



PANAMA



CANAL

REVIEW



Vol. 9, No. 5

BALBOA HEIGHTS, CANAL ZONE, DECEMBER 5, 1958

5 cents

A Merry

Christmas



The biggest single excavation job in the Canal Zone since the Canal was opened—with the exception of the Third Locks project—is ready to start.

The big job is the widening of the channel in the Paraiso and Cucaracha Reaches in Gaillard Cut from 300 feet to 500 feet at bottom depth. The work will take two or more years and will cost in the neighborhood of \$12,000,000. The amount of rock and earth to be moved will be 6-7,000,000 cubic yards, of which about 1,000,000 cubic yards will come from Contractors Hill.

The widening of Paraiso and Cucaracha Reaches constitutes one of the principal projects of the Short Range Improvement Plan which was developed and approved by the Board of Directors over a year ago. Since that time, work has been in progress on two other phases of the program which is designed to increase the transit capacity of the Canal by about 25 percent.

Work is nearing completion on the widening of Paraiso Bend, or Bend 1868, as it is officially designated. The widen-

CANAL WIDENING

ing of another bend, No. 1660, is the only other major excavation project in the Short Range Plan. This is a curve in the channel near the old construction town of Empire which is considered one of the most hazardous in the navigation of Gaillard Cut. This project is slated for completion after the widening of the two reaches just north of Pedro Miguel Locks has been completed.

Bids are now being solicited for the big excavation job. They are scheduled to be opened January 28. All of the drilling and blasting, as well as the dry excavation, will be done under contract. The material blasted below water level will be removed by the Dredging Division.

Approximately 800,000 linear feet—over 150 miles—of drilling will be neces-

sary and about 1,500,000 pounds of explosives will be needed to break up the material which will be excavated in the wet by the Dredging Division.

It is planned to award a single contract for all of the drilling, blasting, and dry excavation. On the widening of Paraiso Bend, contracts were awarded to two firms, Bildon, Inc., a Panama firm, and the Tecon Corporation of Texas. The latter company handled the terracing of Contractors Hill a few years ago. The dry excavation of material at Paraiso Bend was done under contract by Bildon, while the Texas firm was awarded the contract for the drilling and blasting. This work is nearly completed, all dry excavation is almost finished, and all but a small

Coco Solo High School *Plans Described At Gatun Meeting*

The shape of things to come for boys and girls in the Canal Zone's Atlantic side towns was explained to members of these communities last month when Gov. W. E. Potter outlined details of the new Coco Solo Junior and Senior High School during a community conference at Gatun.

Bids for remodeling of three large former Navy barracks into a first-class modern school plant were advertised in mid-November to be opened December 29.

Classrooms, shops, and toilet facilities are to be ready for use when school opens next September. The school's laboratories, auditoriums, cafeteria, ROTC and rifle range areas are to be completed by the end of the first semester of the school year, or about January 31, 1960.

As shown by the accompanying sketch, which shows the school as it will look when completed, the new Junior-Senior High School will be housed in a large central building with two wings.

The central building will be the heart of the school operations and its central

gathering place. The ground floor in this building will contain the woodshop, metalshop, and auto-repair shop. A combined school and public library will be located on the first floor of this central building as will be the cafeteria, seating 408, and the kitchens. The school offices, a health clinic, and audio-visual and guidance rooms will be on this floor. All of the offices will be air conditioned.

The second floor of the central building will contain an auditorium, seating 614, a music room for the high school choir, four private music practice rooms, a music office and library and space for instrument storage, as well as two dressing rooms. The auditorium will be mechanically ventilated and the other rooms on this floor will be air conditioned.

The equipment for the cafeteria, auditorium, and shops will all be new, as will be the chairs and tables in the cafeteria.

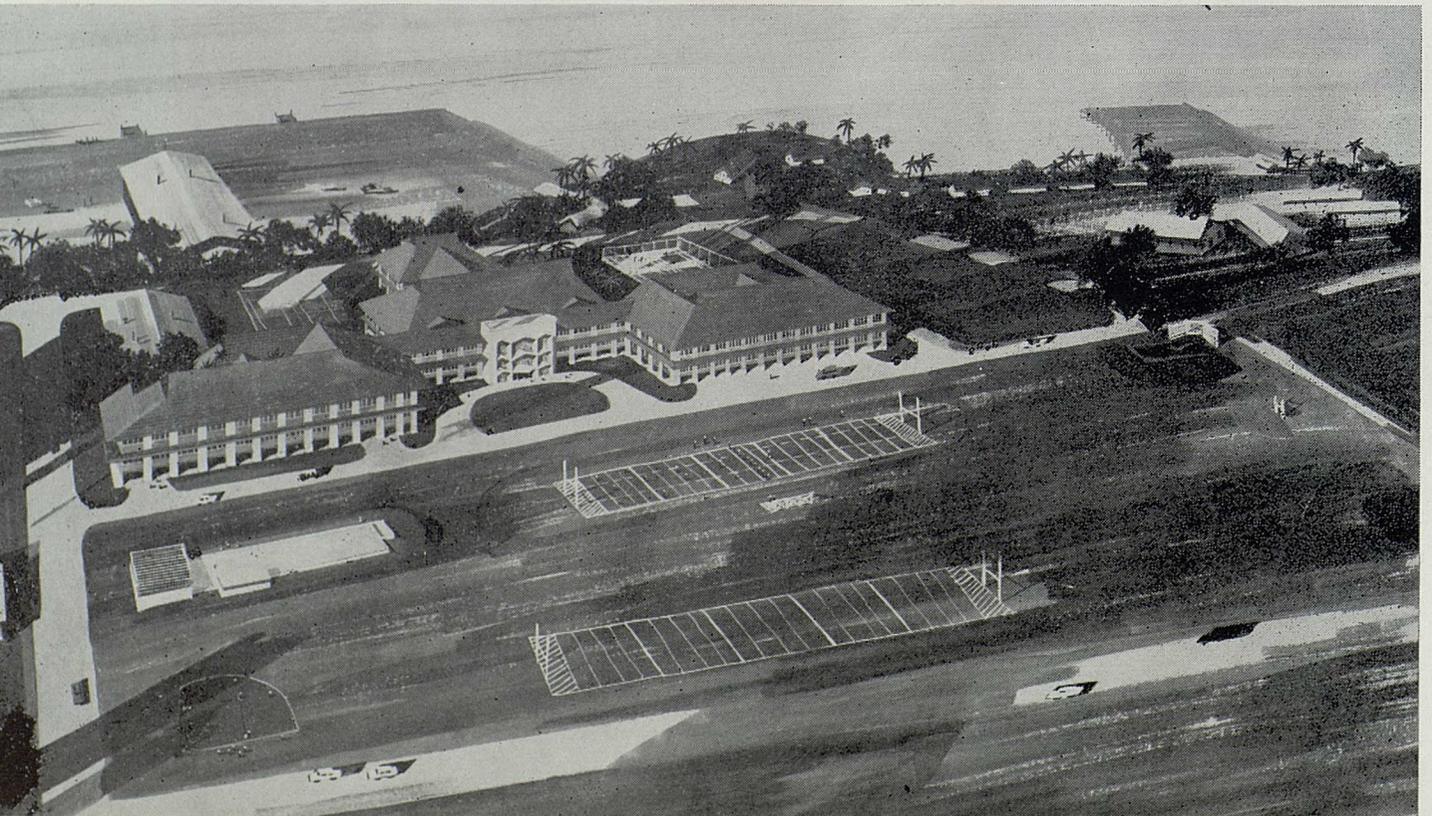
The three-story wing which will be made from present Building 1149, on the left as one faces the central building, will

have athletic facilities, dressing rooms, and showers on the ground floor. Each of the remaining two floors in this wing will have seven classrooms. A study hall, museum, and lounge will be located on the first floor and the elementary science area, lounges, and a gallery for exhibits on the second floor.

Three classrooms and an office for the ROTC are to be located on the ground floor of the opposite wing. Also on this floor will be an armory and an indoor rifle range.

Five general classrooms, a multi-purpose room, an art classroom, and a home economics and sewing room, will occupy the first floor of this wing. The second floor will contain the physics and chemistry laboratories, a general science area, and space for a biology-science museum.

The new Junior Senior High School building will be located not far from the Coco Solo Elementary School. Work on the latter is now well under way. Target date for the completion of the elementary school is the end of next January.



BIDS ARE ASKED

amount of the wet excavation done. These contracts were awarded last year and work was begun early this year.

The completion of the new widening project will provide a channel 500 feet wide for approximately half the length of Gaillard Cut. This will be ample for ships of all sizes, which can be accommodated by the Locks, to meet and pass anywhere in the Canal channel except for about four miles at the north end of Gaillard Cut.

At the present time, the handling of ship traffic is considerably hampered by the restrictions imposed by the narrow Cut, and it is necessary to give many large ships "Clear Cut" handling. This reduces the number of transits which can be handled in one day.

All of the excavation in the Paraiso and Cucaracha Reaches will be on the west side of the Canal. The rock and earth to be removed by dry excavation will be dumped in areas near the project. Two large dump areas have been designated, one a large section of low-lying ground nearly opposite Paraiso, and the other the old Rio Grande Reservoir which was used as a dump for material removed from Contractors Hill.

The terraced effect of Contractors Hill from the previous excavation will be retained, but the material to be removed in the new project will cut back considerably into the hill which has been a landmark of the Canal since it opened.

In the course of the widening project the bottom depth of the Canal will be

about eight feet deeper in the widened portion than at present. This is being done so that the excavation will be usable in any future improvement project. The minimum depth of the channel through Gaillard Cut is now 42 feet while the widened section will have a 50-foot depth at minimum water level in the channel.

The amount of earth and rock to be removed from the Cucaracha and Pedro Miguel Reaches will be comparable to that excavated over 15 years ago for the new Miraflores Locks. Approximately 12,000,000 cubic yards of material were excavated for the Miraflores Locks, all by dry excavation. That work, however, was confined to a smaller area than the Canal widening project which stretches for over four miles along the Canal banks.

The big excavation job will be largely a machine job. While the number of men to be engaged on the work will depend on the contractor and plans for executing the work, Canal engineers estimate the peak employment will be about 250 men, most of whom will be heavy equipment operators and drillers and blasters.

CAA Planning New Townsite At Cardenas

The engineering firm of Holmes & Narver, Inc., of Los Angeles, has been engaged to make a preliminary design for a townsite development at Cardenas for use by the Civil Aeronautics Administration.

The contract for the preliminary report and analysis was signed by Lt. Col. Robert D. Brown, Jr., Engineering and Construction Director, as the contracting officer for the Panama Canal Company. Representatives of the Los Angeles firm were John A. Brownlie and Robert W. Collins. The work is being done at the request of the CAA.

The townsite of Cardenas, located back of Corozal, was partly developed about eight years ago by the Canal organization. Plans were abandoned after the townsite of Los Rios was released by the Army.

An access road to the area from Gaillard Highway was built and much of the rough grading was done. Two water tanks were installed and some of the municipal installations, such as drainage, were made.

The engineering firm has been asked to prepare preliminary estimates for a townsite development—including municipal facilities, an elementary school and playgrounds—suitable for over 50 buildings, including both bachelor and family apartments. The contract calls for completion of the report within 45 days.

COMMITTEE CHAIRMAN

The first woman legislator ever to head the Panama Canal Subcommittee of the Merchant Marine and Fisheries Committee was an Isthmian visitor again last month. She is Mrs. Leonor K. Sullivan, Democratic Representative from St. Louis, Mo., who will soon begin her fourth term in Congress. Mrs. Sullivan visited the Isthmus just a year ago when her subcommittee spent several days in the Canal Zone.

