

PANAMA  CANAL

REVIEW

Vol. 8, No. 3

BALBOA HEIGHTS, CANAL ZONE, OCTOBER 4, 1957

5 cents

Gift of the Panama Canal Museum



100,000th

October 10, 1938

150,000th

April 26, 1951



200,000th Tramp or Ocean Queen?

Some merchant ship perhaps in Canal waters today or not many miles from one of its terminal ports—will notch another significant mark in the Panama Canal's record of service to the maritime world.

The vessel, still to be determined at the time this issue of THE REVIEW was closed, will make the 200,000th transit of the waterway by ocean-going commercial ships.

Marine Bureau officials were counting transits, one by one, during the latter part of last month and by September 25 it appeared certain that the Ship of Distinction would be ready for transit by today or by Monday at the latest. The exact ship will not be known until the transit schedules are prepared the night before the 200,000th transit is made.

The master of the vessel will be presented with a certificate signed by Governor Potter and Capt. Warner S. Rodimon, Marine Director, as a token of the ship's numerical distinction. The ceremony will be held when the ship arrives

at Miraflores Locks, whether northbound or southbound.

Acting Governor Hugh M. Arnold is planning to be present when the certificate is presented, as will other Canal officials and representatives of the shipping agency handling the vessel locally.

This will be the third such certificate awarded by the Canal authorities, ships making the 100,000th and 150,000th transits having been similarly honored.

The first certificate was presented to the S. S. *Steel Exporter*, of the Isthmian Steamship Line, on October 10, 1938, just 24 years after the Canal was opened, when it made the 100,000th transit, with a load of general cargo from Los Angeles to London.

Winner of the 150,000th transit certificate was the S. S. *Nevadan*, intercoastal cargo ship of the American-Hawaiian Company. Its transit was made 13 years later, on April 26, 1951.

The time intervals between the opening of the Canal and presentation of the three

certificates illustrate the rapid growth of commercial traffic in the past few years since only six and a half years have elapsed for the last 50,000 commercial transits to be made. Thus, one-fourth of all commercial shipping has moved through the Canal in one-seventh of the Canal's operating history.

If the present volume of Canal traffic continues, the 250,000th transit will be made early in 1963, the year before the Canal reaches its 50th birthday.

The Panama Canal has already compiled some formidable statistics since it was opened in August 1914.

In addition to the 200,000 ocean-going commercial ships which have gone through the waterway, over 65,000 other vessels of many different sizes and categories have been listed on its transit sheets. These included, up to the end of the past fiscal year: 24,134 small commercial vessels; 41,767 U. S. Government ships, all categories; and 941 vessels which transited free. The latter included (See page 13)

New Civil Defense Control Center To Be Located At Balboa Heights

Final plans are now being drawn up by the Engineering Division for a Civil Defense Control Center, which will be located in the Administration Building at Balboa Heights. When the plans are completed bids will be asked for construction of the center.

Through the new Control Center, Governor Potter and his staff will be able to communicate, during any time of disaster or other emergency, with rescue and operating units anywhere in the Canal Zone.

Plans for the new Control Center have been approved by Lt. Gov. Hugh M. Arnold, who represents the Governor as head of the Civil Defense organization here, and by the Federal Civil Defense Administration in Battle Creek, Mich. It will be one of two Control Centers for the Canal Zone. The other will be lo-

cated on the Atlantic side as soon as a building site has been selected.

The Control Center will be located in the basement of the Administration Building between the restaurant and the seismograph room used by the Meteorological and Hydrographic Branch. It will contain the latest types of communications equipment considered essential in installations of this kind. The room will be air-conditioned, have its own water supply and telephone relays, with map, plotting, and status boards.

Ordinarily such control centers are equipped with facilities for feeding and housing those who will be assigned there and sanitary facilities are also provided, but these already are available in the

location of the center.

The Control Room has been designed so that it could be occupied for several days, if necessary. It will have space for operating personnel such as radio and switchboard operators and messengers, together with a Civil Defense administrative staff, the Governor, and those of his Bureau Directors to whom Civil Defense functions have been assigned.

From the new Center, the Governor and his staff will be in constant contact with the armed forces, as well as civilian contact points in the Canal Zone. The Bureau Directors involved will be able to control rehabilitation, rescue, and emergency repair work through a network of radio stations and relay points.

60 Cycles

*Less Than A Year
Away For Everyone*

All homes in the Canal Zone will be using 60-cycle electric current a year from now if the tentative operational plans for the Pacific area conversion, submitted by the contractor, materialize.

The contract for the Pacific area conversion was awarded last month to the Consolidated International Electric Company, Inc., which has had extensive experience in power conversion in Canada. It has outlined plans to the Canal administration for doing the entire job in a six-month period, except for preliminaries and clean-up work.

Their program entails the purchase of all parts and equipment needed for the entire job and establishment of adequate warehousing facilities before any conversion of equipment is begun. Officials of the firm believe that they can complete the work within six months after actual equipment conversion begins.

The tentative plan submitted calls for starting the conversion of equipment early next year, and no later than next April.

The Pacific area conversion must be scheduled to coordinate with other phases of the Power Conversion Program but no material delays are presently foreseen by Canal officials responsible for the program.

As in other area conversion programs, the contractor will be required to submit a detailed program and schedule for approval. When Consolidated Electric submits its firm schedule, the Canal administration will authorize a starting date after determining that the rate of conversion proposed will fit into the overall program.

The principal factor in coordinating the power conversion program is the provision of ample 60-cycle and 25-cycle current for equipment actually in operation for both cycles.

The precarious balance required in the generation of 60-cycle and 25-cycle while the conversion of equipment is in progress could easily be upset if the conversion of either generating or motive equipment outspeeds the other.



Visits to Canal Zone hospitals were part of the schedule for members of the Board's Budget Committee, here last month to study Dr. Isidore Falk's report.*

The Falk Report

Board Members hear an expert on health and hospitals

A look into the near and far future of the Canal Zone's health services and facilities was taken last month by members of the Budget and Finance Committee of the Board of Directors.

The Committee held a special meeting here to consider the preliminary report of Dr. Isidore S. Falk, who has been employed for the past several months as a consultant on the future health program.

Attending the meeting were Directors Ralph H. Cake, Committee Chairman, Maj. Gen. Glen E. Edgerton and Robert P. Burroughs, and W. M. Whitman, Secretary of the Panama Canal Company. Dr. Falk was here to discuss personally with the directors various phases of the report. Aside from formal meetings, in-

spection trips were made to various Health Bureau facilities.

The consultant's report is expected to be used as a basis for developing a master plan for the Zone's health services in future years. Governor Potter told a group of local newspaper representatives after the Committee meetings that the report made quite evident the need to continue the operation of both Gorgas and Cocco Solo Hospitals.

* Shown here at Gorgas Hospital are, left to right: Maj. Robert Hughes, of the Hospital staff; Lt. Gov. H. M. Arnold; Col. C. O. Bruce, Health Director; Robert P. Burrough, a member of the Board, back to camera; Ralph H. Cake, also a Director; Governor Potter; Maj. Gen. G. E. Edgerton, the third member of the committee, back to camera; W. M. Whitman, Secretary of the Panama Canal Company; and Dr. Falk.

Change of Command



Twenty-three years of service with the Canal Zone Police force was climaxed this week for B. A. Darden, right, when he was promoted to the rank of Major and named Chief of the Police Division. He succeeds Maj. Rodger W. Griffith, left, who retired in September after three years in the top police post.

Announcement of the change of command was made last Monday to the Police Division and to the public.

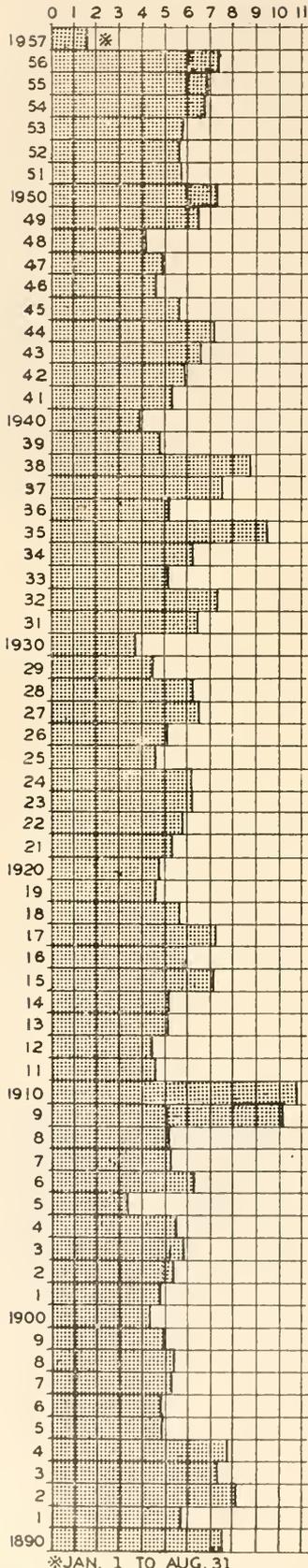
The new Chief of the Police Division is a native of Elliston, Fla., but grew up in North Carolina.

