

Gift of the Panama Canal Museum

PANAMA CANAL



# REVIEW

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5 cents

## CANAL COMPANY AGREES TO BUY TWO NEW TYPE LOCKS TOWING LOCOMOTIVES FOR TEST PURPOSES

### A FAMILIAR GRIN—AN UNWANTED RAIN

(See pages 2 and 3 for more pictures of the Presidents in the Canal Zone)



U. S. Army Photo

FOR ZONIANS THE crowning event of the meeting of the Presidents was the trip through the Canal Zone communities on the Pacific side by President Eisenhower. A typical tropical downpour started just before the trip and continued until he left the Zone. It failed to dampen the enthusiasm and glow of pride which radiated on all sides from employees of the Panama Canal organization and their families. Accompanying the President on his hour-long drive were Governor Potter, at the President's left, and Lieutenant General William K. Harrison, Jr.

## Record Enrollment Of 7,000 Expected When Zone Schools Reopen Next Month

An expected 15 percent increase in junior high school enrollments and a five percent increase in senior high school students will bring the total enrollment in the United States schools in the Canal Zone to a record 7,000 when they reopen next month. This figure includes kindergarten and junior college projected enrollments.

Canal Zone school officials have an uncanny knack of predicting the total enrollment of schools year after year, and many times miss the final figures by only two or three. Their estimates are far more than educated guesses, being based on studies over a period of many weeks covering various Zone communities.

United States schools on the Zone will reopen Friday, September 7, for the 1956-57 term. Many new teachers, alterations, and improvements to several school buildings, and a few changes in school districts are on schedule for the new term.

The expected enrollment figures are:

Kindergartens, 600; elementary schools, 4,055; junior high schools, 961; senior high schools, 1,199; and the Canal Zone Junior College, 185. These figures represent only a slight change from the actual enrollments last year for the kindergarten and elementary schools, but with higher enrollments in secondary schools.

The teaching staff of the elementary schools will remain the same, numerically, as that of last year. Five additional teachers are to be employed for secondary schools.

Up to last month 17 new teachers had been employed in the United States.

It has been requested that applications be made at the office of the Superintendent of Schools. Applicants for elementary or junior high school teaching positions should have bachelor degrees and professional certification, or its equivalent in education credits, while applicants for high school work require master degrees.

Painting, soundproofing, (See page 18)

Negotiations have been completed between the Panama Canal Company and R. G. LeTourneau, Inc., of Longview, Tex., for the purchase of two experimental Locks towing locomotives of radically different design and operating features from those now in use.

The purchase of the two locomotives for test purposes was approved by the Board of Directors at the July meeting.

They will be used as test equipment at Gatun Locks to determine their performance in the handling of vessels of all categories in comparison with towing locomotives now in use. If the equipment proves satisfactory in all respects it is planned to purchase a total of 27 units to replace the 67 towing locomotives now in service.

The LeTourneau locomotives are designed to furnish sufficient power and maneuverability to require only two machines in assisting a ship of average size in the Canal locks. Four would be required for larger vessels.

All locomotives would operate on the center wall and none would be required on the side walls. Generally, six towing locomotives, three on each lock wall, are now used in the lockage of an average-sized vessel, with a maximum of ten ordinarily being required for the larger vessels.

Proposals for the replacement of the Canal towing locomotives were opened last March, with proposals being received from three heavy-equipment manufacturing firms in the United States. Other firms offering proposals were International General Electric Company and the Sandy Hill Iron & Brass Works.

The Canal Company had invited proposals for the replacement of the towing locomotives by 57 units of the same general design as those now in use; an unspecified number of the type in service but with modifications proposed by the manufacturer; or towing devices of any nature to be designed by the manufacturer to meet the functional requirements for handling ships of all sizes in the Locks. Only LeTourneau submitted a proposal for the latter type (See page 20)

#### DIRECTORY SUPPLEMENT

The cover of THE PANAMA CANAL REVIEW'S annual Canal organization directory supplement is the reproduction of one of Joseph Pennell's lithographs. It shows the construction of Pedro Miguel Locks and the erection of the gates.

Mr. Pennell was one of the foremost artists of his day. He visited the Canal Zone early in 1912 and completed a series of more than 20 lithographs of the Canal construction and general scenes on the Isthmus.

# AND, THANK YOU,



A "thank you" letter which will stir the emotion of every person who has a part in the operation of the Panama Canal is quoted below in its entirety:

July 23, 1956

Dear Governor Potter:

*I am always a little appalled at the burden that I know is put on the facilities of any place such as the Canal Zone when a party the size of ours arrives. But you, and the members of your staff, have been more than kind to us, and I know I speak for everyone with me when I express our sincere thanks for your fine cooperation, efficiency, and helpfulness.*

*From my own observations, and from the comments of my associates, I want also to congratulate you on the high morale and spirit of the people with whom we have had contact. Additionally, I must add that I was tremendously impressed with the many changes and improvements that have been made in the physical appearance of the Zone since my last visit here.*

*Again my gratitude and warm regard,  
Sincerely,*

(signed) DWIGHT D. EISENHOWER

The President's letter was read at the Governor's July conference with Civic Council representatives and the original copy circulated to members of the Governor's staff.

In a special memorandum accompanying President Eisenhower's letter, Governor Potter called special attention to the mention of the ability of the Canal organization to accept any workload efficiently and creditably and the continual improvement in the physical appearance of the Canal Zone.

"I am pleased," Governor Potter said, "that these two elements were obvious to the President in such a short trip, and I can assure you that during the entire time of his one-hour ride through the Zone he expressed admiration many times on not only the appearance of the Zone but the spirit of the people who make the Canal possible."

A tropical downpour which unfortunately occurred during a one-hour ride through the Canal Zone by President Eisenhower between 3 and 4 o'clock on Monday, July 23, the last day of his visit to the Isthmus, failed to dampen the spirits of the thousands who lined the streets. The President, accompanied by Governor Potter and Lt. Gen. William K. Harrison, made the trip in the famous bubble-top car, trailed by two bus-loads of newspaper, radio, and photographic representatives.

Entering the Zone at Frangipani Street the entourage passed Gorgas Hospital, the Administration Building, Balboa, Fort Amador, and Albrook Air Force Base. The infectious grin known to millions was in evidence for every man, woman, and child in sighting distance.

President Eisenhower's trip through the Canal Zone communities climaxed a week of historic and exciting events for Isthmian residents. Never before in the history of the world has such a meeting as that of the Presidents of the American Republics taken place; never before in the history of the Panama Canal has its operations been viewed by so many distinguished visitors in such a brief time.

Time and space limitations preclude

# MR. PRESIDENTS

the presentation in this issue of THE REVIEW of a complete picture story of the visit of all the Presidents and OAS Ambassadors to Miraflores Locks. In all, eight Presidents, an Assistant President, and five Ambassadors visited the Locks. These were in addition to the Canal Zone tour by President Eisenhower and the departure from Balboa by ship of President Anastasio Somoza of Nicaragua.

Each of the Chief Executives and Ambassadors were personally greeted upon their arrival at Miraflores Locks by Governor Potter, Lt. Gov. H. W. Schull, Jr., Capt. Warner S. Rodimon, Marine Director, and other Canal officials. Men and women of the Canal organization who speak Spanish and who know the workings of the Canal were assigned to each party during their visit. A special spectators' stand was erected at the incline of the east lock wall and provided an excellent view of the ships as they were being locked through. Later, most of the visitors were escorted through the control house.

On these two pages are pictures of the visits by six of the American Presidents and U. S. Presidential Assistant Sherman C. Adams.

On the opposite page, top to bottom:

An explanation of how the knobs and other gadgets on the control-panel work is being given to President Fulgencio Batista of Cuba, (center) by Lt. Gov. Schull (hand on gauge).

The distinguished appearing President, Jose Maria Velasco Ibarra, of Ecuador (with glasses), is standing in front at the Governor's right. Shown in the back row between the Governor and President Ibarra is the Canal's interpreter, William O'Sullivan. He was also specially delegated to accompany the Haitian visitors since he speaks French.

President Carlos Ibañez del Campo, of Chile, posed with members of his party in the control house at Miraflores. He is standing in the center next to Governor Potter.

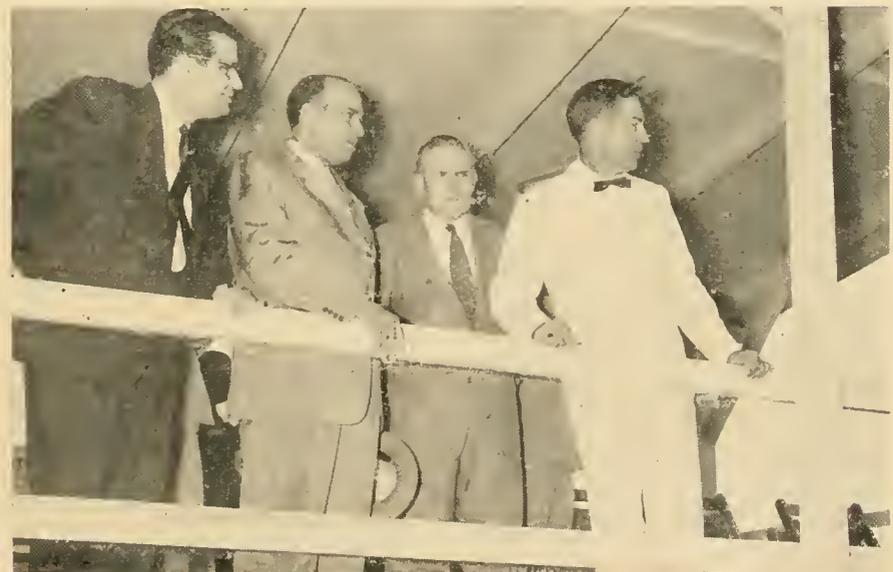
Presidential Assistant Adams (pointing), was enchanted by the working of the Locks. On the lock-gate with him, left to right, are Miss Mary Caffrey, Secretary to Press Secretary James C. Haggerty; Mrs. Ann C. Whitman, Secretary to President Eisenhower; Captain Rodimon; Panamanian Ambassador to the U. S., J. J. Vallarino; and Maj. David H. Smith, Military Assistant to the Governor.

This page, from top down:

Two Presidents chat with Governor Potter in the spectators stand. Center is President Ruiz Cortines of Mexico and President Alberto Zubiria of Uruguay.

"Here is how the thing works," Governor Potter seems to be telling President Juscelino Kubitschek, of Brazil, second from left, who is intently following what the Governor is saying. President Kubitschek spent the longest time of any President at the Locks.

Gen. Hector Bienvenido Trujillo, of the Dominican Republic, is shown second from left with hand on rail watching a Canal transit. At the right is Frank Wilder, of the Internal Security Branch, who gave an explanation in Spanish of the Canal and its operation to all visitors.



## Canal Zone Postal Service To Be Increased, Improved

An increased and improved postal service for the Canal Zone public will be inaugurated about August 15 by the extension of office hours, additional postal money-order service, and other changes.

One of the principal changes will be the transfer of the Financial Unit from the Civil Affairs Building to the Balboa Post Office. Coincidental with this change will be a considerable extension of service-hours at Balboa.

The Ancon general delivery service is to be consolidated with that service at Balboa. The personnel reassignments in connection with this change will make possible continuous service from 8 a. m. to 5 p. m. from Monday through Friday.

The new hours for postal money order and postal savings sales at Balboa will be from 9 a. m. to 5:30 p. m. from Monday through Saturday. Service six days a week will also be provided at Balboa for stamps, registry, parcel mailing, and delivery, and registry and insured delivery. Hours for this service will be from 8 a. m. to 5:30 p. m.

The service hours at the Balboa Heights branch post office will be changed to 9 a. m. to 2 p. m., and 3 to 4:30 p. m., on five days a week. At present morning service does not begin until 11:30 a. m. Also, money order service will be resumed at Balboa Heights in the morning.

Arrangements have been made to provide noon-hour service at Cristobal Post Office on week-days. Money, stamp, and other similar services will be offered from 9 a. m. to noon and from 1 to 5 p. m. on Saturdays.

Money order service will be reestablished at the branch post offices at Fort Amador and Albrook Air Force Base.

In announcing the extensive revision of postal service, it was stated that the additional service is made possible by operating efficiencies resulting from the adopting of the revised money order procedures on July 1. The new method of issuing money orders has greatly facilitated the work in post offices and has speeded up this service.

## Architects And Engineers To Be Registered In Zone

Regulations governing the practice of architects and professional engineers in the Canal Zone have been issued by Gov. W. E. Potter.

Legislation permitting the establishment of regulations pertaining to the registration of architects and engineers was passed by Congress and approved by the President early last month. The legislation had been urged both by the Canal Administration and the architects and engineers on the Isthmus.

The regulations issued by Governor Potter provide for the establishment of a Board of Registration and specify the duties and terms of office of the members of the Board. The Board will be composed of two architects and three engineers—civil, electrical, and mechanical—and will be appointed by the Governor.

The lengthy regulations have been printed and copies may be obtained upon request by architects and engineers at the Administrative Branch offices at Balboa Heights.

Registration will not be required for

## Driver's Canal Service Spans 35 Years In Auto Development



JUAN BATISTA BRUNEL P.

One of the first cars Juan Batista Brunel P. ever drove for the Canal organization, "way back before the first war," was a Model T Ford sideseater truck with a pair of kerosene carriage-lamps mounted just below its vertical windshield. For years he has carried a picture of old No. 203 in a wallet in his pocket.

The old car was a far cry from the shiny streamlined sedan in which he made his last trip last month as driver for the Housing and Grounds Division.

Although he was on the rolls of the Motor Transportation Division for close to 35 years, he was assigned throughout that entire period to what used to be the Quartermaster's Office and is now the Housing and Grounds Division. He cannot even guess the number of miles he has traveled, running official errands and carrying his boss to look at houses and offices and shops on the Pacific side of the Canal Zone.

He marks his years by the men he drove. His first permanent passenger was

B. C. Poole, District Quartermaster from 1908 to 1937, and his last was Jack C. Randall, Chief of the Housing and Grounds Division.

Born in the Province of Bocas del Toro when Panama was still part of Colombia, Mr. Brunel came to live in Panama City when he was only six. He remembers Colombian troops garrisoned in Chiriqui, the old prison on French Plaza, and in what is now the National Theater.

### Remembers 1,000-day War

During the "1,000-Day War," which preceded the Panama revolution, he was pressed into quasi-military service himself, although he was "still in short pants" as he puts it. His particular job was carrying food to his father who was fighting near Empire. Not infrequently he had to hide in the bush to keep his supplies from being seized, and he remembers with pride that one of his companions-in-hiding was a famed woman patriot, known as "La Negra Liboria."

Local historians say that La Negra Liboria was a "full-blooded negress, tall of stature and heavily built. She believed in God but swore by Dr. Belisario Porras, her commander-in-chief in the 1900-02 civil war. Almost invariably dressed in trousers, she held the rank of major and is reputed to have led her contingent in the battles of La Negra Vieja and La Arena, in addition to other actions of lesser importance."

When Mr. Brunel was in his teens, he was put to work in a Panama City garage where he learned automobile mechanics and how to drive. His training proved to be a veritable life saver when his father died and he found himself the man of the family. He proved to be such a good driver that he was sent, immediately after he went to work for the "corral," to the "division which wanted the best drivers."