During her latest visit, Mrs. Sullivan made a brief but comprehensive survey of housing and community facilities and civic projects on the Atlantic side. At the time of her previous visit, the development of Coco Solo as a Panama Canal community was then under consideration.

Below, at Coco Solo. From left: James Campbell, Manager, Breakers Club, Rep. Emmet F. Byrne of Illinois, Mrs. Sullivan, Rep. Melvin R. Laird of Wisconsin, and Peter W. Foster, President of the Coco Solo Civic Council.

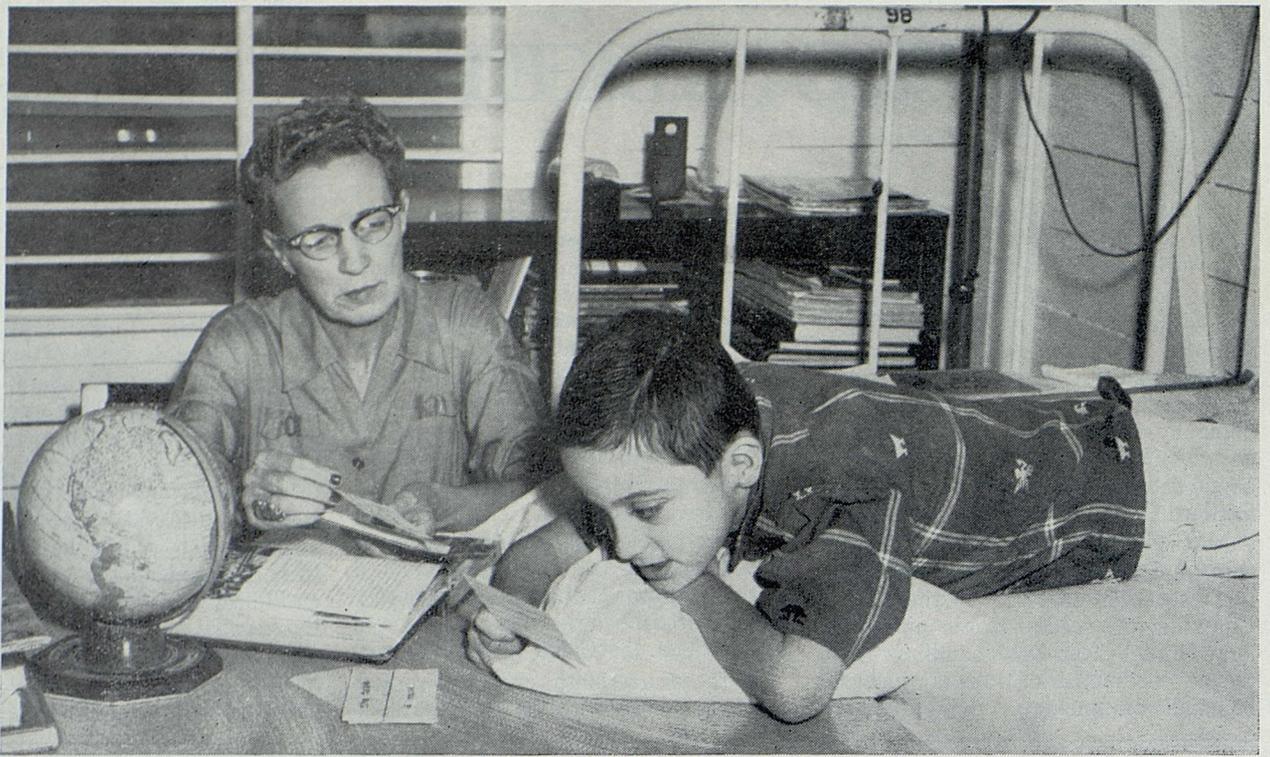


Mrs. Sullivan and John D. Hollen, Chief, Executive Planning Staff, look at Atlantic-side housing.



ON OUR COVER

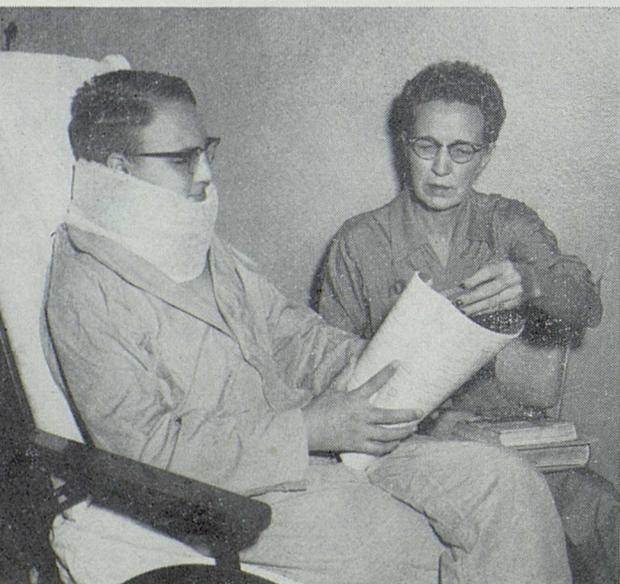
A gleaming Christmas ball, reflecting one of the Locks control towers, brings holiday greetings of the Canal organization to the readers of "The Review." The remarkable photograph is the work of Clyde S. La Clair. For the additional art work on the cover and on page 8, "The Review" is indebted to Dolores Stewart.



James "Butch" Stephan, in a bodycast after surgery, is coached at his home in Curundu by Mrs. Mildred Rowe.



John Arey, above, broke his leg playing Tarzan. Mrs. Jean Karch is his visiting teacher. Below, Mrs. Rowe works with John Oster at Gorgas Hospital. He is in a cast after surgery.



Dear Uncle Jim:

Mom wrote you, I guess, that I broke my leg. You know what I found out? A fellow just doesn't have a chance these days.

Used to be, when you got mango fever, like falling out of a tree and busting something, you could count on having a few weeks off from school.

Last time, I got sort of tired just lying there in bed and I worried, kind of, about catching up when I got back to school. Anyway, Mom hustled over to school and brought back my books and tried to teach me herself, and after a few days of her trying to explain fractions even my old teacher looked pretty good.

But all that doesn't happen any more. Know what they're doing down here, now? They're sending teachers right after you, that's what!

Here you are lying in that big old cast and itching a little bit and you no sooner get over hurting than who walks in the door but a teacher!

What happened was that the teacher at school got hold of Mom and told her that if you lived in the Canal Zone and were an educable child, whatever that means, she'd send somebody over to teach you.

The doctor that took care of me got mixed up in it too. He seemed like a real nice guy but he went and filled out a paper that said I'd be out of school for anyway a month. That did it!

Well, here came the teacher, all loaded down with books and papers and the next thing I knew I was going to school, right here in bed. And every day, too. The teacher didn't stay too long, just about an hour and a half every day. She wasn't going to take a chance and say I was getting tired. Not her!

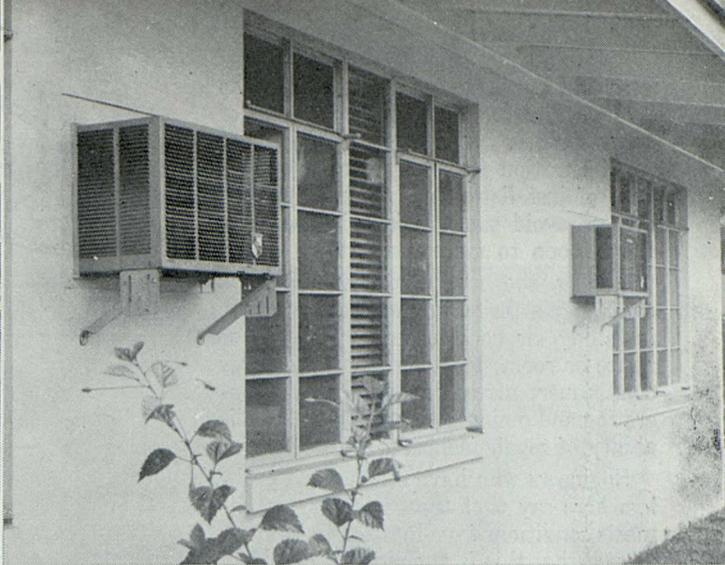
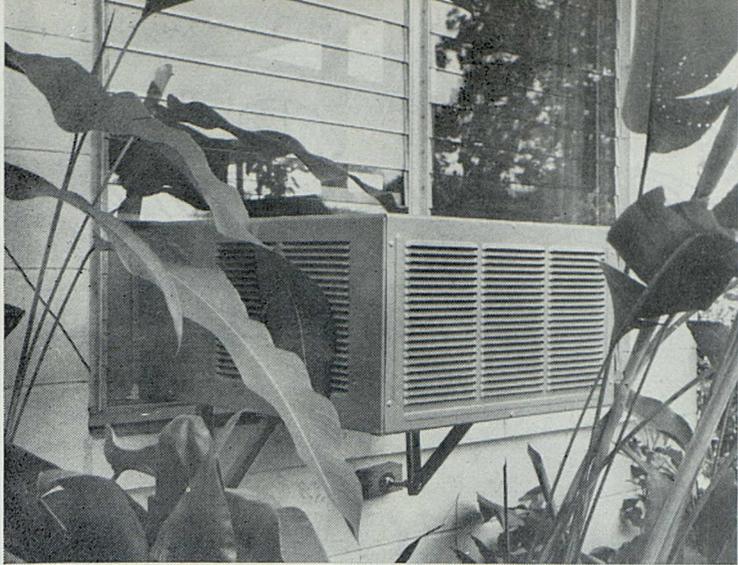
It wasn't always the same teacher, either. Some days there was the one that makes me write or read or spell or do addition. But some days there is another one that shows you how to weave or make things out of papers. She's fun, but the other one is too, sort of.

I heard the teacher tell Mom that this was part of the program for Handicapped Children—my reading teacher helped me spell that—and that this was just a part of helping kids who couldn't go to school or needed extra teaching. They said that the Governor was real interested in it, too.

Made me think if he ever broke his leg when he was nine and did they send teachers after him? Wonder how he'd feel then?

Don't tell Mom or my teachers, Uncle Jim, but you know it's going to be kind of nice not to have all that makeup work to do when I can get back to school.

Your loving nephew,
Mike



There are various ways in which air-conditioning units can be installed in homes. Here are two.

AIR CONDITIONING

booms in Zone — is pleasant — needs caution

Within a few years heat and humidity, bane of the tropics, will be largely eliminated or controlled in most Canal Zone homes and many offices or work areas.

The advent of air conditioning on a broad scale has been far more sudden here than in most places. This situation, of course, was brought about by the Power Conversion Project. Because of trouble or expense, few Zone residents installed air-conditioning equipment in their quarters before conversion to 60-cycle current, and the Civil Affairs Building and Balboa Theater were the only large public edifices of the Canal to be air conditioned. This situation, however, is being rapidly changed.

The Canal Administration is spending slightly over \$1,000,000 this fiscal year to air condition three buildings, including modernization of the Administration Building, and has plans to spend about \$2,500,000 more within five years for air conditioning in schools, offices, and hospitals.

Already one large Zone community, Margarita, has air conditioning in more than one of every three homes. Margarita was one of the first big towns converted to 60-cycle current, but the present rate of orders being received by the Electrical Division for heavy outlets for air-conditioning equipment indicates that other communities will follow the lead of Margarita.

While the scheme is a long way from

reality, Canal engineers are presently conducting a "feasibility" study and report on centralized air conditioning for quarters. This was prepared under contract by the Panama engineering firm of Sanders & Duffer Associates. This firm also prepared plans and specifications for air conditioning and modernizing the Administration Building, now in progress.

