

THE PANAMA CANAL  
**REVIEW**

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5 cents

*Gift of the Panama Canal Museum*



# Won't You Walk In The Park?



Visitors feel as if they were really in the jungle when they walk down this shady path at Summit Park.

Summit Garden isn't Summit Garden any more. It's Summit Park now.

Always an interesting place to visit, the 325-acre area on a slope of the Continental Divide is being transformed into a real recreation center. There Zonians and their visitors can rest and relax and, while relaxing, learn painlessly about local flora and fauna.

Transformation of the 34-year-old Experiment Garden into a tropical park is in the green-thumbed hands of the Housing and Grounds Division. Even before a special recreation survey committee decided that the Garden had all sorts of possibilities, Housing and Grounds forces were busy at work at Summit, taking advantage of those same possibilities.

Today, visitors to Summit can spot a marked change from the Garden of the past and by the time the dry season arrives an even greater difference should be evident.

The entrance to the park has been brightened up with gay red-and-white

**J. C. Randall and Dudley Jones study future plans for the new park at Summit.**



posts and soon a handsome new sign will announce that here is Summit Park. The grass plot in front of the main office building has been surrounded by a low, sparkling-white picket fence, and the one-time carport, which used to shelter several official vehicles, now houses a small zoo.

Already showing off for park visitors are John, a spider monkey who thinks he's people; four white-faced monkeys who live in apparent harmony with several tiny marmosets; a three-toed sloth which, slothwise, does nothing much; an agouti; an owl which eats dog biscuit; and 20 parakeets of assorted shades and colors, who have been fitted out with a breeding cage, just in case. And there are, still, the three brilliantly hued macaws which have been photographic subjects for many a visitor in the past.

Across the road, in a potting shed, glass containers hold a few snakes and some fantastically-colored frogs. The park also has on hand, soon to be put on display, a beautiful collection of local shells.

Some of the most eye-catching of the changes at the park are the new serpentine walks which branch off the main road not far from the entrance. The paths are only about a thousand feet long, which isn't too far to meander under a tropical sun nor too far to run if a sudden shower comes up.

When the planting which will border the walks is finished, visitors will have the illusion that they are walking through a tunnel of tropical foliage. Each walkway will be so screened by bushes and shrubs that the road, only a few feet away in some places, cannot be seen.

One path, which winds past the orchid house, some clumps of bamboo and a huge mango tree, will be bordered with bright flowering shrubs and low blossoming plants. Croton, brilliantly leafed caladium, and variegated hibiscus will serve as a background.

Another curving path, to be named Tropical Walk, will lead visitors through a typical jungle glade. Its entrance is between two great heaps of rock which will eventually be covered by philodendron and other creepers. Palms, ferns, and

various species of heliconia and other jungle plants will border this path. Midway along the Tropical Walk will be a grotto where a small stream will be trained to bubble over moss-covered stones.

The old bamboo walk and the mango-steen walk have been cleaned up, new bridges built, and benches placed at convenient spots. Benches are already in place, or soon will be, along the other paths as well.

The present 32 picnic tables in the park will be supplemented by 30 more, and several new barbecue pits are to be built. One of these will be at the end of a new path to the upper lily pond, where the old bohio is also to be rebuilt. The lily ponds have been cleaned ready for the next batch of youngsters to fall into—and the Summit alligator is on hand to excite picture-takers.

On the hillside above the upper lily pond, bougainvillea bushes are already getting a start. Several varieties have been planted and in a few years the slope will be a blaze of beauty in the dry season.

At present, Summit Park is open from 7 a. m. to 3:30 p. m. on weekdays, and from 8 a. m. to 5 p. m. on Sundays. When its renovation is finished, the park will have different, longer hours, and guides will be provided to escort visitors around.

Credit for the park's renovation goes to J. C. Randall, Chief of the Housing and Grounds Division and his trio of advisors, Roy Sharp, Walter R. Lindsay, and A. I. Bauman. They have an apt on-the-spot foreman in Dudley George Jones, the least desk-bound clerk anyone ever saw.

He has been at Summit for the past 26 years. He joined the Garden staff not long after it was established to introduce plants from all over the world and see what could be done with them here.

He and Mr. Randall tramp around the park several times every week and come up with new ideas every time. One of the latest involved an illustrated brochure to be given to visitors, and several big standing maps, to tell visitors where they are in relation to the rest of the park.

# AN ALL-OUT FIGHT

*After the lowest incidence in Canal history, malaria again flares up. Preventive measures increased. It's*

## WAR ON MOSQUITOES

The most extensive malaria control program conducted in the Canal Zone in more than ten years has been initiated to check a sudden rise in the malaria incidence rate which began in June and was continuing through last month.

The program includes control measures designed to give immediate results as well as basic steps for the elimination of malaria-bearing mosquitoes and their breeding places. The sanitation forces of the Health Bureau are being increased and additional equipment is being bought.

The overall plan was developed after a comprehensive survey by the Health Bureau of conditions which induced the increase of malaria and the preventive measures necessary. Governor Potter has taken a personal and active interest in the program.

It was initiated early in August after the Governor and Colonel Charles O. Bruce, Health Director, made an inspection trip on horseback over several known mosquito breeding areas on the Atlantic side. The aerial spraying of several thousand acres of swampy land was begun early in the month with the cooperation of the Army and since then three complete spray cycles have been completed by the Army planes. In addition, fogging operations were increased in all towns, while public buildings and installations used at night are being sprayed.

The control measures were greatly expanded during the last week in August when a sanitation team of 20, headed by an experienced sanitation inspector, was employed and began work on the Atlantic side and the sanitation forces on the Pacific side were increased by ten additional men. These men will be used principally in the larvaciding and other mosquito control work and preventive measures.

One of the most important of the basic control measure planned is the restoration of proper drainage in several low-lying areas on the Atlantic side. The Engineering and Construction Bureau has been authorized to do the necessary field work and to complete engineering studies for the drainage of Telfers Island, the East Diversion, and the Mindi Dairy area.

All units of the Canal organization have been alerted to give their full cooperation by preventing or eliminating standing water in areas under their control. The Mindi Dairy management has already joined this effort by the withdrawal of its cattle from pasturage in swampy areas during the rainy season.

Several new pieces of equipment have been ordered. This includes two fogging machines, four aluminum rowboats and two outboard motors, and two power dusters. When these are received, it will be possible to conduct nightly fogging in all towns, if consid-



Gov. Potter and Col. C. O. Bruce, Health Director, took to horseback last month to examine areas on the Atlantic side where malaria mosquitoes might be breeding.

ered necessary, and to carry on an effective larvicide and mosquito control program in river and lake areas where mosquito breeding in stagnant waters and among aquatic plants is a problem.

The recent rise in the malaria incidence rate is a strong reminder that the disease is an ever present menace in the tropics and requires constant watchfulness to prevent explosive outbreaks. The incidence rate in the Canal Zone had been exceptionally low for the past ten years and dropped to a record low last year with a rate of only 0.6 per thousand among Canal employees.

The rate showed an abnormal rise in June when 47 cases were reported to the Health Bureau; of these, six were employees of the Company-Government. The number dropped to 29 in July but rose again in August. During the first 25 days of August, 37 cases had been reported, 11 of them among employees. This was the highest number of employees contracting the disease in the month of August for the past ten years.

The malaria rate among employees was very high all during the Canal construction period and did not fall below the level of 100 per thousand employees until 1913. It was cut to below 50 in 1916 and from then until 1947 annual rates ranged from 11 to 31 per thousand. New insecticides and an intensive mosquito control program conducted just after the close of World War II, when an outbreak of yellow fever occurred on the Isthmus, helped to cut the rate to five per thousand in 1948 and it has continued well below that figure since.

The incidence rate up through July of this year was reported as 2.3 per thousand

and will be even higher when August figures are compiled. The rate in the January through July period of last year was 0.5, and that for 1955 was 1.3 per thousand employees.

Health authorities have long recognized that there are good and bad years for malaria. A recent example of this was in 1954 when the Canal Zone rate was higher than either the preceding or succeeding year for no explainable reason.

## “Review” Stands



Mildred Henry, of Balboa Commissary, likes the new “Review” display stands. The Supply Division has built 31 of them for retail sales outlets and for the Miraflores and Gatun Locks entrance gates.

# Over \$5,000,000 Spent In Republic Last Year By Canal Organization



## La Boca, Once Largest C. Z. Town Will Soon Become Just A Memory

La Boca, one of the oldest and for many years one of the most populous towns of the Canal Zone, is to join a long list of former towns at the end of this year.

The community is now down to two lonely rows of frame buildings, a population of less than a fifth its former size, a scant half dozen public buildings, and a big playing field where 40 years ago cricket matches lasted out an entire Sunday.

At his town meeting with Latin American Civic Council representatives late last month, Governor Potter announced that all quarters there are to be vacated by the beginning of the coming year. The announcement came as a sort of a period to a long sentence. Plans for the abandonment of La Boca as a townsite have been stretched out now for several years since the extensive quarters construction program in Paraiso.

Nearly half of the La Boca families will be assigned quarters at Pedro Miguel in the 12-family apartment buildings which have been occupied by Air Force personnel since other areas of Pedro Miguel were vacated.

There are quarters for 84 families there and it is expected that 30 or more can be accommodated at Paraiso or Santa Cruz in quarters to be vacated by employees who retire or are separated from the service before the end of this year.

