

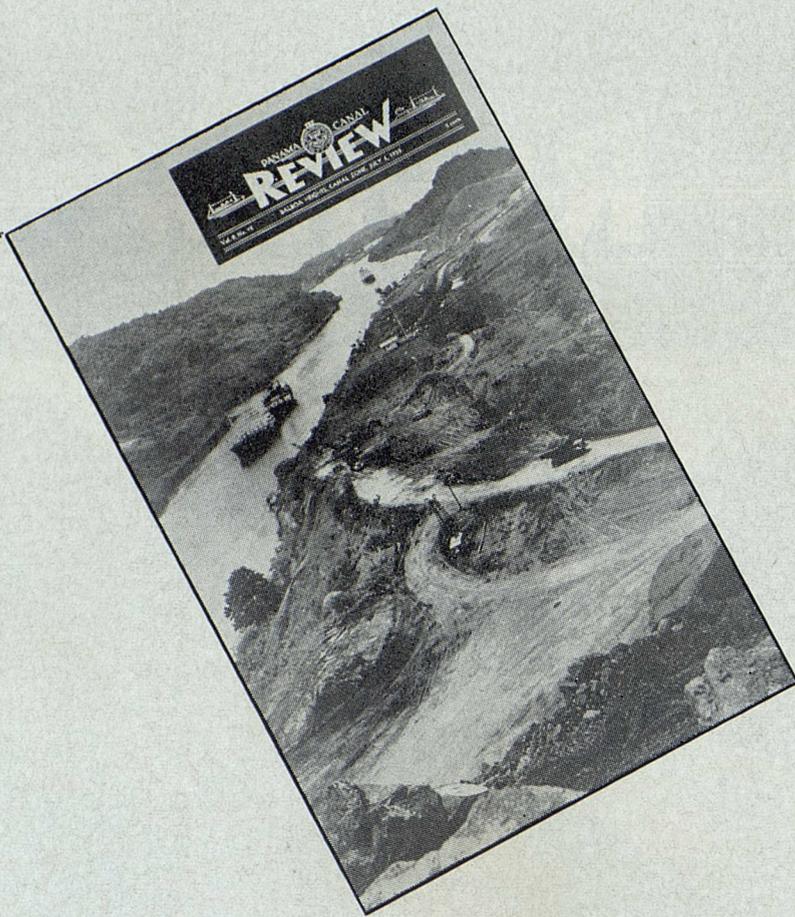
PANAMA  CANAL
REVIEW

Vol. 9, No. 12

BALBOA HEIGHTS, CANAL ZONE, JULY 3, 1959

5 cents





The facsimile of the front page cover, above, shows "The Panama Canal Review" in its present size—the last issue in this size.

Beginning with the August issue, the format—The Review's size and appearance—will be changed. The new size, 8 by 11½ inches, is almost the same as that of Time and Newsweek magazines and is more or less standard for publications in the house-organ group.

The appearance will be improved by the use of color and by a make-up more typical of magazine rather than newspaper style. A heavier quality paper will be used to make The Review easier to handle and to read. The contents, generally, will be the same, and, the staff hopes, more attractively presented.

The Review is midway in its tenth year of publication. It was issued as a quarterly from May 1950, through August 1951, when it became a monthly publication. Color has been issued in several issues since it appeared for the first time in the May 1954 issue. Full-page picture covers were instituted in April 1957.

During the nine-and-a-half years of its publication, The Review has commemorated several notable events by special issues. These include: The 50th anniversary of the beginning of Canal construction, the dedication of the Goethals Memorial, the 100th anniversary of the Panama Railroad, the 75th anniversary of Gorgas Hospital, and the Roosevelt Centennial celebration.

The August issue will be a 24-page number. In addition, it will have a four-page supplement containing the organization directory, an annual feature.

Effective with the next issue, renewal subscriptions will be accepted to end only with the close of the fiscal or calendar year. Individual notices of this change and the reason why it is being made have been sent to all subscribers. New subscriptions will be accepted for one year at any time.

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

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REVIEW
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Ten-ton boulders are all in the day's work for the great shovels working on the side of Contractors Hill overlooking the Canal.

Moving mountains

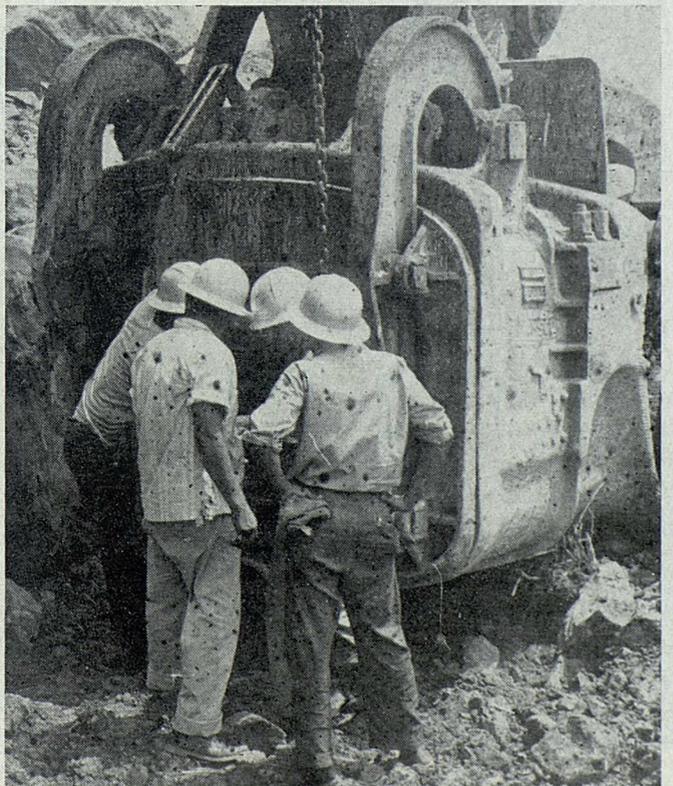
of earth is big part of Cut-widening project

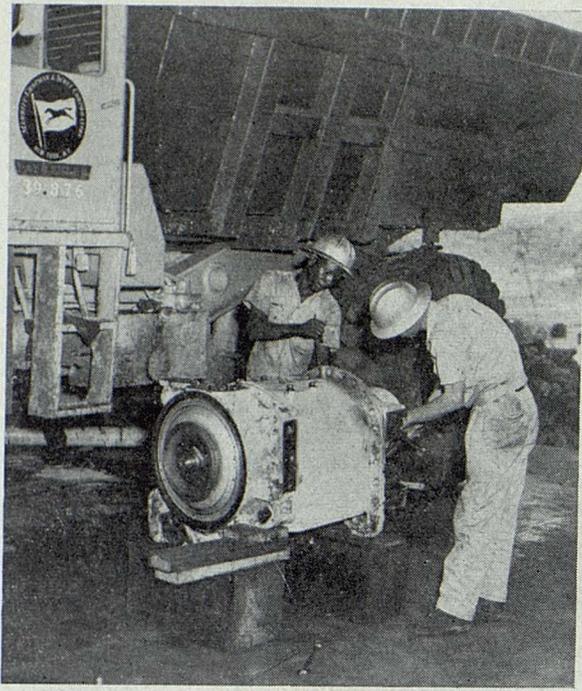
"Every day the looks of things change around here," a longtime Zonian said the other day as he stood on the brink of Contractors Hill. Not far away, but well back from the edge of the hill, giant steam shovels tossed 10-ton boulders around as though they were marbles, and trucks, loaded to capacity, maneuvered along roads which had not been there a few weeks before.

Far below, one ship followed another in a steady stream through the narrow Cut. That steady stream, already far greater than anyone forecast, is the main reason why Contractors Hill is again being terraced back and over a mile of the narrowest reaches in Gailard Cut is being widened.

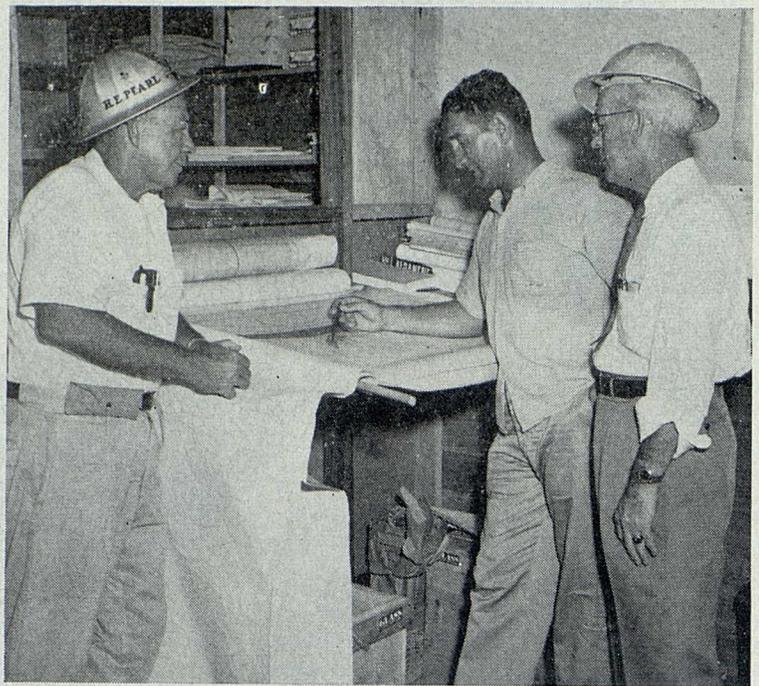
The Cut-widening job, under contract to the Merritt-Chapman & Scott Corporation of Panama, is the largest contract, dollarwise, since the Third Locks project early in the 1940's. The \$7,363,675 project means the removal of approximately 5,400,000 cubic yards of material by dry excavation; all drilling and blasting for an additional 3,000,000 cubic yards which will be removed by the Panama Canal Company's Dredging Division; construction of a masonry spillway on the Rio Grande; relocation of about half a mile of Borinquen Highway

It takes only a little rain to turn the site of the Cut-widening job into a muddy mess which spatters both men and machinery.





Many of the men hired locally are getting invaluable on-the-job training in such things as motor repairs.



Michael Esielonis, of Merritt-Chapman & Scott, center, discusses progress with Harry Pearl, left, and Harold Feeny of the Canal Company.

Men and Machines

south of the Cucaracha Signal Station; and demolition of the present signal station and its reconstruction on Contractors Hill.

The dry excavation is proceeding at the rate of about 16,000 cubic yards a day and is ahead of schedule. By the first of July, the Merritt-Chapman & Scott forces had removed about half a million cubic yards of material, approximately an eleventh of that which will have to be moved. Completion date for the entire job is March 4, 1961.

G. G. Werner, Jr., Merritt-Chapman & Scott vice president in charge of heavy construction, signed the contract for the work the middle of February. By March 9, the first of the contractor's key-men were on the Isthmus. Actual excavation was started April 21.

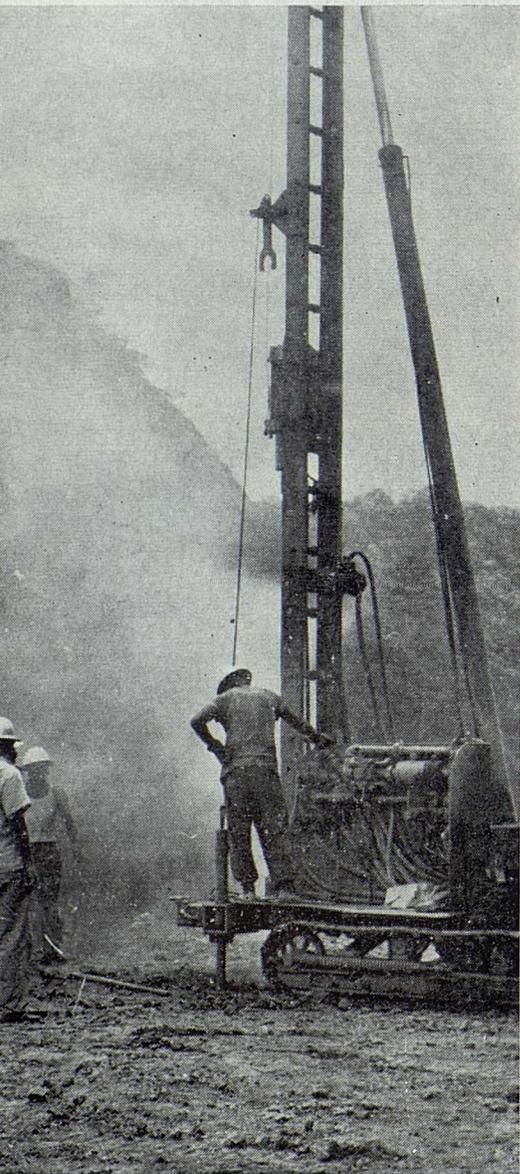
At first the contractor had an office in the old SED Building at Diablo Heights. Within a few weeks, however, the forces moved to a field office on Contractors Hill where they had built their shops, a compressor shed, dispensary, and store-

houses. Their two explosives magazines and a cap storehouse are half a mile away, for safety's sake.

