

PANAMA CANAL



# REVIEW

Vol. 9, No. 8

BALBOA HEIGHTS, CANAL ZONE, MARCH 6, 1959

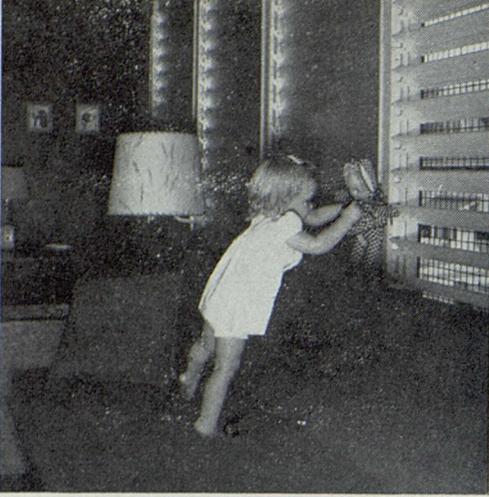
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# LIVABILITY

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Livability has a highly individualistic meaning—to the millionaire a mansion, to the hermit a good, clean cave.

A common denominator has been found for livability for comparatively large groups of Canal employees with the result that many are now getting improved kitchens, water heaters, tiled bathrooms, paved patios, or jalousies on weather-exposed windows at very low cost.

The Canal Company is spending about \$150,000 this fiscal year on the livability program and another \$150,000 is budgeted for the coming year. The livability program consists in the main of making relatively minor improvements to quarters desired by occupants on a group basis. Since it is being done on a wholesale basis, individual costs are kept relatively low and these can be covered by small rental increases spread over a long period.

The livability program, now developed with definitive policy and planning, is the outgrowth of many years of haphazard improvements done on an individual basis.

Since the first houses were built for Canal workers in the construction period, employees—or more likely their wives—have found things they didn't like or some change they wanted made. Until the present program was developed, such improvements required specific authorization. After that was obtained the improvements might be made if the individual paid the full cost; on the basis of a rental increase; or by an agreement to restore the house to its pristine condition.

While these conditions continue to prevail in special cases where an improvement is not likely to be desired by a large group of employees occupying the same type of quarters, the present livability program covers many improvements commonly desired. Thus, employees are relieved of many details required in planning and execution and the improvements are made at a modest cost to the employee.

The livability program was developed principally through the cooperation of the Civic Councils. The need for such a program was clearly evident after the new Rainbow City houses were built. While the houses were a vast improvement over the old Camp Coiner, Camp Bierd, and Silver City quarters, occupants soon found to their dismay that tropical downpours on the Atlantic side came right into the weather-exposed windows and ruined furniture and interior finishes.

Later, as the housing replacement program advanced, more employees requested changes of a similar nature for other types of quarters.

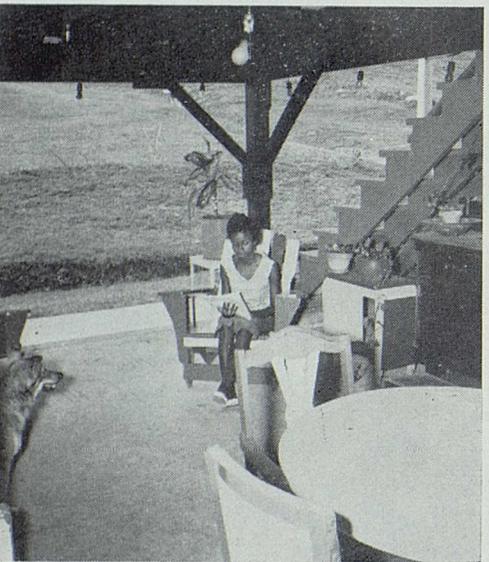
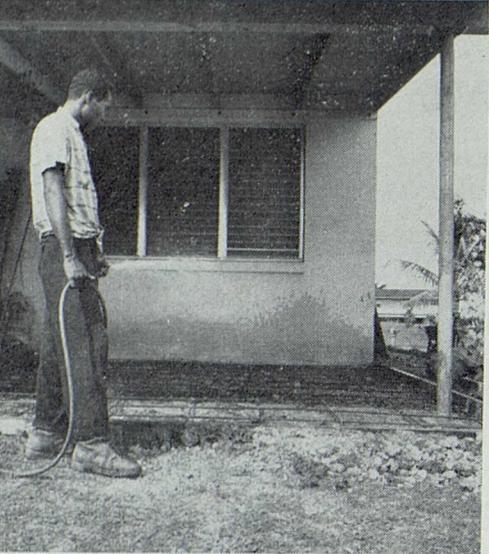
As a result of these requests, Governor Potter asked the Civic Councils in both the Latin American and United States communities to canvass their constituents and report on improvements which were most commonly desired.

This was followed by the establishment of a definite rental rate increase, which is 60 cents a month for each \$100 spent on improvements.

Last year after some of the main features of the livability program had been outlined, the Governor appointed a special committee to develop the program fully. This committee is composed of J. C. Randall, Chief of the Community Services Division as Chairman, J. M. Cooke, Designing Engineer, and L. B. Magnuson, Chief of the Budget and Rates Division.

The Livability Program Committee has just submitted its first formal report and a definite policy under which the program is to be administered in the future.

The report showed that \$48,550 has been committed this year to patio improvements in United States towns; \$20,634 to installations of jalousies; \$4,027 for tiling; and \$4,050 to kitchen cabinets. The balance of funds will be used for additional tile work, patio ex-



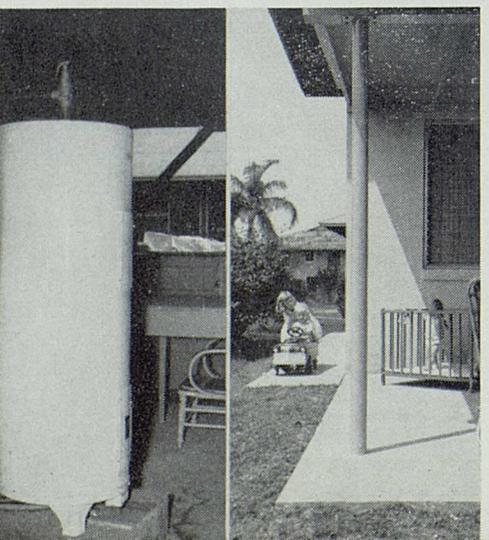
Above: Glass louvres which let in the light but keep out the rain in the home of Mr. and Mrs. J. W. DeFamore. Here, daughter Kathy takes a look.

Second from top: Worker prepares to pour concrete for patio addition and sidewalk at the home of Mr. and Mrs. W. B. Perry, of 5775-B, Diablo Heights.

Third from top: Claudette Sawyer relaxes in the basement of her home in Paraiso. Paving of basements has provided extra utility and recreation space.

At far left: Hot water heaters are an important part of the livability program. This is one of the many which were installed recently in housing in Paraiso.

At left: This new sidewalk not only connects the patio to the front of their house but also makes a play-place for the Walter Allen children, of Diablo Heights.



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*means paved patios, tiled bathrooms, improved kitchens, water heaters,  
window jalousies — at small increased rents*

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**tensions, and other patio improvements.**

The Committee is returning to U. S. citizen occupants all requests for improvements on which no action was possible during this fiscal year due to the limited funds available. They, along with others who may be interested, are being requested to re-submit their requests for work to be considered during the coming fiscal year. Requests will be received in the Housing Offices during the period between March 15 and April 1, 1959. Those occupants who have received quarters improvements may submit their requests for additional items; however, preference will probably be given to those who have not benefited under this year's program.

New forms will be attached to those being returned for revision and re-submission. Other occupants interested may obtain the form at the Housing Office or submit their request by letter.

Only those requests received during the period of March 15 to April 1 will be considered in the preliminary planning. Action on subsequent requests will depend upon the availability of funds.

**In the Latin American communities, \$20,000 has been earmarked for jalousies; \$39,800 for water heaters; and \$3,600 has been spent on basement paving.**

While the livability program has been widely publicized, there are many employees who are not fully informed on

its scope. The Livability Program Committee has now outlined the general features of the program and developed a policy statement under which it will be administered. Because of the widespread interest in the livability program, the Committee's statement is quoted in full:

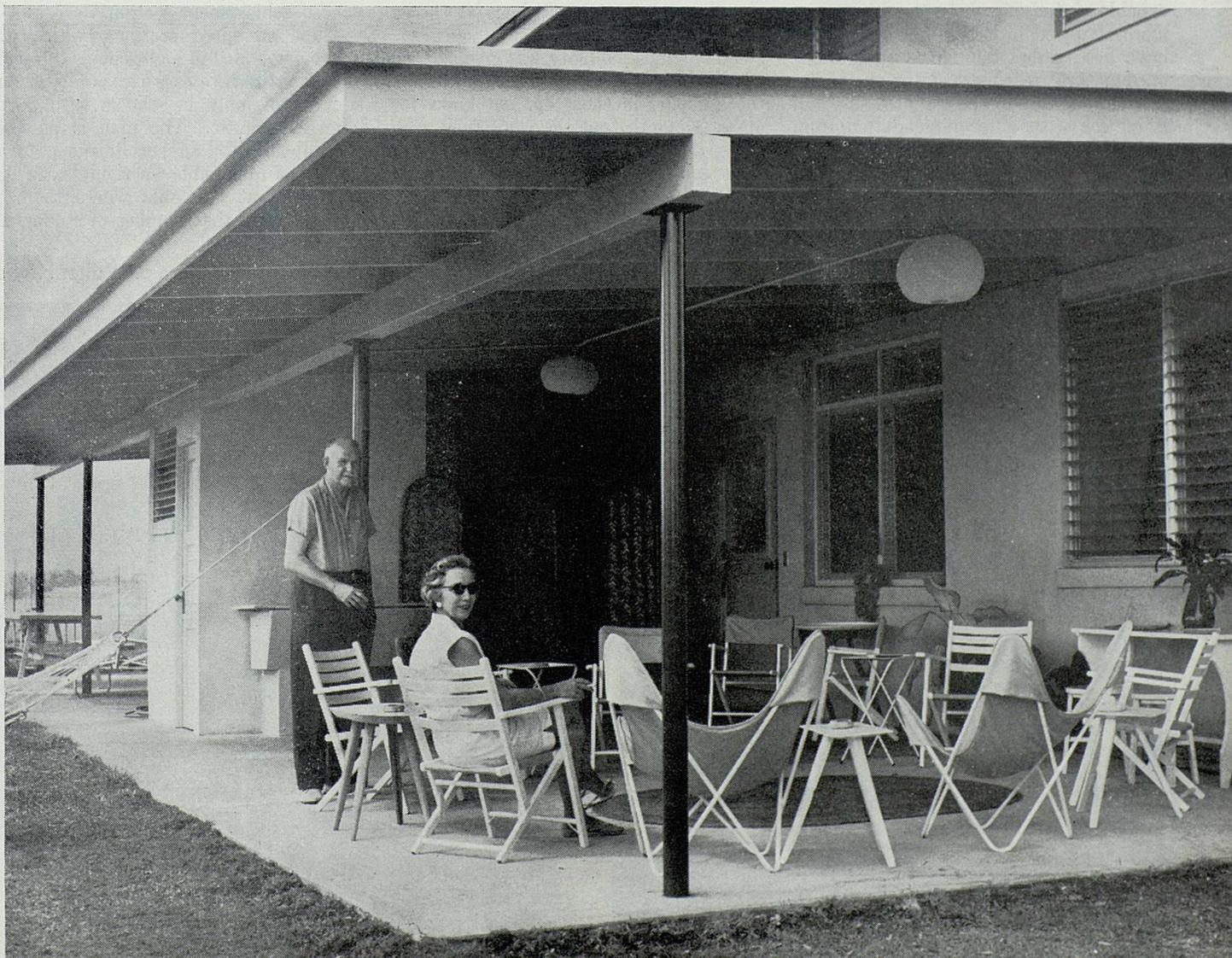
"The administration of a program of improving livability of quarters on a long-range basis must necessarily follow a reasonable and sound policy. Personalities, friendships, ratings, grades, and seniority will not enter into the execution of the program. All alterations to quarters should be based on sound economic principles. Many of the quarters in the Canal Zone can be improved in some respect or other, and the Company gain by an improved structure, and yet the tenant be perfectly happy about paying a higher rent for the benefits derived from the improvement; other quarters have reached such a state of obsolescence and deterioration that the recovery of the cost of improvements made now would be doubtful or impossible. In any event, the order in which alterations are made must be based on a series of rules which are predicated on a sound Company policy.