It is presently expected that 50 or more families will move to Panama at the end of the year, the exact number being dependent on the number of separations from service by personnel occupying Canal quarters.

Most of the 125 bachelors now living in La Boca will be required to seek quarters outside of the Zone. There are presently only 13 quarters available for bachelor employees at Santa Cruz but this number will be increased by employees leaving the service before next January.

It is planned to demolish the remaining frame quarters which make up the town of La Boca after they have been vacated. Some of the oldest buildings in use there were erected in 1910 and were rebuilt in 1914. Most of the others were built in 1930.

No definite plans have been made for the permanent use of the area or of the public buildings which will remain after the town is depopulated. La Boca Com-

missary, housed in the town's only masonry building, will be closed at the end of the year as will the Service Center which was once the largest of any Latin American town of the Canal Zone. The Service Center was greatly expanded during World War II when a large number of contract laborers were housed in La Boca. During that period the town's population swelled to over 6,000, then the largest community in the Zone.

La Boca has had an interesting history and little is recorded of its early days. It was near the present townsite where the famous symbolic beginning of the construction of the Panama Canal took place just 77 years before the scheduled abandonment of the town. This occurred near the mouth of the Rio Grande in the afternoon of January 1, 1880 when Count Ferdinand de Lesseps took a party out on the tug Taboguilla to inaugurate the Canal project.

La Boca had the distinction of becoming the first deep water port in the 2,000 miles of Pacific sea coast between Salina Cruz, Mexico, and Callao, Peru, near the turn of the century when the Panama Railroad built a deep water pier there which, in part, is still standing.

The townsite was used during the French Canal construction work and later as a town and a railroad yard by the Americans from 1904 until near the end of the construction period. Its existence as a permanent Canal Zone townsite dates back to August 1913 when it was designated by Col. George W. Goethals as a site to house West Indian employees and it was given its official name on August 13 of that year.

### ON THE COVER

No wonder young Charlie Myers looks bemused. Wouldn't you, if you knew you'd have to read your way through all these books in the next 12 years? Charlie, whose dad is with Balboa Customs, entered first grade this week. Before he graduates from high school he'll have used every volume in these heaps, if he is going to take a college preparatory course.

Expenditures of \$5,244,000 were made during the past fiscal year by the Panama Canal Company-Canal Zone Government in direct purchases of consumer goods from the Republic of Panama, for services performed by Panama firms and individuals, and for construction and other contract work in the Canal Zone.

This total represents one of the highest marks in the Canal's history, despite a substantial decline in the direct purchases of consumer goods during the past six months resulting from the curtailment of Commissary and Service Center sales required by provisions of the 1955 Treaty.

Direct purchases of consumer goods from Panama sources during the past fiscal year amounted in value to \$2,290,000. A total of \$260,000 was paid out for services, consisting principally of such work as typewriter and machine repairs and servicing.

The annual report of the Contract and Inspection Division showed that the value of work completed on 132 construction and maintenance contracts awarded last year amounted to \$1,290,000. In addition, work was completed on 50 other contracts carried over from the preceding year and amounting to \$495,000.

These figures do not include any work performed by contract on the Power Conversion project, for which contracts amounting to several million dollars were awarded or were in process of completion last year.

The contracts and amounts of money listed by the Contract and Inspection Division were: 60 painting contracts, \$297,000; 61 for general construction and maintenance, \$908,500; eight for plumbing, \$79,600; and three electrical contracts, \$4,000.

A total of \$615,135 was paid out in salaries to Panamanian employees for work involved in these contracts.

The purchases of consumer goods from Panama suppliers last year were approximately \$600,000 under those of the previous fiscal year. This was the first time in several years when a noticeable decline in such Canal purchases has been reported.

The drop in consumer goods purchases was accounted for principally by major decreases in such major items as Panama beef, sugar, coffee, and beverages required by the Commissary Division since the curtailment of its sales at the first of this calendar year.

The following comparative figures on the purchases of consumer goods by quarters in the past two fiscal years directly reflect this loss in Commissary sales since the first of this year:

	1956	1957
First quarter	\$699,000	\$610,000
Second quarter	624,000	768,000
Third quarter	668,000	405,000
Fourth quarter	895,000	507,000

It was originally estimated that commissary sales would be cut by approximately \$12,000,000 yearly which would become available to Panama merchants after the Treaty provisions on the curtailment of Commissary sales (See page 15)

# HAPPY BIRTHDAY



Members of the Cristobal Woman's Club were among this group which met at Empire almost 50 years ago.

Three weeks from tonight the oldest woman's club in the Canal Zone begins its second half century. The occasion will be fittingly celebrated by the 180-odd members of the Cristobal Woman's Club and their friends, who believe that the date will mark not the end of an era, but the beginning of a new one.

Behind the Club is 50 years packed solid with achievements and good works, many of them unique here. Ahead is, its

members hope, another 50 years of progress and philanthropy.

One of the more tangible things these Atlantic side women can look forward to, in the fairly near future, is a new clubhouse. It will be built on a hilltop where one of the Margarita Hospital wards stood not much more than a decade ago. Homeless since the Gilbert House (where they met for over 30 of the club's 50 years) succumbed to old age,

the Club has a landlease for its new site and almost enough money in its building fund to start construction.

To their new home they will move the magnificent grand piano which was Mrs. Frank Ullrich's gift to the club on its twenty-fifth anniversary; a cocobolo wood gavel, dating back to French construction days and salvaged from the attic of the old Panama Canal Administration Building in Panama City many years ago; the irreplaceable collection of year books; the records, many of them in fine, spidery handwriting, which trace the club's history; and all of the relics any organization accumulates in five decades.

Some of the members who will help on that moving day are second generation Woman's Clubbers—like the club's president, Mrs. William Brooks of Margarita, whose mother, Mrs. George Horine, was president of the Cristobal club from 1948 to 1950 and Mrs. Edward J. Henriquez who holds the same position, Chairman of the Finance Committee, which her mother-in-law, Mrs. J. J. Henriquez, occupied in the club's early days.

There are a number of other second-generation Woman's Club members. Mrs. Surse J. Taylor, Jr., who served as the Club's president from 1940 to 1942, is the daughter of Mrs. George H. Boomer, president from 1932 to 1934 and is an Honorary Member of the Club.

Other related members are: Mrs. Michael F. Greene, daughter of Mrs. Robert J. Neely; Mrs. Humberto Leignadier, daughter-in-law of Mrs. Julia Leignadier; Mrs. Arthur L. Livingston, daughter of Mrs. W. W. Griffin, who was president from 1927 to 1928; Miss Inga Prier, daughter of Mrs. Vern Prier; Mrs. Floyd L. Robinson, daughter, and Mrs. Roger L. Deakins, daughter-in law of Mrs. F. B. Deakins.

And, on hand to

(See page 12)

A free medical clinic was a Woman's Club project for more than 20 years.



# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

## Ever Alert - Never Hurt

Accident Prevention is a way of living and, like all philosophies, has to be learned and lived by in order to get any good from it. Thus we have safety slogans or advice similar to other philosophical catch phrases such as: *Live for Today, Be Industrious, Don't Worry, Take It Easy, Think, and Do It Now.* To many individuals Safety is a new and different outlook on life and foreign to their way of living. Human nature being what it is, you do not readily adapt to suggested changes and such resistance to safety suggestions may be the cause of your sudden death or permanent disability. Therefore, the problem of accident prevention becomes primarily one of changing human nature. This may take a little time, maybe years, and with some it may never occur.

Why do we go to so much trouble to try to change an individual's outlook on life and the way in which he lives it, especially during his working hours? Why don't we just put continuous pressure on him from above and force him to change his ways?

It would seem to be advantageous for government and private industry to do it this way since we all know accidents cost time and money. However, successful accident prevention can't be obtained by police methods, it must be sold; its lasting advantages to the worker made self evident and not forced. The Panama Canal Company tries to influence you into safe ways because it is interested in you and your welfare. It wants you to keep fit for your sake and your family's sake, too!

Someone once very impressively defined safety as follows:

"Safety is not a signal light, a jail sentence, a divided highway, or an enforcement index. Safety, in my judgment, is primarily a state of mind, under which all people, realizing the imminence and the consequence of accidents, are willing to accept those restraints necessary to prevent them." To aid in this constant endeavor here in the Zone, various persuasive methods are employed to keep

The Dredging Division sandwich man...



... and the scooter rider boost safety.

safety before our eyes and in our minds.

The pictures here show some of the many means of reminding employees to be ever alert and watch out for their own safety as well as for unsafe conditions. This unique type safety reminder is seen by everyone in the Dredging Division shops area these days. Their originality is a credit to the workers and supervisors alike and shows that they are thinking about you and your welfare.

