Daniel George of Gatun.

A new scholarship this year is a \$500 one-year grant from the Balboa Lions Club to a United States citizen graduate of either Balboa or Cristobal High School. This may be used in a college or university of the applicant's choice. The applicant must be active in school affairs, as well as being scholastically apt. Two other Lions Club scholarships, for students entering the Canal Zone Junior College, are being awarded to graduates of the two high schools. These scholarships are worth \$100 each.

The \$500 scholarship has been awarded to Mary Abele of Albrook Field; the two \$100 awards have been given to Esther Reynolds and Marcia Rudge, both of Cristobal High School.

Special Scholarships

Especially for a Canal Zone high school graduate is a \$500 scholarship, made available each year by the Colorado School of Mines for a high school graduate who ranks in the upper tenth of his class and who is interested in engineering.

The John McGinnis scholarship, which is a \$100 grant coupled with a \$200 loan, is presented each year to a male graduate of Balboa High School; this scholarship is given by Mr. and Mrs. E. M. McGinnis in memory of their son, John, who graduated from Balboa High School in 1945.

This year two seniors won the McGinnis award. They are Donald Huff and James Stevens.

Another scholarship is a two-year award, given each year by Lodge 1414 of the Elks. The recipient must be a United States citizen and rank in the upper third of his class. This scholarship is for the Canal Zone Junior College.

This year's winner was Patricia Steiner.

Two scholarships are available for Canal Zone students who have special abilities in the fields of music and art. For the first of these, New Mexico's A & M College offers scholarships which vary in value. These are usually obtained through the assistance of the applicant's music instructor.

For the second, the Canal Zone Art League has awarded a scholarship. This year's winner is Norma Jenks, a Balboa High School senior.

Children Of Veterans

Student counsellors also point out to those interested in obtaining financial assistance for college educations that the Noyes Scholarship, worth \$400 to \$500, is granted sons or daughters of World War I veterans. This scholarship may be used only in specified colleges.

In addition to the scholarships listed above, Mr. Zierten points out, there are many more available (See page 13)

Revised Canal Zone Traffic Regulations Will Affect Drivers, Riders, Walkers

Practically everyone who owns or operates vehicles of any kind or who walks or rides on Canal Zone thoroughfares will be affected in one way or another by the revised traffic regulations for the Canal Zone which become effective July 1. The revised regulations are the result of work which began almost two years ago; they were signed last December 22 by Gov. John S. Seybold. Copies of the regulations, in condensed form, will be available late this month.

Let's see how some of the more important changes affect Isthmians:

After July 1, for instance, a pedestrian (who is described in the regulations as a "natural person afoot") must stay within a crosswalk while crossing a street or road, if there is a crosswalk at that location.

Must not step from the curb into a crosswalk if an oncoming vehicle is so close that it would be hazardous for the driver to attempt to stop;

Must get out of a vehicle's way—in more technical language, yield the right-of-way to a vehicle—except when he is in a crosswalk or in an unmarked crosswalk at an intersection;

Must not jaywalk, but must cross a roadway at right angles to the curb and by the shortest route to the opposite side of the street; and

Must walk on the left side of the road, facing oncoming traffic, where there are no sidewalks. Otherwise he must stay on the sidewalk.

Bicyclists, Too—

Bicyclists are not overlooked in the Traffic regulations. For instance, under the revised regulations, a bicyclist:

Must obey traffic regulations;

Must not carry more persons, at a time, than the bicycle is designed or equipped for;

Must equip his bicycle with and use, during the hours of darkness—between 6 p. m. and 6 a. m.—a white light on front and a red reflector on the rear.

Vehicle Regulations

Owners and operators of motor vehicles, naturally, will be most affected by the revised traffic regulations. One license will be issued to vehicle operators instead of the two now required when an individual drives a pleasure car and a truck.

Among the most important changes for owners and operators of motor vehicles are the following, so far as the motor vehicle itself is concerned:

Registration cards and license plates must be returned for cancellation when a Canal Zone resident moves to Panama;

Notice must be given to the Canal Zone License Section of a change of address from the Republic of Panama to the Canal Zone or vice versa;

Every motor vehicle operating on Canal Zone highways must be inspected once each year at the Motor Transportation Division or Armed Forces garages. The inspections will include turn indicators, brakes, steering gear, wheel alignment, horns or other warning devices, mirrors, windshield wipers, tires, safety glass, and mufflers.

Any vehicle or trailer, which ends up a train of vehicles, must be equipped with a red tail light, visible for at least 500 feet from the rear. Owners of such vehi-

cles have 180 days from July 1 to comply.

Turn signal lamps will be required on all vehicles manufactured or assembled after January 1, 1956.

Persons owning small trailers should check the regulations in detail to determine the necessary brake, lighting, and reflector requirements.

Vehicle Operation

There are changes too, in regulations covering the operation of motor vehicles. These provide that after July 1, a driver or operator:

Must park on the right side of the road only;

Must use care in stopping, starting or parking; he may not do any of these on a sidewalk, in front of a driveway, within an intersection, on a crosswalk, or along any curb which is painted solid yellow;

Must not park in a "curb loading zone" any longer than necessary to pick up or discharge passengers or materials;

Must not have any signs, placards, stickers or any such on the windshield or rear window except in a small section of the lower corner;

Must not drive on a sidewalk or on a railroad right-of-way;

Must comply with any lawful order or direction of any police officer who is authorized to direct or regulate traffic.

Stay Inside

Neither the driver nor anyone riding with him may have any portion of his body outside the body of the vehicle, except to give a hand signal, nor may passengers climb onto or into and alight from a moving vehicle.

Drivers will also be required to locate the operator or owner of any unattended vehicle which his car has struck or, failing this, leave a note giving the name and address of the driver of the offending vehicle, with a brief resume of the accident.

He will also be banned from making "U" turns, where signs are posted, or turning on a curve or the crest of a grade.

Hand Signals Required

Hand signals, or the use of a turn indicator will be required; to signal a left turn the driver will extend his hand and arm horizontally; to indicate a right turn the hand and arm will be extended upward; and if a driver intends to stop or decrease speed, he will extend his hand and arm downward.

The driver of an emergency vehicle may park or stand, irrespective of the provisions of these regulations, after first slowing down, may exceed the speed limits so long as he does not endanger life or property, and may (See page 13)

Mealtime At The Munroe Household



RAISING EIGHT motherless puppies from birth has occupied much of the spare time of Capt. Frank A. Munroe, Jr., USN, Acting Canal Zone Governor, and his daughter, Joan, during the past few weeks.

Folly, the mother of the litter, died soon after the puppies were born early last month. Feeding for the first few days was done by the eye-dropper method. Then the pups were graduated to milk bottles and have since been weaned. They are now learning proper puppy table manners on a more solid diet.

The puppies are registered Border Terriers and are the only family of this breed on the Isthmus. Jock, the father of the puppies—who, incidentally, has been no help in raising the litter—has been a devoted member of the Munroe household for about five years. The mother of the puppies was brought from England last year.

The Border Terrier is a recognized breed of the English Kennel Club and the American Kennel Club, but there are comparatively few in the United States. It is known as a "working terrier" for the farmers, shepherds, and sportsmen of the Cheviot Hills which form the English northern border. It is used extensively in hunting fox and other small game and is an intelligent and affectionate house pet.

The puppies being raised by Captain Munroe are healthy, fat specimens despite early orphanage. The litter was born soon after Mrs. Munroe left for a visit with her sister in England. Captain Munroe plans to keep the litter intact until her return about the end of this month.

Closing Of Panama, Colon Health Offices

July 31 Ends Half Century Of Zone Work

(EDITOR'S NOTE: This is the first of a series of two articles on the Canal Zone's contribution to health in Panama. The second, concerning the two Health Offices being closed July 31, will appear in the July issue of THE REVIEW.)

"It is believed that the city of Panama is today the best paved, the best watered, and the best sewered city in Central America or in the northern half of South America."

This statement was not made two, or ten, years ago—although it could have been. It appears in the 1906 report of the Isthmian Canal Commission, only two short years after the United States Government, empowered by the Treaty of 1903 and backed by an Executive Order of Panama's first President, began the work which would remove from the new Republic its wide-spread stigma as a pesthole of dirt and disease.

During the half century which has passed since the United States began its program to assist Panama in improving its sanitation and its health and by so doing guaranteeing the health of the thousands of Canal workers, the Canal Zone has played a far more important part in Panama than many people realize.

Health Offices Closing

Gradually, as Panama has developed and assumed more and more of the physical part of the health program in the Republic, the activities of the Canal Zone in Panama are coming to an end. Management of the water system in Panama and control of its garbage collection and sewerage systems—part of the sanitation program started 51 years ago—were taken over by the Republic in July 1953. At



SPRAYERS with tanks loaded with larvae-killing oil walked mile after mile when sanitation forces were fighting malaria and yellow fever.

the end of next month, the Canal Zone Government will close down another of the functions which have helped the neighboring Republic attain its now well-deserved reputation as a clean and healthy country.

These functions are the Health Offices in Panama City and Colon which have been operated by the Canal Zone administration since the days of the Isthmian

Canal Commission. At one time the powers of the "Sanidad" in Panama were far-reaching. Through an Executive Order of Panama's President, Manuel Amador Guerrero, the chief of the Sanitary Department of the Canal Zone had the right to prescribe and enforce sanitary regulations, impose fines, enter homes; in short, to take all necessary steps to control and prevent disease.

Gradually, these powers have lessened. But let's take a look at some of the ways in which the various administrations in the Canal Zone have helped Panama toward sanitation and health.

Fifty Years' Accomplishments

Streets have been paved and guttered and a sewer system installed. A water system has been laid into both cities, bringing to Panamanians their first supply of safe water. Yellow fever has been eradicated and malaria cases reduced.

Most of the populace has been vaccinated against smallpox, typhoid fever, and yellow fever. A concerted effort has been made to control flies and rats and to keep markets, food handling plants, bakeries, abattoirs, dairy farms, and pasteurization plants sanitary and safe.

From 1905 until 1924 the Chief Health Officer of the Canal Zone served as the head of a five-man board which managed Santo Tomas Hospital; during this same period, the Canal Zone paid the salaries of that hospital's superintendent, a chief nurse, two doctors, and two other nurses.

By mutual agreement the Canal Zone provided a Leprosarium where, even today, patients from Panama are domiciled at a small daily cost paid by the Republic.



FUMIGATION FORCES, like the group above gathered in a Panama City plaza in 1905, used 120 tons of insecticide in one year to kill mosquitoes.



UNPAVED STREETS and lack of sewer system were among the first problems faced in the sanitation of the terminal cities. This picture shows the laying of a sewer in a street in Panama City.

lic. Until 1933 the same service was performed for Panama's mentally ill, who were cared for at Corozal Hospital.

Fires And Fever

When two disastrous fires wiped out great sections of Colon, in 1915 and 1940, health officers of the two communities worked side by side to prevent, successfully, the epidemics which all too often follow such disasters. In 1948, when polio struck on both sides of the border, health officers from both jurisdictions jointly worked out control measures.

Early the following year they cooperated in developing a long-range program to combat and control jungle yellow fever which, in late 1948, had taken five lives in the Republic. Part of this program took vaccinating teams by boat, by plane, by car, and afoot to the most remote parts of the Republic to give preventive inoculations to over 425,000 men, women, and children.

Disease Knows No Border

Why? The Canal Zone Governor, Charles Magoon, said it this way in 1905: "Disease does not observe the imaginary lines of jurisdictional demarcation."

The United States and Panama had decided that a canal was to be built and a strip of land, the Canal Zone, had been set aside for this purpose.