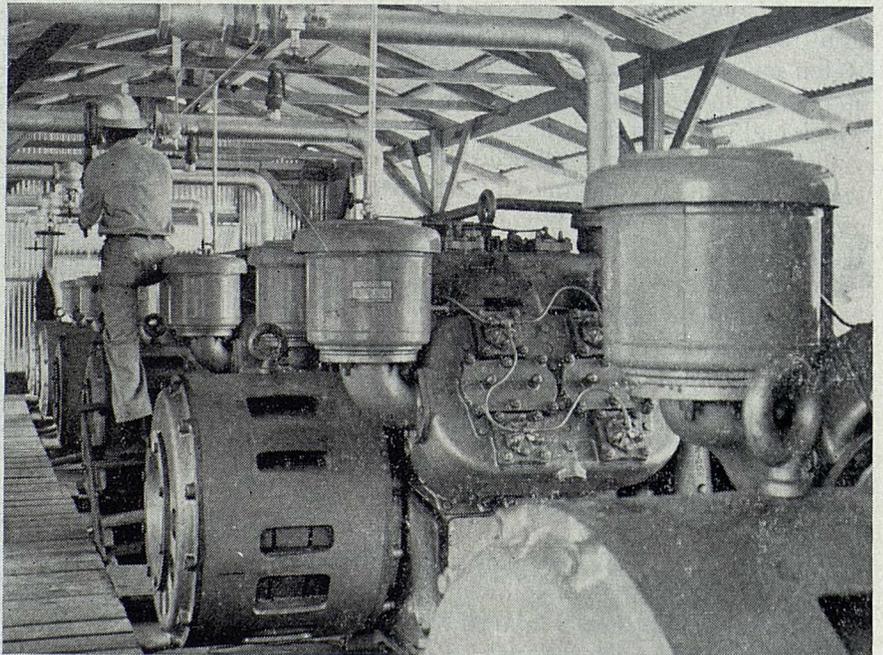
Most of the equipment, which includes such mammoth gear as 2 six-yard shovels, 2 four-yard shovels, a 25-ton motor crane, 24 18-cubic yard trucks, and 8 bulldozers, as well as an ambulance and a workboat which now ferries the force across the Canal each day, was shipped to the Isthmus by Panama Line.

During the rainy season, the contractor is concentrating on rock-drilling and removal of the great boulders which are torn up by the dynamite charges. Most of this work is going on at Contractors Hill where the wide terraces constructed by Tecon three years ago are being made even wider and shallower. For this part of the work Merritt-Chapman & Scott are using percussion type drills, rather than the more usual rotary drills. When the rainy season ends, the excavation teams will concentrate on the removal of dry earth.

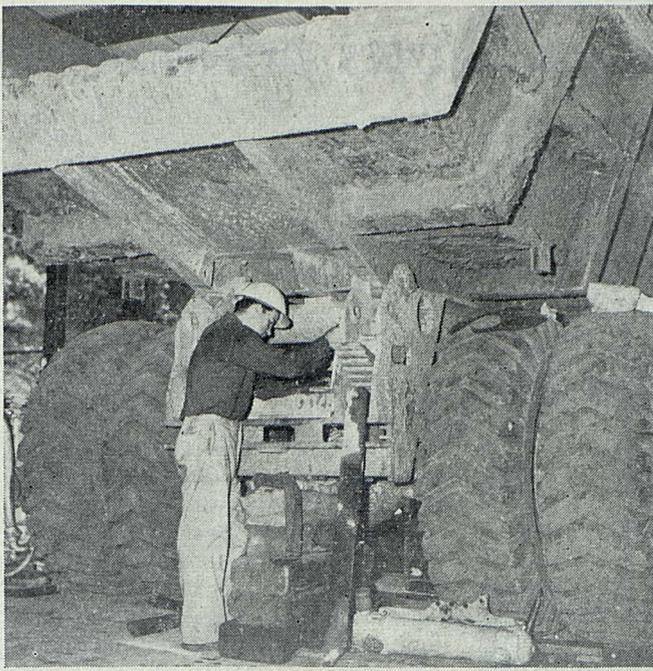
Under contract with Merritt-Chap-



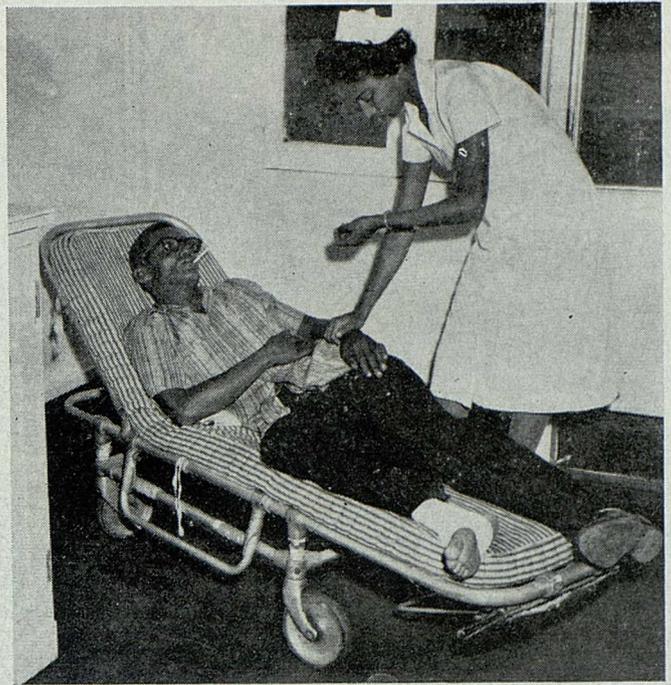
As the drill bites deeper into the rock, dust boils up like steam around its crew.



A bank of six electric-powered compressors provides compressed air to machines on the job. Miguel Angel Quintero is being trained to handle maintenance on the 6 units.



Shops built by the contractor right on the job-site can handle repairs to any of the equipment working on the big project.

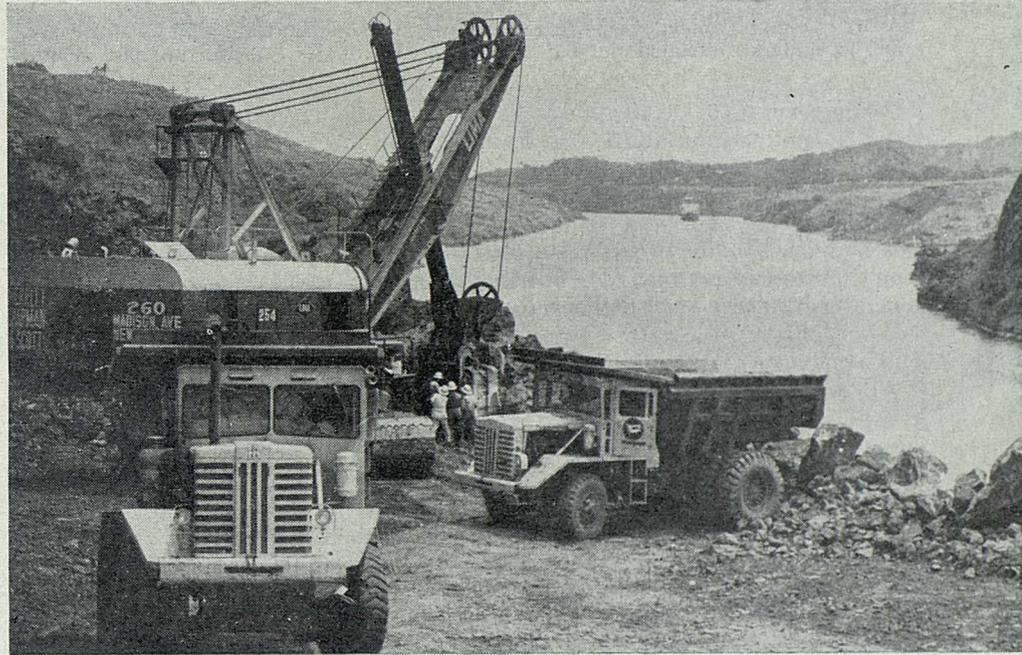


Anna Teresa Castro, one of three nurses who provide professional care, checks James Robinson who sprained an ankle.

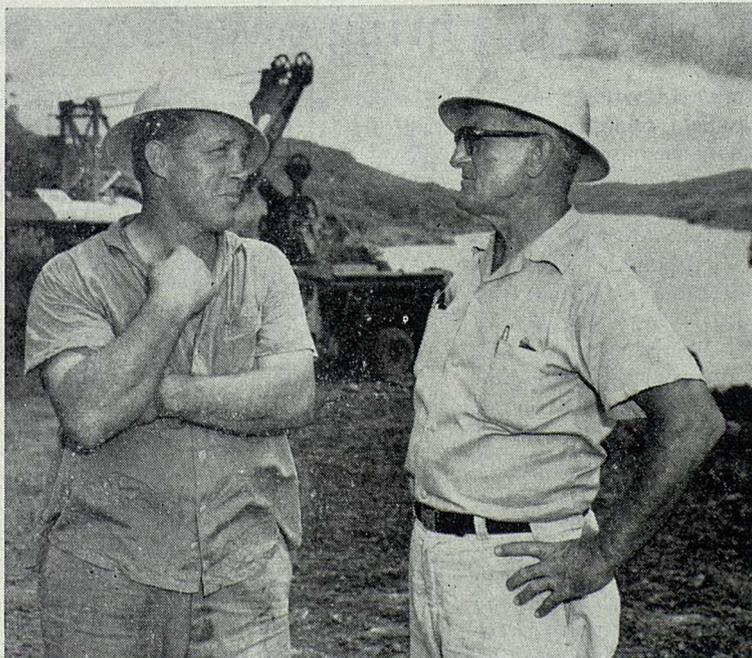
man & Scott, the Selby Drilling Company, of Boise, Idaho, is doing the blasting and drilling below the 95-foot level. This part of the job is known, on the contractor's plans, as Zone 2 and is the section where the Dredging Division will do the actual excavation.

Key personnel for the job are all experienced construction men. The project manager for the contractor is Michael Esielonis; Robert Ellingsen is project engineer. Other key-men include Arnold Goodman, office manager; Charles Severance, equipment superintendent; Frank Earley, drilling superintendent; and Vernard Woolstenhulme, general superintendent. The Panama Canal Company has a corps of inspectors on hand, headed by Charles McG. Brandl as project engineer.

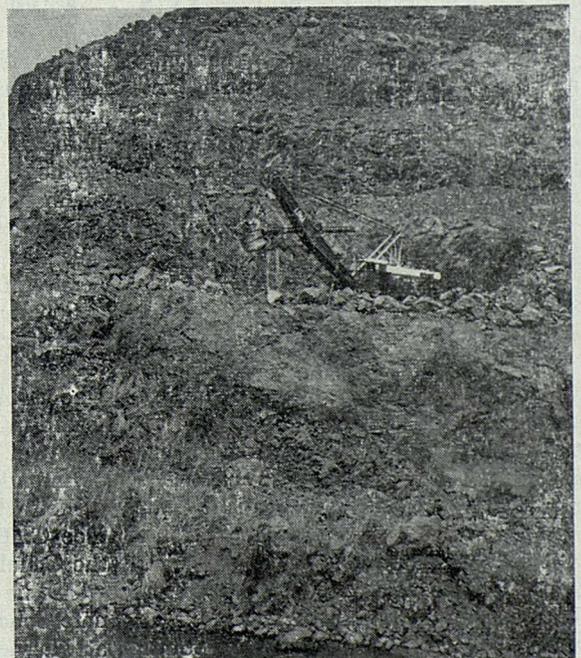
Other than the key-men, all of the contractor's force were hired locally. Approximately 150 men are on the day shift and 50 on the night shift. Many of them are getting on-the-job training for the specialized work they are doing.



