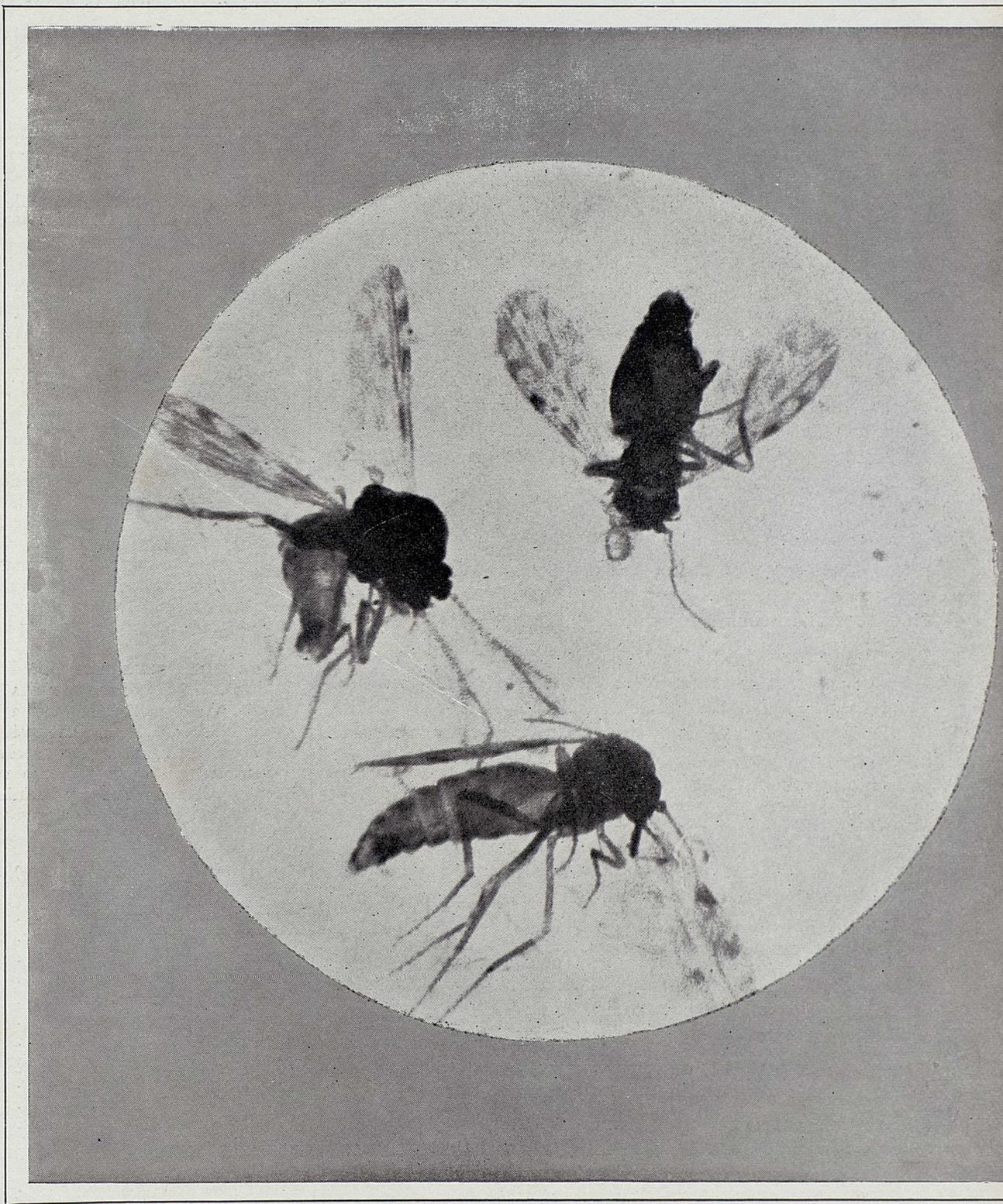




PANAMA  CANAL
REVIEW 



Vol. 11, No. 9
APRIL 7, 1961

Culicoides

W. A. CARTER, Governor-President
 JOHN D. MCELHENY, Lieutenant Governor
 WILL AREY
 Panama Canal Information Officer

N. D. CHRISTENSEN, Press Officer
 JOSEPH CONNOR, Publications Editor
 Editorial Assistants:
 EUNICE RICHARD and TOBI BITTEL
 WILLIAM BURNS, Official Photographer

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 Box M, Balboa Heights, C. Z.
 Editorial offices are located in the Administration Building, Balboa Heights, C. Z.

Of Culicoides (Sandflies to You)

FOR THE COVER PICTURE on this month's issue of THE REVIEW we turned to a microscope for an enlarged view of three midges of the genus *Culicoides*, which are known on the Isthmus as sandflies, in Alaska as mooseflies, and among at least some of the Spanish-speaking peoples of Central and South America as jejenes. But, by whatever name they are known, they are recognized as pests wherever they exist.

Fortunately, the local sandflies are only about a thirty-second of an inch long in real life and nowhere near the size in which we picture them, with the aid of the microscope. (Maybe it would be better if they were that big, on second thought, because then they would be unable to get through the openings in window screens, as they can do quite easily in their real-life size.)

The Canal organization's expert on these pests, J. L. Hawkins, who recently came to the Isthmus as entomologist for the Sanitation Division, made a scholarly study of the *Culicoides* in connection with earning his master's degree. Here are some of the things he has to say about them:

"Sandflies are not a problem restricted to Central America. Approximately 600 species are known to science, some of which occur in pest proportions in areas as widely separated and climatically diverse as Alaska, England, Scotland, Western Europe, Australia, Japan, China, the Pacific Islands, the Mediterranean, Africa, and throughout the Americas.

"The tourist business is greatly affected by sandflies because of their prevalence at beach and mountain resorts in many areas of the United States.

"The most pestiferous American species is *Culicoides furens*, which occurs in coastal mangrove and pickleweed swamps from Massachusetts to Brazil, being particularly troublesome from the Carolinas south along the Atlantic, Gulf, and Caribbean coasts, and along the Pacific coast from Mexico to Ecuador."

Much to their discomfort, residents of the Isthmus have been very much aware of these pests for years and now the Canal organization is making an effort to "throw the rascals out," as described on pages 6 and 7.

In This Issue

MISS SUSAN BARRETT is not asleep, despite the fact that she has her eyes closed. Neither is she in any pain. Like many persons, she just didn't want to watch while Mrs. Dorothy Hadstate, nurse in charge of the Gorgas Hospital Blood Bank, inserted the needle through which her life-giving donation of blood will flow into the bottle below her arm.



Miss Barrett was one of three young women who recently visited the Gorgas Blood Bank to make donations in full view of the Canal organization photographer, who made a complete photographic record of their visit to show that making a blood donation is no ordeal or anything approaching it. For an account of the girls' visit and the uses to which blood is put at Zone hospitals, see the article starting in page 11.

THE THREE GIRLS who visited the Gorgas Blood Bank were not the only persons going visiting last month. Two young men and a young lady from David also were doing some visiting. They came to the Zone and spent several weeks studying various communities in order to write reports which will be part of their scholastic training. Some of their experiences are recorded on pages 14 and 15.

Index

Nine Points for Progress	3
Strategic Role in Spotlight	5
Toward Banishing the Blighters	6
He Pioneered With Distinction	8
Coin of Mystery in Display	9
The Story of a Barber	10
Saving Lives Can Be Easy	11
Search for Better Understanding	14
Blast Downs Plant	15
A Trip Down Memory Lane	16
Plaudits for Safety	18
Civil Defense Alert	19
Anniversaries	20
Promotions and Transfers	21
Canal History	22
Retirements	22
Health Insurance for More Retirees	23
Souvenirs From Cardenas	23
Shipping	24

Nine Points For Progress

Program started a year ago moving toward full implementation, with most points fulfilled or work started.



Another section is added as waterline moves toward completion.



A backhoe is loaded for removal to another section of the half-completed waterline project.

A YEAR AGO this month, President Eisenhower announced a 9-point program of benefits for Panama. Today, five of the points have been fulfilled, work on three has started, and one remains to get underway.

Still awaiting a start is construction of 500 houses in Panama for sale to Panamanians employed in the Canal Zone but living in Panama. Plans for the construction of these homes were announced by Panama Finance Minister Gilberto Arias last month during a press conference held by Panama President Roberto F. Chiari.

The 500 houses are to be built at Villa Cáceres, near the suburb of Los Angeles, according to the announcement by the Finance Minister. Arrangements for financing the project now are nearing completion, officials report.

One of the three points on which work has started but is not yet completed moved toward fulfillment during March, with partial completion of the 30-inch water main from Miraflores filtration plant to the Los Rios pumping station. Approximately half of the line, which will be 11,000 feet long when completed, was put into service about mid-March and the other half will be put into service before July 1.

Purpose of the line, which will cost \$515,960, is to provide additional water to meet the increasing needs of expanding suburbs in Panama City. The completed line will boost the amount of water available to Panama City from the Zone to 22.4 million gallons per day.

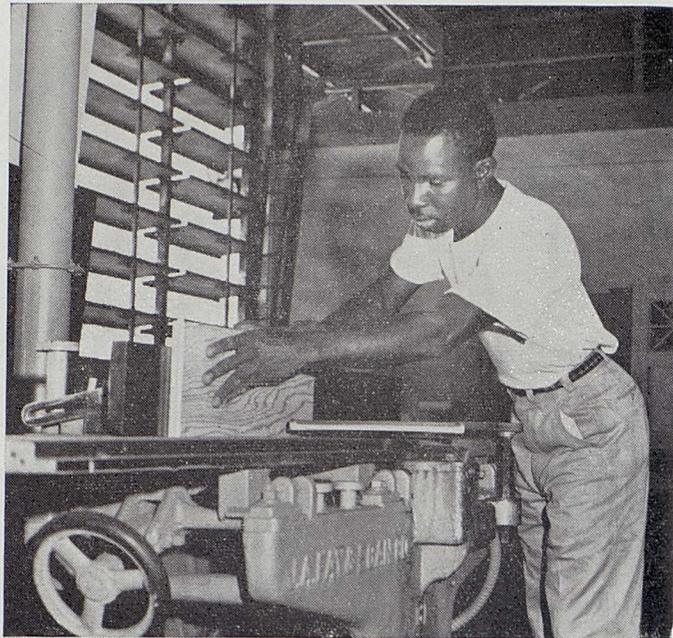
The two remaining points on which work has not been completed provide for the construction of approximately 500 modern housing units to replace substandard rental housing units for Panamanians who live and work in the Canal Zone and a continuing review of security positions in all U.S. agencies in the Zone, with a view to placing more Panamanian citizens in skilled and supervisory positions.