At the time he began driving for the District Quartermaster's office, Fort Amador was being built by the Canal's forces and a trip to Amador was generally a daily event. In those days, there was not a single house between Balboa Road and Fort Amador, and Amador Road was a long bare highway along the bay.

### Drove for Governor Burgess

His job kept him busy daytimes and, sometimes, after hours, but when he had any spare time he served as a private chauffeur in the evenings. One of his steady customers, he remembers, was Gov. Harry Burgess. For several years he drove the Burgesses in their private car to evening parties and receptions.

Governor Burgess was the only Canal Zone Chief Executive for whom he ever drove in a private capacity, but a good many of the Governors have ridden in his official car at one time or another.

Now that he is retired, he isn't quite sure what he will do. After 35 busy years he doesn't think much of sitting around doing nothing and hopes to find something to do.

He doesn't expect to change his recreational pattern, though. Every possible Saturday for years he has driven his family out of town for a picnic. Between times he listens to his radio. Classical music is his favorite and he has a running, if friendly, feud with his step-daughter, a cha-cha-fan, regarding their music preferences.

## Single Drive For Funds Gains Momentum In Zone

Prospects for a single fund-raising drive every year in the Canal Zone now appear bright.

Most of the organizations which annually seek financial aid to carry on their work have unanimously approved the plan and it has been given the unqualified support of Gov. W. E. Potter.

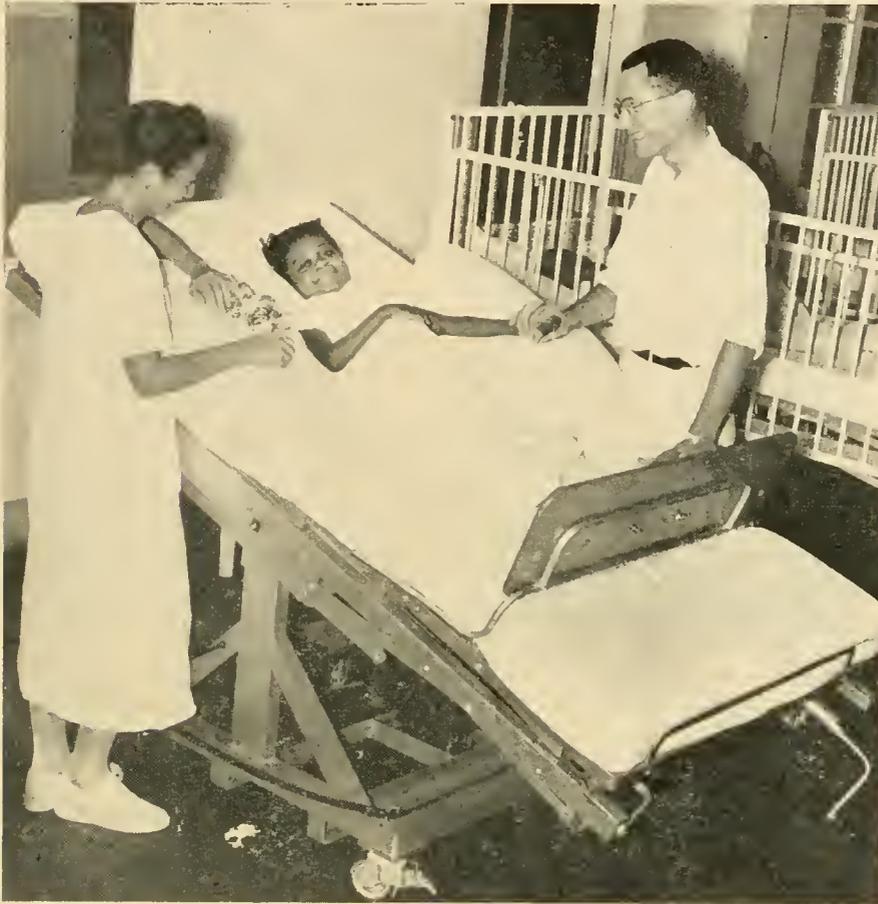
At the monthly conference last week with Civic Council representatives, the plan for a unified drive in the civilian communities was discussed and approval was voted. It was pointed out that a Presidential directive requires Federal agencies to adopt a single fund-raising drive or, at the most, three a year.

U. S. Government employees, but they may so register, provided they qualify.

Generally, licenses will be issued for private practice upon proper evidence of qualification, character, education, and experience to the Board of Registration. Licenses will be issued only to citizens of the United States and Panama.

# Importance Of Salk Inoculation Program Highlighted By Polio Outbreak This Year

# Civil Defense Alert Is Rescheduled In Zone For August 13



LITTLE MONICA WILSON, the first polio patient to be admitted to Gorgas Hospital this year, tests out one of the two new rocking beds recently installed for the treatment of patients. Alongside the bed are Nurse Charlotte McCue and Dr. James R. West.

The importance of the Salk vaccine program as a protection against poliomyelitis has been poignantly demonstrated in the Canal Zone during the past few weeks.

In many respects the polio epidemic this year has been the most severe and extensive ever experienced. The outbreak occurred after two years in which relatively few cases were hospitalized and no deaths occurred as a result of the disease.

While the number of Canal Zone residents admitted to the hospital up to July 25 was still under the 15 admitted during the 1952 epidemic, there were more polio patients admitted within the two-month period than in any similar period of recent years. Thirteen Canal Zone residents have been admitted this year, with a total of 26 local cases treated there.

The outbreak in 1952 was one of the most severe on record. There were 12 Canal Zone patients admitted to the hospital in 1953, nine in 1954, and only four in 1955. There have been three deaths from polio this year, also one of the highest totals of recent years.

### No Immunized Patients

There has not been a single polio patient admitted this year who has had the full treatment of three inoculations with Salk vaccine, and only two had received single vaccinations before being stricken.

While health officials do not conclude from this that Salk vaccine is a guarantee of immunity, the statistics generally follow the pattern where the vaccine has been tested on a far broader scale. For

this reason, Col. Charles O. Bruce has urged that all those eligible—children from six months up to 21 years of age, and pregnant women—begin Salk vaccinations immediately or to complete the series of three treatments if inoculations have been started. There is no charge for the inoculations which may be given at the various medical clinics during regular office hours.

There has been a noticeable increase in the number of eligibles beginning treatment since the polio outbreak, Colonel Bruce said, but others should not delay beginning in view of the extent and severity of the epidemic this year.

### All Young Children

The polio outbreak has differed widely from those of previous years in respect to age groups. All but two of the patients have been children of six years of age or under. There have been no adult cases and only one boy, 10 years old, has been treated. In past years, individuals of all age groups were stricken.

The epidemic differs from those of previous years also in that it has occurred much earlier than ever before. In previous years the greatest number of cases were tabulated during the latter part of the year, generally in October or later, with only occasional cases from January to August.

Gorgas Hospital last month received and installed two new pieces of equipment for the treatment of polio patients. These are two rocking-beds of the type used in several of the large

Plans for the Isthmus-wide Civil Defense test on Monday, August 13, will be intensified during the coming week to make it fully effective in all Canal Zone communities.

The test had been originally scheduled for July 20, the date on which the nationwide practice of Civil Defense units took place in the United States, Alaska, Puerto Rico, and Hawaii. It was postponed in the Canal Zone and Panama because of the OAS meeting and the meeting of the presidents held during that week.

Planning for the exercise was resumed by the joint Civil Defense Committee, composed of members from the Canal organization, the Armed Forces, and the Republic of Panama, in the week following the OAS and Presidents' meeting.

The same time of day—10 o'clock in the morning—is scheduled for the simulated nuclear burst over Gatun Locks, and the standards originally set by the Federal Civil Defense Administration will be used. These provide for an imaginary explosion of a nuclear weapon of 100 kilotons, or 1,000 tons of TNT, in the form of a guided missile fired from a submarine off the Atlantic coast.

The exercise is designed to train the Civil Defense personnel and educate the general public in the measures to be taken in event of such an attack or any major disaster in this area.

Since the attack is to take place here without warning, the TAKE COVER signal will sound the alarm. In most places in the United States the ALERT signal was sounded first since the imaginary attacks came from a few minutes to several hours after warning was received.

The TAKE COVER signal is a three-minute oscillating sound on the sirens. The ALERT signal, which will be sounded ten minute later, is a steady three-minute blast of the sirens.

For the purpose of the forthcoming test, the ALERT signal will be the close of the test for the general public. For Civil Defense units, however, it will be a mobilization signal. Units of the Canal Zone Civil Defense to be mobilized include the Main and Alternate Control Center staffs, Control Point staffs, and the Volunteer Corps, including Section Wardens, First-Aid Corps, and the Child Care Centers.

All vehicular traffic, except such emergency vehicles as police, fire, and hospital equipment, will be brought to a complete halt during the 10-minute alert. The control of traffic in civilian communities of the Zone will be by the Canal Zone Police, and that in military reservations by the appropriate Armed Forces authorities.

Gov. W. E. Potter has approved the complete plans for the Civil Defense exercise, designated as Operation Alert 1956, and every Canal Zone resident is expected to cooperate fully.

Employees at work will take cover in designated areas in their building; pedestrians and others in the open will seek the nearest and best available cover; and residents at home will go to the safest structural area in their houses.

# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

What MORE can be done to prevent accidents?

When an employee has reached the point where he thinks everything possible is being done to prevent accidents then the possibilities are he is now sleeping on the job ready for a rude awakening. The question is how can he be brought back to the land of the living, for literally when in a safety black-out like this, he may never know what hit him.

Well, below are a few things which can

be done daily to remind an individual that he must not quit thinking about his own safety. When a worker has to wear a safety hat it is a constant reminder that something may fall on him. Even though nothing ever does, he can never be sure and for that reason keeps on wearing it. Besides, a safety hat shows that he is thinking about his own safety. Safety hats are not intended to stop a ton of falling bricks, but it can save the skull from one falling brick, as a mechanic found out when a 1-pound 2-ounce socket-wrench dropped 20 feet from an overhead scaffolding. An engineer who says he only wore an aluminum safety hat to keep the sun off his balding head, found out it would also stop a good-size rock. Now he is superstitious about not wearing one. *It may be unlucky to be without your safety helmet.*

Safety shoes are another reminder of on-the-job safety. We don't all need safety shoes all the time but it often happens that the very time we don't wear them something happens, as a mechanic learned when a manhole cover fell on his toes. An employee in the Commissary Division is thankful he had his on when a loaded seven-ton industrial truck ran over his foot. It may never happen again but both employees can never be sure. *Be superstitious—wear your safety shoes every day.*

We may not be thinking about safety all the time, for a lot of the time we are thinking about money and how to get it. Put the two kinds of thinking together and we have an Incentive Award. If you have an idea about now to prevent an accident it may be worth some money. Put it on paper and drop it in the "Suggestion Box," or get an "Incentive Award" or "Unsafe Report" form from your boss. Do not be afraid that someone will laugh at your idea, or the boss will not welcome

the suggestion, or that somebody has already thought of it first. It may take several ideas for a good one to come up. In the prevention of accidents the "borrowing" of safety ideas from others is approved. In fact if our safety ideas are not copied and used, they usually are no good.

There may be and probably are others who have thought of your safety idea but have done nothing about it. If you put in your suggestion now and it pays off, maybe next time the other fellow will get on the ball and do something besides talk. No matter whose idea it is, it may save you from having an accident.

In the prevention of accidents, it is tough to decide how much money, if any, is saved. You may not receive anything for your suggestion, but remember that direct costs for injuries in your unit during 1955 were equivalent to \$377.50 for each disabling injury.

If you can prevent just one you have saved not only the Canal Zone Government-Panama Canal Company money, but you have saved one of your fellow-workers a lot of misery, money, and probably his life. Don't forget also, it may have been your own life that was involved.

If you have a safety idea, see that you make the suggestion now. If you can't write, ask your boss or safety inspector to help you. Talk it over with them anyway. They may be able to take out the bugs and make it really pay off for everybody.

## JUST OUT

The latest thing is the miniature cocktail: One drink and in a miniature out.

## IT'S A STRANGE WORLD

Sometimes a man who is too scared to visit his dentist will still race a locomotive to a crossing.

### HONOR ROLL

Bureau Award For  
BEST RECORD

JUNE

SUPPLY AND EMPLOYEE SERVICE  
BUREAU

HEALTH BUREAU

CIVIL AFFAIRS BUREAU

### AWARDS THIS CALENDAR YEAR

Civil Affairs.....	5
Health.....	5
Supply and Employee Service(4mos.)	2
Engineering and Construction.....	1
Transportation and Terminals.....	1
Marine.....	0

Division Award For  
NO DISABLING INJURIES

JUNE

COMMISSARY DIVISION  
HOSPITALS AND CLINICS

MAINTENANCE DIVISION

SERVICE CENTER DIVISION

HOUSING AND GROUNDS DIVISION

DREDGING DIVISION

INDUSTRIAL DIVISION

RAILROAD DIVISION

MOTOR TRANSPORTATION DIVISION

STOREHOUSE DIVISION

AIDS TO NAVIGATION

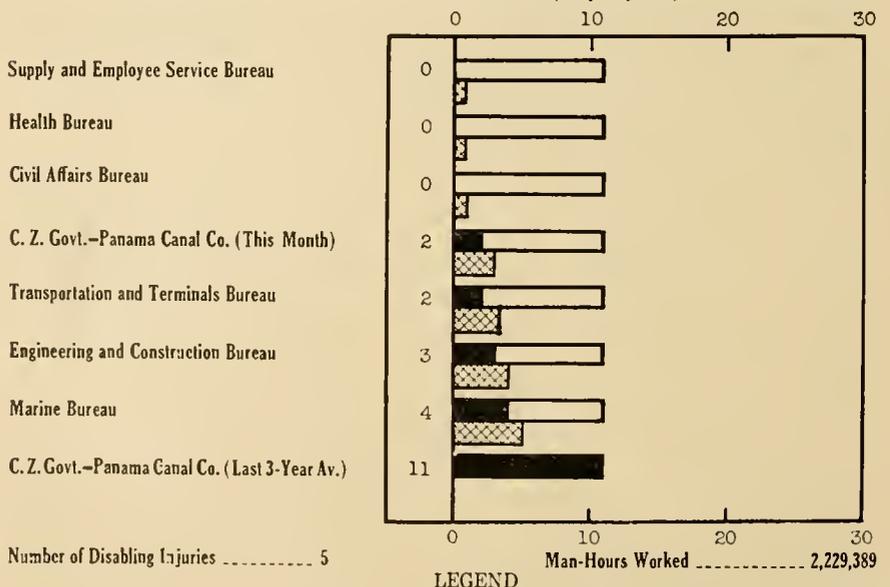
SANITATION DIVISION

### AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	6
Motor Transportation.....	6
Sanitation.....	6
Service Center.....	6
Storehouses.....	6
Commissary.....	5
Hospitals and Clinics.....	5
Industrial.....	5
Railroad.....	5
Dredging.....	4
Electrical.....	4
Maintenance.....	4
Navigation.....	2
Housing and Grounds (4 mos.).....	2
Terminals.....	1
Locks.....	0

JUNE 1956

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



LEGEND

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

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**REVIEW**

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## Leaves Isthmus



LEONARD M. BROCKMAN, who has held more jobs than almost any other Canal employee, left last month for Huntsville, Ala., where he will be Manpower and Industrial Relations Adviser at Redstone Arsenal.