Officials of both countries recognized that sanitation of the Canal Zone would be useless without sanitation of the terminal cities. Consequently, the first treaty between the two countries provided that "the Republic of Panama agrees that the cities of Panama and Colon shall comply in perpetuity with the sanitary ordinances, whether of a preventive or curative character, prescribed by the United States." This treaty was signed in Washington November 18, 1903.

On July 8, 1904, Dr. Amador Guerrero, who was a physician as well as Panama's first President, issued a decree authorizing the "Chief of the Sanitary Department of the Isthmian Canal Commission to assume the direction of all that pertains to the sanitation of the cities of Panama and Colon." The Chief of the Sanitary Department was also authorized to dictate sanitary regulations and see that they were enforced.

The Early Years

At that time, Panama City and Colon had no water, sewer, or drainage systems;

cisterns in both cities were covered to prevent mosquito breeding.

120 Tons Of Insecticide

Writing about this work later, Col. W. C. Gorgas, the Commission's Chief Sanitary Officer, recalled that in one year these brigades used 120 tons of insect powder, the entire supply available in the United States. Eventually, every house in Panama City was fumigated and disinfected, and then the brigades repeated the process, twice more.

Yellow fever patients were isolated and their beds covered with netting, so that mosquitoes could not bite them and carry the yellow fever on to others.

Put together, all of the measures worked. During the fall of 1905, yellow fever decreased rapidly and by November Panama City had had its last case. One more case, in Colon, occurred in May 1906, and doctors even then were doubtful that it had been correctly diagnosed.

Fight Against Malaria

With yellow fever licked, Gorgas and his men were able to turn their attention to malaria. Panama City and Colon became two of the 24 districts into which the Canal Zone and the terminal areas were divided for malaria control. Each city was subdivided into districts and each district assigned to an inspector who visited every house once or twice a week to see that no mosquito larvae were breeding, and that other sanitary regulations were being obeyed.

As the cities grew, the malaria control work was extended. Ditches—some years as many as 12 miles of them—were dug; stagnant water was sprayed with oil. As the years passed other measures were used. In 1931, planes dusted an area near Old Panama where mosquitoes were breeding; this was years before the widespread aerial spraying now in use. In later years, DDT and newer insecticides became weapons of the malaria control program.

Yellow fever and malaria were not the only problems which health authorities faced in Panama and Colon. A never-ending war had to be kept up against rats. In 1905, when two cases of bubonic plague developed in La Boca, the Commission's Chief Sanitary (See page 12)



JUNGLE YELLOW FEVER, which broke out in Panama in 1948, sent vaccinators and investigators to the most remote parts of Panama. Here, Dr. K. O. Courtney, of the Canal Zone, conducts an outdoor clinic at Bluefields, in Bocas del Toro Province.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

CROSSWALKS

A couple of issues back we asked how many people would deliberately put their fingers in a mousetrap. Well—there are a lot of people here on the Zone lacking even the courage of a mouse. Not one wrote in saying he had sprung a mousetrap with his fingers.

While we are at it, let's mention some bigger traps—a rat trap, a bear trap, or a tiger trap. They are really dangerous to both man and beast, but none can compare to that man-made trap, *the automobile*.

The trouble with this invention is that hardly anybody thinks of it as a trap. It is only when we have an accident, or have friends who have been badly damaged in it, that we give it the respect due and drive carefully for a few days.

More than likely we excuse our attitude by saying: "I am a better driver than that sap." By these words we have baited and set our own trap.

Don't think that the people who ride in automobiles are the only "saps" who take chances with the automobile. Let's consider the "Pedestrian." Every time he crosses a street he is in the *danger zone* of an automobile and the trap may be set

for his destruction. This applies especially to a *crosswalk*. It seems that here on the Zone, we are harboring a misconception, possible acquired in the telling and not the reading of the "Vehicle Regulations," where the pedestrian considers himself fully protected by law and some sort of invisible immovable wall while he is in a *crosswalk*.

Since our title is "CROSSWALKS," let's point out some vital points in the "Vehicle Regulations." It says: "A vehicle shall yield the right of way to a pedestrian in a crosswalk when that pedestrian is in the same *lane* as the vehicle, or he is approaching so closely to that *lane that for all practical purposes he is already within the danger zone of the oncoming vehicle.* (The italics are ours).

It appears that the pedestrian has it made, and nothing can harm him; but let us not forget that he is still in the *danger zone* and may need more than the law to protect him. Let's quote on: "But no pedestrian shall leave a curb, or other place of safety, and walk, or run, into the path of a vehicle which is so close that it would be hazardous for the driver to *yield the right of way.*" This sounds a note of warning that the pedestrian is not always right. He must use some care, and refrain from baiting the trap.

Let's suppose that you as a pedestrian are 100 percent in the right. There can be other circumstances that set the trap for you. The driver's attention may be diverted by another pedestrian, a dog, or by a bus crowding him from the curb. He may have his head turned talking to others in his car, or to keep a child standing on the front seat from falling into the windshield. He may have faulty brakes, or the streets may be slippery, or just going too fast to stop in time.

Again, you may set your own trap by

wearing all dark clothing. It may be raining and you blend into the background of vertical reflections on the pavement, or the bright lights of an oncoming car conceal you in its glare. Who can say that in many pedestrian accidents, the pedestrian himself was not at fault?

It has been noted that children have become especially lax in recognizing the dangers of a *crosswalk*. They have been known to make a game of waiting on the curb until a car has approached dangerously close, then stepping or running out into the *crosswalk* in front of the car, with the attitude, "I have the right of way I dare you to hit me."

Children learn to act and think like their elders. Many pay with their lives because they are allowed to continue doing things in an unsafe way. The President of the National Safety Council said that accidents are the number-one killer of children between the ages of one and fifteen. Accidents in 1953 killed approximately 3½ times as many children as either cancer or pneumonia, and about 7½ times as many as polio.

Mishaps involving motor vehicles for this group took by far the greatest toll—3,938 lives out of a total of 11,121. Think of the drives and money collected for polio, tuberculosis, cancer, and other diseases. How about doing something to cut down deaths from the really great killer, the automobile?

What can we do?

Well, we can start off by setting a good example for our children in pedestrian and driving safety. We can teach them how to avoid being caught in these modern, man-made mouse traps and to practice "courtesy of the road" at all times. Safety learned this in childhood remains with them to guard their lives all through adulthood.

HONOR ROLL

Bureau Award For
BEST RECORD

APRIL

SUPPLY BUREAU
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

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

Division Award For
NO DISABLING INJURIES

APRIL

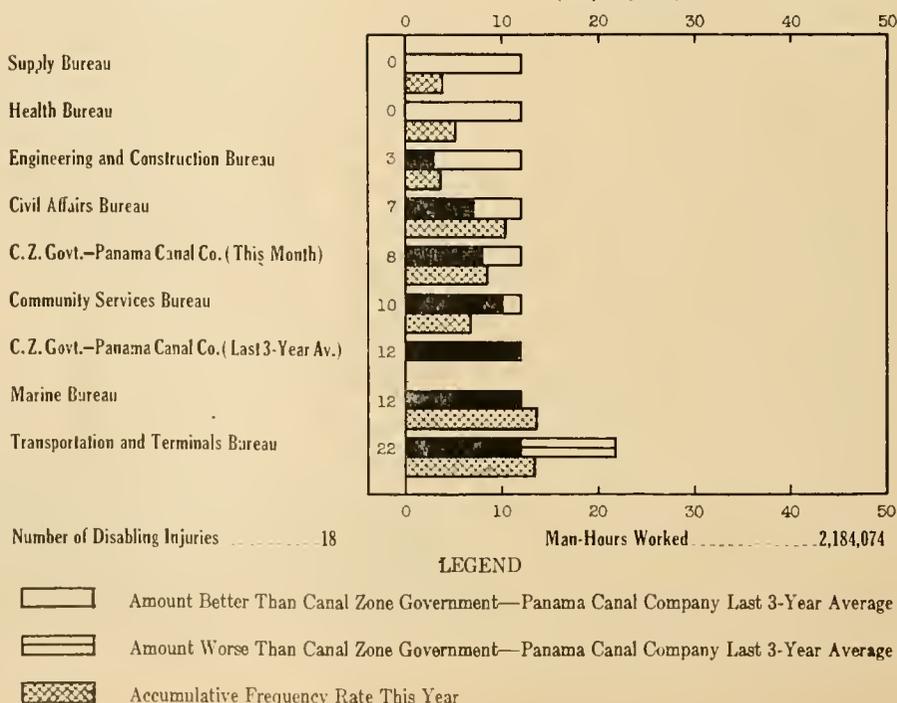
COMMISSARY DIVISION
HOSPITALIZATION AND CLINICS
MAINTENANCE DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
RAILROAD DIVISION
STOREHOUSE DIVISION
HOUSING DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

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

APRIL 1955

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





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
WILLIAM G. AREY, JR.
Public Information Officer
J. RUFUS HARDY, Editor
ELEANOR H. MCILHENNY
Assistant Editor

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.

Health Director Will Leave In July For New Assignment



BRIGADIER GENERAL DON LONGFELLOW

His second tour of duty with the Canal organization will end next month for Brig. Gen. Don Longfellow, Canal Zone Health Director. He is scheduled to leave the Isthmus early in July after a three-year assignment here. His new assignment will be to the Office of the Surgeon General of the Army in Washington.

General Longfellow served with the Health Bureau at Colon Hospital for about two years during the early 1930's. He returned to the Canal Zone in July 1952, as Health Director. Prior to this assignment, he had been Chief of the Division of Preventive Medicine in the Office of the Surgeon General of the Army.

General Longfellow will be succeeded as Health Director by Col. Charles O. Bruce who visited the Isthmus early this year with the group accompanying Secretary of the Army Robert T. Stevens. Like General Longfellow, he holds a degree as Master of Public Health, in addition to his medical degrees.

OF CURRENT INTEREST

H. I. Perantie Wins Outstanding Rating



THE SOLE outstanding performance award in the Canal organization this year was given last month to Harold I. Perantie, center, above, Chief of the Administrative Branch. Mr. Perantie is the second employee to be given this rating since the present system was established several years ago.

He was cited for reorganization of his office, streamlining its operations, inauguration of a records storage center, and initiation of studies which will be reflected in increasingly efficient and economical operation.

Shown with him are members of the Incentive Awards Committee which made the award. Left to right are: J. B. Smith, Edward A. Doolan, Mr. Perantie, Henry L. Donovan, Committee Chairman, and John D. Hollen.

Two husband-and-wife teams are included among the 17 new interns who are due to arrive on the Isthmus the latter part of June from various medical schools in the United States to begin training at Gorgas Hospital.

The two medical couples are Dr. Cherie C. Long and her husband, Dr. Edward G. Long, both graduating in June from the Louisiana State University School of Medicine, and Dr. Barbara C. Sargent and her husband, Dr. Dwayne L. Sargent, both of Baylor University College of Medicine in Houston, Tex.

The arrival of the new interns coincides with the completion of a year of internship at Gorgas Hospital for 11 other interns and with the annual turnover of residents, some of whom are either completing their residency here or who expect to remain at Gorgas Hospital for further training.

Canal Zone hunters are reminded that hunting permits for the Canal Zone for the fiscal year 1956 are now available at Police Headquarters in the Civil Affairs Building. Current permits, which are marked 1955 for the fiscal year, will expire June 30 and it will be necessary for holders of such permits to apply to Police Headquarters to obtain a renewal. The cost of renewal, as in previous years, is \$1.

Renewal forms and forms for original applications are available at all Police Stations in the Canal Zone and at Room 206 in the Civil Affairs Building. The completed renewal forms may be mailed direct to Police Headquarters, Balboa Heights, C. Z.