He joined the Canal Zone Police in August 1934, was made a sergeant in July 1941. In March 1943, he was promoted to the rank of lieutenant and in July 1950, was made a captain.

He and Mrs. Darden live in Ancon.



GATUN NET YIELD
IN THOUSANDS C.F.S.



*JAN. 1 TO AUG. 31

Water Supply Main Concern Of Zone Weather Forecasters

Broadly speaking, Isthmian weather is about the easiest in the world to predict. During about eight months of the year daily forecasts can read "partly cloudy with showers." For the other months you can nail it down with a "dry-hot-and-windy" prediction.

Specifically speaking, accurate weather forecasts are next to impossible here. When it comes to the actual when, where, and how much rainfall, there are no standard patterns for meteorologists to use in prognostications. Flooding rains have occurred in the middle of a dry season and long, dry spells are not uncommon in the rainy season.

Rainfall was four and a half inches above normal in August at the Pacific entrance of the Canal and nearly six inches above normal at the Atlantic end. Yet, late in September the Gatun and Madden Lake levels were at record low for that time of year.

These lesser vagaries of local weather do not generally trouble W. H. Esslinger, the Canal's Chief Hydrographer. He and those responsible for the very heart of the Canal's operations—the waterway and electric power—are principally concerned with water supply on a year-round basis.

Their concern is understandable since the water supply has varied as much as 250 percent over the period of 67 years of meteorological and hydrographic records. The water supply is measured by "net yield," which is the number of cubic feet of water which flows into Gatun Lake every second from its 1,289 square-mile drainage basin, less the amount of water that is lost by evaporation from Gatun Lake. The evaporation losses are considerable and may amount to as much as five feet of water a year.

The accompanying chart shows the annual net yield since 1890. The two wettest years in this 67-year period were 1909 and 1910 at the height of the Canal construction. Net yield in both years exceeded 10,000 cubic feet a second. The two driest years were in 1905, with a yield of only 3,752 and in 1948 when net yield was down to 4,108 cubic feet a second.

Up to September of this year the net yield of the Gatun drainage basin was 1,662 cubic feet a second, as compared with 2,522 up to that date in 1948, the previous most critical year in the Canal's water supply.

As a result of this comparative dribble of water this year, the Canal's water supply is lower than ever before at this time of year. Madden Lake set new low records in June, July, August, and September, while the level of Gatun Lake reached new low levels in July, August, and September, and tied its previous low in June.

The water level in the two lakes are directly related to net yield but the lake elevations are influenced by Canal traffic and power generation. This year traffic has been at its highest which has helped deplete the supply, but this has been partly offset by the generation of more power by auxiliary diesel plants. Usually the diesel plants are closed by the end of June but this year they have been operated at near capacity through September.

Since all these factors net yield,

Canal traffic, and power generation at the hydro plants are so important, careful check is kept of the levels of both Gatun and Madden Lakes.

The graph accompanying this article shows the paucity of water this year by comparing the water levels for 1956, a wet year; 1948, the driest year since the Canal was opened; and this year.

Both lakes are filled to the brim at the end of each rainy season, Gatun to the 87-foot elevation and Madden to the 250-foot elevation, or to the top of its drum gates. Normally, Madden Lake generally drops to about 215 feet and Gatun to about 83 feet by the end of each dry season, refilling to normal operating levels by July.

This year, as in 1948, both lakes went far below their usual dry-season levels and continued low.

Although the lake was at its maximum when the last dry season began this year it was still well below the 1948 level in September. This means that the water yield must be at least average for the remainder of this rainy season to reach 87 feet before the coming dry season begins.

While it is possible that enough rain will fall to fill both lakes before the New Year comes around, no one would shy further away from such a prediction than Mr. Esslinger and his associates. Right now they are assuming the gloomiest outlook and figuring on what must be done to counterbalance low lake levels and a possibly long dry season next year.

Plans have already been made to meet such a contingency and to take a practical form of insurance against future long, dry seasons. The auxiliary plants will be used to the extent necessary beginning at the outset of each dry season to conserve water for the Canal operation. The diesel plant power generation can then be curtailed later if the water supply warrants. In the past the diesel plants were not operated until during the latter part of each dry season, dependent upon the available water supply and weather conditions.

THE REVIEW was reminded last month of the importance of Isthmian weather and that the water supply could possibly be one of the big stories of this year and next. The reminder was in the form of a letter from George E. Matthew, the Chief Hydrographer for many years.

Mr. Matthew now lives in Apalachicola, Fla., but not even Florida sunshine can diminish his interest in the Isthmian weather which he studied from 1913, when he began as an Assistant Meteorologist, until he retired five years ago as Chief Hydrographer.

In his letter, he recalled that he calculated back in 1950 that the Canal was due for an extremely dry year in 1955. His calculation was based on dry and rainy cycles which have been experienced since accurate weather records were kept. The Isthmian weather demonstrated another of its vagaries and the extremely dry year has come two years later than he figured.

Now that it has arrived, Mr. Matthew predicts some bad times ahead.

"In my opinion, based on previous records, the present period of minimum rainfall and runoff has

(See page 15)

Pan-American Highway

A Zonian's Report



The scenery along the highway in the Mexican mountain country is picturesque. This photograph was taken near a village about 100 miles south of Mexico City.

An up-to-date, first hand report on the Pan American Highway between Nogales, Arizona and Costa Rica — its pitfalls, mud-holes, and red tape entanglements — can be obtained these days from George Vieto, Panama Canal Traffic Officer.

Mr. Vieto, whose job it is to plan other people's trips, made an on-the-spot investigation of the much-discussed new highway this summer following an extensive automobile tour of the United States.

Accompanied by his wife and three small children, he drove his station wagon into Mexico at Nogales, Ariz., and reached San Jose, Costa Rica, eleven days later. He had only one flat tire.

Although the highway cannot be compared as yet to the New York State Thruway, the roads he travelled ranged from excellent paved surface to passable dirt and hard top asphalt. There was only one section, a stretch of 150 miles from Mexico to Guatemala, where the car had

to be shipped by rail.

Except for one ten-mile stretch, all the roads in Mexico were hard top or asphalt and, while several bridges were still to be completed on the west coast road, adequate provision had been made for fording the streams in the average car.

It took the Vietos seven days to drive through Mexico, including a stop of two days in Mexico City, where they obtained the best over-night accommodations of the trip. Although they camped out in the United States, they found no suitable camping sites in Central America and decided it was more comfortable to stay in inns or motels at night.

In Guatemala, where there was plenty of mountain driving, 70 percent of the Pan American Highway is paved. El Salvador had all of its section asphalted, but in Honduras, the road had only a rough dirt surface on which work is being started. Sixty percent of the highway



This is a section of the road in Honduras north of the Nicaraguan border.

was completely paved in Nicaragua but only half of the road from the border to San Jose was paved in Costa Rica.

The Vieto family crossed Guatemala in two days, travelled through Salvador and Honduras in one day and drove from the Honduran border through Nicaragua to San Jose, Costa Rica, in another day.

Courtesy was encountered all along the road, Mr. Vieto said. But to get the most out of the information that nearly everyone insists on giving, the traveller should have a knowledge of Spanish.

The red tape cropped up a couple of times when the Vietos reached Nicaragua and Costa Rica and discovered that exit permits as well as entrance permits were required. This regulation almost caused a two-day delay in Nicaragua where Mr. Vieto had to rush to a Managua permit office five hours away before it closed.

The Vietos are still a little puzzled over the method used by Captain Peter Townsend, whom they encountered in Mexico, in getting his car from San Jose to Panama. Mr. Vieto said his family went as far as they could overland and then shipped their station wagon back to Balboa from Puntarenas.

For those who have a yen to pack up the family, take the family car, and make a similar junket through Central America, Mr. Vieto has several travel hints: Check visas and permits before starting. Don't carry a gun — it may cause trouble and the traveller will not need it. Start with new nylon tires and take three jacks, two of the bumper and one of the scissors type. Make sure that the motor, transmission, and brakes are in good condition and it might be advisable to have heavier springs put on the car in the rear. Take along food and water for a day's travel just in case and, since service stations may be few and far between, a five gallon tin of gasoline may come in handy. (The Vietos didn't need the extra gas in the wilds of Mexico, but did on the Los Angeles, California, Freeway.)

Last but not least, it is a wise idea to get some good maps and a good automobile travel guide book since the highway is not well marked and sometimes the motorist is reduced to asking directions from town to town.

A Queen will be selected from these five to reign at the ball at Hotel El Panama November 8 to raise funds for the new Pacific Side Teen Club. L. to R.: Ruth Thompson, Eleanor Stancock, Ann Haskel, Kathleen Cox and Marjorie Smith.



Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Interior Decorating Pays Off



Have you been to the Storehouse in Balboa or Cristobal lately? Well, if you want to see a good job of interior decorating in what was a dark and gloomy warehouse, pay them a visit. You may get some ideas on how to improve working conditions in your own unit. New *do-it-yourself* metal shelving has been purchased unassembled and is being installed by their own personnel.

In the old days clerks often used anything handy to reach the upper shelves, as the pictures above show. Some had small, unsafe, wooden, step-ladders and many falls resulted from their use. Now all a clerk has to do is to take a screw driver and hacksaw and make his own light, safe, step-ladder from unassembled shelving units.

The new decorative paint motive is in cheerful, bright, colors, which reflect more light and a contrast background with the stock on the shelving. Eye troubles have been cut because better seeing is possible without strain.

Stair treads, risers, and railings have been painted in contrasting colors to prevent falls. Where stairs are wide, a third railing has been added in the middle for safety. Shelving tiers and the areas between have been given familiar street names, so employees can find their way around more easily.

All this new look adds up to "Good House-keeping" and "Accident Prevention." This has been reflected in the Storehouses' splendid safety record with no disabling injuries in the storehouses during 1956 and so far in 1957. The week of October 6 to 12 has been designated as "Fire Prevention Week." What better way to observe this than starting a clean-up in your own work area and at home.

NOW IS THE TIME TO IMPROVE THE LOOKS OF WHERE YOU WORK, NOT ONLY TO PREVENT FIRES, BUT TO PREVENT ACCIDENTS

Get proper first aid for any wound. If you must give the treatment yourself, make it safe treatment with approved antiseptics and sterile dressings.

HONOR ROLL

Bureau Award For
BEST RECORD
AUGUST
SUPPLY AND EMPLOYEE SERVICE BUREAU
ENGINEERING AND CONSTRUCTION BUREAU
HEALTH BUREAU
CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

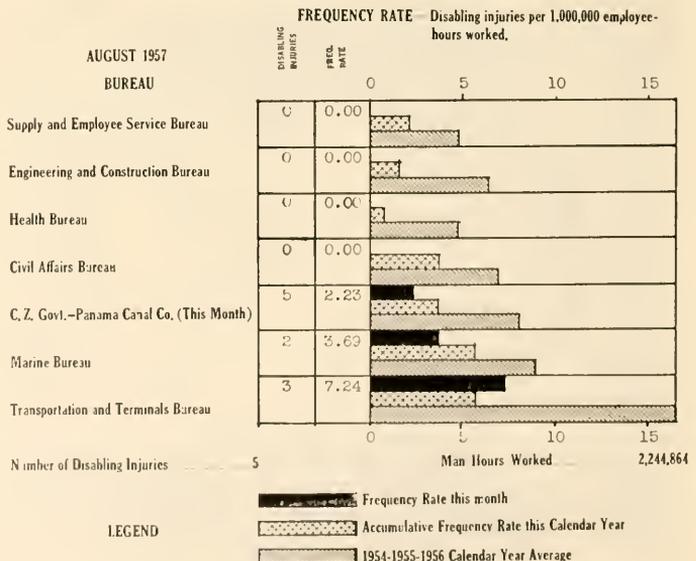
Health	7
Civil Affairs	5
Engineering and Construction	4
Supply and Employee Service	4
Marine	1
Transportation and Terminals	0

Division Award For NO DISABLING INJURIES AUGUST

COMMISSARY AND SERVICE CENTER
HOSPITALS AND CLINICS
MAINTENANCE DIVISION
HOUSING AND GROUNDS DIVISION
DREDGING DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
MOTOR TRANSPORTATION DIVISION
FIRE DIVISION
STOREHOUSE DIVISION
POLICE DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	8
Electrical	8
Fire	8
Housing and Grounds	8
Sanitation	8
Dredging	7
Hospitals and Clinics	7
Maintenance	7
Motor Transportation	7
Storehouse	7
Industrial	6
Railroad	5
Police	5
Commissary and Service Center	5
Locks	2
Navigation	2
Terminals	1



OF CURRENT AND FUTURE INTEREST

The battalion and company sponsors who were elected last month by members of the Junior Reserve Officers Training Corps battalions in Balboa and Cristobal High Schools will make their first public appearance soon when the units hold their first reviews of the year. This event will take place in Balboa October 9 with a review in honor of T. F. Hotz, Principal of the Balboa Junior-Senior High School. The year's first ROTC review in Cristobal will be held November 1 in honor of Paul Beck, Principal of the Cristobal Junior-Senior High School.

The Battalion sponsor in Balboa is Miss Jackie Dunn. A similar position is held in Cristobal by Miss Virginia Kleefkins. Company sponsors in Balboa are Miss Sue Mable, Company A; Miss Joan Dimpf, Company C; and Miss Betty Crowe, Company B. In Cristobal Company sponsors are Miss Stefie Beck, Company E; and Miss Arsilvia Vinas, Company F.

Battalion Commanders this year are Cadet Lt. Col. Paul Bennett, of Balboa High School, and Cadet Lt. Col. James A. Brooks, of Cristobal.



The annual GAO-Comptroller's Office golf tournament was a recent event. The GAO won. Shown here, l. to r.: L. K. Gerhardt, GAO; Philip L. Stees, Jr., Comptroller; Governor Potter, and Paul M. Runnestrand, Executive Secretary.

After almost 10 months of operations, the Pacific Side Blood Bank had assets of 43 pints of blood on hand, when figures were totaled up on September 6.

During this period, which began November 23 when the operations of the Bank got underway, a total of 397 employees of the Company-Government donated a pint of blood apiece, and 354 patients benefited from their generosity.

Special mention was made of the Housing and Grounds Division, whose personnel supplied 37 donors; only 14 recipients from the Division required blood, leaving a healthy surplus of 23 pints on hand.

The Locks Division, with 35 donors, placed second, but 31 Division employees received blood from the Bank, so that Division's surplus was reduced to four. In third place was the Aids to Navigation section of the Marine Bureau, which contributed 28 pints of blood, withdrew 20 and has a credit for the remaining eight pints.

Work should be started soon on the extensive traffic control improvements which will be installed at the intersection of Gorgas Road and Fourth of July Avenue in Ancon. The contract was awarded by the Panama Canal Company late in September to the contracting firm of Dillon and Hickman who will start work on the project as soon as all equipment and supplies arrive from the United States.

The new traffic control system will include the widening of Fourth of July Avenue between Calle "H" and Calle "J", the installation of vehicular and pedestrian traffic control signals, the construction of dual-purpose islands to control the movement of

vehicles and protect the safety of pedestrians, and the installation of modern mast-arm type street lights.

The intersection has long been a center of congestion and traffic delay. Experts believe that the improvements will expedite the movement of approximately 13,000 vehicles and 15,000 pedestrians who use the intersection daily.

For the past two weeks the school children from Santa Cruz who attend the Paraiso school have been using a special railroad shelter located on a high railroad embankment opposite the Paraiso High School. The shelter was built for those students who formerly arrived at the school by bus and who are now riding the train free. It is 100 feet long, has a 60-foot long roof shelter, concrete walks, and stairs leading towards the school.

The shelter was built through the combined efforts of the Maintenance Division and the Railroad Division, using the piggy-back method of transporting the concrete for the floor of the station. The concrete mixers, from which the cement was poured, were brought to the site on flatcars loaded at the Balboa railroad yards.

By making use of the train instead of busses, the school will be able to operate from 8:15 a. m. to 3:15 p. m. instead of from 9 a. m. to 4 p. m.

Plans for the merger of the Aids to Navigation Section with the Dredging Division which have been under study for several weeks will be implemented during the coming few weeks.

The transfer of the clerical force is being made next week and other personnel and functions will be transferred to the Dredging Division early in November.

The merger is expected to result in considerable savings by combining several facilities and functions of a like nature which are now being operated separately by both units. This will permit the retirement of some equipment and buildings now being used by the smaller unit.

Both units now operate such shops and handle such similar work as sand blasting, painting, motorboat engineer repairs, carpentry, iron working and blacksmith shops, launch hull repairs, battery and electric shops.

Both the Office of the Comptroller and the Personnel Bureau are presently engaged in studies of various personnel and accounting changes required in the merger.

The Aids to Navigation Section is now a unit of the Marine Bureau. While most of

the equipment and plant is to be transferred to the Dredging Division, the sea-going tug Taboga is to be retained by the Marine Bureau and will be used in the future by the Navigation Division for harbor work and in furnishing assistance to shipping in the Canal and adjacent waters.

Two new physicians arrived from the United States during September—one for Gorgas Hospital and the other for Coco Solo Hospital. They are Capt. C. W. Hardwick, who will be attached to the general medical staff at Gorgas Hospital, and Capt. Charles F. Aildgaard, pediatrician at Coco Solo Hospital. Both come to the Canal Zone from Fort Sam Houston, Tex.



