

PANAMA CANAL



REVIEW



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BALBOA HEIGHTS, CANAL ZONE, JULY 1, 1955

5 cents

Contractors Hill Project Nears End After Year's Work

The Contractors Hill project on which work was started a year ago this month is now in its final phase, with only about 325,000 cubic yards of material still to be removed.

The latest excavation figures show that 1,600,000 cubic yards of rock and 550,000 cubic yards of the Cucaracha formation had been removed up to the end of June. These figures included all material above the 230-foot elevation and the Cucaracha formation excavated from Project 13 by Tecon Corporation, con-

(See page 2)

Latin-American Schools Open Tuesday; Slight Enrollment Drop Is Expected

Slightly over 3,800 boys and girls, kindergarteners to junior college students, will start a new school year Tuesday when the 12 schools of the Latin-American system open for the 1955-56 term.

This year's anticipated enrollment, which school officials approximate on the basis of past enrollments and population changes, is expected to be about 100 less than the 3,976 students who were registered in the Latin-American system during the past school year. The enrollment figures cover kindergarten through junior college.

Because of the gradual demolition of

quarters in La Boca and the consequent decline in that community's population, registration at the La Boca elementary and junior high schools will be lower than that of last year. On the other hand an increased enrollment is expected at the schools in Paraiso and Santa Cruz, the two towns to which a number of La Boca families have recently been transferred.

The school year which begins next Tuesday will end on March 2. Present plans call for the following school year to begin about May so that the Canal Zone's Latin-American schools will then have the same student year as the public schools in the Republic of Panama.

New Lieutenant Governor Arrives



A CHANGE in the Canal administration's top command took place last month with the arrival of Col. H. W. Schull, Jr., to become Lieutenant Governor of the Canal Zone and Vice President of the Panama Canal Company.

The new Lieutenant Governor and Mrs. Schull are shown above aboard the Panama Liner *Ancon* when it docked in Cristobal on June 15. Colonel Schull (pronounced "Shool" as in school) had been on duty as District Engineer in Jacksonville, Fla., for three years before his appointment as Lieutenant Governor.

Colonel Schull was born in Philadelphia, Pa., and was graduated from the United States Military Academy in 1927. Among the varied important assignments during his 28 years of service with the U. S. Army Corps of Engineers was a three-year tour of duty as advisor to the Chief of Staff of the Peruvian Army in Lima, Peru.

Spanish In All Grades

The major change in the Latin-American school system for the school year beginning next week will be the conversion to Spanish-language instruction in grades seven through 12. English will continue to be taught as a supplementary subject in all grades.

The curriculum of the Latin American schools is being patterned after that of the Republic of Panama's school system. This will enable school children to transfer from one system to another without difficulty. Again this year, Temistocles Cespedes, Chief of the Panama Schools' Technical Service Section, has been retained as a consultant for the Latin-American schools.

Teachers in the Latin-American schools system spent their non-teaching months perfecting their Spanish in the Summer Institute, held annually by the Division of Schools. The teachers were divided into two groups. Teachers who were already fluent in Spanish worked out the curriculum and prepared materials for the coming school year. Those less proficient in Spanish spent the period from April 11 to June 3 improving themselves in this language. Their instructors were teachers who had formerly taught Spanish in the upper grades, when Spanish was the secondary instead of the primary language, and others who were in the group considered proficient in Spanish.

Two Institutes

Summer Institutes were held on both sides of the Canal Zone. That at the La Boca High School was under the direction of Robert Beecher, while Owen B. Shirley was in charge of the group which met daily at the Rainbow City High School.

Text books in Spanish were ordered some time ago and will be available in most subject fields in the secondary schools when classes

(See page 15)

Civil Defense Tests Considered Success But Average Zonian Needs More Training

Although the Canal Zone portion of the nation-wide Civil Defense exercise "Operation Alert, 1955" was considered a success on the whole, the average Zonian still needs further education if he is to be prepared to defend himself in case of any enemy attack in this area.

The June 15 exercise halted all Canal Zone civilian operations except ships and trains en route from one side of the Isthmus to the other, and involved a majority of Canal Zone civilian residents and workers.

In a report prepared last week on the exercise, W. G. Dolan, Civil Defense Chief, pointed out a number of deficiencies which were shown up by the exercise.

The present location of the warning sirens will be surveyed, Mr. Dolan said. A number of reports were received that the sirens could not be heard in certain localities.

Recruitment Campaign

Other steps which will be taken to strengthen Canal Zone civil defense will include a recruitment campaign in the Warden Service so that Child Care Centers can be established in every block, and the number of first-aid workers increased. A more extensive training program on Control Center arrangements and operations will also be started for the wardens.

Mobile amateur radio operations will be incorporated in the Control Point staff to provide communication facilities. The Main and Alternate Main Control Centers will also begin to use live communications, such as radio and telephone, in all exercises from now on, and each component of the Civil Defense organization will hold at least one independent exercise before the annual overall test.

Zonians should also learn the following, Mr. Dolan added.

Vehicles must be stopped, at the side of the road or highway, immediately on sounding of the Take Cover signal.

Their occupants must remain in the vehicles or go to a more protected shelter if one is readily at hand. During Operation Alert some vehicles stopped in the middle of the road and in other cases, motorists got out of their cars to look around instead of taking shelter.

Those who are caught in the open when the siren signals Take Cover should lie down behind a protective covering, rather than standing next to a building, under trees, or beneath a roofed-over bus stop as some did June 15.

Those who are at home when the Take Cover sounds should go immediately to the structurally strongest part of their quarters. Parents should drill their children, to ensure that they know what to do and where to go if they should not be in school when the Take Cover is heard.

New C. Z. Health Director Arrives Here Next Week

Col. Charles O. Bruce, new Canal Zone Health Director, will arrive here next Wednesday aboard the Panama Liner *Ancon* to take over his new duties. Colonel Bruce succeeds Brig. Gen. Don Longfellow who left the Canal Zone early this week on completion of his tour of duty here. General Longfellow has been assigned to the Army Review Council in Washington, D. C.

Prior to his assignment to the Canal Zone, Colonel Bruce has been Military Assistant to Secretary of the Army Robert T. Stevens. He was a member of the Secretary's official party when Mr. Stevens was here early this year.

The new Health Director is a native of Nebraska and received his medical degree from the University of Nebraska. He attended the Army Medical School and is a graduate of the Medical Field Service School. He holds the degree of Master of Public Health from Johns Hopkins.

Contractors Hill Work Nears End



CONTRACTORS HILL, less than a year ago a towering mass of rock and earth, is now a series of great terraces. From Gold Hill, on the opposite side of narrow Gaillard Cut, the hill looks like a staircase for Paul Bunyan.

Employees Look Forward To Fatter Paychecks

Approximately 1,700 classified and postal employees in the Canal organization last week were looking eagerly forward to "extra dividend" checks plus several dollars more in their biweekly pay.

The past several weeks have been a period of suspense for these groups of employees as the long-discussed pay raise was in the legislative mill in Washington.

Checks covering the retroactive pay raise for postal employees were scheduled to be delivered next week, at the time this issue of THE REVIEW went to press. It was expected that the extra pay checks for classified employees would be distributed by the middle of this month, providing the pay bill was signed by the President before the end of June.

It is estimated that the pay increases for classified employees in the Canal service will average about \$350. At this rate, the checks for the retroactive raises would average slightly over \$100 for the four-month period.

(Continued from page 1) tractors for the work.

According to J. L. Phillips, Project Manager for Tecon, the work will have progressed to the point within another month that a curtailment in the volume of activity will be necessary. By that time the various benches or steps being cut into the hill will be completed to a point so low and so near the Canal channel that there will be insufficient room for efficient operation of all the equipment, now in use.

When this stage of the work is reached, sometime early in August, the contracting firm plans to withdraw all surplus equipment for overhaul, following which it will be stored in some suitable area at the job site until final disposition or for use as replacement of equipment in use, if required.

Because of the nature of the work and the limited area of the project, a comparatively small number of employees has been engaged on the Contractors Hill job. A top force of about 150 employees has been engaged by the Tecon Corpor-

ation, while nine Panama Canal engineers, inspectors, and office personnel, have been assigned to Project 13-A.

The head of the Canal force since late April has been Charles McG. Brandl, Project Engineer. He succeeded Lt. Col. E. B. Jennings when the latter was transferred to the Electrical Conversion Project.

Machine Task

As announced at the beginning of the work, the removal of the bulk of Contractors Hill has been primarily a machine task. The principal heavy equipment used by the contracting firm has been three shovels of two-and-a-half cubic yards capacity each; 15 large Euclid trucks for hauling; four bulldozers; and three rotary and three wagon drills.

When project is completed a total of 1,800,000 cubic yards of rock, and 625,000 cubic yards of Cucaracha, or shale, will have been removed. For this yardage, an estimated 800,000 pounds of explosives will have been used in the 130 miles of holes drilled into the hill.

Annual Registration Of Canal Zone Dogs Begins On July 18

The annual vaccination against rabies of the approximately 2,000 dogs in the Canal Zone and licensing of the animals for the year which begins August 1 will get under way July 18 when vaccinating teams begin their annual rounds of the various towns. Each team is composed of a registrar, a veterinarian, and his assistant.

As has been done in the past two years since anti-rabies vaccination and dog registration became compulsory, the teams will start their rounds on the Atlantic side.

They will set up their stations for one day in each of seven Canal Zone communities. Last year they covered eight towns, but Pedro Miguel has been dropped from the list this year.

The dates on which the teams will visit the various communities appears in tabular form on this page. The hours will again this year be 10 a. m. to 1 p. m., and 3 to 5 p. m., giving dog owners who are employed an opportunity to take their pets to the vaccinating stations during the noon hour or after work.

Atlantic Side		
Date	Town	Location
July 18	Margarita	Elementary School
19	Rainbow City	Mt. Hope Stadium
20	Gatun	Fire Station
Pacific Side		
25	Gamboa	Old Police Station
26	Paraiso	Locks Warehouse Bldg. No. 336
27	La Boca	Pacific Bakery Bldg.
28	Balboa	Stadium

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

New License Tags

As in the past two years a fee of \$2 will be charged for the registration. The anti-rabies vaccination is given without charge.

New license tags, which all Canal Zone dogs must wear or be impounded, are already on the Isthmus. The tags will be handed to the dog owners at the various vaccination stations when the registration fee is paid and the dog vaccinated. Each tag is equipped with a metal loop by which it may be fastened to the dog's collar.

This year's tags differ considerably in shape from those of the year now ending. They are a fancy butterfly shape—"a butterfly with wings extended"—they were described at the License Section.

Between last July and June 15 of this year, a total of 2,034 dogs were registered in the Canal Zone. This figure includes slightly over 700 animals whose homes are on military posts. All of the dogs, of course, were inoculated against rabies.

Balboa, where 263 dogs were vaccinated and registered in one day, drew the largest attendance during last year's registration-vaccination program.

Established In 1953

The vaccination-registration program was established in the Canal Zone in 1953 on a Zone-wide basis. Canal Zone dogs had been licensed and registered during the early construction days but this practice was later abandoned.

Day-Long Programs Are Planned For July Fourth Celebration



FOURTH OF JULY would not be complete without kiddie trains

The last check on plans for a fitting observance of Independence Day is being made this weekend by committees on either end of the Canal Zone. As this issue of THE REVIEW went to press, programs for the July 4 celebration had not been printed, but plans were definite enough to report:

The major Pacific side celebration will be at Balboa, with the Stadium and its surrounding area as July 4 headquarters. The Atlantic side will have its major celebration at Margarita although there will be boat races off the Cristobal Yacht Club and swimming races at Gatun pool.