**Policy**

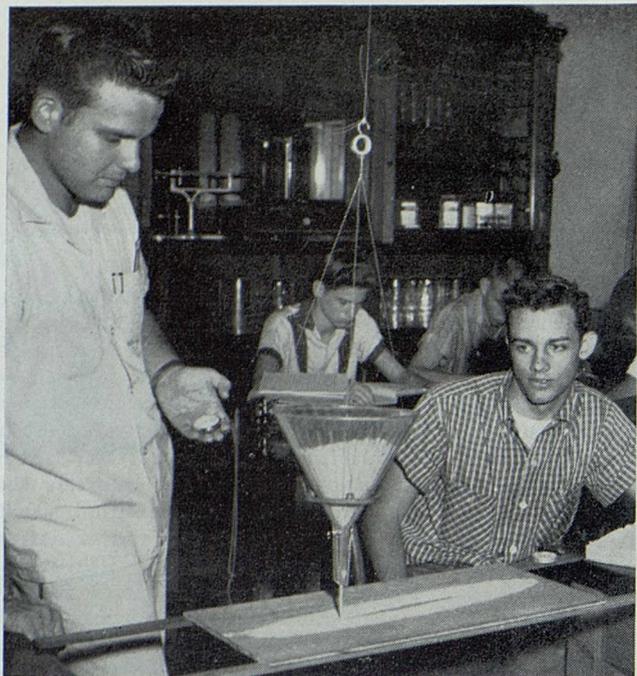
"To fulfill the desires of the tenant within the limits of funds made available for this purpose, so long as he is willing to pay for the improvement

involved through increased rent; that any improvement made to the quarters be of such character that it would be generally acceptable to a future tenant; that high consideration be given to such improvements that would extend the useful life of the quarters; that no alterations be made to quarters that are scheduled for demolition within the next ten years; that rental increase will be at the rate of 60 cents a month per \$100; that no alteration totaling more than \$1,000 be made to quarters until such time that it is apparent that the requested alterations costing less than \$1,000 will not exhaust the funds then available; that improvement to executive and officially assigned quarters be given out-of-line consideration for improvement under the program; that an effort be made to minimize the cost of improvements to the renter by grouping the maximum number of units possible of a given type of improvement into a single contract package; that the timing of execution of the work, consistent with the obligation of available funds within a given fiscal year, be delegated to the Engineering and Construction Director, in order that execution of this policy be delegated to a committee consisting of the Chief, Community Services Division, Chairman; Designing Engineer, and the Chief, Budget and Rates Division."

**Extending and roofing the patio of the D. A. Yerkes quarters in Diablo Heights cost \$524.05, adds about 75¢ rent weekly.**



# Speeded-up Study



.....  
In physics class  
Alex Perez-Venero,  
left, and Pat Tate  
prove the world  
really rotates  
on an axis.  
.....

The "advanced achievement" sections which were established for junior and senior students at Balboa High School early this school year have been so successful that the plan is to be extended next year to students in the high school's sophomore class and if possible to Grade 9.

This year students in these advanced groups have been doing speeded-up work in solid geometry, intermediate algebra, English, United States history, physics, and chemistry.

Next year, advanced sections are to be added for students in plane geometry, sophomore English, and biology. Modern world history may also be added to the list.

Last month school officials sat down to discuss the program, review what has been done so far, and see what can be done in the future to develop what national educators call "academically talented" students. These students, who are capable of studying abstract subjects in a more advanced form than their classmates, have been called the "great underdeveloped natural resources of the nation."

The program instituted here last fall is in line with a recommendation from the National Education Association following a conference of 200 outstanding educators and laymen in Washington last February. Under the chairmanship of

James B. Conant, President Emeritus of Harvard University, this group studied problems involved in finding and educating these pupils all over the country.

Early this year, 47 Balboa High School students were placed in advanced achievement classes. Some were in only one group, some in as many as four. Of the 47, 21 were high school seniors and 26 were in the junior year. By boys and girls, they split fairly evenly—26 boys and 21 girls. Boys led, 17-9, among junior students but in the advanced achievement sections for the seniors, the girls outnumbered the boys, 12 to 3. At the end of the semester, very few of the original 47 were dropped and nine additional students were entered in these groups.

The students were selected for the advanced achievement classes on the basis of teacher approval, their previous school records, and their intelligence as shown by standard tests.

No advance publicity was given to the advanced achievement classes and even the students in them did not know for about a month that the work they were doing differed from their classmates, in other sections of the same subjects. At this time, the parents of each student received a letter from T. F. Hotz, Balboa

High School principal, who told them that their son or daughter had been placed in one or more of the special groups. The parents' reaction was invariably favorable.

The advanced achievement students do more work and work of a higher quality in the special groups than would normally be expected of their contemporaries. They do not do work beyond their grade level; a junior student, for instance, does not move ahead of his grade into senior class work.

In English, provided he is in the advanced achievement section for this subject, he writes more—and better—themes and essays, and does more—and stiffer—outside reading than his classmates. He does not study any material which is included in the senior class schedule.

Inasmuch as high schools do not give credit hours for courses, other than to say that the student has completed a certain number of units in each subject, the advanced achievement students get no extra credit for their work. Transcripts of their grades which are sent to the colleges they hope to enter or to schools to which they may transfer will, however, include a notation that they have been in advanced achievement sections.

The advanced sections are taught by regular teachers. One English teacher who ordinarily is scheduled for five classes now has four regular classes and one advanced achievement section.

These advanced sections, which are now being added in high schools throughout the United States are feasible, without added cost, only in schools with fairly large enrollment. The plan is possible at Balboa, with an enrollment of over 1,100 but impossible—without extra expenditure—at Cristobal where there is about a third that number of students.

In the chemistry laboratory, advanced achievement students conduct experiments under the watchful eye of Walter Fischer





here is **scotty**

only painting pumping whistle blower

"I tell people when to go to work and when to stop," says Hugh "Scotty" Linn. And, as whistle blower at the Cristobal Drydock, that's exactly what he does.

Officially Mr. Linn operates the Drydock's pumping plant but he is better known to most employees as the whistle blower because he also blows the morning, noon-day, and afternoon whistles.

His day begins at 6:30 in the morning when he arrives at the Drydock area, ahead of other workers, to blow the first whistle of the day. At 6:55, he blows the "get ready" whistle and five minutes later the whistle that marks the beginning of the workday. The next whistle is at 10:55, followed by the lunchtime signal.

At 11:55 he blows another "get ready" whistle and follows this with the back-to-work one at 12 o'clock. His last whistle of the day is at 4 o'clock.

The blasts before working time are five seconds long while the ones signalling work hours are a full ten seconds.

To blow the compressed-air whistle, Mr. Linn pulls a brass ring, about four inches in diameter, which is connected to a long brass tube. Elbow grease keeps the tube and ring bright and shiny.

In his ten years of whistle blowing, Scotty has made only one mistake. He pulled the ring prematurely one day

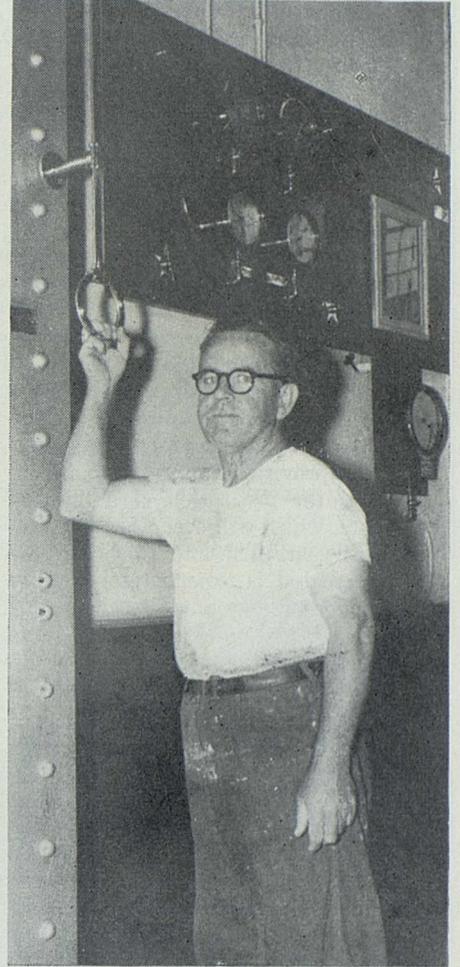
and sent everyone back to work ahead of time. Fellow workers still remind him of this and often suggest that he should make a mistake in the other direction and let them off early to make up for his former error.

The pumping plant provides air for the pneumatic equipment used in dry-docking operations at Cristobal. The monotonous sound of the machinery has a somewhat hypnotic effect and Mr. Linn is glad to have the responsibility of the whistle to keep him alert.

After 10 years in the plant, his ears are so attuned to the machinery that he can detect trouble immediately. As he listens with a keen ear to the whirr of the pumps he paints safety posters. A serious artist, he also paints as a hobby and has won prizes in local contests.

Scotty's thick Scottish burr leaves no doubt as to his homeland. He is a native of Glasgow. He went to sea for a number of years and visited many countries before he decided to settle in the Canal Zone. On July 6, 1939 he joined the Canal organization and has held his present position of Engineman since August 25, 1957. He now lives at Margarita with his wife and five children.

Mr. Linn is not the only whistle-blower in the Canal organization but he is probably the only painting, pumping, whistle blower on the Isthmus.



## Past, Present and Future . . . . .

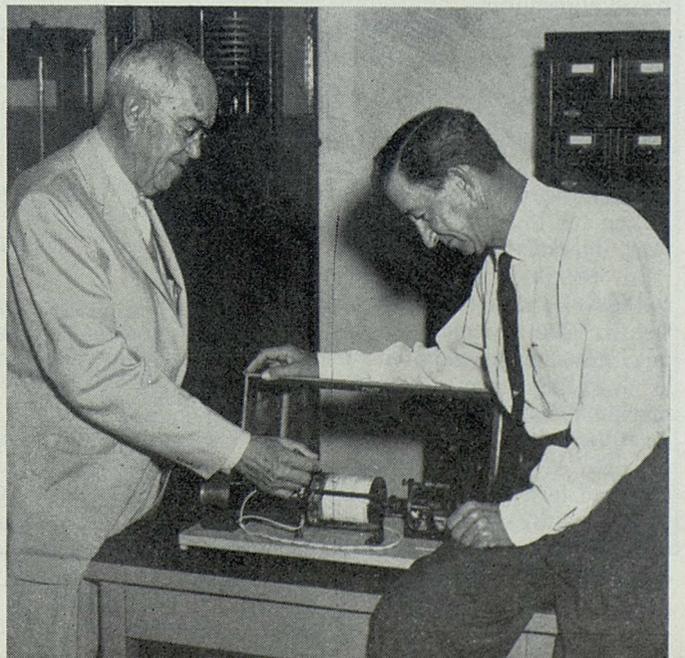
Four men talked of old times, present times, and the future when they got together here during the meeting of the Panel of Consultants for the House Merchant Marine and Fisheries Committee on the interoceanic canal plans early last month.

Governor Potter and Lt. Gen. Leslie R. Groves, at left below, had a chance to talk of their early Army Engineer days on the Sultan survey of the Nicaraguan Canal in the late 20's; present-day operations and problems of the Panama Canal; and what the future holds for international commerce in the way of a canal through the American Isthmus.

Howard T. Critchlow, Staff Director of the panel, and W.

H. Esslinger, the Canal's Chief Hydrographer, at right, also talked of past, present, and future things. Mr. Critchlow served as Chief Hydrographer during the Canal construction period. They are shown examining an obsolete water-stage register to measure tides and the Canal's water supply. Hydrography is an important factor in the operation of the Canal now and in the future.

Other panel members attending the conferences in the Zone last month were Hartley Rowe, also a construction-day employee, and John E. Slater. With the panel during their visit was Bernard J. Zincke, Counsel for the Merchant Marine and Fisheries Committee.