Two venerable old houses, dating back to 1907, were among those put up for sale and demolition during the past month by the Panama Canal Company. Both are situated on Prospect Street in Balboa Heights and both were sold to Chain Singh who was high bidder for their purchase and demolition when bids were opened earlier in the month.

No. 146, one of the two houses, was first occupied, after it was rebuilt in 1914, by

C. H. Motsett, Manager of the Panama Railroad, and later by C. L. Bouve, Panama Canal Land Commissioner. Since 1917, when Capt. C. S. Svensson, Captain of the Balboa Port, moved in, No. 146 has been occupied by a series of U. S. Navy officers, most of them Port Captains. The last occupant was Capt. Horatio A. Lincoln, Captain of the Balboa Port.

No. 150 also was built in 1907 and rebuilt in 1917. It was first occupied, after it was rebuilt, by C. J. Hamilton, a locomotive engineer with the Panama Railroad. The last private occupant was Peter Shrapnel who retired last year as Chief of the Administrative Branch. During the construction of the houses in the Ridge Road section, the house was used as an office by the contractors.

Baccalaureate and Commencement exercises will be held for 228 high school students in the United States schools, and for 35 students in the Canal Zone Junior College during the first two weeks in June. At the same time certificates of promotion will be given to approximately 333 junior high school students who will attend Closing Day exercises today on both sides of the Isthmus.

The total number of 596 is only slightly higher than that of last year when 573 students graduated from the United States schools.

Closing Day exercises for both the Balboa Junior High School and the Cristobal Junior High School will be held today. The Balboa program is scheduled for 1:30 p. m. in the Balboa Service Center Theater, and the Cristobal program for 5 p. m. in the Cristobal School Auditorium.

June 7 will be Commencement Day for 162 Balboa High School seniors, 66 Cristobal High School seniors, and for 35 students graduating from the Canal Zone Junior College. Exercises for the Balboa High School Class will be at the Balboa Service Center Theater at 8 p. m.; for the Cristobal seniors they will be held at 8 p. m. in the Cristobal High School Auditorium. Exercises for the Junior College Class will take place at 10:30 a. m. in the Balboa High School Library.

"Finest Drinking Water In The World"

Say Men Responsible For Zone Supply

Employees in the Water and Laboratories Branch, with but little prodding, will tell you that the Canal Zone has the finest drinking water in the world.

They say this with complete equanimity for three reasons: They believe it; the statement is not likely to be disputed; and, if disputed, it is even more unlikely to be disproved.

This pride of workmanship, as deep-seated as if they owned the water system, permeates the whole unit and the feeling is generally shared by most Zonians. It is a feeling which has grown up with the water system which, a little over 50 years ago, brought the first adequate supply of potable water to the people of the Isthmus and which, during that half century, has never failed in the job which is a never-ending, day-and-night operation.

In two previous REVIEW articles the work of producing some ten billion gallons of good drinking water a year and distributing it safely through over 150 miles of water mains to 315,000 consumers was described in some detail.

Multitude Of Jobs

Back of this vital operation is a relatively small group of employees whose work entails a multitude of tasks ranging from the prosaic job of walking a pipeline to find a leak, to a highly technical chemical analysis.

The jobs, of course, have changed to a degree with the times and the men in the field no longer are greatly troubled with wild animals. For many years after the first water system was placed in operation, maintenance gangs were instructed to take special precautions against contamination of the water supply by wild animals. As late as 1917, one report of wild animals in the drainage areas complained rather bitterly about the tapirs which then roamed the jungle areas in great numbers and were among the worst offenders in contaminating small streams and pools feeding into the raw water reservoirs.

Since the provision of drinking water is a municipal service, the Canal Zone water system was made a part of the Municipal Engineering (now Maintenance) Division at the beginning of Canal construction and has so remained since. All of the men who have had charge of the water system and the Municipal Engineers who have supervised its operation have had much to do in building up and maintaining the high reputation of the system and the esprit de corps of the employees.

Heritage Of Fine Work

Thus the 123 employees of the Water and Laboratories Branch not only take pride in their own work but in that of the men who have been in charge since 1904. Among the better known names in this half century of history are Daniel E. Wright, George M. Wells, and George W. Green, former Municipal Engineers, and George C. Bunker and Aram H. Hatch who were in direct charge of the water system for many years.

Frank H. Lerchen, as Maintenance Engineer, has continued the tradition set by his predecessors in keeping a weather-eye peeled for anything pertaining to the water system, and E. W. Zelnick, as Chief of the Branch, gives the same exacting



AN ALKALINITY TEST is being done by James B. Kneale, Superintendent of Miraflores Filtration Plant, on one of the samples of Canal Zone water taken daily from the various communities. Various other tests are made in the laboratory to insure the water supply is safe and good to drink.

attention to the purity of the water and its uninterrupted distribution as did Mr. Bunker and Mr. Hatch before him.

Zelnick Heads Unit

Mr. Zelnick, a native of Chicago, was graduated from the University of Illinois. He worked for the Illinois Water Service Company and TVA before coming to the Isthmus in 1939 to help build the Third Locks. He married a Canal Zone girl, Miss Ruth Wright, in 1940. Two years later he went to Wilmington, N. C., and for two years was employed with the U. S. Army Engineer Corps. He returned to the Isthmus in 1944 with the Engineering Division and four years later transferred to the Maintenance Division. He was assigned to the Water and Laboratories Branch when the consolidation of all water functions was made in 1950 and was promoted to Chief of the Branch in June 1951.

His principal assistant, Robert J. Risberg, was born in Thief River Falls, Minn.



A GIANT-SIZED stethoscope, known as a geophone, is used to detect leaky pipes. F. W. Lawrence, Sanitary Engineer, is listening for trouble in one of the big water mains. Most of this work is done at night when it is quiet rather than because the public might be startled to see someone listening to pipe pulsations.

After graduating from Notre Dame University, he served four years in the Navy with active duty in the Pacific. He joined the Canal organization in 1948 as a student engineer in the Maintenance Division and was assigned to the Water and Laboratories Branch as Sanitary Engineer in 1950. He was promoted to Superintendent of the Atlantic Area the following year and in 1952 he was transferred back to the Pacific side as Assistant to the Chief. He also "doubles in brass" by acting as relief in two other top supervisory jobs during vacation periods.

Working in the main office at the Miraflores Filtration Plant also are F. W. Lawrence, Sanitary Engineer; Mrs. Edith Cotton, Supervisory Clerk; Mrs. Betsy R. Hoenke, Accounting Clerk; and four local-rate clerks.

Atlantic Side Superintendent

The Atlantic Area is headed by Harry F. Butz, Superintendent, who was born in Ancon. He is a graduate of Randolph-Macon College in Virginia, and was first employed as a laboratory attendant in the Maintenance Division in 1933. His promotion to his present position has been through the ranks as laboratory technician, filter plant operator, chemist, and superintendent of the filter plant.

Assisting him in his office are Mrs. Lorine C. Meyer, Accounting Clerk, and one local-rate clerk. His principal assistant is Charles S. Mitchell, Sanitary Engineer, who does a multitude of tasks such as inspection, leakage surveys, laboratory work, and tests of a varying nature. Mr. Butz is a chemist and performs the various duties in that field for the Atlantic side.

Other personnel of the Branch include the three chemists on the Pacific side, Donald B. Tribe, Chemist-in-Charge, George H. Wear, and Herbert F. Moore.

Two of the key men on the Pacific side are Harry F. Cody, Supervisor of Water Distribution in the Pacific area, who came to the Isthmus as a boy in 1908, and James B. Kneale, Superintendent of the Miraflores Filtration Plant. The lat-

ter, a graduate of Case Institute of Technology, joined the Canal organization in March of last year after three years of war service in the Army and several years experience in his native State of Ohio.

Their counterparts on the Atlantic side are Mr. Butz, and P. J. Barker, General Foreman, who is in charge of the distribution system.

Field Work Supervisors

The field work on the Pacific side is in charge of J. E. Jennison and W. I. Hollowell, Lead Foreman; J. G. Lenneville, Pipeline Repairman; and R. M. Turner, Mechanic. Helping Mr. Barker on the Atlantic side are W. H. Bailey, Mechanic, and W. M. Brandl, Pipeline Repairman.

Other U. S.-rate personnel include six filter plant operators at Miraflores, and five at the Mount Hope plant; 15 pumpmen for the Pacific side, and five for the Atlantic side; and two men who handle all meter operations for both sides.

Other than those employed in the offices the local-rate personnel are assigned as follows: Three in laboratory work; three in the meter shop; 10 in Miraflores Filter Plant, and four in the Mount Hope Filter Plant; 24 on the Pacific side for field work, and 20 in that capacity on the Atlantic side.

Several of the key personnel among the local-rate employees have the right to be called "oldtimers" of the Canal organization and of the water system.

The "General" Is Old Timer

Perhaps the best known of these is the "General," Noel H. Hawkins, who is employed in the Miraflores Plant which he helped build over 40 years ago. He came to the Isthmus with his parents from Jamaica in 1905 and two years later when he was 12 years old he got a job at five cents an hour as waterboy with a site survey gang. The work was too strenuous and dangerous and he transferred to waterboy on the "dump" at Matachin. Later he worked as messenger and switch-tender. He began work with the "waterworks" in 1914 and worked on construction gangs building the Gamboa Pump Station and Miraflores Filtration Plant. He studied shorthand and typing in his spare time and in 1915 was promoted to office boy at Miraflores where he has been since. His title of "General" came from holding the top rank in a "land ship" which he helped organize for boys to get some military training and keep them out of mischief.

His length of service in the Maintenance Division is slightly eclipsed by William H. Holder, Foreman Pipesetter on the Atlantic side. He came to the Isthmus from Trinidad in 1909 and went to work with the division in 1912. He now has over 40 years of service in pipe work on the Atlantic side. He was promoted to foreman in 1940.

35 Years Of Pipe Work

Another oldtimer with much Canal service is Prospero Gomez, Pipeman on the Pacific side. He was born in Panama City and has been employed in the Canal organization since 1912. His service since 1929 has been entirely with the Maintenance Division on pipe work.

The work the men and women of the Water and Laboratories Branch perform represents both normal and weird jobs.

Among the weird ones is listening to the heart beat of a pipeline. This is a real job and if you see a man with a stethoscope listening to pipe pulsations, don't call the man with a butterfly net.



THE "GENERAL" is one of the oldest employees of the Canal Zone water system. He is Noel Hawkins, clerk at Miraflores, who has been employed with the "waterworks" since 1914 and helped build the Miraflores Plant.



BACTERIOLOGICAL TESTS are being constantly made on Canal Zone drinking water drawn from taps in all communities. Victor Grant, left, is shown receiving a basketful from Raphael Gordon. Both are employed as laboratory assistants at Miraflores. Mr. Grant has been continuously employed there since 1918, and since 1935 in the laboratory.

The listening device is called a geophone and, with it, leaks and obstructions in a pipeline can be detected for a distance of several hundred feet. Recently, in listening to the water flow in a pipe along Lion Hill Road, F. W. Lawrence, Sanitary Engineer, was able to count the joints in the line by the sound of the turbulence in the water.

The field crews are no longer troubled with tapirs, but they have an annual job of raking up weeds at the main water intake at Gamboa near where the Chagres empties into the Canal channel. This is required every year when the heavy rains begin and wash down from the upper Chagres and its tributaries plants and debris which would soon choke the intake.

Another big cleaning job is that required monthly on the sedimentation basins. It takes from six to eight men an entire morning to drain, hose down, scrub, and treat the tanks with a chlorine solution.