It takes three scoops of the six-yard shovels, like this above, to fill one of the 18-ton dump trucks which are hauling away spoil at the rate of 16,000 cubic yards daily.



Benito Larrinaga, right, who was a water-boy in the Cut during construction days, talks things over with Vernard Woolstenhulme of the contractor's force.



The giant shovel actually is perched on a broad berm but from the Canal it seems to be in a precarious position.

Many new projects are now in



A large group of Panama Canal representatives, including Lt. Gov. John D. McElheny, left foreground, attended the bid opening on the bridge substructure last month.

While over \$20,000,000 were obligated in contracts during the past fiscal year by the Panama Canal Company for projects ranging from the widening of Gaillard Cut and the work on the Balboa high-level bridge to such comparatively minor items as small reroofing and fencing jobs, many more millions are to be spent this fiscal year on construction and maintenance work.

Major among these will be contracts for the superstructure of the bridge, for construction of new housing and for three new Pacific side schools.

Aside from actual construction work, planning is also going on for future projects, some for this fiscal year, others for the following year. Three design contracts have recently been negotiated for projects scheduled for the near future, each of which is a bit out of the usual

run-of-the-mill work.

The three design contracts are: Preparing a report and recommendations for the control of corrosion on some of the Canal's largest metal structures, air conditioning of several large office buildings, and an electronic system to relay rain and flood-stage data from field stations to a central location.

CORROSION CONTROL

A company which its president, William H. D. Hinchman, calls "electrochemical detectives," has been retained to study what means of corrosion control may be effective in the Canal Zone. The company is the Hinchman Corporation of Detroit, leaders in the field of corrosion control. Mr. Hinchman, who serves as chairman of the corporation's board as well as its president, and J. D. Ghesquiere, vice-president in charge of

engineering, spent several days here last month at the time the study contract was awarded.

The study will be concentrated on the largest metal structures in the Canal Zone—the Locks and the tank farms—and what can be done to protect them from the corroding effects of salt water and moisture. The engineers will also look into the problem of corrosion on underground and underwater facilities, such as cable communications.

A preliminary report of the study on the locks is due 90 days after the work begins; the study on the tank farms will not be completed for six months.

A likely solution to the Canal Zone's corrosion problem is cathodic protection. This involves the sacrifice of one metal to protect another from corrosion due to stray electric currents. It was likened recently by *Coronet Magazine* to the practice of villagers in a tiger-infested country staking out a goat to satisfy the tiger's appetite and divert his attention from the village children.

Chemical engineers and metallurgists from the Hinchman Corporation are due here soon to do the necessary field work. The Hinchman Corporation also expects to use well-known consultants on this job.

In addition to the design and consultant services offered by the Hinchman Corporation—it does not install corrosion controls—the company also operates a school in Detroit where it offers four-week courses in cathodic protection. The Panama Canal Company's Engineering & Construction Bureau plans to send two engineers to take this course later this year.

AIR CONDITIONING

The contract to design air-conditioning systems for several of the large office buildings in the Canal Zone was discussed with the Miami firm of R. L. Duffer & Associates, the firm which designed the air conditioning system for the Administration Building at Balboa Heights.

PERSONNEL CHANGES bring new faces to

Departures, arrivals, reassignments, and the annual influx of interns and residents have brought about numerous changes in Health Bureau personnel affecting the staffs of Gorgas, Corozal, and Coco Solo Hospitals.

At Gorgas, there were several changes in staff personnel as well as the annual change in the intern roster. Both Coco Solo and Corozal Hospitals have or will soon have new superintendents.

Dr. Bernard L. Willett, who has been Chief of the General Surgical Section since 1955, left the Canal Zone June 15 to join the staff of the Memorial Hospital in New York City. Dr. Willett is a native of Newton, Mass., and is a graduate of Brown University. He took his medical degree in Boston College and his internship at Boston City Hospital. Before coming to the Isthmus, he was with the Rosengard Clinic in South Boston.

Walter P. Allen, Assistant Director of Gorgas Hospital, left the Isthmus June

20 for New York. He arrived here in 1957 from Springfield, Ohio, as the first layman ever to hold the post of Assistant Director. A native of Rochester, N. Y., he holds degrees from the University of Rochester and the University of Wisconsin and has a graduate degree in Hospital Administration from the University of Chicago.

Scheduled to leave the Canal Zone in August is Maj. Robert L. Hughes, Professional Training Officer at Gorgas, who is being transferred to Governors Island in New York where he will serve with Col. Howard W. Doan former Superintendent of Gorgas Hospital.

He will be succeeded here by Lt. Col. Dee C. Buchanan, who is to arrive in the Canal Zone August 11 from Boston where he has been attending the Graduate School of Business Administration at Harvard University. Colonel Buchanan, a native of Baltimore, Md., is a

graduate of the University of Illinois and the University of Maryland. He served in the Pacific Theater during World War II and has been stationed in Japan and Korea.

Another Gorgas Hospital physician to leave in June was Capt. Charles W. Hardwick who has been attached to the General Medical Staff at Gorgas since 1957. He is a native of Slocum, Ala., and a graduate of the University of Alabama Medical College.

An addition to the Gorgas staff is Capt. Robert Legge, USN, who is being transferred from the post of Medical Officer for the 15th Naval District to Gorgas Hospital as a staff member of the Orthopedic Section.

At Coco Solo Hospital there was a change in superintendents with the departure of Maj. Bruno Eisen. He will go to the Walter Reed Army Institute of

plans stage

The contract covers the design of a central air conditioning unit for four buildings in Ancon and individual systems for three other large buildings.

To be air conditioned from the central unit are the two Personnel Buildings formerly occupied by the Ancon Commissary, the building now housing the Treasury Branch and the Ancon Dental Clinic, and the building which was formerly the Ancon Clubhouse and is now occupied by the Payroll Branch.

The system would be installed over a two-year period. The Payroll Branch is scheduled for air conditioning this year; the others would not be air conditioned until fiscal year 1961.

The other office buildings for which the Miami firm will design air-conditioning systems are the office of the Supply Division in the Balboa Industrial Area, the Coco Solo Retail Store, and the Cristobal Terminal Building.

In addition to the air conditioning, the Payroll and Treasury Branch Buildings and the Cristobal Terminal Building are to have dropped ceilings and fluorescent lights.

RAINFALL REPORTS

Another design contract, although not a new one, is that for the telemetering of rainfall and river-stage data. This system, which involves electronic reporting of data from stations in the field directly to the Central Hydrographic Office, is being designed by Gibbs & Hill, the New York firm which recently completed the design of a microwave communications system to supplement telephone cable communication across the Isthmus.

The data obtained through the telemetering will be coordinated in a central office to insure more efficient control over flood-control facilities such as those at Madden and Gatun Dams. The reservoirs can be controlled to provide the maximum amount of water for shipping and for hydroelectric power.

Zone hospitals

Research in Washington, D. C. Until the arrival of Lt. Col. Ralph E. Conant who is being transferred from Fort McPherson, Ga., Lt. Col. Wilber R. Whitsell, Jr., will act as Superintendent.

Capt. Charles F. Abildgaard, pediatrician at Coco Solo, is to be discharged from regular service with the U. S. Army but is being reemployed as a civilian in his present position at Coco Solo Hospital. His wife, Dr. Helen Klevickis Abildgaard, is also employed at Coco Solo as a physician in the Out-patient Clinic.

At Corozal, Lt. Col. Arthur L. Hessin succeeded Lt. Col. John G. Higgins as Superintendent. Colonel Higgins, who had been in the Canal Zone since 1954, left in June for Brooke Army Hospital in San Antonio, Tex. Colonel Hessin came to the Canal Zone from Fort Bragg, N. C., and is a native of Canada.

. . . Worth knowing

BIG TENT. Termite-proofing, a difficult if not almost impossible task a few years ago, is now considered effective when the termites are killed by gas in a building completely encased in a nylon, plastic-covered tent. A job of this kind was recently completed on the second



floor of the Coco Solo Retail Store, the first Panama Canal building to undergo the modern treatment for killing the stubborn dry-wood termites.

This project was carried out by H. I. Homa Company of Balboa in connection with the Agricultural Development Corporation. The job was handled as a sub-contract for Wright Brothers of Colon, contractor for the renovation of the second floor of the retail store.

The part of the structure to be treated was first covered with nylon tarpaulins, each 40 by 60 feet in dimension. All openings were sealed, and for 24 hours a strong methyl bromide gas was released under the air-tight covering.

The Homa Company has successfully killed dry-wood termites by this method in a number of buildings owned by the Army and Navy in the Canal Zone.

SERVICE CENTER. With the closing of the Cristobal Retail Store and the Cristobal gasoline station, the Cristobal Service Center is one of the last public facilities in the Old Cristobal area. Housed in a concrete building which was at one time the Cristobal restaurant, the Service Center will continue in operation between the hours of 6 a. m. and 2 p. m. daily. The theater, a wooden addition to the restaurant building, has been closed for the past year and these facilities moved to Coco Solo. The theater building itself probably will be demolished in the near future.

ROTC COMMANDANT. Maj. Thomas E. Bruskotter, new Professor of Military Science and Training for the Canal Zone schools, and as such head of the Junior ROTC cadre, is due here this month to assume his new post. Major Bruskotter is a paratrooper and has seen combat service in both World War II and the Korean War. He comes to the Canal Zone from Fort Campbell, Ky. The new ROTC commandant succeeds Maj. Robert Stokes who left last month for his new station at the Fifth Army Headquarters in Chicago.

DOG VACCINATION. The annual vaccination of Canal Zone dogs against rabies and the annual registration of these animals will begin next week. A team from the Health Bureau, consisting of a veterinarian and an assistant, and a representative from the License Section of the Civil Affairs Bureau will start operations Monday at Margarita.

The schedule for the team, showing the dates, towns and places, follows: July 6, North Elementary School, Margarita; July 9, Mount Hope Stadium, for residents of Rainbow City; July 10, Coco Solo Elementary School; July 13, Gatun Fire Station.

On the Pacific side, the schedule will be: July 16, Old Aids to Navigation Building, Gamboa; July 17, Paraiso Scout Shack; and July 20 and July 23, Balboa High School porte cochere.

Atlantic side yachtsmen do their sailing in

BLUE WATER

Climbing the riggin' just like pappy used to do is a part-time occupation for a large number of Atlantic side small fry whose parents own small boats. Because the wide open Caribbean is just a stone's throw from the Panama Canal Yacht Club at Cristobal and the Coco Solo yacht basin, most of the small boats owned by Atlantic side employees spend a fair amount of time sailing over the bounding main and pappy sometimes needs help from the whole family.

The Yacht Club at Cristobal, one of the oldest on the Isthmus, has a large social membership in addition to scores of devoted yachtsmen who have not only built their own boats but who sail out the Cristobal breakwater any time they have a chance. By actual count there are 35 boats in the water there and 5 abuilding. They range from good sized sailing yachts to small outboard motor skiffs which skim the bay at breakneck speed.