On the first of these two points, 12 of the promised 500 housing units have been completed and plans have been developed for building the remaining 488 units in a 5-year budgeted program. On the review of security positions, the Company-Government has completed one such review, removing the security designation from a number of positions, and has started a second review.

The five points which have been fulfilled and the action taken in regard to them are as follows:

1. A 10 percent increase in wage rate schedules of unskilled and semi-skilled employees was granted on May 1, 1960.
2. The Panama Canal Company's apprentice program was expanded to

Clarence George, Jr., one of the apprentices appointed last year, was such an apt student that he has been promoted from apprentice carpenter to apprentice joiner, a much more skilled job.



provide an opportunity for at least 25 Panamanians each year to begin courses leading to qualification as skilled workmen in various trades. Last July, 27 Panamanian apprentices were appointed under this provision and plans for appointing at least 25 more this year were announced last month.

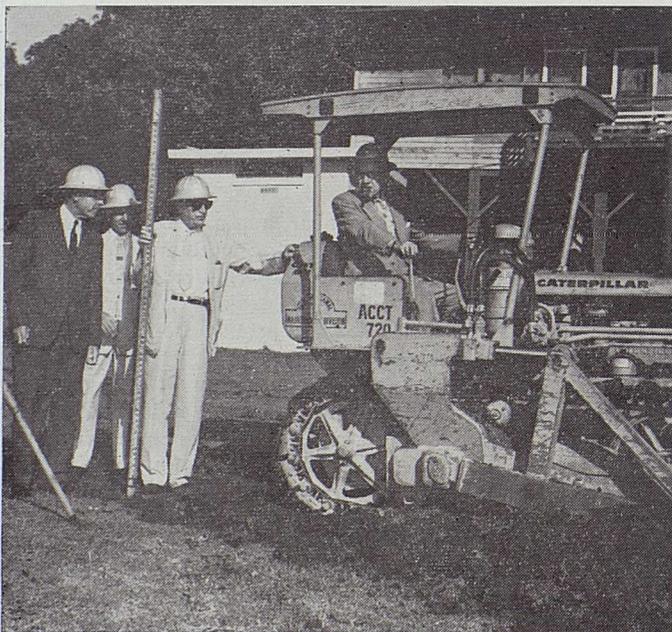
3. The rate charged Panama for potable water supplied from filtration plants operated by the Canal

organization was reduced on July 1.

4. The Company-Government supported congressional action to increase the amount of cash relief payments to former employees who were not within the Civil Service Retirement System and an increase of \$10 per month became effective July 1.

5. All teachers in the Latin American schools operated in the Canal Zone received a 10 percent pay increase on May 1, 1960.

In May 1960, Maj. Gen. G. E. Edgerton, a member of the Panama Canal Company's Board of Directors, manned the controls of a tractor as ground was broken for new non-U.S.-citizen housing in the Zone. With him, in the picture below, are from left to right, Board member Robert P. Burroughs, Lt. Gov. John D. McElheny, and Board member Ralph H. Cake. In January of this year, Maj. Gen. Edgerton numbered one of the new units, as Gov. W. A. Carter and former Board Chairman George H. Roderick steadied the ladder.



Strategic Role in Spotlight

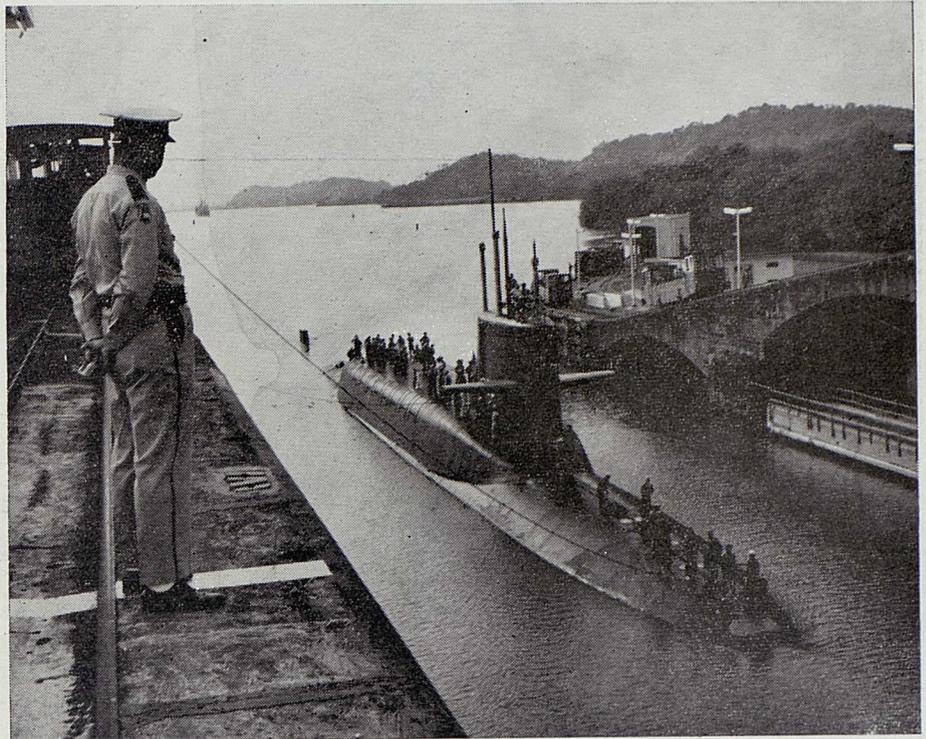
THE CONTINUING strategic importance of the Panama Canal was emphasized in two different ways last month by events on the Isthmus, first in a simulated enemy effort to capture the waterway and second in the transit of a U.S. nuclear-powered submarine.

The first event was, of course, Operation Solidarity, in which "enemy forces" invaded Panama by air after diversionary attacks had been made by sea.

The invasion was repulsed by combined forces of the Organization of American States, members of which parachuted into the Rio Hato area to open the maneuvers in a dramatic aerial display.

The nuclear-powered submarine which made her way through the Canal a few days after the OAS forces had preserved the Isthmian waterway from "capture" was the U.S.S. *Theodore Roosevelt*, fourth Polaris-firing nuclear-powered submarine to be completed by the United States.

During a stopover at Rodman Naval



The Polaris-firing, nuclear-powered U.S.S. *Theodore Roosevelt* enters Pedro Miguel Locks.

Station the submarine was visited by Panama President Roberto F. Chiari and a group of other Panamanian officials, as well as top U.S. officials in Panama and the Zone.

President Chiari's visit aboard the submarine, which included a 4-hour trip and a 60-foot submersion in the Bay of Panama, marked the first time that the chief executive of any nation has visited one of the Polaris-firing submarines, Navy officials reported. John F. Kennedy has visited one of the subma-

rines, but he did so as Senator and not in his present position as President of the United States.

The submarine's transit of the Canal on its way to join Atlantic naval forces pointed up the military importance of the waterway in permitting rapid movement of military craft between the two major oceans, while Operation Solidarity emphasized the necessity for keeping the Canal in friendly hands through the joint efforts of the free nations of the Western Hemisphere.



Airplanes massed at Albrook Air Force Base were visible and audible reminders to Pacific-side residents of the Rio Hato maneuvers.

Toward Banishing The Blighters

Zone Health Bureau is making
a determined effort to find the
Achilles' heel of sandflies.



Pastor Chavez, helper in Sanitation Division laboratory at Coco Solo Hospital, catches a sandfly from his arm for laboratory study.

THE CANAL ZONE Health Bureau has turned the determined glare of scientific study toward one of the few insect pests still thriving in the Canal Zone, with the hope of finding a chink in the pest's life cycle through which a control program can operate.

For approximately 3 years, the Sanitation Division of the Health Bureau, has been studying the lives and loves of the sandfly, which plagues a number of Zone communities, particularly those on the Atlantic side but including Diablo, Los Rios, and Fort Kobbe on the Pacific side.

So far, Sanitation Division officials admit, they have not found an Achilles' heel through which the pests can be effectively and economically attacked with lasting success. But the scientific studies are continuing, with a youthful entomologist, who wrote the thesis for

his master's degree on *Culicoides*, the correct name of the biting pests, in charge of the effort.

If J. L. Hawkins, the entomologist who last January succeeded Dr. S. G. Breeland, succeeds in finding an economically feasible method for controlling the pests he will gain scientific fame throughout the coastal regions of the entire Western Hemisphere, most of which is infested with one or more of the hundreds of species of sandflies.

Mr. Hawkins, who makes his headquarters in a special Sanitation Division laboratory at Coco Solo Hospital, says several sandfly control methods are known, but all of them are impractical or too expensive for general application here.

One of these methods was applied about 8 years ago on the Pacific side to eliminate several hundred acres of tidal

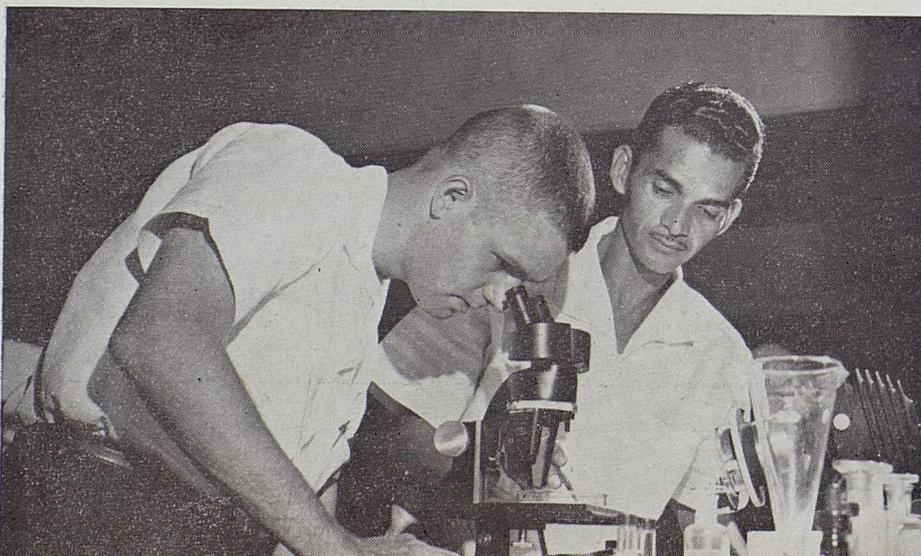
swamp in which sandfly larvae developed into adults. This successful program involved installation of a tide gate in a relatively narrow entrance through which salt water entered the Farfan swamps on the west side of the Canal. Elimination of the salt water from the swamps spelled doom for the biting sandflies breeding there, 99 percent of which require some salt water for their development.