# Secretary of Army Amends Regulations Governing Leave

For the first time in the history of the Panama Canal organization, employees are now able to "borrow" against future leave. The change was one in a series of amendments to the leave system which became effective February 22, in an order signed by Secretary of the Army Wilber Brucker on February 17.

The "borrowing" provision of the leave amendment enables an employee to take leave which he has not earned but which will accrue to him during the current leave year, on the condition that this be "paid back" in leave earned after he returns to work or be refunded in cash should he resign or be separated from the service. This provision applies to all employees of the organization regardless of citizenship.

Another provision applicable to all employees is the institution of a uniform leave date, which will occur early in January each year. The uniform leave year thereby created is expected to simplify timekeeping for leave purposes and enable the various Canal units to schedule leave for their employees without having to take into consideration the previous individual service dates.

Another major change in the leave regulation is an increase of 44 hours in the amount of leave which non-United States citizens can accumulate. Prior to February 22, non-U. S. citizen employees could accrue up to only 416 hours; under amended regulations, these employees may accumulate leave without restriction except for the limitation of 460 hours at the beginning of each leave year. Also, for the first time, the leave system becomes uniform for all non-United States citizen employees.

Employees who are citizens of the United States will continue to earn leave at the rate of 324 hours per year, retaining the present limitation of 720 hours on leave accrual.

The difference in leave for United States and non-United States citizen employees is in line with provisions of the 1955 Treaty and Memorandum of Understanding between Panama and the United States which recognizes the eligibility for greater annual leave benefits of United States citizen employees, as well as their right to home leave travel allowances.

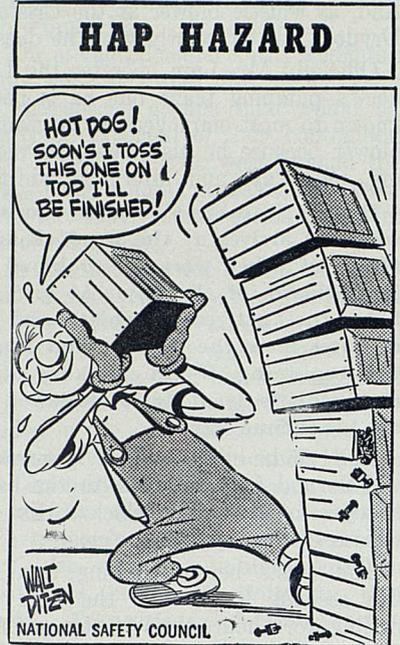
Home leave transportation regulations are not affected by the new leave order. In general, home leave continues to be computed on the basis of an employee's service; he is initially entitled to home leave travel when he has completed 24 months of service with the Canal organization and to home leave at roughly two-year intervals thereafter.

In order to provide for the transition to the new annual service date, all limitation on leave accumulation is eliminated until next January 10. This means that leave will not have to be reduced to the maximum limitation until next January, regardless of the previous individual service date. Non-U. S. citizen employees who had formerly been earning leave at the rate of 324 hours per year will have until January 1961 to reduce their leave credit to their new maximum of 460 hours.

# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

## EXPERIENCE



### TODAY: Experience teaches us that—

- Most folks ignore it once they've gotten it.
- It isn't good experience to be injured in an accident.
- Many things learned by accident, we shouldn't have learned at all.
- Your best friend will run over you on the highway.
- When you do have an accident you have ignored experience.
- It's better to keep your nose to the grindstone; if you leave, you're liable to get knocked off by accident.
- You don't need the extra feet of a new car that won't fit a garage.
- To trade in your old car, you get less than what you still owe.
- A good credit rating is better than the cash in your pocket.
- When you accept nothing but the best you end up with nothing.
- You can't live high on the hog if you don't bring home the bacon.
- It really doesn't ruin a kid's personality to give him the "old fashion" disciplinary action for a traffic violation.
- Many things we used to call sin are now called experience.
- When your arms become too short to hold the paper at reading distance, you've reached the crest of the hill.
- When coasting down the hill make sure your braking experiences are in working order.

JANUARY 1959 BUREAU	FIRST AID CASES		DISABLING INJURIES		DAYS LOST		DISABLING INJURIES YEAR TO DATE	
	'59	'58	'59	'58	'59	'58	'59	'58
Supply & Community Service (Honor Roll)	41	34	0	0	0	0	0	0
Engineering & Construction (Honor Roll)	31	36	0	0	0	0	0	0
Civil Affairs (Honor Roll)	10	12	0	3	0	30	0	3
New York Operations	10	8	1	1	23	50	1	1
Health	6	16	2	0	30	0	2	0
Marine	65	(20) 67	4	(1) 2	293	(7) 8	4	(1) 2
Transportation & Terminals	47	42	4	1	65	4	4	1
Accident Pool	—	—	0	0	—	—	0	0
C. Z. Govt.-Panama Canal Company	215	(20) 543	11	(1) 7	411	(7) 92	11	(1) 7

( ) Locks Overhaul injuries included in total.



Two groups of teenage Canal Zone school girls, one group on each side of the Isthmus, are preparing for the 1959 Civil Defense Nurses Aid training course. This three-part program has become an extremely popular activity and is looked forward to each year with interest.

On the Atlantic side, 22 girls have registered with Miss Florence Edbrooke, Chief Nurse at Coco Solo Hospital, who is in charge of the training program over there. On the Pacific side, applications have been accepted from a considerably larger number but the class will be cut to not more than 25 persons.

The Balboa Lions Club will sponsor the Pacific side group, and has named Mrs. Charlotte Kennedy as their representative in this program. The Lions will provide the uniforms for the group and assist in arranging transportation and other details. Others on the Pacific committee are Miss Beatrice Simonis and Miss Marie Weir. The first part of the course, the lecture series, will start after the Easter vacation on the Pacific side. First aid will be the first part of the Atlantic side program.

Thirty-six Company-Government employees took a two-day course in radiological defense at the Fort Clayton Disaster Control School. These trainees will be charged with the duty of radiological defense (RADEF) in the official Civil Defense Corps under E. M. Browder, Jr. Radiological Defense Officer. Another two-day (two morning sessions) class will be given on March 23 and 24 as a refresher course for the group which received training the past two years.

William Gordon, Civil Defense Instructor, announced that 50 persons have registered for first aid training in the town of Paraiso. Classes to be held every week-day night will begin this month.

**VOLUNTEER CORPS MEETINGS**

Date	Town	Place	Hour
<b>MARCH</b>			
11	Rainbow City	School	6:30 p. m.
12	Santa Cruz	Serv. Center	8:00 p. m.
16	Paraiso	School	7:30 p. m.
<b>APRIL</b>			
1	Margarita	Serv. Center	9:00 a. m.

**Official Panama Canal Company Publication**  
Published Monthly At Balboa Heights, C. Z.  
*Printed by the Printing Plant, Mount Hope, Canal Zone*

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On sale at all Panama Canal Service Centers, Retail Stores, and The Tivoli Guest House for 10 days after publication date at 5 cents each. Subscriptions, \$1 a year; mail and back copies, 10 cents each.

Postal money orders made payable to the Panama Canal Company should be mailed to Editor, The Panama Canal Review, Balboa Heights, C. Z.

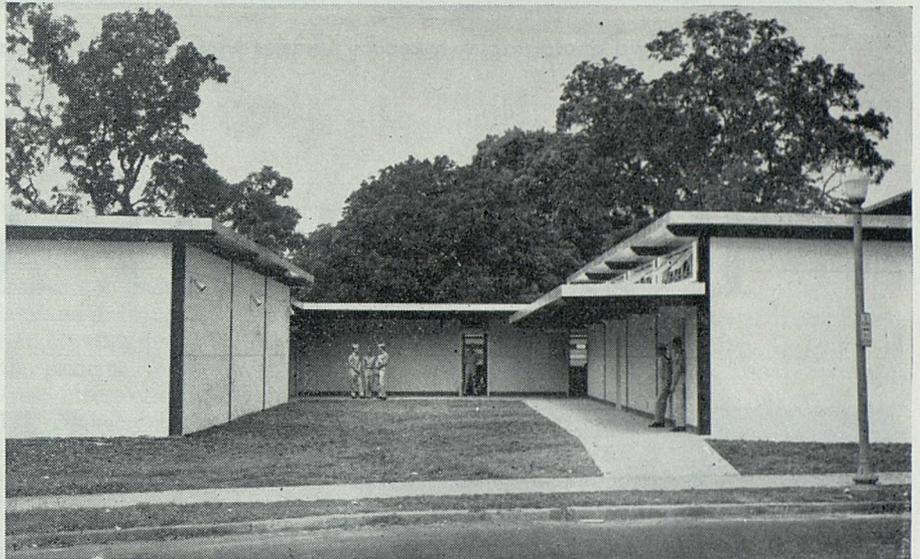
**... Worth knowing**

**New insurance benefits.** A 10 percent increase has been made in the miscellaneous hospital benefits paid to employees under the Group Hospitalization plan, it was announced late last month. The coverage under this clause is for such charges as X-rays, medicines, ambulance service, oxygen, and similar services.

Employees received last month a notice with their pay checks from the Group Health Insurance Board that increased medical tariffs would be covered without an increase in premiums. In a revision of the underwriting agreement with Mutual of Omaha, another important improvement in the Hospital Insurance plan has been obtained, the announcement said. This provides for the removal from the insurance contract, effective February 1, of the clause which had excluded coverage for hospitalization for congenital diseases or defects.

**Organization directory.** A list of organized employee activities, such as women's clubs, veteran organizations, professional, social, and recreational groups, and athletic clubs, will be included in the New Employees Manual being prepared by the Personnel Bureau. All Canal Zone organizations to be listed should send names and addresses promptly to the Personnel Bureau, Box 504, Balboa Heights.

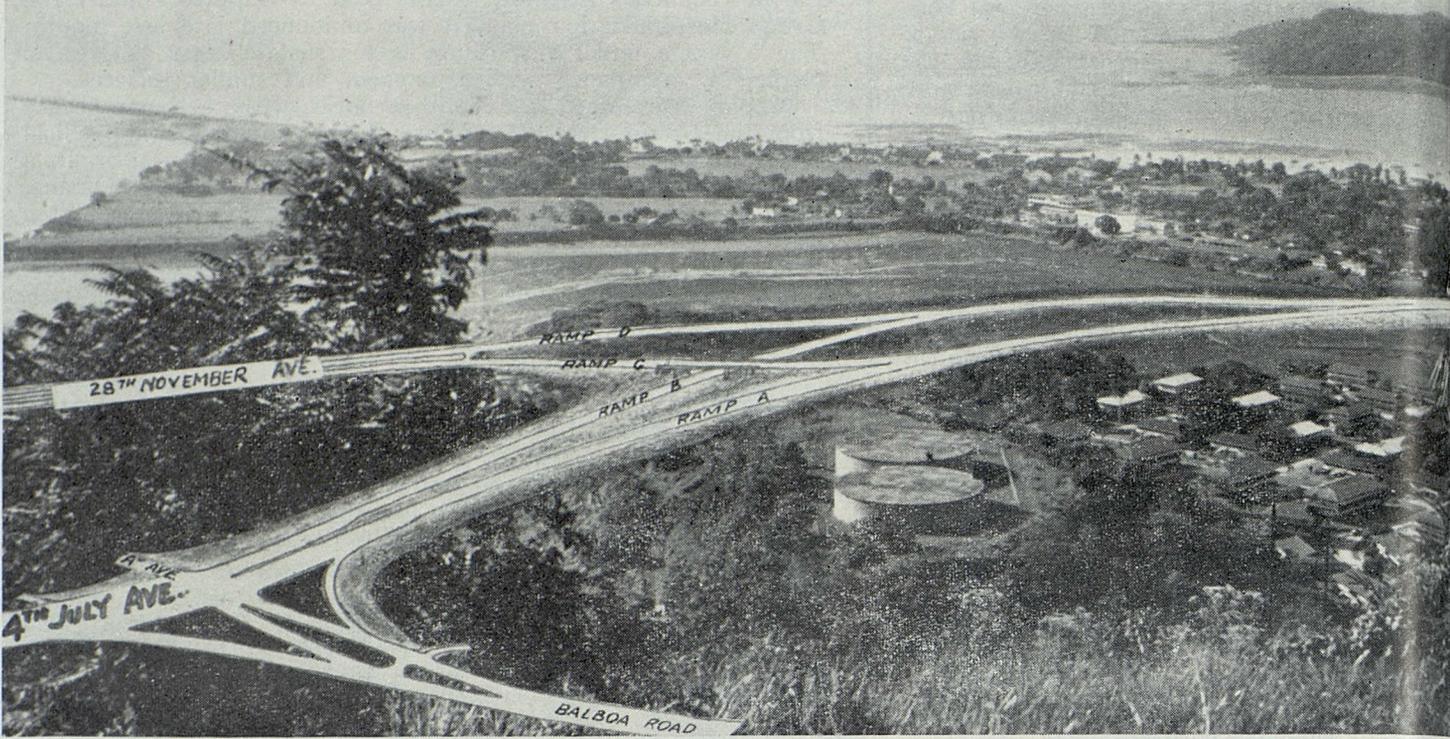
**ROTC building completed.** Members of the Reserve Officers Training Corps Unit in Balboa started using their brand new headquarters building last month. Work on the new \$87,000 structure



was completed by the Panama contracting firm of Diaz and Guardia in February when the building was formally accepted by the Panama Canal Company. The building is an under-one-roof construction of three one-story masonry buildings. The headquarters has two classrooms, an air-conditioned audio-visual room, an office, armory, and supply room.