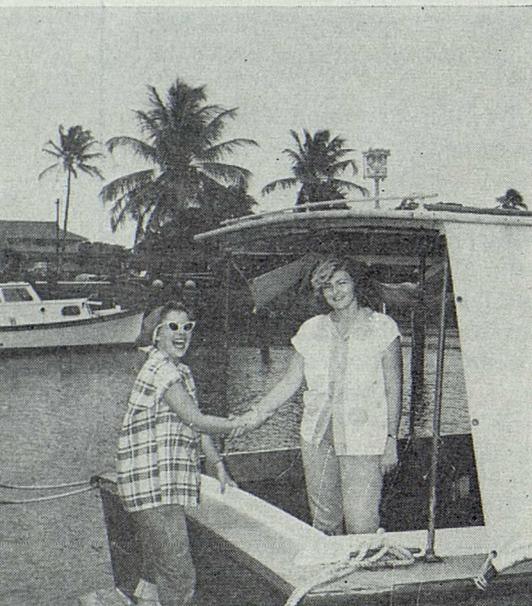
At Coco Solo, where a yacht basin was opened only two months ago, members spend much of their time in the spacious hobby shop where there are several small craft on the ways. Among them are snappy kit jobs, such as "Blue Boy" built by John Huson of the Electrical Division, and the 20-foot "Maty" being constructed by Dennis Fernandez, of Coco Solo Hospital.

The sea is seven miles away from the Gatun Tarpon Club but the members say that most of their homemade craft are quite seaworthy. They are used mostly, however, to travel up and down the Chagres River where their owners spend many a happy hour fishing for one of the most famous of all game fish—the tarpon.

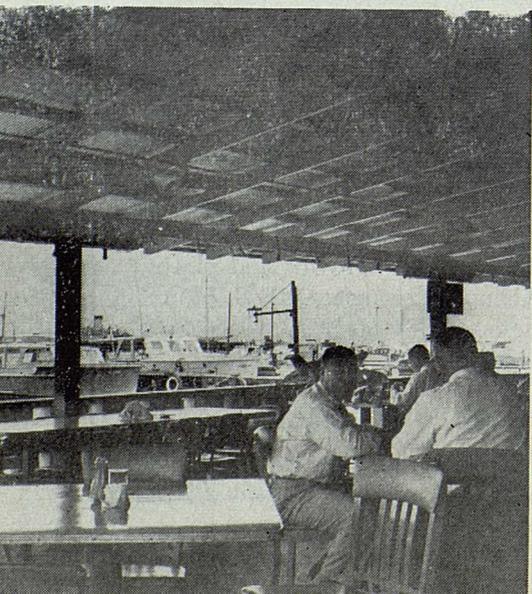
(This is the second of a series of pictures stories on small boating in the Canal Zone. The third will appear in a future issue.)



The Cristobal yacht club's piers are a favorite fishing spot for young anglers. The yacht club is seen in the background.

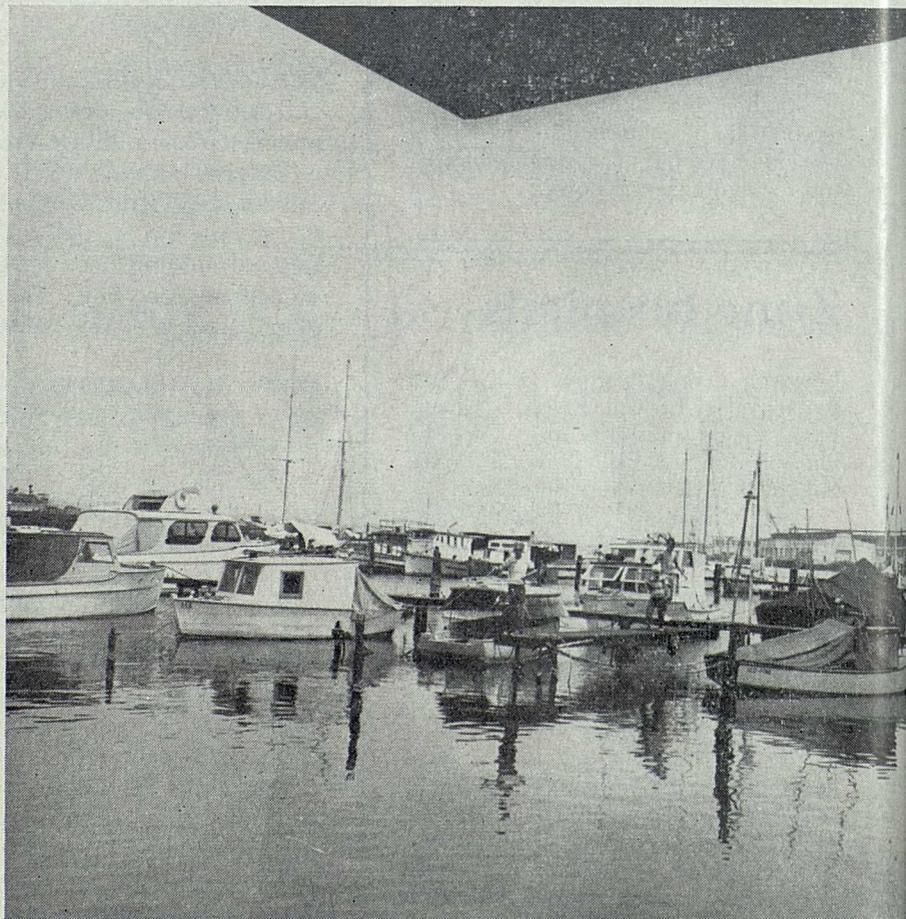


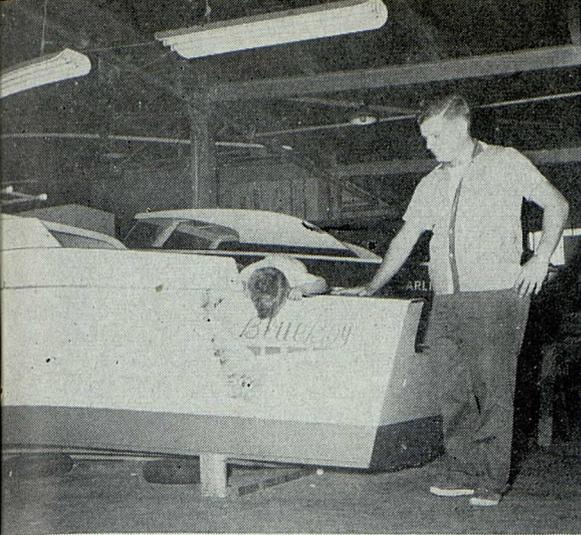
Joan and Mike, the daughters of Cristobal Commodore Jack Coffey, board their boat.



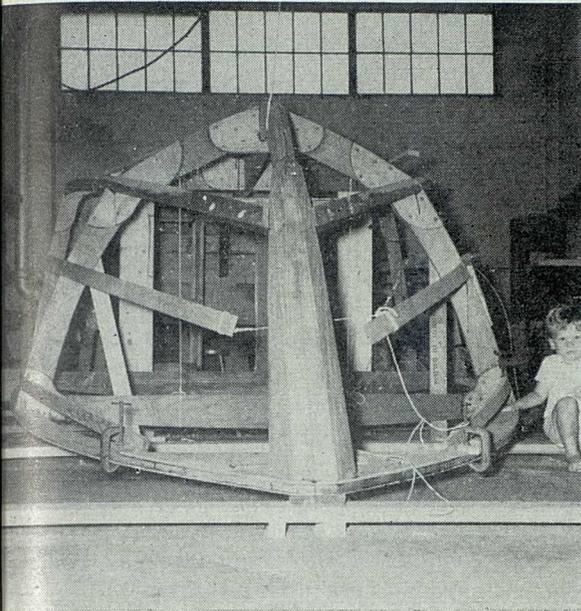
The spacious terrace of the Cristobal Club is a popular gathering spot for boat owners.

Boats tied up at the pier make a pretty picture from the terrace of the Cristobal yacht club.



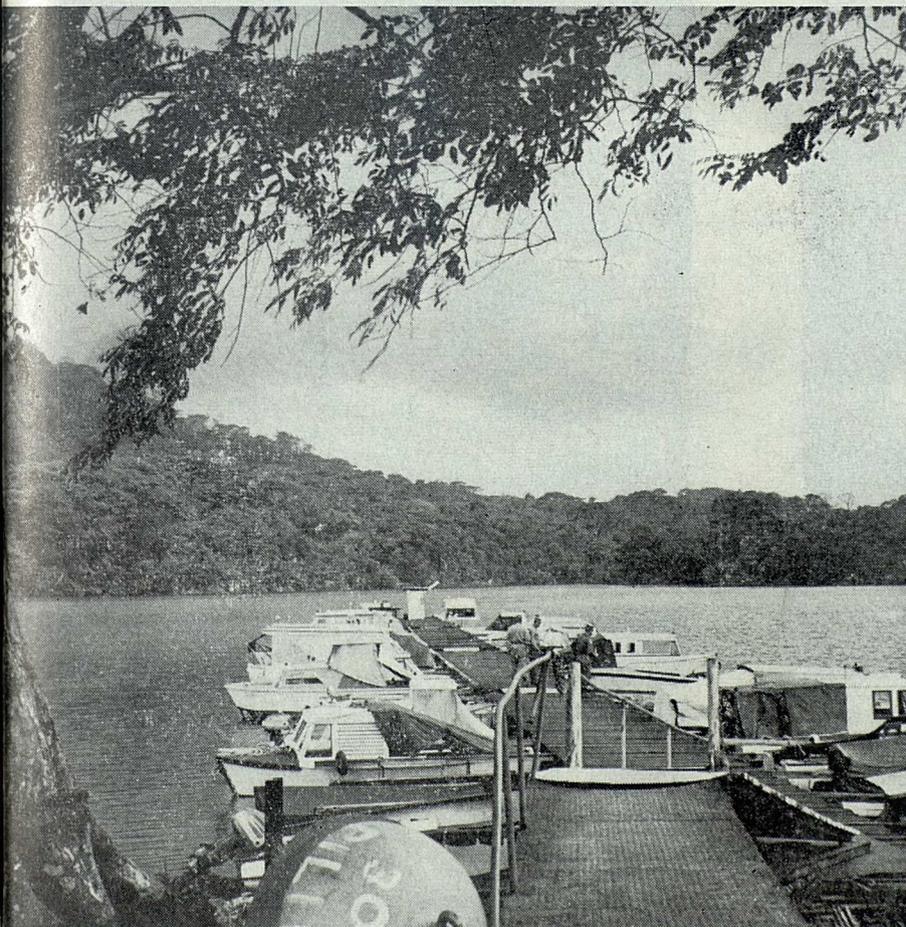


Charles Judge and his son look over the boat which John Huson built from a do-it-yourself kit.

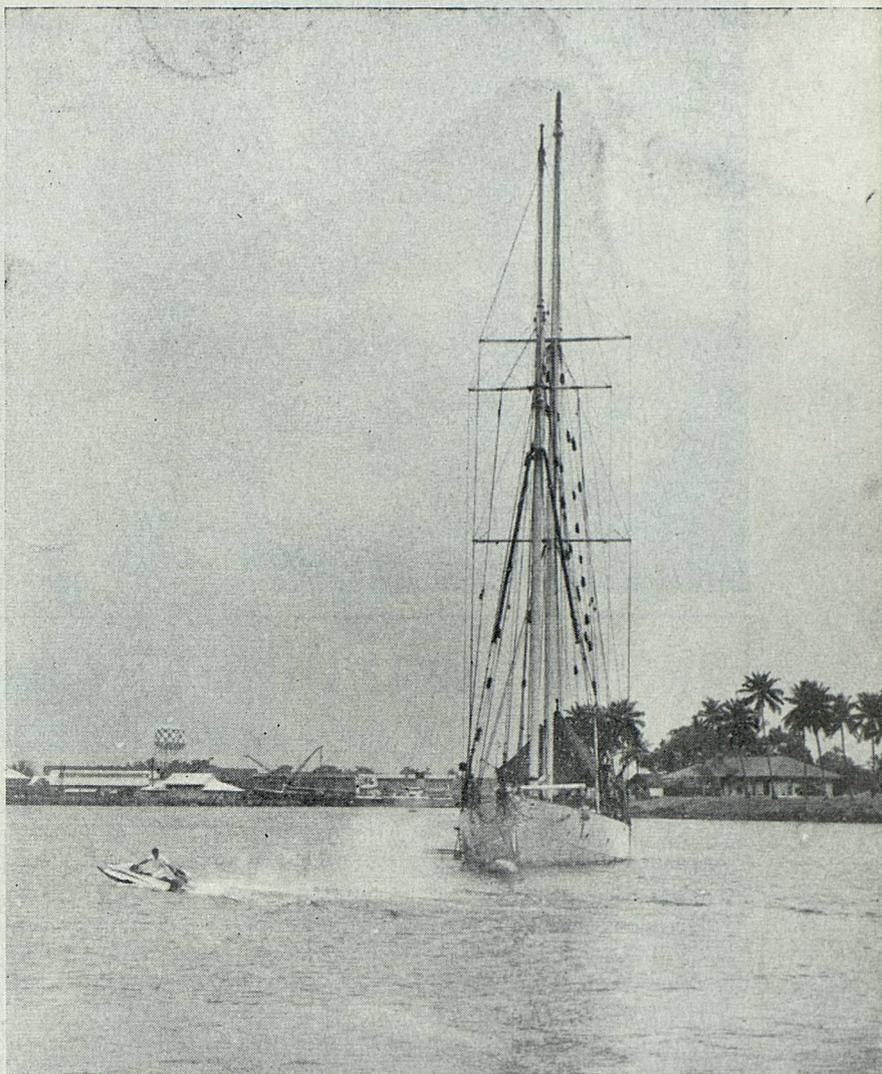


At Coco Solo, Charles Judge, Jr., shows how small fry take a hand in building a boat.