Mr. Brockman entered Canal service in February 1949 with the Industrial Division. He became Assistant Personnel Director in July 1950. He has held the position of Programs Coordinator for the past several months. While many of his jobs were directly related to his Canal position, Mr. Brockman gave much of his outside time to community, civic, and church work.

Among his most important jobs held recently were those of Executive Chairman of the Canal Zone Cancer Committee; Chairman of the Community Chest Board of Directors; President of the Canal Zone Tuberculosis Board; Head of the Crusade for Freedom; and the Governor's representative for the American Legion baseball program. He has also been an active worker in Scout work, particularly Boys State and Girls State programs. All these and his work at St. Luke's Episcopal Cathedral were in addition to his many direct jobs with the Canal organization as Programs Coordinator.

## OF CURRENT INTEREST



NOMINATED LAST MONTH as Panama Canal candidates for Rockefeller Public Service Awards were Mrs. Margaret Murphy, Supervisory Position Classifier in the Wage and Classification Division, and Carl J. Browne, Superintendent of the Balboa field office of the Maintenance Division. Nominations for this high honor are made by agencies throughout the Federal Government from among civilian employees. Recipients get from six to nine months of study in their chosen field. Both received high recommendations by Gov. W. E. Potter who made the nominations.

A boon to employees who prefer station-wagons or light-truck equipment to passenger cars for their personal use was the announcement last month that employee freight rates will be effective on the Panama Line for this equipment. The lower tariff rate, when shipped on wheels and unboxed, will cover employees' automobiles, pick-up trucks, carryalls, station wagons, and light cargo vehicles which are rated not over three-quarters of a ton by the manufacturer.

In recent years more and more employees have been using such automotive equipment, since many own homes in the interior. Many with young children also prefer station wagons to passenger cars for their regular transportation.

The employee freight rates will apply on all this equipment to and from New York if it is for personal use only.

In connection with the shipment of cars on the Panama Line, it was announced that all cars shipped for New York from the Canal Zone must be thoroughly washed, especially the undersides, before they can be accepted for shipment. The new rule is required by a recent Department of Agriculture quarantine regulation.

The Canal's Washington Office was moved last month from 101 Indiana Avenue to 425 Thirteenth Street, NW. The move was made after a reassignment of space by the General Services Administration. The offices on Indiana Avenue have been used by the Washington Office for about four years when it was moved from the building adjacent to the old Ford Theater on Tenth Street where it had been since the Canal construction was begun.

The dog population of the Canal Zone declined slightly last year according to comparative figures announced by the License Section last week after the annual anti-rabies vaccination and licensing program was completed.

The 1955 count showed 342 canine residents on the Atlantic side and 525 on the Pacific side for a total of 867. Figures this year were 334 on the Atlantic side and 495 on the Pacific side for a total of 829.

The inoculation of all dogs against rabies

is required annually and they must be licensed and wear tags. The licenses are good for one year beginning in August.

Graduation exercises were held late last month for two large groups of craftsmen in the course of the Theory of Mechanical Refrigeration, one of a series sponsored by Locals 811 and 699 of the International Association of Machinists. The series was proposed by the Industrial Training Committee to meet anticipated needs of the Panama Canal Company in these fields. The course material was prepared by the Apprentice School staff and taught by Willard E. Percy, Assistant Industrial Training Coordinator.

There are five courses in the series: Elements of thermodynamics, theory of mechanical refrigeration, theory of air conditioning, theory of internal combustion engines, and theory of steam engines.

Twenty-two men qualified for certificates on the Atlantic side, having completed the prerequisite course.

On the Pacific side, 16 received certificates and 15 received letters entitling them to certificates when they complete the course on thermodynamics.

One of the Balboa landmarks, the Balboa Stadium, is slated to have its appearance changed radically soon. Bids are to be opened this month for demolishing the concrete grandstand and replacing it with bleacher-type seats to accommodate 1,500 spectators. The dressing room facilities will be expanded and a new aluminum roof will replace the existing roof. Two new steel-frame bleacher stands will be built along the third-base line of the baseball diamond.

The bids are to be opened August 13, but work will not be started until late November after the football season is ended.

The Gamboa Dental Clinic was reopened last month on a three-day a week basis—Tuesday, Thursday, and Saturday. The clinic, in charge of Dr. Jaime A. Diaz, is open on a continuous basis from 9 a. m. to 6 p. m. on these days.

## PROMOTIONS AND TRANSFERS

June 15 through July 15

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

### ADMINISTRATIVE BRANCH

**Mrs. Marie T. Lindh**, from Clerical Assistant to Correspondence Clerk.

**Wilma Hidalgo**, from Clerk-Stenographer to Stenographer.

**Edwin C. Jones**, from Records Analyst to File Supervisor, Communications and Records Section.

**Walter J. Allen**, from File Supervisor to Mail and File Supervisor, Communications and Records Section.

**Fred E. Wells**, Steamship Ticket Agent; **Lloyd W. Peterson**, Transportation Assistant; **Mrs. Barbara M. Hutchings**, Transportation Clerk (Typing), from Steamship Ticket Office to Administrative Branch.

### CIVIL AFFAIRS BUREAU

**Robert H. Beecher**, from Day School Principal to Senior High School Teacher, Division of Schools.

**Ellis L. Fawcett**, from Principal, Paraiso School, to Assistant Principal, Occupational High School.

**Carl W. Hoffmeyer**, from Cost Examiner, Plant Inventory and Appraisal Staff, to Distribution and Window Clerk, Postal Division.

**Robert J. Thompson, Jr.**, from Machinist, Locks Overhaul, to Policeman, Police Division.

**Horace V. Parker**, from Senior High School Teacher to Junior High School Teacher, Division of Schools.

**Philip L. Dade**, from Customs Inspector, Customs Division, to Chief, Civil Defense Unit.

**William G. Dolan**, from Chief, Civil Defense, to Fire Drillmaster, Fire Division.

**William H. Casswell** and **William E. Jones**, from District Fire Chief to Battalion Commander, Fire Division.

**Ernest L. Cotton**, **Albert J. Mathon**, **Perc F. Graham**, and **John A. Taber**, from Fire Lieutenant to Fire Captain, Fire Division.

**Carleton F. Hallett**, **Kenneth R. Coleman**, and **Starford L. Churchill**, from Fire Sergeant to Fire Lieutenant, Fire Division.

**Joseph W. Coffin, Jr.**, from Fireman Driver-Operator to Fire Sergeant, Fire Division.

**Richard B. Simpson**, **Joseph E. Dolan**, **John R. Olsen**, **John F. Rice**, **Thomas N. Stewart**, **James P. McGloin**, and **Marion F. Green**, from Firemen to Fire Sergeants, Fire Division.

**Calmer A. Batalden**, from Supervisor to Senior High School Teacher.

**Mrs. Mary H. Rowan**, from Substitute Teacher to Junior High School Teacher.

**Mrs. Margaret Ward** and **Walter Mikulich** from Senior High School Teacher to Junior High School Teacher.

**Louis Dedeaux**, from Elementary School Teacher to Junior High School Teacher.

**Mrs. Pauline Long**, from Kindergarten Assistant to Elementary School Teacher.

**Francis A. Castles**, from Senior High School Assistant Principal to Junior High School Principal, Division of Schools.

### OFFICE OF THE COMPTROLLER

**Joseph J. Wood**, from Systems Accountant, Accounting Policies and Procedures Staff, to Supervisory Auditor, Internal Audit Branch.

**Noel C. Farnsworth**, from Assistant to Chief, Plant Inventory and Appraisal Staff, to General Engineer, Accounting Division.

**Paul C. Coleman**, Electrical Engineer, from Plant Inventory and Appraisal Staff to Accounting Division.

**Mrs. Jessie W. Degenaar**, from Clerk-Typist, Plant Inventory and Appraisal Staff, to Accounting Clerk, Accounting Division.

**Mrs. Maria I. Dawson**, from Clerk-Typist to Clerk-Stenographer, General Audit Division.

**Mrs. Eleanor A. Connor**, from Bookkeeping Machine Operator, General Ledger and Processing Branch, to Accounting Clerk, Agents Accounts Branch.

### ENGINEERING AND CONSTRUCTION BUREAU

**Franklin K. Ben**, from Civil Engineering Draftsman to Architectural Engineering

Draftsman, Engineering Division.

**Azael J. Benavides**, from Civil Engineering Draftsman to Electrical Engineering Draftsman, Engineering Division.

**Ruth B. Krziza, Jr.**, from Clerk-Stenographer to Clerk (Stenography), Maintenance Division.

**Abe L. Lincoln**, from Towing Locomotive Operator, Pacific Locks, to Rotary Drill Foreman, Dredging Division.

**Patrick H. Boggs**, from Fireman Driver-Operator, Fire Division, to Pump Operator, Pipeline Suction Dredge, Dredging Division.

**James A. Fraser, Jr.**, from Towing Locomotive Operator, Locks Division, to Cable-splicer Apprentice, Electrical Division.

**Milton Davis**, from General Foreman to Lead Foreman III, Armature Shop, Electrical Division.

### OFFICE OF THE GOVERNOR-PRESIDENT

**Mrs. Elizabeth M. Higgins**, Secretary, from Office of the Governor-President, to Office of the President.

### HEALTH BUREAU

**Mrs. Sara S. Keegan**, from Accounting Clerk to Supervisory Accounting Clerk, Gorgas Hospital.

**Doris R. Kintigh**, from Clerk (Typist) to General Examiner (Typist), Office of the Health Director.

**Maj. Carlos G. Llanes**, from Chief, Radiology Service, Coco Solo Hospital, to Assistant Chief, Radiology Service, Gorgas Hospital.

**Lt. Col. Clarence B. Hewitt**, from Chief, Urology Section, to Chief, General Surgical Section, Gorgas Hospital.

**Mrs. Norma C. Belland**, from Clerk-Typist to Medical Records Clerk, Coco Solo Hospital.

**Harold W. Griffin**, from Clerk to File Supervisor, Gorgas Hospital.

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

**Grace Belden**, from Clerk-Typist to Clerk (Typing), Gorgas Hospital.

**Dr. Charles H. Glines, Dr. John E. Woods, Dr. Dean T. Collins, and Dr. Robert A. Chapman**, from Intern to Resident, Gorgas Hospital.

**Dr. Howard C. Pritham**, from Medical Officer, Atlantic Medical Clinics, to Medical Officer (Public Health), Division of Preventive Medicine and Quarantine.

**Mrs. Lillie W. Wood**, from Staff Dietician to Head Dietician, Gorgas Hospital.

**Dr. Stephen J. Plant**, from Intern, Gorgas Hospital, to Medical Officer, Coco Solo Hospital.

**Mrs. Beverly C. Dilfer**, from Clerk-Typist to Clerk (Typing), Gorgas Hospital.

**Dr. Wallace M. Snyder**, Medical Officer, from Internal Medicine to General Medicine and Surgery, Coco Solo Hospital.

**Dr. Temistocles Malc**, from Resident, Gorgas Hospital, to Medical Officer, Atlantic Medical Clinics.

**Dr. William T. Bailey**, from Medical Officer to Hospital Resident, Gorgas Hospital.

**Mrs. Mildred Frensley**, from Accounting Clerk to Supervisory Storekeeping Clerk, Coco Solo Hospital.

**Fred Workman**, from Clerk to Funeral Director, Coco Solo Hospital.

**Dr. Richard S. Ostenson**, Medical Officer, from General Medicine and Surgery, to Ear, Nose, and Throat Service.

### MARINE BUREAU

**William J. Nall, Jack Simon, Robert L. Wertz, Arthur French, and John J. Gallagher, Jr.**, Towing Locomotive Operator, from Locks Overhaul to Pacific Locks.

**Herman H. Keepers**, from Electrical Foreman to Lead Electrical Maintenance Foreman, Navigational Aids, Aids to Navigation Section.

**Robert A. Hanson**, Towing Locomotive Operator, from Locks Overhaul to Atlantic Locks.

**Kenneth M. Edwards and Julius F. Hatchett**, from Wireman Foreman to Lockmaster, Pacific Locks.

**Charles J. Sorrell**, from Wireman Foreman to Control House Operator, Pacific Locks.

**Spencer C. Lincoln and Frank J. Asperi**, from Wireman to Wireman Foreman, Pacific Locks.

**William S. McKee**, from Machinist to Machinist Foreman, Pacific Locks.

**Wade V. Carter and Robert E. Budreau**, from Fireman, Fire Division, to Towing Locomotive Operator, Pacific Locks.

**Arthur C. Cherry**, Towboat Master, from Dredging Division to Navigation Division.

**Theodore L. Bailey**, from Towboat Master to Pilot-in-Training, Navigation Division.

**Charles R. McGimsey III**, from Guard, to Towing Locomotive Operator, Pacific Locks.

### TRANSPORTATION AND TERMINALS BUREAU

**Bernard Dorfman**, from Supervisory Freight Traffic Officer to Local Agent, Railroad Division.

**Mrs. Carmen H. Massot**, from Freight Traffic Clerk (Typist), to Clerical Assistant (Claims Investigator), Railroad Division.

**Vicente Alfaro**, from Clerical Assistant (Claims Investigator), to Supervisory Freight Traffic Specialist, Railroad Division.

## AUGUST SAILINGS

### From Cristobal

*Cristobal*.....August 4  
*Ancon*.....August 11  
*Panama*.....August 18  
*Cristobal*.....August 25

### From New York

*Ancon*.....August 2  
*Panama*.....August 9  
*Cristobal*.....August 16  
*Ancon*.....August 23  
*Panama*.....August 30

(Northbound and southbound, the ship are in Haiti on Mondays.)

## ANNIVERSARIES

(Editor's Note: The years listed in the Anniversaries column are for total U. S. Government service. Consequently, the name of a comparative newcomer to the Canal organization may appear in the 15-, 20-, or 25-year list.)

Leading the list of Canal employees who celebrated important anniversaries in U. S. Government service last month is **Emmett Zemer** who rounded out 43 years of continuous Canal service on July 10. He has more Panama Canal service than all but four other men and only Arthur Morgan of the Dredging Division is ahead of him in continuous Canal service.

Mr. Zemer, a native of Meridian, Miss., started his service in the Canal Zone at the construction-day town of Gorgona, being first employed in the Commissary there. He is now employed as Safety Inspector in the Supply and Employee Service Bureau.

Most of his service has been with units of what is now the Supply and Employee Service Bureau. He worked for 25 years in the District Quartermaster (now Housing and Grounds) Division. He has also worked in several retail commissary stores and in the hotels. He is well known for his interest and support of community activities and for several years sparked the Independence Day celebrations on the Pacific side.

### 40 YEARS

**Leonidas H. Morales**, Claims Investigator in the Terminals Division in Cristobal, also entered the Canal service during the latter part of the construction period. Although his service is not continuous, it has all been with the same unit which was formerly designated the Receiving and Forwarding Agency.