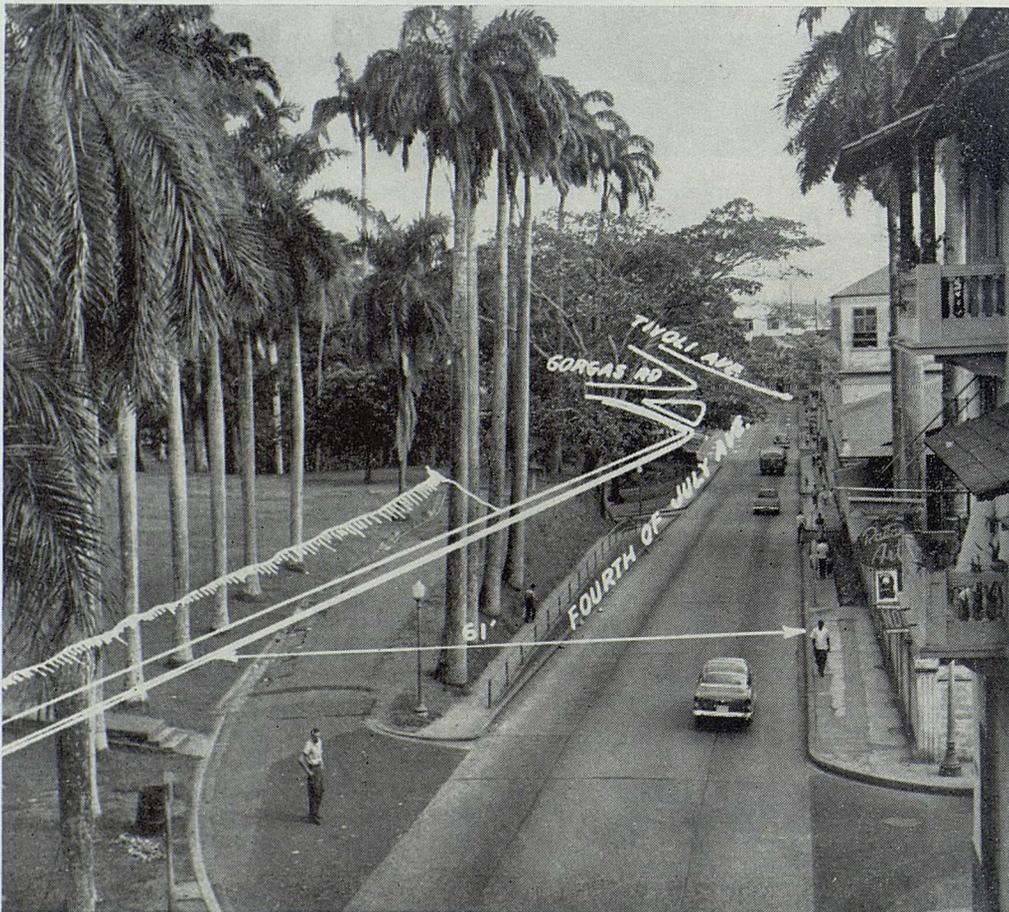
**Air conditioning.** Final tests were being made this week on the air-conditioning system which is to make the Administration Building at Balboa Heights a cooler, more comfortable place to work. The extensive piping, the installation of hundreds of vents, and the testing of the machinery which makes the new system work was completed late in February with operational tests taking place during the last week in the month. The operation of the new system was initiated on a floor-to-floor basis. The installation of lighting fixtures and other work included in the modernization project, are now being completed. Interior painting of the Administration Building will be started soon on another contract. The work will be done one floor at a time.

**Tax office reopening.** Canal Zone tax payers are being reminded that the Internal Revenue Office, which occupies Room 300 in the Civil Affairs Building, will reopen March 9 when Andrew Gerda, Internal Revenue Office Representative, arrives on the Isthmus. The office will then be open continuously until after the Canal Zone tax payment deadline which falls on April 15. Trygve J. Johnson, another Internal Revenue Agent who was here earlier this year, will join Mr. Gerda early in April.



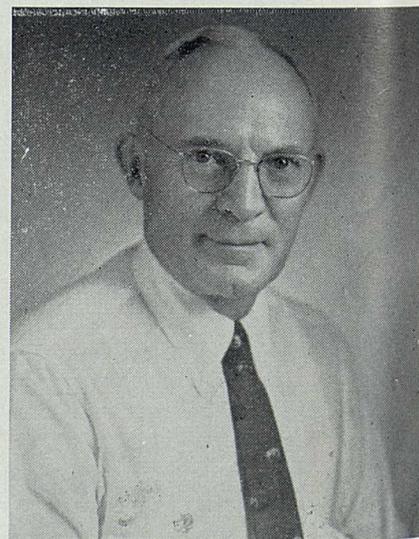
Two photographs, taken by Charles McG. Brandl, Assistant Chief of the Civil Engineering Branch, and fitted to

# TO BUILD A BRIDGE

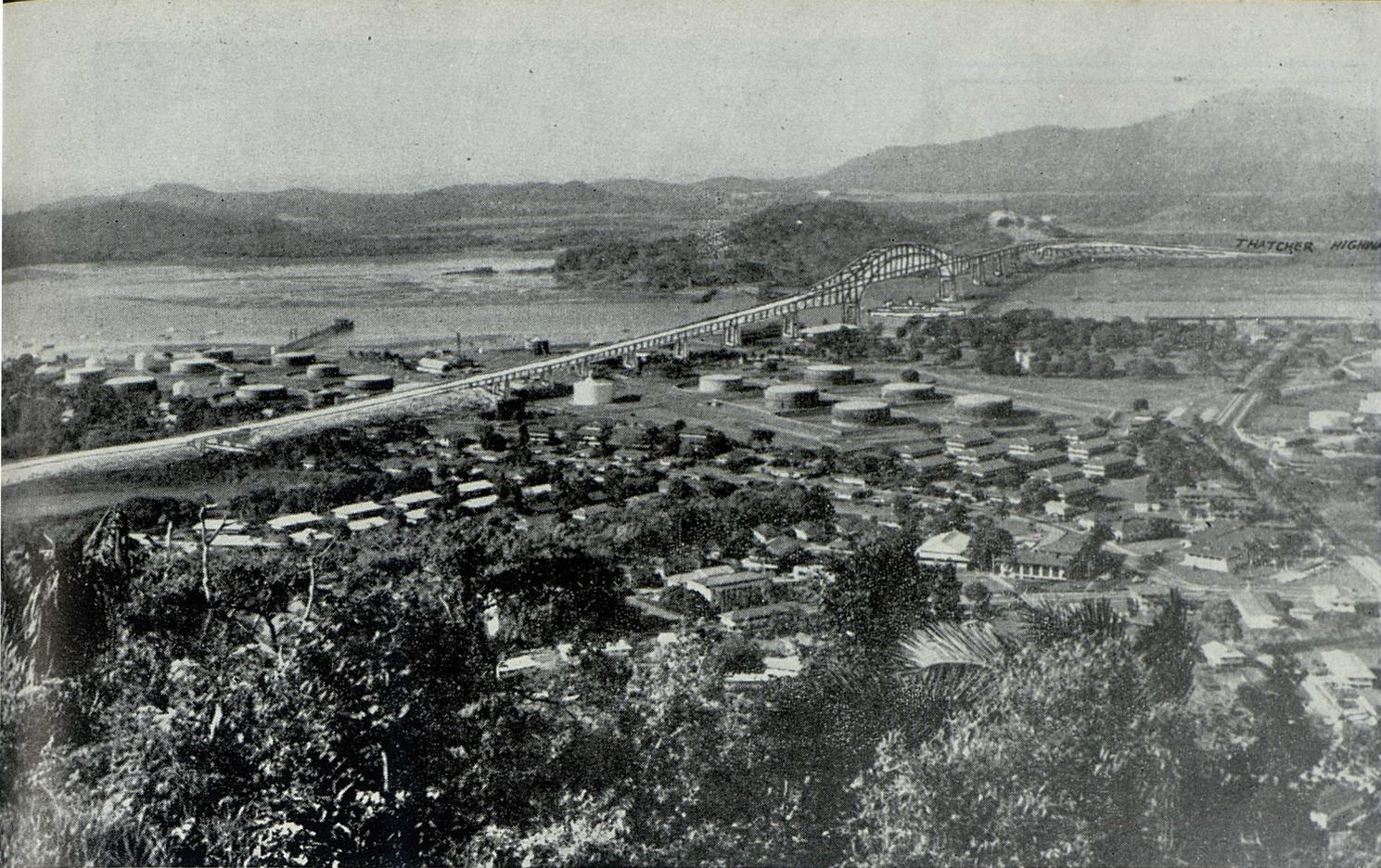


This is how Fourth of July Avenue will look near the J Street intersection.

Much thought and planning, millions of dollars, many persons, involved in construction of structure which will link northern and southern hemispheres



Elmer B. Stevens, Resident Engineer



her, along with architect's rendering by Felipe K. Ben, Jr., Architect, show how the completed bridge will look.

During the next three years Isthmians will have a grandstand seat for the construction of a bridge which will become one of the notable structures of the world.

Actual construction on the Canal bridge project got under way at the first of this year and most of the plans and drawings are now down in black and white. THE CANAL REVIEW presents in this issue, by picture and drawing, the principal features of the project from the famous "J" Street intersection to the bridge's connecting link with Thatcher Highway on the west side of the Canal where earth moving equipment is slicing away Farfan Hill for the new west approach.

This pictorial preview was made possible by the skill and help of the Canal's Official Photographer and personnel in the Engineering Division.

The second major construction contract for the Canal bridge, construction of the east approach, was awarded last month to Bildon, Inc., at a total cost of \$897,515. Formal signing of the contract took place February 17 in Governor Potter's office.

Other current developments of interest in connection with the bridge are:

The announcement of the appointment of Elmer B. Stevens as Resident Engineer by Lt. Col. Robert D. Brown, Jr., Engineering and Construction Director;

A scheduled meeting of the Board of Consultants on the bridge this month; and

Plans for the advertisement for bids on the bridge substructure and superstructure.

Before his appointment as Resident Engineer, Mr. Stevens had been Chief of the Structural Branch in the Engineering Division. He has been working on bridge plans since the project was authorized and was in charge of preparing the first preliminary plans and cost estimates.

The Resident Engineer will have an office and staff at the bridge site in Engineering and Construction Building 911, the former La Boca Commissary.