Housekeeping Jobs Numerous

A big housekeeping job is required on the equipment used. All such equipment as pumps, motors, hydraulic valves, and flocculators is completely overhauled once a year. Tests are also made on all main valves on six-inch pipe and larger, at least once a year, and the men in charge of the meter work are constantly checking. Hydrants are also opened and tested at least once a year to insure that the pipes are clean, the valves are working

properly, and the flow of water is even and at the proper pressure.

The meter men not only read meters but check them regularly. Those measuring the water supply to big wholesale users, such as Army posts, are read and checked weekly. The big Venturi meters for mains going into Panama and other principal areas are read daily, since a million gallons could be wasted quickly if something went amiss.

Water Losses Checked

A constant check is made for water losses. This is done by various methods, one of which is to have men walk the big water mains during the dry season to detect any green spots where vegetation is being watered from leaky pipes. Water consumption is also checked constantly, and an investigation is made immediately if high consumption figures show up.

If no logical reason is found, a notice is sent to the wholesale consumer so that checks can be made within the area for water losses.

While all the jobs are essential, none is more important than that done by the small group of chemists. Although their job is primarily in assuring a pure water supply, their work covers many other fields since they handle the principal laboratory work of an industrial nature which is done by the Panama Canal Company.

Chemists Do Many Jobs

They are responsible for keeping the store of chemicals required, checking their use in the water, and testing the water for its purity. The latter is done daily by water samples drawn from taps in every neighborhood over the Isthmus.

Other work they perform includes tests to measure the octane rating of gasoline; metallurgical tests; the inspection and testing of ships, cold storage warehouses, and other storage areas for dangerous gases; materials testing for specifications; checking the water in swimming pools; and many other duties of a similar nature.

Thus their work, done in conjunction with the men in charge of the filtration plants, the pipemen, metermen, and all the others involved in the operation of the "waterworks," combines in an important way in making the Isthmus of Panama known today as one of the most healthful places on the globe to live. And, it is small wonder that all connected with the operation say unhesitatingly that the Canal Zone has the finest drinking water in the world.

Scouts Receive \$100 Gift From Son of I.C.C. Member

A donation of \$100 has been received by the Canal Zone Boy Scout organization for its sustaining-membership campaign from the son of the man who was the last to be appointed to the Isthmian Canal Commission.

The contribution was received from Lee Metcalfe, of Kansas City, whose father, Richard Lee Metcalfe, was appointed a member of the Commission and head of the Department of Civil Administration in August 1913 to succeed Maurice H. Thatcher. He served from then until the ICC was dissolved with the formation of the permanent Canal operating organization on April 1, 1914.

The contribution of Mr. Metcalfe was made in memory of his father. The donation was mailed to Brig. Gen. H. O. Paxson, formerly Lieutenant Governor and President of Boy Scout Council 801.

Up And Down The Banks Of The Canal

Supply Bureau

Customers at the Cristobal Commissary are being provided with a new entrance from Balboa Avenue which will provide an easy access from the parking areas on the east side of the building. The new doorway will open into the "outdoors shop" where gardening equipment, picnic items, tools, and similar merchandise is carried.

Six student assistant positions assigned to the Commissary Division during the summer vacation period have been filled. Three will be U. S. -rate jobs and these will be filled by Andrew Bleakley, Marcia L. Rudge, and Thomas S. Smith. The three students employed to fill the three local-rate student assistant positions are Maurice E. Henry, Robert O. Dunn-Moodie, and Ralph P. Roberts.

A change which has proven highly popular with the Balboa Commissary patrons was the opening last month of the new entrance in the main store to Clinton Street. It has been reported that about three-fourth of the patrons now use this entrance.

The entrance opens to the main parking area adjacent to the Balboa Stadium, and customers are permitted to take their groceries by cart directly to their cars.

Harry C. Seaman, Supervisor of the meat section at the Cristobal Commissary for the past several years, has been transferred to the Milk Bottling and Ice Cream Plant at Mount Hope. Raymond T. Nelson, who has been employed in the Ancon Store for a number of years, has been assigned to the supervisory work at the Cristobal Store.

Earl C. Orr, Chemist who supervises the Industrial Laboratory, and W. D. Marquard, Manager of the Tivoli Commissary, are among the Commissary Division officials taking vacations during the next two or three months. Raymond O. Simon will supervise production at the Industrial Laboratory during Mr. Orr's absence in June and July, and W. R. Waldrip will take Mr. Marquard's place for three months.

Miss Dorothy Hood, Copyholder at the Printing Plant, who left the service last month, sailed early in May for California where she will visit her family before going to Europe for an extended stay.

Five employees in the Storehouse Division have completed the six-hour Industrial first-aid training course conducted under the auspices of the Federal Safety Council. Those completing the course were F. R. MacVittie, Edwin F. Rigby, Carl A. Wanke, Richard J. Koperski, and Sumner E. Ewing.

All sales of flashlights, flashlight bulbs, and batteries are now being handled by the Commissary Division, with the exception of safety flashlights which will continue to be sold by the Storehouse Division.

Personnel Bureau

The Employment and Utilization Division staff was busy last month handling applications and employments of student assistants. Thirty-eight U. S. -rate positions were authorized for this summer. Approximately 200 students had filed applications up to the middle of May. The students employed during the school vacation will start work next Monday.

Charles A. Garcia, of the Employment and Utilization Division, is presently acting as Magistrate in Cristobal during the absence of Judge E. I. P. Tatelman.

Miss Marie L. Foster, of the Wage and Classification Division, completed an official duty assignment in the New York Office of the Panama Canal Company and returned to the Isthmus at the middle of May.

Engineering And Construction



HOWARD S. ENGELKE, a native Zonian and member of a well-known Isthmian family, was promoted last month to the position of Chief of the Communications Branch of the Electrical Division. He succeeds Harold D. Halverson who retired at the end of April.

Mr. Engelke was educated in the Canal Zone schools and served his apprenticeship here. With the exception of a brief period in 1937, when he was with the Locks Division, all of his Canal service has been with telephones. He had been Wire Chief at Balboa since 1945 until his promotion last month.

Edward M. Browder, Jr., Assistant Engineering and Construction Director, accompanied by Mrs. Browder and their son, William, left last month for a vacation in the United States.

One of the high points of their trip will be the graduation at the United States Naval Academy when their son, Edward H. Browder, is commissioned. The "future Admiral" has the distinction of having been appointed to the Naval Academy by Vice President Nixon when he was serving in Congress from California.

A major traffic improvement on the Pacific side was completed last month when a new traffic lane was added at the Corozo Street grade crossing in Balboa. The work was done by the Maintenance Division forces. It permits three lanes of traffic and greatly relieves congestion there since cars can make a right-hand turn going to Balboa without waiting for cars turning left to cross the two lanes on Roosevelt Avenue.

Carl J. Browne, Superintendent of the Maintenance Division Field Office in Balboa, is spending a three-month vacation with his family in Vermont.

Nelson W. Wagner is acting as Superintendent during his absence, and O. A. Dietz is acting as Superintendent in the Cristobal Field Office.

The work on Project 13 by the Tecon Corporation, described in the May issue of THE REVIEW, was reported practically completed by the middle of last month. It was reported that the contracting firm has removed over 600,000 cubic yards of Cucaracha from the Contractors Hill project and Project 13. Work was concentrated during the latter part of the dry season on the excavation of Cucaracha formation which is difficult to handle during the rainy season.

Modern mosquito control methods were used in Gaillard Cut last month for the first time when the Health Bureau sent its fog machine to spray mosquitoes breeding in the pit area at Contractors Hill. The spraying was done following a request of men working there who had been subject to a horde of salt marsh mosquitoes since the rains began.

The operation of the spray truck must have disturbed the ghost of many a worker of the French and American Canal construction era who suffered the tortures of swarming mosquitoes in that area more than a half century ago.

Health Bureau

Lt. James Y. Griggs, Naval Reserve medical officer, has been assigned to duty at Coco Solo Hospital. Dr. Griggs had been on duty at the U. S. Naval Hospital at Great Lakes, Ill., before the transfer to his present assignment early in May. He is a graduate of the Bowman-Gray School of Medicine of Wake Forest College, and interned at the Deaconess and St. Louis City Hospitals. He completed his residency in surgery at the Bernard Skin and Cancer Hospital in St. Louis, Mo.

Well-Baby Clinics were opened in the towns of Margarita and Rainbow City early last month and are being operated along the same lines as those on the Pacific side. Both clinics are conducted by a registered nurse under the supervision of the Pediatrician at Coco Solo Hospital. The clinic hours are from 1:30 to 2:30 o'clock on Monday afternoons in Margarita, and Thursday afternoons in Rainbow City.

A distinguished visitor to Health Bureau installations last month was Col. Angel Barrenechea L., Surgeon General of the Bolivian Army. He was on the Isthmus as an official guest of USARCARIB. During his stay he visited the Health Bureau and observed sanitation practices and other public health activities.

Dr. Eric R. Osterberg, Health Officer of Panama and Colon, is presently acting as Superintendent of Palo Seco Leprosarium during the absence of Dr. Ezra Hurwitz. The latter is on vacation in the United States.

Civil Affairs Bureau

The winter cruise season which came to a close last month with the visit of the Cunard liner *Caronia* was one of the most successful since before the war. When Canal Zone Customs and Immigration officials tallied up their scores, they found that they had checked 16,150 visitors ashore from 39 cruises which docked in Cristobal during the season. The season opened in December with the arrival of the luxury liner *Nieuw Amsterdam*.

It is estimated that the tourist season brought about a half million extra dollars to Panama.

Two well known members of the Canal Zone Police force who are to retire soon will be honored by a farewell party at the Elks Club on Friday, June 24. Guests of honor will be Capt. and Mrs. Macon A. Turner, and Police Officer and Mrs. Joseph K. Richardson. The Turners plan to make an extensive tour of the United States before settling down, and the Richardsons plan to make their future home in North Carolina. Both are planning to retire at the end of this month.

James E. McDaniel, the fireman who was critically injured in the explosion of the SS *Lisholt* in February, left the Canal service early last month to return to school in the United States.

Miss Alvina Freeman, fifth grade teacher at the Balboa Elementary School, is now engaged in a revision of the fifth grade course of study in social science. This will complete the revision of social science courses for all elementary grades in the United States schools. It is presently expected that the revised edition will be ready for use when schools reopen in September.

Plans are in readiness for the summer session of the Canal Zone Junior College. Registration will be held for the courses from 6:30 to 8:30 o'clock next Friday night and the sessions will open Monday, June 10. Most of the courses will be held at night, but Saturday morning classes will be offered in engineering drawing, sheet metal drafting, architectural drafting, and auto mechanics.

Community Services Bureau

The Service Centers are among the many public buildings being dressed up with new paint. The exterior painting has now been completed on the Service Centers in Balboa, Diablo Heights, Gatun, Margarita, and Rainbow City. Other work in this connection is the replacement of the tile in the Balboa Service Center kitchen. This work is presently under way.

A new service is now being offered by the Balboa and Cristobal Service Centers. It is the sale of ice cubes packed in convenient, thaw-resisting packages.

Mrs. Janet Bienz, who has served as manager of various Service Center restaurants on the Pacific side for several years, is now Acting Manager of the Hotel Washington during the absence of Stanley Hamilton. She will return to the Pacific side late in August.

The redecoration of the Fern Room at the Tivoli Guest House has just been completed. A considerable rearrangement of the space was made and the room was fitted with new rugs and lamps.

Miss Jessie May Gill, Secretary in the office of the Community Services Director, was on active duty with the Navy for two weeks in May. She holds the rank of Lieutenant Commander and is the only Reserve Coast Guard Officer in the Canal service.

Office Of The Comptroller

Most of the employees in the Payroll Branch have now moved from Diablo Heights to their new headquarters in Ancon. Another group will move in the near future when the U. S.-rate payroll processing is transferred to Ancon.