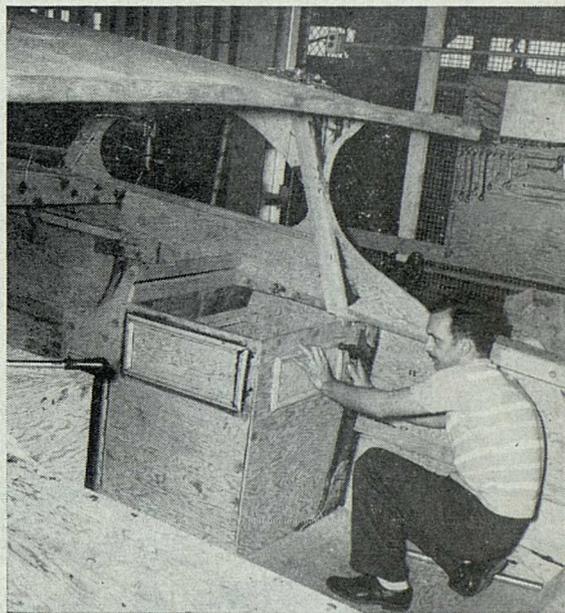
Tarpon Club members often hook king-sized tarpon from these small boats.



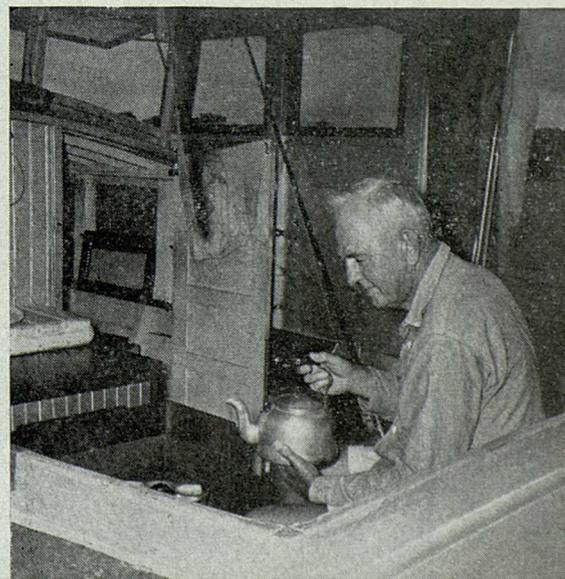
Steve Bowen of the Gatun Tarpon Club makes the Corsair a home away from home.



A sleek racing boat speeding past a yacht anchored in Cristobal yacht basin illustrates the variety and size of craft belonging to Cristobal boat fans.



At Coco Solo Dennis Fernandez builds his outboard cruiser Maty from a set of plans.





Fourth of July first day for **New Flags**

The 49-star flags are here. They will be hoisted to the top of Canal Zone flagpoles for the first time July 4, the day authorized by Congress for the inauguration of the new flag.

The Storehouse Branch has received some of the new flags, which Vernon Kepford, Jr., and Lionel Worrell are unpacking in the picture at left. These will be flown at prominent places on both sides of the Isthmus, such as the Administration Building and the Governor's home. The old 48-star flags will continue to fly in the Canal Zone and will be replaced only as they wear out.

A law passed in 1818 states that when a new State is admitted to the Union, another star must be placed in the flag the following July. Now that Alaska is a State a new star goes into the flag this month, and with the admission of Hawaii, the 50th star will be added next July.

His COFFEE BREAK lasts all day long

There's no time limit to the coffee break David W. Hawthorne takes every day—it's a day-long duty for him.

His job is to make sure your morning cup of coffee has the flavor and aroma that start the day right. He sees to it you get the Pacaroma Blend, if that's what you like, or Tivoli if you are a Tivoli fan.

His job title could be spelled with an "e" or an "a." As head of the Coffee Roasting Plant at Mount Hope, he is a coffee tester and, to be a tester, he must also be a taster.

His keen nose and his educated palate smell and taste various types and blends of coffee to see that they measure up to standard—in quality, grades, and types—which means exactly so much of specially-selected coffees blended with just so much of the highland-grown types. And he also must

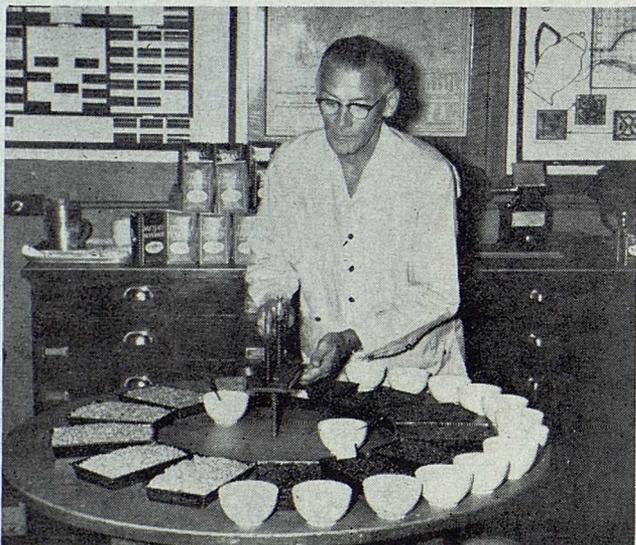
see that the coffee is free of any foreign odors and flavors.

Sometimes the aroma is all he needs as a clue to impurities. One time, he recalls, a faint odor in a coffee sample was enough to tell him that the coffee had been stored in a recently fumigated warehouse. This sample was, of course, rejected, even though less educated coffee drinkers might never have detected any imperfection.

A burned nose and a scalded tongue are hazards of his profession and he accepts them as part of the job.

Mr. Hawthorne comes from St. Stephen, Canada. He has been with the Canal organization—and the Coffee Plant—for 21 years. The pictures below show how he tests and tastes coffee.

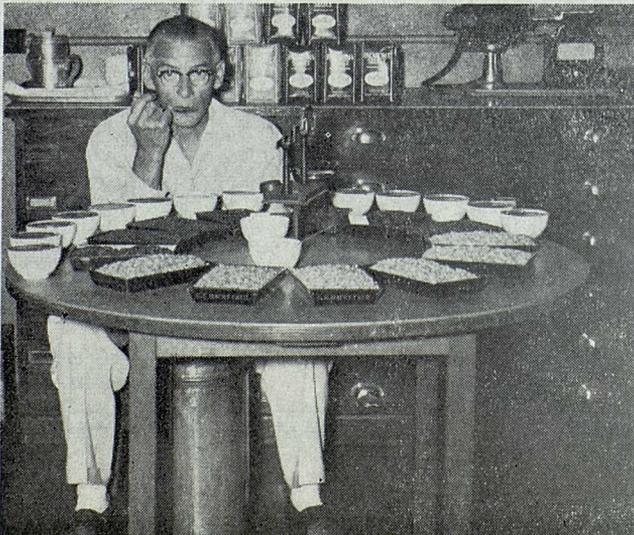
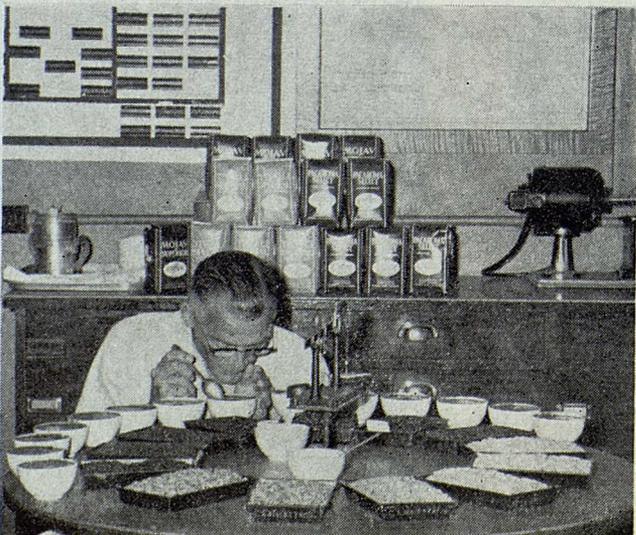
Samples of the various kinds of coffee are carefully weighed and individually ground in the small machine in the background.



Breaking the surface with a spoon, the tester gives the coffee the "nose" test. In this way foreign odors are detected.



Each cup will be given the final test—tasting. It takes a very experienced taster to distinguish the many blends.





A bit bored by the whole thing, Tamara Shirokov models the cap Mrs. De Young made for her.

HANKIES into HEIRLOOMS

When a Canal Zone bride carries an especially handsome handkerchief as the "something old" of her bridal outfit, it's almost certain that the handkerchief was once her christening cap. And it's almost as certain that the handkerchief cap was the handiwork of Mrs. John De Young, above, of Ancon.

In the past half century, Mrs. De Young has made hundreds of the little caps for the sons and daughters—and the grandsons and granddaughters—of her friends. Each has become a treasured heirloom.

Mrs. De Young began what has become a fascinating hobby when her son, Charles, now Gas Plant Production Inspector for the Storehouses, was a baby. Unable to find fine linen, she made him a baby cap by cutting up a man's handkerchief.

Then she wondered whether she couldn't get the same effect by folding the handkerchief. After some experimenting, she found that she could but that handkerchiefs in women's sizes gave better results.

This led, naturally, to the use of the beautifully embroidered handkerchiefs which are so abundant here on the Isthmus, and for many years she has used nothing but these. Her only other materials are two yards of inch-wide satin ribbon for the rosettes and a yard of half-inch wide ribbon for the ties.

When the baby has finished with his cap—Mrs. De Young warns that they won't fit babies older than six weeks—the rosettes and ties and the basting stitches which hold them in shape

are easily removed and the caps again become handkerchiefs.

The handkerchief caps are designed for both boys and girls. The boy's cap, reconverted to a handkerchief, is to be given to his bride to be carried on her wedding day. The girl's cap, turned again into a handkerchief, is to be carried on her high school and college graduation days and on her wedding day.

With each cap are simple directions showing how to disassemble it and how to remake it into a cap for a second-generation baby.

Also accompanying each cap is a little verse, written by Mrs. De Young's daughter, Mrs. L. B. Sartain, and by Amy McCormick. The boy's verse says:

*For you, Little Chap, is a handkerchief cap
To wear Christening Day—and you may
Give it to your bride, to carry with pride
As the "something old" thing for the day.*

The verse which accompanies the baby girl's cap says:

*May this beautiful handkerchief cap stay with you
On each milestone of your life,
Like the day on which you're christened,
Graduated, become a wife.*

Mrs. De Young is the widow of John T. De Young who came to the Canal Zone during the latter part of the Construction Period to work with the Mechanical Division. She now makes her home with her daughter, Mrs. Sartain, in Ancon. Another daughter, Mrs. William Cunningham, lives in Balboa.

Ministers of all faiths plan tiny hospital chapel

A non-denominational chapel for Gorgas Hospital, the first of its kind in the Canal Zone hospitals, will soon become a reality. No religious services are to be held there and it will not replace the present mortuary chapel. It will be, instead, a place for private devotions and ministerial counselling.