John P. Smith, Jr., Chief of the Sanitation Division, says there is one other area in the Zone—again on the Pacific side—where sandfly propagation might be halted by such a tidegate installation, but it is relatively small in area when compared with the 3,000 acres of swampland on the Atlantic side which cannot be controlled in such a manner because of the prohibitive cost which would be involved.

Two years ago, Health Bureau officials had high hopes for controlling the development of sandflies in the vast tidal swamps of the Atlantic side through aerial application of pelletized dieldrin, a soil poison which—it was hoped—would destroy the larvae before they could become adults.

The first application of dieldrin brought a marked reduction of breeding in the treated areas for about 8 months and a second application in February 1960 brought some reduction but not as marked as the first application. A third application of dieldrin in December was not nearly so effective, however, and indications are that the sandflies are becoming resistant to the material.

J. L. Hawkins, entomologist, and Luis Palma, examine specimens under microscope.



After the first highly successful application of dieldrin in April 1959 and while sandfly development still was at a low ebb in the treated swampland, an unexpected thing happened: Atlantic-side residents reported massive numbers of the blood-sucking insects again were annoying them.

Investigation indicated that the sandflies involved in these attacks were originating about 3 miles from the homes in which their victims lived, although previous scientific studies had indicated the insects did not travel that far from their place of development.

By correlating information about wind direction, velocity, and duration with sandfly catches in directional traps it was tentatively concluded that dry season winds were carrying the insects over great distances, thus adding to the area in which breeding must be controlled if the pests are to be eliminated from the Zone.

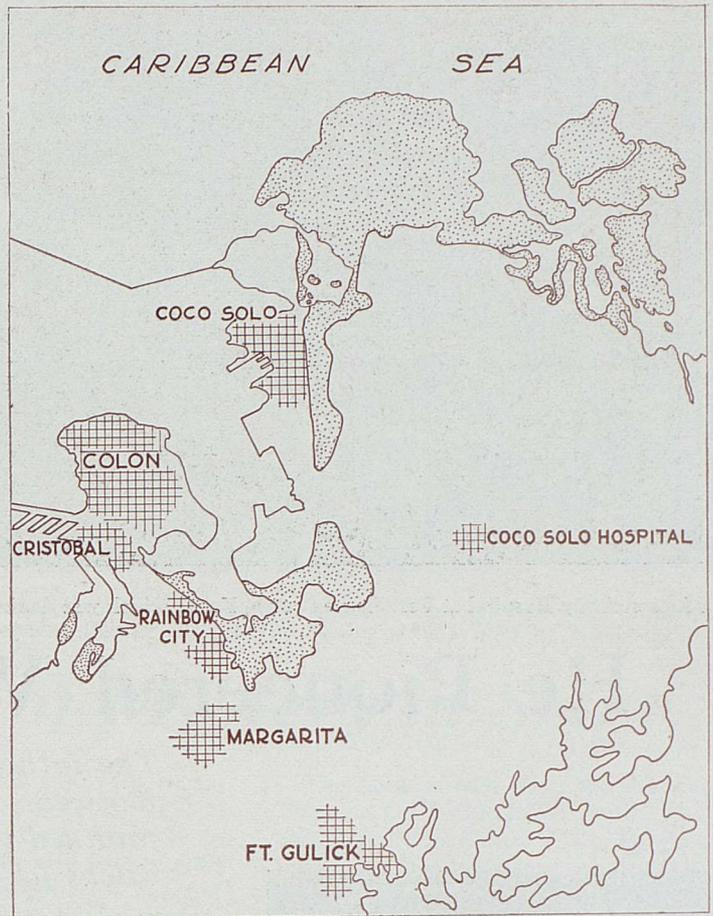
Two major potential methods which might be used to control the pests are being studied at the present time by both Mr. Smith and Mr. Hawkins. One is the use of some kind of poison other than dieldrin, and the other is filling the swamps to a point above tide level and then running ditches through them to let the rainfall escape to the ocean. The latter method, like the installation of permanent dikes, would be almost prohibitively expensive because of the vast areas involved.

The two men also are toying with a potentially naturalistic control device discovered by Dr. Breeland during the 2 years he spent studying the sandfly's habits for the Canal organization. In taking soil samples from the swamps to obtain sandfly larvae counts and other information about the life-cycle of the insects, Dr. Breeland said he never found any larvae in areas where a certain kind of fern grows.

"Although this was a casual observation, we're going to investigate it some more," Mr. Smith says. "It is possible, just possible, that something about those ferns destroys the pests by a natural process. Just think, if that is the case, we might be able to eliminate the sandflies merely by seeding all the swamps to those ferns. It's an intriguing idea—even if it doesn't pan out," he concludes.

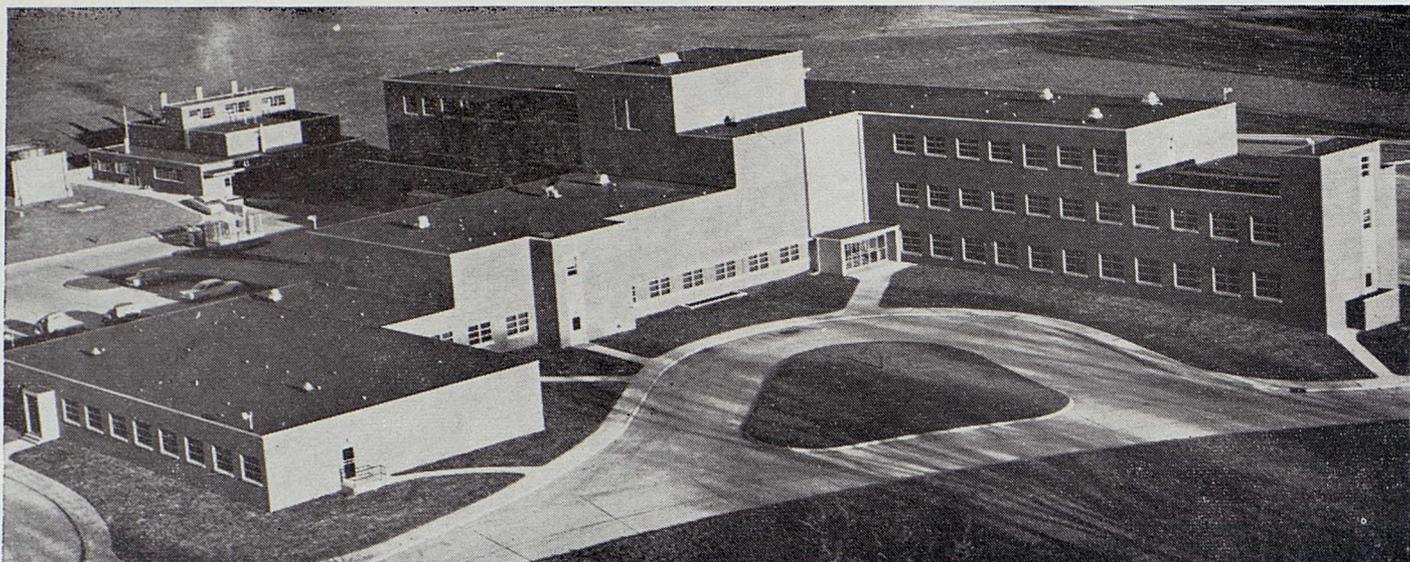
Individuals who have endured the painful bites of numerous sandflies don't care particularly if ferns, poisons, dikes, filling, or some other device is used to control the pests, but they do hope that a solution can be found and the quicker the better. Sanitation Division officials, meanwhile, promise to continue the search for a solution until one is found or all hope for one is lost. It is impossible to ask for more.

The dotted areas on this map are the breeding areas of sandflies which infest Atlantic-side communities.



Sanitation Division Chief John P. Smith, Jr., preparing to inspect a trap used to measure the rate at which sandfly pupae reach maturity in an Atlantic-side mangrove swamp.





Munson Army Hospital at Fort Leavenworth, Kans., which was dedicated last month to memory of Mrs. Carter's father, General Munson.

He Pioneered With Distinction

The father of Mrs. W. A. Carter improved military footwear, fought tropical disease in the Philippines, founded the Medical Field Services, and paced ducks for the benefit of hunters.



Gen. Edward L. Munson.

IN THE EARLY 1900's, while William Crawford Gorgas was devoting himself to ridding the Canal Zone of yellow fever and malaria, halfway across the world almost parallel work was being done in the Philippines by a young Medical Corps officer, Edward Lyman Munson, father of Mrs. W. A. Carter, First Lady of the Canal Zone.

Both Gorgas and Munson made U.S. Army Medical Corps history as outstanding officers—both attained the rank of general—and served with distinction in the field of preventive medicine.

Gorgas Hospital in the Canal Zone stands as a memorial to General Gorgas.

At Fort Leavenworth, Kans., last week, \$3 million, ultramodern, fully air-conditioned Munson Army Hospital was dedicated in memory of General Munson, founder of the Medical Field Services and Correspondence School at Fort Leavenworth, author of five books which were accepted as texts by the War Department, inventor of the famous Munson shoe last, which has stood the test of wars and is still in use by the U.S. Army, and inventor of the Munson medical tent, which is in use by the Army Medical Services in support of the combat forces.