*Retirement—A man could retire nicely in his old age if he could dispose of his experience for what it cost him.*

*If you take a chance, your family may have to take the consequences.*

### HONOR ROLL

Bureau Award For  
BEST RECORD  
JULY

SUPPLY AND EMPLOYEE SERVICE  
BUREAU  
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR	
Health	6
Civil Affairs	4
Engineering and Construction	3
Supply and Employee Service	3
Marine	1
Transportation and Terminals	0

Division Award For  
NO DISABLING INJURIES  
JULY

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

AWARDS THIS CALENDAR YEAR	
Aids to Navigation	7
Electrical	7
Fire	7
Housing and Grounds	7
Sanitation	7
Dredging	7
Hospitals and Clinics	6
Maintenance	6
Motor Transportation	6
Storehouse	6
Industrial	5
Railroad	5
Police	4
Commissary and Service Center	4
Locks	2
Navigation	2
Terminals	1

JULY 1957

BUREAU

Supply and Employee Service Bureau

Health Bureau

Engineering and Construction Bureau

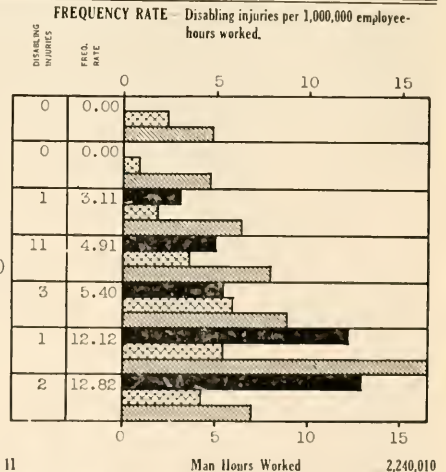
C. Z. GovL—Panama Canal Co. (This Month)

Marine Bureau

Transportation and Terminals Bureau

Civil Affairs Bureau

Number of Disabling Injuries



LEGEND

Frequency Rate this month  
Accumulative Frequency Rate this Calendar Year  
1954-1955-1956 Calendar Year Average

# OF CURRENT AND FUTURE INTEREST



Both waterways and highways carry heavy traffic, although of different kinds, delegates to the recent Road Congress discovered during a visit to the Locks.

Two women physicians are joining the staff of Gorgas Hospital this month. Not the first women doctors ever to be on the hospital staff, they are both firsts however, in their particular fields.

Dr. Mary V. Graham, who was due this week from Tulsa, Okla. is not only the first woman pediatrician to join the Gorgas staff but she is also the first woman staff member to be a diplomate of the American Board of Pediatrics. She is a native of Tulsa and was in private practice in the United States before coming to the Isthmus.

The second woman doctor due this month is Dr. E. Allene Bledsoe, who will be the first physician to take a fourth year residency in pathology at Gorgas Hospital. She is a native of Pasadena, Calif.

Local Canal Zone mail service was revised slightly when the new train schedules became effective last month. In an effort to give maximum service to both sides of the Isthmus, the Canal Zone Postal service announced, northbound mail would be carried on trains leaving Panama at 7:10 a. m., 12:10 p. m. and 3:10 p. m. This would bring all Pacific side mail to Cristobal in time for delivery by 5 o'clock.

Southbound mail is being carried on the trains leaving Colon at 9:45 a. m., 12 noon and 5:10 p. m. The later hour for mail pickup on the Atlantic side was established in order to give Atlantic siders a maximum period for posting airmail.

Mail pickups at all terminal post offices



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have been changed to approximately one hour before train departure time. Those who are interested in knowing the deadlines fixed at the various post offices may call the postmaster or supervisor.

Two new members have been added to the military cadre on duty with the Junior ROTC in the Canal Zone high schools.

They are Master Sergeant Gale S. Moore and Master Sergeant Fred S. Lawrence.

Sgt. Moore has been detailed to Balboa High School. He has had previous ROTC experience as an instructor at the University of Washington and before his present assignment was with the 20th Infantry Regiment at Fort Kobbe. He replaces Sgt. Jack E. Wallace.

Sgt. Lawrence replaces Sgt. Robert Gardner at Cristobal High School. He was previously assigned to the 20th Infantry Regiment and to the 77th Special Troops at Fort Campbell, Ky.

Establishment and administration of accident prevention programs aboard the SS "Ancon" and the SS "Cristobal," as well as safety programs for piers and New York Office Operations, is now in the hands of Charles G. Cordell, a comparatively new employee of the Canal organization. He is on the New York Operations staff, with his office on the Panama Line pier.

A former Marine Corps captain, Mr. Cordell has also had service in Navy shipyards in New York and the Philippines. During his three-year tour of duty overseas, from 1954 to March of this year, Mr. Cordell was Manager of Personnel and Labor Relations and later Administrative Officer at the time a \$150,000,000 expansion program was being carried out at Subic Bay.

Another new appointment in the New York Operations is that of Paul Robbins as Claims Examiner. Mr. Robbins, a native New Yorker, is an attorney, with a Master of Laws degree in taxation.

Before the last war, Mr. Robbins was with the U. S. Railroad Retirement Board as a claims examiner in unemployment and sick benefit claims in Washington and Cleveland. He served in the Army during World War II and was overseas for about three years. Since his separation from the service he has been with the Veterans' Administration as an adjudicator in determination of compensation and pension benefits.

John E. Bertone, a hospital administration student in Northwestern University in Chicago, is due to arrive here next week to

spend approximately a year at Gorgas Hospital as the hospital's first Administrative resident.

A native of Chicago, Mr. Bertone is a graduate of the University of Alabama and spent several years in the Army and Air Force as a Medical Service Corps officer. For the past two years, he has been continuing his studies in the administrative field at Northwestern. The on-the-job training he will receive at Gorgas this year, is one of the final requirements for his Master's degree in Hospital Administration.

The training program for hospital administration residents was started this year at Gorgas. Canal Zone Health authorities have announced that this will be a continuing program and that another resident will be accepted next year.



## CIVIL DEFENSE NEWS

### SEPTEMBER VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
4	Margarita and New Cristobal	Service Center	9 a. m.
5	Balboa	USO-JWB	9 a. m.
11	Rainbow City	School	6:30 p. m.
12	Gamboa	Civic Center	8:30 a. m.
12	Santa Cruz	Service Center	8 p. m.
16	Paraiso	School	7:30 p. m.
17	Galun	Service Center	9 a. m.
18	Diablo	Service Center	9:30 a. m.

The Federal Civil Defense Administration has approved the Canal Zone application for the Main Control Center to be constructed in the basement of the Administration Building, and the application signed by Lt. Gov. H. M. Arnold has been returned to Regional Headquarters in Thomsville, Ga.

The Canal Zone's application for a Survival Plan Study has been forwarded to Washington for further study and a reply is expected this month.

## Promoted



E. B. O'Brien, who has been with the Canal organization since 1938, is the new Superintendent of the Terminals Division. He succeeds A. E. Beck.



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# TREATY PROVISIONS

## Changes To Come



Full implementation of provisions of the 1955 Treaty and Memorandum of Understandings between the United States and the Republic of Panama which concern Company-Government operations moved toward completion in the closing days of August with enactment of the property transfer legislation and the appropriation by Congress of \$750,000 for engineering and design work on the high level bridge across the Canal.

The only remaining legislative action required is that providing for adjustment of conditions of employment in agencies in the Canal Zone. The Senate has already approved legislation in this field.

Five tracts of land in Colon covering a total area of about 48½ acres, together with buildings and other improvements, are scheduled for early transfer to the Republic of Panama.

Some of this property has been occupied and used by the Panama Canal Company or its predecessor, the Panama Railroad Company, for more than 100 years. Two of the areas, the Hotel Washington and Colon Hospital sites, are among the most valuable of the land to be transferred. All properties involved have a total value of approximately \$25,000,000.

A schedule for the transfer of all properties in accordance with terms of the Treaty and Memorandum of Understandings has been arranged by the Company-Government, the Ministry of Foreign Relations, and the U. S. Embassy. The Treaty terms allow time for the Company-Government to construct or establish such replacement facilities within the Canal Zone as railroad terminal facilities, quarters, and a high school.

In addition to the five Colon areas to be transferred in the immediate future, several properties on the Pacific side and one in Colon will be transferred by the

from Panama City is expected to be accomplished by the end of next May.

The exact dates of transfer of the five areas in Colon will depend upon final arrangements and agreements for coordinated use of such facilities as water and sewer lines, street lighting, fire alarm systems, and electric power now serving the areas. Also, the erection of a wire fence will be required in the Fort De Lesseps area before that property is transferred.

It is estimated that all of the work in connection with such municipal services can be accomplished within a few days of actual working time after agreements have been made by the various Company and Panama Government units directly concerned.

Except for the single wage scale and extension of Civil Service retirement to Panamanian employees of the Company-Government, only one other major provision of the 1955 Treaty remains to be

implemented. This is the withdrawal by the United States from the handling of commercial cargo for transshipment. This provision is contingent on the establishment of satisfactory port facilities in Colon.

The funds appropriated for the bridge will be used for preliminary architectural and engineering design work. It is planned to have this work done by contract.

It is expected that contracts for foundation work on the bridge can be made in about 15 months. Contracts for the superstructure can be awarded within about two years, under a schedule which has been prepared by the Engineering and Construction Bureau.

The probable site of the high level bridge is in the area of Thatcher Ferry, although the entire area between Miraflores and La Boca will be investigated.

A clearance of over 200 feet will be required above the Canal channel while the span crossing the channel would have a 1,000-foot clearance for ship traffic.

State Department as soon as necessary legal formalities are completed. These are Paitilla Point; the J. N. Viallette and Huerta de San Doval tracts in Panama City; the Aspinwall tract and two military reservations on Taboga Island; and the lot in Colon formerly reserved for consulate purposes. Of these, the Aspinwall, San Doval, and Viallette tracts are properties of the Canal Zone Government.

One of the most valuable properties of the Canal Company to be transferred at an early date under the schedule agreed upon is the Panama Railroad Yard in Panama City which has served the Pacific side of the Isthmus since the railroad was completed 102 years ago.