Both sides will start their day's celebration with parades, and both have arranged for band concerts, patriotic exercises, and the fire engine and kiddie trains without which July 4 would not be complete for the children. Philip Dur, United States Consul in Colon, will

be the speaker at the patriotic exercises at Margarita. Lt. Col. E. B. Jennings, Project Engineer for the Power Conversion Project, will be the Pacific side speaker.

Both sides will conclude their activities with fireworks. At Margarita, the fireworks will be set off from the rise near the old hospital site. On the Pacific side, Sosa Hill, as usual, will be the launching platform for the rockets.

Balboa's July 4 celebration actually gets underway tomorrow night, with a dance at the American Legion Club. Net funds from the sale of tickets for the dance will finance the Independence Day program.

The Atlantic side committee is headed by Virgil C. Reed, President of the Cristobal-Margarita Civic Council. Emmett Zemer and John A. Everson are co-chairmen for the Pacific side committee.

Contractor Begins Preliminary Work For Conversion Of Gatun Hydroelectric Plant In 60-Cycle Program

Preliminary work in the conversion of the Gatun Hydroelectric station from 25 cycles to 60 cycles has been started by the Sachse Electrical Company of Lake Charles, La. The company holds the \$490,332 contract for this portion of the electric conversion project.

The Sachse Company was given notice to proceed with its contract on May 17. Its first personnel, Edwin Duhom, Project Superintendent, and Asa P. Dartez, Project Engineer, arrived in the Canal Zone May 24. Late in June two skilled craftsmen and some equipment, such as trucks and electrical tools, were brought to the Isthmus. Only a few more com-

pany employees will be sent here. They will be supplemented by locally available technicians.

The first construction undertaken by the Sachse Company was erection of a combined field office and material and tool storage shed on the apron outside the hydroelectric plant. Toward the end of June the company had begun to break concrete for a duct line into the plant proper.

The contract, which is in seven parts and which is to be completed by September 21, 1956, calls for the Sachse Company to furnish and install transformers in the hydroelectric station, to convert the station's service equipment, and to provide new switch gear and make the alterations necessary for its installations. The Panama Canal Company contracting officer's field representative is Earl O. Dailey.

Quarters have been provided for the Sachse employees in New Cristobal. Mr. Dartez was accompanied here by his wife and daughter. Mr. Duhom's wife and 10 children remained in Louisiana.

The Canal Zone program, which was established under an Executive Regulation issued by Gov. J. S. Seybold, is designed to control rabies and buttress the quarantine regulations which require that all animals brought into the Canal Zone from any areas where there are rabies must be isolated for a specified period of time.

Across-The-Border Conferences Precede Closing Of Colon, Panama Health Offices

Heads from both sides of the invisible border which divides the Canal Zone from the Republic of Panama are meeting these days over conference tables in the Panama Health Office on the second floor of the Panama Railroad Station and in the Colon Health Office at the corner of 2d and Melendez Streets.

The heads belong to sanitation experts from the Canal Zone Government and from the Republic of Panama's Public Health Department. The subjects they are discussing have to do with what is known, officially, as the "phaseout" by the Canal agency of the health and sanitary work which the United States has performed in the terminal cities for over 50 years.

Actually, the phaseout of the United States and the phasein of Panama has been going on for some time. Over three years ago Panama took over the registration of all births and deaths in Panama City and Colon. Two years ago this month the Republic began its own garbage collection, street cleaning, and water management.

On March 1 of this year sanitary patrolmen from the Panama City Alcalde's office began the routine inspection of restaurants, markets, and bars, a function which previously had been performed by inspectors working out of the two Health Offices. The Panamanian patrolmen had been trained for over three years by inspectors in the Health Office in Panama City, HOP to those who have worked there.

All sanitary operations which have been performed by the Canal organiza-



Dr. ERIC R. OSTERBERG has been in charge of the Panama and Colon Health Offices since February 1954

tion in the terminal cities of Panama and Colon will be transferred to the Republic of Panama not later than July 31; at that time HOP and HOC will be closed.

Although the two offices will be discontinued, the Canal Zone Government will continue some sanitary inspection in the Republic. All food-processing plants—such as dairies, seafood suppliers, bottling plants, and bakeries in Panama—with which the Canal organization may have or will make contracts for food supply will be inspected by CZG inspectors. Dairies which have permits to distribute milk in the Canal

Zone will also be inspected by representatives of the Company-Government. Veterinary inspection of the abattoir and food-processing plants at the Commissary Division's units at Mount Hope and Balboa will, of course, be continued.

In the June issue of THE PANAMA CANAL REVIEW, readers were given an overall picture of the United States activities in health and sanitation in the Republic of Panama over a 50-year period. For a more detailed look at some Health Office activities let's follow part of a day with R. H. Masters. He is a Sanitation Inspector and has been with HOP for 10 years. With the closing of the Panama Office, he will be transferred to the Division of Zone Sanitation.

Thousand Buildings

The area of Panama City for which he and his two sanitary patrolmen have been responsible straddles Central Avenue in the heart of the city. There are about a thousand buildings—stores, restaurants, tenements, houses—in this section.

It has been up to him to see that these buildings were kept in a sanitary condition, that their plumbing was operating, that their drains were open, that their sidewalks were clean, and that any repairs which would help attain these conditions were made. Anything which had to do with the physical safety of a building—such as rotten floor boards, unstable balconies or rickety staircases—has been the responsibility of Panama's Security Office.

The other day, he began his rounds in the big cemetery just off B Street. He was looking for mosquitoes and for breeding spots for other pests. A quick stir of his finger showed mosquito larvae wriggling on top of the stagnant water in several unemptied flower vases. He made a note to have the vases sprayed with DDT, if they were fastened in place and immovable; those which could be emptied he did, and turned upside down.

Tenement Troubles

From the cemetery he drove several blocks to inspect some tenement houses about which HOP had received complaints. In one, the toilets which serve many families were not working. In another, garbage cans were uncovered and an adjacent lot littered with trash. In a third, a woman tenant complained that water was dripping from an upper floor into the corner she used as a kitchen. In a fourth house, he found rat trails near the ceilings.

Next stop was a huge old tenement, built around a court between Central Avenue and Avenue B. In this warren of old two-story wooden houses and a few one-story masonry row-type apartments live almost a thousand men, women and children, sometimes as many as 17 persons dwelling in one room. Part of the buildings around the court have been condemned but the remainder must be kept in as sanitary a condition as possible until they can be torn down.

Fairly close by, he dropped in at a building on which there had been earlier complaints. It was a marked contrast to the teeming warren. It had been newly painted, repaired and free of



LITTLE MISS BIG EYES, of Colon, isn't at all sure that she is going to enjoy being vaccinated, even if the vaccinating needle is being wielded by Miss Agnes E. Sugrue, Public Health Nurse at the Colon Health Office. In the past nine years Miss Sugrue has vaccinated against smallpox every newborn baby in Colon—in one year, 1954, there were 6,674 of them—and has given smallpox and yellow fever inoculations to any traveller leaving the Atlantic side who needed such vaccinations.

rats. Its garbage cans were covered and its bathrooms working.

An open ditch between the railroad tracks and nearby buildings was the next project on his day's list. The drain, bordered with grass and deeply sunk, must be kept open and running freely. If it clogs up, if water stands any length of time, mosquitoes will appear.

After he had made sure that the ditch needed no attention that day, he stopped to look over his notebook. Here he had jotted down the complaints of tenants and his own recommendations as to what would have to be done in each case. Before the day was over he would have to talk to the owners or agents of each building which needed repairs to make them decent, from a sanitation point of view.

Nurses At Work

While he and the other sanitation inspectors were making their daily rounds, the HOP's four public health nurses were on their jobs. Jilma Castro and Ester Carranza were visiting clinics, homes, and hospitals, vaccinating newborn babies against smallpox and checking any communicable diseases. In one year, the nurses made over 8,000 visits.

At the office in the Railroad station, the two other nurses, Elena Bustamante and Mrs. Digna Anderson were busy with a group of young babies and with adults who had dropped in for vaccinations or yellow fever inoculations. The babies were vaccinated and, if they had not already received them, were given the triple inoculations against diphtheria, whooping cough, and tetanus. In the course of a year the nurses gave over 5,000 immunizations.

At the HOC, Miss Agnes Sugrue has been the lady behind the vaccinating needle and the inoculation syringe. This office has been designated as Official Vaccinating Station No. 34, by the World Health Organization, for yellow fever inoculations. Most western hemisphere countries have established yellow fever inoculations as an entry requirement. One year she inoculated 516 travellers.

Once a month, the 28 midwives who work in the capital come into the HOP for a brush-up on their technique and the five licensed midwives in Colon go through a similar procedure at HOC. Their supply of medicines to be put into the eyes of newborn infants is refilled, and their bags and equipment checked. They are also given help in filling out birth certificates and are given a chance to discuss any problems they may have.

One of the most important of the functions of the two health offices has been rodent control—or, putting it more simply—keeping the terminal cities' rat population as low as possible. On the Pacific side, this work has been under the direction of Paul Brooks; Ray Bush has held a similar job at the Colon Office.

When a tenant reports that there are rats in the building where he lives, or when an inspector finds the unmistakable traces of rats in a building, the rodent control men go to work. One year recently, in Panama City alone, 10,139 wooden spring-type traps were set out.

One recent large-scale rough-on-rats performance took place in Panama City when, in a two-week period, six men set out 17,467 Warfarin baits in 309 man-holes. Of these baits, the rats ate 14,355. After the rains began, Warfarin bait was set out inside buildings. In six



ALL THESE employees of the Colon Health Office have served under three Colon Health Officers, Dr. Jessie L. Byrd, Dr. Wayne Gilder, and Dr. Eric Osterberg.

In the usual order they are: Eladio J. Vega, a Sanitation Patrolman; M. de J. Carrasco, a National Guardsman who is on duty with the Health Office half days, delivering complaint slips to Colon residents; Jose I. Villalobos, Sanitation Patrolman; Cyril J. W. Grant, also a Sanitation Patrolman; Leopoldo A. Cantoral, who, with 24 years service, is dean of the Sanitation Patrolmen; Miss Agnes E. Sugrue, Public Health Nurse; Roy F. Burr, Clerical Assistant; and Raymond G. Bush, Supervisory Sanitation Inspector. Absent at the time this photograph was taken was Burt W. Watson, also a Sanitation Inspector.

weeks, 1,971 dead rats were found on the baited premises.

Pools And Restaurants

Swimming pools in Panama City and Colon must be inspected regularly by personnel from the two health offices. Water samples are taken periodically and sent to the laboratory for analysis.

Until March 1, when Panama took over inspection of bars, restaurants and markets, inspectors from the health offices visited several hundred such establishments every month. Here, as in tenements and dwelling houses, the word "Sanidad" has been an Open Sesame.

Veterinarians attached to the two offices were responsible for the cleanliness, sanitarially speaking, of dairies and pasteurization plants in both terminal cities. In addition they issued health

certificates for animals which were to be shipped out of the country and supervised the tuberculin testing of thousands of head of cattle each year.

Most of the personnel in HOP and HOC worked outside, inspecting, making house calls in the terminal cities. But their anchors to the home port were always the clerks in the two offices, Mrs. Marione Campbell in Panama and Roy Burr in Colon. They heard the complaints—which the inspectors later looked into—and they made the reports of what the office force had done. It was their job, also, to issue the burial permits without which no one could be buried in Panama City and Colon.