Born in Panama City, Mr. Morales entered the Canal service as a checking clerk in February 1913. He has been promoted through various positions in the Terminals Division and was made Claims Investigator three years ago.

### 35 YEARS

Nearly half of **Paul F. Karst's** Government service was with post offices in the United States. He had worked for 17 years as postal clerk and carrier in St. Petersburg, Fla., and Bellingham, Wash., before coming to the Canal Zone in December 1939. He was born in Defiance, Ohio, and is a Navy

veteran of the first World War. He has served as postal clerk and as postmaster of Pedro Miguel and Coco Solo before being promoted last December to Branch Superintendent in the Postal Division.

#### 30 YEARS

Four employees celebrated their 30th service anniversary last month, two of whom are in the postal service. All four have continuous service and two have continuous Canal service. They are **Earl F. Unruh**, Director of Posts; **Carmi E. Clough**, Distribution and Window Clerk at Albrook Post Office; **Lee R. Beil**, Chief of the Madden Hydroelectric Station; and **Mrs. Lillian F. Farr**, Commissary Supervisor.

Mr. Unruh has broken Canal service, having served with the U. S. Navy during World War II. He was born in Hillsboro, Kan., and was first employed in September 1931. All of his service in the Canal Zone has been in the Postal Division. He served several years as Postmaster before his appointment as Postmaster in Ancon where he was on duty when promoted to head the Postal Division in 1955.

Mr. Clough, the other postal employee to complete 30 years of Government service in July came to the Canal Zone in July 1951. He is a native of Argyle, N. Y.

Mr. Beil's home town is Northampton, Pa. He came to the Isthmus in 1926 when he was employed in the Electrical Division as switchboard operator.

Mrs. Farr, born in Newark, N. J., joined the Canal organization in July 1926 as a saleswoman in the Commissary Division. She is well known to Pacific side shoppers and presently is on duty at the Balboa store.

#### 25 YEARS

Five of the eight employees observing their silver anniversary in service have unbroken service records. They are **Victor M. Briceño**, **Miss Marie Brauer**, **Raymond R. Will**, **Curtis H. George**, and **Mrs. Marie B. McNeff**. The three with broken service in the 25-year category are **Howard J. Shearer**, **John A. Morales II**, and **Kenneth W. Anderson**.

Mr. Briceño, a native of Panama City, was employed on the first day of July 1931. He is one of many Panamanians who are graduates of apprentice training with Canal units. All of his service has been in the Industrial Division where he is now employed as Boilermaker Layerout.

Miss Brauer, Head Nurse at Gorgas Hospital, is better known to her friends as "Dixie." Her native home is Richmond, Va., and all of her service has been at Gorgas.

Mr. Will was born in Astoria, N. Y. He started work as a stockman in the Commissary Division, transferring to the Marine Division as dock foreman in 1942. He was promoted to Harbormaster in Cristobal in August 1949 and has held that position since.

Mr. George's Canal service dates back to 1941 when he was employed as a marine wireman in the Electrical Division. His native home is Allentown, Pa. He is presently employed as an Interior Electrical Lead Foreman.

Only 12 of Mr. Shearer's 25 years of Government service have been with the Canal. A native of Ithaca, N. Y., he entered service as a fireman. He later worked for about two years as time inspector and transferred to the Motor Transportation Division in 1946. He is now employed as Timekeeper with that division.

Mrs. McNeff, Director of Nurses at Corozal Hospital, was born in Grand Rapids, Mich. She had several years of Government service before her employment as a nurse at Gorgas Hospital in 1936, where she was employed until her transfer to Corozal in 1952. She was promoted to her present position the year following her transfer.

Another native of Panama City, Mr. Morales, celebrated an important anniversary last month. He is a Navy veteran of World War II. He has had continuous service since his return to the Canal in January 1946. All of his service since that time has been in the Office of the Comptroller where he is now employed as Accountant.

Mr. Anderson, Supervisory Supply Clerk in the Maintenance Division, was born in Alameda, Calif. His Canal service has been broken on several occasions and he has worked with several different divisions. He has been continuously employed in the Maintenance Division since 1948.

#### 20 YEARS

None of the 12 employees completing two decades of service last month has an unbroken service record with the Canal organization. Several, however, had their service interrupted to serve with the military forces during the war. The 20-year employees, their home towns, and positions are:

**Roger L. Chisolm**, DeKalb, Miss., Canal Zone Policeman; **Robert A. Duvall**, Waterloo, Iowa, Supervisory Supply Assistant in the Storehouse Division; **Estle H. Davison**, Fuller, Kan., Pump Plant Operator in the Maintenance Division; **Nick M. Elich**, Salt Lake City, Utah, Lead Foreman in the Maintenance Division Quarry; **Gordon M. Frick**, Peru, Ind., Assistant to the Personnel Director; **Carl E. Hall**, Idaho, Lead Foreman and Equipment Operator and Repairman, Maintenance Division; **Fred H. Lee**, David, Panama, Distribution and Window Clerk in the Postal Division; **Miss Margaret R. Peterson**, Wisconsin, Accounting Clerk in the Industrial Division; **Robert Ridge**, Ancon, C. Z., Steam Engineer, Marine Bunkering in the Terminals Division; **Roy L. Rinehart**, Colorado, Rigger in the Industrial Division; **James G. F. Trimble**, Brooklyn, N. Y., Lock Operator (Wireman) at the Pacific Locks; and **Frank Wagner**, New York City, Lock Operator (Machinist) at the Pacific Locks.

#### 15 YEARS

July of 15 years ago was a popular month for employees entering Canal service and 14 of the 30 employees who reached this plateau in their Government service started work in July 1941 and have continuous Canal service.

The 14 with continuous service are: **Mrs. Rosalie A. Demers**, Accounting Clerk, Office of the Comptroller; **Charles A. Garcia**, Personnel Assistant, Personnel Bureau; **Vincent J. Huber**, Dry Goods Supply Officer, Commissary Division; **Horace F. Jenner**, Commissary Supervisor; **Miss Doris R. Kintigh**, Examiner, Health Bureau; **John D. Mitchusson**, Refrigeration and Air Conditioning Mechanic, Maintenance Division; **Mrs. Helen Minor**, Time, Leave, and Payroll Supervisor, Payroll Branch; **Ralph A. Nelson**, Steam Engineer and Marine Bunkering and Liquid Fuels Gauger, Terminals Division; **William J. Nickisher**, Gas Plant Operator, Industrial Division; **Isabel P. Reeves**, Supervisory Cargo Clerk, Terminals Division; **Howard E. Robison**, Lock Operator (Machinist), Pacific Locks; **John J. Ryan**, Commissary Supervisor; **John F. Stephenson**, Quarantine Inspector, Navigation Division; and **Charles E. Thompson**, Lead Dairy Foreman, Mindi Dairy.

The 16 employees celebrating their 15th anniversary whose service is not continuous are: **Howard G. Anderson**, Lead Foreman, Atlantic Locks; **William F. Aleman**, Clerk, Gorgas Hospital; **Dante J. Cicchelli**, Shipfitter and Loftsmen, Industrial Division; **James C. Drawbaugh**, Adding Machine Repairman, Industrial Division; **Miss Clifford H. Ewing**, Staff Nurse, Coco Solo Hospital; **Robert G. Forsythe**, Lock Operator (Machinist), Atlantic Locks; **G. P. Gramlich, Jr.**, Lock Operator (Machinist), Pacific Locks; **Robert J. Hansen**, Towing Locomotive Operator, Pacific Locks; **Albert M. Jenkins**, Chief of Plant Accounting Branch; **Mrs. Florence W. LaClair**, Clerk, Maintenance Division; **Sidney W. Peterson**, Panama Canal Pilot; **John M. Purvis, Jr.**, Chief of Press Section, Printing Plant; **Wallace E. Rushing**, Lock Operator (Wireman), Atlantic Locks; **Philip L. Steers, Jr.**, Comptroller, Panama Canal Company; and **Robert L. Wertz**, Towing Locomotive Operator, Pacific Locks.

## RETIREMENTS

For the first time in more than 20 years a calendar month passed with not a single employee retiring from the Canal service.

The number of employees retiring each month has varied widely over the past few years but there has been no month up until July when none retired for age, disability, or voluntarily. Sometimes the list has mounted as high as 20 to 30 in a single month.

The rate of retirements was exceptionally high soon after the close of World War II, when many employees who entered service during the Canal construction period reached mandatory retirement age. The average number retiring monthly has dropped during the past few years.

## WINS FELLOWSHIP



MISS NIDIA AVILA, teacher at Paraiso High School, has been granted a year's leave of absence beginning this month to study at Clark University in Worcester, Mass., under a scholarship awarded under the United States Information Service in Panama. She is the first school teacher in the Latin American schools of the Canal Zone to be awarded a fellowship under this program.

## Commissary In Paraiso Nearly Ready To Open

Construction of the new Paraiso Commissary is nearing completion and will be ready for use within the next few weeks.

The new store is built along the lines of supermarkets in the States with open-front construction, designed for added customer convenience. It is a one-story masonry structure adjoining the Service Center which was opened several months ago. The two form the first community center in the Canal Zone under one roof planned for customer convenience.

The front part of the building will be devoted to the large sales area. Also on the main floor will be located an office, a receiving and stock room, refrigeration rooms, space for cashiers, and a loading platform. A partial basement will house a machine and locker room.

The building is being constructed under contract by Isthmian Constructors, Inc., at a cost of approximately \$105,000. The completion date for the work of the contractors is August 17.

After the building is completed the equipment will be installed. The date for the formal opening of the new community center unit will be announced later.

#### 60-Cycle Equipment

The refrigeration and other electrical equipment will be operated on 60-cycle current. Arrangements have been made by the Power Conversion Project office for the temporary installation of a frequency changer which will be used until the power conversion of the Central Area is completed.

#### Importance Of Salk Inoculation Program

(Continued from page 5) polio treatment centers in the United States. These beds are used primarily for patients whose respiratory organs are affected but not so severely that they require treatment in an iron lung.

The beds are pivoted in the center and rock gently to and fro, consistent with the rate of respiration, which aids in relieving labored breathing.

# Canal Organization And Its Workers Vitaly Affected By Postwar Changes

The post-war decade has wrought a profound change in the Panama Canal organization and in the lives of the many thousands of employees who have been a part of it during that time.

Many of the changes have been abrupt and affected operations and employees on a wide scale. Others, even fundamental in nature, have been so gradual as to pass almost unnoticed. Future historians may well call the postwar decade the years of change, just as the 1904-14 period is now labeled the construction period.

In this issue of THE REVIEW some of the highlights of Canal traffic during the first ten full years of operation since the close of World War II are briefly charted. As a corollary to the Canal traffic story, some of the other events which affect people here are noted in a reminiscent rather than a historical fashion. Events of the past ten years are still too close for appraisal in any broad aspect.

While not uniformly true, employees in many instances were disturbed during this critical period more by the fact of a change than in its effect. And, since changes beget rumors, it is understandable that the latter far outran the former in most periods. On at least two occasions in recent years dates were actually set by rumor and became firmly fixed in the minds of most employees on which "momentous changes" were to be made. The fact that both dates came and went with no untoward occurrences did little in scotching more rumors.

The ten-year period from July 1, 1946, to June 30, 1956, covered the full administration of two governors, approximately half of another, and the beginning of a fourth.

Within that relatively brief period the Canal organization has been drastically reorganized; the force has been nearly cut in half; new towns have appeared and old ones disappeared; the top administrative personnel has been completely changed; and office assignments have been shifted within buildings and from building to building. Employees now live in far better homes than they did ten years ago; they have free home-leave travel; their salaries, on the average, are far higher; and they work five instead of five and a half days a week. United States citizen employees, however, pay much higher rent than in 1946 and pay income taxes, to



ABOVE: Six members of the Panama Railroad Company's Board of Directors met in February 1951 at Balboa Heights to consider problems of the Panama Canal incorporation. They and other members became Directors of the Panama Canal Company in July 1951. Left to right are T. Coleman Andrews, Maj. Gen. Julian L. Schley, Lt. Gen. R. A. Wheeler, Gov. F. K. Newcomer, and W. R. Pfizer. Others meeting with the committee were Arnold Bruckner, Comptroller (standing), Robert E. Maxwell, and Lt. Gov. H. D. Vogel.



ABOVE: The Board of Directors met at Balboa Heights in September 1952 when an increase in rents was authorized which caused a storm of protests. Seated, left to right are Matthew Robinson, Edward D. McKim, Gov. J. S. Seybold, Under Secretary of the Army Karl R. Bendetsen, W. R. Pfizer, General Schley, and Lt. Gen. Lewis A. Pick. Standing are John A. Martyn, left, and T. Coleman Andrews. Only two members of either of these groups, General Schley and Mr. Martyn, are still members of the Board.

mention only two of the disturbing setbacks in their affairs.

By and large, the only things which have remained unchanged have been the Canal itself, the Canal Zone terrain, and the permanent office buildings.

At the end of June 1946, less than a year after the last gun was fired in the Pacific, the Canal organization was in a state of flux because of force reductions and a general shrinkage of operations. There were then 24,650 employees, of which 5,400 were on the U. S.-rate rolls. The force today is 13,400 with 3,600 being employed on the U. S.-rate rolls.

This is a drastic reduction for an organization of the size of the Company-Government, even though spread out over a ten-year period. The decrease during the 1947-50 period when the total force dropped 5,000 to 19,600 employees was

a continuation of the reduction of the wartime force and was accomplished by force reductions on a major scale. Since 1950 the additional decrease of approximately 6,000 has been principally by attrition with no large-scale force reductions at one time.

The reductions from 1947 to 1950 affected all major units of the organization but those hardest hit were the Industrial, Commissary, and Storehouse Divisions, the Health Bureau and the Panama Railroad. It was these service units which had swelled to as much as four times their peacetime size during the war years. The gross revenue of the Mechanical (Industrial) Division, for example, dropped from \$17,000,000 in 1944 to \$6,000,000 in 1947.

Gov. Joseph C. Mehafeff was approximately midway of his term when the fiscal year 1947 began and most of his attention during that time was devoted to postwar problems of considerable magnitude. One of these affecting employees was the return of the Panama Line ships from wartime service and their refitting for passenger trade.

The first postwar voyage of the SS *Panama* was made in September 1946, while the SS *Cristobal* returned to service the following February, and the SS *Ancon* in June 1947. By this time, however, the number of employees who had deferred their vacations because of the war was so great that it became necessary to hold drawings for places on the northbound sailings.

Three of the major problems which were foremost in the Canal administration at that time were the Isthmian



THIS IS HOW San Juan Place in Ancon looked in September 1950. This was the start of the \$25,000,000 quarters replacement program, although a few experimental houses had been built in Diablo Heights.

Canal Studies of 1947; the housing replacement program; and employment conditions, particularly those for local-rate employees. Many of the changes which came in later years resulted from long-range studies undertaken during the latter part of the war and just after the war's close.

The first experimental housing at Diablo Heights was built in 1946-47, being the forerunner of the housing replacement program which was approved three years later by the Bureau of the Budget.

An event of Governor Mehauffey's administration, largely as a result of long-range studies on labor and employment problems in the Canal Zone, was the adoption of a standard wage pattern for local-rate employees which has been basic since that time.