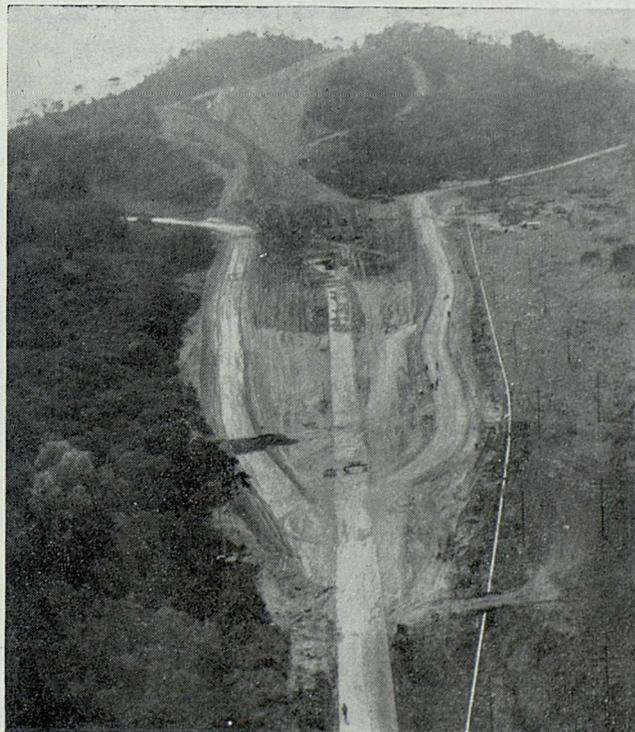
The Board of Consultants is scheduled to have its third meeting on the Isthmus next Thursday. At this time members will review the draft of final plans and specifications for the substructure and superstructure. Contracts for this work

will be the two largest to be awarded for the project.

The Consultants' meeting will be attended by a representative of Sverdrup & Parcel, Inc., the St. Louis Engineering firm designing the bridge and preparing plans.

Members of the Board are: Roland P. Davis, Dean Emeritus of the University of West Virginia; Ralph A. Tudor, of Atherton, Calif., a member of the Panama Canal Company Board of Directors; Edward A. Burwell, Jr., of Upperville, Va., retired Chief Geologist of the Office of the Chief of Engineers; William A. Bugge, Director of the Department of Highways of the State of Washington; and Aymar Embury II, Architect, of New York.

It is presently planned to advertise for bids for the construction of the bridge substructure April 15 and open bids June 16. The advertisement for bids on the manufacture and erection of the steel superstructure will start in about six months with the contract to be awarded this calendar year.



Farfan Hill looked like this last month as earth-moving equipment began to slice it away for the west bridge approach. →

# New world opens up for Laura

"Can you spell your name for us, Laura?" Miss Lillian Baird asked the little first-grader with the big eyes.

Laura's chubby hand fairly flew into the recesses of her desk, came up with a box filled with blunt-pointed, small-headed nails and an oblong piece of wood which looked something like an oversize cribbage board.

While the fingers of her left hand followed along the lines of holes, Laura's right hand began to fit the nails into them. In less than a minute, she raised a smiling face. Miss Baird looked down. "Yes," she said. "Laura, that's it."

Then Laura began to read for her visitors. As her fingers moved over holes punched in small cards, she announced proudly that this word was *cat* and this one *dog*, and that this group made a whole sentence which told about "Puff" and "Sally."

Laura is a pupil at the Balboa elementary school. Laura is also a sightless child.

Today, she is learning to read and write in Braille, and a whole new world is opening up for her.

Laura is one of the Canal Zone children who are receiving special help through the Program for Handicapped Children. She is doing so well that probably, later on, she will be able to attend some of her higher grades in the same room with her classmates.

Right now, Miss Baird is punching Laura's Braille cards herself. This, and other helps for sightless children, she learned during a semester of work at



Laura's fingers fly as she spells out her name in Braille for Miss Lillian Baird.

Wayne University in Detroit last spring.

Miss Baird teaches Laura and her sightless roommates in a bright, colorful room at the Balboa school. The gay decorations may seem a waste of effort and money in a room for children who cannot appreciate them, but drab walls and dark colors absorb what light these children can perceive. The classroom furniture is not bolted to the floor but it is kept in the same position, day after day, so that the children can find their way around.

One piece of equipment which seems incongruous in this classroom is a large easel, on which Laura and her roommates fingerpaint with as much enthusiasm as if they could see what they are doing. Nor do crayons seem necessary for these youngsters.

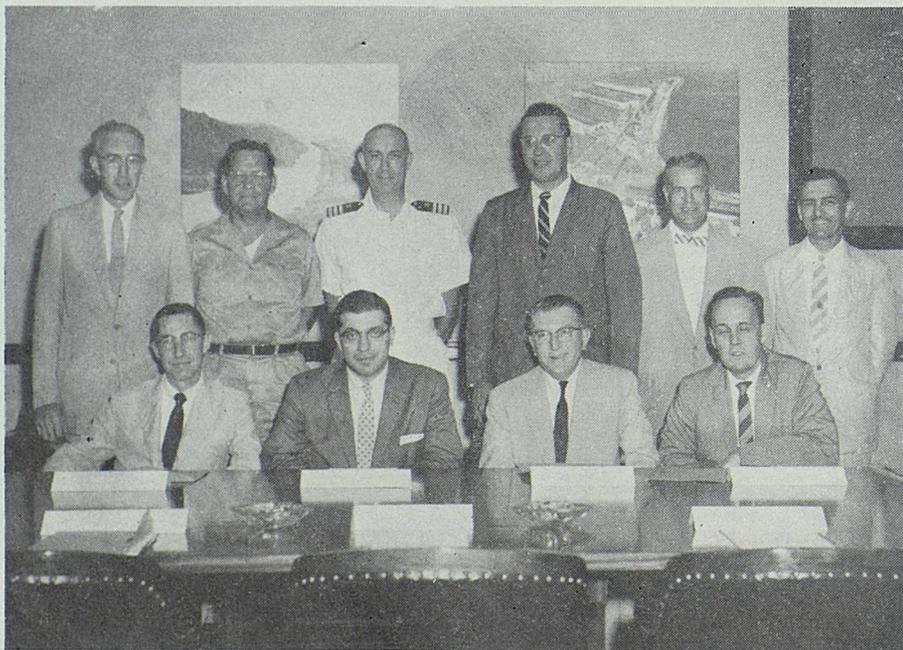
But, Miss Baird explains, **fingerpainting and coloring are tried and true methods with which small children**

**blow off steam. Furthermore, by painting and coloring they are sharing experiences with the classmates they meet on the playground and whom they will some day join.**

One of the most important things which these children must learn is direction. Up and down, right and left have no meaning for them; they have to be specially taught. So, more than other teachers, Miss Baird must emphasize, "a little farther to the right, Laura. Move your board up a little."

At the present time, the children with whom Miss Baird is working all come within the technical and legal definition of blindness. Later, if there is need, she will also be able to work with children with what are known as "visual impairments." Such children would be taught in sight-saving classes, protected from too much close eye-work, and helped by special techniques and special equipment.

## Personnel Experts Visit Canal Zone



Just before the new Canal Zone Merit System went into effect last month, personnel experts from the United States and the Canal Zone conferred here. In addition, the visitors inspected Canal Zone communities, schools, retail stores, conferred with labor panels.

The experts from the United States, all of whom are seated in the accompanying photograph are, from left: Joseph E. Winslow, Administrative Assistant to Rocco Siciliano; Mr. Siciliano, Special Assistant to the President as advisor for personnel management; Warren Irons, Executive Director of the U. S. Civil Service Commission; and Robert Willey, Personnel Director for the Department of the Army.

Local personnel experts, all members of the Canal Zone Civilian Policy Coordinating Board are standing, from left: Edward A. Doolan, Personnel Director, Panama Canal Company; Col. David B. Stone, Caribbean Command, Chairman of the Board; Commander R. A. Sexton, 15th Naval District; Edward Kieloch, Air Force; Robert Donley, Personnel Director, USARCARIB; and Gordon Frick, Secretary of the Board.

# Canal's old gray "mules"

to be replaced by larger, more powerful  
locks locomotives with two towing winches

The major locomotive manufacturing firms in the United States soon will be invited to submit bids for the replacement of the Panama Canal's "electric mules."

The replacement program, first scheduled in 1956, will be the largest single replacement order ever to be placed for Canal equipment, despite a major reduction in the number of towing locomotives to be bought from that originally scheduled. Manufacturers will be asked to bid on 45 locomotives and three cranes for normal operations, as compared with 57 locomotives and three cranes for which bids were received three years ago. An additional six or seven may be bought for use when relay lockages are required.

The reduced number of towing locomotives to handle the same number

use of two-towline locomotives had been considered previously, the first practical test of such a system was possible only after purchase of the experimental locomotives.

The locomotives to be bought under the new contract, scheduled to be awarded during the latter half of this year, will differ radically in appearance from those which have been familiar on the Lock walls since the Canal was opened. They will have a longer wheelbase and present a more streamlined appearance. This latter condition will be dictated largely by the use of the double towing winch system and the critical need for good visibility fore and aft by the operators.

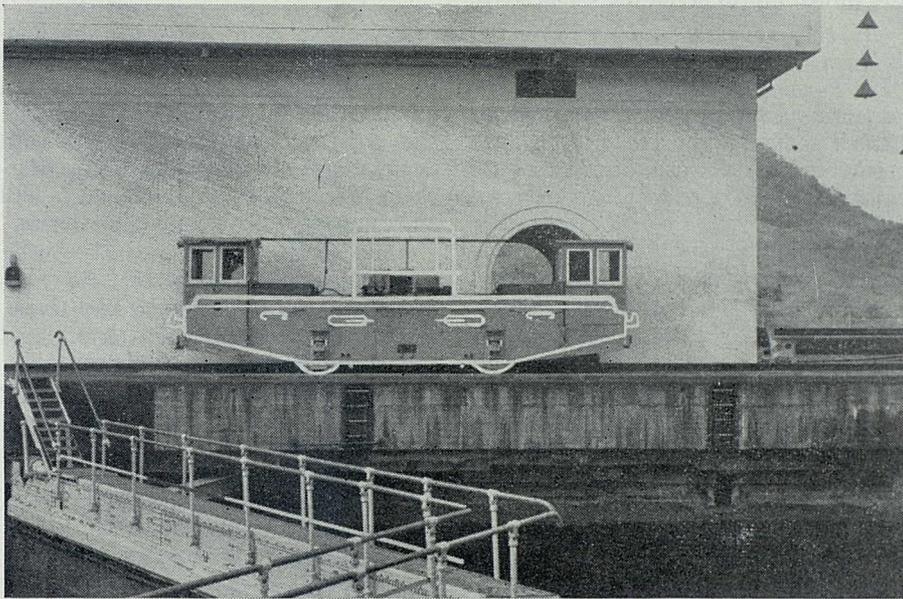
The new machines will be more than twice as powerful as the present "mules"

incorporated in the new locomotives, the successful bidder will be required to provide a full-scale wood mock-up of the entire machine for inspection prior to beginning actual manufacture.

The delivery of the first of the new locomotives will not be scheduled until about 14 months after the award is made. It is planned to have eight or nine locomotives delivered in one order, sufficient for the east lane of traffic at Gatun Locks. This will be followed by later deliveries, for the west lane at Gatun, those for Pedro Miguel and Miraflores Locks, and the extra locomotives for relay lockages.

The three locomotive cranes to be purchased will be of the same general design as the new towing locomotives. Each will be equipped with 10-ton cranes with one-ton boom horizontal lifting capacity. The electric traction units for the cranes will be manufactured for interchangeability with the traction units of the towing locomotives.

The order for the new towing locomotives will amount to several million dollars and more manufacturers have already evinced interest than the number of bidders when the replacement order was first considered in 1956. Only three heavy-equipment manufacturers entered offers for the manufacture of 57 locomotives specified in the invitations to bid three years ago.



The difference in size between the present towing locomotives and the replacements is shown by this combination of drawing superimposed on photograph.

of ships will be made possible by the use of two towing winches on each machine, increased power, and other technical improvements.

Final specifications for the new towing locomotive order are now being completed following cancellation of the Panama Canal Company's option to buy towing devices patterned after the experimental units purchased from the R. G. LeTourneau firm. A year's testing of these devices has shown that the fender boom cannot be successfully adapted to Canal use without causing an unacceptable reduction in the usable width of the Locks.

An important innovation tested with the LeTourneau devices, and a feature strongly advocated since 1955 by Carl Girous of the Office of the Chief of Engineers—the use of two-line towing—has proved highly satisfactory with locomotives operating on opposite lock walls. The LeTourneau prototypes were originally designed to operate only from the center wall and were later changed so that they could be used as a pair on opposite walls. Although the

with each winch capable of pulling 35,000 pounds in any towing position, as compared with the 25,000-pound pull of locomotives in use. The winches will be mounted on the lower side instead of atop the locomotives and will be equipped with fairleads to hold towing cables away from the lock walls. They will be level-winding winches to prevent cable overlays and snarls.