This transfer will be made as soon as new freight and passenger facilities have been established in Ancon near the boundary line. It is planned to convert the former Tivoli Commissary into a freight depot and construct a small passenger station in the area adjacent to the former Pacific Service Center.

The remaining properties, all of which are in Colon and are owned by the Company-Government, will be transferred after replacement facilities are provided. These areas include the principal residential area in New Cristobal; the Cristobal High School and Colon Beach residences; the residential area of Fort De Lesseps; and the Colon railroad station.

The withdrawal from the Colon railroad station and site will take place after all other areas in Colon have been vacated.

While no exact dates have been established under the transfer schedule it is expected that legal formalities and provisions for municipal services in the five Colon areas can be arranged so that formal transfer of these areas can be made before the end of October. The transfer of the Panama Railroad terminal facilities

The Panama City railroad yards and buildings will be transferred to Panama as soon as freight and passenger facilities are established within the Zone.



# Almost Three-Quarters Of Force Now Enrolled In Group Health Plan

Approximately 70 percent of the total eligible Panama Canal force are now active members of the group hospitalization insurance plan, according to a report just issued by the Group Health Insurance Board.

The plan has now been in operation for six months and results thus far have been highly gratifying both from the standpoint of employee participation and the general operations. This was the consensus of the Board at a recent meeting to review results of the plan and to discuss other business.

The Board is composed of *ex officio* members from the Civic Council and labor organizations and elected representatives of the employees. Robert Van Wagner, of the Maintenance Division, is president of the Board.

According to the report received by the Board at its meeting, there were 8,756 active members of the group plan and applications are being received at the rate of 10 to 12 a week.

Up to July 30, claims had numbered 1,040, although a rapid rise has been noticed since that date, believed caused by the large number of cases of upper respiratory infections during August. All claims have been processed with a minimum of trouble for employees and Mr. Van Wagner reported to the Board that very few complaints have been received.

In an announcement following the meeting, employee members were urged to notify the Board when changes in their status takes place. Employees should notify the Board of any change in salary, the birth of a baby, or when a dependent child reaches the age of 19 years. Such notifications are important and may be made to the president of the Group Health Insurance Board at Box Q, Balboa Heights, it was announced.

New employees joining the Canal organization may become members of the group hospitalization plan on a non-selective basis (without regard for past medical history) if they file their applications within 30 days of their employment date.

Other employees who did not join the group when the plan was being organized may do so at any time. Such applications, however, are processed on a selective basis which means that Mutual of Omaha, the insuring firm, reserves the right to exclude certain illnesses because of past medical history.



## 50 Years Ago

The first issue of THE CANAL RECORD, which was to furnish accurate if sometimes dull information on the Panama Canal and its activities for over 30 years, made its debut 50 years ago this month. Its primary purpose, it announced "is the publication of accurate information, based upon official records, concerning all branches of work of Canal construction . . . In addition there will be published such information in regard to the social life of the Zone, its amusements, sports, and other activities as is thought to be of general interest." During its first month, THE RECORD reported, among other items:

*The commissaries were feeding, clothing, and otherwise supplying over 25,000 people. This included the ICC hotels, hospitals, messes, and private families. (In those days tenderloin sold for 22 cents a pound, fresh eggs were 29 cents a dozen and butter 34 cents a pound. New potatoes cost 4 cents a pound and cantaloupe 10 cents apiece.)*

The population of the Canal Zone was estimated by the Sanitary Department at 54,325; the Isthmian Canal Commission force totalled 23,607, and that of the Panama Railroad 6,238.

*The work on the locks and dams had taken such shape that it was possible to see something of their form. At Gatun, four steamshovels were digging out the site; two shovels were preparing the site for the spillway.*

On September 10, 1907, a contract for a single-track steel railroad bridge across the Chagres at Gamboa was awarded to the Penn Bridge Company of Beaver Falls, Pa. The price of \$59,600 included delivery at New York. Other contracts included one for the purchase of 14 new 70-ton steamshovels, to bring the ICC total to 85.

*Sixty feet of track on the main line of the Panama Railroad, between Lion Hill and Ahorca, sank during the morning of September 18; that afternoon an additional 60 feet disappeared. A pile driver was moved up from Colon to extend the existing trestle 300 feet the length of the sinkhole.*

W. G. Bierd, General Manager and Assistant to the President of the Panama Railroad, resigned because of ill health. He sailed for the States September 20 and later joined John F. Stevens on the New York, New Haven and Hartford Railroad.

*Helen Varick Boswell, of the Federation of Women's Clubs in the United States, arrived in mid-September to encourage women of the Canal Zone to form organizations to be affiliated with the Federation. Before the month was over, she had women's clubs started at Culebra, Gorgona and Cristobal.*

## 25 Years Ago

Thatcher Ferry and Thatcher Highway, which lowered travel time to the Interior of Panama by at least an hour, were officially opened September 1, 1932. A check over the Labor Day weekend showed that 3,297 automobiles and 18,337

passengers had crossed the Canal on the new ferry service.

*Canal traffic, which had been going down steadily, took an upswing in September, 1932. The transits—553 commercial ships—and the tolls were the highest since May, 1932 but still the lowest September traffic for 10 years.*

The Canal Zone's "white schools" opened September 22 with an enrollment of 2,880. This was the first time the school year had started before October. The "colored schools," which had an enrollment of 4,375 that year, operated on a 12-month basis.

*Governor and Mrs. Harry Burgess surprised their friends and his associates by leaving the Canal Zone September 13, more than a month ahead of the expiration of his term. Col. Julian L. Schley became Acting Governor. Also in September, 1932, Col. Clarence S. Ridley arrived to take over his duties as Engineer of Maintenance.*

Slides in the Cut plagued the Dredging Division 25 years ago this month. Officially the slide, on the East Culebra Slide Extension, was described as "threatening but orderly." Before September was over two dredges were working around the clock and three separate slide movements had occurred. Although the slide came close to the center of the Cut, traffic was not interrupted.

Organized Labor in the Canal Zone celebrated Labor Day with the announcement that local unions were backing a five-day week for Canal employees. Labor leaders also announced plans to organize a chapter of the American Federation of Government Employees here.

## 10 Years Ago

Negotiations continued through September, 1947, on the question of U. S. defense sites in Panama. Panama delivered a counter proposal stressing four important points: Jurisdiction, maintenance, joint consultation, and the temporary nature of the sites.

*The move of commercial aviation from the Canal Zone Air Terminal (now the Civil Affairs Building) to Toemem Airport began September 4 when COPA, a Panama-flag airline, transferred its operations to the new airport.*

A special Canal-Army-Navy Board completed a two-month study on the consolidation of Canal Zone hospitals.

*The United Fruit Company's "Limon" took the title of the Canal's most frequent customer; she had made 34 transits during the fiscal year. Two other United Fruit ships, the "Junior" and the "Cortez," tied for second place with 30 runs each.*

A 12-year-old boy and his 17-year-old brother were held for the murder of a Chinese merchant living on the Gamboa Road. The boys later served sentences in the Canal Zone.

## One Year Ago

Several insurance firms were invited to submit proposals on a broad hospital and medical service group insurance plan to cover Canal employees and their families.

## COLLEGE SUBSCRIPTIONS

Got a son or daughter away at college? Then how about sending him or her a special college subscription for the "Panama Canal Review?" These subscriptions, which cost only 50 cents apiece, cover the months from October through May, but the special rate applies to the "Review" when sent to college students only.

Send cash, or a money order, payable to the TREASURER, Panama Canal Company to:

Editor, "The Panama Canal Review"

Balboa Heights

and we'll do the rest.

# AIR CONDITIONING

It's Here  
To Stay

The Canal Zone's getting cooler although quite possibly you may not have noticed it.

To be sure, the increased coolness is restricted to indoors and to houses which have been fitted with air-conditioning units. But, as conversion to 60-cycle current moves south from Cristobal, more and more Zonians are relaxing in cool, dehumidified air to the soothing hum of one or more busy little machines. There will be no more nature-provided steam baths for these Zonians, and humidity woe will disappear.

It would hardly be true to say that the conversion of the Canal Zone's current from the flickering out-moded 25-cycle current, on which few modern home appliances will operate, will lead to so many sales that General Electric or Westinghouse can declare an extra dividend. But it is quite true that the conversion is bringing to the Canal Zone a variety of electrical equipment to make life here a lot more livable.

When the Atlantic area of the Canal was served exclusively by 25-cycle current there were only 18 air-conditioning units on the entire Atlantic side.

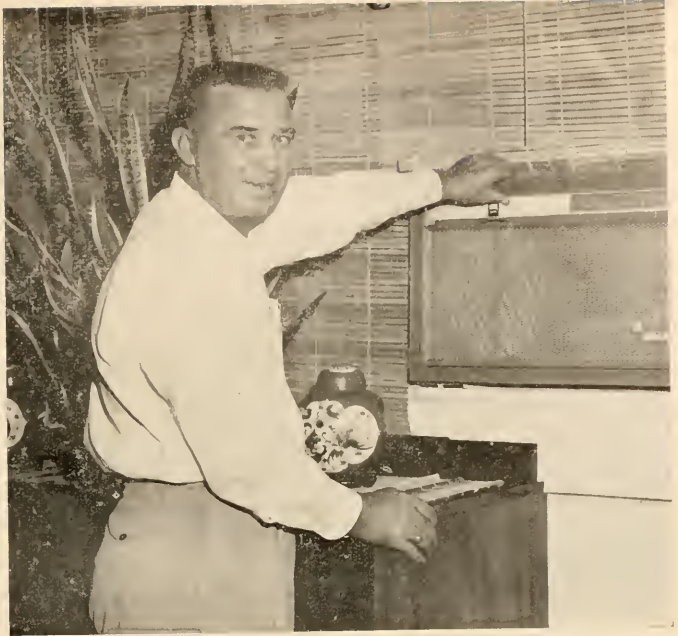
Today, in Margarita alone, between 40 and 50 houses are air conditioned, entirely or in part. Several householders have fitted their dwellings with two units and have the entire house air conditioned. Others have limited themselves to air conditioning their bedrooms.