Gov. F. K. Newcomer took office in May 1948, and his administration was fraught with many changes; in fact, practically all those which have so vitally affected the Canal organization and its employees.

The four changes which have had the most far-reaching effects were: Income tax, the housing replacement program, the reorganization of July 1950, and the incorporation of Canal operations. Without belaboring the point, the last-named was by far the most important in its overall effects.

The reorganization of 1950, now almost forgotten in the welter of important events since, was the first major realignment of functions since the operating organization was established in 1914. It involved not only the shifting of some of the major units but a redesignation of many.

The organization at the time consisted of five major departments, Executive, Operation and Maintenance, Supply, Accounting, and Health, plus the Panama Railroad Company. These were changed to ten principal bureaus. Most of the personnel changes resulting from the reorganization was in the top personnel and the change to the new operating set-up was accomplished with little disturbance to the rank and file employee.

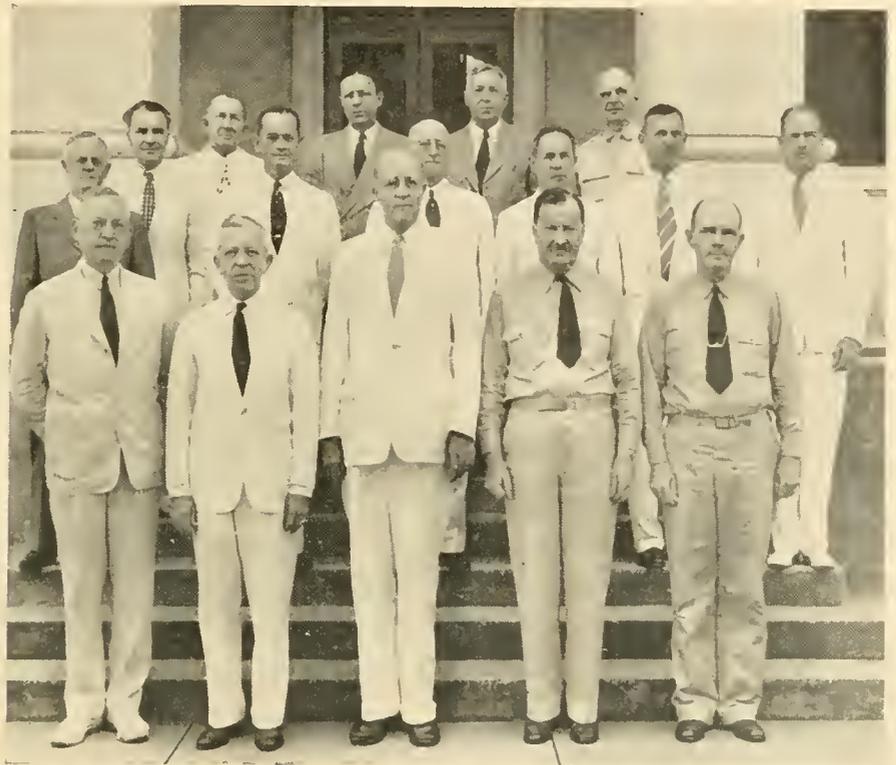
The most disturbing factor of the 1948-52 period so far as employees were concerned individually was the application of income-tax payments by Government employees in the Canal Zone. The legislation was approved in September and required income-tax payments retroactively to the first of that year. The retroactive feature caused almost as much dismay as the application of the income tax. The Canal administration joined forces with labor and other employment groups in securing the elimination of the retroactive feature.

The application of income-tax provisions in the Zone caused a wave of resignations which did not subside for some two years.

The housing replacement program began in the fiscal year 1949 but actually did not get into full swing until the following year after the Bureau of the Budget had approved an overall and long-range building program originally estimated to cost \$70,000,000. The housing problem had long been an aggravating one as most of the houses were built during the Canal construction period and replacements had not kept pace with obsolescence.

Many changes in plans were required during the program and when finally

## Top Personnel Ten Years Ago Helped In Canal Construction



THIS PICTURE OF Governor Joseph C. Mehauffey and his staff was taken just ten years ago. Only one is still employed. He is Paul A. Bentz, then and now General Counsel. Left to right, front row: F. H. Wang, Executive Secretary; Brig. Gen. F. K. Newcomer, Engineer of Maintenance; Governor Mehauffey; Commodore Stewart A. Manahan, Marine Superintendent; and his successor, Capt. H. H. McLean. Second row: John G. Claybourn, Superintendent, Dredging Division; Arnold Bruckner, Comptroller; L. W. Lewis, Chief Quartermaster; Col. James G. Steese, Assistant to the Governor; Capt. W. F. Christmas, USN, Superintendent, Mechanical Division; Col. James H. Stratton, Supervising Engineer, Special Engineering Division; and Col. Richardson Selee, Assistant Engineer of Maintenance. Back row: A. L. Prather, General Manager, Panama Railroad; Mr. Bentz; Seymour Paul, Director of Personnel; and Brig. Gen. H. C. Dooling, Chief Health Officer. Not present when this picture was taken was Ernst A. Erbe, Special Assistant to the Governor.

One of the most striking features of the Panama Canal organization during the past decade has been the almost complete turnover of the top administrative personnel.

This change occurred within a few years after the close of the war and actually marked the end of an era in the Canal's history. Up until that time top positions except those held by service personnel had been occupied, almost without exception, by men with construction-day experience.

Of a list of more than 100 names in an official directory of The Panama Railroad Company published in 1947, there are only ten still in service and all of these entered the service well after the close of the construction period.

The ten listed in that directory of

officials who are still employed are Paul A. Bentz, E. M. Browder, Jr., R. B. Ely, G. O. Kellar, W. R. Lindsay, J. E. Heady, E. N. Stokes, P. S. Thornton, and W. M. Whitman, all of whom entered the service well after the Canal was completed.

### Mostly Old Timers

Of the other 90-odd listed, they were, with few exceptions, men who had entered the Canal service while the waterway was being built and continued when the permanent organization was formed. Most of these men retired within five years after the close of the war. This passing of the old guard has been even more pronounced in the past five years and today there are barely a dozen in service who began their Canal careers before August 1914.

completed, the total cost was approximately \$25,000,000.

The full effects of the Panama Canal Company Incorporation Act did not show until after the close of Governor Newcomer's administration, and many of the changes in organization and personnel of the past four years were results of the change to a corporate form for the Canal organization.

Many occurrences of the 1948-52 period which are all but forgotten now were events of importance then and directly affected the welfare and working conditions of employees. A few of these were:

*Adoption of the five-day work week with employees being given the opportunity to vote on work hours.*

*The terms "Gold" and "Silver" were discarded.*

*Transfer of the Industrial Division to Cristobal.*

*Moving the Panama Railroad headquarters from Balboa to Cristobal.*

*The biweekly pay plan and payment by check instead of voucher were adopted.*

*The return to civilian control of the Canal Zone.*

*Liberalized leave privileges for local-rate employees were granted.*

*Cash replaced coupons for Commissary purchases.*

*The now-familiar "shirtsleeve conferences" were initiated.*

*La Boca Junior College was opened.*

*The tract of land which is now Los Rios was transferred from the Army back to the Canal.*

*The town of Cocli was* (See page 19)

# Third Of Canal's Commercial Traffic Pours Through During Postwar Decade

In the 42 years since the Panama Canal was opened to traffic on August 15, 1914, a flood of 253,000 ships of all categories have used the time-and-mile-saving water way. Of this total, 189,000 have been ocean-going commercial vessels.

A substantial part of these impressive totals have been added by the traffic since the close of World War II. Of the 189,000 commercial transits, 64,000, or more than one third, have been made in the postwar decade.

The Panama Canal has long been recognized as a ready barometer of world economic conditions and its reading on world economy has been steadily upward since the last gun was fired in the Pacific, reflecting the upturn of world trade and the remarkable restoration of business in war-torn areas.

During the past year new records in commercial traffic were set. While this level of traffic is still well below the Canal's potential capacity, the volume of trade and the size of vessels using the waterway have reached such proportions that a continued increase at the pace of the past ten years would soon tax its present capacity.

### Important Milestones Noted

The rate of increase in commercial shipping is significantly highlighted by two milestones in the Canal's history. In October 1939, 25 years after the waterway was opened, the 100,000th transit was made. Despite the intervention of World War II when commercial shipping dropped to an all-time low, the 150,000th transit was made 12 years later in April 1951.

The 200,000th transit will be made about December 1957 at the present level of traffic, less than seven years after the 150,000th transit.

One of the most significant trends in the postwar traffic has been the increasing number of large tankers and ore carriers using the Canal. The average size of tankers has increased over 1,100 tons within the past seven years. In 1929 the average size of tankers using the Canal



THE PARADE OF supertankers through the Canal began in 1951 and has steadily increased since. They are nearly three times the average size of tankers transiting the Canal in 1949. This one transited in November 1951 carrying 153,000 barrels of oil from San Pedro to Bergen, Norway. It is the Norwegian tanker *Dalfonn*.

was 5,366 net tons, Panama Canal measurement. This figure increased by nearly 1,000 to 6,324 in 1949, 20 years later, and last year's average was 7,463 net tons, with transits by tankers of over 15,000 tons being frequent.

There has been a similar increase, although not so pronounced, in the size of ore carriers using the Canal. Last May the *SS Ore Prince*, the largest cargo vessel ever to use the Canal, transited on a run from Peru to Baltimore.

One of the principal features in the movement of commodities through the Canal since the war ended has been the increased trade to South America. The development of banana plantations in Ecuador and the ore mining of Chile and Peru have been major factors in this over-all increase.

### Former Customers Return

The revival of both Japanese and Ger-

man shipping has been featured in the Canal's postwar statistics. The first ship flying the Japanese flag after the end of the war transited the Canal in November 1950. The first big German vessel to transit after the war was in July 1950. Since that time the number of German and Japanese ships in Canal traffic have increased to several hundred a year and both have substantially regained their pre-war position in the world's maritime commerce.

The flow of world trade through the Panama Canal is an unceasing spectacle for the interested observer and the postwar decade has reflected the panorama of a world recovering quickly from the most devastating war in all history.

Below are listed, year by year, some of the highlights of the Canal's operation during this most important decade in its 42-year history.

1947

Commercial transits	4,260
Tolls-free	1,265
Tolls	\$17,534,000

Canal traffic in the fiscal year 1947 dropped 33 percent below the previous year's figures, despite a substantial increase in commercial transits. The number of transits by Government ships dropped from 5,554 in 1946 to 1,265 in 1947. The slow recovery of the inter-coastal trade, which had been particularly high immediately before the war, was noteworthy and the cargo tonnage moved over this route in 1947 was only 44 percent of that in 1939. There was, however, a noticeable upturn in commercial traffic indicating a rapid economic recovery in some areas after the close of the war.

1948

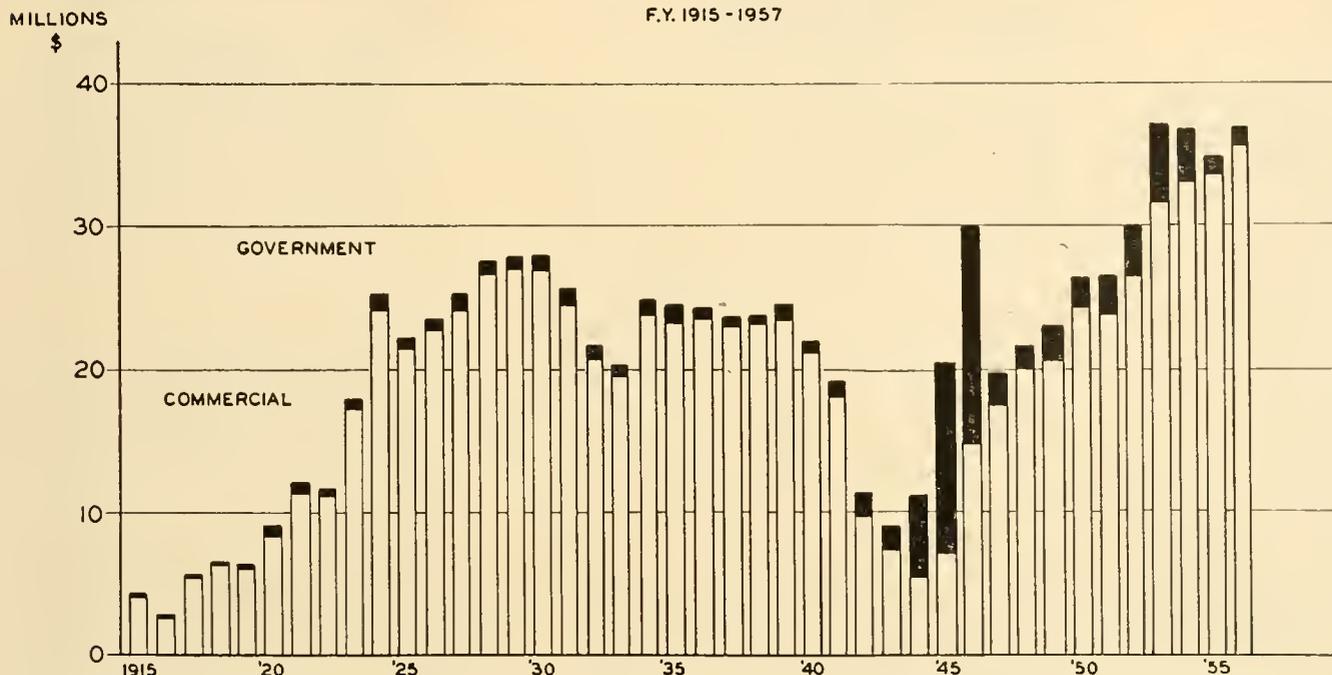
Commercial transits	4,678
Tolls-free	1,079
Tolls	\$20,017,000

The net tonnage of vessels using the Canal was 13 percent higher in 1948 than in the previous year, principally because of the release of the larger cargo vessels



IRON ORE FROM Peru is now an important component in the commodities shipped from the Pacific to the Atlantic. This shows the ore carrier *Pampyra* taking the first shipment through the Canal from San Juan, Peru, to Morrisville, Pa. The shipments started in May 1953.

PANAMA CANAL TOLLS  
F.Y. 1915 - 1957



ALTHOUGH TOLLS CREDITS have been received for U. S. Government shipping only since July 1951, the above chart shows the amount collected on commercial shipping since the Canal was opened, the computed amount which Government ships would have paid from 1915 to 1951, and the amount of tolls credits during the past five years.

by the Government for commercial service. The increase in number of transits was only 9.8 percent. Cargo movements over the United States intercoastal route remained low but a substantial rise was noted in the shipment of goods over the route between Europe and Pacific ports. There was a notable increase in the cargo tonnage moved from the Pacific to Atlantic destinations.

1949

Commercial transits	4,793
Tolls-free	1,293
Tolls	\$20,618,000

Although Canal traffic was considerably curtailed by the longshoremen's strike in the United States during the early part of the year, total traffic showed a substantial increase over 1948. Pacific to Atlantic cargo shipments were approximately the same for the two years, but cargo tonnage from the Atlantic to the Pacific gained 14.1 percent. The most notable gain was in trade from eastern United States to Asia with a 40 percent increase. This important gain was the direct result of heavy shipments of coal to Japan which have continued high since 1949.