They also ordered the supplies, not as dull a job as in some offices. Sometimes, Mrs. Campbell says, her supply order has sounded like a shopping list for a buffet dinner. It has included such items as salad oil, salami, cheese, and cornmeal. All of these were part of the ingredients which went into the rat baits.

The first Panama Health Officer was Dr. Lewis Balch; his counterpart in Colon was Dr. E. H. Wheeler. During the following years, a number of well-known men have served in these posts.

Some of the best-known of the Panama Health Officers were Dr. Samuel Goldthwaite, Dr. J. C. Ellington, who is now with the State of Virginia's Health Department; Dr. Forrest Brown, now with the Health Department of the State of Oklahoma; Dr. Kenneth O. Courtney, who is now with the World Health Organization, and Dr. Carl Johnson, who now heads the Gorgas Memorial Laboratory in Panama City.

On the Atlantic side, Dr. M. E. Connor, later with the United Fruit Company, served for years. Another well-known Colon Health Officer was Dr. Jesse Byrd who retired several years ago. He was followed by Dr. Wayne Gilder, who is now with the United Fruit Company in New Orleans.

In February 1954, the administration of both offices, HOP and HOC, was combined and Dr. Eric R. Osterberg was named Health Officer for Panama and Colon.



SWIMMING POOLS are tested regularly by inspectors from the Panama and Colon Health Offices. Wielding the long dip-stick is senior sanitation inspector Ray E. Forbes.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

PREVENTIVE MEDICINE

We have been hearing a lot about *Preventive Medicine* lately. Right now the one getting the head lines is Salk's anti-polio vaccine. Not long ago it was penicillin. Years ago vaccination for small pox was compulsory and still is in many places. Old Timers will recall the bottle of quinine placed on all dining-room tables to be taken like sugar at every meal. It is evident that we take a lot of preventive medicine in one form or another as the years go by, including huge amounts of the proverbial "snake bite" medicine.

Those who were in World War I may still remember the series of shots given at every opportunity for this and that.

Yellow fever shots were added in World War II, and yellow pills were taken to prevent malaria. Blood plasma was administered to the wounded by First Aid teams to help prevent shock caused by the loss of blood. Other methods were instituted, such as spraying around military camps with DDT to control mosquitoes and thus prevent malaria. News reels showed military teams dusting refugees to kill lice and fleas and thus prevent typhus and plague. It was by such preventive measures that the military doctors and nurses reversed the

statistics of previous wars with the result that less soldiers died of disease than by bullets.

The National Safety Council reports that the industrial doctors and nurses are the first line of defense in cutting down the severity of injuries occurring on the job. In a minor way the training, now being given to our employees in Industrial First Aid, will help to prevent shock and infection, which, if neglected, could cause a disabling injury.

This points to another service now being given by the industrial doctors to help prevent accidents. They are now trying to keep the employee in such a state of good health that he will be fully awake on his job and can prevent accidents to himself and others. The prospective employee is given a thorough examination to see that he has the necessary health for the job. If not, he is placed where the handicap he may happen to have in no way endangers himself and others. The employee then is examined periodically to see that his standard of health is maintained.

Now the latest trend, as reported by the National Safety Council, is that some industrial doctors have made a study of some 30,000 accidents to find out what they can do to help prevent accidents. It was found that the following were prolific accident causes:

1. Irresponsibility of workers who didn't seem to care about their jobs
2. Maladjustment of workers who didn't know their jobs or seem to want to learn.
3. Pre-existing disability of workers who came to work when they were sick or crippled by some ailment.
4. Alcoholism—workers who came to work under the influence of alcohol or who drank on the job.

This led the Industrial doctors to feel

that they needed to know more about the employee and what he did with himself when off the job that would have a bearing on his reaction to stresses on the job. Certain danger signals were observed as indicating that the employee was under some sort of mental stress. When the causes were not found and corrected, it was noted that the employee's condition gradually worsened until he caused an accident, injuring himself or others.

Since it is difficult for the doctor to interview and follow each and every employee daily, it was suggested that the employee's immediate supervisor get to know each employee and his background, then watch him for the following danger signals:

1. Coming to work tired and unhappy.
2. Nervousness or jitters.
3. Pacing and unable to concentrate on the job.
4. Chain smoking.
5. Appears sick or losing weight.
6. A griping attitude.
7. A sudden falling off of the employee's work.
8. Drunk or drinking.
9. An increase in intensity of any of the above.

When any of these danger signals were noticed, the supervisor was to take the employee aside and try to learn his troubles by giving him a chance to talk them over. By this method a remedy may be found and the situation relieved before a serious accident occurs.

All this appears to be a good sign that *Preventive Medicine* is also getting into the field of *Accident Prevention*. It is well that this is happening for it brings to the aid of the Safety Engineer one more talented group and a new angle of attack in the uphill fight to prevent death and injury on the job.

HONOR ROLL

Bureau Award For
BEST RECORD
MAY

SUPPLY BUREAU
ENGINEERING AND CONSTRUCTION

AWARDS THIS CALENDAR YEAR

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

Division Award For
NO DISABLING INJURIES
MAY

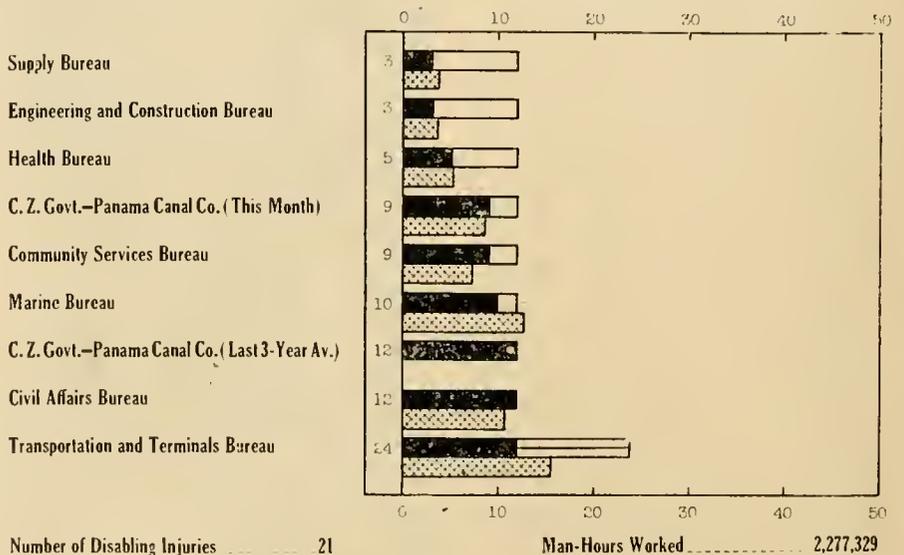
SERVICE CENTER DIVISION
DREDGING DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSE DIVISION
HOUSING DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

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

MAY 1955

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



Number of Disabling Injuries 21

Man-Hours Worked 2,277,329

LEGEND

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



Official
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Over \$18,000 Donated For Zone Cancer Fund

A generous response from people of all walks of life resulted in the most successful Cancer Fund crusade last month since the Canal Zone Cancer Committee was formed in 1951.

The amount of contributions announced at the close of the drive was \$17,717.65, but donations received later brought the figure up to over \$18,000. Receipts from employees in the various Company - Government units totaled nearly \$8,800.

Heading the two committees of solicitors in the Canal organization were George A. Tully for the Atlantic side, and Francis J. Moublow for the Pacific side. Mr. Tully also headed the benefit shows by the Elks which resulted in substantial aid in the campaign. The General chairman of the campaign was L. M. Brockman, Assistant Personnel Director.

Contributions from U. S. Army Caribbean totaled \$4,014.66; Caribbean Air Command, \$2,029.27; Fifteenth Naval District, \$862.54; and miscellaneous, \$2,016.17. All of these were considerably higher than the amounts received from these sources in previous campaigns.

The work being done by the Canal Zone Cancer Committee was described in the May issue of THE REVIEW.

OF CURRENT INTEREST

Men at Work



THE LOOK of surprise on this student's face as he discovers there was an engine under the hood after all is only typical of what is happening these days in the auto mechanics' shop course being given each Saturday morning in the Balboa High School Shop Building as part of the Canal Zone Junior College summer session.

The course, which is the first of its kind to be offered by the Junior College, was limited to 17 students but on registration day, it proved so popular that a second section was opened. The course is open to men as well as women and gives students four hours of training each week in auto repairs and related subjects.

Automatic and administrative in-grade step increases will be made for all Local Rate employees who are eligible, effective with the pay period beginning July 10, it has been announced by the Personnel Director.

This is the quarterly automatic and administrative in-grade step increase which is effective with the beginning of the first pay period immediately following the quarters ending March 31, June 30, September 30, and December 31.

One young man has been accepted as an apprentice by the Panama Canal Company and seven others have been reemployed and are already back at work in the crafts in which they were specializing before they left the Canal service to serve with the Armed Forces.

Domingo David Hinds, a Balboa High School graduate, who served two years with the U. S. Army at Fort Kobbe, is the one new apprentice accepted so far this year by the Panama Canal Company. He will take his training as a machinist with the Industrial Division. Mr. Hinds was born in Ancon and is the son of a retired Panama Canal employee.

Those apprentices, who are returning after military service, are all within the electrical trade and are now in the third or fourth year of their apprenticeships. Their names and their specific craft training are as follows:

Richard O. Egger, apprentice wireman, fourth year, Electrical Division; Kenneth F. Millard, apprentice wireman, fourth year, Electrical Division; Gerald L. Dare, apprentice electronics mechanic, third year, Electrical Division; John A. DuVall, apprentice cablesplicer, fourth year, Electrical Division; James R. Nellis, apprentice armature winder, third year, Electrical Division; Robert M. Wilford, Jr., apprentice automatic telephone switchman, third year, Electrical Division, and Thomas M. Jordan, apprentice cablesplicer, third year, Electrical Division.

The seven percent discount, which has been in effect on all rents of U. S.-rate quarters in the Canal Zone since January of this year, will be reduced to three percent effective this month.

As was announced recently, the discount involves no change in the established rental rate but is a form of adjustment made semi-annually in which economies effected in the housing administration are passed on to employees.

The new rental rates will again be subject to review next January, although a

review of rates for several groups of quarters may be required in advance of that date, it has been announced.

Hundreds of students in the Canal Zone Latin-American schools took advantage of the summer athletic program sponsored by the Physical Education and Recreation Branch of the Canal Zone Schools Division during the recent vacation months. The program was brought to a close June 24 following a swimming meet at the Rainbow City Swimming Pool, a Field Day, and table tennis championship match held at the Santa Cruz Gymnasium.

Because dry-season weather prevailed during the early part of the program, the students were able to participate in more outdoor sports than they had in other years when vacation months fell during the wet season.

Among the sports and activities offered during the period were archery, football, roller skating, baseball, swimming, table tennis, volleyball, and basketball.

The swimming meet, which closed the program, was held the morning of June 22 as were Field Day and the table tennis match in Santa Cruz.

For the past two weeks a team of three electrical engineers have been making a house-to-house survey of frequency-sensitive equipment used in Canal Zone quarters in Gamboa. The survey is in connection with the five-year project for the conversion of electrical current from 25-cycle to 60-cycle and includes an inspection of all domestic equipment such as washing machines, deep freezers, refrigerators, clocks and other appliances which now operate on 25-cycle current.

Each member of the team, which is composed of T. S. McKibbin, Ralph Otten and Hubert Oken, presents proper credentials when calling at homes. Residents have been requested to cooperate in the survey, which is an important phase of the conversion program.