The paths of General Munson and General Gorgas once met in Washington and Mrs. Carter, then a small girl, listened with interest as General Gorgas

recounted incidents of life in the Canal Zone, with never an inkling that one day in the future she would be an Isthmian resident. Later, on two Canal transits with her father, the future Mrs. Carter had brief glimpses of the Canal Zone but didn't get a really good look at Panama until she arrived last July, on Governor Carter's assignment here.

Like General Gorgas, General Munson was a pioneer in sanitation, hygiene, and preventive medicine.

General Munson began his distinguished career as a professor of hygiene at the Army Medical School in Washington, D.C. From there he went on to serve with distinction on General Shafter's staff and as Assistant to the Surgeon General of the U.S. Army on two separate assignments, first in 1898-1899 and later in 1915-1917. In the latter assignment he was in charge of the training of all Medical Department personnel.

General Munson served with distinction in four different assignments in the Philippine Islands, first as Assistant to the Chief Surgeon of the Philippines, then as Acting Commissioner of Public Health, and two different tours as advisor to the Philippine Government on hygiene and sanitation.

In 1917 he was assigned to the General Staff in Washington, D.C., as Chief of the Morale Branch and the following

year served as the Commanding General of Camp Greenleaf, Chicamauga Park, Ga. In 1923, General Munson was placed in charge of the Medical Services of the U.S. Relief Mission sent to the earthquake area in Japan and received an oak leaf cluster to the Distinguished Service Medal for his work in establishing hospitals in Yokohama and Tokyo.

General Munson's invention of the famous Munson last not only has stood the test of military duty but is used today in men's civilian footwear, in nurses' shoes, and in orthopedic shoes. The Munson last's principle is that it conforms as closely as possible to the shape of the average normal foot, and its invention marked a revolution in men's footwear.

Mrs. Carter recalls that it was prior to World War I when her father began his study of men's footwear, because the foot soldier up to that time was a most uncomfortable soldier. Men at that time wore shoes with very pointed toes, as pointed as any women's fashion designer today has ever dreamed up, and whenever the men marched a rash of foot troubles followed.

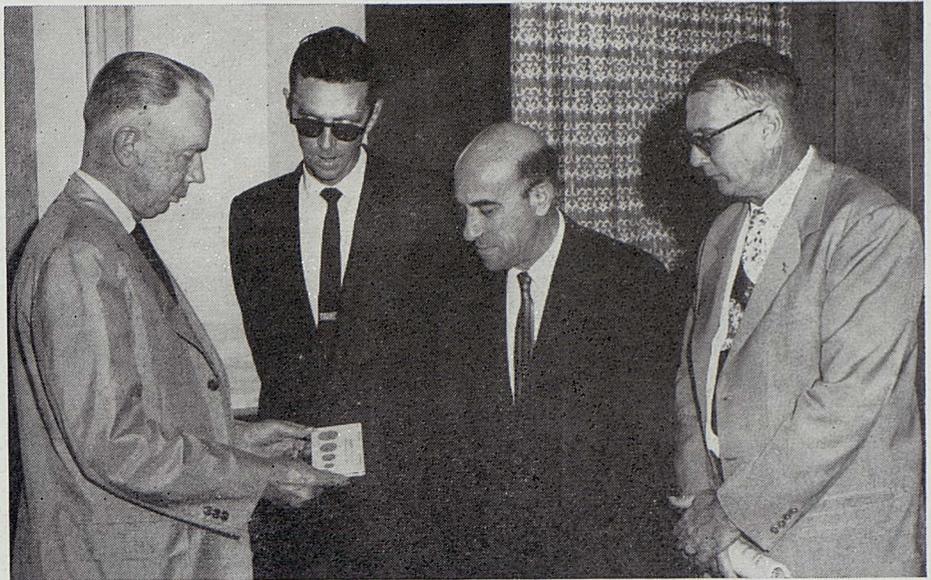
General Munson's invention of the last that bears his name made military shoes comfortable but it had no effect on civilian shoes until World War I, when civilians became soldiers. After the war, the soldiers returning to civilian life refused to go back to the uncomfortable pointed-toe shoes, and civilian shoe manufacturers adopted the Munson last.

A man of diversified interests, General Munson was awarded the Distinguished Service Medal for developing the system of field training for officers and enlisted men of the Medical Department, directing the organization and administration of the Medical Officers' Training Camps, and organizing and administering the Morale Branch of the General Staff. The British Order of the Bath was presented him by Edward, Prince of Wales, in recognition by the British of his Morale Branch work.

General Munson was a fine horseman, a great hunter and fisherman, who shared his knowledge and experiences with others through articles he wrote for sports magazines.

Just as he was one of the first ever to make a study of control of diabetes by diet, which he did when he wrote a thesis on diabetes for his master's degree in 1893 at Yale, he was the first person to pace the speed of the flight of ducks for the benefit of duck hunters. "He chartered a plane to pace the ducks," Mrs. Carter smilingly recalls.

General Munson was retired from the military service December 31, 1932 and died July 7, 1947.



Governor Carter inspects four of the first coins ever struck in Panama, which were presented to him by coin club members, Capt. Frank V. Kerley, Rabbi Nathan Witkin, and Earl O. Dailey.

Coin of Mystery in Show

"COINS OF YESTERYEAR" will be on display in the Canal Zone during National Coin Week from April 23 to April 30. The display will feature early Spanish coins and coins of Panama, including one mystery gold piece.

The mystery coin bears the lettering "Panama Gold; One token; 1912." Panama Canal Pilot Frank V. Kerley, President of the Isthmian Numismatic Society, received it from a New York collector of rare gold coins.

The New York collector was unable to offer any past history of the coin. Nor was the mystery cleared up by more than 100 queries mailed to experts in the United States, Germany, Spain, France, England, and New Zealand. Answers ranged from "no record" to a possibility that the coin came from the collection of King Victor Emmanuel of Italy.

The Italian King made a specialty of gold coins that were of proof surface, and scarce as a medium of exchange. Shortly after World War II his collection of rare coins was sold.

National Coin Week, April 23-30, was formally proclaimed in the Canal Zone by Gov. W. A. Carter, who was presented by the Isthmian coin club with a plastic holder which contains a set of the first coins ever struck in Panama.

Five separate showings of the coins of yesteryear are planned by the Isthmian Numismatic Society during National Coin Week. The opening display will be at the Civil Affairs Building on Monday, April 24. The coin exhibition will move to the Jewish Welfare Board on April 25; to the Balboa Clubhouse on April 26; the Fort Gulick Army Education Center on April 27; and to the Tivoli Guest House on April 28 and 29. Each exhibit will be open from 3 to 10 p.m.



Two sides of mystery gold piece.



Gilberto Moya at barber chair in Balboa.

ECUADORIAN-BORN Gilberto Moya, dean of Canal Zone barbers, originally never had given a thought to living and working on the Isthmus. When he arrived, some 41 years ago, he was en route from South America to Mexico and planned to pause but briefly. He's remained for a lifetime.

Of Spanish descent, Mr. Moya was born in Guayaquil, Ecuador, grew up in Chile, and was schooled in the barbering trade in Brazil. As a youth he was a well-traveled barber, who carried the tools of his trade in his briefcase. When fancy moved him, he was a ship's barber. When life ashore beckoned, he stopped in some colorful Latin American port. Then came the prospect of working in Mexico, and the fateful stop at the Tivoli Guest House.

The manager of the Tivoli's barbershop at that time was ready to retire from active work and saw the hand of fate in Mr. Moya's arrival. He emphasized all the good points of life in the Canal Zone and underscored the uncertainties of a future in the land of Pancho Villa. Mr. Moya was talked into taking over the barbershop for a few months.

Mexico was shelved, but two more times faraway lands beckoned. An offer came to manage a modern barbershop in Paris. However, Mr. Moya had already met his future wife in Panama and the offer was declined. In more recent years, Miami offered an opportunity, but this time Mr. Moya's many friends in Panama and the Canal Zone prevailed upon him to remain here.

The Story of a Barber

Wanderer by Choice Isthmian by Chance

Governors, congressmen, senators, and Joe Zonian have been seated in Mr. Moya's barber chair at one time or another for cosmopolitan conversation with a haircut. Nor do men have a monopoly on enjoyment of his tonsorial talents, for Mr. Moya also has a feminine clientele and children, too, look forward to haircut day with him.

Of distinguished appearance in his white coat and with his white hair and bushy brows, Mr. Moya has a flair for invoking lively interest in any subject. A discussion with him in Spanish is punctuated by his precise, clear enunciation and a dramatic flair.

After 34 years of operating the Tivoli barbershop, Mr. Moya took over management of the barbershop at the Balboa Service Center 7 years ago and today is taking care of sons and grandsons of original customers, along with a sizable number of the original customers who have remained on the Isthmus.

Barbershops seldom are theaters for enactment of historic events, but one of Mr. Moya's most exciting memories is of his part in the apprehension of a German spy.

"It was just before the United States entered World War II," he recalls, "when a blond man of martial bearing came into the Tivoli barbershop, let it be known he was a count, and asked for 'the works.'" At bill-paying time, when informed he owed \$2, the enraged customer berated the barber, tossed \$1 on the floor and stalked out.

The incident greatly upset Mr. Moya, who is ever a gentleman of the old

Spanish school. He told the Tivoli manager what had happened and, on advice of the latter, recounted the matter to the Balboa police. All unexpectedly he gained news fame when records showed the man was a pseudo-count wanted as a Nazi spy, having escaped from Brazil.

The Moya family lived on Portobello Street in Ancon for 29 years. Later they lived in house 456, Ancon, remaining there until recently, when the building was scheduled to be demolished. Two daughters were born here, went to schools in the Canal Zone, grew up and now have married.

Barber Moya's customers don't forget him when they leave the Isthmus, as attested by the many letters, postcards, and greetings that come to him not only at holiday time but throughout the year. Former residents, on returning to the Isthmus even for the briefest visit, include as part of the agenda a visit to Mr. Moya at the barbershop for a haircut and conversation concerning Isthmian activities.

There are two entrances to Mr. Moya's barbershop. One is directly off the street, up a few steps and through a door near the Balboa Theater. The other entrance is through the Balboa Service Center. Either way brings the customer into an international atmosphere where, if he or she has an advance appointment, a haircut by Mr. Moya is accompanied by a glimpse into a courtlier age.