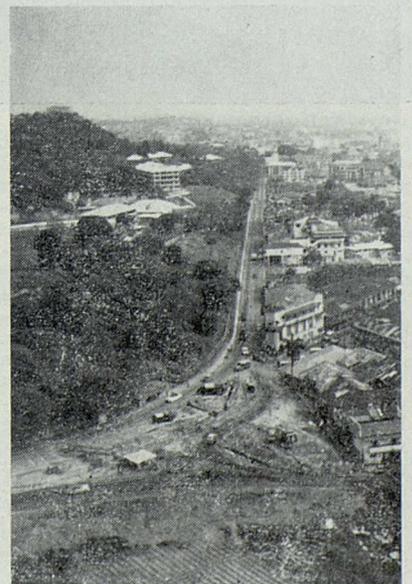
They will be powered by 440-volt alternating current, with each set of trucks driven by separate electric motors. Tests made at Miraflores Locks during recent months indicate that 440-volt 60-cycle current can replace 220-volt 25-cycle without danger of electrical faults.

The increased speed of the new machines will be an important factor in increasing the number of lockages possible in a day. The locomotives will be able to tow at one, two, or three miles an hour, and have return speeds of six and nine miles per hour. The present locomotives tow at one or two miles an hour and have a top return speed of five miles an hour.

Because of the many changes to be

## OUR COVER

One of the scenes most familiar to the Isthmian motorist is the busy street intersection at "The Limits." Our cover shows how it and Fourth of July Avenue will look when the east bridge approach work is completed. The aerial view was photographed by C. S. LaClair, Official Photographer. The exceptional panoramic drawing was done by Felipe K. Ben, Jr., of the Engineering Division. The small picture below shows the scene as it was at the middle of February and the material with which Mr. Ben had to work.



# From frying pan to deepfreeze

Edward Barlow, formerly controlhouse supervisor at Miraflores Locks, was recently named Chief of the Operations Division of the St. Lawrence Seaway Development Corporation. In his new job, he is responsible for lock operations, ship dispatching, and minor lock maintenance of the new seaway.

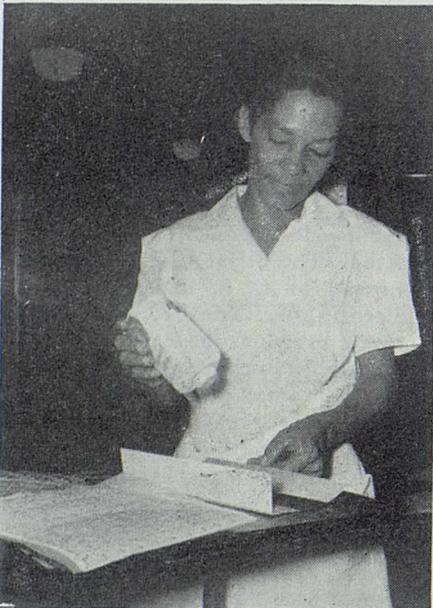


Mr. Barlow is one of two former employees who hold important positions with the seaway. The other is Adm. H. H. McLean, formerly Marine Superintendent. His post is that of Marine Consultant to the Seaway's Administrator and Assistant Administrator. Admiral McLean was stationed here from September 1946 to April 1947.

In his new post, Mr. Barlow is encountering difficulties which never beset him in the 36 years he spent with the Panama Canal's Locks Division. In a recent Associated Press story, he described his shift from the tropical Canal Zone to the not-so-temperate northern section of New York State as "jumping out of the frying pan into a deep freeze."

## HUMIDITY FOILED

### Powder prevents stuck-up stamps



If your letters smell faintly of lilac these days, causing your fancy to turn to thoughts of romance, calm yourself. It's probably not the letters at all, it's just the stamp.

Stamps dispensed by Service Center vending machines come in large sheets and must be separated and placed in small cardboard folders before they are packed in the machines.

Due to the high humidity in the tropics the glue sometimes becomes damp and sticky and the stamps adhere to the cardboard. To prevent this each stamp is now being sprinkled lightly with talcum powder—as Stella Straker is doing above—before it is folded into the cardboard.

The post offices in the Canal Zone also sometimes use talcum powder when packing large orders of stamps.



## 50 Years Ago

The first concrete in the Canal proper was poured at the Gatun Dam spillway on St. Patrick's Day, 50 years ago this month. In the first day, 122 cubic yards were laid. When the plant reached its full capacity, THE CANAL RECORD said, it would turn out between 300 and 400 cubic yards of concrete every 9-hour working day.

*At Pedro Miguel, the excavation had progressed to the point where the outline of the locks and dam was evident. Concrete pouring was to begin in August.*

Meanwhile, the March 1909 excavation broke all records with a total of 3,880,337 cubic yards. The daily average was 143,716 cubic yards, highest since the United States began the Canal work.

*In his inaugural address, President William Howard Taft told the nation: "The Panama Canal will have a most important bearing upon the eastern and far western sections of our country and will greatly increase the facilities between the eastern and western seaboard." He urged his listeners to "stand behind the men who are doing faithful hard work to bring about the early completion of . . . the greatest constructive enterprise of modern times."*

Speaking in Chicago and coming out flatly in favor of a lock canal, Col. G. W. Goethals outlined the Canal's history, told how its type had been determined, said the lock canal would cost \$475,201,000—including its purchase price plus the cost of sanitation and civil government. He estimated that a sea-level canal would have cost \$563,000,000, including sanitation and government.

## 25 Years Ago

The Panama Canal's traffic was really picking up, 25 years ago this month. The Panama Canal net tonnage of the 538 commercial vessels which transited during March 1934, was the highest of any month of March since the opening of the Canal, THE PANAMA CANAL RECORD announced with pride. Tonnage for March 1934, totaled 2,703,372 tons; the previous high March net tonnage occurred in 1929 when measurement tons totaled 2,567,961.

*Another record set in March 1934, was that on the Thatcher Ferry. During the month the ferry carried 20,455 vehicles and 111,450 passengers, the largest monthly total of each during the ferry's history.*

Pier 15 at Balboa was condemned when 21 cracked caissons made it unsafe. Repairs would cost close to half a million dollars, but no funds were available.

*Zonians who had been cheered by the Senate vote to restore their 15 percent pay cut were less jubilant when they learned that a Senate-House conference had cut the restoration by five percent. Zonians would get back a third of their slashed pay*

*on February 1, another third on July 1, and the remaining third at the discretion of President Franklin D. Roosevelt.*

Several events of international importance occurred 25 years ago this month. The Republic of Panama declined to accept the annual check for \$250,000 for the Canal annuity and asked payment in gold. A few days later, Panama officials let it be known that they wanted control of street cleaning and garbage collection operations in the Republic. And still later in the month the Panama Society of International Action presented a request for revision of the 1903 Treaty to the President of the United States and the Speaker of the House of Representatives.

## 10 Years Ago

A year-old order increasing the Panama Canal tolls to \$1 per ton for laden vessels was postponed by Presidential proclamation 10 years ago this month. The postponement, the third, was until September 1, to allow the House Merchant Marine Committee to make a "full and complete study of proper tolls levels."

*Also in March, 1949, the Hoover Commission recommended that the Panama Canal, along with Puerto Rico, Guam, Hawaii, etc., be placed under the proposed "Administration of Overseas Affairs."*

Two bills to establish a new minimum wage of 75 cents an hour in the Canal Zone were presented to Congress in March 1949. Sponsor of one bill was Rep. Vito Marcantonio of New York. Rep. Donald O'Toole, also of New York, presented the second bill two days later.

*Max Brodsky, regional director of Local 713. UPWA-CIO, left the Isthmus after the Republic of Panama canceled his temporary residence permit. Before his departure, the labor group held a protest rally at DeLesseps Park on the Zone border.*

A well-known Canal Zonian moved into one of the top spots in the Canal administration when Eugene C. Lombard was appointed Executive Secretary, third man to hold this post.

*In Washington, two local labor leaders, Thomas Richardson representing the UPWA-CIO and Rufus M. Lovelady, of the AFGE, told the House Appropriations subcommittee that housing in the Canal Zone was deplorable, antiquated, and should be replaced.*

## One Year Ago

Consultants to the House Subcommittee on Panama Canal affairs visited the Canal Zone in March 1958, to look into plans to increase the waterway's capacity. Meanwhile, the Panama Canal Company retained the well-known New York engineering firm of Parsons, Brinckerhoff, Hall & Macdonald to update plans and estimates prepared 12 years earlier during the Isthmian Canal studies of 1947.

# LA BOCA

## New Town Rising on Old Site

The revival of La Boca as a Canal Zone community is starting this year with the installation of a new street and municipal facilities, and construction of five masonry houses.

The site of the new construction is on La Boca Road just east of the former Commissary. The work is being done by the Engineering Corporation, Inc., of Panama. The firm was awarded the contract at a cost of \$211,838 early in January, with a time limit of 180 days for completion.

The work done up to now consists mainly in ground preparation and street work. The group of houses will be accessible only from La Boca Road over the new street being built to replace Martinique Street which ran in front of the Commissary.

The new community is scheduled for completion during the fiscal year 1961 when it will have 33 one-family and 30 duplex houses. The proposed street-plan provides for one main circular street connected at each end with Balboa Road and a principal street which will cut diagonally across the center of the community. The houses will be located on these and several short, dead-end streets.

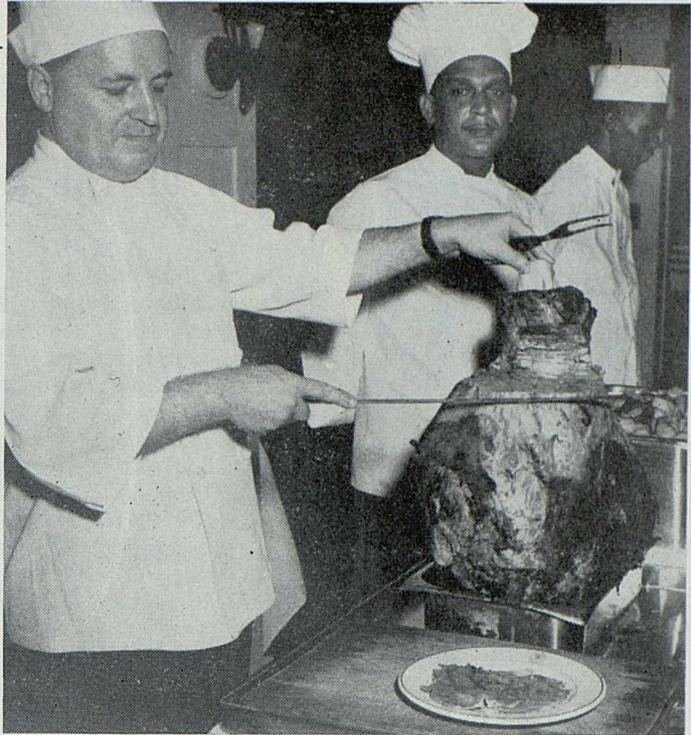
The homes being erected in La Boca this year are replacements for family units in Balboa which are to be demolished for the construction of the bridge.

The principal quarters construction in the revived town will come during the next two years. A total of \$1,440,000 has been budgeted for new construction and townsite development in La Boca during the coming fiscal year when 45 family apartments are to be built. The community is to be finished the following year with the building of 41 apartments.

The quarters construction program at La Boca is a major part of the overall building program provided in the Master Plan for housing on the Pacific side during the next few years. The Master Housing Plan, described in last August's issue of THE CANAL REVIEW, calls for the elimination of all substandard housing for the permanent U. S. citizen employees of the Canal organization.

New construction is planned only on the Pacific side since the requirements for quarters on the Atlantic side have been met by the recent transfer of quarters at

## Rare, Medium, or Well Done?



"Take the whole leg of a steer," begins the recipe that Joseph S. Wallace passes on to housewives who would like to cook a roast like the one that adorns the Sunday night buffet at the Tivoli Guest House.