CIVIL DEFENSE NEWS

OCTOBER VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
2	Margarita and New Cristobal	Service Center Margarita	9 a. m.
3	Balboa	USO-JWB	9 a. m.
9	Rainbow City	School	6:30 p. m.
10	Gamboa	Civic Center	8:30 a. m.
10	Santa Cruz, Paraiso (Joint meeting)	Santa Cruz Service Center	8 p. m.
15	Gatun	Service Center	9 a. m.
16	Diablo	Service Center	9:30 a. m.

Plans are being completed for two nurses from Gorgas Hospital to attend the course on the handling of mass casualties to be given this month at the Walter Reed General Hospital in Washington, D. C.

These nurses will give training classes in this subject to members of the Civil Defense Corps when they return.

A new Volunteer Corps manual has been written and is being distributed to the Wardens of the volunteer services in the Canal Zone townsites.

Mrs. Charlotte Kennedy, Volunteer Civil Defense Instructor is giving special training demonstrations in home protection and sanitation to the Civil Defense Volunteer Corps of the Canal Zone Government.

Approximately 50,000 handbooks and circulars on various Civil Defense training and information subjects were distributed in the Canal Zone military and civilian communities during National Civil Defense Week.



Official Panama Canal Company Publication
Published Monthly At Balboa Heights, C. Z.

Printed by the Printing Plant, Mount Hope, Canal Zone

W. E. POTTER, Governor-President
HUGH M. ARNOLD, Lieutenant Governor
W. G. AREY, JR., Public Information Officer

J. RUFUS HARDY, Editor
ELEANOR MCILHENNY, Assistant Editor
EUNICE RICHARD, Editorial Assistant

On sale at all Panama Canal Service Centers, Commissaries, and Hotels for 10 days after publication date at 5 cents each. Subscriptions, \$1 a year; mail and back copies, 10 cents each.

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



Scouting, exemplified by this group of Canal Zone lads at a Jamboree, is supported by the United Fund.

UNITED FUND

A new shirt catches the eyes of these youngsters at the Salvation Army, which never turns away anyone in need.



Many Drives

In

One

•

Goal: \$134,000

Starts: October 14



Each of the Canal Zone civilian towns has its own Civic Council; their members are voted into office each year.



Occupational therapy at Corozal Hospital is an activity of the United Fund. Volunteer workers help the patients.

The first United Fund drive in the Canal Zone's history gets under way October 14, to raise a total of \$134,000 for more different community services and fund-raising organizations than ever joined in a single campaign here.

Although not all health, welfare, and recreation agencies which depend on voluntary giving can be included in this first campaign, its success will determine to a large extent whether other agencies may join future drives.

This year's United Fund includes all of the agencies formerly in the Community Chest, together with: The American Red Cross, The Canal Zone Committee for Aid to the Physically Handicapped; the Atlantic Religious Workers Association, the American Social Hygiene Association, the National Recreation Association, and the International Social Service.

Final plans for the drive are now being completed by a committee headed by Philip L. Steers, Jr., Campaign Chairman. This group has worked closely with a committee on admissions headed by Judge Guthrie Crowe, a budget group headed by Raymond Gordon, and a publicity committee headed by Maj. Frederick F. Brent.

Gifts to the United Fund may be either in cash or by pledge. Pledge cards will be provided by volunteer solicitors and payroll deductions, which can be in installments, can be authorized by the donors. Donors may designate the agencies to which they wish to give money. The United Fund is pledged to see that every cent so designated goes to the specified recipient.

Zonians have considered a United Fund for several years. Last fall an overwhelming majority indicated preference for a single drive by voting on a referendum included with Civic Council ballots.



Transportation for patients who need special treatment is provided by the Canal Zone's Red Cross chapter. This youngster is a physical therapy case.



Sightseeing is in order when the Fleet is here—a USO trip to Old Panama.

The Summer Recreation Program provides for such fun as swimming meets.

PAGES FROM THE
CANAL'S HISTORY
 THIS MONTH

50 Years Ago

A slide in Gaillard, then Culebra, Cut, half a mile south of Gold Hill, began moving steadily toward the center of the excavation at the rate of about 14 feet a day, during the first two weeks of October, 50 years ago. Electric arc lights were erected at the slide and work put on an around-the-clock schedule. The official CANAL RECORD predicted that the slide would not delay completion of the Canal.

Almost three pages of the October 7, 1907, "Record" were devoted to the report made by Miss Gertrude Beeks to the National Civic Federation after a trip to investigate working and living conditions in the Canal Zone, together with answers by the Isthmian Canal Commission. For instance, in answer to her comment that there was a great need of additional family quarters and that single houses were more desirable than the four-families then being built, the Commission answered that "funds available would not permit the construction of more family quarters" and that the cost of building separate houses was 50 percent more than the cost of four family houses.

Plans were approved for the Obispo diversion to the Chagres river. This was to divert all of the water east of the Canal and north of the Continental Divide and keep it out of the Canal prism where it was interfering with excavation.

By the early part of October, women's clubs had been organized in practically all of the Canal Zone's major towns. On October 12, representatives of the clubs met at the Tivoli to form the Canal Zone Federation of Women's Clubs.

The sea-going suction dredge, *Culebra*, which was to be used at La Boea, sailed from Sparrow's Point, Md., October 9. Her long trip, around South America, was to take almost three months.

Insane patients, who had been kept at Miraflores hospital, were transferred late in October to the new wards at Ancon Hospital, where San Juan Place is now located.

25 Years Ago

The oath of office was administered October 20 to the Canal Zone's new Governor, Col. Julian L. Schley. Administering the oath was Frank H. Wang, then Assistant Chief of Engineers.

w
L
n
d
E
h
fi
o
o
sc
h
n
B
rr
w

look into complaints that some Canal employees were holding down after-hours jobs in Panama which could be filled by Panamanians. THE STAR AND HERALD headlined this news: "Schley moves to protect Panama workers. Canal Zone employees may be barred from engaging in Labor in the Republic. Investigation ordered to determine if jobs held in Panama by Zonians are depriving Panamanians of work."

Isthmian visitors in October 1932, included two well-known individuals. Humorist Will Rogers made a brief stop here on a flight to South America and evangelist Aimee Semple McPherson was in port for the day on a United Fruit Company cruise. The visit was her third.

Chapter 14 of the American Federation of Government Employees was formally organized with 143 paid members and 85 applicants. Its first president was C. H. Frederick.

10 Years Ago

Panama's Foreign Minister, Dr. Ricardo J. Alfaro, appeared before the Assembly to report on negotiations with the United States regarding defense sites. He said that the proposed 20-year occupancy of Rio Hato was too long.

On this side of Fourth of July Avenue, the Canal administration announced that furniture would no longer be provided, free of charge. Furniture rental was to start January 1, but Zone householders had the opportunity of buying outright any of the furniture which was assigned to them.

In accordance with President Truman's plan to conserve food to feed hungry Europe, the Panama Canal club-houses and hotels announced that they would serve no meat on Tuesday and that eggs and poultry would not appear on Thursday menus.

Labor difficulties beset the Cristobal piers when stevedores staged a wildcat stay-away-from-work movement. The strike lasted several days.

Twenty-five employees of the Marine and Dredging Division, including some who had already retired, learned that they would collect a total of \$125,000 in hitherto unpaid overtime. Awards ranged from an individual high of \$5,909 to a low of \$643.80.

The Isthmus was saddened by the death, October 18, 1947, of George W. Green, the Panama Canal's Municipal Engineer for 26 years.

One Year Ago

During an eventful month: George H. Roderick, Chairman of the Panama Canal Company Board of Directors, announced a 5-cent an hour increase for locality rate employees, to be effective January 1 this meant an increase of over \$1,000,000 a year for this group; four companies offered group health insurance proposals; the SS *Panama* was advertised for sale or charter; and the purchase was approved of two new-type towing devices, to be built by Le Tourneau and used at the Locks.



His service dates back to 1906.

**Chief Clerk In Haiti
 Real Canal Veteran**

Harold E. McDonald, Chief Clerk at the Port-au-Prince, Haiti, office of the Panama Line, has been with the Canal organization longer than almost anyone else. His 51 years of continuous service he joined the Canal organization in February 1906—makes him second only to William Jump of the Industrial Division who rounded out 52 years last February.

Born in Sav-la-Mar, Jamaica, his first job was as a law clerk on that island. He came to the Isthmus during the early part of the construction period and in February 1906 became a messenger for the Panama Railroad. Five months later he was made a clerk in the office of the General Manager of the Panama Railroad Company and Steamship Line.

After the Panama Canal was opened in 1914, he moved across the Isthmus to the Office of the Executive Secretary as a clerk. The following year he was back in Cristobal and on the staff of the Receiving and Forwarding Agency, predecessor of the present Terminals Division.

He was transferred to the General Agent's office in Port-au-Prince, Haiti, in November 1918, and has been there ever since. In 1942, the Panama Line ships were requisitioned for war service and the Haiti office was closed, but he remained in Port-au-Prince as the official representative of the Panama Line.

When the Haiti office was reopened February 1, 1953, he again took over the duties of the Chief Clerk.