He is as much at home discussing pre-Columbian art as he is in talking of exotic perfumes, and newcomers find him a mine of information about the Canal Zone, Panama, and Latin America.

Saving Lives CAN Be Easy



Mrs. Dorothy Hadstate, nurse in charge, on the lookout for blood donors.

Zone hospitals depend on volunteer donors for fresh blood, and fear only one thing—the possibility that a day will come when there isn't enough available to save a life. You can help—if you will.

"THIRTY-ONE PINTS of blood for one patient! I was about to pull my hair out trying to round up donors."

The speaker was Mrs. Dorothy Hadstate, nurse in charge of the Blood Bank at Gorgas Hospital, and the person that Gorgas doctors depend on to supply the life-saving blood their patients need.

The patient Mrs. Hadstate was discussing was a retired Panama Canal employee. He had been brought to the hospital very near death as the result of a perforated ulcer which was bleeding profusely.

"That was one of our worst recent cases," Mrs. Hadstate said, "but we frequently have to supply a lot of blood in a hurry to save a life."

There was the Spanish businessman from Madrid who suffered severe lung injuries in an automobile wreck near Arraijan and required nine pints of blood. "I never expected to see him leave here, but he did," Mrs. Hadstate says.

It also was an automobile accident which brought the wife of a prominent local businessman to the hospital, where five pints of blood were administered in a successful effort to save her life.

Then there was the sailor who suffered severe burns aboard a merchant ship approaching the Canal. Treatment of the burns and a stomach ulcer which perforated after he was admitted to the hospital required 19 pints of blood. He, too, recovered and returned to his ship.

The ill, the badly injured, those requiring surgery, and others entering Gorgas and Coco Solo Hospitals frequently need blood to aid their recovery and both hospitals maintain two types of blood supply for their benefit: a fresh supply of stored blood and a list of volunteer donors who may be called for additional needs.

Mrs. Hadstate and her boss, Dr. Harold Mondragon, Laboratory Chief at Gorgas, admit that a case requiring 31 pints of blood, or even 19 pints, is not an everyday occurrence at the hospital. But when such cases do occur, they point out, it is necessary to call on some of the volunteers registered with the Blood Bank and there is very little time to hunt up extra donors not on the list.

The same situation exists at the Coco Solo Hospital, where Mrs. Susan Smith and her fellow medical technician, Miss Jean Chassignac, and their boss, Dr. William M. Jackson, Laboratory Chief, report that the list of registered donors is not great enough to insure that there always will be an adequate supply of blood available to meet an emergency.

(See p. 12)



Mrs. Joan Belden, facing camera, Miss Susan Barrett, center, and Mrs. Phyllis Balentine fill out routine volunteer blood donor forms in Gorgas Hospital Blood Bank office.



Mrs. Margaret Morris, medical technologist, takes blood sample from Miss Barrett, while Mrs. Balentine watches.



Mrs. Hadstate talks with Phyllis Balentine, left, and Miss Barrett as their blood contributions are taken.

Coco Solo officials cite cases similar to those reported by Gorgas officials. "We had one woman who was hemorrhaging in the stomach and required 21 pints of blood in a week's time," Mrs. Smith said. She also noted a case in which a badly burned boy required 19 pints of blood and 6 units of plasma over a period of several months while he recovered from severe burns and underwent a series of skin-grafting operations.

"If we happen to have several accidents close together in which blood is required for treatment, we often are hard-pressed to find enough donors to keep ahead of the demand," they report. "Like Gorgas, we would like to have more people registered as volunteer donors that we could call when an emergency requires it."

The objective of Blood Bank officials at both hospitals is to establish an adequate "walking blood bank" of "blank check" donors, who will respond to a need for blood regardless of who the patient is.

The local hospitals can keep fresh blood on hand for only 21 days after it has been taken from a donor. Therefore, they point out, only a limited supply can be stockpiled effectively and sudden emergencies put a strain on the supply which can only be relieved by volunteers who will respond to a call to donate. Hence, the need for a "walking blood bank."

The necessity for "blank check" donors arises because of the frequent need to supply blood for a patient who has no one on whom he or she can call to replace it, thus replenishing the hospital's supply.

"We have very little trouble obtaining blood used for the benefit of anyone employed by the Company-Government or connected with other agencies in the Zone," the hospital officials report. "Fellow employees, friends, and neighbors always seem to provide an adequate supply for those with 'roots' here," they say.

Difficulty in supplying blood does arise, however, when someone with no close friends, fellow employees, or relatives requires one or more transfusions. Such cases arise among aged patients, who may not have friends or acquaintances young enough to serve as donors; among foreign sailors hospitalized here; among U.S.-citizen patients brought here from various parts of Central and South America; among patients at Corozal Hospital and Palo Seco Leprosarium who are transferred to Gorgas or Coco Solo; and among others who have no one they can ask to replace the blood used for them.

"Obviously, we can't just let these people die because they can't replace the blood used in treating them," hospital officials say, "but many times we find ourselves short of blood supplies

because of the amount supplied for such patients."

Approximately 1,400 pints of blood are used at Gorgas Hospital each year, or an average of almost four pints a day. The demand at Coco Solo is about 400 pints per year, or an average of more than 1 pint per day. Last year, Gorgas finished the year with 1,382 pints of blood contributed and 1,360 used, while Coco Solo received 511 pints, used 385 and sent about 85 to other hospitals, including some to Gorgas and the remainder to Amador Guerrero Hospital in Colon, as directed by the donors.

As these figures indicate, both hospitals received slightly more blood than was actually required during the year, but what the figures don't show is the amount of effort required to provide even that tiny margin. Nor do they show the times when the blood required had reached the vanishing point and appeals had to be beamed to Zone residents over Caribbean Forces Network radio and television.

A greater margin of safety would be provided if more persons registered for the "walking blood banks" at the two hospitals. Anyone may make arrangements to register by calling Balboa 6388 or 6334 or Coco Solo 34-65 and making an appointment to visit the Blood Banks to have their blood typed and their volunteer donor card filled out and filed.

PCC	PACIFIC BLOOD BANK					
	1957		1958		1959	
	DONOR	RECIP.	DONOR	RECIP.	DONOR	RECIP.
ARMED FORCES	397	354	633	609	855	657
CHARITY	377	350	573	505	618	612
RETIREES	1	14	10	16	25	35
VETERANS	8	29	8	34	43	50
SEAMEN	0	5	8	13	22	22
UNASSIGNED	0	15	3	7	6	6
	65	40	43	99	5	12

Mrs. Balentine and Miss Barrett sip refreshments after donating blood, while Dr. Mondragon, Laboratory Chief, explains Blood Bank record on wall.



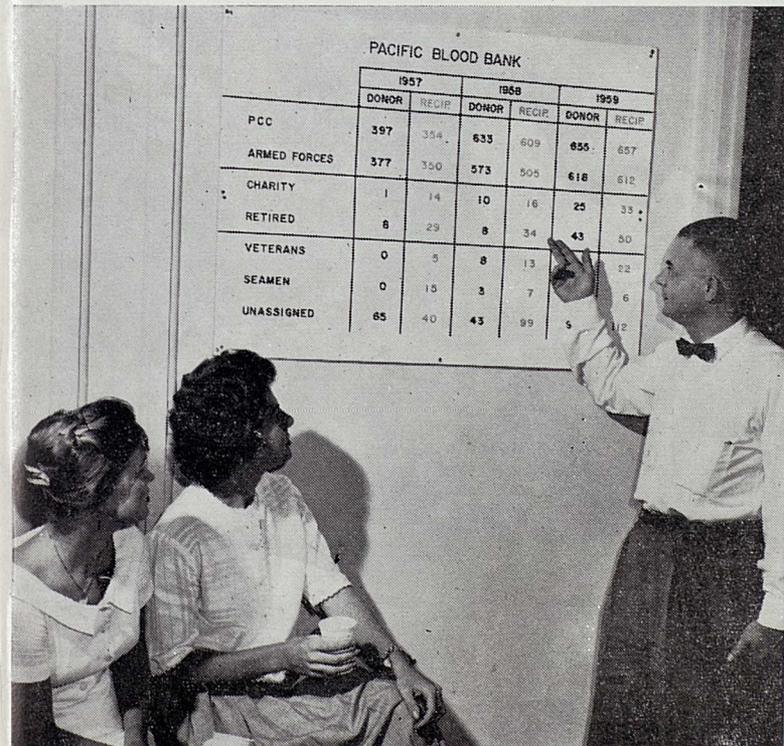
Miss Cecelia Wensing adjusts the flow of life-saving blood.



Phyllis Balentine, left, and Miss Barrett as their blood contributions are taken.



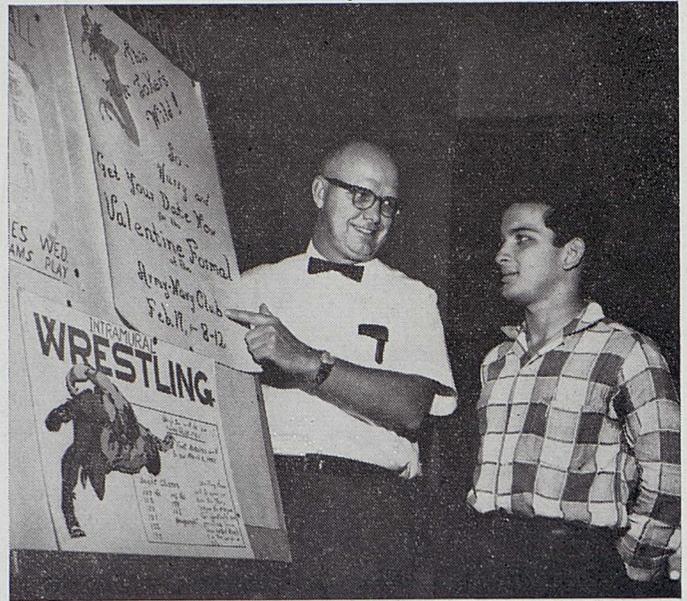
Miss Cecelia Wensing adjusts the flow of life-saving blood.