1950

Commercial transits	5,448
Tolls-free	1,016
Tolls	\$24,512,000

A heavy volume of mineral oil moved from California to the eastern seaboard of the United States was one of the dominant factors leading to the increase in Canal traffic during the year. The net vessel tonnage in this trade was 19 percent higher than the previous fiscal year. The oil shipments brought the intercoastal trade back to a level approaching the pre-war years. Most trade routes through the Canal showed slight gains, with the most substantial being over the route between Europe and South America which rose 10 percent.

1951

Commercial transits	5,593
Tolls-free	1,045
Tolls	\$23,959,000

Trade between the east coast of the

United States and Asia rose to second place among the trade routes, with the volume of traffic preponderantly from east to west. While the United States intercoastal route continued to be ranked first, the volume of cargo was much below the previous year because of the cessation of oil shipments from California. The most notable increase in trade for the year was a 32 percent gain in tonnage figures in the trade route between Europe and the west coast of the United States and Canada.

1952	
Commercial transits	6,524
U. S. Government	774
Tolls	\$30,409,000

This was the first year in the Canal's operations that charges for U. S.-Government vessels on a tolls-credit basis were made, the revenues from this source amounting to \$3,384,000. Commercial traffic reached a new high level, exceed-

ing figures set in 1929 and 1938. Coal shipments to Asia moving through the Canal increased by one million tons and heavy banana shipments from Ecuador to the United States began. Shipments of wheat and lumber from the Pacific to the Atlantic featured the year's statistics. Also, it was estimated that the tanker tonnage increased by 1,500,000 that year because of the cessation of mineral oil shipments from Iran.

1953

Commercial transits	7,410
U. S. Government	1,064
Tolls	\$37,530,000

The continued rise in world economic conditions and the movement of Government ships through the Canal because of the Korean War aided in setting new records in Panama Canal statistics. All except two of the principal trade routes through the Canal showed increased cargo shipments and the volume (See page 17



THE END OF an era in Canal operations occurred during the postwar decade. It was the closing of coal bunkering operations in Cristobal. This shows the last ship to bunker coal there, in December 1952. It is the Spanish cargo vessel Arraiz. Smoke from coal burners was a common sight in Canal waters for nearly 30 years after it was opened.

# 1957 TO BRING BILLIONTH TON MARK IN CARGO

The Panama Canal will celebrate its 42d birthday as an interoceanic waterway on August 15.

Between that date and the 43d anniversary the one-billionth ton of cargo will be shipped through the Canal. At the end of the fiscal year 1956 total commodity shipments aggregated 977,000,000 long tons and comprised every conceivable staple and luxury item used by mankind.

During the Canal's 42 years of operating history two devastating world wars have been fought and a worldwide depression occurred which dropped economic standards to the lowest point of this century. These, plus disturbed international relations, have disrupted normal world trade for half of the time since the waterway was opened in August 1914.

The phenomenal resurgence of world commerce since the close of World War II is illustrated in the tonnage of commodities shipped through the Canal in the postwar decade. Over 345,000,000 tons of cargo, more than one-third of the grand total in 42 years, have been moved through the Canal since June 30, 1946.

The charts on these pages give a graphic history of this growth. They show the ten leading commodities shipped from Atlantic to Pacific and from Pacific to Atlantic and the eight great trade routes over which the bulk of this freight has moved during the past ten years.

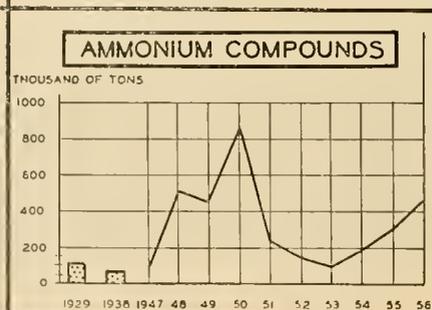
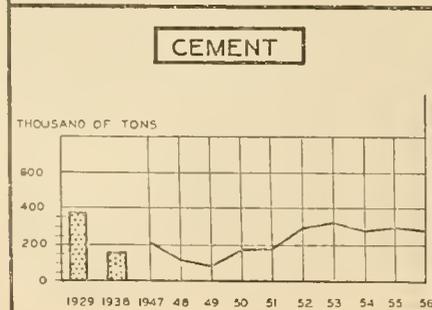
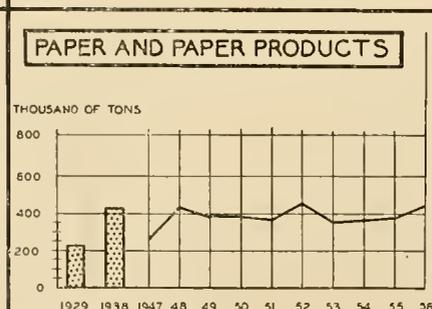
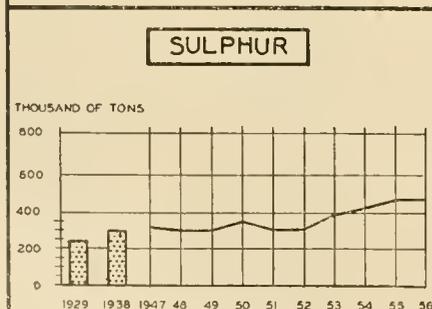
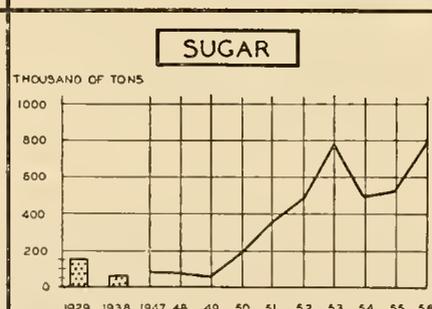
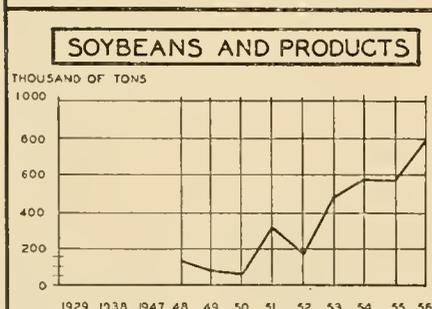
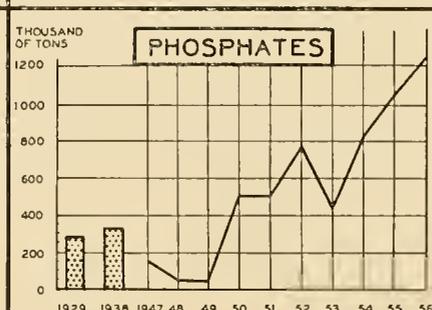
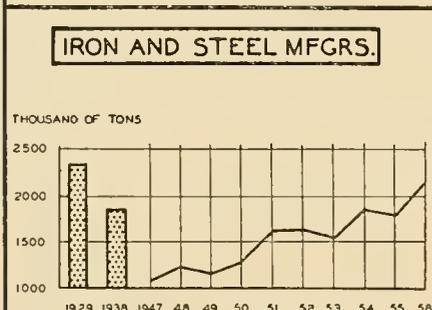
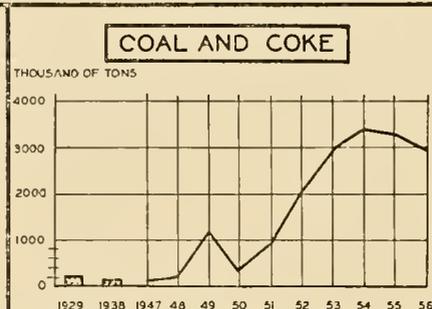
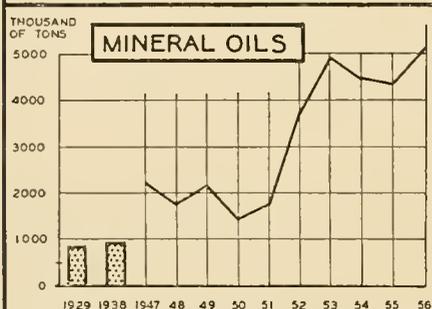
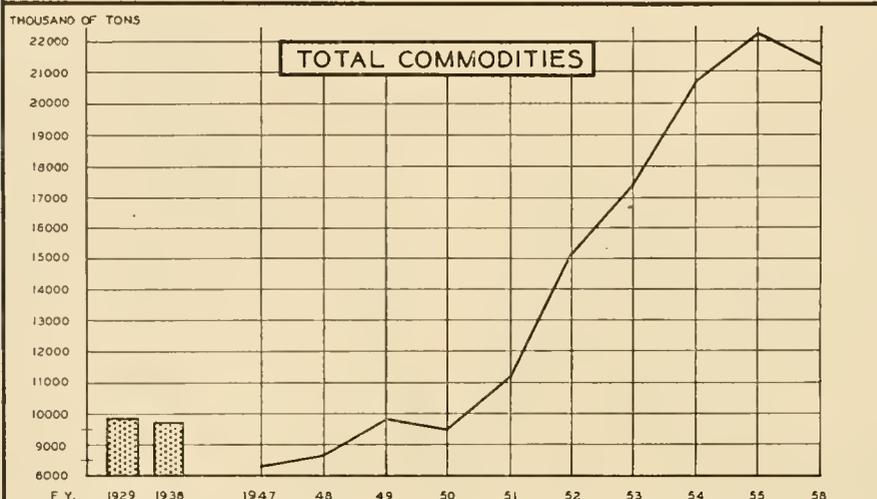
The outstanding feature of the two commodity charts is the tremendous growth which has occurred in the postwar period in the Atlantic to Pacific trade. Less than 10,000,000 tons of cargo were moved from the Atlantic to Pacific destinations in either the fiscal years 1929 and 1938, the two peak years in Canal operations before the outbreak of World War II.

This level was exceeded in 1951 and for the past three fiscal years the average tonnage has been more than double that of the two pre-war years shown on the chart.

The tonnage of the ten commodities shown on the Atlantic to Pacific chart in the past fiscal year totaled 14,700,000 tons and accounted for more than two-thirds of all tonnage moved in that direction. Of these ten, the shipments of only the manufacturers of iron and steel, and cement have failed to reach the levels of 1929 and 1938. Before the war iron and steel manufactured products represented the principal commodity in the Atlantic-to-Pacific trade.

A striking example of the shifting of world trade as portrayed year after year in Panama Canal traffic is the movement of mineral oil before and since the war where the trend has been practically reversed. Mineral oil shipments constituted one of the leading commodities shipped from the Pacific to the Atlantic before the war. Although tonnage rose in 1950 because of a heavy movement of oil from California to the east coast of the United States, the average tonnage in the post-

## COMMODITY MOVEMENTS ATLANTIC TO PACIFIC



war era has been about one-fifth of the peak reached during the late 1920's.

The development of new oil fields in South America has been a principal factor in the reversal in the flow of oil through the Canal. Less than 1,000,000 tons of oil was shipped through the Canal from the Atlantic in either 1929 or 1938, while shipments in most years since the war's close have totaled double that amount and have averaged five times that much during the past three years.

A similar trend has been shown in the shipment of sugar. The amount of sugar shipped from the Atlantic to the Pacific is presently more than four times that of pre-war years, while the tonnage moved in the opposite direction has been consistently lower than the 1938 figures.

The movement of coal and coke, principally to Japan, since the close of the war has been one of the outstanding changes in Canal statistics in comparing commodity shipments with pre-war years. This trade was negligible before the war. Heavy shipments began in 1949 and since 1951 have been well above 2,000,000 tons annually.

A commodity new in the group of leaders in the Atlantic-to-Pacific list since the war is that of soybeans and soybean products. Shipment of these products began in substantial quantities in 1948 and have shown a steady growth since, totaling 800,000 tons last year. Other commodities which have shown similar increases have been phosphates, sugar, and ammonium compounds.

The amount of cargo shipped through the Canal from Pacific areas to Atlantic destinations has shown a steady but less phenomenal rise since the war than commodity movements in the opposite direction. It was not until the fiscal year 1954 that the tonnage in this direction reached the 1929 level. During the past three years the amount of goods has been approximately equal in tonnage in both directions, with shipments in the past fiscal year being substantially higher in the Pacific to Atlantic trade than in the opposite direction.

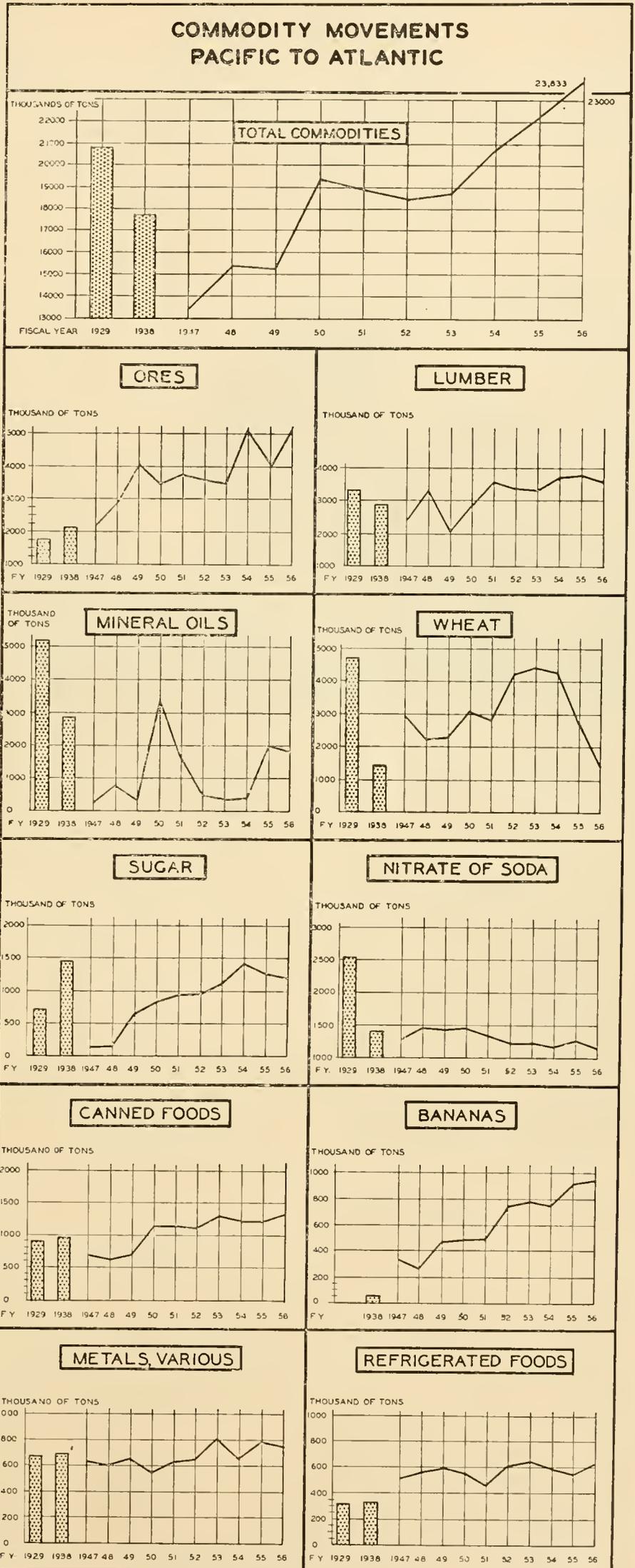
The ten commodities listed on the Pacific to Atlantic chart represent nearly 90 percent of the total commodity shipments in this direction moved in the past fiscal year with an aggregate of over 18,000,000 tons.