Four employees of the Internal Audit Staff left last week for the States on an Official business assignment in the New York Office. Those assigned are Robert S. Bowen, Malcolm R. Wheeler, William F. Cunningham, and Arch D. Bishop.

Lindsley H. Noble, Comptroller, returned last month after about two months in the United States, all but a few days of which was spent on official duty.

Mr. Noble attended the hearings of the House Appropriations Committee with Governor Seybold. Attending the Senate hearings late last month with the Governor were Philip L. Steers, Jr., Deputy Comptroller, and LeRoy B. Magnuson, Chief of the Budget Branch.

TEXAN-TO-BE



LEO W. CAGLEY, Chief of the Civil Engineering Branch of the Engineering Division, will work his last day for the Panama Canal Company next Friday. On June 12, with Mrs. Cagley and their two little sons, Leo, Jr. and Marc, he will leave for a two-week vacation in Iowa before going to Dallas to take over his new position with the Tecon Corporation.



CANAL ZONE RESIDENTS probably rank right along with cafe society or airline pilots as the world's most persistent travelers. While travel is now becoming more popular in other parts of the world, Canal Zoners have been on the go for years. When a Canal employee packs a bag, he knows just what goes where, how much to take for a five-day trip on a ship, or how many pairs of shoes will bring the weight over that allotted by the airways.

But no matter how many trips even the most seasoned traveler takes, he must always face the problem of sufficient or suitable luggage. The Commissary Division has anticipated this very pressing need and will place on sale soon a new shipment of lightweight airplane luggage made of vinyl plastic which the manufacturers claim is waterproof, vermin-proof, mildew-proof, and flame resistant. This sounds as though it would be just the ticket for the tropics where most luggage takes more of a beating while being stored than it would on a caravan trip through the Gobi Desert.

ONE TYPE called Manhattan Quality Luggage is made by the well known Towne people of New York and is more suitable to the women in the family. It comes in blue, beige, and grey, is made of a material called Fabrilite and is lightweight as well as strong. With a quilted taffeta lining, the bags are available in four different styles including a train case, weekend case, wardrobe, and pullman cases. Prices range from \$11.65 for the weekend case to \$19.95 for the wardrobe, which is fitted with hangers.

Another brand, also styled principally for women, is made by the Shorttrip Leather Products Company. Despite the name of the manufacturer, the bags, which include a carryall and a so-called takeoff bag, are made of vinyl plastic and look as though they would do fine on a long trip, too. The carryall is a fitted cosmetic bag which will sell at the low price of \$10.75. The takeoff, which also has room for hats and shoes, will cost about \$13.75. They come in a luscious selection of colors called suntan, cherry red, horizon blue, mist grey, and spruce green.

FOR THE MEN there are two-suits cases and companion cases made of something called Kalistron, a plastic composition which really looks like hand-stitched leather. In addition to having a smart masculine look, both pieces seem to be highly functional. The two-suiter contains hangers and a zipper lining arrangement which is intended to keep men's suits from getting rumpled. In case the man in your life can't pack his own clothes, the manufacturer has included a book of instructions which tells him how.

Since men do not always travel for pleasure—and sometimes even when they do, they take the office along with them—the Commissary is now receiving a large selection of handsome leather briefcases ranging in price from \$3.50 for a two-way zipper-envelope

type, to \$13.40 for a larger and more luxurious model.

IN ADDITION to these new types of luggage the Commissary has announced the arrival of a complete new shipment of the

popular Samsonite Luggage, which has been in regular stock for some time. It will soon be available in all eleven styles in most of the popular colors including natural alligator finish. One of the new models, which will be sold here, is the new VIP case which doubles as a briefcase and an overnight bag. The case comes in saddle tan, colorado brown, and the new natural alligator and natural rawhide finishes. As everyone knows Samsonite luggage is scuff and stain-resistant and it wipes clean with a damp cloth. Prices range from \$15.75 to \$32.00.

CANAL ZONE TRAVELERS, having settled the question of luggage, will find that the clothing to be packed is now as streamlined and travel-worthy as the traveling bags. It seems that everything is made of nylon these days and the things that aren't pure nylon, have a nylon base which gives the material most of its washable, quickly-dryable, and wrinkle-proof qualities. In blouses, underwear, and nightgowns, for instance, there is a wide selection of all styles which can be found in stock in the Commissary retail stores most of the time.

RECENTLY cotton has been growing in popularity, especially the cotton plisse which does not need ironing and which

Cool seems to be far cooler than any other Cotton material. One style, which will be on sale in the Commissary soon and which would seem to be particularly useful both for travel and for wear on warm tropical nights, is an abbreviated sleep garb which comes in cotton plisse. These shorties are in red and white, and blue and white, with rick-rack braid trimming. They have fancy pants, bloomer style to match. They are \$2.50 per set and well worth the price in comfort alone.

FOR THE MEN, nylon and synthetic weave materials are available in shirts, socks, dacron suits, dress shirts, and even bathing suits. Soon to appear will be a new shipment of Terrace Club nylon plisse sport shirts, with long sleeves, available in pale green, blue, and yellow. White dress shirts in dacron will be sold in regular sizes at the low price of \$3.30. Both of these models will need no ironing, will dry in a jiffy, and are easy to wash. One man we heard of used only one shirt on a three-week trip to the States. He washed it at night and said he got along just fine.

A fine cotton cord, which has been used to make women's skirts and dresses, is also available in trousers for men. The material is noted for being both washable and cool and men's trousers made of the stuff will be sold by the Commissary for only \$3.95.

Sixty-Five Employees Given Certificates For Finishing 12-Week Lubrication Course

Certificates that they had completed courses in Industrial Lubrication, sponsored by the International Association of Machinists and operated by the Apprentice School, were presented last month to 65 Canal employees.

On the Pacific side, the class was sponsored by Local 811 of the Machinists Union. Between February 16, when the class began, and May 11, when the last session was held, the 39 members put in a total of 398 student hours. The 30 members of the class who attended nine or more of the 12 lectures were given

their certificates of completion on May 18 by Daniel J. Paolucci, Training Officer of the Panama Canal Company.

Capt. Robert Emerick, Chief of the Industrial Division, presented the certificates to the 35 Atlantic side members who completed the course which was sponsored by Local 699 of the Machinists Union.

Classes for this group began February 28 and were completed May 16. The presentation of certificates took place May 23. This group put in a total of 436 student hours.

During the classes the students studied the principles and practices of lubrication and the selection of lubricants. The groups were organized after night seminar groups of machinists on both sides of the Isthmus helped to develop a course on lubrication suitable for craftsmen.

Annual Exhibition Of School Art Displays Skill Of Zone Students



ART from the schools drew a steady audience while it was on display at the Tivoli Guest House, even to some of the young artists like the one above who wanted to see his work on display. The exhibition is now being shown at the Margarita Service Center.

Girls and boys in polleras and montunos, Puritan maids in prim bonnets, Indians in full war paint, spooks and goblins looking properly eerie, a headless horseman with his severed head held high—or rather, reasonable facsimiles of all of these—are consorting right now at the Margarita Service Center.

They are part of the eighth annual exhibit of the art work of children in the eleven United States elementary schools. Before the exhibit opened in Margarita, it hung for over two weeks in the ballroom of the Tivoli Guest House where it drew a steady attendance of admiring and wondering Pacific side parents.

Along with such reasonably life-like

types as those above and along with self-portraits of some of the boys and girls who did the art work, the exhibit includes finger paintings, replicas of the Panama Railroad's "Old 299," seascapes and landscapes, and designs based on such common vegetables as okra and carrots.

Approximately 500 individual pictures are being shown, representing the work done by over 4,000 children in Canal Zone art classes.

Means Of Expression

Educators believe that children are revealed through art, one of the most reflective means of expression. Art often gives an insight into a child's stage of maturity and his feelings toward the world they say.

Panama, Colon Health Offices Close July 31

(Continued from page 5) Office set up a rat-collection station in Panama where rewards of 10 cents and 20 cents a head were paid for dead rats and mice.

Since that time the prevention of rat breeding, has been a major part of the work of the two health offices.

Epidemics of smallpox were another problem which had to be handled by the Panama City and Colon Health Offices. The first outbreak of this sort occurred in Colon in 1906. Vaccinators went to work; within a few weeks they had the smallpox under control. Thus began a program of periodic vaccinations. The last of the city-wide anti-smallpox campaigns took place in 1951, although Public Health nurses from the two Health Offices still vaccinate against smallpox all new-born babies in Panama City and Colon.

Santo Tomas Hospital

One almost-forgotten phase of the assistance given to Panama by the United States, along health lines, was the work at Santo Tomas Hospital.

On October 4, 1905, the Isthmian Canal Commission approved an agreement with Panama under which the Canal agency would restore and enlarge the hospital to a capacity of 300 beds. At that time, Santo Tomas was a 150-bed institution, located on Avenue A, about where the

main Bombero Station now stands.

The Commission also agreed to appoint and finance an administrative staff consisting of a superintendent, two doctors, and three graduate nurses. Panama was to appoint the other staff personnel, and the housekeeping was to be in charge of Sisters of St. Vincent de Paul, a religious order dedicated to hospital work.

In 1906 the Commission reported that the hospital had been repaired and enlarged and equipped with "modern hospital furniture and equipment." Two years later Santo Tomas had admitted over 4,000 patients and the staff paid by the Canal Zone had increased to eight.

During the early 1920's, the staff paid by the ICC assisted Panama authorities in setting up a nurses' training program at Santo Tomas Hospital.

In September 1924, Panama took over the administration of Santo Tomas, by then in its present location, but for several years retained Miss Sara Adams as Director of Nurses, and Dr. Roland C. Connor as its Chief of Medicine.

Leprosarium And Asylum

The arrangement for care of the mentally ill and of leprosy patients from Panama was another made during the early construction period. In 1913 General Gorgas wrote of this period:

"Knowing that we would have a certain

number of lepers in the Zone, we made the same proposition to the Panama Government with regard to lepers that we had made with regard to the insane; that is, that we would care for their lepers at the rate of 75 cents per day per capita."

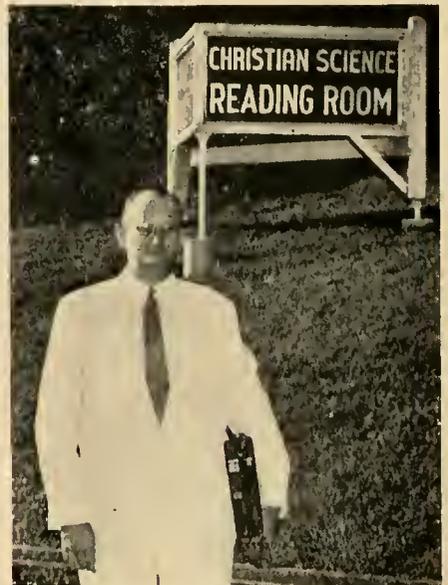
At first both were cared for at Miraflores. About 1908 the leprosy patients were moved to Palo Seco and the mentally ill to a ward of Ancon Hospital, and later to Corozal. When Panama established Matias Hernandez Hospital in 1933 there were approximately 600 patients being cared for at Corozal at the expense of the Panamanian Government. The transfer of these took approximately one month.

Today Panama still continues to use the facilities of the Canal Zone leprosarium. There are now 105 patients at Palo Seco for whom the Panama Government is paying per diem care. The cost has risen above the 75 cents a day mentioned by General Gorgas, but is still low.

CANAL ZONE CLERGY

The only preachers in Churches of Christ, Scientist, are the Holy Bible and the Christian Science textbooks. There are no ordained ministers. Scriptural texts and their correlative passages comprise the sermon.