Mrs. Balentine and Miss Barrett sip refreshments after donating blood, while Dr. Mondragon, Laboratory Chief, explains Blood Bank record on wall.

Search for Better Understanding

David students studying Zone communities find friendship, cooperation, and Spanish-speaking North Americans.



Antonio Cazorla examines the activities bulletin board at Balboa High School as Assistant Principal David A. Spier, Jr., explains it.

RIOBAMBA IN ECUADOR, Vicos in Peru, and San Cristobal de las Casas in Mexico are far from each other, and far from the Isthmus of Panama and the Canal Zone communities of Cristobal, Paraiso, and Balboa. But all six communities have one thing in common. Each is the site of an "anthropological" study.

Each of the villages in Peru, Ecuador, and Mexico is the site of an anthropological "field station" maintained by one of three North American universities: Columbia, Cornell, and Harvard.

The Canal Zone communities are being studied by three students of the Colegio Félix Olivares C. of David. These Panamanian students, like their North American counterparts in Peru, Ecuador, and Mexico, will submit written reports of their findings.

The aims of the programs are similar: "To yield a kind of cross-cultural understanding which cannot be obtained by the casual tourist and that is not available in books."

The three students from David who have been studying the Canal Zone communities are Rosemary Hirzel, whose thesis will be based on Cristobal; José Aristides Tapia, whose sphere of interest is Paraiso; and Antonio Cazorla, who is studying Balboa. Like the United States students in South America and Mexico, the Panamanian students are spending their February to May school vacation on their studies, with the David students concentrating more on the sociological than the anthropological.

Until they arrived in the Canal Zone, the David students had some factual but little firsthand knowledge of the area. They were surprised at the com-

plete lack of restraints on entering and leaving the Zone—a freedom, they feel, that reflects a genuine friendship and understanding between the two governments and peoples.

They also have been surprised—pleasantly—to hear Spanish spoken by North Americans in the Canal Zone. And they were surprised even more that busy Zone officials took time to arrange conducted tours of Panama Canal facilities to aid them with their studies.

Young señor Tapia, with Paraiso as his subject, was introduced to Ellis Fawcett, Principal of the Paraiso High School, who in turn introduced him to other school and community officials who could assist him in his efforts to learn all he can about the community.

"Paraiso is like a city," commented the visitor from David. "A beautiful city, but with a great lack," he added. The lack, he feels, is of social clubs. And he felt a similar lack exists in Balboa, which he also studied. Young Tapia said he missed the dance groups which are so popular in his province, where, he said, there also is more comradeship.

With a desire to go into the diplomatic service, señor Tapia's range of interests in his Paraiso study cover the full scope of the community's life, from the kind of work done by the residents to climate and rainfall during the past year.

Antonio Cazorla, who has some speaking, reading, and writing knowledge of English, is taking a scholarly and inquiring look at Balboa. The geography and history of the community, the work and social life of the people, the work they do and the schools their children

attend all are of interest to him.

Like young Tapia, señor Cazorla was introduced to community leaders and school officials, who assisted him in the pursuit of his studies, which he feels have given him a good understanding of the community.

The sole girl in the group, Rosemary Hirzel, rapidly is filling the pages of her notebook with a mass of information about Cristobal and its surroundings, people, and institutions. With Gerald R. Fruth, supervisory accounting assistant in the Terminals Division, serving as her guide, she has taken a comprehensive tour of Cristobal, Mount Hope, Rainbow City, Coco Solo, Gatun, and Atlantic-side military reservations.

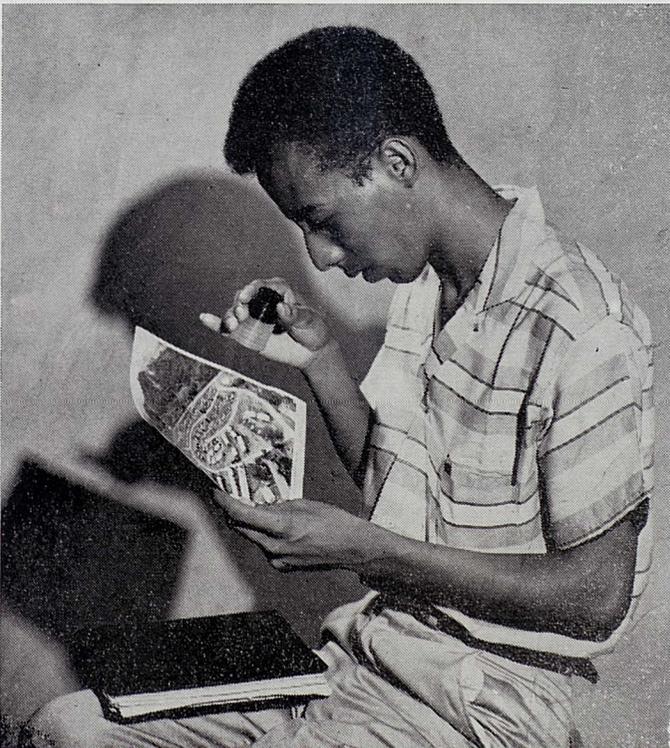
Although they are not usual areas of feminine interest, she visited the Atlantic-side dock area, oil plant, tank farm, Mindi explosives dock, and, of course, Gatun Locks. The Olympic Pool at Rainbow City evoked a comment by her that residents of the community are very fortunate to have such a facility.

The visiting David students are forming warm friendships on both sides of the Isthmus, both inside and outside the Zone. At the Cristobal Junior-Senior High School, at Balboa High School, and at Balboa Junior High School they have met and talked with Canal Zone boys and girls and have found, they say, that they share many common interests and ambitions.

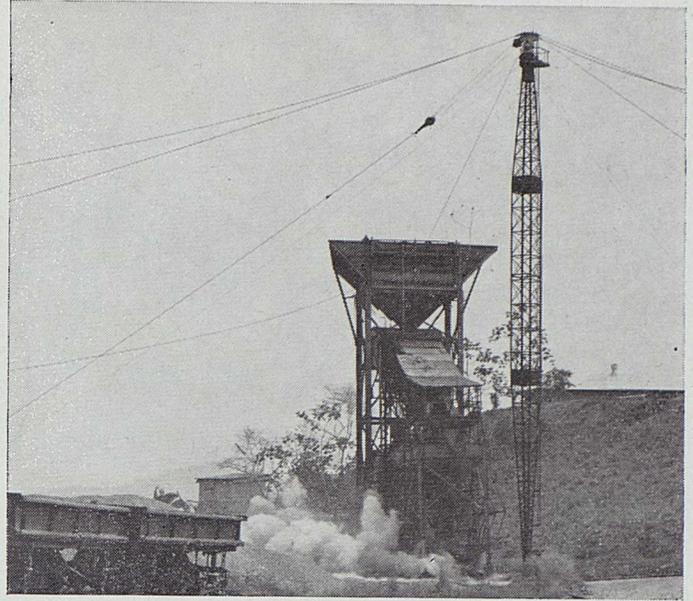
All three agree that in their visit to the Zone they are learning more every day of the close ties that unite Panama and the United States, as the two nations continue the cooperation which made the Panama Canal a reality.



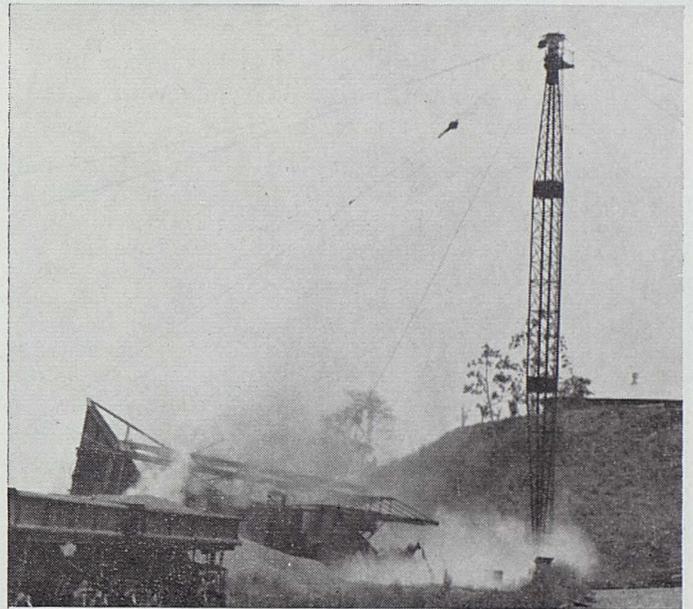
Miss Rosemary Hirzel, seated in chair, talks with Gustavo Velarde, Governor of Colon Province, as B. I. Everson, Director of Transportation and Terminals Bureau, and Mrs. Ana de DeObaldia, Colon resident with whom Miss Hirzel lived during her visit here, look on.



Jose Tapia studies an aerial photo of Paraiso, the community about which he will write a paper as part of his training in a David school.



Dust spews from bottom of plant as demolition charge explodes.



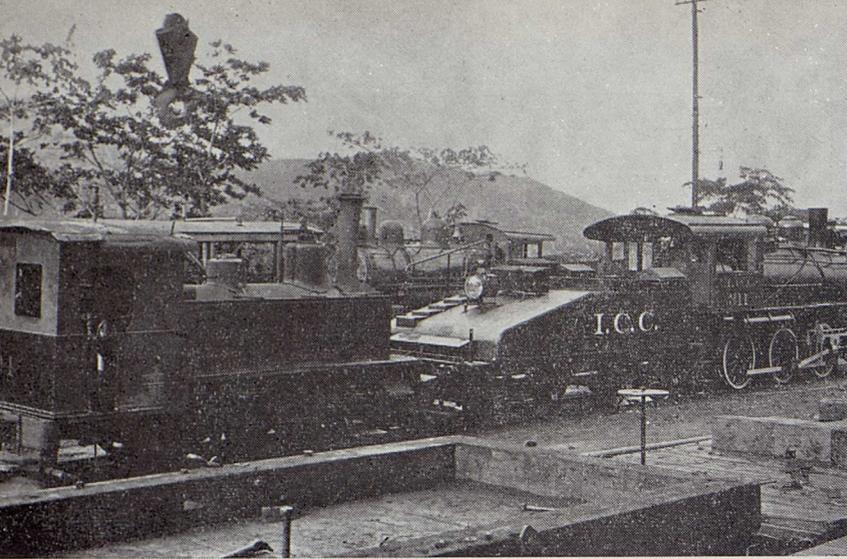
Plant virtually is enveloped by dust as it crashes into ground.