Friends say he is in magnificent physical condition and can still outwork the eight employees under his direction. His vast knowledge of Haiti and especially of the shipping business in that country is of inestimable value to the Panama Line.

MEETING NOTICE

A meeting of the Pacific Civic Council, which represents the towns of Ancon, Balboa, Diablo Heights and Los Rios, will be held October 9. Meeting place is the Board Room in the Balboa Heights Administration Building and the time is 7:30 p. m. The public is invited.

Thatcher Ferry Has A Birthday

Figures of almost astronomical proportions enter the picture when one talks about the Thatcher Ferry, which made its first run across the Canal 25 years ago last month.

Between September 1, 1932, and the ferry's twenty-fifth birthday on September 1, 1957, the Thatcher Ferry:

Made a total of 1,120,862 single crossings,

Carried 12,968,277 vehicles, and

Hauled 72,696,266 passengers across the Canal.

Opening of the Thatcher Ferry and Thatcher Highway was hailed with enthusiasm 25 years ago. Local papers announced that the new route cut travel time to the Interior by at least an hour.

At first the two valiant little ferryboats, the *President Roosevelt* and the *Presidente Amador* (both of which were built by the Mechanical—now Industrial—Division) worked only from 6 a. m. to 9 p. m. but public demand was so great that on July 1, 1935, the ferry service was put on an around-the-clock basis.

By 1942, what with wartime traffic, the



Almost 13,000,000 cars have crossed the Canal via the Thatcher Ferry.

ferryes were running almost continuously, and during that fiscal year chalked up their all-time high of 61,218 trips, on which they carried 992,198 vehicles and 5,943,845 passengers.

After the opening of Miraflores Bridge, ferry traffic fell off, but it has gradually pulled up during the past few years. The ferries now average over

50,000 trips a year, and carry more than 600,000 vehicles and 4,000,000 passengers in a 12-month period.

The two original ferries are still in service. They are relieved during overhaul periods by their larger sister, the *Presidente Porras* which had once, as the *Nassau*, been on the New York-New Jersey run.

Interns Learn Hows And Whys Of Personnel

Within the next year to 18 months, five young men from the Panama Canal Company's Personnel Bureau are going to have a lot better idea than they do now of just exactly how and why their Bureau operates.

The five, William Young, Richard Conover, Ronald Seeley, Thomas Peterson, and Robert Jeffrey, have been selected for a job rotation plan which will take each of them out of his own job and put him, for a short time, into the job held by each of the others.

When they have finished this round-

robin tour, they will know not only what goes into the operations of such Personnel Bureau units as Employment and Utilization, Wage and Classification, Administration, Retirement, etc., but also the part the Personnel Bureau plays in the overall operation of the Company-Government organization.

The program, which began September 6, is part of the Company's on-the-job training. Each of the young men is known as a Personnel Bureau intern.

At their first meeting, the quintet heard the Personnel Director discuss his phi-

losophy and concept of personnel administration and the role of his Bureau in Company-Government operations. During the second seminar, the trainees heard the Chief of the Employment and Utilization Division explain the functions of that division and the coordination between it and other Company-Government operating units.

Later the interns will listen to more explanations by the head of each of the Bureau's divisions, branches, and sections.

Meantime the five interns take turns in leading a portion of the weekly discussion sessions which are held every Friday afternoon. One Friday, for instance, Mr. Young explained some of the work involved in his assignment with the Office of the Personnel Director.

He outlined some of the problems this office encounters and showed the other four interns how these problems are solved. After this, he presented several other problems of a similar nature and the four listeners were asked to come up with their own solutions.

As the program is now arranged, the activities of the Personnel Bureau will be covered in considerable detail in about four months. After this, the seminars will include top management speakers from the other Company-Government units.

Still later meetings will enable the interns to compare notes on their various jobs and the problems connected therewith. In addition to the activity reports and problem-saving assignments, the trainees will engage in an extensive reading program in the field of personnel and public administration. This selected reading is designed to acquaint them with the latest developments and results of research projects in the personnel field.



Personnel Bureau interns meet each week. Left to right are: Richard Conover, T. C. Peterson, W. D. Young, and R. L. Seeley. Robert Jeffrey is the fifth intern.

Graduate Development Interns: Canal Trainees



Joe P. Campos, Jr., left, and Norman L. Randall, Jr., are E & C Bureau interns.

With the employment of three recent college graduates—one of them a graduate of Cristobal High School and the probable employment of two more within the next few months, the Canal organization has started a graduate-development intern program—the first internal training program of this sort for almost 10 years.

The long range result of this program will be to supplement promising young men already in the Canal service with young college graduates, trained in the new program, to provide a pool of future management talent for the Company-Government organization.

The first three of the Panama Canal Company's development interns are already on the job and plans are underway to employ two more.

The first of the three was Joe P. Campos, Jr., a graduate of the University of Florida with a Bachelor's Degree in Building Construction. He has been employed in the Engineering and Construction Bureau and initially assigned to the Maintenance Division.

Second to arrive was Norman L. Randall, Jr., also a native Floridian and a graduate of the University of Florida as an architect. He has been assigned to the Engineering Division.

The third of this year's trainees is Robert M. Blakely, Jr., son of Mr. and Mrs. Robert M. Blakely of Margarita. He has lived in the Canal Zone since he was six years old, graduated from Cristobal High School in 1952, held a number of summer jobs during school vacations, and now holds a degree in business administration from Baylor University. He has been employed by the Transportation and Terminals Bureau and assigned to the Motor Transportation Division.

The two other interns planned for this year will be for the Supply and Employee Service Bureau and the Transportation and Terminals Bureau.

The graduate-development intern program, which is a modernized version of one followed more than 20 years ago by the Canal organization, began to develop several months ago. It envisages a five-year plan, during which four to six young

men will be employed as development interns each year.

As a first step in this plan, letters were sent to a large number of United States colleges and universities. As a result of these letters, over three dozen applicants indicated their interest.

No guarantees were made to the applicants for the future. Each was told that the opportunities for advancement would be based on ability shown during the two-year training period and on opportunities available when the training is finished.

A special program is being worked out for each trainee by a committee from his employing bureau. Typical of these is that planned for Mr. Campos.

As an Engineering and Construction Bureau intern, assigned to the Maintenance Division, he will spend most of his two years with that organization, just as each of the others will spend a majority of his time with his employing division.

Mr. Campos first spent a four-week tour with the Maintenance Division. Then he moved to the Engineering Division where he will rotate among its main office branches for a little over three weeks.

Following another four weeks with the Maintenance Division, he returns to the Engineering Division for 11 weeks and then will work on the Locks overhaul. During the remainder of his first year, he will spend a week with the Meteorology and Hydrographic Branch, two days each with the Power Conversion Project and



Robert M. Blakely, Jr., also an intern, is assigned to Motor Transportation.

the Electrical Division, three weeks with the Contract and Inspection Division, and a week in the office of the Engineering and Construction Director.

His schedule for his second year calls for a week in each of the other Company-Government bureaus, followed by 33 weeks with various units of the Engineering and Construction Bureau.

A number of training programs have been used in the past by the Company-Government organization. Most similar to the present graduate development intern program was the Student Engineer Training Program, which was started during the early 1930's.

A number of men who are now in top engineering positions are former Canal student engineers. They include: W. A. Van Sieten, Superintendent of the Atlantic Locks; Truman H. Hoenke, Superintendent of the Pacific Locks; Carl J. Browne, Superintendent of the Balboa Field Office of the Maintenance Division; F. R. Johnson of the Executive Planning Staff; and Allen K. Miller, Edmund R. MacVittie, C. W. Chase, Jr., Roger M. Howe, Richard R. Potter, and Richard R. Brown, all of the Engineering or Electrical Divisions.

During the latter part of the 1910's, the Panama Canal resumed a training program for what were known as graduate trainees. During this period, they rotated among the various Canal divisions.

Veterans of that program, still in the Canal service, include: Robert Risberg, of the Water and Laboratories Branch; Robert Lessiack, Albert Jenkins, and William Goldfein of the Office of the Comptroller; G. A. Doyle, Chief of the Architectural Branch of the Engineering Division; G. A. O'Connell, also of the Engineering Division; and R. J. Danielsen, of the Locks Division.

Roger W. Adams, Superintendent of the Motor Transportation Division, started as a student engineer and then transferred to the graduate trainee program.

Council Elections

For the second successive year the Canal Zone Civic Councils will hold their annual elections simultaneously and during the first week in November. Election Day, November 5, will coincide with general election day in the United States.

Plans, which will be announced in detail later, are now under way in all communities for the balloting on November 5.

Home Leave Travel Regulations Changed

A change in home leave travel regulations, which will be beneficial to a majority of employees, was authorized last month by Governor Potter.

The change provides that employees may become eligible for home-leave travel 24 months after departure on leave. Under the previous rule, employees became eligible for free home-leave travel 22 months after returning from leave.

The change will be of special benefit to employees with children of school age since they can now schedule their vacations regularly during the summer months when schools are not in session.