The consultants' study on plans to provide chilled water to a group of houses from one central plant was largely centered on new houses to be built at La Boca where a new residential area is to be developed. The report has just been completed and transmitted for consideration. Canal engineers agree that there are many advantages to such a system but these must be weighed against many difficulties, one of which is the high initial cost. Another is substantially higher rent.

This study is but one indication that Canal authorities are fully alert to the desirability of combatting the detrimental effect of living and working in the tropics. In planning for a future with more comfortable living and working conditions, the designs of all quarters and installations are being prepared so that air conditioning equipment may later be installed at minimum costs.

In a master plan for a five-year program of air conditioning recently approved, consideration was given to many

important factors. These include the type and location of buildings, concentration of personnel, and equipment or materials harmed by moist, warm air.

Some buildings now under construction or alteration will be air conditioned in whole or in part as a phase of the project. Among these are the new school buildings in Balboa and Coco Solo, Gorgas Hospital, the Electronics Shop in Balboa, the Industrial Division Office in Cristobal, and some units of the Supply Division.

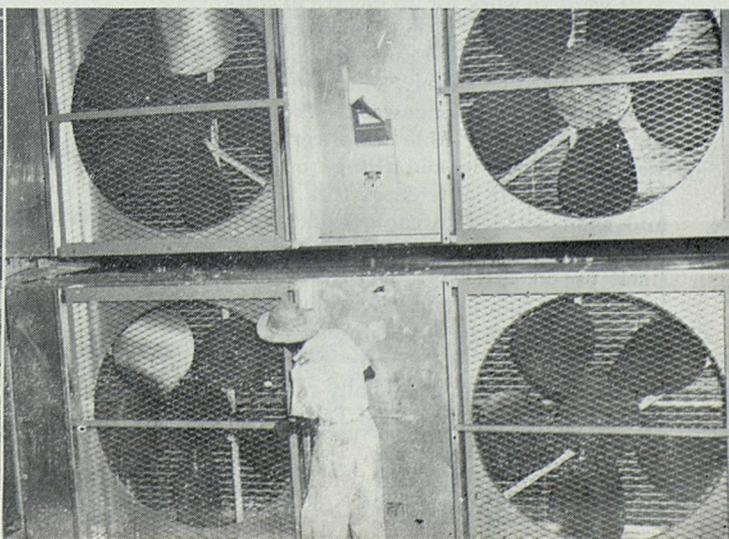
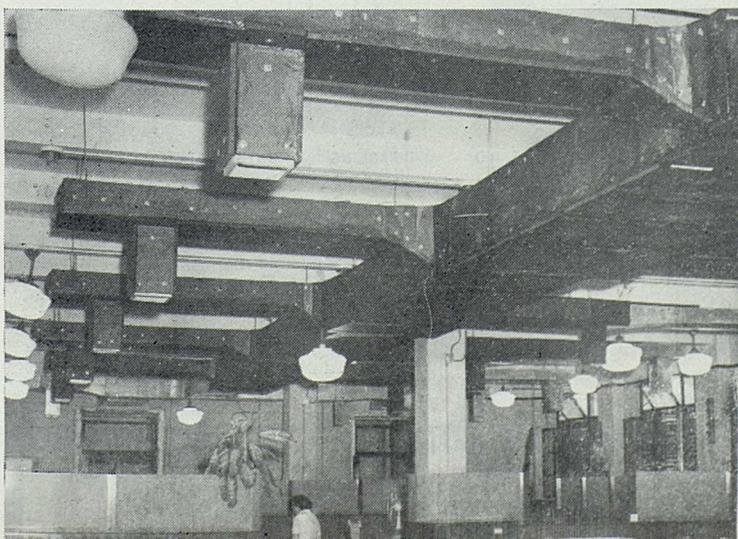
Because of the large number of air-conditioning units being installed in quarters and the troubles sure to arise as a result of a hodge-podge of equipment and methods of installation, the Maintenance Division recently initiated a survey of such private installations. The purpose of the survey is to advise occupants on installations and collect information which may be useful in establishing some standardization on home air conditioning.

According to figures of the Electrical Division, orders have been received for slightly over 600 heavy-duty outlets for air conditioners in Canal quarters since January of last year. While Margarita leads all other towns in number and percentage of such orders, a backlog of orders is being received from Pacific side communities as the conversion program progresses.

The effect of the conversion program is also being shown in the number of heavy-duty outlets being installed in Zone homes for other major appliances. On the Atlantic side, the Electrical Division had received orders to install outlets for 68 dryers, 32 washing machines, and three deep freezes from January 1, 1957, to July of this year.

The rush to buy and install home air-conditioning units has caused some con-

Mammoth machines will circulate cool air through the Administration Building's air-conditioning system.



cern and the survey of such installations by the Maintenance Division is one of the steps now being taken by the Canal administration to set up certain standards of installation and to help private owners avoid some pitfalls in the new-found boon to more comfortable living.

Among the many problems anyone should give serious consideration before installing air conditioners are: Type of house or room; type and capacity of air conditioner; manner of installation; operating and maintenance costs; and availability of repair facilities.

Engineers who have studied the problem here say that the variability in climatic conditions from location to location is such that this factor requires consideration in the purchase and installation of air conditioners. The moisture content of air in quarters located on an unobstructed elevation varies widely from that in a house surrounded by heavy vegetation and in areas where the air movement is low or inconstant.

The whole problem of air conditioning in homes of the Canal Zone is so new that prospective buyers would do well to seek some professional advice, according to Lt. Col. R. D. Brown, Jr., Engineering and Construction Director.

"Because of the desirability for better living conditions in the homes and the rapid rate at which air-conditioning units are being installed, the whole problem is being given serious study now by several Canal units," he said. "Those most directly concerned with the problem of home air conditioning are cooperating in our study and include the Engineering, Electrical, and Maintenance Divisions of the Engineering and Construction Bureau, and both the Housing Branch and Supply Division of the Supply and Community Service Bureau.

"We hope by our studies and efforts to be able to establish some standards which can be used by employees to avoid excessive maintenance and operating costs and to secure the maximum efficiency of units they install in their homes."

Former Canal Lockmaster Triggerman For Missiles

A onetime Zonian, who used to help put ships through the Panama Canal's locks, is now helping to put guided missiles through space.

The former Zonian is George A. Sausel, who was a lockmaster at the Pacific Locks when he retired in February 1956. He is now working at the Missile Testing Center at Cape Canaveral, Fla.

In a recent letter to friends he said: "I went to work for an electrical contractor last April . . . At present I'm employed at Cape Canaveral at the Missile Testing Center. The last event of national consequence was the launching of the Thor-Able (Pioneer). It went sky-high, looked things over in the atmosphere outside of this world, and then decided to come back home like the Prodigal Son, but just burned itself up on the way. Too much of a hurry, just like people these days . . .

"This is terribly interesting work at the Cape, and I've had my sights set on it for some time and finally made it. What am I doing? I'm Chief Triggerman on the Giant Firecracker."

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SAFETY IS NO LUXURY

Safety cannot be considered a luxury. It is instead an absolute necessity. The dollars spent in our safety programs are negligible in value compared to the loss of human life, and the destruction of property or machines that do result from the disregard of safe working practices. Financial losses in terms of claims resulting from accidents do become enormous.

Any investment made in "accident prevention" pays off, not only in that pertaining to property damage, but in the savings made in direct compensation payments to injured employees and the more obscure indirect costs due to time lost by supervisors, other workmen and the curtailment of productive work due to the loss of a workman on the job.

In addition, management receives a bonus in the increased productivity from improved morale of all employees who recognize the benefits they are receiving in a safety program which is improving their welfare and safety.

CONFIDENTIALLY, we have news for you—accidents do not chase people!

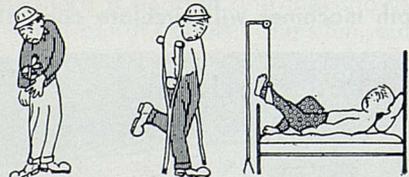
Did you ever see

- a tread in a stairs reach up and trip a person?
- a bottom drawer of a cabinet slide out and throw a clerk?
- a grease spot slide over a floor and stop under a person's foot?
- a power saw turn and cut off a man's finger?
- a wrench sneak along a girder looking for a head to fall on?
- a swarm of chips and dust swarming around a man's head to put out his eyes?
- a machete jump from a man's hand and strike his shin?
- a box suddenly make itself heavier and strain a man's back?
- a ladder jump out from under a painter and let him fall to the ground?
- a necktie grab a wheel of a machine and choke the operator?
- an automobile take the accelerator in its teeth and speed 80 miles per hour into a ditch?
- an electric switch handle reach out and turn itself on while a mechanic is working on the machine?

OCTOBER 1958

BUREAU

	FIRST AID CASES		DISABLING INJURIES		DAYS LOST		DISABLING INJURIES YEAR TO DATE	
	'58	'57	'58	'57	'58	'57	'58	'57
Supply & Community Service	40	48	0	2	12	13	7	11
Health (Honor Roll)	21	18	0	3	0	19	3	6
Engineering & Construction (Honor Roll)	24	23	1	2	19	22	16	6
Civil Affairs	16	17	1	3	29	6015	15	9
New York Operations	10	9	1	0	11	0	10	1
Marine	50	75	3	4	14	47	35	29
Transportation & Terminals	56	50	3	1	6036	6	17	20
Accident Pool	—	—	0	—	0	—	1	—
C. Z. Govt.-Panama Canal Company	219	245	9	16	6121	6129	105	83





CIVIL DEFENSE NEWS

December 7, "Pearl Harbor Day," is now being observed as "National Civil Defense Day." In the Canal Zone, the observance of Civil Defense Day will be started one day earlier in a joint effort of the Civil Defense Section and the Canal Zone Boy Scouts.

The Boy Scouts, on December 6, will distribute to every home in the Canal Zone a copy of the booklet, "Handbook For Emergencies." This booklet was published by the Office of Civil and Defense Mobilization and is a part of the national program for preparedness.

The handbook is divided into five sections: Family preparedness; knowledge of the warning signals in the event of an enemy attack; Conelrad instructions for radio information; fallout protection; and suggestions for community planning and emergency action in case of an attack.

The year-end election and installation of officers in the four Canal Zone towns where there are active Civil Defense volunteer corps, are being held this month.

The first election was that in the town of Paraiso on the evening of December 1 at the Paraiso School. The installation of officers will be held on December 15 together with the annual Christmas Party.

The volunteers from Margarita held their election of officers on Wednesday morning, December 3, at a meeting at the Margarita Service Center. The officers were installed at the same meeting.

The volunteers of Santa Cruz held their election at their November meeting and will install their officers on December 11 at their Christmas party. The officers for 1959 will be: Zone Warden, Mrs. Ruby Wilson; Assistant Zone Warden, Mrs. Hortencia Critchlow; Secretary, Mrs. Lillian Hinds; and First Aid Warden, Julian Winter.

The Rainbow City volunteers will hold their election of officers and give their annual Christmas Party on December 10 at the Rainbow City School.

DECEMBER VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
10	Rainbow City	School	6:30 p. m.
11	Santa Cruz	Serv. Center	8:00 p. m.
15	Paraiso	School	7:30 p. m.