Blast Downs Plant

Historic Gamboa screening plant heads for scrap heap.

THE GAMBOA gravel screening plant, which had not been used for several years, headed back toward the steel mills last month, when it was torn down for scrapping. The plant and its predecessors in the production of sand and gravel at Gamboa represent an activity dating back to construction days. But all that history reached the cutoff point when a demolition crew blasted the plant's supporting framework to bring the plant toppling to earth.

Some gravel aggregate for use in the construction of the \$20 million high-level bridge across the Pacific end of the Canal still is being obtained at Gamboa, but the screening is being performed by a temporary plant especially installed for that purpose by the bridge contractor.



A Trip Down Memory Lane

The memories of construction-day employees of the Canal enterprise provide an insight into what it was like in the Zone at that time.

“The Belgian locomotives . . . were found to be remarkably well built.”

DURING THE THEODORE ROOSEVELT Centennial on the Isthmus in November 1958, a number of construction-day employees of the Canal organization were on hand for the activities associated with the observation.

The Isthmian Historical Society called a meeting of the construction-day employees in the

Tivoli Guest House, during which each of those present was asked to say a few words about his or her “most vivid memory.”

The memories recounted by those in attendance at the meeting were tape-recorded and later transcribed. The transcription is on file at the Canal Zone Library. A few of the quotes follow.

Edmund T. Paterson, Mechanical Department shop worker, 1904-1907: “I came with Col. Frank J. Hecker . . . We spent about two months making a preliminary survey of . . . the French machinery and equipment and material . . . (We experimented) with various types of old machinery . . . The old French excavating machines . . . were put into service . . . (but) the castings would break shortly after they were put into use and it seemed conclusive that those machines were obsolete . . . The Belgian locomotives . . . were found to be remarkably well built . . . and they were interchangeable in their various parts . . . For locomotives that were largely hand-built . . . they very greatly impressed our engineers as to their skilled workmanship and building.”

Stephen Latchford, clerk, 1905-1911: “My most vivid recollection is when, as a young man of 22, I had just arrived and decided that I’d like to call on Dr. Amador, the President of the Republic. So I went around to his office and after a few preliminaries they told me that he was eating his breakfast but when he got through he’d be glad to see me. So they took me up to the diplomatic reception room and I waited. I could see him at the breakfast table dressed in his bathrobe and his bedroom slippers, and when he got through he beckoned me to come in and we had a most enjoyable conference lasting about an hour. He was most gracious in every possible way . . . I’ve always had a most pleasant recollection of that visit.”

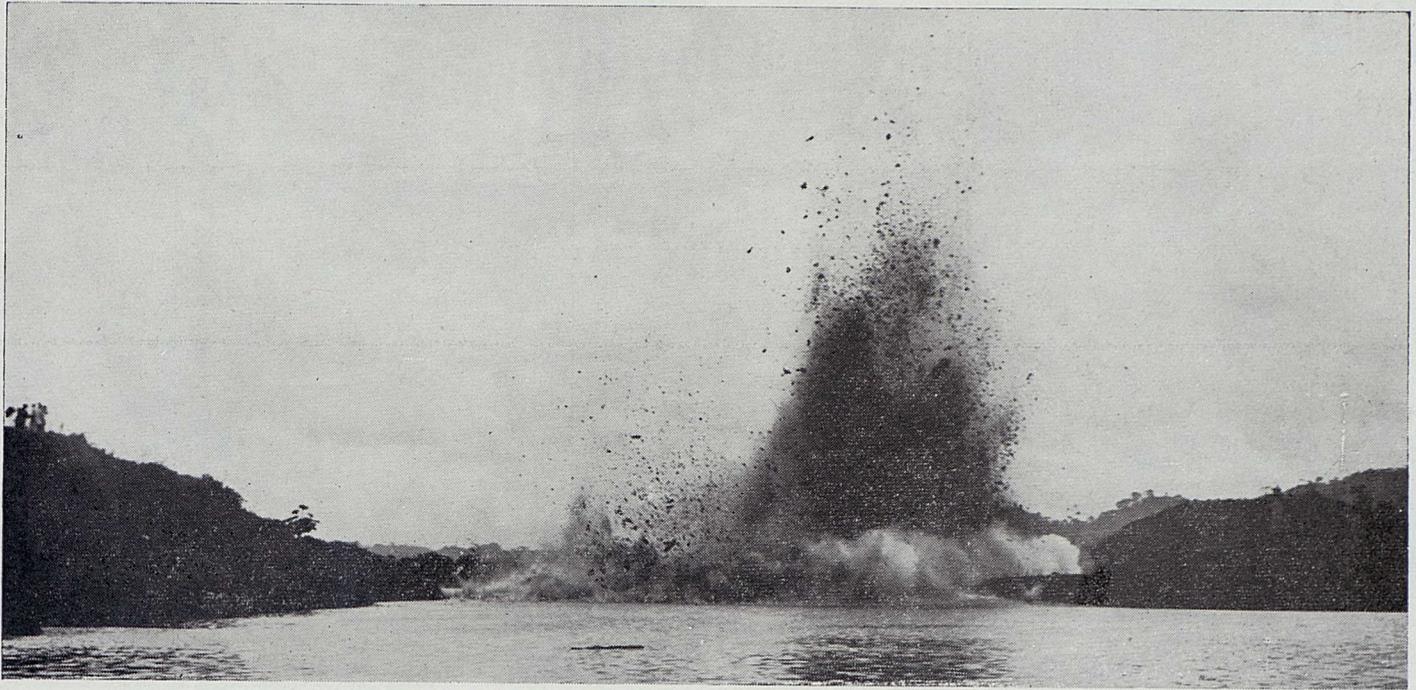
Charles F. Williams, planner and estimator in Balboa shops, 1905-1907 and 1912-1939: “When I pulled into Colon we could see the old station in Colon. There was an engine—we had heard lots about fever, malaria, and yellow fever and other tropical diseases and of course it was in our minds—and . . . next to the engine was a car, a coach, baggage coach, marked with large letters . . . ‘Funeral Car.’ The one behind that was the Hospital Car. I . . . wondered what that meant, until we started down the road and we would pick (up) the dead ones as we went along, and the sick would go in the Hospital Car, the dead in the Funeral Car . . . That was regular equipment on the Panama Railroad.”

John J. Murray, mechanical supervisor, 1906-1946: “One of the biggest jobs I had (during the early days) . . . was helping put in the Barbacoas Bridge, in 1908. On Good Friday of 1908 we put in the first span, on Easter Sunday we put in the second span, and the following Sunday we put in the third span . . . About 1910 I was transferred over to the Engineering Division of the Panama Railroad on various jobs on steam shovels . . . During the time I was on the shovels, out on relocation, a rock rolled down on one of the pitmen one day and we didn’t know how we were going to get it off . . . I put a dobie (charge of dynamite) on it and shot it off and the man came back and worked later . . . (The rock weighed) several tons. It flattened the man out

like a board . . . It was a rock about six by six.”

Reed E. Hopkins, railroad conductor, 1907-1921: “One of the things . . . was the hardships that the wives and the women underwent . . . In Gatun. . . I’ve seen them walk down to the Commissary, which was clear down to the lower locks, and wade in the mud over their shoetops, getting to the Commissary, and then carry their groceries up the hill. There were no means of transportation. . . . We had a standing order that any conductor was to cut off his engine and pick up a flat car if somebody got hurt and take him to the hospital. . . . That happened every day. There was many a blast shot off with no warning; you would always hear a blast, then duck under a car or something to get out of the way of the rocks that were falling. There weren’t many safety devices in that day.”

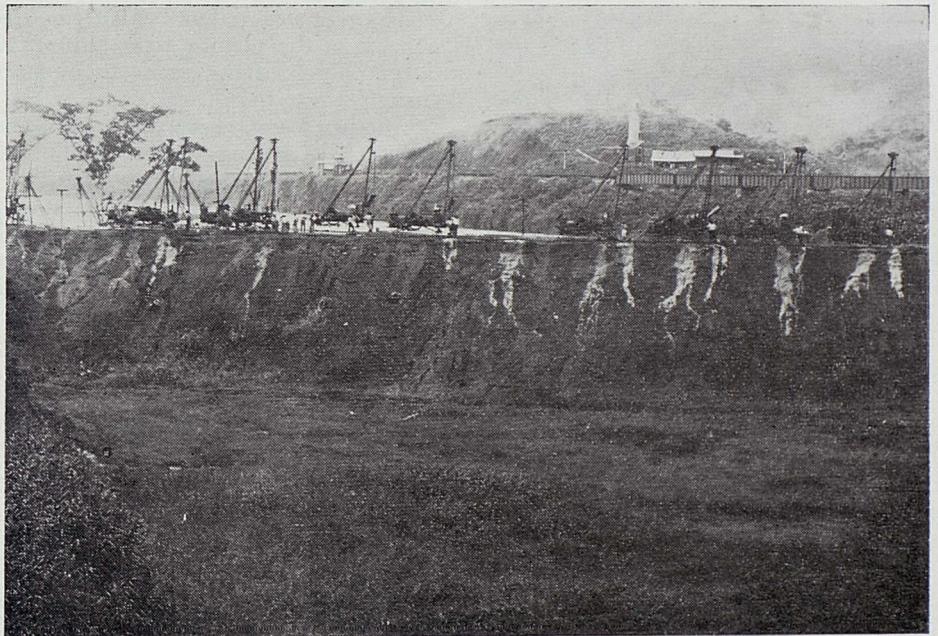
Morris M. Seeley, surgical nurse, 1907-1942: “Colonel Goethals held court on Sunday morning. If you had a complaint you could go before the Colonel no matter what your status was. . . . He called me as witness to a couple of investigations that he was carrying on. . . . The second time he called me . . . I said, ‘Colonel Goethals, I understand this is a private investigation and I am not compelled to testify if I do not want to.’ He said, ‘Why, certainly, you don’t have to testify if you don’t want to.’ I said, ‘Well, in this particular case, I’d like to . . . refuse to testify.’ He said, ‘Mr. Seeley, you are excused.’”