200,000th Tramp or Ocean Queen?

(Continued from page 3) ships of the Panamanian and Colombian governments and ships which were moved through the Canal for repairs.

The most impressive statistic of all in the Canal's voluminous files on traffic is the amount of cargo which has been shipped through the waterway. Up to the end of the past fiscal year this totaled just under 1,030,500,000 long tons.

The arrival of the 200,000th commercial vessel for transit came much earlier than was expected only a few years ago. Forecasts of Canal traffic of even five or ten years ago were well under the volume which actually developed. New records have been set in the number of commercial transits annually for the past six years.

While carefully evading the snare of predictions, the transit record already set for this fiscal year indicates another record for fiscal year 1958. There were 1,600 transits by commercial vessels in July and August, or 278 above the figures for the previous July and August. A new monthly record was set in August with 812 transits by ocean-going commercial ships.

ON THE COVER

Balboa elementary school children turned out en masse to watch a demonstration of the big ladder truck from the Balboa Fire Station and, incidentally, provide a cover picture for this issue of "The Review."

The gathering was a sort of preview of what is in store during the coming week at the Canal Zone's schools, during observance of Fire Prevention Week.

Fire fighters from the Canal Zone and bomberos from Panama will join in a week-long program to emphasize the importance of preventing fires, rather than having to fight them. The program will be directed largely to the young people in the schools.

Arrangements for this month's cover picture were made through the courtesy of the Balboa fire fighters and the teachers at the Balboa school. The cooperation of the pupils was spontaneous.

Hospital Technician Is Review Singleton



Fine wires conduct brain waves from the patient to the electroencephalograph.

When a new electroencephalograph, a machine that records brain waves, arrived at Gorgas Hospital in October 1956 to replace one that had worked itself out of commission, very few people knew anything about its workings, least of all Mrs. Frances V. Schoemaker.

But through the help of reference books, the electronics people, and Dr. Antonio Gonzalez-Revilla, who knew a little about the basic fundamentals, Mrs. Schoemaker acquainted herself with the machine. Now, because she is the only individual in the Canal organization who can operate the encephalograph, she qualifies as one of the Panama Canal's "Singletons."

The main machine in her job is the encephalograph, but Mrs. Schoemaker also works with three other machines, the electrocardiograph, which records heartbeats, the phonocardiograph, used occasionally to record heartsounds on photosensitive paper and useful in determining heart murmurs, etc., and the basal metabolizer. This machine determines a patient's oxygen consumption.

Mrs. Schoemaker said that she needs only about a half an hour to set up the equipment, ready the patient, and record the heartbeat on the electrocardiograph. On the other hand, this whole process takes approximately an hour and a half on the electroencephalograph.

When she has prepared the patient by cutting wisps of hair from the scalp and cleaning the skin with two different chemicals, she attaches 18 electrodes, silver disks about half as large as a little fingernail, with a fluid that hardens like household cement or airplane glue. Since these electrodes are super-sensitive and will pick up even such tiny movements as the blinking of an eye, each one must be fixed to the head with the greatest care possible.

After the brain waves are transmitted

through the electrodes to the graph paper on the machine, Mrs. Schoemaker takes the completed graph to the doctor who determines whether or not anything is out of the ordinary with the patient.

She said that the electroencephalograph could positively identify epilepsy and, with no interference from sources other than the brain, help doctors locate brain tumors, etc. (However, the technician must be able to distinguish these records from records obtained by faulty placement of electrodes or from disturbances in the equipment.)

When she hands the graph paper to the doctor her job is finished until the next patient arrives.

Mrs. Schoemaker—pronounced Skoomaker—is the wife of an Army Major and the mother of four growing boys, 5, 7, 9, and 11. She was born in Detroit, Mich., and was graduated from Michigan State College (now Michigan State University) in 1944 with a BS degree in bacteriology. In 1944 her husband was stationed at Camp Lee, Va., and for a year she worked at the Regional Hospital there as a medical technician.

In 1954 she and her family came to the Canal Zone where she took a course at Gorgas in medical technology which included electrocardiography and basal metabolism.

Mrs. Schoemaker said that if she had had the books she has now on electroencephalography she would have had an easier time learning how to prepare the patient and operate this machine; however, she considers her job an interesting one and says that the chief difficulty is in setting up the equipment and trying to keep outside interference from showing up on the graph paper, since this climate is extremely hard on electronic equipment and the resulting corrosion causes a great deal of trouble.

PROMOTIONS AND TRANSFERS

August 15 through September 15

Employees who were promoted or transferred between August 15 and September 15 are listed below. Within-grade promotions are not reported.

CIVIL AFFAIRS BUREAU

Mrs. Della A. Lewis, from Clerk-Typist. Employment and Utilization Division, to Clerk (Typing), Division of Schools.

E. Frances Fanning, from Elementary School Teacher-Principal to Director, Division of Schools.

William C. Garber, from Junior High School Teacher to Elementary School Teacher-Principal, Division of Schools.

Ralph E. Shuey, from Station Examiner, Ballboa Post Office, to Postal Inspector, Postal Division.

Russel E. Hellmund, Maurice W. Sherry, Edward G. Moran, from Transfer Clerk, Tocumen Airport Unit, to Distribution Clerk, Postal Division.

Mrs. Margaret G. Hollingsworth, from Substitute Teacher to Junior High School Teacher, Division of Schools.

Mrs. Allie M. Beall, Mrs. Ruth F. Hutchings, Mrs. Elizabeth A. Gardner, from Substitute Teacher to Elementary School Teacher, Division of Schools.

William J. McKeown, from Recreation Assistant, Division of Schools, to Substitute Distribution Clerk, Postal Division.

Mrs. Mary M. Queen, from Junior High School Teacher to Elementary School Teacher, Division of Schools.

Dianne M. Geddes, from Student Assistant, Navigation Division, to Recreation Assistant, Division of Schools.

Charles Morris, from Recreation Assistant to Student Aid, Division of Schools.

Mrs. Frances F. Fears, from Elementary School Teacher to Substitute Teacher, Division of Schools.

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

Mrs. Vera G. Irving, from Kindergarten Assistant to Substitute Teacher, Division of Schools.

Mrs. Margaret M. Wilson, Mrs. Bessie C. Herring, Mrs. Lorraine H. Sequist, Mrs. Alma W. Zimmerman, Mrs. Dorothy B. Orr, from Kindergarten Assistant to Kindergarten Teacher, Division of Schools.

Mrs. Jean C. Morden, from Substitute Teacher to Senior High School Teacher, Division of Schools.

Harry H. Corn, from Relief Finance Branch Superintendent to Finance Branch Superintendent, Postal Division.

Frank P. Sullivan, from Distribution Clerk to Window Clerk, Postal Division.

William C. Merwin, from Window Clerk, to Postal Clerk, Mail Delivery Unit, Postal Division.

Nolan A. Bissell, from Foreman, Mail Handling Unit, to Relief Finance Branch Superintendent, Postal Division.

OFFICE OF THE COMPTROLLER

Mrs. Rosemarie J. Kenely, from Accounting Clerk to General Accounting Clerk, Claims Branch.

Mrs. Grace E. MacVittie, Mrs. Betty R. Olsen, Mrs. Elizabeth Sudron, from Voucher Examiner to Travel Expense Claims Examiner, Claims Branch.

Robert H. Hicks, from Fiscal Assistant to Travel Expense Claims Examiner, Claims Branch.

Harry D. Raymond, from General Claims Examiner to Supervisory General Claims Examiner, Claims Branch.

Mrs. Ruth H. Munyon, from Clerk-Stenographer to Clerical Assistant (Stenography), Internal Audit Branch.

Mrs. Frances D. Wheeler, Mrs. Loretta J. Metivier, from Accounting Clerk to General Accounting Clerk, Accounting Division.

Robert S. Bowen, from Auditor to Supervisory Auditor, General Audit Division.

ENGINEERING AND CONSTRUCTION BUREAU

Lynn E. Stratford, from Powerhouse Operator-Dispatcher to Power Dispatcher, Electrical Division.

Donald E. Judson, from Senior Powerhouse Operator to Powerhouse Operator-Dispatcher, Electrical Division.

Carroll B. Robertson, Perry W. Strickland, from Powerhouse Operator to Senior

Powerhouse Operator, Electrical Division.

Victor D. Young, from Construction Representative to Supervisory Construction Management Engineer, Power Conversion Project.

Hilton F. Hughes, from Chief, Diesel Generation Station, to Chief, Hydro Generation Station, Electrical Division.

Roger L. Deakins, from Electrician Operator-Foreman to Chief, Diesel Generation Station, Electrical Division.

Ralph H. Otten, from General Engineer, 60-Cycle Design Branch, to Architect (General), Engineering Division.

Leonard E. Case, from Maintenance Machinist, Industrial Division, to Fleet Machinist, Dredging Division.

Glen H. Burdick, John G. Haky, Richard G. Dinkgreve, from Supervisory Clerical Assistant to Office Services Supervisor, Electrical Division.