When the survey has been completed, each householder will be furnished a duplicate copy of the appliance list made by the members of the team. It will then be the responsibility of the owner to give notice of any change in the list or change of address.

Emphasis has been made on the importance of supplying supplemental information because of the necessity of ordering conversion parts well in advance of the actual conversion.

YOUR TOWN



BALBOA, Pacific terminal town, was still in the early stages of construction when this photograph was taken December 23, 1914. The first offices in the Administration Building, on Big Tree Hill, had been occupied a few months earlier.

Balboa, Pacific terminal town for the Panama Canal, could have been very different than it is today.

If the original Canal plans had been followed, there would be a lock about where the Balboa Terminal Building now stands and a great dam would link Sosa and Corozal hills; a man-made lake would cover what is now Balboa.

If town planners had their way about 1913, the Balboa Commissary, Post Office, and Service Center would be connected by arcades which, in view of some November rainfalls, might not be a bad idea.

If studies made during the 1920's and 1930's had been carried out, the bulk of Balboa's housing would be located where La Boca today is fast disappearing.

And, if suggestions of a 1950 report had been adopted, Balboa today would be ringed by Morgan Avenue, which would start from the sea end of the Gavilan area, overpass Balboa Road, underpass the Administration Building's long front steps, Roosevelt Avenue, and the railroad tracks, and join eventually with Gaillard Highway.

But none of the "ifs" did happen. Today Balboa, second largest Canal town, is a sprawling assortment of houses, office buildings, schools, shops, churches, lodges, business establishments, and docks scattered over the flats, up and down hillsides and along the waterfront.

Named In 1909

The settlement on the Pacific end of the Canal was not called Balboa until 1909. The name was suggested by the Peruvian Minister to Panama who advanced the idea that the southern terminal should honor the discoverer of the Pacific, just as the northern terminal honored the discoverer of the new world.

Up to that time, the two Pacific side settlements in the Canal Zone one extending from the old Panama Railroad Pier near what is now Pier 6 to the present Balboa docks area and the other a group of quarters and service buildings in the general area of today's Morgan Avenue-

Pyle Street section—were known as Old La Boca and New, or East, La Boca respectively. After 1909 they became Old Balboa and East Balboa.

Old Balboa included a native town, which had once been known as Cartagena, the marine shops and docks, a base for dredges working in the harbor, a few offices, and a restaurant with bachelor quarters on the upper floors. A few of the buildings dated back to the French days, as did the steel pier which was the Pacific terminus, a spur of the Panama Railroad.

Conveyor System

A sea of knee-deep, oozy mud frequently covered the area between the railroad tracks and the "hotel" which was on the side of a hill later removed to make room for the dry dock.

Morris Seeley, of Gamboa, remembers



SUPERSALESMEN are these two Balboans: B. S. Chisholm, Manager of the Service Center, left, and J. F. Evans, Manager of the Commissary.

that this was the situation when he reported for work there in the fall of 1907. He was standing by the tracks, his small trunk-locker beside him, wondering how he could reach the hotel, when he was approached by a huge Martiniquen laborer who offered in sign language to help him.

The Martiniquen put the trunk on his head and indicated to Mr. Seeley that he should climb on top of it. He could not be persuaded into making two trips, one with the trunk and the other with the man, so Mr. Seeley followed instructions, perched on top of the trunk and was conveyed safely to dry land.

East Balboa was on higher ground, and was, primarily, a residential section for those working on the harbor development. La Folie Dingler or Dingler's Folly stood on the side of Ancon Hill, above East Balboa, looking out over Panama Bay. It was a massive edifice which had been built in 1885 for, but never occupied by, Jules Dingler, Director General of the French Canal Company. After the Canal Zone was established, it was used for several years as a quarantine detention station. It was razed in 1910.

Between the two Balboas were several community buildings. A "hotel," construction day term for a restaurant, was approximately opposite the present day St. Mary's School. The building was later used by the YMCA. The commissary, opened in 1909, the post office, which sold its first stamp on May 5, 1909, a lodge hall, still standing but soon to be demolished, and a one-story office building, housing the Assistant District Quartermaster, were clustered around what is now the Barneby Street-Balboa Road intersection.

Tide Waters

This "civic center" was separated from East Balboa by a wide ditch through which tide waters flowed twice a day as far as the base of the hill on which the Administration Building was later built. The ditch was crossed by an iron bridge. When the flats were filled with spoil from Balboa harbor, the bridge was buried; it was uncovered some years ago when La Boca Road was built.

Railroad tracks skirted the foot of Administration Building hill. One spur ran from Ancon to the old PRR pier, around the north side of Sosa Hill. Another set of tracks ran to a dump area—now Fort Amador—along present-day Amador Road and Empire Street.

Fred deV. Sill, a gay blade in those days, recalls that after a dance at the Tivoli, Isthmian beaux would "borrow" a railroad handcar and ride their ladies to the end of the line and back, pumping manfully. Even on a dry-season night, such exertion did a stiff collar no good.

By 1910 it was definite that there would be a large harbor at Balboa, and that a terminal town would be built near the Pacific entrance to the Canal. A huge harbor it was first to cover 176 acres and was later enlarged to 246 acres would provide a haven for ships. Typical of those happy-prenuclear days was this comment from THE CANAL RECORD:

"The harbor as planned will afford an absolutely safe anchorage. It will be practically landlocked . . . and merchant shipping will be secure from all attack as

BALBOA



CAPT. B. A. DARDEN
Police District Commander

the harbor will be directly under the lee of the proposed fortifications on Sosa Hill.'

Several groups planned layouts for the terminal town, but it was not until 1912 that a final decision was reached. Austin Lord, the architect who designed the Administration Building, laid out the town around a central avenue, now the Prado, with community buildings grouped at the Sosa Hill end connected by a continuous arcade. Quarters for the office force of the Administration Building were to be adjacent to and northeast of the Building. Employees of the shops, docks, and terminal facilities would live in quarters to be built on the slope of Sosa Hill and on the new fill, later to be known as The Flats.

The architect's plan did not meet universal approval. One dissenter objected on the grounds that there might be goings-on around a police station not fit for the sight of women and children and that, furthermore, "a space 74 by 22 feet for the sleeping of 46 prisoners and containing 26 plumbing fixtures is surely luxurious confinement." In addition he thought that a dormitory, instead of rooms in the individual quarters, should house the servants.

By late 1913, Balboa townsite was fairly well laid out. When the House of Representatives Appropriations Committee arrived in November they found white-painted stakes marking the street pattern.

Town Fills Up

Load after load of dirt, from Balboa harbor and Diablo Hill, were hauled to fill the flats and hydraulic dredges added their considerable bit. Meantime, work began on 10 four-family concrete quarters on the slope of Sosa Hill, the first to be built in Balboa. It was not until 1917 that the frame four-family houses in The Flats could be constructed.

By the latter part of 1914, Balboa had begun to fill up. Over 2,000 Pacific siders gathered on the piers to watch the SS *Ancon* complete the first formal Canal transit. By the following July, Balboa's residents numbered 893 men, 230 women, and 250 children. The children attended school in a building which had been put together from four frame quarters which had once housed bachelors. The high

school, on the top floor, had a faculty of five, including its principal, Jessie H. Daniels. The eight elementary grades were on the first floor where Elise Cage, as principal, supervised her five teachers. Neither teachers nor pupils suffered any adverse effects from the police station-jail, directly across the street.

Clubhouse Opens

The clubhouse, once the pride of Empire, was moved to Balboa and officially opened on Christmas Eve 1914. Five months later Balboa commissary admitted its first customers who were duly impressed by the baskets of flowers which were the opening day gift of the landscape architect's gang.

At first, Balboa had nowhere nearly enough quarters to accommodate the families to be assigned there. For a while some Balboa families lived in La Boca. Closing of Corozal as a Canal town in 1915 threw an additional load on the already overstrained housing and it was several years before the situation eased.

Balboans, like other Zonians, made their own fun. One early event was a Christmas dance in the Old Balboa hotel, given in 1911 by the Balboa volunteer fire department. In 1915, the town celebrated its first July Fourth. Fireworks went off as scheduled from Ancon Hill but a heavy storm rained out a street dance. The merry-makers took it in their stride, adjourning to the Balboa Clubhouse and the Tivoli.

Trams And Movies

There were tramcars to ride to Panama, for women market-bound, and far out on the Sabanas, for families on a Sunday outing. After automobiles became more numerous one could drive around "The Loop," through what is now Albrook Field, or along Amador Road to inspect the fast-growing new military post, or onto the docks.

When the Balboa restaurant, now the police station, was built about 1917, it became one of Balboa's social centers. Some people even dressed—in the society



CAPT. WILLIAM E. JONES
Fire District Commander

meaning of the word—to dine there and it was the fashionable place to drop in for coffee or hot milk after a dance.

Other recreation centers were the Balboa Community House, now St. Mary's School, the Balboa Yacht Club which today, remodeled, houses the American Legion, the YMCA, and a YWCA which was located on Carr Street and later became the dormitory for many students at the Junior College.

By 1920 the townspeople were practically busting out of the small movie hall on the second floor of the clubhouse, and a special "moving picture room was added to take care of this increased patronage," according to the Governor's annual report.

Pranks And Pranksters

One grownup Zonian still remembers, with some delight, how he and his friends used to break up movie performances regularly by rolling stones down a drain which ran under the building. Which is probably as good a place (See page 11)



THIS TRIO rules school-going Balboa. T. F. Hotz, left, is principal of Balboa High School. Mrs. Marie Neal is principal of Balboa Elementary School. And Roger D. Michel keeps a firm hand on the sub-teens in the Junior High School.

Up And Down The Banks Of The Canal

Civil Affairs Bureau

Mrs. Christine L. Tull, who resigned her position as teacher of home economics at the Balboa High School last month, has accepted an appointment as assistant professor at the University of Hawaii, in the department of teacher training of home economics. She will reside in Honolulu but, in her capacity as supervisor of home economics, will travel by plane between five different Hawaiian islands to supervise classes on each of the islands. Mrs. Tull plans to take some special work at the University of Michigan during the summer months; she will travel to Honolulu in time for school opening in September.

Henry L. Donovan, Civil Affairs Director, accompanied by Mrs. Donovan and daughter Peggy Ann, left June 18 by Panama Line for a vacation of five weeks in the United States. The Donovans will visit in New York, New England, and Illinois, and will return on the Panama Line to the Isthmus the end of July.

During Mr. Donovan's absence, Sigurd E. Esser, Superintendent of Schools, will act as Civil Affairs Director, in addition to his other duties.

Employees of the Civil Affairs Bureau located for duty on the Pacific side of the Isthmus, from Gamboa to Ancon, reported during the last two weeks of May to the Chest Clinic of Gorgas Hospital for chest X-rays. The chest survey program for Atlantic side employees will be announced later by the Health Bureau.

When Mrs. Ruth Miller, of the Canal Zone Library staff, returned last month from a vacation trip to the United States, she brought news of Miss Hulda Henderson formerly Reference Librarian with the Canal Zone Library, who left the Isthmus in May 1954 to make her home in the United States.

Miss Henderson is now Librarian at the White Sands Proving Ground in New Mexico and makes her home at nearby Alamogordo. She has built a new home in Alamogordo, which she has decorated with furnishings acquired in Mexico during her travels.

Lt. John A. Tabor of the Cristobal Fire Station has been selected to attend the Damage Control Training Center of the U. S. Navy, at Philadelphia, Pa., where he will take a course in fire-fighting instruction during August. The same course was taken last year by Lt. Perc F. Graham of the Balboa Fire Station.