This mountain of tender succulent roast beef is called a "Steamship Roast." Just where it gets its name no one seems to know, but Steamship Roasts and Sunday night buffets at the Tivoli are synonymous to many Zonians.

For those who would like to know just how the roast is cooked to get such appetizing results, Mr. Wallace, who is Catering Manager at the Tivoli, gives this recipe:

Place a leg of choice U. S. beef, weighing between 80 and 100 pounds, in a shallow pan and cook for six hours in oven set at 225 degrees. Turn the meat and cook six more hours. Since an approximately one-inch layer of fat surrounds the beef, it bastes itself as the fat slowly melts. No other basting is necessary.

That's all there is to it. Carve it and you have roast beef to please all guests whether they like it rare, medium, or well done and there's enough to serve 200 people.

Coco Solo and France Field. In addition to the La Boca houses, quarters will be built in Ancon and Balboa under the Master Plan.

While not a part of the La Boca townsite development, the new gasoline service station is to be built on La Boca Road only a short distance from the new houses. A contract for this work has been awarded to Dillon Construction Company, low bidder for the job with an offer of \$60,000. Bids for this work were opened the middle of last month.

The new service station will replace

the one now located on Mindi Street. It is scheduled for completion within about six months.

The new gasoline station will provide a modernized service for motorists similar to the larger service stations in the United States. This will include a small sales store for batteries and other accessories, and provision for car washing, tire changing, and battery rental.

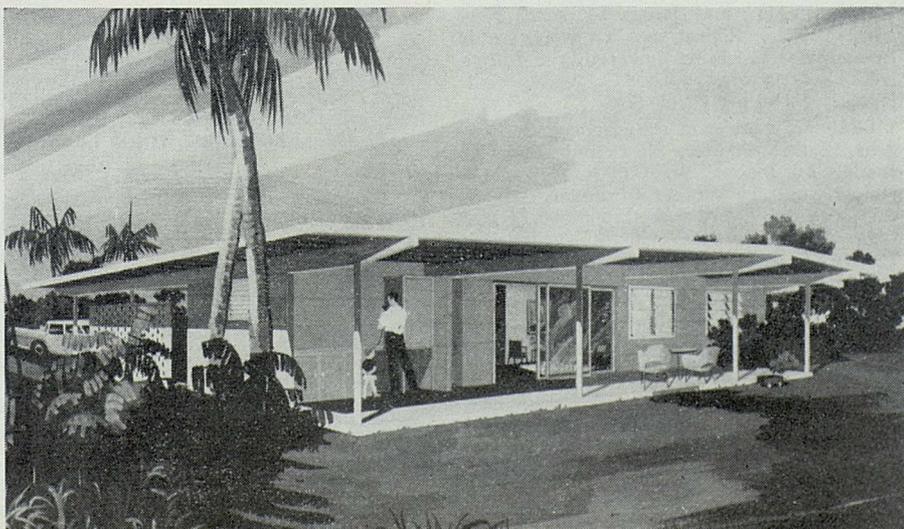
## Joint Service Crusade Now Under Way In Zone

Sealed envelopes containing contributions to the Federal Service Joint Crusade are beginning to flow into local banks. The banks will open the envelopes and credit the contents of each to the agencies in the campaign.

These are: CARE, Crusade for Freedom and the American Korean Foundation, gifts for which are made in one envelope, and the Canal Zone Chapter of the National Tuberculosis Foundation, which has its own envelope.

The campaign opened February 23 and will close April 4. Approximately 500 keymen in the Canal organization distributed materials on the campaign and envelopes for the contributions throughout Canal units within the past 10 days. No quotas have been set and no payroll deductions are being made.

Some of the new houses to be built in La Boca will follow this design.



## 35 YEARS



### MAN OF THE MONTH

*He is John Barthold Coffey who holds the title of Printing Press Group Chief of the Panama Canal Printing Plant. Although he was born in Jersey City, he can claim more years here than most native-born Zonians. He arrived on the Isthmus before his first birthday and attended Colon and Canal Zone schools, joining the Printing Plant staff for the first time in February 1920. His first vacation job was as "boy" but he later learned the printer's trade from the bottom up. He was promoted to his present position, second in the organization, in December 1956.*

*Although he keeps an eagle eye on printing problems for "The Review" and countless other typographical jobs while on duty, much of his attention in outside hours is devoted to boating and fishing. He owns a boat and is Commodore of the Cristobal Yacht Club.*

"Panama Canal Review" readers can join its staff this month in congratulating on his significant service date, one of the men responsible for its month-by-month appearance for the past nine years.

## 25 YEARS

Two of the six employees who reached the quarter-century mark in service during last month are natives of the Canal Zone. All but one have continuous Canal service.

The Canal Zone natives are **Mrs. Marcella G. Green**, Clerical Assistant in the Division of Schools; and **David J. Burkett**, Dipper Dredge Mate in the Dredging Division. Both were born in Ancon.

Mrs. Green came to the Canal organization as a clerk in the Division of Schools and most of her service has been with that division.

All of Mr. Burkett's service has been with the Dredging Division where he was first employed as an artisan, February 27, 1934.

Others whose service with the Canal organization is continuous are listed below:

**Walter R. Fender**, Steam Engineer II with the Terminals Division, is a native of Southgate, Ky. He began work for the Canal organization October 12, 1942, as a clerk-typist with what was then the Supply Department.

**Marie V. Hayes**, Telephone Operator of the New York Office of the Panama Canal Company, completed 25 years of unbroken service with the Company on February 15.

**Robert B. Sager** has had continuous service with the Engineering Division. He first came to work for the Canal as a structural designer with the unit when it was designated as the Office Engineering Division. His present position is Structural Engineer. Bristolville, Ohio, is Mr. Sager's home town.

**Manuel A. Smith**, whose service is not continuous, is a Texan, born in El Paso. He has held several different jobs including photographer, civil engineer, and survey and cartographic engineer. Mr. Smith is presently employed as Meteorological Aid in the Meteorological and Hydrographic Branch.

## 20 YEARS

Six men, two with continuous service, were added last month to the list of employees who have chalked up 20 years of Government service.

**Frederick W. Holmberg**, of Milbury, Mass., Customs Inspector, has continuous service which has all been with the Customs Division. He first came to work for the Canal as a customs guard.

**Rudolph W. Rubelli** is a native of Philadelphia, Pa. He began his service, which has all been with the Navigation Division, as a towboat master. He is now a Panama Canal pilot.

The four 20-year men whose service is not continuous are listed alphabetically:

**G. Clair Lawrence**, of Carlisle, Pa., is a

Relief Chauffeur with the Motor Transportation Division. He is an alternate driver for the Governor-President.

**Oliver G. Paterson**, Automotive Machinist with the Motor Transportation Division, has spent all of his 20 years of Canal service in transportation. He is a native of Wollaston, Mass., and began work for the Canal February 6, 1939 as an apprentice with the Motor Transportation Division.

**Howard J. Toland** is a Policeman with the Police Division. Mr. Toland was first employed in the Canal organization on New Year's Day 1942. His home town is Washington, Pa.

**Walter C. Watts** has served his entire 20 years with the Locks Division where he began his Canal employment as a machinist. His present position is General Mechanical Foreman III. Mr. Watts was born in Elkridge, Md.

## 15 YEARS

Fifteen employees celebrated 15 years of service during February. Six women, representing six different divisions, are among those listed. The women, their home towns, and their jobs are:

**Mrs. Dorris L. Chollar**, of Gunsight, Tex., Library Assistant in the Canal Zone Library; **Lydia Czapek**, Crawford, N. J., General Illustrator, Engineering Division; **Mrs. Dorothy S. Leach**, Gulfport, Miss., Clerk-Typist, Electrical Division; **Mrs. Edith Mathieson**, Mulberry, Ark., Clerk-Stenographer, Customs Division; **Mrs. Helen McKeown**, Brooklyn, N. Y., Supervisory Accounting Assistant, Payroll Branch; and **Katherine Taliercio**, Cass, W. Va., Staff Nurse at Gorgas Hospital.

Two policemen and a native-born Zonian are among February's 15-year men. The policemen are **H. W. Dempsey, Sr.**, of Munford, Ala.; and **James L. Dunn**, New York, N. Y. The Canal Zone native is **Armando Cruz**, Boilermaker in the Industrial Division who was born at Camp Gailard, an early-day Army post.

Other 15-year men are: **Roscoe S. Burgess**, of DeSoto Mo., Wood and Steel Car Inspector; **Joseph W. Casey**, Columbus, Ohio, Armature Winder Foreman, Electrical Division; **Everett H. Lippincott**, Calistoga, Calif., Guard, Customs Division; **Thomas C. Robertson**, El Paso, Tex., Electrical Distribution Foreman in the Electrical Division; **Lawrence J. Ryan**, New York, N. Y., Wireman, Electrical Division; and **James F. Sherer**, of Bucyrus, Ohio, Operator Mechanic Foreman, Power Branch.

First to receive a diamond-set service pin in January was **William Jump**, the Industrial Division's Timekeeper. The honor came from his seniority in service, having accumulated at that time all but a few days of a 54-year record when handed his pin and service certificate by the Canal Company's Board Chairman, **George H. Roderick**.

His anniversary of 54 years of continuous service came on February 1. His name has also headed the "Canal Review's" anniversary list now for several years since all those with 40 or more years of service are listed year-by-year.

With the Civil Service retirement provisions now extended to all employees, Mr. Jump can now lay claim to the all-time longest continuous service record in the Canal organization. Under existing retirement regulations, no employee could better or equal his record.

A native of Gorgona, Canal Zone, Mr. Jump started his Canal career at the age of 15 with the Mechanical (now Industrial) Division, and all of his service has been with that unit.

## January Correction

The CANAL REVIEW mistakenly changed jobs for two of January's 15-year men. They didn't, and are still working at their same jobs: **Donald H. Secrest** as Window Clerk in the Postal Division, and **Waldemar Zirkman** as Lock Operator in the Locks Division.

## RETIREMENTS

Retirement certificates were presented the end of February to the following employees who are listed alphabetically, with their birthplaces, positions, years of Canal service, and their future addresses:

**Edwin B. Cain**, New Jersey; Sergeant, Police Division; 22 years, 11 months, 20 days; New Jersey.

**Louis A. Kaufer**, Minnesota; Accountant, Industrial Division; 36 years, 4 months, 13 days; California.

**Roy J. Misenheimer**, North Carolina; Marine Machinist, Dredging Division; 15 years, 11 months, 18 days, Canal Zone

**Glenn W. Redmond**, Wisconsin; Shipfitter, Industrial Division; 20 years, 4 months, 23 days; future address unknown.

**Worden R. Waites**, Arkansas; Cash Register Repairman; Industrial Division; 12 years, 2 months, 25 days; Canal Zone.



## FROM CRISTOBAL

Ancon	March 5
Cristobal	March 14
Ancon	March 21

## FROM NEW YORK

Cristobal	March 6
Ancon	March 13
Cristobal	March 24
Ancon	March 31

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti.

Northbound, the ships stop in Haiti two days after clearing Cristobal: Monday for those which sail from Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.

# MEMORIES - - - revived

## by souvenirs of construction days

Memories of Construction Days—gala Tivoli dances, and Canal Zone auctions—are brought to mind by the souvenirs of by-gone days which Mrs. Daniel Wright, of St. Petersburg, Fla., has contributed to the Canal Zone Library-Museum.

Oldtimers and students of the early history of the Canal will be particularly interested in a silver bon-bon dish which is believed to have belonged to the De-Lesseps household during the French construction period. The dish, which Mrs. Wright bought at a Balboa auction many years ago, soon will be placed on display at the Canal Zone Museum in the Civil Affairs Building along with other items contributed by old timers.

A formal gown which Mrs. Wright wore to a Tivoli Ball in the early 1900's is another interesting item she donated. The dress of flowered crepe de Chine closely resembles the empire styles of today and though tattered and faded gives a good idea of what was worn by the well-dressed lady of 1910.

Colonel and Mrs. Wright came to the Canal Zone June 6, 1904 when Colonel



Edelin Price, whose great-great-grandfather came to the Isthmus in 1860, is holding a silver dish dating from the French construction period which was recently donated to the Museum.

Wright was employed as a rodman with the Panama Railroad. Later he served as Municipal Engineer.