Mrs. Dorothy S. Bright, from Accounting Clerk to Property and Supply Clerk, Electrical Division.

Mrs. Beatrice J. O'Toole, from Accounting Clerk to Timekeeper, Electrical Division.

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

Ernest E. Farris, from Accounting Assistant to Cost Accounting Clerk, Electrical Division.

Mrs. Miriam H. Hawvichorst, from Supervisory Clerk (Typing) to Office Services Supervisor, Electrical Division.

OFFICE OF THE GOVERNOR-PRESIDENT

Mrs. Thelma H. Bull, from Statistical Clerk to Statistical Assistant, Executive Planning Staff.

Robert C. Walker, from Security Officer to Supervisory Security Specialist, Internal Security Office.

Mrs. Lois J. Deerwester, from Clerk-Stenographer, Executive Planning Staff to Secretary (Stenography), Office of the Lieutenant Governor.

HEALTH BUREAU

William G. Hill, from Engineering Aid (Hydraulic), Meteorological and Hydrographic Branch, to Supervisory Sanitation Inspector, Division of Sanitation.

Edith London, from Clerk-Stenographer, Office of Engineering and Construction Director, to Secretary (General), Administrative Section, Office of Director.

MARINE BUREAU

John C. Thompson, from Lead Foreman Painter to Lead General Maintenance Foreman, Navigation Aids, Aids to Navigation Section.

Lester H. Barrows, from Shipwright, Industrial Division, to Towing Locomotive Operator, Pacific Locks Overhaul.

Julius F. Dietz, from Pilot to Assistant Harbormaster, Cristobal, Navigation Division.

PERSONNEL BUREAU

Mrs. Mary D. Seymour, from Clerk-Typist to Secretary (Stenography), Office of Director.

NEW YORK OPERATIONS

Mrs. Estelle J. Nagle, from Accounting Clerk to Accounting Assistant, Reports and Budget Branch.

Bernard J. Carroll, from Accounting Clerk to Accounting Assistant, Fiscal Branch.

SUPPLY AND EMPLOYEE SERVICE BUREAU

Mrs. Margaret M. Nash, from Accounting Clerk, Commissary Division, to Clerk (Sales-Promotion-Circulation), Supply Division.

John M. Brown, from Supply Officer (Shoes) to Supervisory Supply Officer (Shoes), Supply Division.

Beveley C. Halliday, from Supervisory Procurement Officer to Supervisory Administrative Officer, Supply Division.

John H. Stevens, from Accountant to Supervisory Procurement Officer, Supply Division.

William L. Benny, from Assistant Chief, Motion Picture Branch, to Manager, Ballboa Service Center, Supply Division.

Roy A. Sharp, Burton J. Hackett Jr., Jack W. Clarke, Ralph L. Hanners, John W. Purvis, Gene E. Clinchard, from Lead

OCTOBER SAILINGS

FROM CRISTOBAL

Cristobal.....October 2
Ancon.....October 9
Cristobal.....October 19
Ancon.....October 26

FROM NEW YORK

Ancon.....October 1
Cristobal.....October 11
Ancon.....October 18
Cristobal.....October 29

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti. Northbound, the ships stop in Haiti two days after clearing Cristobal; Monday for those which sail from Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.

RETIREMENTS

Mrs. Esther P. Currier, Minnesota; Cash Accounting Clerk, Ballboa Commissary; 18 years, 1 month, 2 days; undecided.

Albert J. Deutsch, New York; Machinist, Maintenance Division; 17 years, 8 months, 26 days; Panama City.

Capt. Henry Falk, New York; Pilot, Navigation Division; 34 years, 5 months, 28 days; St. Petersburg, Fla.

Maj. Rodger W. Griffith, Missouri; Chief, Police Division; 30 years, 24 days; Phoenix, Ariz.

Lt. Clarence D. Howell, South Carolina; Lieutenant, Fire Division; 27 years, 8 months, 11 days; Asheville, N. C.

Dr. Julian R. Hunt, Tennessee; Medical Officer, Health Bureau; 27 years, 3 months, 24 days; Hawaii.

Clifford B. Jones, Wisconsin; Lead Foreman, Maintenance Division; 17 years, 8 months, 5 days; Roanoke, Va.

Frank McGuinness, New York; Train Dispatcher, Railroad Division; 20 years, 5 months, 23 days; probably California.

Grounds Foreman II to Lead Grounds Foreman I, Housing and Grounds Division.

TRANSPORTATION AND TERMINALS BUREAU

James J. Belcourt, from Lead Track Foreman II to Lead Yard Foreman III, Railroad Division.

Thomas J. Dorgan, from Supervisory Storekeeper, Pacific Locks, to Liquid Fuels Gauger, Terminals Division.

Mrs. Ruth E. Clement, from Accounting Clerk, Accounting Division, to Cargo Clerk, Terminals Division.

Mrs. Beth C. Waddell, from Cargo Clerk to Accounting Clerk, Terminals Division.

OTHER PROMOTIONS

Promotions which did not involve changes in title follow:

Mrs. Patricia A. Robinson, Clerk-Stenographer, Electrical Division.

Margaret F. Wiggins, Richard W. Fuller, General Claims Examiner, Claims Branch, General Audit Division.

Charles A. McArthur, Donald M. Parr, William C. Grimes, Jose E. Corco, Richard O. Burgoon, Grover D. Luce, Robert M. Graham, Auditor, Internal Audit Branch, General Audit Division.

Hugh C. Durrett, Systems Accountant, Accounting Policies and Procedures Staff.

John W. Nitz, Physical Therapist, Gorgas Hospital.

Dr. Eduardo de Alba, Jr., Medical Officer (Cardiology), Gorgas Hospital.

Numan H. Vasquez, Electrical Engineer, 60-Cycle Design Branch.

Albert Saarinen, Electrical Equipment Inspector, Contract an Inspection Division.

Orlando Flye, Electrical Engineer, Electrical Division.

James P. Rafter, Transportation Operations Officer (Freight Traffic Manager) New York Operations.

Orlando Sena, Personnel Assistant, Office of General Manager, New York Operations.

Helen Sternberg, Clerk-Stenographer, Office of Assistant Comptroller, New York Accounting Office.

Marie V. Taves, Telephone Operator, Office of General Manager, New York Operations.

ANNIVERSARIES

Top man on the September list of anniversaries—for the first time on any anniversary list—is an employee of the New York Operations.

He is **Edward W. Higgins**, Supervising Accountant and Chief of the Audit Examining Branch in the New York Accounting



Office. On September 30, he chalked up a total of 41 years of service, all but that during World War I with the New York office of the Panama Canal.

His first job, in 1913, was as an office boy with the old Panama Railroad Company. He left the service the following April but three years later was back in the Railroad Company's ranks, where he has remained ever since, with the exception of a 13-month tour with the armed forces during the war.

He has been promoted through the ranks of Junior Clerk, Billing Clerk, Auditing Clerk, and Freight Accountant to his present position.

A native New Yorker, he makes his home with his family in Jamaica, Long Island.

40 YEARS

William Coffy, who has 40 years of service, has been looking at ships most of his life.

Born in Portsmouth, Va., overlooking the blue waters of Chesapeake Bay, Mr. Coffy became even more familiar with ships during nine years in the Navy. Since ships and the Panama Canal are a natural combination, the Canal Zone was his next stop—and here he has been since 1926.

His entire Panama Canal career has been spent in the signal stations along the waterway and most of it has been at the La Pita station on the east bank of Gaillard Cut.

In addition to being one of the Canal's middle-men—a signalman is a go-between between ships and controllers—he has had to keep an eye out for slides, fogs, fires, or any other unusual condition in the stretch of the Canal overlooked from his station. Just a couple of months ago one of the largest bank breaks of recent years dumped close to 50,000 cubic yards of earth and rock into the Canal just below La Pita station.

35 YEARS

The three employees who celebrated their thirty-fifth anniversary of Government service last month are all skilled craftsmen. Alphabetically they are: **Wallace T. Melanson**, master shipwright and dockmaster for the Industrial Division at Montt Hope; **John B. Marton**, locomotive machinist for the Railroad Division; and **Harry M. Witt**, lead terminals repair shop foreman in the Motor Transportation Division.

Mr. Melanson, a native of Belmont, Mass., worked in the Boston Navy Yard before he came here in 1919 as a shipwright for the then Mechanical Division.

Although his service has been broken on several occasions, it has all been with the same unit, now the Industrial Division. He was commended recently for his work on the British ship, *Sydney Star*, badly damaged in a collision near Cristobal last June 15.

Mr. Marton was born in Cedar Rapids, Iowa, but came here as a youngster. Dur-

ing his schooldays, he worked summers on such jobs as a "boy" in the Building Division and an industrial truck operator for the Receiving and Forwarding Agency. After he finished an apprenticeship here, he became an automobile repair machinist. He has been with the railroad shops since 1950.