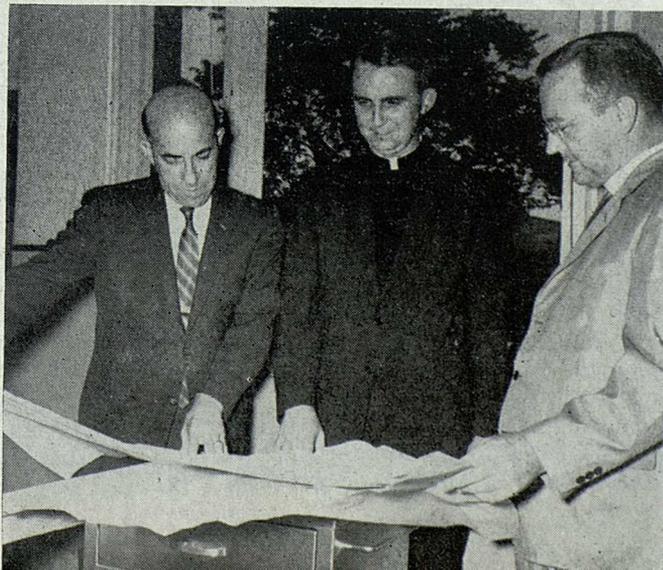
Working together to plan the little chapel are the three members of a Board of Voluntary Chaplains, recently appointed by Col. Clark B. Meador, Gorgas Hospital Director. They are: The Rev. William W. Baldwin, of St. Andrew's Church in Cocoli; Rabbi Nathan Witkin, of the Jewish Welfare Board; and the Rev. Thomas Powers, C. M., of St. Mary's Mission in Balboa.

The chapel will be located on the Admitting Office level in the Chest Building. The furniture and accessories will be chosen and arranged by ordained ministers, priests, and rabbis. In addition to the chapel proper, there will also be an adjacent waiting room for the use of relatives of hospital patients who are undergoing surgery or who are critically ill, a chaplain's office, and counselling room.

While no official name has yet been chosen, members

of the board favor the name of All Faith Chapel, and feel that it will fulfill a long-felt need for spiritual guidance for relatives and friends of the hospital patients and provide them with a quiet place for meditation and prayer.

Rabbi Nathan Witkin, the Rev. Thomas Powers, and the Rev. W. W. Baldwin talk over the little Gorgas Hospital chapel.





Safety Zone

For Your Interest And Guidance In Accident Prevention

Posters cautioning the men of the Locks Division to wear their hard hats and avoid accidents will soon be appearing on bulletin boards at all of the Locks.

The posters, and the advice they contain, are based on the work of George Robert Scheibe, grand prize winner in the novel contest recently concluded by the Locks Division for the sons and daughters of its employees.

At six and a half, young George Robert is becoming an old hand at winning safety poster contests. Last school year, when he was a kindergartener at Gatun, he won a gold medal in a Safety Week poster contest.

As grand prize winner for the Locks contest, he won a trophy, suitably dubbed a "Safety Oscar." The other part of his prize will have to await his return from a vacation in the States. This will be a day-long visit to the Locks with his father, George, who is a Locks Foreman at Gatun.

The grand prize winner appears at the top left, with his father as they boarded a towing locomotive at Pedro Miguel Locks following the presentation. At the right, George receives his Oscar from Roy C. Stockham, Chief of the Locks Division.

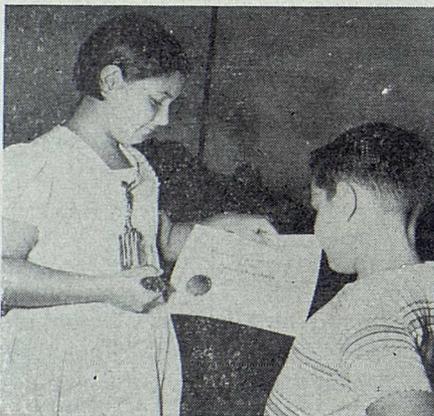
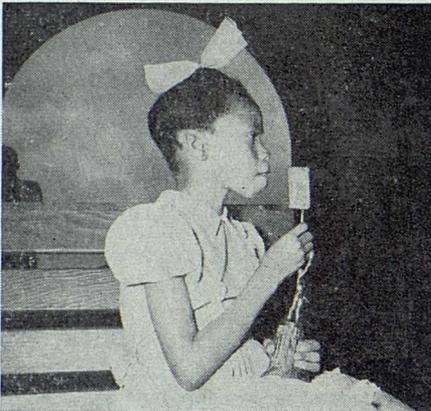


Other winners, in the various age groups are also shown in the accompanying photographs.

Second from the top, at the left, is Thomas Micek, first-prize winner in the 6-8 year age group. With him is his sister.

Next below, about to attack an Eskimo pie which was part of the party after the award presentation, is Lorreta J. Thomas, first-prize winner in the 8-10 group.

At the bottom, left, is Patricia Ann Booth, winner of the first and second prizes in the 10-12 age groups.



MAY 1959

BUREAU

	FIRST AID CASES		DISABLING INJURIES		DAYS LOST		DISABLING INJURIES YEAR TO DATE	
	'59	'58	'59	'58	'59	'58	'59	'58
New York Operations.....(Honor Roll)	11	1	0	2	0	7	3	4
Supply & Community Service.....	31	50	0	2	0	484	1	4
Civil Affairs.....	7	4	1	4	7	63	3	12
Health.....	17	14	1	1	4	23	7	3
Transportation & Terminals.....	50	47	2	1	9	4	15	6
Engineering & Construction.....	29	31	2	5	33	118	6	11
Marine.....	(6)71	(255)307	3	(2)6	32	(61)129	(1)14	(11)26
Accident Pool.....	—	—	1	1	1	6000	1	1
C. Z. Govt.-Panama Canal Company....	(6)219	(255)456	10	(2)22	86	(61)6828	(1)50	(11)67

() Locks Overhaul injuries included in total.



Civil Defense

Six high school girls from the Pacific side and 18 Atlantic side high school girls have begun training at Gorgas and Coco Solo Hospitals for the Civil Defense Nurses Aide program.

The Pacific side girls are: Mary Copenhaver, Sandra Davis, Joan Cornish, Patricia Kelly, Jana Senn, and Charlotte Schultz.

Before they were admitted to the hospital training all of the girls had completed the American Red Cross First Aid and Home Nursing courses. They also attended a lecture series given by members of the Gorgas Hospital staff. A second group of Pacific side girls will

be qualified for the session to begin on July 20.

Mrs. Charlotte Kennedy has been the instructor for the group. The Balboa Lions Club is sponsoring the program this year by providing the uniforms the girls are using in the hospitals.

Three of the Atlantic side girls who are taking hospital training at Coco Solo Hospital have done similar work before. They are: Louise Allgaier, Shirley Littleton, and Carolyn Peck.

The other 15 are: Carol Bruland, Linda Eglinton, Andrea Grebien, Betsy

Hewitt, Elizabeth Limkemann, Lynne Coffin, Joanne Tang, Bobbie Vache, Anne McClelland, Mary E. Park, Betty Payne, Hilda Saborio, Carol Seaman, Mary R. McLeod, and Andrea Terrell.

This Civil Defense program, now in its third year, has aroused considerable interest among students of high school age, especially those who are looking forward to a career in nursing.

VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
JULY			
8	Rainbow City	School	6:30 p. m.
9	Santa Cruz	Serv. Center	8:00 p. m.
20	Paraiso	School	7:30 p. m.
AUGUST			
5	Margarita	Serv. Center	9:00 a. m.

PAGES FROM THE
CANAL'S HISTORY
 THIS MONTH

50 YEARS AGO

With the construction of the Canal gradually moving to its peak, the labor force on the waterway was expanding. On July 28, 1909, THE CANAL RECORD reported, more men and women—a total of 33,901—were at work than at any time since the American forces began the job. Of these, 26,938 were on the rolls of the Isthmian Canal Commission; 6,363 were employed by the Panama Railroad; and the others were contractors' employees.

The first bridge over Culebra Cut was opened to the public 50 years ago this month. Bunting draped the towers at either end of the 600-foot suspension span and the flags of the United States and Panama hung over the bridge at its center for the formal ceremony. The primary purpose of the bridge was to carry water and compressed air across the Cut, thereby doing away with moving the lines every time a steamshovel crossed their path.

Four men were killed and nine injured seriously July 25, 1909, in a dynamite explosion on the relocated section of the railroad near Gatun. A locomotive, coupling onto a flat car loaded with 550 cases of dynamite, jarred some of the explosives off the car. While the dynamite was being reloaded, several cases exploded.

25 YEARS AGO

Books closed the first of July, 25 years ago this month, on Canal traffic which was beginning to surge upward after the depression days. Despite a longshoreman's strike on the West Coast as the fiscal year ended, traffic for the

year totalled 5,532 ocean-going commercial vessels, against 4,494 for the previous fiscal year. Tolls, too, were up—24,064,800 for Fiscal Year 1934 as against \$19,620,458 for the preceding year.

The highlight of the month, however, was the visit of President Franklin Delano Roosevelt, first of the United States Chief Executives to transit the Panama Canal or visit it after its completion. Travelling aboard the cruiser "Houston" and accompanied by his sons, John and Franklin, the President arrived here the morning of July 11.

As the *Houston* locked down at Miraflores, a 21-gun salute was fired from Fort Clayton and further honors were given when the ship docked in Balboa. That night the President attended a State banquet in Panama and the following day toured the Pacific Side with Governor Julian L. Schley and Secretary of War George H. Dern, who had preceded the presidential party to the Isthmus.

Local labor groups met with the President and businessmen from Panama presented their complaints. Just before the *Houston* headed for Hawaii, via Cocos Island, the President pledged a trans-Isthmian road to Colon and 24-hour service on the Thatcher Ferry.

10 YEARS AGO

Shipping and tolls through the Panama Canal reached their highest level since 1940 when figures were totalled up 10 years ago this month. Transits for the fiscal year totalled 4,793 ocean-going commercial vessels while tolls were \$20,541,230 on these ships. Comparable figures for the previous year were 4,678 transits and \$19,956,593 in tolls.

A new retirement bill, extending the Civil Service Retirement Act to Panama Canal and Panama Railroad employees, became law in July, 1949. As the month ended, Canal authorities announced the schedule for increased retirement deductions under the new bill.

The Canal organization got a new No. 2 man 10 years ago in July, when Col. Herbert G. Vogel took over his duties as Engineer of Maintenance. He was later to become the first Lieutenant Governor. Now a retired brigadier general, he heads the Tennessee Valley Authority.

Six employees of what was then the Municipal Engineering Division started a busman's holiday in July 1949. The group, all engineers or skilled heavy equipment operators, were off to Beirut in Lebanon to help in the construction of a new airport.

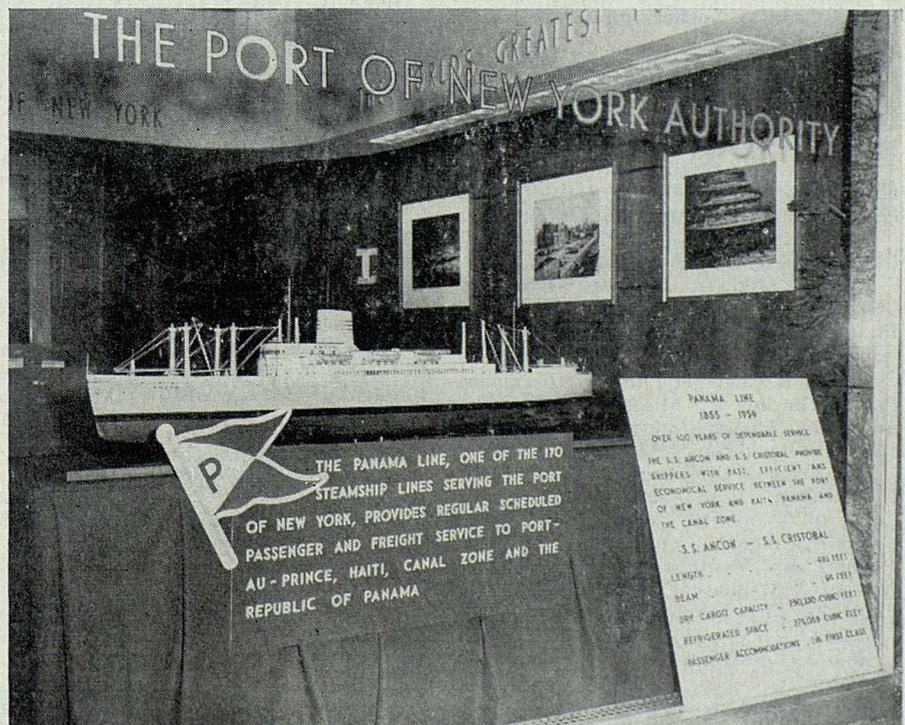
ONE YEAR AGO

An annual record for Canal transits was reported July 1, 1958 as a new fiscal year began. During the fiscal year which closed June 30 a year ago, 10,553 ships of all classes had transited the waterway.