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W. E. POTTER, Governor-President
JOHN D. McELHENY, Lieutenant-Governor
WILLIAM G. AREY, JR.
Panama Canal Information Officer

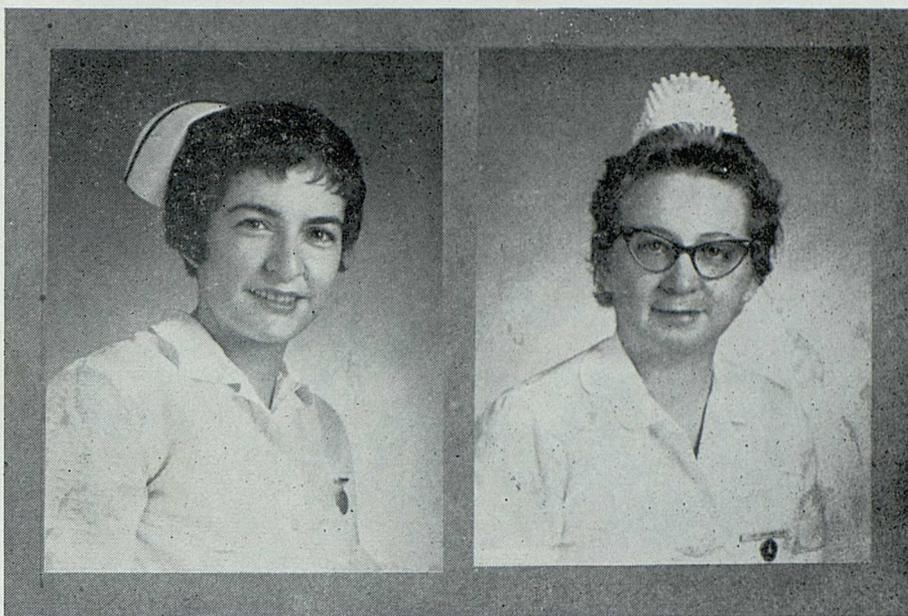
J. RUFUS HARDY, Editor
ELEANOR McILHENNY, Assistant Editor
EUNICE RICHARD, Editorial Assistant

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. . . Worth knowing

School Nurses. Two additional registered nurses have been appointed to the staff which keeps the health of the Canal Zone's student population in tiptop condition. They are Mrs. Josephine McDonnell, left, and Mrs. Evelyn Koperski, right. Mrs. McDon-



nell, who was formerly at Coco Solo Hospital, trained at the Episcopal Hospital in Philadelphia. She will work on the Atlantic side. Mrs. Koperski, a graduate of the Atlantic City Hospital School of Nursing, has been working at Gorgas Hospital. She will work with Mrs. Henri Skeie among the Pacific-side children.

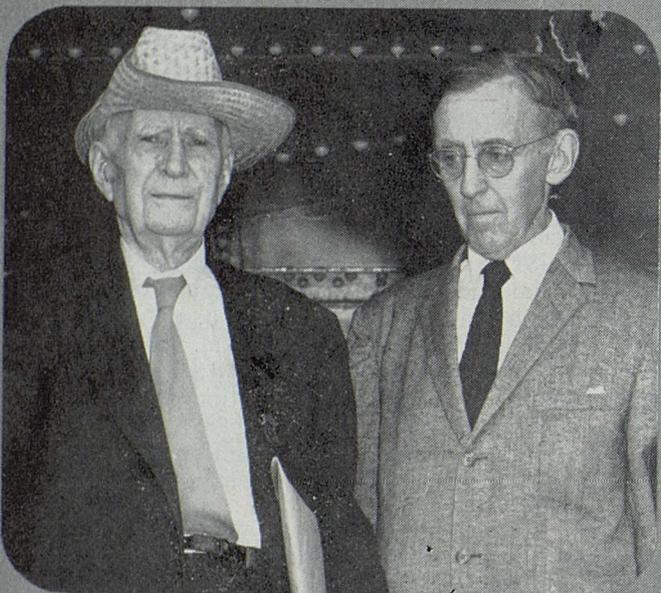
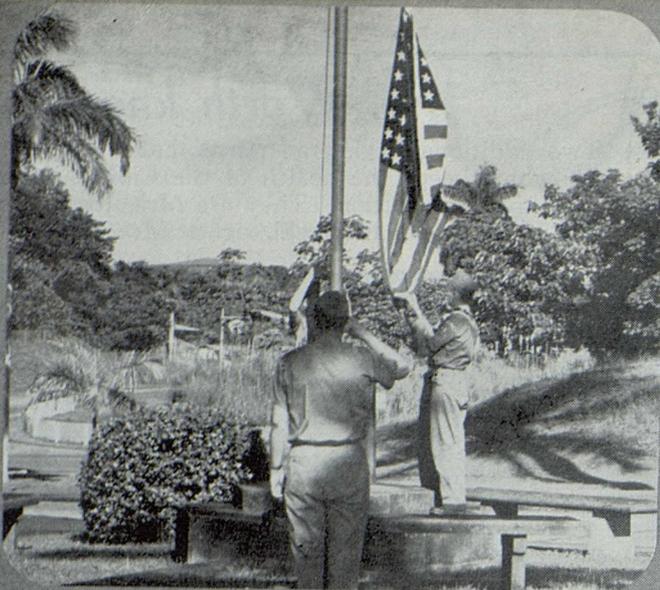
Christmas Mail. The Panama Line's *Ancon*, which sails for New York tomorrow, is due to carry a heavy load of Christmas cards and packages addressed to the U. S. friends and relatives of people in the Canal Zone. As this issue of THE REVIEW went to press, postal officials were not certain whether or not there would be other ships—beside the *Ancon*—carrying mail in time to reach the States before the holidays. In order to be certain that cards and gifts get to the States on time, they said, air mail is probably indicated from now on. And all air mail should leave here not later than December 17 to insure distribution by Christmas.

Still Shopping? Then why not take a transcontinental train trip to do it? In order to allow Atlantic Siders to do their Christmas shopping on the Pacific side, and vice versa, the Panama Railroad is offering a special round-trip shoppers' fare next Wednesday and Thursday. The special round-trip fare will be the price of a regular one-way ticket—\$1.25 for first-class and 75 cents for second-class fare. The special reduced rate is applicable only on the southbound train which leaves Colon at 9:45 a. m. and on the northbound train leaving Panama at 9:55 a. m. Shoppers may return either on the trains leaving Panama at 3:10 p. m. or 4:45 p. m. If they are headed in the opposite direction, they will leave Colon on the 3 p. m. or 5:10 p. m. trains. There is no reduction in fare for children, and no proportionate reduction for passengers boarding the shoppers' trains at way stops, say, at Gamboa or Gatun.

Lock Improvements. Locks personnel and others having business inside the fenced enclosure at Gatun Locks will soon be able to drive from one level of the locks to another without having to go outside the fenced area. The fence is being moved out to enclose the road connecting the various levels and a new check-in gate and Security Force office built on the middle level. A new asphalt-surfaced parking lot which will have space for approximately 75 vehicles, is being constructed opposite the new entrance. The work is being done under contract by Isthmian Constructors.

Auction Tomorrow. The annual sale of unclaimed freight articles gets underway at 8:30 a. m. Saturday in Building 40 in the Balboa Industrial Area, not far from the big drydock. The items for auction have been available for inspection during working hours since last Tuesday at Building 40. As usual, the collection is a varied one, containing such varied items as empty paper cartons, sewing machines, tires, school books, automobile tailpipes, rubber soles, an aqualung, bicarbonate of soda, several suitcases, bags, and trunks containing personal effects, picture puzzles, toy pistols, and baby bathtubs. Also, as usual, the sale is to be conducted on an "as-is-where-is" basis.

THAT GLORIOUS WEEK



"It is obvious that the spirit that Theodore Roosevelt saw in the Canal Zone in 1906 is not only still here but has grown with the years," Governor W. E. Potter said last month in a letter to the people and organizations of the Canal Zone who took part in planning and carrying out of the Roosevelt Centennial Week program. "In setting up the program, I of course contemplated that we would do the kind of job the Canal Zone always does. The reaction of all has gone far beyond even the maximum that I presupposed."

Expressions of appreciation for the program poured in from many and varied sources. Edward A. Bacon, Deputy Assistant Secretary of the Army and donor of the bust which now stands in the rotunda of the Administration Building, wrote Governor Potter: "This was one of the happiest occasions of my varied career and I hope you will believe me when I tell you how much I am in your debt for the opportunity of participating in the Centennial Celebration."

Writing from the SS "Ancon," at sea on the homeward bound voyage of the oldtimers, Maurice H. Thatcher, sole surviving member of the Isthmian Canal Commission, added his thanks and appreciation and those of others aboard the ship. Commenting on the excellence of the Canal Zone's Roosevelt Week celebration, he said: "It was better than any of the many formal efforts throughout the United States, in my judgment."

From Colon, Antonio D. Tagaropulos, Consul for Greece, not only sent commendations for the week-long program and the part Theodore Roosevelt played in the construction of the Canal, but also expressed the appreciation of the Greek colony that a man of Greek descent, Captain John Constantine, had been selected to pilot the first merchant vessel to transit the Panama Canal.

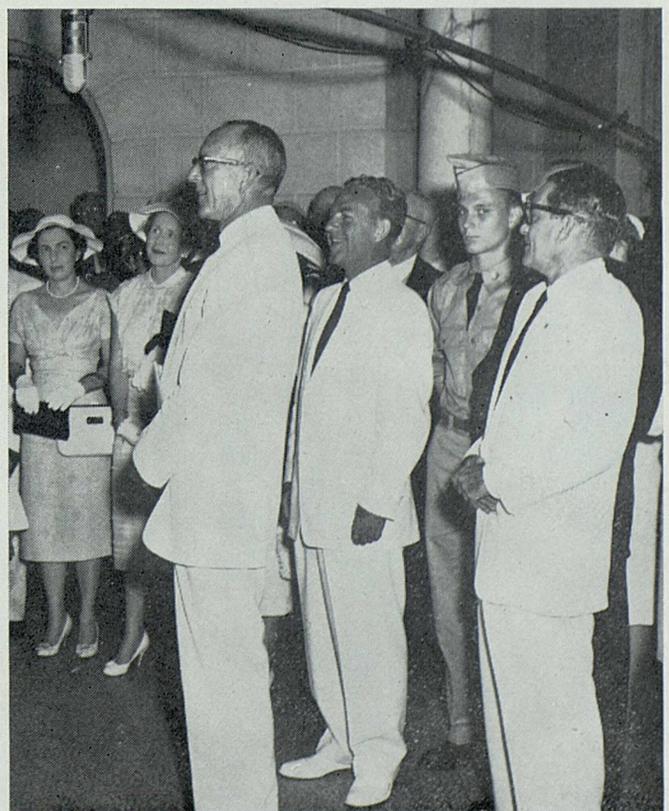
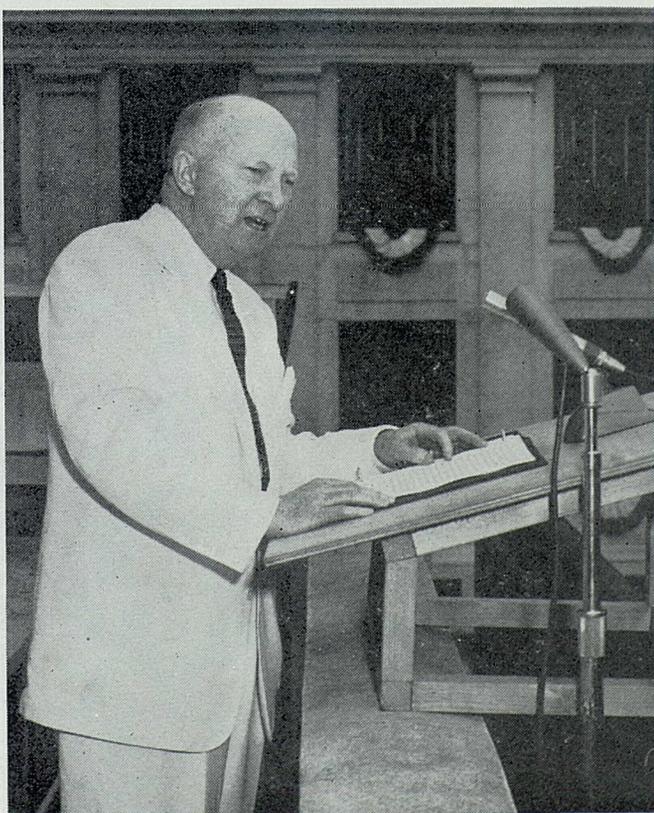
And from the oldtimers, the Roosevelt Medal Holders who had been honored guests throughout the week, came letters and telephone calls saying how much they had enjoyed the program and the friendly spirit of the Zonians of today. At a special meeting of the Isthmian Historical Society, one oldtimer put it this way:

"It's been just wonderful. Strangers that we never knew have taken us out two different times and driven us all over; people we'd never met before . . . and the work that has been done to put on all this entertainment—it's just beyond me to express my appreciation."