Mr. Witt, a Texan from McKinney, came to the Isthmus as a radioman with the Navy. Part of his local Navy duty was at the isolated Las Palmas radio station. He started his Canal career in 1927, following his discharge from the Navy. After a brief stint as a signalman, he transferred to the Transportation Division as a chauffeur. In 1939 he became a battery repairman for the old Receiving and Forwarding Agency and returned to the Motor Transportation Division this year when the terminals repair shop was transferred to that Division.

30 YEARS

Vincent Cañamas, a joiner for the Industrial Division, is another one-time Panama Canal apprentice. Born in Panama, he worked as a "boy" in the Mechanical Division, and, after completing his apprenticeship, became a cabinet maker in the Mechanical Division. All of his service, which has been broken several times, has been with the Mechanical Division or its successor, the present Industrial Division.

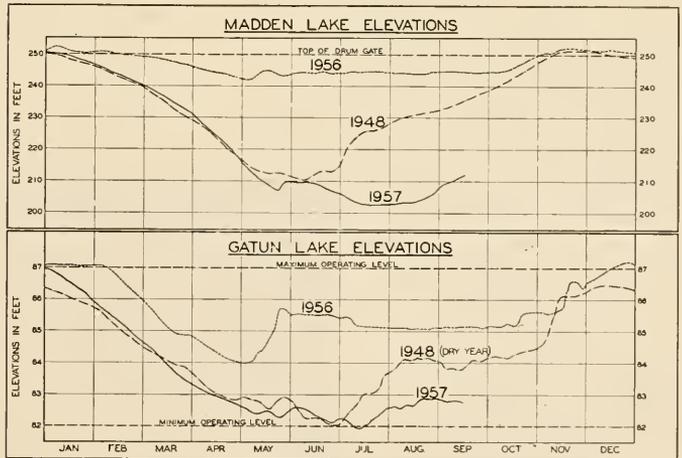
25 YEARS

September was Silver anniversary time for four Canal employees: **William R. Dunning**, **James L. Fulton**, **Lloyd W. Peterson** and **Ralph K. Skinner**.

Mr. Dunning, who comes from Brownsville, Pa., is a Machinist at Pedro Miguel Locks. Mr. Fulton and Mr. Skinner are both with the Office of the Comptroller. Mr. Fulton as Supervisory General Claims Examiner in the General Auditing Division, Mr. Skinner as Systems Accountant on the Accounting Policies and Procedures Staff. Mr. Peterson, who was born in Denmark and is a naturalized American citizen, is a Transportation Assistant in the Administrative Branch.

20 YEARS

Three of September's 20-year employees



Water Supply Main Concern Of Zone Weather Forecasters

(Continued from page 4) only started," he wrote. "If it's anything like previous periods, it will not end before it has run its full 29-month approximate course, say May or June 1959."

This long dry period, he says, may end "with a bang" and a real flood about December of next year."

"The real wet period and floods similar to those of 1909 and 1910," he wrote, "are likely to occur three or four years later, say in 1962 and 1963. It may come a bit sooner, so if the Canal authorities have in mind any big construction work, they

are second generation Canal Zionians. Two of these, **Joseph W. Coffin, Jr.**, Fire Lieutenant, born in Colon, R. de P., and **Mary N. Orr**, born in Ancon, Clerical Assistant in Supply and Employee Service Bureau, have unbroken service. **William I. Hollowell**, the other second-generation Canal Zonian, born in Ancon, is employed as Lead Foreman, Water System, Maintenance Division and has broken service.

Other employees who have completed 20 years of unbroken service for the Canal organization are **Neil V. Branstetter**, Supervisor of Music, Division of Schools; **Thomas W. Fels**, Diesel Operator, Machinist, Electrical Division; **James A. Lyons**, Dean of Men and head of the Commercial Department, C. Z. Junior College; **Allen K. Miller**, Electrical Engineer, 60-Cycle Design Branch Engineering Division; **Bernard F. Pohren**, Boilermaker, Industrial Division; and **William F. Young**, Lockmaster, Pedro Miguel Locks.

Other 20-year employees are: **Clarence H. Browne**, Personnel Assistant, Central Labor Office Division; **Theophil F. Hotz**, Principal, Balboa High School; and **William K. McCue**, Finance Branch Superintendent, Postal Division.

15 YEARS

Eleven Canal employees completed 15 years of Government service in January. Those whose Canal service is unbroken are: **Grace Belden**, Clerk-Typist, Gorgas Hospital; **Charles R. Bowen**, Instructor of Social Studies, C. Z. Junior College; **Joseph L. Gwinn**, Wireman, Electrical Division; **Lambert W. Kat**, Towboat Master, Navigation Division; **Hiram Overall**, Police Sergeant, Police Division; and **Nelson O. Williar**, Lead Foreman, Quarters Maintenance, Maintenance Division.

Other 15-year employees are: **William H. Cox**, Locks Guard, Locks Division; **Jessie G. Harris**, Clerk-Typist, Engineering Division; **Charles J. Palles**, Sheetmetal Worker, Industrial Division; **Berta I. Quinn**, Clerk-Typist, Internal Security Office; and **James W. Riley**, Automatic Telephone Communication Equipment Maintainer, Electrical Division.

better get it out of the way before another 1879 flood, the worst on record, hits."

Mr. Matthew's successor in office shares his apprehension about what may happen to the Canal's water supply for the next eight months. However, Mr. Esslinger steadfastly refuses to make a firm prediction at least until he joins Mr. Matthew in retirement. In this, he is following a pattern set by his predecessor in office.

If asked whether floods or bone-dry weather may be expected tomorrow or next month, a quizzical look comes over Mr. Esslinger's face and he mutters, "it could happen"—a stock answer Mr. Matthew gave to all and sundry from 1913 until 1952, and one Ted Henter, now Assistant Chief Hydrographer, undoubtedly will give after Mr. Esslinger retires.



SHIPS AND SHIPPING



A future customer of the Panama Canal is the SS Oriana, the Orient Line's new 40,000-ton passenger ship which is now under construction. She will have space for 1,500 tourist-class and 600 first-class passengers.

Floating Winery

A shipload of California wine in bulk made the Canal transit last week en route from Stockton, Calif., to Newark, N. J., and Houston, Tex.

The wine was carried on the SS *Angelo Petri*, which is owned by the United Vintners and is the first vessel of its kind to be constructed for service under the American flag. On her first trip through the Canal she carried 2,412,185 gallons.

According to an account in the *New York Times*, the 21,700-ton "floating winery" was built at the Bethlehem Steel Corporation's shipyard in San Francisco and after a shakedown cruise outside the Golden Gate headed for Stockton, September 13, to pump the first cargo into its stainless-steel vats.

U. F. Ships Sold

The *Chiriqui* and the *Jamaica*, the last of the United Fruit Company's passenger liners, were sold recently to German interests, it has been announced by the Company. The two vessels were two of six similar vessels in the 7,000-ton class which were built in 1932 and 1933, with three of them running from New York to Cristobal and the other three from San Francisco to Balboa.

The three on the West Coast run brought from California most of the cement and machinery for the construction of Madden Dam, and during the second World War all six operated in the Pacific area as troop supply ships.

The *Chiriqui* and the *Jamaica*, which were the only two not converted to freight

operation some time ago, have, until recently, been on a run between New Orleans, Havana, Cuba, and Puerto Barrios, Guatemala.

Replacement Program

Reports from the United States indicated that the Lykes Brothers Steamship Company, one of the biggest shipping companies in the Gulf of Mexico, will soon build 53 new ships at a cost of half billion dollars to replace its present fleet of 54 vessels. The Federal Maritime Board has announced that the Lykes replacement program will be the largest from the point of view of number of ships and dollars ever handled by that organization.

Italian Line Renovation

A face-lifting job which converted the 40-year-old Italian Line Building in Cristobal into one of the most modern in the

Canal Zone was completed recently by the E. O. Hauke Company of Colon. The improvements include the installation of air conditioning in the new glass enclosed offices on the first floor and the remodeling of the manager's quarters located on the second floor. Fine Central American woods and Italian marble were used in the decoration of the office space. The modern metal furniture and decorations were imported from Italy and the United States.

The Italian Line offices were first built in Old Cristobal in 1916 and, except for a short period during the last World War, have been in use as the Italian Line headquarters in the Canal Zone ever since. The present manager, Captain A. Zerega, stated that the modernization of the building is another step in the reorganization of the Line's services to the Americas.



The envy of Cristobal's Steamship Row is the remodeled, modernized office of the Italian Line. No one would ever realize it was built 40 years ago.

TRANSITS BY OCEAN-GOING VESSELS IN AUGUST

	1956	1957
Commercial	653	812
Government	34	20
Total	687	832

TOLLS*

	1956	1957
Commercial	\$2,894,183	\$3,601,700
Government	105,689	85,285
Total	\$2,999,872	\$3,689,985

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

TOTAL CARGO (Long Tons)

	1956	1957
Commercial	3,578,858	4,334,309
Government	35,226	66,851
Total	3,611,084	4,401,160