In most cases, those who have installed the cooling and drying units have done so for sheer comfort. In at least one household, however, the air conditioning has made the difference between sickness and well-being for a small boy.

This is the family of John W. Huson, an electronics mechanic for the Electrical Division. The Husons have a small son, John William Jr., who suffers from asthma and who, before air conditioning, spent almost as much time in an oxygen tent in the hospital as he did at home.

Now their breezeway-type house is cool and comfortable. Young Billy can play as he wishes, breathing air which has not only been cooled and dehumidified but also electronically filtered to screen out the irritants which, a year ago, would have brought on a choking, gasping attack.

This remarkable and welcome change is due to two air conditioners, one a one-ton (or one horse-power) unit and the other a three-quarter ton unit. One cools the living room; the other is installed in a corner of the breezeway to cool that room and the bedroom wing. The kitchen opening off the living room has not been air-conditioned and has been closed off by an accordion door. All screening, has



"Makes us really comfortable," S. A. Hammond of Margarita says.

been covered with translucent plastic.

In Margarita, and in neighboring Gatun, both masonry and frame quarters have been air-conditioned. In general, masonry houses are easier to insulate provided one settles on a way to close off large screened areas like breezeways. The occupants of some of the older frame houses have been dissatisfied with their air-conditioning attempts, largely because the vibration from the units' motors even shakes the sealing from between the tongue and groove-siding.

Not all of the air-conditioned houses have been as elaborately modified as that of the Husons, although the breezeway-type house of Captain and Mrs. Kenneth Roscoe has been fitted with exhaust fans in the two bathrooms and the kitchen and a circulating fan in the hallway of the bedroom wing to supplement the two air-conditioning units.

Both units in this house are of the one-ton size and the Roscoes are considering the installation of an additional, smaller unit for the master bedroom. They have used plastic screen and beaverboard to seal off open spaces, and, unlike the Husons, have included the kitchen in the air-conditioned area. This, however, is not satisfactory and some change will have to be made there, Mrs. Roscoe says.

Another air-conditioned Margarita home is that of Mr. and Mrs. S. A. Hammond. They have a two bedroom masonry cottage. One one-ton unit, which can make about 600 square feet of floor space completely comfortable, has been installed and a second unit, this one of the three-quarter ton type, will be in place soon.

The trend toward air conditioning is not restricted to Margarita. Several of the units have been installed in Gatun, another area where conversion is complete. Here again, both masonry and frame quarters have been fitted with the units.

One of the latter is the duplex quar-

ters occupied by Edward G. Blount of the Zone police force. The Blounts find that a one-ton unit not only is adequate for cooling two bedrooms and bath, but that the sealing-off which goes with air conditioning makes for the quiet which a policeman on shift-work needs.

While it will be less than a year before the first Pacific area quarters are on 60-cycle current, a number of Pacific siders are not waiting for that happy day. Several Pacific side quarters, including those of Captain and Mrs. Jens Nilsen of Diablo Heights, are equipped with air-conditioning units which have been converted to operate on 25-cycle current and which will be reconverted, or replaced, when 60-cycle current comes.

Several months ago, some Pacific siders discovered that they could buy 25-cycle, Canadian-built three-quarter ton air conditioners. Altogether, there are now about a dozen and a half of these cooling Pacific side homes, to be converted or exchanged later when 60-cycle current is available, and a number of others have been ordered.

Air conditioners are not being given away, but a unit costs less than some TV sets. The 25-cycle units from Canada sell for about \$330, delivered here under employee rates. The 60-cycle equipment, in general, is much less expensive. Three-quarter ton units can be had from \$207 to about \$230, ordered through the Commissary Division, and one-ton units from the same source range from \$240 up to about \$275. Any make is available on order and delivery time is about 60 days. Prices for units ordered from mail order houses and other dealers are about in these brackets.

Householders who run two units continuously report that their electric bills have about doubled since the units were installed.

But, as Mrs. Huson, with her small asthmatic son, and Mr. Blount, who frequently sleeps daytimes, said, "They're worth every cent of it."



Brownie is special assistant to R. A. Faunce at the Marine Electric Shop.

IF THE EMPLOYEES in the Cristobal Marine Electric Shop had their way, a battle-scarred, middle-aged pooch known as "Brownie" would be placed on the Panama Canal Company payroll, issued an identification card, and be given retirement rights. He might even qualify as a member of the Electricians' Union and certainly is in line for a medal for bravery.

A lone wolf who leads a life of his own after working hours, Brownie is no ordinary dog. He proved this one night about two years ago when he cornered two thieves in the Industrial Division yard. His barks attracted the attention of the night watchman who in turn called the police. The men were apprehended.

Brownie, who has been an unofficial member of the Industrial Division forces for the past five years, arrives promptly at the gate each morning at 7 o'clock. He spends most of his working hours in the Marine Electric Shop. There he is the special assistant to Ronald Faunce, an Electrical Division employee, who sees to it that Brownie gets his annual anti-rabies injection and registration tag, an occasional meal, and a new collar now and then.

Friendly and willing at all times, Brownie likes to leave promptly at quitting time. He once knocked over one of his superiors in his dash for the gate. He objects strenuously to baths, hates thunder and lightning, and has turned down all offers of a permanent bed and board. He reportedly likes the food at the Cristobal Yacht Club and judging from his scars, is a great hand with the ladies.

## HAPPY BIRTHDAY

(Continued from page 5) inaugurate the new building when it becomes more than a sketch on a drawing board, will be, the Club hopes, its two senior resident members, Mrs. Dorothy Melendez, of Panama City, who joined the Cristobal Woman's Club in 1916, and Mrs. R. J. Neely, of Margarita, whose membership dates back to 1923.

According to "The Canal Record," the organization of the Cristobal Woman's Club, on September 27, 1907, was an occasion "of festive character." Born in the early construction period, it and the other women's clubs in the Zone were offshoots of a social worker's suggestion that the Zone's pioneer women would be more contented if they had clubs here like those which were springing up like mushrooms "back home."

THE RECORD's story, which described

the first meeting and the decoration of the meeting rooms, was much less specific about the turnout. "A large number of women" attended, the article says, and of these "a large number signified their intention of becoming members."

Three days later, the Club met again, this time to organize committees and embark on an ambitious program which, during that first year, included lectures on home nursing, a series of papers on Japan and the Japanese, participation in a plan for standardizing teaching in the Canal Zone schools, and a costume charity ball which netted about \$200 as a nucleus for the Club's philanthropic projects.

Throughout the construction period, the Cristobal Woman's Club prospered and grew. Its members sponsored watering troughs for cab horses, playgrounds for Cristobal and Colon children, and engaged in a program of what were known in those days as "cultural activities."

As the construction force dwindled,

however, so did the membership of the Woman's Club and, in April 1913, there was some doubt that it would continue. But its remaining handful of members was persistent and held it together to the extent that the speakers who addressed it that next year were some of the most prominent in the Club's life.

Within the next decade the Cristobal Woman's Club started on its most ambitious period and one in which the club acquired international fame. The outbreak of World War I coincided with the Woman's Club move to Gilbert House and the assumption by the Club of Red Cross work on the Atlantic side. As a contemporary newspaper account put it:

"Long before the United States unsheathed its mighty sword, the women of the Atlantic Side were ministering, as none but women can, to the needs of the maimed and wounded soldiers of Australia and New Zealand. This bright oasis in the huge ocean desert was indeed a thing of joy to the boys who had been fighting for the freedom of the world."

In the summer of 1921, the Woman's Club opened a medical clinic in the old Colon freight house, financed by the rental from Gilbert House rooms, revenue from a Woman's Exchange and a tea room at Gilbert House, and, for a time, from fines collected for violation of sanitary ordinances.

There, with the aid of Atlantic side physicians who served without charge, the Club offered the only free medical treatment then available in Colon. During its first four months, the clinic provided medical care for about 5,000 destitute men, women, and children.

The clinic, although its operations decreased over the years, remained open until 1944 when it was absorbed into the Colon Health Office.