The development of the new mining areas in Chile and Peru, and particularly the iron ore mines in Peru, was primarily responsible for the great increase in ore tonnage moved through the Canal from the Pacific. Ore shipments have been heavier than those of 1929 or 1938 in every year since the war closed and in both 1954 and 1956 fiscal years they exceeded 5,000,000 tons, approximately two and-a-half times the pre-war level.

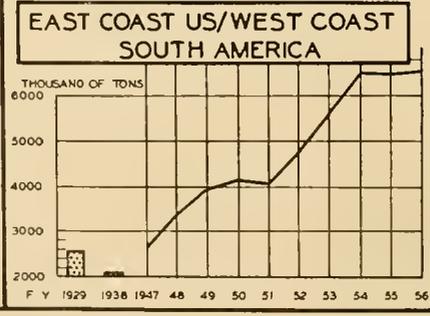
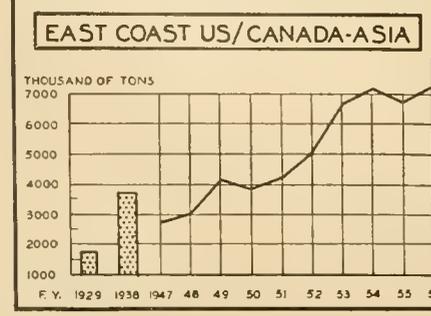
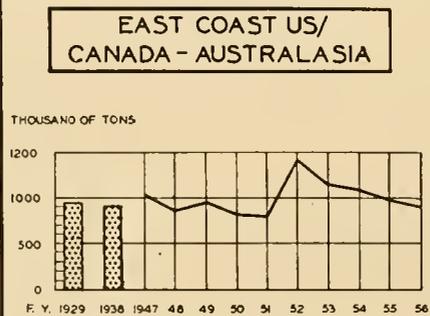
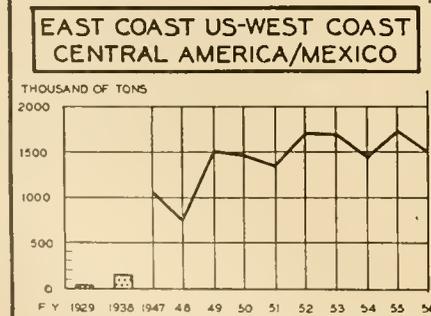
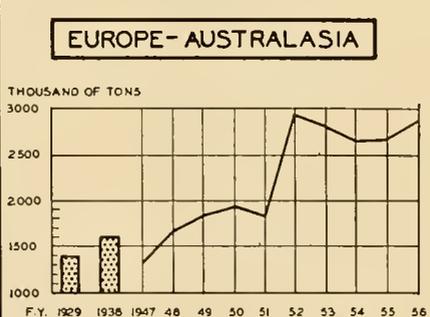
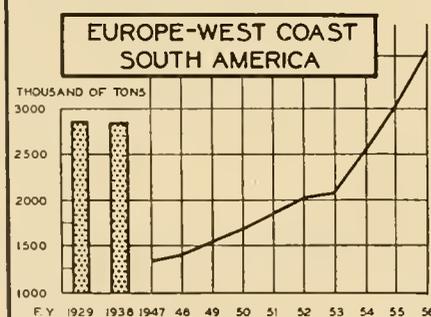
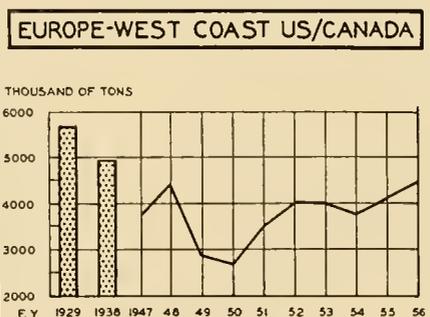
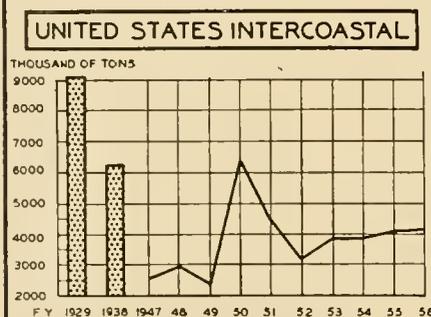
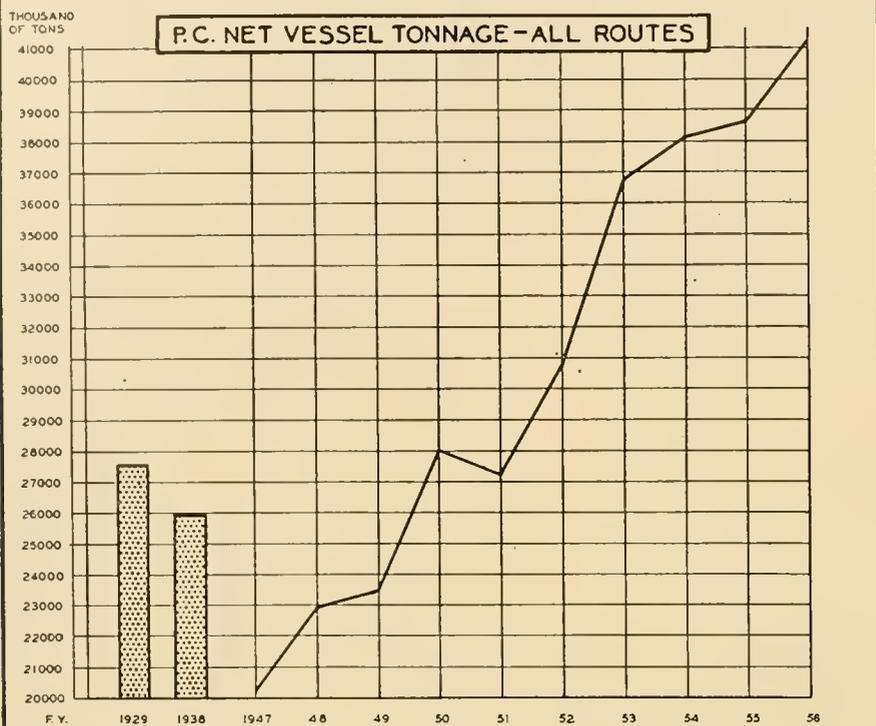
Another factor in the growth of cargo tonnage from the Pacific since the war has been the shipment of bananas. These come from Central America and the comparatively new plantations in Ecuador.

The chart showing traffic movement over the eight principal trade routes portrays a story of the revival of trade or the development of new commerce in various parts of the world.

The failure of the United States inter-coastal route to regain its pre-war trade is one of the most striking features of the chart. There has been only one year since the close of the war, 1950, in which the tonnage of vessels over this route has



COMMERCIAL TRAFFIC BY PRINCIPAL TRADE ROUTES



equaled the 1938 level and in none has it approached the high level of 1929.

In contrast to this trend, however, most other of the major trade routes have shown a consistent and substantial growth since the war and all but one, that between Europe and the west coast of the United States and Canada, have failed to reach the pre-war levels.

The economic progress of South America is illustrated by the increase in tonnage figures over two main trade routes serving that area. For the past three years the tonnage has averaged nearly three times that of 1929 or 1938 on the route between the east coast of the United States and South America, while tonnage figures on the route between South America and Europe have shown a consistent gain since the war and are now well above the pre-war level.

The trade between Asia and the United States and Canada has shown a phenomenal growth since the war. The total net tonnage of vessels moving through the Canal over this trade route has averaged nearly 7,000,000 tons for the past three years, as compared with approximately 1,800,000 tons in 1929 and 3,750,000 tons in 1938. The relatively high figures in 1938 were due to the heavy shipments of scrap iron to Japan immediately before the war. This trade route ranked fifth in 1929 and third in 1950 has been the leading route, in vessel tonnage, for the past six years.

Year in and year out since the Canal was opened to traffic in 1914 the flag of the United States has led all other nationalities in the Canal ship traffic, with that of Great Britain in second place.

Little less than phenomenal since the close of World War II has been the recovery of the maritime trade of Japan and Germany. Both of these major maritime nations held a commanding position in number of ships and amount of cargo in the Canal's ship nationality list before the war. Much of the shipping passing through the Canal under the Japanese flag is for the east coast of South America.

It was not until five years after the war ended that the first German vessels transited the Canal, there being four in the fiscal year 1951. Last year the German flag held third rank with 509 ships. There were 40 ships flying the Japanese flag in the Canal's 1951 traffic, and this number increased to 476 last year, making Japan fifth on the nationality list and just below Liberia. More cargo was carried on Japanese flag vessels last year, however, than on those flying the Liberian flag.

The following tabulations shows the number of ships of the ten leading nationalities in Canal traffic last year, and the number of ships of each in transit in 1938 and in 1951:

	1938	1951	1956
United States	1,780	2,203	2,102
Great Britain	1,281	1,004	1,142
Norway	667	513	985
Germany	357	4	509
Liberia	—	23	496
Japan	300	40	476
Panama	182	220	431
Honduras	22	346	423
Denmark	223	191	337
Colombia	—	75	232

It is to be noted that while some nationalities have more ships in transit, the amount of cargo carried might be less than that of some other nationality. Last year, for example, there were 232 ships flying the Colombia flag, but the amount of cargo carried was exceeded by the ships of several other nations.

STATISTICS ON CANAL TRAFFIC

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

# COMMERCIAL TRAFFIC BREAKS ALL FORMER RECORDS

A complete new set of records for commercial traffic through the Panama Canal was established during the past fiscal year. It was the fifth consecutive year in which a new record in the number of ocean-going commercial transits was written into the statistical books.

Because of the continued decrease in the number of U. S. Government vessels using the Canal, the 1956 figures failed to top previous records in total number of transits, total tolls, and number of ocean-going vessels in transits for one year. The previous record in total tolls, \$37,530,327, was set in the fiscal year 1953, while the record in ocean-going transits, 8,584, for both commercial and Government ships, was recorded in 1954.

Substantial gains were made in the amount of cargo shipped over all of the main trade routes through the Canal last year, with the biggest increase, percentage-wise, on the route between the east coast of South America and the west coast of the United States and Canada. The cargo shipments on this route jumped from 481,000 tons in fiscal year 1955 to 1,460,000 tons last year.

The amount of cargo shipped over the route between the east coast of the United States and Canada and the Far East increased by more than 1,250,000 tons last year over the previous year. Again in the past fiscal year, this route held first rank in importance which had gained for the first time in the fiscal year 1955.

While the United States, Great Britain, and Norway continued to hold first, second, and third places, respectively, in the nationality of ships using the Canal, Panama dropped from fourth place in 1955 to seventh place in last year's list. It was replaced in fourth place by German flag ships, with Japan and Liberia being in fifth and sixth places.

Ore shipments from the Pacific to the Atlantic continued the substantial increase shown for the past few years on the commodity list, and exceeded five million long tons last year. The most spectacular gains in commodity shipments last year over the previous year were barley and wood pulp. Both of these commodities exceeded a million long tons last year as compared with less than 400 thousand tons each the year before.

In the commodity movements from the Atlantic to the Pacific last year, mineral oils showed the biggest gain and continued to rank first. Shipments last year totaled over five million tons, and exceeded the previous year's figures by over 800,000 tons.

## THIRD OF CANAL'S COMMERCIAL TRAFFIC POURS THROUGH DURING POSTWAR DECADE



MANY STRANGE CRAFT have transited the Canal in its 42 years of operating history but none has provided a more spectacular sight than the three big floating drydocks which were careened by the Mechanical Division during 1949 and 1950 and towed from Balboa to Cristobal. One of these is shown as it towered above Miraflores Locks. All three transits were made without incident.

(Continued from page 13) of both tanker and dry-cargo traffic was well ahead of the previous year. The United States intercoastal route showed a 22 percent gain, while the vessel tonnage on many routes classified under the miscellaneous heading was half again as high as the previous fiscal year.

1954	
Commercial transits	7,784
U. S. Government	800
Tolls	\$37,191,000

The record number of transits by ocean-going vessels, commercial and U. S. Government, set an all-time high in the Canal history which has not since been surpassed. Important gains were made in tonnage of coal, phosphates, scrap-metal, soybeans, and corn. An important expansion of the refrigerated service for the transportation of bananas from Ecuador to Europe was one of the important trade developments of the year. This added substantially to the increase in commodity shipments over the trade route between Europe and South America. This trade route has shown a consistent and phenomenal growth in the postwar decade.

1955	
Commercial transits	7,997
U. S. Government	296
Tolls	\$35,137,000

The total number of ocean-going transits declined from the high level of the two previous fiscal years when the num-

ber of U. S.-Government ships using the Canal declined sharply after the close of the Korean hostilities. This was largely offset, however, by the substantial increase in commercial traffic which set a new high record. The volume of shipping between Europe and South America continued an upswing and this trade route ranked fifth for the year. Commodity shipments showing substantial gains on this route included bananas, copper, metal, iron ore, sugar, and sulphur. The record cargo movements for the year over all routes was largely the result of increased commodity shipments from the Pacific to the Atlantic.

1956	
Commercial transits	8,809
U. S. Government	266
Tolls	\$37,451,000

Most former Canal records were broken during the year, although the total number of transits by ocean-going ships failed to top the 1954 record. The year's traffic was featured by a continued increase in the number of supertankers and large ore carriers moving through the Canal. A feature of the year was the shipment of 4,045,416 tons of cargo through the waterway in May, this being the first time in the Canal's history that commodity shipments aggregated over 4,000,000 tons. The heavy movement of mineral oils, and especially from the west coast of the United States to the eastern seaboard, was particularly significant in the traffic statistics.

### SHIPS AND SHIPPING

#### Transits By Ocean-Going Vessels In June

	1956	1955
Commercial	674	653
U. S. Government	21	31
Total	695	684
Tolls*		
Commercial	\$3,013,659	\$2,811,652
U. S. Government	70,817	149,631
Total	\$3,084,476	\$2,961,283

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

## Record Enrollment Of 7,000 Expected When Schools Reopen Next Month

(Continued from page 1) and construction of covered passageways and bus-loading platforms are among the improvements being made during the school vacation season.

### Many Improvements Planned

Interiors are being painted at the Canal Zone Junior College, Ancon kindergarten, Diablo Heights school, and both men's and women's college dormitories. Sound proofing is being done at Balboa Junior High School, and the Diablo Heights and North Margarita Elementary schools. Additional covered passageways and bus-loading platforms are being constructed at Balboa High School, Balboa Junior High School, and the Junior College.

The Ancon gymnasium is being remodelled to provide new and improved office, storage, and dressing-room space.

A full-time physician is expected to join the school staff this year.