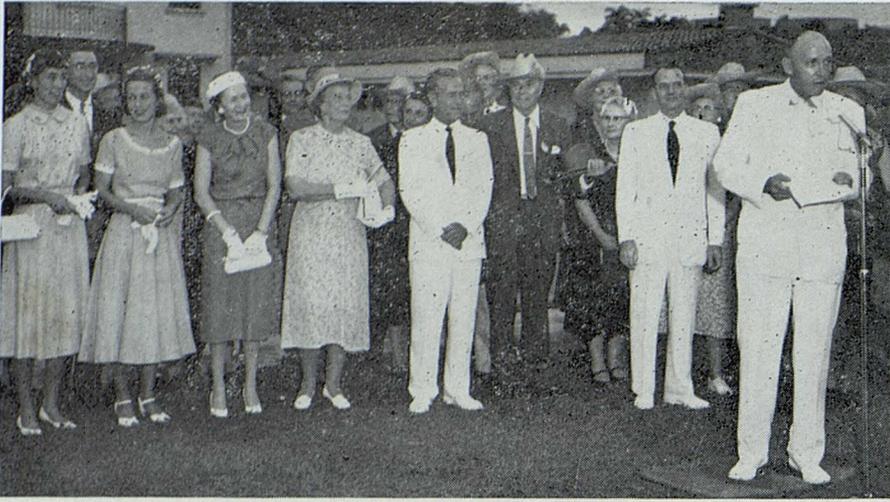
The tone of the Roosevelt Centennial Week was set by "The Panama Canal Review" in its November 7 edition which, incidentally, was a sell-out. In the pictures on this and the next three pages, "The Review" records some of the major events of this historic week.



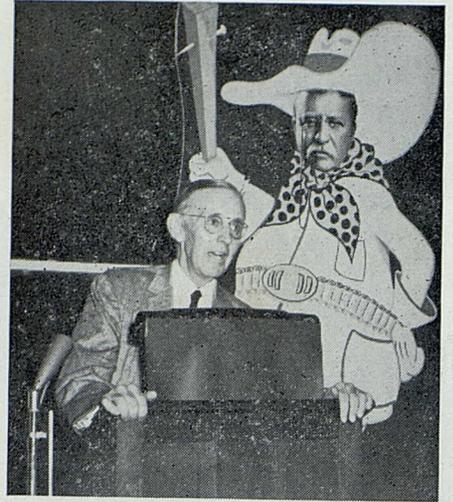
Climax of the Roosevelt Centennial Week events in the Canal Zone was the dedication of a larger-than-life-size bust of Theodore Roosevelt. Above, Mrs. Edward A. Bacon unveiling the bust in the rotunda of the Administration Building. Below, left, Assistant Secretary of the Army, George H. Roderick, speaking at the dedication exercises. Below, right, Mr. Bacon, donor of the bust, with Governor W. E. Potter and Panama's President, Ernesto de la Guardia, Jr.



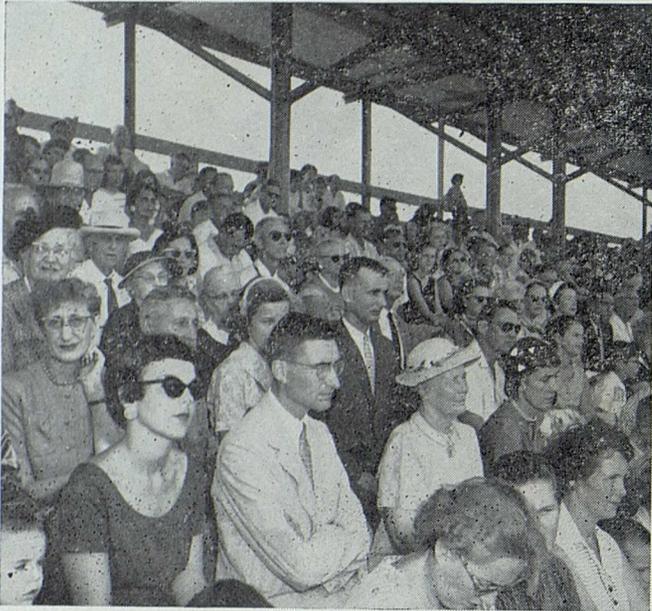
AN EVENTFUL WEEK



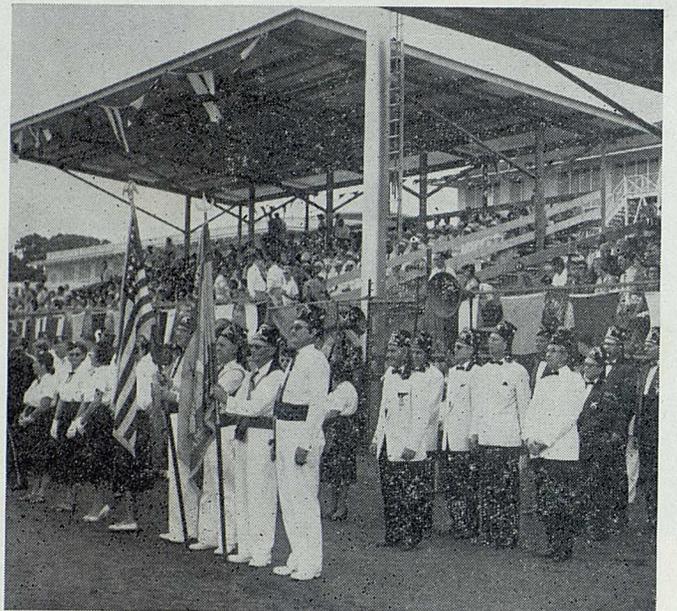
Judge John E. Deming, at microphone, headed the committee for the tree-planting ceremony. At the Governor's right is Mrs. Richard Derby, Roosevelt's daughter.



The Military Engineers Society heard Hermann Hagedorn talk on Roosevelt.



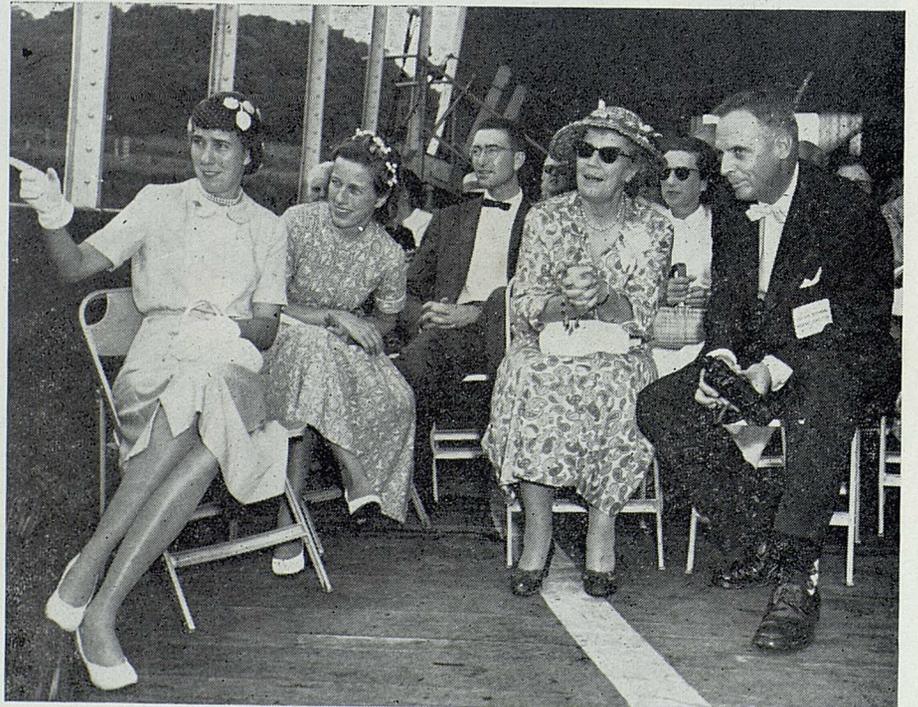
A daughter and two granddaughters of Theodore Roosevelt were among those at the Veterans Day program.



Delegations from the Armed Forces and Veterans and other organizations marched in the parade November 11.

Frank and David Sasse, brothers, were among the Medal Holders on the ferry.

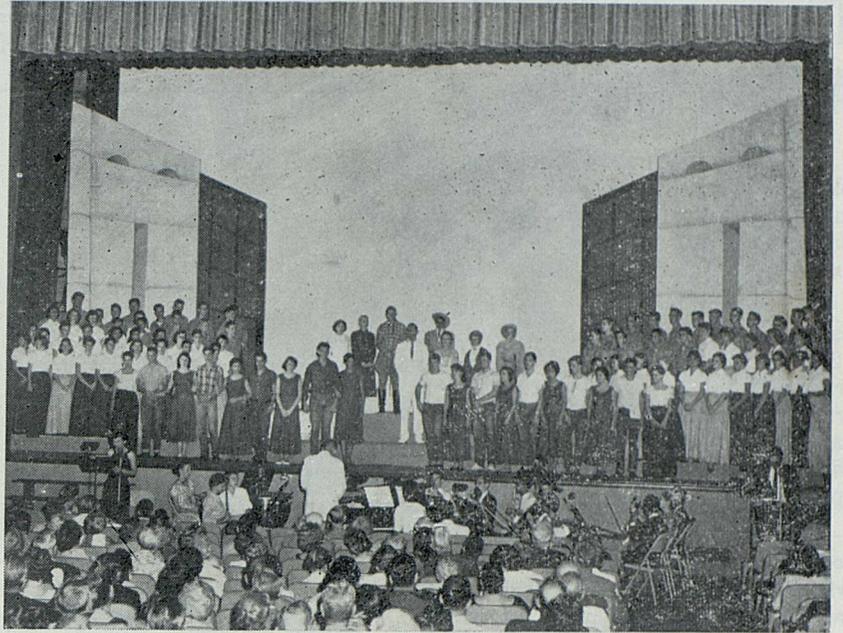
The partial transit of the Canal on the ferryboat Presidente Porras was of great interest to members of the Roosevelt family, here for the Centennial celebration.



AND A HAPPY ONE



Maurice H. Thatcher, member of the ICC, was speaker for the Historical Society.