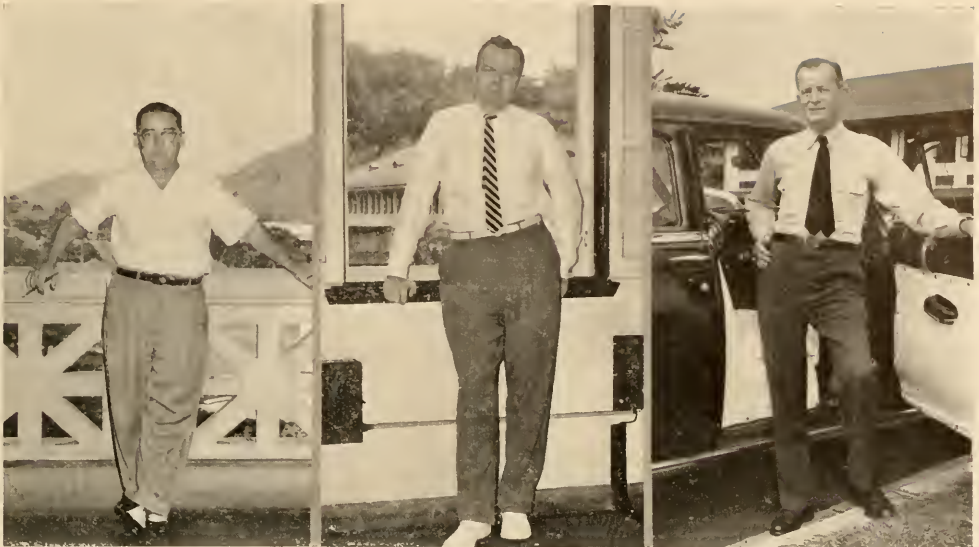
During their clinic operations, the clubwomen found that many of those appearing for treatment were suffering from malnutrition. This led to another major project, a soup kitchen in a shack on the Gilbert House grounds. Between 1921 and 1924 the kitchen served one hot meal a day to thousands who would otherwise have had nothing to eat.

Shutdown of the clinic did not take the Cristobal Club out of the welfare field. Its members continued to care for the Atlantic side indigent in other ways and now are providing about 75 Colon families each week with clothing, some medical care, and such basic food as rice, milk, sugar, and dried beans.

While they continue to care for the physical wellbeing of others, they are not neglecting their own cultural and social affairs. Before the last presidential election the Woman's Club was instrumental in letting Zonians know absentee ballot procedures, and many of their meetings are devoted to national and international affairs. On the social side there are an active arts and crafts group, which has studied interior decorating and pollera making, a sewing group which has made new cushions for the Club's chairs, and occasional card parties, monthly teas, and the annual luncheon.

A current major project is the preparation of an engagement calendar, well-illustrated with local photographs. Proceeds from the sale of these will go into the club's treasury, to finance the philanthropic projects and to help swell the building fund.

# INTRODUCING — Walter Allen



WALTER JOSEPH

WALTER PIERCE

WALTER FRANCIS

Just imagine what something like this does to the postal service! All three of these men are named Walter Allen. Walter Joseph Allen, left, is Mail and File Supervisor in the Administrative Branch. He comes from New York. Walter Pierce Allen, center, is the

first layman to hold the post of Assistant Director of a Canal Zone Hospital; he is a native of Rochester, N. Y. And Walter Francis Allen, right, is the official driver for the Governor-President's car. He was born in Renova, Pa., and has been a Zonian since 1941.

## 18 Employees Are Given Awards During Ceremony Held Recently

An Outstanding Service Award and a Superior Service Award were presented recently to two women employees of the Canal organization at a ceremony at which 16 other employees were given checks ranging from \$15 to \$30 for employee suggestions.

The Outstanding Service Award and a check for \$200 went to Mrs. Dorothy C. Webb, of the Employment and Utilization Division for her work in preparing retention registers for the reduction-in-force actions attendant on the closing of several commissaries and service centers at the end of the past calendar year.

A story on the work of Mrs. Webb and her all-girl crew appeared in the October 1956 issue of THE PANAMA CANAL REVIEW.

The Superior Service Award, together with a check for \$100, was given to Mrs. Olive Pajak of the Electrical Division for organizing a system of accounting controls for electric current revenue. The system provides comparative data and predetermined revenue totals for each month.

The employee suggestion awards were presented as follows:

George E. Shoemaker, Division of Storehouses, \$30, for his recommendation that Balboa and Cristobal storehouses use a single excess disposal list.

Lorenz F. Gerspach, Robert L. Ridge, and Albert B. Hendricks, \$25 each.

Mr. Gerspach, of the Locks Division, recommended that only towing locomotives in trouble sound their bells when

casting off from a ship; Mr. Ridge, of the Marine Bunkering Section, recommended that the sumps of gasoline tank trucks be emptied before they are filled with kerosene; and Mr. Hendricks, of the Office of the Comptroller, suggested that the larger gasoline stations render such additional services as tire repair, lubrication, etc.

Hortensio Botello, Maxine A. Cawl, Herbert S. Driscoll, Kathryn C. Hummer, John Vaucher, and Fred W. Whitney, \$20 each.

Mr. Botello, of the Division of Sanitation, suggested prominent markings for Company-Government owned bicycles.

Mrs. Cawl, of the Balboa Port Captain's office, proposed the adoption of a new and improved pilot's report form. Mr. Driscoll, of the Navigation Division, suggested use of a red blinker light to aid ships docking at night. Mrs. Hummer, of the Duplicating Unit, pointed out that the use of black ink for signatures would facilitate reproduction. Mr. Vaucher, of the Supply Division, recommended a number of procedures to relieve the load of the wholesale groceries section. And Mr. Whitney suggested that towing locomotives be equipped with a holder for storing lead plugs.

Margaret L. Canavaggio, Thomas J. Dee, James R. Doran, Richard B. Hoard, John A. Michaelis, and Burman S. Spangler, \$15 each.

Mrs. Canavaggio, of the Terminals Division, suggested that bulky record

books be placed in book bins on rollers. Mr. Dee, of the Electrical Division, suggested accounting changes concerning electric cable. Mr. Doran, of the Storehouses, suggested new procedure for accounting for sales of excess property. Mr. Hoard, of the Fire Division, proposed a new monthly report form for the daily report of firefighting apparatus. Mr. Michaelis, of the Balboa Magistrate's Court, suggested an improved protective method for certification using the Company Seal. And Mr. Spangler, of the Maintenance Division, devised a new holder for hospital equipment.

### Panama Railroad Timetable Effective August 18, 1957

#### NORTHBOUND

Leave Panama	Arrive Colon
7:10 a. m.	8:30 a. m.
9:55 a. m.*	11:20 a. m.
12:10 p. m.	1:30 p. m.
3:10 p. m.*	4:35 p. m.
4:55 p. m.	6:20 p. m.
10:10 p. m.	11:30 p. m.

#### SOUTHBOUND

Leave Colon	Arrive Panama
7:00 a. m.	8:25 a. m.
9:45 a. m.*	11:10 a. m.
12:00 noon	1:20 p. m.
3:00 p. m.*	4:25 p. m.
5:10 p. m.	6:35 p. m.
10:00 p. m.	11:25 p. m.

All trains run daily except those marked (\*) which are daily except Sundays and holidays.

# PROMOTIONS AND TRANSFERS

July 15 through August 15

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

## ADMINISTRATIVE BRANCH

Christian W. Wirtz, from Supervisory Administrative Officer, Supply Division, to Forms Control Officer, Records Section.

## OFFICE OF THE COMPTROLLER

Albert M. Jenkins, from Chief, Plant Accounting Branch, to Supervisory Auditor, General Audit Division.

Mrs. Florence K. Redmond, Clerk-Typist, from Payroll Branch to Claims Branch.

Mrs. Irene E. Maher, from Clerk-Typist to Clerk (Typing), Central Typing and Clerical Unit.

## Payroll Branch

Winston P. Abernathy, from Voucher Examiner, General Ledger and Processing Branch, to Time, Leave and Payroll Clerk.

Mrs. Elna G. Montayne, from Card Punch Supervisor to Time, Leave and Payroll Clerk.

Mrs. Jeanne M. Wheeler, Mrs. Dorothy J. Herrington, Mrs. Mary E. Becker, from Accounting Clerk to Time, Leave and Payroll Clerk.

Mrs. Helen T. Kat, Mrs. Edna J. Hummer, from Bookkeeping Machine Operator, General Ledger and Processing Branch, to Time, Leave and Payroll Clerk.

Mrs. Daisy M. Tettenburn, from Retirement Clerk to Time, Leave and Payroll Clerk.

Mrs. Helen M. Tomford, from Time, Leave and Payroll Clerk to Retirement and Payroll Clerk.

Mrs. Yolanda E. Valencia, Clerk-Stenographer, from Central Typing and Clerical Unit to Payroll Branch.

## ENGINEERING AND CONSTRUCTION BUREAU

Luther B. Sartain Jr., from Chief, Electrical-Mechanical Branch, to Chief, 60-Cycle Design Branch, Engineering Division.

Quentin R. Cooper, from Heavy Equipment Operator to Heavy Equipment and Pumping Plant Operator, Maintenance Division.

Helen E. Barr, from Chief Usher, Balboa Theater, to Typist, Engineering Division.

## HEALTH BUREAU

Mrs. Arilla Kourany, Clerk-Typist, from Office of Personnel Director to Gorgas Hospital.

Mrs. Jean M. Harris, from Staff Nurse, Gorgas Hospital, to Head Nurse, Corozal Hospital.

## MARINE BUREAU

Emmett W. Argo, from Lead Foreman Carpenter II to General Maintenance General Foreman, Atlantic Locks.

Thomas F. Gibson, from Lead Foreman Painter III to General Maintenance Lead Foreman I, Atlantic Locks.

Joseph M. Daly, from Marine Inspection Assistant to Admeasurer, Navigation Division.

John C. Thompson, from Marine Machinist I to Lead Foreman Painter, Aids to Navigation Section.

James E. Haas, from Policeman, Police Division, to Sheetmetal Worker Apprentice, Industrial Division.