The Civil Affairs Bureau is giving employment to more than 20 young people during the summer months. Eight student assistants are working in the Schools Division, the Library and the Civil Defense Section. Six of them are working with the Physical Education and Recreation Branch in connection with the summer playground program. They are Lambert A. Mantovani at the Ancon Gymnasium; James W. Reece, at Diablo Gymnasium; James F. Stevens, at Gamboa Gymnasium; Albert A. Smith, at Cristobal Gymnasium; and Louise M. Edmonson and Luke T. Palumbo, at Margarita Gymnasium. Shirley Million is working at the Canal Zone Library and Beverly A. Crawford is employed in the office of the Civil Defense Section.

Four college students, who are spending the summer on the Isthmus, have also been employed for the Physical Education and Recreation Branch, as recreation assistants. They are Joseph Oliver, Jr., of the C. Z. Junior College, who is on duty at the Pedro Miguel swimming pool; William McKeown, also of the C. Z. Junior College who is at Diablo Gymnasium; Nancy Kariger of the Marysville State Teachers College in Missouri, employed at the Balboa swimming pool and Diablo gymnasium; and John D. Hayes of Mississippi Southern University, who is working at the Gatun gymnasium.

Young people employed as life guards at the Zone swimming pool are Adele Meissner of the C. Z. Junior College, at Pedro Miguel;

Marine Bureau



NEIL H. WILSON, Chief Admeasurer in Cristobal since 1951, was promoted last month to Director of Admeasurement. He will, however, continue also in his former post and will have his headquarters in Cristobal. He is in charge of 11 men whose job it is to measure, for tolls purposes, all ships transiting the Canal for the first time, or refigure the measurements on any ships which may have been altered since their last Canal transit. He is also in charge of the 7 quarantine and 4 customs-immigration inspectors.

John S. (Jack) Watson has resigned as Admeasurer in Balboa and will enter business in Florida. He and his family plan to leave this month for their new home in the States.

Mr. Watson was born and raised on the Isthmus. His father, the late Roy R. Watson, was formerly Chief Quartermaster of The Panama Canal. Jack has been employed in the Canal organization for the past 15 years. He was employed in the Dredging Division in July 1940 and was transferred to the position of Admeasurer in 1947.

Comdr. N. R. Fuller swapped one tropical climate for another when he moved from the island of Guam to the Canal Zone. He is now Assistant Chief of the Industrial Division, succeeding Lt. Comdr. Russell C. Rice who has been transferred to Tampa, Fla. Prior to his appointment to the Industrial Division, Commander Fuller was on duty in Guam as Planning Officer for the U. S. Naval Ship Repair facilities.

The Industrial Division's new assistant chief arrived here late in June. He was accompanied by Mrs. Fuller and their son and daughter.

Brack Hattler, Jr., of Duke University, at Balboa; Jay Clemmons, Dorman Fulton, and Herbert Raybourn, all of Balboa High School, at Balboa pool; S. A. Herring, Bob Connor, and H. E. Ehrman, of Balboa High School at Gamboa; and Dan George and G. E. Rodriguez of Cristobal High School at Gatun.

The Canal Zone Government's annual report of insurance business transacted in the Canal Zone during the calendar year 1954 was published in June. The booklet includes "Laws Concerning Licensing of Insurance Companies, as Compiled by the Civil Affairs Bureau for the Executive Secretary."

The Canal Zone Police entertained with a Family Barbecue Picnic and Golf Tournament on Saturday, June 11, at the Gamboa Golf and Country Club. Present were members of the Police Division, their families, and guests.

A turkey shoot was one of the sports enjoyed during the afternoon; 12 fat turkeys were presented as prizes.

Sgt. Jack F. Morris of Balboa was in charge of arrangements for the day's entertainment.

Engineering And Construction

Arrangements have been made for Marvin J. Banton of the Surveys Branch to witness a demonstration of survey depth recorder equipment during his current visit to the United States.

The demonstration will be made by the manufacturers, the Edo Corporation of College Point, N. Y. A test of the equipment is being arranged to determine if it would be suitable for use in obtaining survey data of Canal waters. If one of the instruments is purchased it could be used in the annual survey chart work of the Canal channel and waters, and would eliminate much of the lead-line soundings now required in channel survey work.

A 10-man gang from the Surveys Branch is presently engaged on clearing the Canal Zone boundary in the Gigante River area. This work is done on an intermittent basis. It includes the inspection, clearance, and maintenance of the boundary on the roof-foot contour around Gatun Lake and 260-foot contour around Madden Lake.

J. Bartley Smith, Electrical Engineer, and his family are presently on vacation in the United States, and Roy D. Reece is Acting Electrical Engineer. Mr. Smith and his family drove across country to visit at his mother's home in La Mesa, Calif. They were joined at Albuquerque by their son Paul, a student of the University of New Mexico.

A considerable change is being made in the arrangements of desk space in the headquarters of the Electrical Division at Balboa Heights. The change is being made for better utilization of office space.

The section of Gaillard Highway in the vicinity of Curundu Culvert was repaired by Maintenance Division forces last month. The work consisted of placing several hundred tons of asphalt plant mix on the roadway adjacent to the culvert to bring the road up to the level of the culvert.

This repair work has been done several times since the highway was constructed. It is made necessary by the sinking of the roadbed in the old mangrove swamp area which it crosses. The big drainage culvert under the road is built on piling which prevents the culvert from sinking.

Maintenance Division forces completed the rebuilding of Morgan Avenue in Balboa along the slide area which developed after grading in the Balboa Flats area for the new housing. A permanent macadam road surfacing was installed. The slide had caused a considerable buckling of the roadbed and extensive damage to the pavement.

Mrs. Lucille Fulop has been employed as clerk-stenographer in the office of the Engineering and Construction Director. She takes the place of Mrs. Theresa G. Wright who has been granted 15 months leave of absence during which she will complete work for her degree at the Florida State University in Tallahassee. Mrs. Fulop was employed several years ago in the Health Director's office.

The Dredging Division's 250-ton floating crane *Hercules* has been placed on a standby basis. In the future it will be kept on a "cold boiler" basis and will be manned only when required for special jobs.

Health Bureau

Maj. William O. Dougherty has been assigned to the Canal Zone to replace Maj. Charles G. Kendall in the Dental Clinic at Gorgas Hospital.

Major Kendall has received orders assigning him to Washington, D. C. He will take advanced dentistry courses at the Research and Graduate School of the Army Medical Department at Walter Reed Hospital. He and Mrs. Kendall will leave the Canal Zone about the middle of this month.

YOUR TOWN --- BALBOA



ARTHUR COTTON
Balboa Postmaster

tor in the top of a garbage can and then waited for the collector to make his rounds. They still feel the result was worth the effort.

Balboa Grows

Balboa townsite's first major enlargement came in the late 1920's when 163 houses, including those which now line Amador Road, were built in the area between Plank Street and the sea. Some of these quarters are now in the Naval reservation. The next large-scale growth took place just before World War II when 12-family houses mushroomed in Williamson Place, the Gavilan area, and the section behind the YMCA. The biggest single recent change in Balboa has been the construction of 98 apartments to replace the old frame four-family houses in The Flats. The last of these new quarters was occupied early this year.

Balboa Heights, geographically, is considered part of Balboa, but is still the capital of the Canal Zone as it was designed to be. Its Administration Build-



HARRY C. EGOLF
Housing Manager

by hundreds of Balboa women. War bond carnivals at Balboa stadium drew crowds of many thousands and sold bonds worth many thousands of dollars.

Second Largest Town

Today Balboa's population of 2,709—or 2,876, if you include Balboa Heights—exceeded only by that of Paraiso. Its people can attend any one of eight churches, can bank at two banks or borrow or deposit money with the Canal Zone Credit Union, can attend fraternal functions at any one of four handsome lodge halls, or parties at the two USO centers. They can pay their income tax at the Canal Zone headquarters of the Internal Revenue Service or, if veterans, take their problems to the Veterans Administration Office at Balboa Service Center. Their children can attend school from kindergarten through Junior College, without leaving Balboa.

Balboa is also one of the two centers of commercial activities in the Canal Zone. At the Balboa Terminal Building, 14 shipping agencies handle the business of a great number of steamship lines. Four oil companies, at least one of which was located in Balboa in 1907, have offices and tank farms here. Several shipping and oil companies have residences for their officials in Balboa.

Balboa's New Look

A comparatively new Balboa development, and one which never fails to impress those who have been away for a few years, is the transformation of Balboa Road between the Service Center and Gavilan Road. This stretch is rapidly being lined with handsome commercial, religious and fraternal buildings. The newest of these is a Reading Room for the First Church of Christ Scientist, which is going up next to the Credit Union Building.

This section is particularly attractive at Christmas time when lighted trees, galloping, if unofficial, reindeer, and Nativity scenes bring the holiday spirit to Balboa. Another section which specializes in the Christmas scene is the street off Gavilan Road known as Santa Claus Land.

Balboa, not too long ago, was known as a "boiler makers' town." Today it is, and rightly, the center of the Pacific side community.

(Continued from page 9) as any to talk about some of the minor outrages perpetrated by Balboa's younger set.

The ringing of the school bell on Halloween was traditional for years; the students would go to any lengths to rig up the necessary Rube Goldberg apparatus. Another, more costly, prank involved throwing dye into the swimming pool. For years, Balboa small fry had a running feud with the firemen to see who could be first to burn the dried grass on Sosa Hill.

For several weeks one year, homeward-bound servants were terrified almost out of their wits by white-sheeted young Balboans who jumped from behind bushes at them in the early dusk. Another gang of youngsters, now respectable citizens, coiled a large dead boa constrictor



ROGER C. HACKETT
Dean of the Canal Zone Junior College

ing dominates the Pacific side landscape just as the two-story, wide-porched house occupied by the Governor dominates its residential section. This big old house had been occupied by the Chairman of the Isthmian Canal Commission in 1907 at Culebra and moved to Balboa Heights in 1914.

Balboa Heights' other big, old official houses, all of which had been moved in from towns "along the line," are gradually being torn down. Some of them and some of the smaller frame cottages were replaced this year with 17 new masonry houses on Ridge and Quarry Roads.

Wartime Balboa

As a town, Balboa was much affected by World War II. A few hours after Pearl Harbor, truckloads of Japanese internees began to stream along Balboa Road, headed for the temporary camp which had gone up overnight at the Quarantine Station on the banks of the Canal. Radio and cable censorship offices were established on Gavilan Road and a three-story frame building hastily put up behind the Balboa Post Office was headquarters for postal censors.

Long rows of tankers lined the Balboa docks and from time to time Balboans glimpsed ships from the Pacific fighting, some of them badly damaged, on their long voyage home. Canteens at docks and at Albrook field hangars were staffed

Community Services Bureau

Wide screens were installed at Gamboa, Santa Cruz, and Camp Biedr Theaters during June. This completes the wide-screen program for the Division.

Work was completed on the placing of quarry tile on the floor of the Diablo Service Center kitchen area, and behind the cafeteria counter. Glazed wall tile was also placed on walls in the kitchen area. The tile not only greatly improves the appearance of the areas concerned but will permit easier cleaning.

Philip Bauman, formerly employed at the Cristobal Service Center and more recently a member of the Armed Forces stationed in the United States, has been discharged from duty with the Army. He will be reemployed at Margarita Service Center.

Office Of The Comptroller

George E. Girard, Chief of the Internal Audit Staff, began a three-month leave June 20. During this time he will be on a short official detail at the New York Office of the Panama Canal Company.