Also a year ago: The "Gold Hill" area in France Air Force Base was transferred to the Panama Canal, providing additional housing for Atlantic sidlers; Col. John D. McElheny succeeded Col. Hugh M. Arnold as Lieutenant Governor; and, in other personnel changes, Col. Thomas G. Faison became Director of Gorgas Hospital; Richard E. Pinkham became Manager of the Railroad Division; and Maj. Harvey Jones took over the post of Military Assistant to the Governor.

The Panama Line -- in a showcase

The Panama Line display, seen at right, was set up in a window of the New York Port Authority office recently. The exhibit, which was arranged by the Freight Department of the New York office of the Panama Line, attracted much favorable comment. A large number of brochures were handed out to visitors interested in obtaining more information concerning the operation of the line's two 10,000-ton vessels, the Ancon and the Cristobal.



His dream came true —

He went to the States

Ever since he was a little boy in Chamé, some 50 miles from Panama City, Joaquín M. Ponce had wanted to see the United States. And in the past 16 years, while he worked in the Engineering Division where he is now an electrical engineering draftsman in the Sixty-Cycle Design Branch, the desire had been getting steadily stronger.

This year his dream came true. The two Ponce children were turned over to the care of a grandmother and on April 4 Mr. and Mrs. Ponce took off by plane for Miami. Within the next few weeks they managed to see a good deal more of the United States than many persons born there.

Washington was the most handsome of the many cities he saw; Niagara Falls was the most exciting place for the two Ponces. The New York skyscrapers lived up to expectations, as did the Statue of Liberty. The United Nations headquarters was all that they thought it would be.

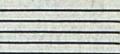
This time—there will be another, next time with the children—the Ponces travelled by bus from Miami to St. Louis, stopping at Atlanta en route. In St. Louis they met relatives who drove with them to Chicago and across the flatlands of the Great Lakes country through Cleveland to Buffalo and Niagara Falls. From Buffalo they took the new New York State Thruway to New York City. A side trip



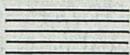
to Boston gave them a chance to see that historic city and the campuses of the great Boston colleges and universities.

From New York the two couples drove south to Washington, via Philadelphia and Baltimore. In the capital they separated, the relatives to drive back to St. Louis and the Ponce to continue to Miami by bus.

PROMOTIONS



AND



TRANSFERS

May 15 through June 15

ADMINISTRATIVE BRANCH

George Vieto, from Passenger Traffic Officer to Supervisory Passenger Traffic Officer, Transportation Section.

Mrs. Edna A. T. Mahaffy, from Clerk-Typist, Employment and Utilization Division, to Clerk (Typing), Printing Plant.

CIVIL AFFAIRS BUREAU

Edward C. Overstreet, Jr., from Guard, Locks Division, to Private, Police Division.

Raymond George, from Clerk to Secretary (General), Fire Division.

Egbert Willies, from Firefighter to Firefighter Driver Operator, Fire Division.

Division of Schools

Mrs. Alice M. Leftridge, from Recreation Assistant to Swimming Pool Manager.

Mrs. Rochelle N. Head, from Clerk-Stenographer to Secretary (Stenography).

George F. Gercich, from Elementary School Teacher-Principal to Elementary School Principal.

Louis H. De Armas, from Elementary and Secondary School Teacher, to Supervisor.

Mrs. Carol M. Kocher, from Clerk-Typist to Secretary.

Mrs. Katherine G. Headrick and **Mrs. Marion B. Taylor**, from Clerk-Stenographers to Secretaries.

OFFICE OF THE COMPTROLLER

Gregory G. Cartotto, from General Claims Examiner to Supervisory General Claims Examiner, General Audit Division.

Mrs. Ruth J. Bain, from Clerk-Typist to Clerk (Typing), Treasury Branch.

Egen W. Mike, from Clerk to Addressing Machine and Graphotype Operator, Payroll Branch.

Accounting Division

Alfredo R. Chambers, **John M. Blackman**, **Roberto Barton** and **Mario Delgado**, from Addressing Machine and Graphotype Operators to Bookkeeping Machine Operators.

Mrs. Frances D. Wheeler and **Mrs. Nell J. Waldron**, from General Accounting Clerks to Accounting Technicians.

Mrs. Eleanor A. Connor, **Mrs. Alice H. Roche**, **Mrs. Cornelia M. Wright**, **Mrs. Jeanne C. Magnuson**, **Mrs. Kathaleen M. Priest** and **Mrs. Ethel K. Askew**, from Accounting Clerks to Accounting Technicians.

Julio A. Best, from Clerk to Card Punch Operator.

Mrs. Olianda A. de Alvarado, **Alice M.**

Stewart, **Keren H. Barnabas**, **Mrs. Veronica N. Morris**, **Iris V. Walters** and **Norma Boxhill**, from Clerks to Accounts Maintenance Clerks.

Gwendoline P. Jordan, from Clerk to Clerk-Typist.

ENGINEERING AND CONSTRUCTION BUREAU

Carlos H. Castillo, from Mechanical Parts Assembler to Machine Operator, Maintenance Division.

Alfred Brameld, from Operator-Diesel Machinist, Electrical Division, to Dipper Dredge Operator, Dredging Division.

Reginal A. Guillette, from Clerk to Clerk-Typist, Surveys Branch.

Fernán L. Ibáñez, from Clerk to Supervisory Clerk, Surveys Branch.

Lee R. Gittens, from Clerk to Time-keeper, Surveys Branch.

Charles S. Kerr, from Cleaner to Heavy Laborer, Electrical Division.

Paul W. Mohl, from Dipper Dredge Mate to Dipper Dredge Operator, Dredging Division.

Julius J. Hentschel, from Construction Representative, Power Conversion Project, to Electrical Equipment Inspector, Contract and Inspection Division.

OFFICE OF THE GOVERNOR PRESIDENT

Anita M. Bauckus, from Clerk-Stenographer, Administrative Branch, to Secretary (Stenography), Office of the Governor.

HEALTH BUREAU

Oscar Alleyne, from Cleaner to Hospital Laborer, Gorgas Hospital.

Arcadio Sánchez, from Cleaner to Heavy Laborer, Coco Solo Hospital.

Mrs. Thelma Rand, **Marie V. Brauer**, **Cecilia E. Wensing**, **Waldron E. Eldridge**, **Lillian L. Pratt** and **Ethel C. Myers**, from Head Nurse to Nurse Supervisor, Gorgas Hospital.

MARINE BUREAU

Nelson R. Clark, from Marine Traffic Controller to Supervisory Marine Traffic Controller, Navigation Division.

Curtis L. Coate, from Electrician to Electrician Leader, Locks Division.

Joseph Elliott, from Leader Electrician to Control House Lead Foreman, Locks Division.

Joseph W. E. Bourgeois, from Operator-Diesel Machinist, Electrical Division, to Chief Towboat or Ferry Engineer, Navigation Division.

Joseph Nurse, from Laborer, Supply Division, to Helper Shipwright, Industrial Division.

Jaime Salas, from Deck Hand to Launch Seaman, Navigation Division.

Julio F. Newball, from Launch Seaman to Launch Operator, Navigation Division.

Burton E. Davis, from Chief, Design Section, to Plant Engineer, Industrial Division.

Clyde E. Dunn-Moodie and **Oscar A. Jones**, from Laborers, Supply Division, to Cleaners, Industrial Division.

Howarth V. Rowe, Jr., from Towboat or Ferry Master to Pilot-in-Training, Navigation Division.

Richard T. Conley, from Locomotive Engineer, Railroad Division, to Towing Locomotive Operator, Locks Division.

PERSONNEL BUREAU

Mrs. Maxene A. LaBeau, from Clerk-Stenographer to Supervisory Personnel Clerk, Wage and Classification Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

Supply Division

Albert Ward, from Waiter to Bartender. **Robert O. Massiah**, from Laborer to Food Sales Checker.

Mrs. Marilyn Laverty, from Sales Assistant Supervisor to Clerk-Typist.

Mrs. Pauline S. Little, from Sales Assistant Supervisor to Cash Accounting Clerk.

Sylvester L. Searles, from Bus Boy to Waiter.

Angela E. Iturrado, from Laundry Worker to Garment Presser.

TRANSPORTATION AND TERMINALS BUREAU

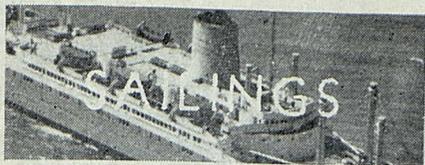
Enrique Roman, from Clerk to Shipment Clerk, Railroad Division.

Terminals Division

Jack M. Ruoff, from General Transportation Assistant to Graduate Intern.

Duncan Rook, from Winchman to Leader Ship-worker.

Gilberto Villa, from Dock Worker to



ANNIVERSARIES

35
YEARS

MAN OF THE MONTH

FROM CRISTOBAL

Cristobal.....	July 1
Ancon.....	July 8
Cristobal.....	July 18
Ancon.....	July 25

FROM NEW YORK

Cristobal.....	July 10
Ancon.....	July 17
Cristobal.....	July 28

RETIREMENTS

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

Bert J. Benoit, Louisiana; Bridge Crane Operator, Industrial Division, 36 years, 7 months, 5 days; New Orleans, La.

James A. Fraser, New York; Construction Management Engineer, Dredging Division; 28 years, 10 months, 6 days; St. Petersburg, Fla.

Lorenz F. Gerspach, Oregon; Blacksmith, Locks Division; 4 years, 11 months, 2 days; Oak Ridge, Ore.

Percy A. Lawrance, British West Indies; Wireman Foreman, Locks Division; 19 years, 2 months, 13 days; Florida.

Lew W. McIlvaine, Ohio; Assistant Supervisory Officer, Sales and Service Branch, Supply Division; 31 years, 11 months, 8 days; Florida.

William J. Stevenson, New Jersey; Electrician, Electrical Division; 19 years, 8 months, 5 days; Greenville, S. C.

Claude B. Strobbridge, New York; Electrician Leader, Electrical Division; 35 years, 24 days; future address undecided.

Ship-worker.

Clement E. Wilson, from Leader Dock Worker to Lead Foreman Dock Worker.

Albert W. Williams, from Leader Ship-worker to Lead Foreman Dock Worker.

OTHER PROMOTIONS

Promotions which did not involve changes in title follow:

Felipe K. Ben, Jr., Civil Engineer, Engineering Division.

Franklin K. Ben, Engineering Draftsman, Engineering Division.

Andre J. Louis, **Eric R. Townsend** and **Alvin B. Goode**, Bookkeeping Machine Operators, Accounting Division.

Richard J. Danielsen and **Paul Badonsky**, General Engineers, Locks Division.

Rufus C. O'Neal, Supervisory Marine Traffic Controller, Navigation Division.

Clarence T. Ford, **Pablo E. Pérez**, **José L. Chamizo**, Hospital Attendants, Gorgas Hospital Laboratory.

Moisés de la Peña, **Louis C. Hasemann** and **Clyde L. Sharp**, Finance Branch Superintendents, Postal Division.

Mrs. Margaret M. King, Secretary (Stenography), Office of the Governor-President.

Ralph E. Harvey and **Samuel R. Cunningham**, Accounting Assistants, Accounting Division.