Ralph A. Morales, from Electric Welder and Diver to Combination Welder and Diver, Industrial Division.

Frank J. Erennan, Glenn D. Redmond, Eulus C. Clemons, Benjamin S. Favorite, Jr., Arnulfo Manning, Fred R. Trout, Anthony G. Winkes, Oral E. Hardwick, from Electric Welder to Combination Welder, Industrial Division.

Edward M. Fetherston, Joe Y. Christian, from Toolbox Master to Pilot-in-Training, Navigation Division.

Raul A. Swalm, from Substitute Window Clerk, Postal Division, to Patrolman, Locks Security Branch.

John S. Catanzaro, from Third Assistant to Second Assistant Marine Engineer (Tahoga), Aids to Navigation Section.

## SUPPLY AND EMPLOYEE SERVICE BUREAU

Norman B. Davison, from Supervisory

Accountant, Supply Division, to Administrative Officer, Office of Director.

Thomas G. Relihan, from Assistant General Manager, to Superintendent, Commissary Branch, Supply Division.

Hugh E. Turner, from Supervisory Supply Officer, Division of Storehouses, to Chief, Procurement Section, Supply Division.

Clarence W. Kibbey, from Assistant to General Manager, Service Center Branch, to Chief, Administrative Section, Supply Division.

Norbert M. Schommer, from Supervisory Accountant, to Chief, Budget and Statistics Section, Supply Division.

Bart J. Elich, from Special Assistant to General Manager to Merchandise Promotion Manager, Supply Division.

Raoul O. Theriault, from Administrative Officer to Assistant to Supply and Employee Service Director.

Henry E. May, from Superintendent, Division of Storehouses, to Superintendent, Storehouse Branch.

## TRANSPORTATION AND TERMINALS BUREAU

Edward B. O'Brien, Jr., from Assistant Superintendent to Superintendent, Terminals Division.

Randolph M. Wikingstad, from General Stevedore Foreman I to Assistant to Superintendent, Terminals Division.

Mrs. Edith W. Cotton, from Cargo Clerk (Typing), to Supervisory Accounting Clerk, Terminals Division.

Mrs. Margaret M. Dietz, from Cargo Clerk to Cargo Clerk (Typing), Terminals Division.

Mrs. Dorothy G. McLain, Clerk-Typist, from Commissary Division to Terminals Division.

Mrs. Helen L. Meisinger, from Accounting Clerk to Cargo Claims Assistant, Terminals Division.

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

Paul R. Kuyoth, from Senior High School Teacher, Division of Schools, to Chief, Southern District, Motor Transportation Division.

Gilbert A. Sollas, from Patrolman, Locks Security Branch, to Guard, Terminals Division.

John K. Brayton, from Lead Stevedore Foreman to General Stevedore Foreman, Terminals Division.

## OTHER PROMOTIONS

Promotions which did not involve change in title follow:

Clement J. Genis, Safety Inspector, Office of the Supply and Employee Service Director.

Ernest P. Muzzio, Plumbing Inspector, Contract and Inspection Division.

Clara Kirchner, Accounting Clerk, Terminals Division.

Dr. Temistocles Malo, Dr. Wallace M. Snyder, Medical Officer, Coro Solo Hospital.

Eugene I. Askew, Admeasurer, Navigation Division.

Thelma C. Herrington, Marguerite Flynn, Mrs. Evelyn Reynolds, Mrs. Sylvia E. Staples, Mrs. Helen Hobbs, Edward H. Appin, Mrs. Frances P. Walker, Time, Leave and Payroll Clerk, Payroll Branch.

# SEPTEMBER SAILINGS

## FROM CRISTOBAL

Ancon September 4  
Cristobal September 14  
Ancon September 21

## FROM NEW YORK

Cristobal September 6  
Ancon September 13  
Cristobal September 24

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 on Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.

# ANNIVERSARIES

## 35 YEARS

Raymond E. Forbes, top man on the August list of service anniversaries, had his first look at the Canal Zone from the deck of a Navy ship. He liked what he saw so well that when he had finished his Navy service, he came back here to work.

Now he is the senior, from point of service, of the Canal's sanitation inspectors—a job in which he has been busy for the past 33 years. There are few places on the Pacific side of the Isthmus—including Pan-



ama City—which he has not looked over with a sharp inspector's eye.

Born in Kearney, Neb., he served with the Navy at Coco Solo during World War I. He returned here late in 1923 and was on the police force for a few months. In 1924, he transferred to sanitary work and in that capacity has served in the Panama suburban area, at Madden Dam, in Panama City proper, and more recently in the Ancon area sanitation office. Almost 20 years of his service were with the Health Office in Panama City.

Not long after he came to the Isthmus he met a pretty nurse from Gorgas Hospital and a little later Miss Erma Caswell became Mrs. Raymond Forbes. She is now School Nurse for the Pacific side. Their two children, Jim and Joan, were born in the Canal Zone.

In his spare time, Mr. Forbes enjoys golfing or putting around his house and car. The Forbes have a place in the Volcan where they spend local leave and a summer home near Parishville, N. Y., at a little settlement with the fascinating name of Jo Indian Pond.

## 30 YEARS

August's second-place man, on the anniversaries list, is now a mayor without a municipality. Since the town of Pedro Miguel was evacuated several years ago, and Ernest B. Curling had to move to Diablo Heights, Mr. Curling has put his title of "mayor" away in mothballs and has devoted his energies to helping with Little League affairs.

His 30 years of service, which includes three tours of duty with the Canal organization, also covers work at the Norfolk Navy Yard and with the Ohio River project of the Corps of Engineers.

A machinist, his first Panama Canal job was at the Balboa Shops. Later he became a Marine Machinist at the Cristobal Shops and since 1939 he has been with the Locks Division. He is now at Pedro Miguel Locks.

During the war years, when he lived in Pedro Miguel, Mr. Curling was head Civilian Defense War-ten and was also active in

# RETIREMENTS

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

**Lee R. Beil**, Pennsylvania; Station Chief, Madlen Hydroelectric Plant; 31 years, 1 month, 17 days; Pennsylvania.

**May B. Clemmons**, Alabama; Ticket-seller, Diablo Service Center; 15 years, 26 days; Canal Zone for present.

**Homeer B. Cooper**, Pennsylvania; Machinist, Industrial Division; 13 years, 3 months, 7 days; Honduras.

**Capt. Roy A. Fort**, Connecticut; Pilot, Marine Bureau; 18 years, 2 months, 21 days; Florida.

**Vincent J. Gonzalez**, Cuba; Gauger, Terminals Division; 9 years, 4 months, 16 days; New York for present.

**Otto L. Savold**, South Dakota; Postmaster, Cristobal, Postal Division; 31 years, 3 months, 16 days; Santa Clara, Panama.

Civic Council affairs. In connection with the former, he was sent to the Civilian Protection School at Amherst, Mass., and from the latter he derived his unofficial, but lasting, honorary title of "mayor."

## 25 YEARS

Both of the employees who completed a quarter of a century of government service in August, have had continuous service with the Canal organization. They are **Lionel L. Ewing** and **Herschel Gandy**.

Mr. Ewing was born in Gloster, Miss., and spent most of his service as Admeasurer for the Marine Bureau. He began his Canal service in 1939 as a Junior Engineer in the Maintenance Division and held this position until 1946 when he was transferred to his present job as Admeasurer.

Mr. Gandy, a native of Millville, N. J., began his employment in 1939 as a General Clerk in the Supply Bureau and is now Administrative Assistant in the Maintenance Division.

## 20 YEARS

Eight states and two countries are represented by 12 employees who completed 20 years of government service in August. Five of these employees have continuous Canal service. They are: **Philip L. Dade**, from New Haven, Conn., Chief, Civil Defense; **Stanley J. Guest**, from Comanche, Okla., Lead Dairy-Foreman, Commissary Division; **Donald W. Journey**, Trotterville, Staten Island, N. Y., General Engineer, Engineering Division; **Sydney T. Lindh**, Dallarnar, Sweden, Machinist, Industrial Division; and **William L. Benny**, Ancon, C. Z., Assistant Chief, Motion Picture Branch, Service Center Branch.

Also completing 20 years of government service are **Paul M. Bell**, Policeman, from Blacksburg, S. C.; **Mabel M. Duncan**, Telephone Operator, Commissary Division, from Frontenac, Kans.; **David E. Coffey**, Lead Foreman-Shipfitter, Industrial Division, from Colon, Republic of Panama; **Lamar M. Lavender**, Towing Locomotive Operator, Locks Division, from Abbeville, Ga.; **John W. Muller**, General Engineer, Engineering Division, from Pedro Mignel, C. Z.; **Howard W. Osborn**, General Engineer, Maintenance Division, from Chester, Mass.; and **Helen L. Smith**, Window Clerk, Postal Division, from Deer Park, Ala.

## 15 YEARS

Over half of the 18 employees with 15 years of government service have unbroken Canal service.

They are: **Frank J. Bartlett**, Fire Sergeant; **James V. Bartlett**, Fire Lieutenant—the Bartletts are brothers; **Richard S. Brogie**, Time, Leave, and Payroll Clerk, Office of the Comptroller; **Howard H. Carey**, Liquid Fuels Gauger, Terminals Division; **Eleanor L. Colbert**, Head Nurse (Psychiatric), Corozal Hospital; **May B. Clemmons**, Ticket Seller, Service Center Branch—she retired the end of last month; **Louis S. Damiani**, Plant Engineer, Maintenance Division; **Norman S. Davison**, Administrative Officer, Supply and Employee Service Bureau; **Vicente J. Gonzalez**, Liquid Fuels

# Over \$5,000,000 Spent In Republic Last Year

(Continued from page 4) went into effect, and the first six months of operations have indicated that this was an accurate estimate.