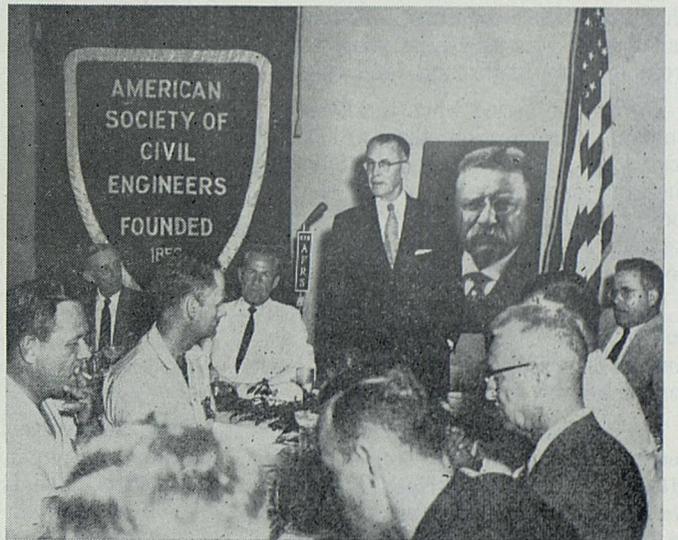


A highlight of the Centennial program was a musical pageant written by Victor Herr and Donald Musselman and presented at the Balboa Theater.

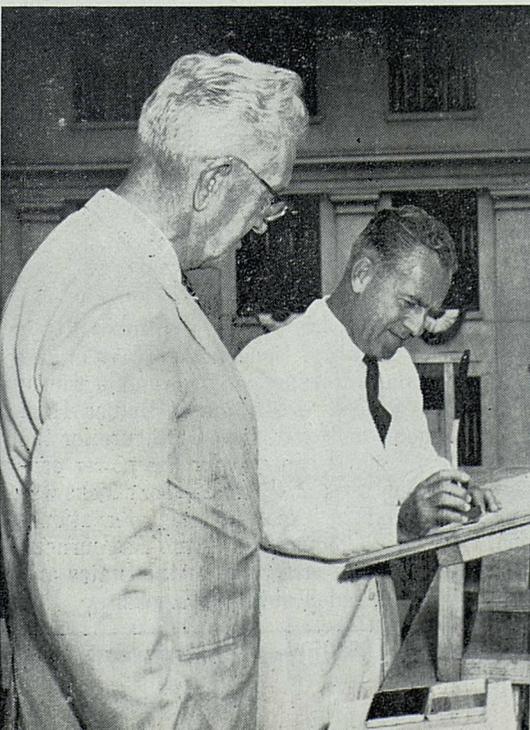
Lt. Gov. J. D. McElheny was a special guest at the coffee given by the NARCE for the Roosevelt Medal holders.



Waldo G. Bowman, National Vice President of the ASCE, spoke to the engineers at a luncheon meeting Friday.



W. D. Taylor, retired postmaster and Roosevelt Medal Holder, helped cancel the first stamp.



Balboa High School ROTC cadets formed a guard of honor for the oldtimers as they started their journey home after a "glorious week."



Conversion of Locks To Begin This Month At Pedro Miguel

The largest single job in the project to place all frequency-sensitive equipment in the Canal Zone on 60-cycle power gets underway this month when work begins on the conversion of the Canal Locks.

Preliminary work, on an experimental basis, has been going on since November 12 at Pedro Miguel Locks where the contractor, Consolidated International Electric Company of New York, has been carrying out experimental conversion on the east wall equipment which could be spared from the Locks service.

The \$2,000,000 contract, however, really swings into full force December 15 when the east chamber at Pedro Miguel Locks will be taken out of service to allow conversion work to proceed without interruption. The east chamber will be closed to traffic until December 31, according to a schedule prepared by the contractor.

After all equipment on the east side of Pedro Miguel Locks is converted, the contractor's men will move to the west chamber at the same locks. The schedule calls for the west side to be out of service from January 12 through January 28.

During the period when the Locks are undergoing conversion, they will be operated on a 24-hour schedule, following the same pattern as that during the periodic overhauls when one lane is out of service. No interference with the normal flow of traffic is anticipated.

While the various lock chambers are out of service, the contractor will also convert electrical equipment in the Lock control houses, shops, and offices.

The second set of Locks to be converted will be the two-step flights at Miraflores, and the triple flights at Gatun will end the project. According to present estimates, the conversion of the Locks should be completed about the middle of next year, except for cleanup work.

The conversion work at the Locks does not include the towing locomotives nor the circuits on which they operate. It does include all other frequency-sensitive equipment for all three sets of Locks and for Miraflores Bridge.

In each set of Locks, the contractor will start work in the east lane. Work will be carried on a 24-hour around-the-clock schedule for the first eight days of work on each of the two chambers at Pedro Miguel. Work schedules for the other sets have not yet been submitted.

The specifications for the Locks conversion were among the bulkiest put out here in several years, because of the amount of work to be done. They listed a total of 423 bid-items, ranging from equipment and appliances for operating the miter gates, the chain fenders, and the machinery which swings the Miraflores Bridge span. The Pacific Area conversion specifications, however, listed some 40,000 items, the bulk of these being household equipment.



50 Years Ago

"The work on the Panama Canal is being done with a speed, efficiency, and entire devotion to duty which make it a model for all work of the kind," President Theodore Roosevelt told Congress in his annual message, 50 years ago this month. "No task of such magnitude has ever before been undertaken by any nation and no task of the kind has ever been better performed."

In spite of the "efficiency and entire devotion to duty" about which the President spoke, there were tragic moments in the Canal's construction period, one of the worst of these on December 12, 1908. Twenty-three men were killed, 40 injured, and several missing when dynamite exploded prematurely in the Cut near Bas Obispo. The accident occurred just as the men were leaving for lunch; 52 holes had been drilled and loaded, ready to be blasted, when two distinct and unexplained explosions occurred.

But there were good moments too. On December 18, the best daily excavation record for steam shovels "since the American occupation" was set when 50 shovels in the Central Division lifted out a total of 70,087 cubic yards, an average of 1,402 cubic yards per shovel.

"Within the next few days," the "Canal Record" reported early in December 1908, "every village and hamlet in the Canal Zone between La Boca and Gorgona will be lighted by electricity. All work of wiring the various villages and camps has been completed and electricity will be furnished as soon as the new 400-kw generator at Empire is ready."

Two new steamships were in the offing for the Canal organization 50 years ago this month. The Isthmian Canal Commission purchased, for \$1,157,000, the *Shawmut* and the *Tremont*, which had been laid up some months earlier after several years of service between Puget Sound and the Far East. When they reached the East Coast, the twin 9,000-ton vessels would enter the New York-Cristobal run.

25 Years Ago

Business continued to look up, ship-wise, for the Canal Zone 25 years ago this month. Commercial ship transits for December 1933 totaled 496, the highest for at least 24 months. On Christmas Day there were 20 transits, a figure equalled two days later.

The Mount Hope drydock, which had been shut down for a year, was reopened December 13, 1933, totally rebuilt. The drydock was enlarged and provided with a modern pumping plant.

Meanwhile, 49 United States citizens were working as laborers on the construction of Dock 15 at Mount Hope, with funds provided by the National Recovery Act. More men of this type could be used, Canal officials said.

Zonians received depressing and cheering news in December 1933. Back from budget hearings in Washington, Gov. J. L. Schley announced that there was little hope of getting funds for Canal Zone "improvements or betterments." On the cheering side, Rep. Stephen M. Young, of Ohio, here on a visit, said that continuance of the Panama Railroad ships, threatened by the Economy Act, was practically assured.

Repeal of the 18th Amendment on December 5, 1933, made no difference to the Canal Zone which, officials said, would remain as "bone dry" as it had been heretofore until some plan for liquor control could be worked out.

On December 16, 1933, the worst flood of the year halted work at Madden Dam. The rampaging Chagres completely covered the powerhouse construction section with 20 feet of water.

10 Years Ago

As a result of one of the worst polio epidemics in Canal Zone history, Christmas activities were sharply curtailed 10 years ago this month. Holiday parties for children in both civilian and military communities were canceled, beaches were closed, and other recreation facilities restricted to older Zonians.

A number of Zonians, among them W. M. Sergeant, now of the Contract and Inspection Division, and C. R. Jones of the Section of Surveys, spent part of December plowing through the heavy jungle well south of the Canal, investigating the feasibility of the Atrato-Truando route in northern Colombia for an Isthmian Canal. More detailed surveys were to be made during the dry season.

Reduction in force notices went out 10 years ago this month to an additional 55 skilled employees in the Mechanical Division. These brought to a total of 140 the number reduced in a little over a month.

Train service on the Panama Railroad was interrupted by the first serious wreck since 1944 when several empty flat cars on a northbound freight train were derailed, tearing up about 600 feet of track a mile south of Quebrancha.

The first public appearance of the newly organized Balboa High School Junior ROTC Corps took place 10 years ago this month when the 208 cadets in the group received the national colors from Maj. Gen. Ray E. Porter.

One Year Ago

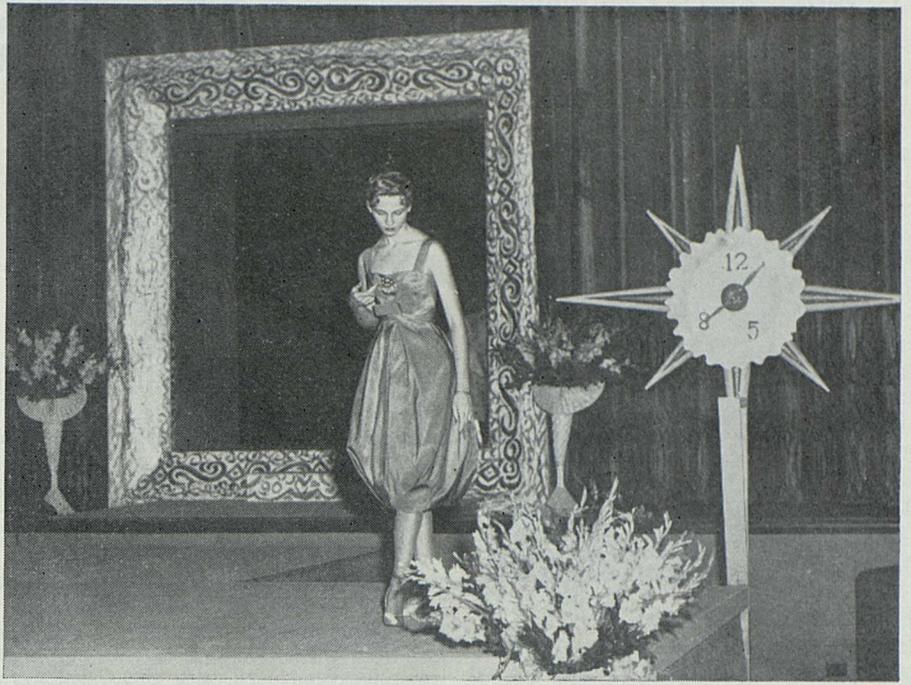
In a busy month, December 1957: Two groups of Congressmen were on the Isthmus for inspection trips and hearings; the student registration at Balboa High School went over the 1,000 figure for the first time; a contract for the power conversion work at the Canal Zone locks was awarded to Consolidated International Electric Company; and the LeTourneau locomotives arrived from the States and were unloaded at Gatun Locks.

FASHION SHOW

Ming blue, Persian melon, Corsair green mingled with trapezes, balloons, bells, and empires one evening last month, and the Canal Zone's ladies ooh'd and ah'd. They knew what it was all about, even if the gentlemen with some of them didn't.

What was going on was a fashion show, one of the most impressive ever staged in the Canal Zone and the predominantly feminine audience was learning what they should wear if they expect to be the glass of fashion at this year's holiday parties.