Robert M. Graham is a new employee in the Internal Audit Staff. He was employed as an auditor on May 27. Mr. Graham, whose United States residence is Oakland, Calif., was formerly with Price, Waterhouse & Company in Panama City.

Another new employee is Mrs. Dorothy L. Garcia. She was employed as a Book-keeping Machine Operator in the Accounting Division May 25. Her States residence is Columbus, Ga.

COMMUNITY SERVICES EMPLOYEES LEAD IN PURCHASE OF U. S. SAVINGS BONDS



SAVINGS BOND chairman from Company-Government Bureaus were given letters of commendation on a completion of the recent drive to increase employee participation in the pay-roll savings plan for bond purchases. The letters were presented at a short meeting in the Governor's Office.

Left to right are: Norman Johnson, Saving Bond Officer; Otto W. Helmerichs, Personnel Bureau; John W. Hare, Community Services Bureau; Miss Kathleen McGuigan, Office of the Comptroller; C. E. Ewing, Transportation and Terminals Bureau—representing Norman E. Demers; Captain B. A. Darden; Civil Affairs Bureau; and Gov. J. S. Seybold. Max R. Hart, Supply Bureau, was on vacation when the letters were presented.

More employees of the Community Services Bureau — proportion-wise — are now buying U. S. Savings Bonds through the payroll deduction plan than of any other single Company-Government Bureau. Savings Bond chairman for the Community Services Bureau is J. W. Hare.

An organization-wide campaign to sign up employees for the savings bond plan and to increase the amount of purchases by those who had already been buying was held during May.

When figures on the campaign were compiled by Norman Johnson, in his capacity as Savings Bond Officer, they showed that over 35 percent of U. S.-rate employees and slightly over 32 percent of local-rate employees have authorized the purchase of savings bonds through payroll deductions. This was an increase of over 10 percent among U. S.-rate em-

ployees and over 16 percent among local-rate employees.

The total number of employees now buying bonds through the payroll deduction plan is 4,762, of whom 3,453 are on the local-rate rolls.

Numerically, the largest number of new U. S.-rate bond buyers was in the Civil Affairs Bureau where 99 additional employees were signed up. The Supply Bureau headed the list for the number of new local-rate purchasers, with 381 reported.

Several bond-buying plans were available again this year and a number of employees who were already buying bonds increased the amount of their purchases.

The percentages do not show the several hundred employees who upped the amounts of their deductions for bonds.

The table below shows the results of the recent Savings Bond Drive.

	Number of new subscribers		Total non participating		% Participating following June 1954 campaign		% Participating following May 1955 campaign	
	U. S.	L. R.	U. S.	L. R.	U. S.	L. R.	U. S.	L. R.
Community Services Bureau:								
Chairman, J. W. Hare	14	180	55	742	43.5	36.4	71.4	56.6
Personnel Bureau:								
Chairman, Otto Helmerichs	13	4	45	23	47.1	79.0	66.2	81.5
Office of Comptroller:								
Chairman, Kathleen McGuigan.	42	8	159	18	44.2	43.8	64.4	56.3
Transportation and Terminals Bureau:								
Chairman, N. E. Demers	61	178	122	529	20.9	24.1	43.4	22.2
Supply Bureau:								
Chairman, M. R. Hart	31	381	107	1,077	26.3	22.4	40.2	53.8
Civil Affairs Bureau:								
Chairman, Capt. B. A. Darden	99	71	*236	*164	*19.1	*21.7	*33.0	*54.8
Administrative Branch and Government Staff:								
Chairman, Mrs. B. Finley	3	6	29	9	28.6	4.0	29.6	39.1
Engineering and Construction Bureau:								
Chairman, Mrs. F. Minton	38	134	*193	*429	*23.7	*11.6	*29.6	*28.0
Marine Bureau:								
Chairman, Charles Jackson	49	110	252	298	23.3	6.5	28.6	13.2
Health Bureau:								
Chairman, A. E. Schuler	20	58	*111	*164	*19.0	*9.4	*24.0	*19.8
Total: Panama Canal Co.-Canal Zone Government	370	1,130	1,309	3,453	25.0	15.9	35.6	32.4

* Estimate based on incomplete report.

CANAL ZONE CLERGY

Half a century ago the Salvation Army began its operations in the Canal Zone. Since 1953 its Isthmian organization, which includes churches in La Boca, Paraiso, Rainbow City, and Panama City, two centers in Colon, and an outpost at Changuinola, has been under the direction of Senior-Captain Edward W. Hodgson, as Sectional Officer.

Captain Hodgson represents the second generation of his family in the Salvation Army. His parents, Lt. Commissioner and Mrs. H. S. Hodgson, now retired in England, were at one time Territorial Commanders of the Central America and West Indies Territory.

Captain Hodgson was trained at the Salvation Army's Training College in London and became an officer in 1940. He served in the East End of London during the World War II blitz.

His present Isthmian assignment is his second. He was first stationed here from 1943 to 1947, as Welfare Officer for British merchant marine and troops transiting the Canal.



CAPT. EDWARD W. HODGSON

His next assignments were in Trinidad, where he was After-Care Officer and Chaplain at His Majesty's Prisons, in Great Britain where he took a special course at the Salvation Army's School for Officers, and in Kingston, Jamaica, where he was accountant at headquarters for the same territory of which his parents had been territorial commanders.

One of Captain Hodgson's great interests is a school for the blind which meets weekly in Panama City. From an original enrollment of six, the school now has 21 pupils who are taught Braille and useful handicrafts.

In keeping with Salvation Army policy, Mrs. Hodgson is also an officer. She was trained in London and supervises the organization's work among women here.

The Hodgsons have three children, Marjorie Ann, Edward Robin, and Herbert John. All three were born at Gorgas Hospital. They now attend Balboa elementary school and are ardent Boy or Girl Scouts.

Paint, Maintenance Program Gives Zone Bright Fresh Look

If the Canal Zone, as a whole, has a fresher, brighter appearance these days, it is not due merely to the widespread do-it-yourself landscaping projects of Zone residents.

A great deal of the rejuvenated look is because several hundred thousand dollars have been spent during the fiscal year which ended yesterday for maintenance painting of quarters, office buildings, shops, and other Company-Government structures. The painting program is the largest of its sort ever undertaken in a 12-month period. In addition a considerable amount of repair work was done and maintenance, in general, speeded up.

In many cases, where painting was not necessary but where buildings needed freshening up, exteriors were washed by Maintenance Division forces. Most of the 109 quarters buildings which were scrubbed this year were in three towns, Balboa, Gatun, and Margarita. The first quarters to have their exteriors washed were a group on Amador Road in Balboa.

\$345,000 For Quarters

During the fiscal year slightly over \$345,000 has been spent for painting of quarters; this figure covers both interior and exterior painting. According to the Housing Division the exteriors of 577 quarters were painted and new coats of paint put on 279 roofs. Interior painting was done in 801 apartments, 264 bachelor rooms, and 179 hallways.

The painting of quarters and public buildings was principally done by contract. Wherever possible, during the fiscal year, the exterior trim of all concrete buildings of the office, shop, and commissary type was refinished. At the Administration Building, for instance, all woodwork on the windows has been repainted, venetian blinds refinished, and their tapes renewed.

Public Buildings

The list of buildings which have been painted, some entirely and some partly, is too long to be enumerated. These public buildings include: Gamboa, Rainbow City, and Margarita Commissaries, the Ancon Laundry, the wholesale platform at the Balboa Commissary, the Balboa gasoline station, woodwork at the Balboa pump station, the Paraiso Theater the exterior woodwork at the Office of the General Manager of the Commissary Division at Mount Hope, the Mount Hope Refrigeration Plant, the Balboa Service Center, woodwork at the old Balboa Dispensary, now ticket office for the Panama Line, the Diablo Heights Service Center, the two-story building formerly used as a fire station and now an office building at Diablo Heights, the Diablo gymnasium, one of the old SED buildings at Diablo Heights, several schools, the Junior College dormitory for boys, and a number of Electrical Division buildings, including the Gatun and Cristobal Telephone Exchanges, the Balboa Power Station, and the Miraflores and Agua Clara Diesel Stations.



BALBOA COMMISSARY customers have taken to the new covered step-and-ramp approach from the Clinton Street parking lot with such enthusiasm that the old front entrance is practically neglected. Construction of the side entrance, done by Dillon and Hickman Construction Company, involved some minor alterations and rearrangements inside the store.

Note to the camera fans: This picture was taken about 7:30 p. m. on a recent Thursday, from the porch of quarters 727. The photographer used Royal Pan film at a twenty-fifth of a second at f5.6 and a four-flash unit equipped with No. 22 bulbs.

SUMMER SHOES are coming out in bright colors this year and the Commissary Division has promised that a large shipment of play shoes in the latest colors and styles will arrive during July and will be placed on sale immediately. The styles will include flats, sandals, and the new so-called skimmers which are as flat as pollera slippers and probably as comfortable.

ALREADY ARRIVED is a shipment of casual shoes by the well-known Sandler people of Boston which may be on sale soon enough for the Fourth of July **Casuals** holiday week end. Included are white kid flats called "Low Notes," with a snap strap and a low leather heel. There are some beige suede numbers called "Bubbles" by the manufacturers. These have a new sole material said to be of the lightest weight, and greatest flexibility yet known. The shipment also includes a whole selection of Sandler ballet-type shoes in solid red, black, and white. All these are certain to be popular with the teenage crowd as well as their older sisters and they will sell for only \$5.95 and \$6.95.

THE MEN are not being neglected in the summer shoe orders made by the Commissary Division either. During July a large selection of men's sport shoes, with crepe soles, and two-toned loafers are due to appear in the Commissary shoe sections.

PLAY CLOTHES as well as play shoes being on minds of most of the female population of the Canal Zone during the **Denim Duds** summer vacation months, commissary customers should be glad to know that another shipment of the popular Carol Chris from California has been received and will be on sale soon in the dress sections. These include denim tunic pants, shorts, and pedal pushers with blouses and the popular Italian jackets to match. They come in the blue, charcoal, orange, pink, and aqua and some in stripes with a combination of several colors. As may be remembered, these sport clothes are all under \$12 and, being of denim, should wear like iron despite the constant laundering necessary in the tropics.

PATIOS AND BREEZEWAYS of the new

Panama Canal quarters have made Canal Zone residents patio-furniture and barbecue-minded. The houseware department reports a steady demand for barbecue grills and barbecue accessories all of which are being kept in stock in the Commissary houseware sections.

With this in mind the Commissary Division has ordered a new gadget designed to make patio meals even less trouble than they are now. It is a junior serving cart called a "Hostess Serv-a-Teer," with steel fitted legs and swivel casters which make it a simple task to wheel around the terrace or the living room. It carries two medium-sized painted trays which can be removed easily for serving. The whole contraption can be folded up with a twist of the wrist and stored in some convenient cubbyhole. By cutting a few corners from the grocery budget any housewife can be the proud owner of one or two of these time savers; they will be put on sale at the commissaries for only \$4.95.

THE SCOTCH KOOLER and its companion piece, the Scotch Grill, have also proved popular with the outdoor-conditioned Canal Zoners. **Scotch Plaid** Another shipment will be received soon with the Scotch Kooler in a convenient two-gallon size which sell at \$5.25. The grill, as you know, is about the same size and shape as the Kooler and is the answer to that old problem of how to build a fire on a windy beach, or any other picnic spot for that matter; at \$5.95.