Percentagewise, the drop in amount of goods bought from Panama suppliers has been much less than the drop in total sales in the Commissaries.

The above figures show that local purchases amounted to approximately \$650,000 less in the period of January through June of this year than in the comparable period of 1956. While a six-month period is too short for use as an accurate gauge in judging the long-range picture, Commissary officials believe these comparative figures for these two six-month periods are fairly representative of the local purchase picture under present circumstances.

They believe, however, that the amount of consumer goods bought in Panama will increase as more goods are produced locally. An indication of this is the comparative figures on the amount of eggs bought in the Panama market from January through June in 1956 and 1957.

In the first six months of the calendar year 1956 the Commissary Division spent \$13,854 for eggs produced in Panama. In the first six months of this year, egg purchases amounted to \$29,225, over twice the dollar volume of the previous year.

The following figures show the dollar value of purchases in Panama from January through June of this year and last of several staple food products, long bought in bulk by the Commissaries:

## January through June

	1956	1957
Meat	\$315,000	\$175,000
Sugar	326,000	102,000
Coffee	37,000	20,000
Beverages	62,000	47,000

There was no appreciable decline in the amount of fresh fruits and vegetables bought locally, the report showed. This was due to the fact that most employees who lost commissary purchase privileges at the first of this year were residents of the Republic of Panama whose purchases of local fruits and vegetables through Commissary stores was negligible in the past because of the small difference in retail prices of these products.

The decrease in amount of consumer goods bought in the six-month period probably would have been more decided except for a substantial increase in the purchase of building materials this year. These purchases amounted to \$200,000 in the first six months of this calendar year, as compared with only \$91,000 in the comparable period of 1956. These purchases, however, are subject to wide fluctuations being dependent on the amount of construction work in the Canal Zone.

Gauger, Terminals Division; **Tracy Hook**, Auto Repair Machinist, Motor Transportation Division; **James A. Hoverson**, Lead Foreman, Refrigeration and Air Conditioning, Maintenance Division; **Gerard K. Schear**, Window Clerk, Postal Division; and **A. G. Terwilliger**, Lead Stevedore Foreman, Terminals Division.

Other 15-year employees are: **B. F. Slaughter**, Machinist, Locks Division; **Robert E. Welborn**, Fire Lieutenant; **Dr. Maurice B. Winstead**, Medical Officer, Gorgas Hospital; and **Josephine S. Wood**, Staff Nurse, Gorgas Hospital.

# Power Conversion A Progress Report

Conversion of frequency-sensitive electric equipment, both domestic and industrial, is scheduled to begin in the Pacific area about April 1. This area includes Ancon, Balboa, Balboa Heights, La Boca, Diablo Heights, and Los Rios; also in the Pacific area are Corozal Hospital, the Immigration Station, the West Ferry Slip, the West Side Lighthouse Line, and the Balboa Gun Club.

The contract for the Pacific area is held by the Consolidated International Electric Co., Inc., of New York City, whose bid for the area conversion was \$1,432,228.

Consolidated International has had several years of prior conversion experience during the changeover of electric current in Canada. A member of the firm, here for the bid opening, said that his company expects to pre-assemble all necessary materials and be in a position to start the actual conversion about next April 1.

Meanwhile developments are expected soon on three other major power conversion projects. Chronologically they are: Installation of remote control and relays for the power stations, the contract for which will be advertised early this month; conversion of the West Bank-Miraflores area, on which bids are to be opened September 13; and conversion of the locks, for which the bid opening date is set for October 23.

# Approximately 175 Non-U. S. Employees Will Be Retired

The retirement of approximately 175 non-U. S. citizen employees of the Canal organization will take place between now and the first of the year.

The group includes more than 100 employees whose retirement normally would have taken place during the past year but which was deferred until last month pending possible action by Congress on a Civil Service retirement plan for non-U. S. citizen employees. The others are those who will reach the age of 62 years before the end of December.

Governor Potter announced last August that employees reaching 62 years of age before July of this year could defer retirement providing they were physically qualified to continue work. Up until the end of June there were 111 such deferments.

In addition to these, about 25 others will be retired between now and the end of the year because of physical disqualifications. There are from six to ten each month who are placed on cash relief rolls because of physical disability.

The Personnel Bureau has begun work of processing employment records of those who reached retirement age since last August, and it is planned to place a list of about 50 names before the Alien Cash Relief Board at its meeting in September. Thereafter, about 50 a month will be retired during the remainder of this year by which time all deferment cases will be handled and normal retirement procedures will be resumed as individuals reach retirement age.



# SHIPS AND SHIPPING



Breaks on the east bank of the Canal below La Pita signal station August 17 and 24 tumbled about 50,000 cubic yards of rock and dirt into the Canal. Traffic was not interrupted. Here is the slide as seen from the dipper Dredge Cascadas.

## TRANSITS BY OCEAN-GOING VESSELS IN JULY

	1956	1957
Commercial	669	788
Government	16	44
Total	685	832

### TOLLS\*

Commercial	\$3,058,435	\$3,673,611
Government	67,765	180,936

Total \$3,126,200 \$3,854,547

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

### TOTAL CARGO TONS

Commercial	3,872,530	4,443,437
Government	45,969	61,573

Total (Long tons). 3,918,499 4,505,010

## Early Cruise

The cruise season got off to an early start this year with the arrival here late last month of the SS *Evangeline* on a late summer cruise of the Caribbean. The bulk of her 300 or more passengers were members of the Jersey Standard Club, an organization of employees of the Standard Oil Company of New Jersey.

The ship had sailed from New York August 17 on the 17-day cruise which took her to Bermuda, Haiti, Cartagena, Cristobal, and Havana.

The 5,000-ton vessel flies the Liberian flag. She was handled locally by Boyd Brothers.

## New Customers

New ships and ships new to the Canal are still keeping Panama Canal admirers busy. Since last February, there have been an average of 50 ships to be measured each month in Cristobal and about 20 each month in Balboa. During the first three weeks of August, 37 ships had been measured in Cristobal and 11 in Balboa. During July, there were a total

of 58 new ships in Cristobal and 29 in Balboa.

## "Empress of England"

Luxury is an understatement when it comes to the new cruise liners. Most of them are designed to make the ordinary passenger definitely dissatisfied with the comforts of home. The latest of the luxurious new cruise ships expected to

make Cristobal a port of call this winter is the Canadian-Pacific Liner *Empress of England*, sistership of the new *Empress of Britain*.

Completed last year, the *Empress of England* was placed in the North Atlantic trade this summer and will make the cruise trips this winter in place of the older *Empress of Scotland*.

Air-conditioned throughout, the new 20,000-ton *Empress* will carry approximately 600 cruise passengers on each trip. She is due to dock in Cristobal January 23, February 11, March 4, and March 22. Payne & Wardlaw are her local agents.

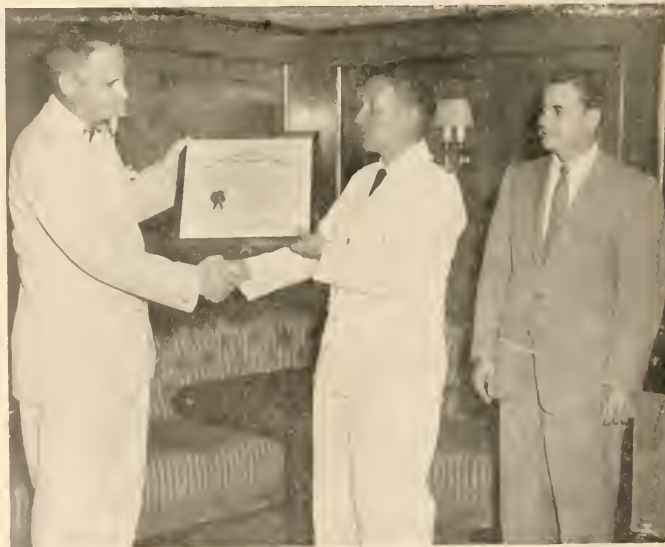
## Schedule for "Reina"

The Pacific Steam Navigation Company's motor liner *Reina del Pacifico*, which went aground off Bermuda recently and which is now being held in Liverpool for engine repairs, will skip one of her scheduled round-trip voyages between Liverpool and Valparaiso via the Panama Canal. Her local agents report that the ship is now scheduled to sail from Liverpool October 24 and will arrive in Cristobal November 15.

The *Reina del Pacifico* is a well-known visitor to the Canal and has been making regular transits except during World War II for the past 25 years.

When she was built nearly 26 years ago, the *Reina* was considered revolutionary from a marine engineering standpoint and is the prototype of several much larger motor liners. During the last war, the ship chalked up a remarkable record by traveling more than 350,000 miles and carrying approximately 150,000 troops or passengers without mishap.

## Repeat Performance



For the second successive year, the MV *Portunus* has been the Canal's most frequent customer. Last month Capt. W. S. Radimon, Marine Director, presented her master, Capt. Fritz Moebes, with a certificate. At right is Arturo Lince, Jr., agent.