Produced by the Supply Division at the Balboa Theater, the show was described as a "collection of late-day cocktail and evening gowns, featuring the new elegance and sophistication of



this season's empire, bubble, and har-em trend."

Models for the gowns were: Susan Barrett, Norma Bryner, Sonia Cana, Fay Day, Carol Dimpfl, Lola Fraunheim, Eve Grassau, Mercedes Garcia, Edith Dean, Majbrett Holcroft, Margarita Preciado, Louise Tate, Mary Watson, Emily Wilkinson, and Mignnette Williams. Sheila Holcroft managed the big clock, a feature of the stage setting.

Constance Gerrans, well known for her work in style shows, was producer and director for the evening's program, assisted by personnel from the Supply Division. Above is Mary Watson, last year's Girls State Governor, in a "Corsair green peau de soie gown" (or so the program said), and at the left is a group of the fashion show models.

National Labor Leaders Here



Top labor officials of the United States held an informal discussion of labor matters last month with Governor Potter and his staff. Facing the Governor, from left: James Brownlow, President of the AFL-CIO Metal Trades Department; E. W. Hatchett, Central Labor Union President; James Campbell, National President of the AFGE; Orren Burrows, National Representative of the IBEW; and William Ryan, President, District 44, International Association of Machinists.

ANNIVERSARIES

MAN OF DISTINCTION

Miguel Corco - 41 Years of Service



He was born in Olat, Spain; came to the Isthmus when he was seven years old

He served in the Army during World War I, later was active in the American Legion

He has been with the Canal organization since 1919, is now Staff Assistant to the Comptroller

40 YEARS

Alexander McKeown knows all about wood working, having spent 40 years operating sawmills, planer machines, and doing all types of wood work involving ships. He has also constructed, installed, and repaired such "house work" items as tables, desks, cabinets, closets, deck houses, berths and interior and exterior woodwork.



Mr. McKeown, who was born at Culebra, began his Canal service as an apprentice shipwright in the Marine Bureau, February 15, 1918—one of the first of the Canal's apprentices—and has been with that Bureau ever since. He is now employed at Mount Hope. Mr. McKeown received an incentive award a few years ago for a suggestion regarding certain changes in machinery in the Balboa Shops.

35 YEARS

Only two employees were added this month to the list of those with 35 years of service. Both men began their Canal service with temporary jobs during school vacation.

Robert A. Engelke's first job was as a messenger in the Balboa Shops. He now holds the position of Administrative Assistant in the Dredging Division. Mr. Engelke, who is a native of Norfolk, Va., is usually the first representative of the Dredging Division from whom information is requested pertinent to Dredging functions by other Panama Canal units, the Armed Forces or commercial organizations.

John H. Joyner, of Ponce, P. R., began his Canal service as steersman on the steam launch *Hyacinth*—a job he held temporarily during summer vacation from school. Mr. Joyner is now Shop Superintendent in the Motor Transportation Division. He recently was awarded an Accident Prevention Certificate for his outstanding accident prevention efforts while Chief of the Northern District of the Motor Transportation Division during 1957.

30 YEARS

Two native Zonians and two women are among the employees who passed the 30-year mark in Canal service during November.

Joseph L. Hummer, who was born in the town of Empire which stood on the banks of the Canal during the construction period, joined the Canal organization July 25, 1924. His first job was with what was then known as the Operations and Maintenance Department. He is presently a machinist with the Locks Division.

John A. Taber was born at the Colon Hospital and, like Mr. Hummer, began his service with the Operations and Maintenance Department. Since that time he has worked as a seaman, oiler, and ramp operator. Subsequently, he joined the Fire Division where he advanced to the rank of Captain, the position he now holds.

Mrs. Mildred K. Clisbee, who is one of

the two women celebrating 30 years of service, is a native of Louisville, Ky. She was first employed with the Canal as a temporary clerk in the Accounting Division and is now Statistical Clerk at Gorgas Hospital.

Mrs. Helen F. Heim, the other 30-year woman employee, is Cargo Clerk with the Transportation and Terminals Division. She is a native of Pittsburgh, Pa., and was first employed as a clerk with the Panama Railroad. She also has service with the Health Bureau and the Accounting Division.

Charles McG. Brandl, of Asheville, N. C., is a Civil Engineer in the Engineering Division; he began his Canal service as a surveyor, November 24, 1928. His service is continuous and has all been with the Engineering and Construction Bureau.

Sam R. Cunningham, of Sedalia, Mo., is Accounting Assistant in charge of steamship clearances in the Accounting Division. His service with the Canal organization is unbroken.

Roy M. Walther, of Elko, Nev., has continuous service with the Postal Division. He now holds the position of Window Clerk.

25 YEARS

The two employees who completed a quarter century of Canal service last month both began their employment with positions in the old Operation and Maintenance Department.

They are Peter H. Borger, of New York, who came to work as an artisan, and Glasgow C. Brown, of Port Antonio, Jamaica. Mr. Borger is now Pumping Plant Operator with the Maintenance Division, while Mr. Brown is employed as a Signalman. The latter has had continuous service in this position, now a unit of the Marine Bureau.

20 YEARS

Eleven employees celebrated two decades of Canal service during the month of November.

Wesley H. Bailey, whose hometown is Bogalusa, La., began his Canal service as an artisan in the Construction Quartermaster Division, which is now the Maintenance Division. He is now working as a Machinist with the Engineering and Construction Bureau.

Paul M. Disharoon, Jr., is a Marine Machinist with the Marine Bureau. The service of Mr. Disharoon, who is a native of Norfolk, Va., was broken by a tour of duty in the U. S. Navy. He began his Canal service as a Tracer in the old Operations and Maintenance Department.

Charles S. Howe, of Marblehead, Mass., is Construction and Maintenance Superintendent of Harbors in the Dredging Division. He began his career, which was broken by military service, as a student hydrographer.

William W. E. Hoyle was born in Providence, R. I., and began his employment with the Canal as a customs guard. His present position is Senior Customs Inspector at Balboa.

Lee B. Hunnicutt, a native of Marlin,

Tex., is Supervisory Cargo Assistant with the Terminals Division. He began his service, which is continuous, as a commissary assistant with the Panama Railroad.

Rex O. Knight has held a variety of jobs including policeman, and motor inspector with the Fire Division since he joined the Canal organization. Mr. Knight, now Automobile Machinist with the Transportation and Terminals Bureau, is a native of Lamar, Ark.

Willis N. Pence has continuous service with the Electrical Division, where he is now a Wireman. He is a native of North Carolina, born in Mecklinberg County.

Mrs. Delta Sampsell's service is also continuous. She is Obstetrics Nurse Supervisor at Gorgas Hospital. Mrs. Sampsell, whose hometown is Libertyville, Md., began her service as a nurse with the Health Bureau.

Norbert M. Schommer comes from Wisconsin. He was born at Random Lake. All of his service has been with the Supply and Community Service Bureau. His present position is Chief of the Budget and Statistics Section of the Supply Division. He came to the Canal in 1941 as an accounting clerk.

Glen W. Winberg has a record of continuous service with the Dredging Division where he is now serving as Chief Towboat or Ferry Engineer. He is a native of Fairhope, Ala.

Nelson E. Wise, of Royal Center, Ind., is Project Coordinator with the Engineering and Construction Bureau. His service is continuous.

15 YEARS

A round dozen employees reached the 15-year mark during the last month. Three of them were born outside the United States.

They are William F. O'Sullivan, Translator with the Administrative Branch who was born in the Philippine Islands; Joseph Quintal, Machinist with the Locks Division, of Funchal, Isle of Madeira, Portugal; and Thomas N. Stewart, Fire Sergeant with the Civil Affairs Bureau, who was born in Ancon.

Others with 15 years of service are: Theodore F. Babich, of Ambridge, Pa., Towing Locomotive Operator with the Marine Bureau; Robert F. Boyd, Staten Island, N. Y., Pilot with the Navigation Division; Albert W. Degen, Scranton, Pa., General Foreman Stevedore with the Transportation and Terminals Bureau; Irene A. Ladrach, Twinberg, Ohio, Nurse Supervisor, General Medical and Surgical, with the Health Bureau; and Wilfred A. Lavallee, Worcester, Mass., Machinist with the Locks Division.

Others are Mrs. Edna P. Reilly, of New York, Clerk-Typist with the Engineering and Construction Bureau; Hugh M. Thomas Jr., of Los Angeles, Maintenance Machinist with the Marine Bureau, and Clarence R. Vosburgh, of Warsaw, N. Y., Elementary and Secondary School Teacher with the Division of Schools.

Work On Bridge Approach To Begin In Dry Season

Construction of the half-mile-long approach to join the high-level bridge over the Canal with Thatcher Highway will begin during the coming dry season and from then until the first automobile crosses the structure some four years hence, the entire Pacific area in the vicinity of the location will be a beehive of activity.

The Panama Canal Company is now accepting bids for the grading and other necessary work for the west side approach. They will be opened December 15. Offers are expected to be received both from local contracting firms and companies in the United States.

This is the first of two major contracts on the bridge construction to be advertised for bids. Plans and specifications are almost ready for issue to prospective bidders for the east approach work. It is presently planned to advertise for bids about the end of December and open bids February 2.

Both pieces of work are primarily earth-moving jobs, although the widening and repaving of Fourth of July Avenue will be included in the east approach contract. This main traffic artery along the boundary will be widened to 61 feet and will be a four-lane highway with a six-foot parking lane on the Panama side of the street.

The grading for the west approach will include both fill and cut. The gradually-inclined approach will leave the existing Thatcher Highway about one mile from the ferry slip and cross the north end of Farfan Hill. Its construction will require the relocation of a section of Farfan Road

which will join Thatcher Highway north of its present junction.

Approximately 350,000 cubic yards of material must be moved, either by excavation or fill, in building the west approach. Most of the fill material required will come from the cut through Farfan Hill.

The construction of the east side approach will be the larger of these two projects because of the extensive new traffic connections needed at the Limit. Heavy fill work will be needed for the approach which will cross the mud flats between Amador Road and the Canal Zone boundary. Much of this will come from the cut required at Chorrillo Hill and other borrow areas will be designated.

The division of traffic to and from Panama by the Avenida de los Poetas and Fourth of July Avenue will be by four different routes. Traffic moving into Panama City will leave the main approach by a direct route. In the opposite direction, cars will move over an overpass of the connecting traffic lane from the bridge to Fourth of July Avenue, joining the traffic lane leading from that avenue to the bridge just south of the Gavilan Area. The east approach contract will also include provision for a connecting link to the approach from Balboa Road.

This division of traffic is expected to expedite the movement of cars expected to grow increasingly heavy in the coming years. Under the plan there will be only two main traffic lanes which will converge and no lanes crossing others to interrupt the orderly movement of vehicles.

Accounting Lecture Series Sponsored By Comptroller

The Office of the Comptroller is sponsoring a series of ten two-hour lectures on the subject of accounting, to be presented by Professor William T. Baxter from December 22 through January 3. The lecture series is part of the in-service training program of the Company and Government. It will be attended primarily by employees of the Office of the Comptroller, but other bureaus of the Company and Government, as well as the Army, Navy, and Air Force will also be invited to designate employees of their units to attend.

Professor Baxter has been Professor of Accounting at the London School of Economics since 1947 and is now in New York City as visiting Professor of Accounting at Columbia University. He is a graduate of the University of Edinburgh and also attended the University of Pennsylvania and Harvard University. He is a member of the Institute of Chartered Accountants of Scotland, and has been a lecturer and professor of accounting at the University of Edinburgh and the University of Cape Town. He is the author or editor of several books on accounting and related subjects, and has written articles for various accounting magazines.