RIGHT OFFHAND we don't know a person who is too happy when he finds that he has to eat a meal off a paper plate. On the other hand, what hostess looks forward to washing a mess of dirty dishes after an informal evening? We think that this can be solved by a plastic picnic plate soon to be sold by the commissary for 15 cents each. They come in bright red, green, and yellow and are partitioned—to keep the potato salad out of the hamburger—and have a space for a cup or glass. Since they are plastic, they are unbreakable and, since they are cheap they can be thrown away without breaking the annual budget. They are sturdy enough, however, to be used more than once if they are washed in lukewarm suds and allowed to dry on a rack.

PROMOTIONS AND TRANSFERS

May 15 Through June 15

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

CIVIL AFFAIRS BUREAU

Patrick H. Boggs, from Fireman to Fireman, Driver-Operator, Fire Division.

Robert E. McCullough, from Supervisor to Junior High School Teacher, Division of Schools.

Sadie E. Springer, from Supervisor to Senior High School Teacher, Division of Schools.

Jean A. Karch, from Supervisor to Junior High School Teacher, Division of Schools.

Owen B. Shirley, from Junior High School Teacher to Assistant Principal, Occupational High School, Division of Schools.

Josephine A. DiBella, from Ticket Seller, Service Center Division to Student Aid, Library.

Frank J. Degeer, from Junior High School Teacher to Senior High School Teacher, Division of Schools.

COMMUNITY SERVICES BUREAU

Marcy H. Carpenter, from Usher, Service Center Division, to Student Assistant, Housing Division.

Charles R. Soukup, from Guard, Terminals Division, to Steward, Service Center Division.

OFFICE OF THE COMPTROLLER

Mrs. Catherine B. Sigl, from Bookkeeping Machine Operator to Bookkeeping Machine Supervisor, Machine Accounting Unit.

Mrs. Eldermae A. Duff, Accounting Clerk, from General Ledger and Processing Branch to Reports and Reconciliation Branch.

Mrs. Jeanne M. Wheeler, from Bookkeeping Machine Supervisor, Machine Accounting Unit, to Plant Accounting Assistant, Plant Inventory and Appraisal Staff.

Paul F. Helton, Accountant, from Internal Audit Staff to General Ledger and Processing Branch.

Florian B. Hopson, from Supervisory Accountant, General Ledger and Processing Branch to Accountant, Reports and Reconciliation Branch.

Henri E. Moehrke, from Steam Engineer, Floating Crane, Dredging Division, to Cost Analyst, Plant Inventory and Appraisal Staff.

Mrs. Maria I. Dawson, Clerk-Typist, from Contract and Inspection Division, to Claims Branch, Fiscal Division.

Mrs. Helen T. Bradley, from Time, Leave, and Payroll Clerk, to Bookkeeping Machine Operator, Machine Accounting Unit.

ENGINEERING AND CONSTRUCTION BUREAU

Charles McG. Brandl, from Assistant to Project Engineer, Project 13A Division.

Nancy A. Ramsey, from Clerk-Typist, Terminals Division, to Clerk (Typist), Electrical Division.

John Clayton, Jr., from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Peter S. Legge, from Steam Engineer, Floating Crane, to Engineer (Pipeline Suction Dredge), Dredging Division.

Harry W. Gardner, from Wharfbuilding Foreman to Relief Foreman, Dredging Division.

HEALTH BUREAU

Dr. Rafael Alvarez, from Resident, Gorgas Hospital, to Medical Officer, Atlantic Medical Clinics.

Eleanor L. Colbert, from Staff Nurse, Gorgas Hospital, to Head Nurse, Corozal Hospital.

MARINE BUREAU

George W. Parker, Denton W. Broad, from Lock Operator Wireman Leader to Control House Operator, Pacific Locks.

James P. Hayman, Walter M. Hartman, from Lock Operator Wireman to Lock Operator Wireman Leader, Pacific Locks.

James B. Rigby, from Truck Driver,

Motor Transportation Division, to Guard, Locks Security Branch.

Russell C. Meissner, from Control House Operator to Lockmaster, Pacific Locks.

Leonard B. Wilson, from Fireman, Fire Division, to Towing Locomotive Operator, Pacific Locks.

Roy A. Hall, from Engineer, Pipeline Suction Dredge, Dredging Division, to Chief, Towboat Engineer, Navigation Division.

Neil H. Wilson, from Chief Admeasurer, Navigation Division, to Director of Admeasurement, Office of Marine Director.

Charles V. Scheidegg, from Electrical Coordinator, to Lock Operator Wireman Leader, Atlantic Locks.

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

Christian S. Skeie, from Sanitation Inspector, Panama Health Office, to Towing Locomotive Operator, Pacific Locks.

Mrs. Katherine Foulkes, from Clerk Stenographer to Shorthand Reporter, Office of Cristobal Port Captain.

John D. Love, from Stevedore Foreman, Terminals Division, to Dock Foreman, Navigation Division.

Mrs. Nellie K. Whitney, from Fiscal Accounting Clerk to Accounting Clerk, Industrial Division.

PERSONNEL BUREAU

William N. Taylor, from Position Classifier to Chief, Local Rate Section, Wage and Classification Division.

SUPPLY BUREAU

Joseph B. Burgoon, from Cost Analyst, Plant Inventory and Appraisal Staff, to General Foreman, Dry Cleaning, Commissary Division.

Mrs. Eva M. Harte, from Usher, Service Center Division, to Commissary Assistant, Commissary Division.

Johnny Vaucher, from Accounting Clerk to Accounting Supervisor, Commissary Division.

Gerald J. Kelley, from Typewriter Repairman, Industrial Division, to Commissary Assistant, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

John H. Allen, from Wood and Steel Carman to Car Inspector, Railroad Division.

Theodore A. Albritton, from Assistant Roundhouse Foreman, to Roundhouses and Equipment Foreman, Railroad Division.

William J. Rose, from Diesel Locomotive Machinist to Assistant Roundhouse Foreman, Railroad Division.

Mrs. Alda L. McLeod, from Typist to Clerk-Typist, Terminals Division.

John K. Brayton, from Supervisory Traffic Clerk to Stevedore Foreman, Terminals Division.

Richard M. Conover, from Supervisory Storekeeper to Supervisory Traffic Clerk, Terminals Division.

JUNE RETIREMENTS

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

Captain John M. Fahnestock, Mississippi; Cristobal Police District Commander; 26 years, 5 months, 2 days; Gulfport, Miss.

William H. Metivier, Rhode Island; Mail Supervisor, Administrative Branch; 30 years, 11 months, 16 days; address uncertain.

Joe H. Richardson, North Carolina; Policeman, Gamboa Penitentiary; 24 years; Wilmington, N. C.

Capt. Macon A. Turner, North Carolina; Captain of Detectives, Balboa Police District; 26 years, 7 months; address undecided.

JULY SAILINGS

From Cristobal

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

From New York

Cristobal	July 7
Panama	July 14
Ancon	July 21
Cristobal	July 28

(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.)

ANNIVERSARIES

John H. Leach, Local Agent, Cristobal Freight House and Albert H. Evans, Assistant Chief of the Administrative Branch, both of whom celebrated 35 years of government service in June, are the senior men on the anniversary list this month.

Mr. Leach, whose service date of June 16, 1920, makes him two days senior to Mr. Evans, is a native of London, Ark. He came to the Isthmus in 1919 with his parents and took his first job with the Canal organization during summer vacations as a messenger. In 1922 he was employed as a clerk with the Receiving and Forwarding Agency, now the Terminals Division, in Cristobal and has been with that division ever since. He was acting local freight agent in both Balboa and Cristobal on several occasions and was promoted to Local Agent in Cristobal in 1953.

A native of New York, Mr. Evans served three years with the U. S. Army before he came to the Isthmus in 1924. His first job with the Canal organization was with the Administrative Branch at Balboa Heights and he has remained with the same unit during all his years of service. In 1941 he was made Chief of the Record Section and was promoted to Administrative Assistant in 1944. Since 1951 he has been Assistant Chief of the Administrative Branch.

25 YEARS

Two of the four employees who passed the quarter-century mark of government service during the month of June have unbroken Canal service. Three of them are mid-westerners and one is a native Canal Zonian.

The two with unbroken Canal service are Fred Yaeger, Pumping Plant Operator with the Maintenance Division and Capt. Horatio A. Lincoln, Captain of the Balboa Port.

Captain Lincoln was born in Grand Forks, N. Dak. and has been Port Captain in Balboa since 1952. Most of his government service has been with U. S. Navy on other assignments. He is scheduled to complete his tour of duty here in July.

The Canal Zonian celebrating his 25th service anniversary this month is Theodore C. Henter, who was born in the construction-day town of Gorgona. He is now Assistant Chief Hydrographer in the Meteorological and Hydrographic Branch in Balboa Heights.

The fourth man completing 25 years of government service is John F. Greening, a native of Hamilton, Ohio, who is Lockmaster at the Gatun Locks.

20 YEARS

Six employees passed their 20-year anniversary in June and three of them have unbroken service with the Canal organization. The three with continuous service are Bland L. Smith, Electrician Leader, Electrical Division, Mount Hope; Eric A. Fagerberg, Machinist, Industrial Division, Cristobal; and Robert J. Helmerichs, born in Ancon, Detective Sergeant stationed at the Balboa Police Station.

The other three with 20 years of Government service whose Canal service is broken

EXECUTIVE REGULATION 49

EDITOR'S NOTE: The following Executive Regulation, covering the construction or placing of signs, bills, posters, or other advertising devices in the Canal Zone, was issued last month at Balboa Heights.

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

BALBOA HEIGHTS, C. Z.,
June 10, 1955.

Executive Regulation No. 49

OUTDOOR ADVERTISING

Pursuant to the authority vested in the Governor by section 843 of title 5 of the Canal Zone Code, as amended June 13, 1940 (Ch. 358, sec. 3, 54 Stat. 390), the following regulations covering the construction or placing of signs, bills, posters, or other advertising devices on lands, buildings, or other structures in the Canal Zone, other than within military or naval reservations, are hereby prescribed:

1. No sign, bill, poster, or other advertising device shall be constructed, placed, or displayed except in conformity with these regulations and shall not be constructed, placed, or displayed unless the location, design, and type of display have first been approved by the Civil Affairs Director, in whom authority to administer these regulations is hereby vested.

2. Advertising of the following types, or in the following locations, is hereby prohibited, except in cases in which the Civil Affairs Director makes an exception in writing supported by written findings indicating strong considerations of public interest as warranting such exception:

(a) Signs of billboard size.

(b) Any sign over 4 feet high or 20 feet long.

(c) Signs that are indecent or otherwise contrary to the public mores.

(d) Multiple type (Burma Shave) signs.

(e) Any sign: (1) within 10 feet of the edge of a street or road, (2) on the inside of a curve, (3) within 75 feet of an intersection, or (4) any sign which for any reason would create a hazard to traffic or interfere with traffic or traffic signs or signals.

(f) Signs that would mar natural scenic beauty or the appearance of a community.

3. Signs advertising single events, sponsored by religious, civic, or employee organizations, or events of a cultural nature, shall not be fixed or erected more than 4 weeks prior to the event, except as may be authorized by the Civil Affairs Director on considerations of the public interest, and shall be removed by the sponsoring organization within 3 days after closing of the event advertised, unless such time is further extended by the Civil Affairs Director.

4. These regulations shall not be applicable to the display by commercial firms or other organizations established in the Canal Zone of signs located on premises owned, leased, or held under license by them; *Provided, however,* That the Civil Affairs Director may prohibit, or require the removal of, any such sign that would be contrary to the public mores or otherwise inconsistent with the general purposes of this regulation.