Mrs. Dana B. Bissell, Transportation Rate Auditing Clerk, Accounting Division.

John A. Michaelis, **Rex E. Beck** and **Sherman C. Brooks**, Constables, Magistrates Courts.

Glenn T. Dye, Graduate Intern, Office of the Supply and Community Service Director.

Audley M. Webster, Junior High Teacher, Division of Schools.

Harold L. Daniels and **José F. Bernard**, Card Punch Operator, Payroll Branch.

When **Claude B. Strobbridge**, senior man on this month's list of anniversaries, has an opportunity to read this, he will be thousands of miles away from the Isthmus—a man in search of a home. The month of his 35th anniversary of government service coincided with the month of his optional retirement from the Canal organization.

He missed being a native Zonian by very few years. Born in Rochester, N. Y., he was only six years old when his father, F. T. Strobbridge, became a conductor on the Panama Railroad. The Strobbridge family lived in Cristobal. A favorite playground for this month's top anniversary man was the site of the just-abandoned Cristobal Retail Store.

Mr. Strobbridge went to school in Cristobal and is a graduate of Cristobal High School. When he was in his 'teens he held a number of summer jobs, sometimes as a messenger boy and, once with the Electrical Division, as a helper.

All of his adult service was with the Electrical Division, where he worked as wireman, cablesplicer, leader wireman, and distribution foreman. At the time of his retirement, he was a leader electrician.

Mr. and Mrs. Strobbridge left the Isthmus June 26 and are now somewhere between Florida and California. They intend to look both States over before they decide where to settle.

30
YEARS

Second place on this month's anniversary list goes to another Atlantic sider, **Ernest A. Angermuller**, Tank Inspector for the Industrial Division.

Various people have come to the Isthmus for various reasons: he married the Canal Zone. He met his wife, the former Norma Kenny, while he was working in the United States. She talked so much about the Isthmus where her father had worked for the Mechanical Division that Mr. Angermuller decided to see it for himself. That was 30 years ago last month. He has been here ever since.

His first Canal job was as a helper in the Mechanical Division. He was promoted through various jobs, such as riveter and anglesmith, until he attained his present position, which he has held since 1956.

Mr. Angermuller's boyhood training in his father's bakery has turned out to his advantage. He is well-known on the Atlantic side as one of the best outdoor cooks on the Isthmus.

25 YEARS

A quarter century of service was chalked up last month by one woman and two men. Two of them are natives of the Canal Zone and one has continuous service.

Kathleen M. McGuigan was born in Ancon and has spent all of her life on the Isthmus. She began her continuous Canal service as a clerk in the Accounting Division and is now Administrative Assistant in the Office of the Comptroller.

Robert G. Richardson is the other Canal Zone native. He also was born in Ancon. His service is broken only by a tour of military duty. Mr. Richardson came to work for the Canal as a salesman in the Commissary Division. He is now Lead Foreman Stockman in the Sales and Service Branch.

Eugene F. Kleasner is a Missourian by birth. His hometown is Keytsville. His service is broken by less than a year and all of it has been with the Locks Division where he now holds the position of Lead Foreman.

20 YEARS

The 20-year women and men come from far and near—from as far away as Oregon and as near as Ancon. Their hometowns are scattered throughout the United States and there is one native of the British West Indies.

Thomas E. Burrow, Assistant to the Chief of the Executive Planning Staff, is a native of Hot Springs, Ark. He has been connected with the Canal's planning since 1939. His

first Canal job was clerk in Personnel Administration.

Mrs. Clara M. Chambers, Clerk in the Navigation Division, comes from Ohio. Her hometown is Kenton. All of her service has been in the Marine Bureau.

William J. Cronan, Canal Zone Policeman, is a native of Ione, Ore. He holds the rank of Private. Mr. Cronan began his Canal service as a watchman in the Locks Division.

Ralph J. Dugas is a native of Ancon, Canal Zone. He is now Lead Foreman III in the Pipefitting and Sheetmetal Shop of the Industrial Division.

Percy A. Lawrance, Leader Lock Operator Electrician in the Locks Division, came to the Isthmus from the British West Indies. His hometown is St. Kitts. Mr. Lawrance is the second man on this month's list to be celebrating two important events in his career, a service anniversary and his retirement.

Richard J. Mahoney, Supervisory Construction Inspector in the Contract and Inspection Division, is a North Dakotan. His birthplace is Langdon. He has served in his present position for the past five years.

Richard R. Potter, Electrical Engineer in the Electrical Division, was born in Trenton, N. J. He began his Canal service as an engineering aid with the Municipal Engineering Division.

Robert H. Rathgeber is a native of the Canal Zone. His present position is Liquid Fuels Dispatcher in the Marine Bunkering Service of the Terminal Division.

Douglas S. Smith's hometown is Brooklyn, N. Y. He began his Canal service as a tracer with the Office Engineer and is now Leader Lock Operator Machinist in the Locks Division.

Coral A. Strickler has accumulated her 20 years of service working as a Nurse in the Health Bureau. She is a native of West Point, Ill. Her present position is Emergency Room Staff Nurse at Gorgas Hospital.

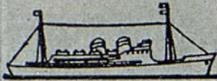
15 YEARS

Two natives of the Isthmus are among the 10 men and women who celebrated 15 years of service last month.

The Isthmian natives are **Elsie H. Smith**, Procurement Clerk in the Office of the General Manager of the Supply Division, who was born at Bocas del Toro, R. P., and **Richard E. Parker**, Automotive Machinist in the Motor Transportation Division, who is a native of Colon, R. P.

The other 15-year employees are listed alphabetically with their positions, and places of birth.

Frank J. Aspesi, New York City, Leader Lock Operator, Locks Division; **Leah B. Corbliss**, Patterson, N. J., Staff Nurse, Coco Solo Hospital; **Robert Lessiack**, Hackensack, N. J., Supervisory Budget Analyst, Budget Branch; **William J. McLaughlin, Jr.**, Madison, N. J., Chief Foreman, Locks Division; **Mrs. Ruth N. Miller**, East Pittsburg, Pa., Library Assistant, Canal Zone Library; and **Glenn E. Storm**, Oakland, Calif., Towing Locomotive Operator, Locks Division.



SHIPS AND SHIPPING



TRANSITS BY OCEAN-GOING VESSELS IN MAY

	1958	1959
Commercial.....	752	897
U. S. Government.....	26	16
Total.....	778	913

TOLLS *

Commercial.....	\$3,529,936	\$4,183,147
U. S. Government.....	83,403	70,093
Total.....	\$3,613,339	\$4,253,240

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

CARGO (long tons)

Commercial.....	4,072,316	4,861,499
U. S. Government.....	73,614	54,857
Total.....	4,145,930	4,916,356

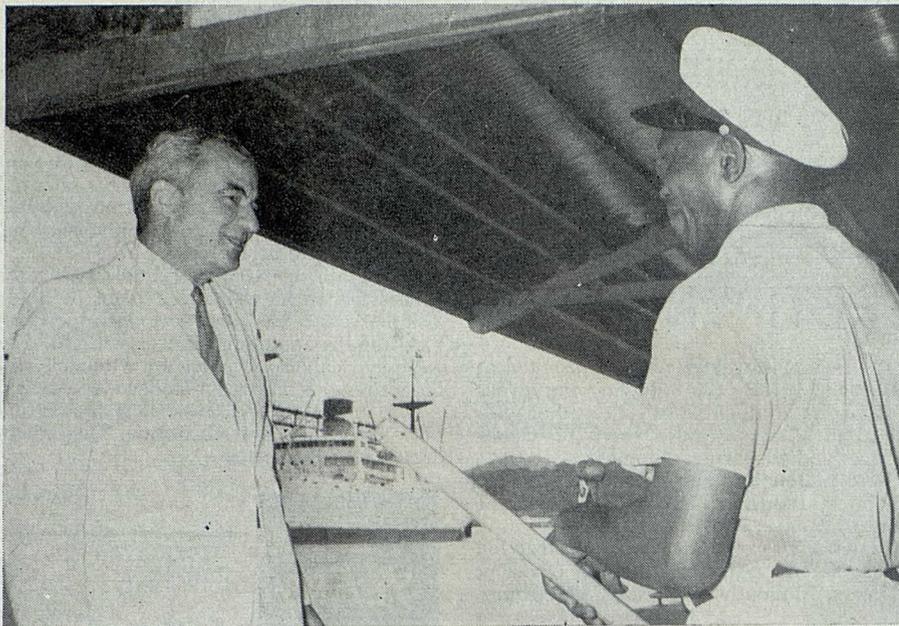
Records Broken

While it will be some time yet before final figures for tolls, transits, and cargo will be compiled, the former annual records for the number of ocean-going commercial ships and for total traffic transiting the Canal had been exceeded by June 15. This was the seventh successive year that commercial traffic set new transit records.

Floating Scrap

Two big tankers, both destined for the scrap yard, were towed through the Canal southbound during June as dead tows en route to Japan. The first was the former Liberian flag *Athel Regent*, now the *Fleet Tank*, which was brought here from Providence, R. I., by the Dutch tug *Zeeland*. The second, which arrived from Curacao, was the *Waal Haven*, formerly the *Esso Maracay*. She was under tow of the Dutch tug *Barentz Zee*. The *Fleet Tank* was travelling in ballast but the *Waal Haven* had aboard approximately 4,000 tons of scrap iron. Both ships were taken through the Canal by Panama Canal tugs.

Shippers estimated that it would take between 90 and 100 days for the *Fleet Tank* to reach Osaka via Hawaii and probably about the same time for the *Waal Haven*. C. Fernie & Co. were a-



Capt. William C. Hughes, who replaces Capt. Warner S. Rodimon as Marine Director, talks with Fitz R. Spooner aboard a Canal launch at Pier 18 in Balboa.

gents for the *Waal Haven* and C. B. Fenton & Co. for the *Fleet Tank*.

First Transit

Her June trip through the Panama Canal was a first transit for the Dutch tug *Zeeland*, below, which arrived here early in June en route to Japan with the "dead" tanker *Fleet Tank* in tow. The *Zeeland* was built in 1942 at Port Arthur, Tex., and was subsequently sold to the N. V. Bureau Wijsmuller of Holland. The powerful little craft has 2,500 horse power and is capable of travelling some 5,000 miles without refueling. She has a speed of 15 knots and carries a crew of 24 under the command of Capt. F. B. DeJong.

First Canal Visit

The Orient & Pacific Line's 24,000-ton *Chusan*, which recently made a Pacific Coast-Hawaii cruise, arrived in Balboa June 28 on her first visit to the Canal. She docked briefly at Balboa before her transit and also berthed at Cristobal

before sailing the same day for London via Trinidad, Las Palmas, and Le Havre.

The *Chusan* is now sailing in the joint trans-Pacific service of the Orient Line and the Peninsular & Oriental Steam Navigation Company. Her regular run was formerly between London and Australia via the Suez Canal. She is expected to make one Canal transit each year.

The *Orcades*, another Orient & Pacific liner on a round-the-world voyage, is due in Balboa July 8 from Australia. En route to London she will stop in Trinidad, Madeira, and Le Havre. Both ships are represented here by Norton, Lilly & Co.

Ship Agent Leaves

Kay C. Hansen, who has been manager of the Cristobal office of the Continental Shipping Co. for the past two years, left the Isthmus July 1 for Mexico City where he will be in the office of the Hamburg-America Line. He came to Panama from Hamburg where he was with the Hamburg-America Line. The Continental Shipping Co. was agent for that line on the Isthmus.

Mr. Hansen is being succeeded here by Hans J. Illies, Consul of the Federal Republic of Germany in Colon who has had considerable shipping experience on the staff of Hapag-Lloyd.

New Ship

The *Saga Maru*, newest addition to the NYK Line's Japan-Pacific Coast-New York Service, is due in Balboa July 6 from California on her maiden voyage to New York, according to Norton, Lilly & Co., agents for the ship here. Another new ship of the same class, the 15,500-deadweight ton *Saitama Maru*, is to join the *Saga Maru* on the same run. She will arrive here from Japan August 21. The ships carry 12 passengers and make the run from Los Angeles to Cristobal in eight days.