Articles which Mrs. Wright has sent to the Museum are souvenirs she collected between 1904 and May 31, 1921 when they left the Isthmus.

Other items include a silver candleabra, also bought at a Balboa auction, and several favors from early-day parties. One of the more interesting of the souvenirs is a Panama Railroad spike fashioned into a letter opener.

Mrs. Wright became interested in the Museum when she and Colonel Wright returned to the Zone for the observance of the Roosevelt Centennial. Several other oldtimers who came down at this time brought along programs, favors, and various small mementos which they contributed to the Museum.

Such items are needed for the Construction Days display and anyone who has mementos which he would like to contribute should get in touch with Mrs. Eleanor Burnham, Curator of the Museum, who will provide packing and shipping information.

## PROMOTIONS AND TRANSFERS

### January 15 through February 15

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

#### CANAL ZONE CENTRAL EMPLOYMENT OFFICE

Mrs. Verna A. Barnett, Clerk Stenographer, from Navigation Division to Canal Zone Central Employment Office.

#### CIVIL AFFAIRS BUREAU

Mrs. Helen S. Witkin, from Substitute Teacher to Elementary and Secondary School Teacher, Division of Schools.

Walter H. Alves, Jr., from Police Sergeant to Motorcycle Sergeant, Police Division.

Frederick A. Mohl, from Fire Sergeant to Clerical Assistant, Fire Division.

#### OFFICE OF THE COMPTROLLER

Mrs. Nancy L. Jorstad, from Clerk Stenographer to Travel Expense Claims Examiner, General Audit Division.

Mrs. Shirley A. Musselman, from Travel Expense Claims Examiner to General Accounting Clerk, General Audit Division.

#### ENGINEERING AND CONSTRUCTION BUREAU

##### Maintenance Division

Max M. Schoch, Peter A. Warner, Murrel L. Dodd, and Vernon C. Douglas, from Lead Road Construction Foreman to Lead Public Works Foreman.

Oather T. Brownlee, from Lead Heavy Labor Foreman to Lead Public Works Foreman.

Murphy B. Alexander, from Lead Road Maintenance Foreman to Lead Public Works Foreman.

Carl L. Simons, from Lead Paving and

Heavy Labor Foreman to Lead Public Works Foreman.

Ray Caldwell, from General Foreman III to Chief Foreman.

Sherman A. Hammond, from Lead Foreman III to General Foreman.

Estle H. Davison, from Pumping Plant Operator II to Heavy Equipment Operator.

Paree L. Roland, from Lead Foreman II to General Foreman.

DeLeon Tschumy, from Pumping Plant Operator II to Maintenance Machinist.

Harry E. Pearl, from Civil Engineer to Construction Management Engineer, Contract and Inspection Division.

Victor C. Melant, from Supervisory Clerical Assistant to Administrative Assistant, Dredging Division.

#### HEALTH BUREAU

Harry A. Dunn, from Medical Technician to Supervisory Medical Technologist, Board of Health Laboratory.

Mrs. Martha R. McLelland, from Staff Nurse (Pediatrics), Gorgas Hospital to Staff Nurse (Medicine and Surgery), Coco Solo Hospital.

#### MARINE BUREAU

Robert G. Peterson, from Safety Inspector to Supervisory Administrative Assistant, Navigation Division.

Robert K. Adams, from Towing Locomotive Operator, Pacific Locks, to General Docking and Undocking Foreman, Navigation Division.

Mrs. Mary L. Peterson, from Staff Nurse, Coco Solo Hospital, to Head Nurse, Industrial Division.

L. Leroy Barfield, from Locomotive En-

gineer, Railroad Division, to Lock Operator II, Locks Division.

John J. Sproul, from Guard to Guard Supervisor, Locks Division.

Karl W. Shirley, from Marine Inspection Assistant to Admeasurer, Navigation Division.

Allen R. Flinn, from Wireman Foreman to Control House Operator, Locks Division.

Arnold W. Jackson, from Wireman to Wireman Foreman I, Locks Division.

Joseph M. Vandergrift, from Control House Operator to Lockmaster, Locks Division.

Mrs. Bernadine C. Lally, from Stenographer, Executive Planning Staff, to Clerk Stenographer, Navigation Division.

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

Joseph P. Hawthorne, from Operator II to Towing Locomotive Operator, Locks Division.

Herman Wakem, from Guard to Towing Locomotive Operator, Locks Division.

#### PERSONNEL BUREAU

Ronald Seeley, from Position Classifier, Wage and Classification Division, to Personnel Assistant, Office of the Chief, Employment and Utilization Division.

#### OTHER PROMOTIONS

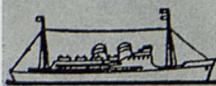
Promotions which did not involve change in title follow:

John F. Shannon and Waldo B. Gilley, Lead Public Works Foremen, Maintenance Division.

George A. Wills, General Foreman, Maintenance Shops, Maintenance Division.

Mrs. Ruth B. T. Elders, Physical Therapist, Health Bureau.

Walter E. Marek, John A. Snodgrass, James F. Ahearn, Samuel J. Garriel, Kenneth E. Marcy, William W. Spencer, Ralph L. Sell, Nelson O. Williar, Peter T. Corrigan, William J. Carson, and Charles J. Roth-Roffy, Jr., Lead Foremen, Quarters Maintenance, Maintenance Division.



# SHIPS AND SHIPPING



## New Record

Canal traffic for ocean-going commercial ships set a record for daily average transits in February and would have broken the monthly traffic record had February been two days longer. The daily average transits was 28.29, compared to 26.65 for the previous record month of January. On February 16, 35 ocean-going commercial ships made the Canal transit, three below the all-time record of 38 commercial transits set October 26, 1934.

## Grace Liner Conversion

Two Grace Line C-2 type freighters, the *Santa Leonor* and *Santa Eliana*, which are to be converted to lift-on, lift-off container vessels, are scheduled to arrive at the Canal from the U. S. West Coast early in April en route to Baltimore where the conversion work will be started by the Maryland Shipbuilding & Drydock Company.

Each vessel will be lengthened approximately 45 feet and will have a capacity of 382 containers below decks and 94 on deck. Each will have gantry cranes on the forward section and one aft for lifting the containers.

The two ships, which will probably be ready for their new service in about six months, will be placed by the Grace Line in the Caribbean and South American service. It will mark the first use of container ships in foreign trade by an American company.

## PC To Build Launches

Two new 40-foot all-steel boarding launches, the first to be built in the Canal Zone for several years, will be constructed soon by the Industrial Division in Cristobal. Designs for the new craft are being made by Philip Rhodes, well-known New York naval architect. Each launch will be powered by a GM 6-71 engine and will have a speed of 16 knots. After their completion, one each will be assigned for service in Cristobal and Balboa.

## New-Type Dipper Stick

A laminated wood core dipper stick, the first of its kind to be constructed in the Canal Zone, has been completed by

### TRANSITS BY OCEAN-GOING VESSELS IN JANUARY

	1958	1959
Commercial.....	744	826
U. S. Government.....	24	9
<b>Total.....</b>	<b>768</b>	<b>835</b>

### TOLLS\*

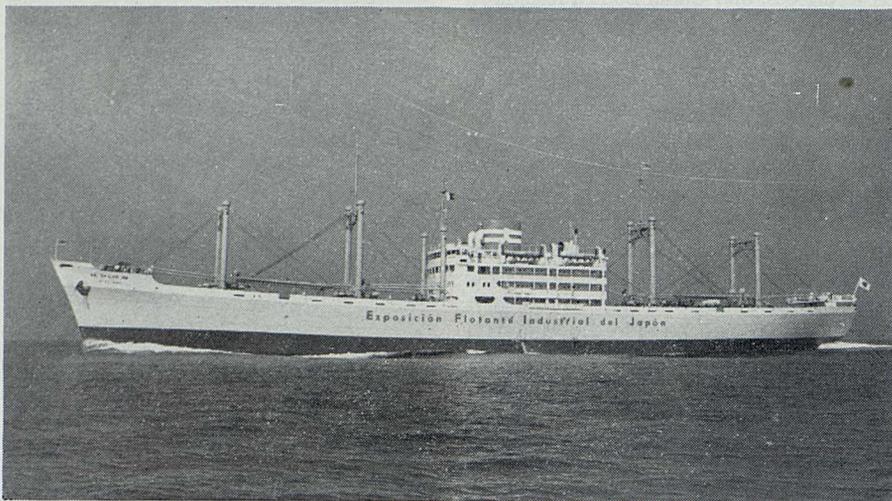
	1958	1959
Commercial.....	\$3,380,016	\$3,927,554
U. S. Government	87,616	53,043
<b>Total... \$3,467,632</b>	<b>\$3,980,597</b>	

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

### CARGO (long tons)

	1958	1959
Commercial.....	3,735,448	4,365,226
U. S. Government	85,971	42,546
<b>Total... 3,821,419</b>	<b>4,407,772</b>	

## Floating Fair



Thousands of Isthmian residents will have an opportunity to visit the Japanese floating industry fair which is due to arrive in Balboa from Japan March 29, aboard the *Atlas Maru*. The 10,000-ton vessel will be docked at Pier 16 in Balboa and will remain in port until April 2.

The Fair display will be inaugurated the day after the ship's arrival with a reception to be given on board for high government officials of Panama and the Canal Zone. The exhibit then will be opened to local residents holding invita-

tions or admission tickets from the Japanese Embassy in Panama. Visiting hours will be from 9 a. m. until 12 noon and from 6 until 9 p. m.

The *Atlas Maru*, carrying an exhibit of leading Japanese industrial products, is making Panama the second stop on a 'round-Latin-American tour which will include calls at 12 ports and 11 countries in Central and South America. After leaving Balboa, the vessel will make the Canal transit north and sail for Barranquilla, Colombia.

the Industrial Division in Cristobal for the dipper dredge *Cascadas*. Formerly, the dipper sticks, an essential part of any dipper dredge, were assembled here with a solid wood core. The new laminated wood core is expected to make the new dipper sticks not only stronger but longer lived. The new-type core, brought to the Canal Zone from the West Coast of the United States, is 80 feet long and 19 inches by 27 inches in width. At the Industrial Division, it was clad on all four sides with two-inch steel plating, bolted to the wood core to form a girder.

A second dipper stick will be assembled soon at the Industrial Division to be used as a spare by the *Cascadas*. The recently completed stick was picked up in Cristobal by the crane boat *Atlas* and transported to the Dredging Division in Gamboa where it was installed on the *Cascadas*.

## New Cuba Service

A new direct service between the Pacific Coast ports and Cuba was started in January by the Nippon Yusen Kaisha Line vessels which make regular trips through the Panama Canal en route to Gulf ports. The *New York Maru* made the first call at Havana and is being followed in the service by the *Yokohama Maru*. The NYK Line ships on the new service are equipped to complete the run from San Francisco to Havana in 11 days, the fastest West Coast-Cuba transit now offered. All ships will include Miami, Tampa, New Orleans, and other Gulf ports in their itinerary, it was announced by Norton, Lilly & Co., local agents.

## New Lykes Line Ship

The keel of the third of 53 new cargo ships included in the \$500 million 14-year shipbuilding program begun recently by the Lykes Brothers Steamship Company will be laid in March by the Ingalls Shipbuilding Corporation in Pascagoula, Miss. The Ingalls Company is building five of the nine vessels for which contracts have already been let. Delivery of the new ships is scheduled for early in 1960.

A large number of the Lykes Line freighters are regular customers of the Canal, with at least 10 ships of the fleet making trips through the Canal on their way from Gulf ports to the Far East.

## Maiden Voyage

Another addition to the fleet of Bakke ships operated by Knut Knutsen of Haugesund, Norway, on the European West Coast of South America service transited the Canal last month on the homeward-bound lap of her maiden voyage. The ship was the *Gudrun Bakke*, the first of two cargo liners of a somewhat new type for the Knutsen group.

With a service speed of 18 knots, the new ship has a deadweight capacity of 10,450 tons, is 506 feet in length, and can carry general as well as refrigerated cargo. The vessel has three holds forward and four aft of the engine room with 'tweendeck spaces in the forecabin and a trunked hatch through the poop. Accommodations are available for 12 passengers in air-conditioned cabins. The Bakke ships are represented at the Canal by C. B. Fenton & Company.