5. Any person who violates any of the regulations established hereby is punishable, as provided by section 843 of title 5 of the Canal Zone Code, as amended, by a fine of not more than \$25.00, or by imprisonment in jail for not more than 10 days, or by both, and every day that any prohibited advertising device remains in violation of these regulations constitutes a separate offense.

6. These regulations shall become effective 60 days after the date of issuance thereof.

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

are **John R. Smith**, who was born in Culbra, Supervisor of Generation and Transmission of the Power Branch, Electrical Division, Balboa Substation; **John A. Dombrowsky**, also born on the Isthmus, Lock Operator, Wireman, Pacific Locks; and **Mrs. Doris B. McDonald**, Chief Dietitian at Gorgan Hospital.

15 YEARS

Eight of the 16 employees completing 15 years of service in June have continuous service with the Canal organization. They are **L. Leroy Barfield**, Lock Operator, Atlantic Locks; **Mortimer J. Brennan**, Leader Wireman, Electrical Division; **Porter W. Crawford**, Foreman Cribtender, Terminals Division; **John H. Foster**, Leader Electronics Mechanic, Electrical Division; **Robert F. Roche**, Accountant, Payroll Bureau; **Edwin J. Roddy**, Plumber, Maintenance Division; **Trendon Vestal**, Accountant, Accounting Systems Staff, and **Elizabeth F. Walsh**, Accountant, General Manager's Office, Service Center Division.

Other employees who completed 15 years of Government service in June are: **Phra A. Ashby**, Maintenance Mechanic, Corozal Hospital; **Louis C. Caldwell**, Operation Supervisor, Storehouse Division; **Charles H. Crosby**, Lock Operator, Machinist, Pacific Locks; **George V. Daniels**, Chief of the Local Rate Records Branch; **Henry C. Freeman**, Stevedore Foreman, Transportation and Terminals Bureau; **Albert E. Greene**, Customs Inspector, Balboa; **John T. O'Donnell, Jr.**, Machinist and Diver, Industrial Division; and **Virgil C. Reed**, Maintenance Superintendent, Grounds Maintenance Division.

Husband-And-Wife Team Vanguard Of New Gorgas Hospital Interns



NEW INTERNS

Left to right, or right to left, the Drs. Sargent

Dr. Dwayne L. Sargent and his wife, Dr. Barbara Sargent, who arrived here by plane early in June, were the vanguard of a new crop of interns who will train at Gorgas Hospital this year. The medical husband-and-wife team were both graduated from Rice Institute in Houston in 1951 and both completed their medical training at Baylor University College of Medicine in Houston this year.

Dr. Barbara is a native of Houston,

Latin-American Schools Open Tuesday

(Continued from page 1) begin. Text books for the lower grades are already on hand. The books are those used in the schools of such countries as Panama, Cuba, Puerto Rico, and Mexico.

A number of changes have been made in the teaching staff of the Latin-American schools system this year. Eleven new teachers, have been assigned to the elementary schools.

Students returning to school Tuesday will find several new principals on duty. Mrs. Elouise Small, who had been on the teaching staff of the Rainbow City elementary school is now principal at the elementary school at Chagres. She succeeds Miss Pearlina Carter who has been appointed principal of the La Boca Elementary and Junior High Schools. Robert Beecher, who has been a high school teacher, is the new principal of the La Boca High School and Owen B. Shirley has been promoted from vice principal to principal of the Rainbow City High School.

Another change in the schools system is the assignment of Kenneth V. Griffith as full-time librarian in charge of the Rainbow City High School library. The library will now serve the entire community as well as the school. Books in Spanish are available in the school libraries and others are being ordered.

Only a few physical changes have been made in the schools. Among these is the addition of a small playground area, which is being equipped with swings, for the Chagres school. This will provide play space for the children in the two-room school, attended by children from grades one through six.

Tex. and her husband hails from Middlebourne, W. Va. They have been married two years and so far their careers complement each other's perfectly. Their plans following their internship at Gorgas are still indefinite, mostly because Dr. Dwayne will probably be called into the Army and Dr. Barbara will tag along if possible.

The Sargents are one of two medical couples among the 16 new doctors who will take their internship at Gorgas Hospital this year. The other couple is Dr. Edward G. Long and his wife, Dr. Cherie C. Long, both graduates of the Louisiana State College of Medicine. The Longs, together with most of the other new interns, arrived the last week in June.

Other new interns and the medical schools they attended are: Dr. Albert E. Anderson, Tufts Medical School; Dr. John P. Brady, Boston University Medical School; Dr. Robert C. Brandmeyer, Kansas University Medical Center; Dr. Robert A. Chapman, Columbus Medical School; Dr. Dean T. Collins, University of Kansas Medical School; Dr. Charles H. Glines, University of Michigan Medical School; Dr. Paul R. Hanson, State University of Iowa Medical School; Dr. Gene E. Johnson, Indiana University School of Medicine; Dr. David E. Livingston, University of Rochester Medical School; Dr. John C. Loofbourn, University of Minnesota School of Medicine; Dr. Stephen J. Plank, University of California Medical School; Dr. Richard Siegler, University of Chicago Medical School, and Dr. John E. Woods, Western Reserve University Medical School.

Zone Library Sends Magazines To Readers In Fiji Islands

It's a long way from the Canal Zone to Nadi in the Fiji Islands, but almost halfway around the world isn't too far for friendly hands from the Canal Zone Library to reach. Today Fiji Islanders may be browsing through magazines which, not too long ago, were perused by Canal Zonians.

It all started this way: Several years ago an issue of UNESCO's Bulletin for libraries, which is printed in several languages, carried an offer from the Canal Zone Library to supply noncurrent periodicals, which were no longer needed here, to other libraries.

Soon afterward the Library received requests from several libraries for old magazines. One of the letters came from the Ramakrishna Library in Nadi.

Not long ago Mrs. L. B. Burnham, Canal Zone Librarian, received another letter from the Islands, thanking her for magazines which had been sent, and asking her again for assistance. The Fiji librarian wrote that hospital library service, on a small scale, had been started in the Laukoto Hospital, second largest in the colony.

"If you have any duplicate books which can be spared, we shall feel grateful if they can be presented to this library in a distant isolated island group in the Southwest Pacific," he wrote.

Mrs. Burnham and her staff will do their best to send some more materials, she told THE PANAMA CANAL REVIEW.



SHIPS AND SHIPPING



Transits By Ocean-Going Vessels In May

	1955	1954
Commercial	698	689
U. S. Government	24	30
Total	722	719

*Tolls

Commercial	\$3,080,281	\$2,929,034
U. S. Government	73,345	90,090
Total	\$3,153,626	\$3,019,124

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

With commercial traffic through the Canal maintaining a high level during July, the total number of transits by ocean-going ships was expected to exceed 8,000 in the fiscal year 1955. This was the first time in the history of the waterway that transits by ocean-going commercial ships exceeded this mark.

The previous record for commercial traffic of 7,784 was set in the fiscal year 1954, and this mark had been passed on June 21.

The big decline in the number of ocean-going U. S.-Government ships in transit during the 1955 fiscal year more than offset the increase in commercial traffic with the result that the fiscal year figures for all traffic were expected to be under those in the fiscal years 1953 and 1954.

Up to the end of May there had been 265 transits by ocean-going Government vessels as compared with 760 in a comparable period in the previous fiscal year.

Old-time residents of the Isthmus who have seen several polar ships transit the Canal may have an opportunity soon to see the Navy's biggest icebreaker *Glacier*. The big icebreaker, launched late in May at Pascagoula, Miss., is to be Admiral Richard E. Byrd's flagship on the Antarctic exploration next winter.

No information has been received on its possible arrival date in Canal waters but it was announced at the time of its launching that it would leave in about five weeks.

Ships of Admiral Byrd's two previous Antarctic expeditions transited the Canal to and from the polar region. The *Glacier* is an 8,500-ton ship, 310 feet long, and is designed to break through ice 15 feet thick. It is said to be the largest icebreaker ever built outside of Russia.

The third of four large new motorships built for the Westfal-Larsen Company Line is expected to make its maiden voyage through the Canal within another few weeks. The *MS Evanger* was recently launched in Bergen, Norway, and is scheduled to enter service between the east coast of South America and the Pacific coast of North America sometime in August. Two sister ships, the *Nordanger* and *Hardanger*, have already entered the service and a fourth is scheduled for the route. Each vessel is 8,600 tons deadweight with an average speed of 15 knots and accommodations for 12 first-class passengers.

Floating Crane To Be Sold



AJA X, one of the largest floating cranes in service and one of a pair which had been built for the Panama Canal in 1914, was put up for sale last month. Bids for the crane were advertised the latter part of June; they will be opened September 30.

Like its identical twin, *Hercules*, the *Ajax* was built in Germany and towed across the Atlantic. The *Ajax's* trans-Atlantic crossing took 74 days and was completed just before World War I broke out.

During its career the 250-ton floating crane has been used in a number of spectacular jobs. One of its first assignments was to raise the sunken drill barge *Teredo* from the Canal channel. Later the *Ajax* hauled up, from the bottom of Cristobal harbor, the *USS O-5* which had been damaged in collision with a freighter. All members of the crew were saved.

Together with the *Hercules*, the *Ajax* later raised a Navy tug which had sunk besides the Balboa docks and in 1936 raised a derrick barge which went down in Cristobal harbor.

A Swiss flag was among the many in the stream of traffic moving through the Canal last month. The vessel was the *SS Nyon* en route from New Zealand to London with a general cargo. It was the second ship flying the Swiss flag to pass through the Canal this year, the other being the *SS Ludendra* which transited last February. There were 11 ships of the Swiss merchant marine which transited the Canal in the fiscal year 1954 but only five have been listed in the fiscal year which ended in June.

A deckload of bears, lions, and camels made up part of an unusual cargo listed in Canal traffic in June. The load of wild animals was aboard the German vessel *SS Rheinstein*. The animals were being shipped from Hamburg, Germany, to a zoo in Salvador. The *Rheinstein* transited early in June with no previous notice of the cargo and thus the Canal banks were not lined with small fry for a free view of the travelling zoo.

Two United States cruisers and several destroyers are scheduled to arrive late this month with some 1,375 midshipmen taking Naval ROTC training at various universities throughout the States. This will be the largest of such groups ever to visit the Isthmus on a summer cruise. The ships are expected to arrive July 25 and leave July 29. Several Canal Zone boys are expected to be among the big group of midshipmen.

One of the best-known figures in Canal shipping circles ended many years of association with local waters recently. He is Capt. J. J. Jansen, master of the Royal Netherlands Steamship Company's 7,600-ton *Bennekom* and senior master of the steamship line's fleet.

Captain Jansen, who has been with the Dutch line for over 41 years, began his sea career as a sailor and worked up to senior master. He began his association with the Canal about the same time, as the ships on which he was stationed were trading here even before the Panama Canal was opened. He has been master of the *Bennekom* since 1952.

When the Dutch freighter transited the Canal, Canal pilots learned that it was Captain Jansen's last trip before his retirement. He was accompanied by his wife for this last voyage. When the *Bennekom* reached Cristobal, Canal pilots had a bouquet of flowers waiting for the wife of their old friend—a kind of thank you and goodbye.

OUT-PATIENT BILL DEDUCTIBLE DURING CURRENT PAY PERIODS

Announcement that deductions will be made in current pay periods for out-patient bills of \$3 or less for local-rate employees paid biweekly was made late last month.

This change is to be made effective immediately and the charges will be scheduled for deduction in current pay periods regardless of whether an in-patient bill is being liquidated at the same time, it was announced.