As First Reader of the Pacific side's Christian Science congregation, Ralph K. Skinner conducts the principal part of the Sunday service and the entire Wednesday evening meeting; consequently he is included in THE REVIEW's series on Canal Zone religious workers. He is in his second year of a three-year term.



RALPH K. SKINNER

The first Christian Science group in the Canal Zone was formed in 1907 in Matachin. In 1916 the congregation purchased the old District Court Building and moved it to its present location on a hillside above Ancon Boulevard.

Mr. Skinner, whose home state is Massachusetts, came to the Canal Zone in 1932 with the Army. He liked it, and returned here two years later after his discharge from the Army. He works in the Office of the Comptroller and lives just off Ancon Boulevard with Mrs. Skinner and their two daughters.

He is well-known locally for his avocations, writing and photography. He has been a correspondent for *The Christian Science Monitor* for many years, and is a frequent contributor to *The Panama American*.

NEW SIREN SIGNALS TO BE USED

(Continued from page 1) should go into a hallway or bathroom. In composite-type houses, hallways or bathrooms are good shelters, but a storage room on the ground floor is preferable. For residents of multiple-family frame houses an inside stairway on the first floor is the preferred shelter.

(2) Those at work, except employees in key posts such as those operating power plants, or hospital workers, or marine traffic personnel who are handling transiting ships, should go to the shelter selected for them in their particular locations. For the June 15 test, they will remain in the shelter until the ALERT sounds; they will then return to work.

In the Administration Building, for instance, all employees will go to the basement. Employees and customers in Commissaries and Service Centers will be directed by employee wardens to designated shelter areas. At the Locks, office personnel and maintenance crews not directly engaged in transiting ships will also go to shelters in their areas.

(3) Pedestrians or people in the open should seek the nearest available shelter. If they are not close to a public building, they should take cover against a wall or under a building.

(4) Motorists, except for drivers of such vital vehicular traffic as police and fire equipment and ambulances, should immediately pull over to the side of the road and stop their cars, remaining inside until the ALERT sounds. Car windows should be rolled down and drivers and passengers should lie down on the floor or seats of the cars.

Trains, Ships To Run

For the June 15 exercise, business as usual will be resumed with the sounding of the ALERT, except for some Civil Defense activity in the various townships. Child care centers will be manned but only the children of Civil Defense workers who will participate in the exercise are to be brought to the centers during the June 15 practice.

In some communities, Mr. Dolan said, there will be simulated casualties and First Aid Teams will be assigned to handle them.

Trains will proceed as usual during the June 15 exercise and ship transits will not be affected. The Locks, Marine Controllers' offices, etc. will operate as usual, except for such nonoperating personnel as office workers and maintenance crews.

Since the June 15 exercise is predicated on the assumption that a blast over Balboa Heights would put the Civil Defense Control Center out of action, the Control Center for the day will be on the Atlantic side. This will be manned by the alternate Control Center staff.

After the ALERT signal is sounded, Control Point Commanders and staff will conduct a communications test. Portable radio units will be used in this test.

The June 15 test, Mr. Dolan said, will emphasize the cardinal points of Civil Defense, as demonstrated by the atomic tests at Yucca Flats:

That the greatest number of lives can be saved if residents and employees will learn the air raid signals, where to take shelter, how to give first aid, to keep first-aid kits in their homes, and to provide at least a 3-day supply of food, in tins or sealed packages, and of water in sealed bottles, in their homes.

OVER 600 YOUNGSTERS HAVE FUN IN SUMMER RECREATION PROGRAM



DOLL BEDS can be manufactured from old cigar boxes, spools, and clothespins, though it takes a bit of concentration as Albertina Smith, 8, of La Boca, plainly shows.

Soft, cuddly dolls, stuffed with kapok, beds for the doll-babies to sleep in manufactured from old cigar boxes and empty spools, earrings contrived from rickrack braid, of all unlikely materials, and a variety of other handicraft are rolling off the junior production lines in the Canal Zone's local rate communities.

The dolls, beds, earrings, and all the other handicraft are the products of the 615 youngsters, aged 7 to 14, who are enrolled this year in the annual Summer Recreation Program. The output of each group will go on display in the individual communities during the week beginning June 13, and the final exhibition, of items selected from each community, will be shown at the Santa Cruz gymnasium beginning June 18.

Community Chest Agency

Although fewer children are enrolled this year than the 718 who were registered in the program last year, their interest is not a bit less, according to Mrs. Inez McKenzie of Paraiso who is serving as program coordinator. This is her second year in the post. Working with her in the program are 10 men and 57 women, all volunteers.

The summer recreation program for the

Revised Canal Zone Traffic Regulations

Will Affect Drivers, Riders, Walkers

(Continued from page 3) make whatever turns are necessary, even though those may violate the regulations.

No driver, except one on official business, may follow a piece of fire apparatus closer than 300 feet, or park within a block of the location where a fire alarm is being answered, nor may any driver drive through a funeral procession which, incidentally, must be identified as such by some insignia and by lighted headlights.

In drawing up the regulations, which were codified and put into legal form by the Office of the General Counsel, traffic experts conferred with representatives of the Motor Transportation Division, traffic officials from the National Guard of Panama, and with representatives of the Fire Division, the Safety Branch, and the License Section.

children in the local rate communities started April 13, soon after the Latin American schools were dismissed for their long vacation. It will end in all communities on June 18. It is financed by the Canal Zone Community Chest, of which it is a participating agency; each child, however, pays a small registration fee—20 cents for the first child in a family, and 10 cents for each additional brother and sister.

The largest group—267 children—is working this year at the Rainbow City elementary school, where there is a program each afternoon five days a week.

The La Boca group meets every morning, Monday through Friday, in the elementary school building. Paraiso summer recreation classes are held in the elementary school building Monday, Wednesday and Friday mornings and Tuesday and Thursday afternoons. The Santa Cruz group meets at the Service Center, five afternoons a week.

All four groups are working on some of the following projects: embroidery, crocheting, textile painting, shell craft, wood carving, doll making, doll beds, glass painting, hook weaving, rick rack jewelry, plastic belts, bead work, and china painting.

To stretch restless young legs and provide the exercise the youngsters need, the handicraft programs are interrupted from time to time with skating or square dance sessions. As special treats, the children from all communities have been taken to Rainbow City for swimming sessions in the Rainbow City pool.

Scholarships Help Canal Zone Students

Toward Higher Education Here And U. S.

(Continued from page 2) for which Canal Zone students may compete with graduates of United States high schools or junior colleges. Such scholarships are listed in the *Scholarship and Fellowship Book* which is edited by the United States Office of Education.

Copies of this publication are available in the Counsellor's offices at the two high schools, where the Counsellors are ready to aid students in making out and filing their applications.

Standard Application

All students applying for scholarships must fill out long and detailed application forms. In the case of United States colleges, a standard form is made out; this is filed with the College Scholarship Service in Princeton, N. J., together with other pertinent data on the applicant.

College and universities to which a student applies may obtain the information they need through this centralized service.

Most people think of scholarship assistance being given only for colleges or universities, Mr. Zierten said. However, in the Canal Zone community four or five students this year have been given financial help to enable them to complete their high school courses. Assistance of this sort is frequently given to worthy students by fraternal groups or veterans organizations.

PROMOTIONS AND TRANSFERS

April 15 Through May 15

Employees who were promoted or transferred between April 15 and May 15 are listed below. Within-grade promotions are not listed.

CIVIL AFFAIRS BUREAU

Mrs. Martha L. Lerchen, Clerk-Stenographer, from Fiscal Division to Division of Schools.

Mrs. Alice M. Turner, from Substitute Teacher, Division of Schools, to Library Assistant, Library.

Ray W. Wheeler, from Fire Sergeant to Fire Lieutenant, Fire Division.

Robert E. Welborn, from Fireman, Driver Operator, to Fire Sergeant, Fire Division.

R. David Otten, from Life Guard, Physical Education and Recreation Branch, to Postal Clerk, Postal Division.

Mrs. Miriam S. Hirschl, from Substitute Teacher to Elementary School Teacher, Division of Schools.

COMMUNITY SERVICES BUREAU

Mrs. Susan H. Boles, Clerk-Typist, from Internal Audit Staff to Service Center Division.

OFFICE OF THE COMPTROLLER

Mrs. Florence K. Redmond, from Clerk-Typist to Time, Leave, and Payroll Clerk, Payroll Division.

Mrs. Evelyn R. Reynolds, from Time, Leave, and Payroll Clerk to Clerk-Typist, Payroll Branch.

Mrs. Rosemarie J. Kenealy, from Clerk-Typist to Accounting Clerk, Claims Branch.

Noel C. Farnsworth, from Supervisory General Engineer to Assistant to Chief (Engineering), Plant Inventory and Appraisal Staff.

ENGINEERING AND CONSTRUCTION BUREAU

Robert C. Stanley, from Senior Powerhouse Operator to Powerhouse Operator-Dispatcher, Electrical Division.

Lt. Col. Edward B. Jennings, from Project Engineer, Contractors Hill, to Project Engineer, Power Conversion Project.

Robert E. L. Brown, from Planning Engineer, Electrical Division, to Supervisory Electrical Engineer, Engineering Division.

Thomas M. Herring, Towing Locomotive Operator, Pacific Locks, to Plumber, Maintenance Division.

Donald R. Kimzey, from Supervisory Clerk (Typist), Pacific Locks, to Clerk (Typing), Power Conversion Project.

Mrs. Edith W. Cotton, from Accounting Clerk to Supervisory Clerk, Water and Laboratories Branch.

Nellie F. Holgerson, from Clerk-Typist to Accounting Clerk, Water and Laboratories Branch.

Charles P. Barton, from Field Engineer, Contractors Hill Project, to Construction Management Engineer, Office of the Director.

Rodrigo A. Arosemena, from Engineering Draftsman, Engineering Division, to Construction Inspector, Contract and Inspection Division.

Nelson O. Williar, from Carpenter Leader to Quarters Maintenance Foreman, Maintenance Division.

Henry T. Carpenter, from Maintenance Foreman, Coco Solo Hospital, to Lead Foreman, Hospital Maintenance, Maintenance Division.

Leon E. Dedeaux, from Carpenter Foreman to Lead Foreman, Hospital Maintenance, Maintenance Division.

Howard S. Engelke, from General Foreman, Telephones, Southern District, to Chief, Communications Branch.

James J. O'Donnell, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Allen K. Miller, Electrical Engineer, from Electrical Division to Engineering Division.

George C. Dunlap, from Chief, Power Branch, Electrical Division, to Supervisory Construction Management Engineer, Power Conversion Project.

Anthony P. Mann from Civil Engineer to Supervisory Civil Engineer, Engineering Division.

HEALTH BUREAU

Mrs. Mildred D. Frensley, from Clerk to Accounting Clerk, Coco Solo Hospital.

Fred L. Workman, from Sanitation Inspector (Construction), Colon Health Office,

to Clerk, Coco Solo Hospital.

Winton A. Webb, Pharmacist, from Pacific Medical Clinics to Gorgas Hospital.

MARINE BUREAU

Duane L. Bennett, from Guard to Guard Supervisor, Locks Security Branch.

Santo V. Casella, from Truck Driver, Motor Transportation Division, to Towing Locomotive Operator, Atlantic Locks.

George A. Sausel, from Control House Operator to Lockmaster, Pacific Locks.

Albert A. Shore, Lock Operator Machinist, from Pacific to Atlantic Locks.

E. Stewart Mornhinweg, Guard Supervisor, from Pacific to Atlantic Locks.

Joseph L. Hickey, from Engineering Draftsman to General Engineer, Industrial Division.

George T. Fitzgerald, Chief Towboat Engineer, from Ferry Service to Navigation Division.