This is the latest of several series of lectures on accounting and related subjects which have been sponsored by the Office of the Comptroller during the last two years. The program is designed to enable employees to up-date and refresh their accounting knowledge and techniques.

PROMOTIONS AND TRANSFERS

October 15 through November 15

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

CIVIL AFFAIRS BUREAU

Albert B. Cooper, from Police Sergeant to Motorcycle Sergeant, Police Division.

Jordan E. Walbridge, from Sheetmetal Worker, Industrial Division, to Firefighter, Fire Division.

Mrs. Ruth Belcher, from Substitute Teacher to Recreation Assistant, Division of Schools.

OFFICE OF THE COMPTROLLER

Alfredo Lombana, from Tabulating Equipment Operator to Accounting Clerk, Accounting Division.

ENGINEERING AND CONSTRUCTION BUREAU

Mrs. Lucille M. Flenniken, from Accounting Clerk, Accounting Division to Cost Accounting Clerk, Dredging Division.

Mrs. Florence K. Redmond, from Clerk-Typist to Veritypist, Engineering Division.

Mrs. Ruth Clement, from Cargo Clerk, Terminals Division, to Clerk, Electrical Division.

Julius F. McGahhey, from Supervisory Steward, Sales and Services Branch, to Pumping Plant Operator II, Water and Laboratories Branch.

HEALTH BUREAU

Mrs. Lea N. Lane, from Recreation Assistant, Division of Schools, to Recreation Leader, Corozal Hospital.

Mrs. Olga S. Luque, from Clerk to Clerk-Stenographer, Gorgas Hospital.

MARINE BUREAU

E. Guy Hultquist, Chief Towboat or Ferry Engineer, from Ferry Service to Navigation Division.

John S. Catanzaro, from Second Assist-

ant Marine Engineer (*Taboga*) to Chief Towboat or Ferry Engineer, Ferry Service.

John W. Litton, from Marine Machinist, Industrial Division, to Machinist, Locks Division.

Ollin P. Strickland, from Lead Foreman Shipwright II and Assistant Dockmaster, to Joiner, Industrial Division.

William Wirtz, Jr., from Shipwright to Lead Foreman Shipwright II and Assistant Dockmaster, Industrial Division.

NEW YORK OPERATIONS

Peter A. DeStefano, from Accountant to Administrative Officer, New York Operations.

TRANSPORTATION AND TERMINALS BUREAU

L. Leroy Barfield, from Locomotive Crane Steam Engineer, Locks Division, to Road and Yard Locomotive Engineer, Railroad Division.

Walter E. Robison, from Air Brake Mechanic to Wood and Steel Carman Inspector, Railroad Division.

Mrs. Wilma D. Crump, from Clerk-Stenographer to Secretary (Stenography), Office of Transportation and Terminals Director.

OTHER PROMOTIONS

Promotions which did not involve change of title are:

Paul T. Dunn, Attorney, Office of General Counsel.

Mrs. Phyllis H. Crook, Clerk-Stenographer, Office of General Manager, Supply Division.

Mrs. Shirley A. Cavanaugh, Accounting Clerk, Accounting Division.

Wilmer L. Downing, Supervisory Accounting Assistant (Machines), Payroll Branch, Accounting Division.

RETIREMENTS

Retirement certificates were presented the end of November to the following employees who are listed alphabetically, together with their birthplaces, titles, years of Canal service, and their future homes.

Mrs. Carmen Casey, Canal Zone; Clerk, Electrical Division; 19 years, 23 days; Canal Zone.

Mrs. Rosalie A. Demers, New York; Accounting Clerk, Accounting Division; 17 years, 4 months, 5 days; Santa Clara, R. de P.

Thomas V. Kelly, West Virginia; Road and Yard Locomotive Engineer; Railroad Division; 21 years, 6 months, 25 days; Pittsburgh, Pa.

Howard E. McGaughey, Georgia; Marine Machinist, Industrial Division; 6 years, 2 months, 13 days; Savannah, Ga.

Otis C. Myers, Louisiana; General Engineer, Engineering Division; 26 years, 1 month, 21 days; Norfolk, Va.

Russell J. Parsons, Michigan; Auto Repair Machinist, Motor Transportation Division; 28 years, 21 days; Port Charlotte, Fla.

Mrs. Mary B. Slocum, Maryland; Telephone Operator, Communications Branch; 22 years, 6 months, 22 days; Jackson, Miss.

Arthur M. Streams, Pennsylvania; Construction Representative, Power Construction Project; 16 years, 5 months, 11 days; future address undecided.

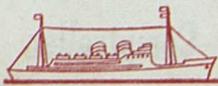
DECEMBER SAILINGS

FROM CRISTOBAL

Ancon December 6
Cristobal December 17
Ancon December 24

FROM NEW YORK

Cristobal December 9
Ancon December 16
Cristobal December 26



SHIPS AND SHIPPING



Tuna Shipments

Thousands of tons of frozen tuna, both yellow-fin and albacore, have been moving recently over the Cristobal piers as transshipment cargo. The tuna is coming from the South Atlantic, primarily from the Brazilian coast, and is en route to canneries in the Los Angeles area.

When space is available, the tuna has been transshipped aboard vessels of the Japanese N.Y.K. Line. Last month, however, 358 tons were loaded aboard the new Barber Wilhelmsen motorship *Tagaytay*, which arrived in Cristobal November 16 and was southbound through the Canal November 18.

An additional 850 tons was to be loaded aboard the Panama flag *Puerto del Sol* which was chartered especially to carry the frozen tuna.

New Customer

The new 10,854 deadweight ton motorship *Tagaytay*, which carried some of the tuna to Los Angeles, was on her maiden voyage in the Far East service of the Barber-Wilhelmsen Line. She is the first of four sister ships which will be placed in this service in the next year.

The vessel is 524 feet overall and has a 65-foot beam. She was built at Hamburg and has a cargo capacity of 620,165 cubic feet, including 30,015 cubic feet of space for refrigerated cargo. The *Tagaytay* has deep tanks for all kinds of bulk-oil, and special lockers for the safe stowage of valuable cargo. Her local agents are C. B. Fenton & Co.

Travel And Learn

Refresher training under tropical skies was the order of the day for the 317 passengers aboard the *Stockholm* which berthed at Cristobal November 17 on a 15-day Caribbean cruise. The cruise was sponsored by the College of Medicine of Ohio State University and the bulk of the *Stockholm's* passengers were medical men. Dr. Charles A. Doan, Dean of the College, and six faculty members were aboard.

The ship picked up her passengers in Wilmington, N. C. Her stops were Havana, the San Blas, Cristobal, Curacao, LaGuaira, St. Thomas, and San Juan, before she returned to Wilmington. She was handled locally by C. B. Fenton & Co. Boyd Brothers were in charge of the shore excursion for the passengers; this included a transit of the Cut aboard the ferryboat *Presidente Porras*.

New Route

With the arrival here from the Orient, via the U. S. West Coast, of the motor-vessel *Horai Maru* on Christmas Day, the N.Y.K. Line of Japan will inaugurate a new monthly service from the Far East to Gulf ports. For the present, the service is restricted to cargo.

The *Horai Maru* was scheduled to sail from Kobe on November 24. En route to the Canal, she was to stop at San Francisco and Los Angeles. After transiting the Canal she is to call at Santiago de Cuba, Havana, Miami, Tampa, Mobile, New Orleans, Houston, Galveston, and Corpus Christi.

On her return trip to Japan, she will call at Central American and West Coast U. S. ports. Local agents for the N.Y.K. Line are Norton Lilly & Co.



Greetings from the Mayor of Japan's bustling seaport, Kobe, were delivered last month to Gov. W. E. Potter by Capt. H. Marukami, the master of the speedy new "Yamakimi Maru," when the ship arrived in Canal Zone waters on her maiden voyage. The occasion was the 90th anniversary of the opening of the Port of Kobe to world trade.

In his letter Dr. Chujiro Haraguchi, Mayor of Kobe, wrote:

"Last year there were 4,923 ship arrivals totaling 28,218,817 gross tons on foreign services alone . . . The combined total of foreign and local cargo exceeded 15,500,000 measurement tons and, I dare say, some of the above vessels must have called at your port.

"The thought makes me feel as if we are living next door to each other in spite of the great distances which separate us. The million citizens of our city share my feelings."

The ship which carried the Mayor's message is the latest addition to the Yamashita Line fleet. Completed on October 15, of this year, she has a speed of 21.25 knots and is scheduled to make the Japan-New York run in 23 days. The new ship, sister of the "Yamakawa Maru," grosses 9,275 tons and has a cargo capacity of approximately 17,200 cubic meters, including about 400 cubic meters of refrigerated cargo space.

Fernie & Company are the local agents for the Yamashita Line.

TRANSITS BY OCEAN-GOING VESSELS IN OCTOBER

	1957	1958
Commercial.....	813	806
U. S. Government.....	23	14
Total.....	836	820

TOLLS*

Commercial.....	\$3,684,260	\$3,720,876
U. S. Government.....	54,725	93,139
Total.....	\$3,738,985	\$3,814,015

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

CARGO (long tons)

Commercial.....	4,307,316	4,097,479
U. S. Government.....	65,937	94,164
Total.....	4,373,253	4,191,643

Scientific Expeditions

One scientific expedition transited the Canal last month and another is due in Cristobal next week after a cruise around the Caribbean.

Southbound November 12, from Charleston, S. C., to Callao, was the 202-foot *Vema*, a research vessel owned and operated by Columbia University. The trim black-hulled schooner, flying the Panamanian flag, attracted much attention from a large group of Roosevelt Medal holders who took off from Gamboa for a partial transit of the Canal aboard the ferryboat *Presidente Porras* just as the *Vema* was opposite Gamboa.

The *Vema* was built in Copenhagen in 1923 as a yacht. During the latter part of the 1940's she became a Coast Guard training ship and in 1950 was purchased by Columbia University and fitted out as a research vessel. On her present trip she carries a crew of 32, including her master.

The second research vessel is the 142-foot *Atlantis*, owned by the Woods Hole Oceanographic Institution of Massachusetts. She is due in Cristobal about December 7 on a geological, biological, and hydrographic cruise which has taken her to Trinidad, Curacao, and Maracaibo. She is not scheduled for transit.

The *Atlantis* is no stranger to Canal waters. She was northbound through the Canal on January 10, 1956, from Antofagasta, Chile. At the time she was carrying a crew of 21.

Panama Agencies are agents for both of the scientific vessels.

Maiden Voyage

The motor vessel *Marburg*, newest addition to the Hamburg American Line's fleet, was northbound through the Canal November 16 on the homeward bound stretch of her maiden voyage.

The 397-foot vessel, which has a dead-weight capacity of 6,885 metric tons, has been assigned to the Hamburg American North German Lloyd weekly service from Europe to the Pacific coast. She was southbound through the Canal on her maiden transit September 25.

Her West Coast ports included Los Angeles, San Francisco, Portland, Vancouver, and Crofton, B. C. She is now en route to London, Antwerp, Amsterdam, and Hamburg.

Local agents for the ship are the Continental Shipping Company.

Sugar To The Orient

Two large shipments of Panamanian sugar have been loaded at the port of Balboa recently for Hong Kong, with the Maersk Line serving as carrier for both. These are the first large shipments of local sugar to Hong Kong, according to waterfront sources. The shipper in both cases was the Compania Azucarera La Estrella, S.A.

The first shipment, 1,022 tons, left the Isthmus for Hong Kong aboard the *Olga Maersk* on October 28. The second shipment, of about 700 tons, left Balboa November 12 on the *Luna Maersk*. C. B. Fenton & Co. are agents for Maersk Line ships here.