A few changes in school districting are planned. Fort Davis first-graders will attend South Margarita instead of Gatun. France Field grades 1-6 will attend North instead of South Margarita, and grades 5 and 6 from Coco Solito will attend Cristobal elementary instead of North Margarita, on the Atlantic side. Pacific side changes include the fourth-graders from Albrook Air Force Base, who will attend at Balboa instead of Fort Kobbe, and grades kindergarten-6 from Curundu Heights, who will attend at Diablo Heights this year instead of Balboa.

### New Teachers Already Hired

The list of new high school teachers employed up to last month, their home towns, the colleges from which they were graduated, and their assignments follows:

Margaret Clayton, of Perkinston, Miss. Mississippi Southern; Cristobal High School; physical education.

Max Ackerman, of Chiloco, Okla.; Southwest Texas State Teachers College; Balboa junior high school; English.

Luis Fattorosi, of Perth Amboy, N. J.; Rutgers; Cristobal high school; English and business.

William Garber, of Covington, Va.; Lynchburg College; Cristobal junior high school; mathematics.

James Hunt, of Bemidji, Minn.; Bemidji Teachers College; Cristobal junior high school; mathematics.

James Kiskin, of Lorain, Ohio; University of West Virginia; Balboa junior high school.

Milton Poland, of New Britain, Conn.; Northeastern University; Balboa junior high school.

Loring White, of Sidney, Neb.; University of Connecticut; Balboa junior high school; English.

New teachers for assignment to elementary grades, their home towns and colleges, include:

Betty Thomas, of Brazil, Ind.; Indiana State; Dora Hardy, of Cleveland, Ohio, Miami (Ohio); Dorothy Helmkamp, of Denver, Colorado University; Joan Grunert, of Lisbon Center, Me., Farmington State Teachers College; Mary Brennan, of New Bedford, Mass., Fitchburg Teachers College; Evelyn Horne, of Birmingham, Mich., Michigan State; Raymond Fanning, of Baltic, Conn., Willimantic Teacher College; Sam Queen, of Waynesville, N. C., Western Carolina; and Earl Sharick, of Lacon, Ill., Illinois State Normal University.

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

	Fiscal Year				
	1956			1955	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	4,133	4,076	8,209	7,997	5,524
*Small	450	446	896	1,149	931
Total commercial	4,583	4,522	9,105	9,146	6,455
**U. S. Government vessels, ocean-going	160	106	266	296	441
*Small	127	210	337	318	-----
Total commercial and U. S. Government	4,870	4,838	9,708	9,760	6,896

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

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

## TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Fiscal Year		
	1956	1955	1938
United States Intercoastal	6,276	5,978	6,395
East Coast of U. S. and South America	6,192	5,971	2,652
East Coast South America and West Coast U. S./Canada	1,460	481	161
East Coast of U. S./Canada and Far East	9,651	8,393	4,912
East Coast U. S./Canada and Australasia	1,280	1,274	992
Europe and West Coast of U. S./Canada	5,616	5,094	4,237
Europe and South America	3,160	2,527	2,974
Europe and Australasia	2,271	2,328	1,251
All other routes	9,213	8,600	3,812
Total traffic	45,119	40,646	27,386

## Principal commodities shipped through the Canal

(All figures in long tons)

### ATLANTIC TO PACIFIC

Commodity	Fiscal Year		
	1956	1955	1938
Ores, various	5,137	4,087	2,127
Lumber	3,549	3,747	2,851
Wheat	1,478	1,387	706
Nitrate	1,167	1,271	1,401
Canned food products	1,301	1,221	991
Bananas	936	939	53
Sugar	1,425	1,281	1,487
Metals, various	742	789	698
Refrigerated food products (except fresh fruit)	618	551	335
Mineral oils	1,875	1,981	2,875
Barley	1,083	387	237
Wood pulp	1,421	349	314
Coffee	315	280	175
Iron and steel manufactures	288	222	13
Cotton, raw	290	236	127
All others	2,208	3,499	3,307
Total	23,833	22,227	17,697

### PACIFIC TO ATLANTIC

Commodity	Fiscal Year		
	1956	1955	1938
Mineral oils	5,130	4,305	907
Manufactures of iron and steel	2,131	1,792	1,859
Ammonium compounds	463	295	71
Metals, scrap	498	23	999
Phosphates	1,257	1,043	328
Paper and paper products	433	377	423
Sulphur	469	463	297
Soybeans and products	746	557	3
Cement	289	300	154
Sugar	787	520	57
Machinery	301	285	168
Ores, various	317	187	104
Chemicals, unclassified	271	233	109
Tinplate	244	213	238
Coal and coke	2,996	3,274	137
All others	4,954	4,552	3,835
Total	21,286	18,419	9,689

# Canal Organization Vitally Affected By Postwar Changes



MANY OLD LANDMARKS like the Ancon Theater fell by the wayside during the past 10 years. The building, used for many years as a clubhouse, was demolished early in 1952. The main part of the building was first erected in Pedro Miguel and moved to Ancon in 1913. It had been extensively remodeled two or three times.

(Continued from page 11) transferred to the Navy.

Draft Boards were established in the Canal Zone.

These and a host of other events made the administration of Governor Newcomer one of the most significant in the Canal's history.

The most widespread change in the top administrative officers of the Canal organization since the Isthmian Canal Commission was changed in 1907 occurred in May 1952 and within a short time thereafter. For the first time in the history of the permanent operating organization new men were appointed as Governor and Lieutenant Governor at the same time.

From the time Governor Goethals left the organization 35 years before, the Governor had been succeeded by the second in command (Engineer of Maintenance and later Lieutenant Governor). The change in this long-established policy came when Gov. J. S. Seybold was appointed to succeed Governor Newcomer and Col. H. O. Paxson was appointed as Lieutenant Governor, succeeding Col. Herbert D. Vogel.

Occurring at this same period was the retirement or reassignment of a substantial number of top administrative officers. These included the Health, Marine, and Finance Directors, and several officials of lesser rank.

The four-year administration of Governor Seybold was filled with changes and events which made the Canal organization the top headline news of local newspapers more than in any period since the Canal was completed. Many of the changes resulted from the adoption of the corporate form of operation.

An extensive review of Governor Seybold's administration was contained in the May issue of THE REVIEW and will not be repeated here.

Briefly, some of the highlights of his four-year term of office were: Plans to increase the capacity of the Canal; Contractors Hill project; 60-cycle conversion program; completion of quarters program; consolidation of hospitals; increase in rents; study on fringe benefits; consolidation of Canal units as work level dropped; adoption of Spanish language in Latin American schools; and plans for replacement of Locks towing locomotives.

While all of these were of great news

interest and affected employees in many instances, undoubtedly the most far-reaching event which occurred during Governor Seybold's administration was the conclusion of the new U. S.-Panama Treaty. While this was not his direct responsibility, its affects will be more far-reaching than many occurrences which captured headlines.

As the administration of Gov. W. E. Potter begins, additional changes and adjustments are in the offing. These

will be the result of treaty commitments with one of the principal changes becoming effective at the end of the year when commissary purchase and free entry privileges will be restricted to only U. S.-citizen employees and non-U. S.-citizen employees living in the Canal Zone.

This change will necessitate a further substantial force reduction that will require adjustments in all major units which are expected to continue for several months following.

Although these changes are still to come, they will be of far less magnitude than many that have occurred in the past decade. And, aside from these, there are no indications that the coming ten years will be so turbulent as the ten which Canal employees have just experienced.

The Canal's working force at present is substantially at the same level numerically as it was in 1938, which means, in fact, that it is well below that level from the man-hour standpoint. This is true because the 40-hour work week has been adopted throughout the organization since 1938 and leave privileges for local-rate employees, more than two-thirds of the total force, have been inaugurated.

The history of the Panama Canal has been replete with turbulence and debate and no prognostication is here made that its future will not have its share. However, THE PANAMA CANAL REVIEW offers one of its rare editorial opinions:

The next ten years will not be nearly so rough as the postwar decade now ending.

## Canal Commercial Traffic by Nationality of Vessels

Nationality	Fiscal Years					
	1956		1955		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentine.....	3	8,661	1			
Belgian.....	1		15	8,908		
Brazilian.....			10	35,191		
British.....	1,142	7,299,912	1,145	6,897,789	1,281	6,417,016
Chilean.....	75	452,731	60	323,734	9	28,787
Chinese.....	36	271,169	38	289,543	2	13,113
Colombian.....	232	293,191	198	261,249		
Costa Rican.....	26	171,869	31	212,055		
Cuban.....					2	
Danish.....	337	1,154,339	323	1,014,334	223	865,235
Ecuadorian.....	66	79,985	57	79,164		
Estonian.....					2	4,695
Finnish.....	22	109,888	9	44,750	1	4,021
French.....	112	683,920	132	585,123	105	567,288
German.....	509	1,500,863	375	1,002,372	357	1,518,593
Greek.....	114	1,031,982	121	1,013,875	94	525,351
Honduran.....	423	372,424	428	384,890	22	8,478
Hungarian.....					5	24,411
Israeli.....	2	20,200	3	28,950		
Italian.....	126	756,773	160	907,359	52	153,417
Japanese.....	476	3,516,810	464	3,103,396	300	1,877,502
Korean (South).....	17	77,477	4	13,551		
Latvian.....					3	4,900
Liberian.....	496	4,252,066	384	2,637,568		
Mexican.....	8	27,624	6	19,499		
Netherlands.....	140	778,152	139	736,668	285	749,642
Nicaraguan.....	53	82,720	50	60,509		
Norwegian.....	985	4,954,149	904	4,162,091	667	3,433,571
Panamanian.....	431	1,959,097	551	2,712,127	182	415,561
Peruvian.....	31	165,367	18	49,702	5	7,151
Philippine.....	24	144,368	17	88,056	3	8,441
Portuguese.....	2					
Soviet.....	2	1,927	1	3,478	5	10,419
Spanish.....	48	197,814	32	132,264	2	15,280
Swedish.....	163	816,059	207	829,519	119	763,049
Swiss.....			5	37,235		
Turkish.....			4	9,250		
United States.....	2,102	13,909,995	2,102	12,949,146	1,780	9,892,619
Uruguayan.....	2	9,498	2	3,016		
Venezuelan.....	2	8,851			4	3,971
Yugoslavian.....	1	9,161	1	9,940	14	73,413
Total.....	8,209	45,119,042	7,997	40,646,301	5,524	27,385,924

## CANAL COMPANY AGREES TO BUY TWO NEW TYPE LOCKS TOWING LOCOMOTIVES FOR TEST PURPOSES

(Continued from page 1) equipment. Bidders were also asked to submit proposals for furnishing two test locomotives.

The General Electric Company entered offers ranging from \$7,238,000 to \$9,866,000 for 57 locomotives, and three locomotive cranes, being the lowest of the two received for equipment of existing design. LeTourneau's was \$4,982,400 for 30 units including three cranes—of the new design, a sufficient number to handle the towing requirements at all three Locks.

The decision to replace all of the towing locomotives now in use was reached after extensive engineering studies by the Company and consultants on relative costs of replacement or rebuilding and conversion of the present equipment for 60-cycle use. Many of the locomotives now in use have been in service since 1914 and most of the equipment has reached such a state of obsolescence and wear that it would require complete rebuilding aside from the cost of converting all units for 60-cycle current.

The design of the LeTourneau locomotives was developed after considerable first-hand study of the towing problems by R. G. LeTourneau, president of the firm, and other officials of the company who visited the Canal Zone several times prior to the submission of their proposal.

The contract for the new-type towing equipment provides for delivery and installation of the test units within 14 months after the formal contract is approved and signed by Gov. W. E. Potter. Negotiations for the purchase of the two test units have been conducted for the Canal Company by Col. Hugh M. Arnold, contracting officer, and for LeTourneau by R. L. LeTourneau, J. S. Scruggs, and C. T. Peterson. Colonel Arnold has been assisted in the analysis of the bids by various officials of the Marine Bureau, and particularly the Locks Division, and personnel of the Engineering Division of



POSITION OF fender car is shown when a ship would be in Miraflores Locks with an extremely low tide. The test locomotives are to be used at Gatun.

the Engineering and Construction Bureau. The three LeTourneau representatives came to the Isthmus last week for the negotiations.

Aside from their strange appearance in comparison with other towing locomotives, the LeTourneau devices represent one of the few basic changes which have been made in the operating equipment of the Panama Canal as conceived and designed by its builders almost a half century ago. The other notable change has been the elimination of the emergency dams, three of which have already been removed. These have never been used for the purpose for which they were constructed. Except for minor alterations, the other operating equipment is unchanged in design from that installed when the waterway was opened.

The LeTourneau locomotives will be built to operate on the existing tracks of the center lock walls. With only two locomotives in use, each would have tow lines fore and aft to the vessel in tow. Thus, each locomotive would provide towing and braking power.

With the towing power entirely on one side of a ship, the vessel would be spaced or held off the lock wall by a pneumatic-tired fender suspended from each locomotive and controlled by the towing locomotive operator. Each fender-car will be equipped with twelve rim-mounted, 24-ply pneumatic tires, 18 x 25, with three on an axle. Six of the wheels will bear against the ships and six will ride the lock wall. The tires will be mounted horizontally with the locks walls, permitting them to roll forward as the ship in tow is moved.

The fender cars will be raised or lowered by electric motors in the towing locomotives. They will be suspended below the lock wall and can be lowered to a depth of 43 feet below the wall to permit contact by ships of all sizes and at all stages of water level in the lock.

Some minor modifications will be required on the lock walls for the operation

of the fender. Also, the repair sheds at the locks will require alterations to permit passage of the new-type locomotives.

The new locomotives will be equipped with line booms of light-weight tubing, approximately 75 feet in length. These are entirely new features and are designed to pass one or both manila messenger lines from the towing locomotives to the ship. It is expected that this will eliminate the present system of using rowboats for passing the connecting lines from the lock walls to the vessels upon their approach. The operation of these whip booms will be controlled by the operator in the locomotive cab.

The LeTourneau locomotives will not only provide a wholly different scheme for the towing of vessels through the Canal Locks but they will differ radically in appearance from those in service. The dimensions of the locomotives will be 36 feet in length, 14 feet in width, and 13 feet in height to the top of the operator's cab. The weight of each locomotive will be approximately 110,000 pounds and they will have a top speed of around nine miles per hour.

The operator's cab will be fully enclosed and will be located on top of the locomotive platform at one end. Tinted safety-glass windows will be provided on all sides except that opposite the lock, with the window on the lock-side being equipped with a power-driven wiper. The cab windows will be arranged to be lowered or raised and the cabs will be insulated against heat and equipped with 10-inch electric fans for use when the windows are closed.

The locomotives will be given their unusual appearance by the fender masts and whip booms. The over-all height of the fender car and mast will be 46 feet. The mast on which the fender is raised or lowered will be a lattice-type steel structure.

Since the test locomotives are to be in use before the power conversion at the Locks is scheduled, they will be equipped with diesel engines to drive the power generators in the locomotives. After the conversion to 60-cycle current, these engines, if found to be satisfactory, will be replaced with electric motors for operation of the locomotives.



THE NEW locomotives will present an unusual appearance. They will be built to operate on the existing towing locomotive tracks.



THIS CLOSE UP shows how the fender assemblies will be raised and lowered and how the big tires on the fender cars will hold a ship off the lock wall. The overall height of the car and mast will be 46 feet.