Roy G. Lattin, Chief Towboat Engineer, from Navigation Division to Ferry Service.

Roger A. Orvis, from Chief, Accounting Section, Plant Branch, to Chief, Accounting Section, Industrial Division.

Elwood E. Compton, Curtis L. Mullins, Towing Locomotive Operator, from Pacific to Atlantic Locks.

John E. Erikson, from Stevedore Foreman, Terminals Division, to Dock Foreman, Navigation Division.

Mrs. Clara M. Chambers, from Clerk-Stenographer to Shorthand Reporter, Navigation Division.

Woodrow H. McCay, from Steam Engineer, Floating Crane, Dredging Division, to Chief Towboat Engineer, Ferry Service.

SUPPLY BUREAU

James A. Barrett, from Supervisory Property and Supply Clerk, Terminals Division, to Accounting Clerk, Commissary Division.

Mrs. Juanita F. Day, from Supervising Procurement Clerk to Accounting Clerk, Commissary Division.

Mrs. Mariam M. White, from Clerk-Typist to Supervising Procurement Clerk, Commissary Division.

Mrs. Lucille M. Flenniken, from Clerk to Accounting Clerk, Commissary Division.

Mrs. Mary G. Livingston, from Accounting Clerk to Clerk, Commissary Division.

Mrs. Margaret M. Nash, from Clerk-Typist to Accounting Clerk, Commissary Division.

Mrs. S. Aileen Salter, from Commissary Assistant to Accounting Clerk, Commissary Division.

Mrs. Gladys A. Conley, from Accounting Clerk to Supply Assistant (Drygoods), Commissary Division.

Nathan W. Ashton, from Storekeeper to Supervisory Supply Assistant, Commissary Division.

Mrs. Alicia M. Crasto, from Property and Supply Clerk to Transportation Rate Auditing Clerk, Division of Storehouses.

Mrs. Mercedes A. Borrell, from Clerk-Typist to Tabulating Machine Operator, Division of Storehouses.

Edith Moreno, from Accounting Clerk to Clerk-Typist, Division of Storehouses.

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

Warren R. McNamee, from Wireman, Electrical Division, to Plant Electrician, Commissary Division.

Harry C. Seaman, from Commissary Supervisor to Supervisory Milk Products Assistant, Commissary Division.

Earl A. Dyer, from Foreman to Group Chief, Printing Plant.

TRANSPORTATION AND TERMINALS BUREAU

John W. Manush, Jr., from Supply Clerk (General), Housing Division, to Supervisory Property and Supply Clerk, Terminals Division.

Roscoe S. Burgess, from Wood and Steel Carman to Car Inspector, Railroad Division.

Roger T. Williams, from Steam Engineer, to Cribtender Foreman and Steam Engineer, Marine Bunkering Section.

Royal J. Redmond, from Cribtender Foreman and Steam Engineer to Steam Engineer, Marine Bunkering Section.

JUNE SAILINGS

From Cristobal

Cristobal	June 4
Panama	June 11
Ancon	June 18
Cristobal	June 25

From New York

Panama	June 2
Ancon	June 9
Cristobal	June 16
Panama	June 23
Ancon	June 30

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

MAY RETIREMENTS

Retirement certificates were presented at the end of May to the following employees, listed alphabetically, together with the birthplaces, titles, length of service, and future addresses:

David E. Dickson, Ontario; Lockmaster, Miraflores Locks; 28 years, 1 month, 12 days; Hollis, Me.

Beatrice S. Gardner, New York; Art Teacher, Balboa High School; 24 years, 9 months; Woodstock, N. Y.

Frank H. Irwin, Minnesota; Designing Engineer, Engineering Division; 31 years, 7 months, 5 days; San Francisco, Calif.

Bess M. Liter, West Virginia; Teacher, Cristobal High School, 21 years, 8 months, 6 days; Point Pleasant, W. Va.

Robert P. O'Connor, Nebraska; Dock Foreman, Navigation Division; 34 years, 8 months, 20 days; Florida.

Robert F. Pearl, Maryland; Control House Operator; Miraflores Locks; 29 years and 14 days; St. Petersburg, Fla.

William W. Wiseman, Newfoundland; Chief Towboat Engineer, Navigation Division; 15 years and 8 days; Fairlawn, N. Y.

John E. Youart, Missouri; Lieutenant, Gamboa Fire Station; 29 years, 11 months, 2 days; Southern California.

ANNIVERSARIES



MAJOR GEORGE HERMAN

When George Herman was in the Army, in Texas, way back when, he had a friend who talked of applying for a job with the Canal Zone Police. The friend didn't, but George Herman did. Today he heads the Police Division which he joined in 1915.

He is ranked as a Major, top man in his outfit and, with 43 years of government service, top man on the May list of anniversaries. He started in Balboa, served at Pedro Miguel, Gatun, and Cristobal police stations, has been promoted through the ranks to his present rating. He has been a permanent Pacific sider since 1943 when he was appointed Assistant Chief of Police, and has headed the Police Division since July 1, 1950.

35 YEARS

A mid-westerer, a Texan, and a man from Massachusetts share honors for the 35th anniversaries in this month's list.

All of the service of **Harvey W. Green**, now a sanitation inspector for construction work, has been with the Health Bureau or its predecessor organizations. Born in St. Louis, he came here to work as a nurse at Corozal Hospital, transferring later to the post of dispensary assistant in the pharmacies. His Canal service is unbroken.

Jasper L. Long, whose Canal service is also continuous, was born in Beeville, Tex., in the heart of the cotton country. He has worked for the Postal Division or its equivalent since he came to the Canal Zone, and is now a clerk-in-charge at the Cristobal post office.

Robert E. Seavey, who was born in Worcester, Mass., held his first Canal Zone job when he was still a schoolboy. He served an apprenticeship as a gas and electric welder with the Mechanical Division, and is now leading operator at the Balboa Gas Plant for the Industrial Division.

30 YEARS

Theodore J. Wilber—everyone calls him Ted, and woebitide the person who spells Wilber with a "u"—has unbroken service with the Canal organization. Four of his 30 years of government service were spent in the military service. He has been with the Electrical Division, of which he is now Supervisory Administrative Assistant, since November 1929. He's a Detroiter by birth.

25 YEARS

Both of May's quarter-century employees are with the Industrial Division at Mount Hope. **Andrew Bleakley**, a native of Brattleboro, Vt., served his apprenticeship here and is now a Shipfitter Leader. **William H. Gaines**, once of Frankfort, Ky., has worked for the Municipal and the Locks Divisions; he has been a Pipefitter with the Industrial Division since 1943.

20 YEARS

Five of those who completed 20 years service in May have unbroken Canal service.

They are: **Peter T. Corrigan**, Quarters Maintenance Foreman with the Maintenance Division; **Joseph L. Hickey**, General Engineer with the Industrial Division; **James H. Pennington**, a policeman on duty with the Balboa District; **Robert G. Peterson**—he's a native Isthmian—Supervisory Administrative Assistant for the Navigation Division; and **Frank Sulc**, Wireman Leadman in the Electrical Division.

May's other 20-year employees are: **Ray Caldwell**, General Foreman with the Maintenance Division; **Walter R. Malone**, Floating Crane Operator, Dredging Division; **Harry E. Musselman**, Tabulation Planner for the Payroll Branch; and **William E. Weigle, Jr.**, a Marine Traffic Controller at the Cristobal Port Captain's Office.

15 YEARS

Ten of the 15-year Company-Government employees have unbroken service with the Canal organization. They are:

Robert R. Arnold, Wireman, Electrical Division; **Charles A. Behringer**, Supervising Construction Engineer, Contract and Inspection Division; **Patrick H. Boggs**, Fireman at the Gatun Fire Station; **Edna R. Furr**, Cash Accounting Clerk, Commissary Division; **Joseph E. Irving**, Lock Operator, Locks Division; **Maurice E. Muller**, Policeman with the Balboa District; **Jackson J. Pearce**, Manager, Gamboa Housing Office; **Charles V. Scheidegg**, Electrical Coordinator, Locks Division; **Fred L. Workman**, Clerk, Coco Solo Hospital; and **Cornelia M. Wright**, Accounting Clerk, Agents Accounts Branch.

Other employees who completed 15 years of Government service in May are: **Osmond V. Austin**, Fireman with the Balboa District; **Roy M. Bettis**, Mechanical Engineer, Engineering Division; **Robert E. Dunn**, Air Compressor Operator, Dredging Division; **Mary H. Foster**, Property and Supply Clerk, Division of Storehouses; **Milton Horter, Jr.**, Operator Foreman Electrician, Power Branch; **Beatrice E. Lee**, Passenger Traffic Clerk, Transportation Section; **Dale R. Meriweather**, Customs Inspector, Balboa; **Carl M. Pajak**, Accountant, Cost Accounts Branch; **John W. Purvis**, General Foreman, Grounds Maintenance Division; **Richard J. Salvato**, Customs Inspector, Cristobal; **Allen G. Tuttle**, Motor Boat Maintenance Mechanic, Navigation Division; and **Jordan E. Walbridge**, Fireman, Gamboa Fire Station.

EXECUTIVE ORDER No. 10590

EDITOR'S NOTE: The following Executive Regulation, recently revised, is published for the information of all Company-Government employees. In future issues of THE REVIEW, other Executive Regulations directly pertaining to personnel of the organ-

ization which have been revised in the course of the past few years will be published until the series becomes current. Following this, the Executive Regulations will be published as issued when they pertain to personnel or are of general interest.

CANAL ZONE GOVERNMENT
PANAMA CANAL COMPANY
OFFICE OF THE GOVERNOR-PRESIDENT

BALBOA HEIGHTS, C. Z.

April 29, 1955

Executive Regulation No. 3—Revision 2

REGULATIONS TO IMPLEMENT FEDERAL
GOVERNMENT EMPLOYMENT POLICY
UNDER EXECUTIVE ORDER 10590

Pursuant to the provisions of Executive Order 10590 of January 18, 1955, directing adherence by the executive branch of the Government to a policy of equal employment opportunity free of discrimination based on race, color, religion, or national origin, and consistent with regulations and procedures of the President's Committee on Government Employment Policy, the following regulations are prescribed for the Panama Canal Company and the Canal Zone Government:

1. *Application and coverage.* These regulations shall apply to all bureaus, offices, and activities of the Panama Canal Company and the Canal Zone Government wherever located. The procedures and remedies herein provided shall be available to employees and applicants for employment who are citizens of, or who owe allegiance to, the United States.

2. *Employment Policy Officer.* The Administrative Assistant to the Governor President is appointed Employment Policy Officer for the Panama Canal Company and the Canal Zone Government under these regulations, and such authority as is necessary to carry out that function is hereby delegated to him. The Employment Policy Officer shall report directly to the Governor-President. He may delegate to a representative any duties involving investigation or negotiation provided for by these regulations but shall retain responsibility for making findings of fact and final recommendations as provided herein.

3. *Deputy Employment Policy Officer.* The Secretary, Panama Canal Company, and Assistant to Governor is appointed Deputy Employment Policy Officer for the Panama Canal Company and the Canal Zone Government in the United States. He shall perform such functions as are herein delegated to him or shall designate a representative to perform them on his behalf.

4. *Instructions for handling complaints.* (a) *Initiation of Complaint under Executive Order 10590.* An employee, an applicant, a duly authorized representative, or the designated spokesman of a duly constituted group or organization, may file a complaint under the provisions of Executive Order 10590. The complaint must be filed within 45 days of the specific personnel action complained of, except that a complaint involving a discharge action must be made within 10 days of the effective date of such action, unless the complainant is prevented from filing within these time limits by circumstances beyond his control. A complaint will not be subject to these specific time limits if it is concerned with a continuing discriminatory practice.

(b) An employee may file a complaint with the first-line supervisor. Complaints initiated with the supervisor may be oral or in writing. Employees are encouraged to seek informal adjustment of their grievances with their immediate supervisors before filing a complaint.

(c) An employee, an applicant, a duly authorized representative, or the designated spokesman of a duly constituted group or organization, may file a complaint with the Deputy Employment Policy Officer, the Employment Policy Officer or with the President's Committee on Government Employment Policy. Such complaints must be in writing. (A complaint filed with the Committee will be referred by the Committee to the Employment Policy Officer for consideration.)

(d) *An initial written complaint must:*

(1) Specify whether the alleged discrimination is based on race, color, religion, or national origin.

(2) Disclose the specific action or personnel matter about which complaint is made.

(3) Identify the position involved, its grade, and the unit or office in which located.

(4) Identify the official responsible for the action, if known.

(5) Give the date of the action.

(6) Contain all factual information which the complainant may have to support the allegation of discrimination.

In addition to the foregoing, a complaint involving a disciplinary action must set forth sufficient facts or circumstances to form a substantial basis to support the specific allegations of discrimination as opposed to the complainant's denial of a "letter of charges" on which the disciplinary action was based.

(e) *Supervisor's action on complaint.* If a written complaint is made to a supervisor, immediate steps shall be taken to effect such adjustment as is warranted by the facts. If the complaint is adjusted to the satisfaction of the complainant, a written report of such adjustment shall be made to the Employment Policy Officer. If the complaint cannot be adjusted satisfactorily and promptly, a report shall be made to the Deputy Employment Policy Officer or the Employment Policy Officer which shall set forth the basis for the complaint and the reasons for the supervisor's inability to effect a satisfactory adjustment.

(f) *Deputy Employment Policy Officer's action on a complaint.* (1) *Investigation and adjustment by informal negotiation.* On receipt of an original complaint referred to him by a supervisor, the Deputy Employment Policy Officer shall promptly make or cause to be made such investigation as is necessary to ascertain the facts at issue on the complaint. He should endeavor through informal negotiation to effect a satisfactory settlement of the complaint, and, if necessary, shall take or cause to be taken corrective action. The Employment Policy Officer and all other interested parties shall be advised of the settlement

of the complaint and any corrective action which may be taken.

(2) *Failure of adjustment by informal negotiation.* In the event the Deputy Employment Policy Officer is not able to effect a satisfactory settlement of the complaint by informal negotiation, he shall forward to the Employment Policy Officer the complete file on the complaint.

(g) *Action by the Employment Policy Officer on a complaint.* (1) On receipt of an original complaint or a complaint referred to him by the Deputy Employment Policy Officer or by the President's Committee on Government Employment Policy, the Employment Policy Officer shall make or cause to be made such investigation as is necessary to resolve all issues raised by the individual complaint. If the complaint involves a failure of appointment or promotion the investigation shall include, in all cases, an appraisal of employment practices in the organizational segment or unit in which the alleged discrimination occurred provided such appraisal has not been made within the preceding year.

(2) Except in cases involving disciplinary actions, the burden of developing sufficient facts to resolve the issues in a case rests on the Panama Canal Company or Canal Zone Government and not on the complainant.

(3) A summary of the pertinent facts disclosed by the investigation and the appraisal shall be furnished the complainant. On request of the complainant the full report of investigation and appraisal shall be made available for review.

(4) After completion of the investigation and the appraisal an attempt shall be made by the Employment Policy Officer, his deputy, or someone designated by them to settle the complaint by informal negotiation with the complainant and appropriate administrative officials. The summary report of investigation and appraisal will form the basis for the informal negotiations.

(5) If, after the above action is taken, it is not possible to adjust the complaint to the satisfaction of the complainant the Employment Policy Officer shall advise him of his right to a hearing.

(6) On request from the complainant, the Employment Policy Officer shall schedule a hearing which shall be held in a place reasonably convenient to the complainant. The complainant must attend the hearing but he may be assisted by a representative of his own choosing. The hearing shall be conducted either by the Employment Policy Officer, by his deputy, or by a hearing board which the Employment Policy Officer shall designate from the officers or employees of the organization. At this hearing the complainant shall be permitted to present the witness or otherwise any facts pertinent to the issues. Where practicable a transcript of testimony shall be made. If a verbatim transcript is not practicable a full summary of the testimony shall be made by the hearing officer. The summary may be agreed to and signed by the complainant and the hearing officer, or if the complainant does not agree with the summary, he may note and sign his exceptions which will become a part of the summary. A transcript or summary shall be available for inspection by the complainant or his authorized representative and by interested agency officials.

(7) Following the investigation and hearing, if held, findings of fact and a recommendation of proposed resolution of the case shall be made by the Employment Policy Officer and presented to the complainant, at which time he shall be advised in writing that he may have his case referred to the President's Committee on Government Employment Policy. If the complainant does not request referral of the case to the Committee, the recommendation of the Employment Policy Officer shall be submitted to the Governor-President, final decision thereon shall be made, and the complainant shall be advised of the decision, in writing.

(h) *Referral to the President's Committee on Government Employment Policy for Advisory Opinions.* (1) Upon receipt of a request from the complainant for referral of his case to the Committee, the Employment Policy Officer shall transmit the complete file on the case to the Committee within five days.

(2) In those cases which are referred to the Committee for review, final decision thereon shall be made by the Governor-President, or someone designated by him, after receipt of an advisory opinion from the committee.

5. *Delay in handling complaints.* (a) All complaints filed under the provisions of Executive Order 10590 shall be handled expeditiously, fairly, and completely. In any case in which final settlement of a complaint is not made within 90 days from date of filing, the Employment Policy Officer shall forward to the Committee a report setting forth a brief summary of the case and the reasons for the delay. (In the event the Company-Government unreasonably delays the final settlement of a complaint, the Committee may take jurisdiction of the complaint and render an advisory opinion thereon to the Governor-President.)

(b) Any unjustified delay or dilatory tactics by the complainant shall form the basis for dismissal of the complaint.

6. *Report of disposition of complaints.* The Employment Policy Officer shall submit to the Committee a summary report concerning the final disposition of each written complaint filed under Executive Order 10590. Each report shall cover the following items:

(a) Name and address of the agency and the complainant;

(b) Date of complaint and with whom filed;

(c) Brief summary of complaint indicating the specific personnel action and specific race, color, religion or country of origin;

(d) Summary of the results of appraisal of employment practices and the significant facts disclosed by investigation and hearing;

(e) Statement of disposition of complaint. If withdrawn, furnish reason for withdrawal;

(f) Date of disposition of complaint;

(g) Signature and title of reporting official.

J. S. SEYBOLD
Governor of the Canal Zone
President, Panama Canal Company

SHIPS AND SHIPPING



THE AMPHIBIOUS JEEP *Tortuga*, which attracted more attention in the Canal Zone than had any visiting vehicle in years, was almost dwarfed by the tanker *Cristobal* when the *Tortuga* was locked through Pedro Miguel Locks last month.

The *Tortuga* is owned by Frank and Helen Schreider of Alaska, and is enroute to the southern tip of South America, via highway and sea. A few days after their commercial transit of the lock chamber, the Schreiders left for Colombia via the Caribbean Coast and the San Blas Islands.

The amphibious jeep had all the accoutrements of a full-fledged commercial trip, up to and including a pilot, Capt. Robert Rennie. For lack of a bridge, Captain Rennie sat on top of the jeep.

Transits By Ocean-Going Vessels In April

	1955	1954
Commercial	685	654
U. S. Government	14	38
Total	699	692
<i>*Tolls</i>		
Commercial	\$2,946,726	\$2,842,159
U. S. Government	49,191	177,640
Total	\$2,995,917	\$3,019,799

*Includes tolls on all vessels, ocean-going and small.

The number of transits by ocean-going ships, commercial and U. S. Government, for the first ten months of this fiscal year was 6,887, as compared with 7,165 for the first ten months of the fiscal year 1954. Commercial ships this year exceeded the number of the past fiscal year by 211, but Government shipping accounted for the decline. Tolls on commercial and govern-



THE FIRST Russian ship to transit the Canal since October 1949 was the freighter *Taganrog*, above. Carrying 30,060 sacks of sugar from Cuba, she was enroute to Nagorka, Russia.

ment shipping was \$2,250,000 under the figures for last year up to the end of April.

A vessel of unusual interest to transit the Canal at the end of May was the MS *Princess of Vancouver*, a combination automobile, passenger, and railway ferryboat. It was on its way to Vancouver, Canada, for service between that port and Victoria.

The big ferryboat was recently completed in Glasgow, Scotland, for the Canadian Pacific Railroad. It carries a crew of 45 and has accommodations for 800 day passengers. On its trip to Canada, the *Princess of Vancouver* carried a cargo of 144 tons of English automobiles. The big vessel is 416 feet long and 63 feet wide. The Pacific Steam Navigation Company acted as local agents.

The Isthmian public will have an opportunity to see one of the world's newest and biggest passenger ships early next month when the SS *Orsora* arrives on its maiden voyage around the world. The ship is owned by the Orient Steam Navigation Company, Ltd., and left London on its voyage via Australia in April.

The *Orsora* is 723 feet long overall, with a beam of 90.5 feet, and has accommodations for several hundred passengers. It was built by Vickers-Armstrong at Barrow, England. The big passenger liner is scheduled to arrive here early in the morning of July 1 and berth in Balboa for a few hours. Norton, Lilly & Company are agents.

The SS *Marore*, big Bethlehem Steel Corporation oreship, which has been in service to Cruz Grande, Chile, for many years transited the Canal northbound early last month on its first voyage from the new ore fields in Peru. The ship was loaded with 24,000 tons of iron ore from San Juan, Peru, and was enroute to Baltimore.

SS "Cristobal" Blows Salute To Those Who Died At Sea

"We have a private Memorial Day of our own on every trip north," Capt. Francis Gorman of the Panama Liner *Cristobal* told THE PANAMA CANAL REVIEW last month.

The "Memorial Day" ceremony takes place on each northbound trip when the *Cristobal* is just off San Salvador, traditional graveyard of seafarers. Unless the ship is running late and is passing San Salvador during the middle of the night, she blows three blasts of her whistle to salute the erewmen of the Panama Line who have died at sea and particularly those who have been buried at sea.

Captain Gorman started his "private Memorial Day" ceremony some months ago. He got the idea, he says, after he had sprinkled the ashes of David Hook on the sea as the ship passed the historic little island, where Columbus landed in 1492.

Mr. Hook, who had been a Panama Line room steward for many years, had died in New York State but had asked that his ashes be spread at sea, as he sprinkled the ashes of his wife some years before.

A number of other Panama Line personnel have been buried at sea. Among them are James McKenzie, onetime chief steward of the old *Ancon*; John Lambert, a second mate from the SS *Panama*; Warren Christen, who served as chief purser of the *Panama*; and Lillian Barry who had been stewardess on several of the ships.

PORT CAPTAIN LEAVING



CAPT. H. A. LINCOLN, Balboa Port Captain since June 1952, will leave the Isthmus next month on completion of his tour of duty here. He has been assigned to the command of the Navy Transport *General Breckenridge*, which operates in the Pacific. Prior to his assignment to the Canal Zone he had been with the Military Sea Transportation Service, with headquarters in San Francisco.

Captain Lincoln, who of course is familiarly known as "Abe," will be succeeded as Balboa Port Captain by Capt. Anthony C. Roessler who is arriving here in July.

Captain Roessler, a graduate of the United States Naval Academy with the Class of 1931, has been in command of the Fleet Oil Tanker USS *Ashtabula*.