“We sat there and saw the dike blown up and . . . then we crossed over into the Pacific waters.”

Stuart G. Carkeet, clerk, 1910-1915: “I have many vivid memories of the days I spent here, but the one I cherish most is . . . of the trip I made from the Atlantic side to Gamboa on the day that the dike was blown. I came up in a motorboat with several—I guess it was a semi-official party. . . . We came as close to the dike as we were permitted to come . . . say five, six, seven, eight hundred feet from the dike. We sat there and saw the dike blown up and we remained until the water almost found a level, and then we crossed over into the Pacific waters.”

E. W. Baldwin, supervisory engineer, 1911-1916: “My most vivid memory, I believe, is the time when . . . I found a very serious error in the design. . . . They had a return track (at Miraflores Locks) . . . built on fill out of Culebra Cut. . . . That fill came in big lumps and I knew it was going to weather down and sink for years. . . . I wanted to put piers up—I even went to the trouble of drawing up a set of piers under it. . . . About a week or 10 days later we got a revised plan. But if you’ll check today, you’ll find there’s one less pier in the upper lock under the return track . . . than is shown on your Canal drawing—my design was a little different from theirs.” (Mr. Baldwin explained that part of the return track area had been poured according to his plan before the revised plans came through. Engineering and Construction Bureau officials say there were many on-the-scene changes made which, as Mr. Baldwin said, are not shown on the plans.)



The Pacific side of the Gamboa dike before water was permitted to fill the Canal channel.

Gertrude B. Hoffman, teacher, 1908-1912: “My most vivid memory is the premature blast at Bas Obispo. . . . The father of one of my scholars was able to get into the dipper of a steam shovel . . . and his steam shovel was completely covered with broken rocks. I used that as an illustration of quick action when I wanted to hurry the youngsters along.”

Col. David R. Wolverten, statistician, 1905-1916: “My most vivid memory of

those days was when Colonel Roosevelt—that is, President Roosevelt—came to visit the Canal Zone . . . I was at Paraiso . . . and when he came by . . . we started loading . . . cars from the steamshovels . . . The President was so pleased that he raised his hand and opened his mouth, showing all his teeth, and said, ‘Keep up the good work!’ And that’s what we did . . . I left the Canal . . . in 1916 and since then I have been doing my own work as a lawyer.”



Machinist Robert M. Merrill.

Machinist Albert Shore.



Plaudits for Safety

PLAUDITS for improvements in accident prevention were issued to two different groups last month by Gov. W. A. Carter, as the Governor-President's Annual Safety Trophy for 1960 was awarded to the Civil Affairs Bureau and those in charge of the Gatun Locks overhaul were congratulated for finishing the job quickly and with one of the lowest accident records ever established on an overhaul.

Potentially serious accidents during the overhaul did not cause serious injuries as a result of advance safety precautions.

One of those involved in such an accident was Albert Shore, a machinist, whose hard hat absorbed a blow of approximately 900 foot-pounds when the strip of steel fell on the hat perched atop it in the picture at lower left. It takes only 50 foot-pounds to fracture an unprotected skull.

Another overhaul worker involved in a potentially serious accident was Robert M. Merrill, also a machinist, whose left shoe in the picture at upper left shows the gash made in it by a 500-pound steel frame which fell on it. Thanks to the steel cap in the safety shoe, he escaped a serious foot injury.

The Safety Trophy, which was presented to Henry A. Donovan, Director, on behalf of the employees of the Civil Affairs Bureau in a formal ceremony in the Balboa High School Auditorium, is awarded each year to the bureau showing the most percentage improvement in accident prevention over the average established by it during the previous 3 years.



Governor's Safety Trophy.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
FEBRUARY

ALL UNITS
YEAR TO DATE



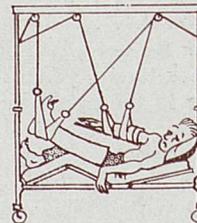
FIRST AID
CASES

'61	'60
491	232
(301)	
1026	482
(623)	



DISABLING
INJURIES

'61	'60
11	13
(2)	
26	24
(4)	



DAYS
LOST

'61	'60
564	149
(26)	
661	212
(26)	

() Locks Overhaul injuries included in total.



ALERT

FOR THE FIRST time in 2 years, a full-dress mobilization of the Company-Government Civil Defense forces will take place when the Canal Zone joins with the 50 States participating in the 1961 Operation Alert the end of this month. The national emergency preparedness training exercise will be held this year on the morning of April 28. The exercise will include both operations forces and emergency civil defense forces, as well as the members of the Volunteer Corps.

The armed forces also will participate to the extent decided upon by the individual components of the Caribbean Command. The military will give active support to the civil defense forces in the development of the problem and will cooperate at command level.

During the past few weeks, approximately 600 official duty assignment cards have been sent out to the members of the Company-Government emergency civil defense forces. These people include first aid workers, hospital attendants and aides, litterbearers, decontamination workers, radiological defense personnel, and communications operators. The cards and accompanying instructions indicate the holder's official emergency duty, mobilization area, and rendezvous point, as well as the proper action to be taken on the sounding of the public action warning signals.

Nearly all of these employees have been trained in their emergency duties under a program approved by Lt. Gov. John D. McElheny. In addition, during the past year, 20 fixed monitoring stations in the national radiological defense program have been established on the

Isthmus and monitoring personnel have been trained in the operation of the instruments required for these installations.

These fixed monitoring stations will play an important part in this year's exercise. The high schools and Canal Zone Junior College, which have had a radiological defense monitoring capability for the past 2 years, also will participate in the RADEF part of the exercise.

This year, for the first time, the Office of Civil and Defense Mobilization has planned a two-part alert exercise: a strategic type alert designated the "Increased Readiness Buildup" and, the "Attack" phase. Also, for the first time, the exercise will be monitored.

Lieutenant Governor McElheny has appointed John D. Hollen as Chief Monitor for this exercise. Mr. Hollen attended a secret briefing at OCDM Regional Headquarters in Thomasville, Ga., last month, at which he received the data on the Canal Zone attack. Mr. Hollen and his monitoring staff will be the only ones who will know beforehand what the attack pattern will be and they will introduce prepared problem situations for solution by those participating in the exercise.

The public will not participate in part one, the Increased Readiness Buildup, which is for action at command level and involves key personnel only. However, in the Attack phase, the general public will participate, as well as all echelons of the Company-Government Rescue and Operation forces.

The local training exercise will include: the sounding of the public action warning signals; imposition of traffic

control; public participation in emergency self-protection actions; mobilization of forces; establishment of control point areas; and the development of rescue and rehabilitation activities in conformity with the introduction of data by the Monitors.

Company-Government personnel and operating units will mobilize in accordance with their official duty emergency assignments or their respective disaster relief plan instructions. Personnel assigned to rescue services, hospitals, or specific rendezvous or mobilization points will do so following the "alert" signal (All Clear designation) or such other instructions as they may have received or will receive during the exercise.

The Balboa control point commander and staff will supervise the mobilization of all his elements at the assembly area in the Maintenance Division yards. He will establish radio communication with the Motor Transportation Division and the main control centers; the main control center and the alternate control center in Cristobal will establish radio communications on the theory that trans-Isthmian telephone communications have been disrupted.

Refugee stations will be set up by the Welfare Service, casualty stations will be set up by Personnel; parking and marshalling area will be located by Motor Transportation Division; control point commanders will set up their headquarters; a decontamination station will be set up by Engineering and Construction Bureau.

The Police and Fire Divisions will completely mobilize for this operation but no off-duty personnel will be called in. The Fire Division will take dispersal action during the Increased Readiness Buildup period.

According to OCDM standards for the exercise, the Federal Government will assume, during the afternoon of Wednesday, April 26, that a deteriorating international situation requires



Employees of the Comptroller's Office, who recently completed first aid training, will take part in the coming Civil Defense exercise.

ANNIVERSARIES

(On the basis of total Federal Service)

ENGINEERING AND CONSTRUCTION BUREAU

Charles Edwards
Navigational Aid Worker
Thomas E. Stephen
Winchman
Manuel Andrade
Seaman

William Dunn
Clerk Typist
Robert W. Pate
Telephone Operator
James L. Anderson
Heavy Laborer

HEALTH BUREAU

Hubert M. James
Chauffeur

SUPPLY AND COMMUNITY SERVICE BUREAU

F. P. Quiñones
Storekeeping Clerk

TRANSPORTATION AND TERMINALS BUREAU

Dolores Lara
Railroad Trackman

MARINE BUREAU

Joseph R. Smith
Launch Operator
Christopher N. Lewis
Helper Machinist
Julian B. Hall
Shipfitter

ADMINISTRATIVE BRANCH

Henry S. Makibbin, Jr.
File Supervisor
V. D. Cunningham
Statistical Clerk
Ira E. Lascelles
Bindery Worker

Alfonso Headley
Floating Plant Fireman
William J. Atherley
Painter
Richard F. Beach
Helper Electrician

Horatio Solomon
Leader Seaman
Victor M. Moreno
Heavy Laborer
Vicente Cáceres
Cement Finisher

Olive E. Hinds
Sales Section Head
Aguedo Ramos
Milkier
Violet R. Harewood
Heavy Laborer

CIVIL AFFAIRS BUREAU

John W. Hare
Chief, License Section
George L. White
Detention Guard
Paul H. Reynolds
Fire Sergeant

HEALTH BUREAU

Viola D. Edwards
Nursing Assistant
Doris M. Tubar
Medical Aid
Oscar L. Marsh
Nursing Assistant
Clover M. Williams
Laboratory Helper
Iris L. Charlton
Clerk

OFFICE OF THE COMPTROLLER

Stephen A. Bissell
Accountant

SUPPLY AND COMMUNITY SERVICE BUREAU

Claudine L. Price
Food Service Sales Checker

Gordon F. Burgess
Maintenance man
B. Cervino
Laborer Cleaner
Lillian A. Morris
Utility Worker

TRANSPORTATION AND TERMINALS BUREAU

Mary M. Long
Cargo Claims Clerk
William R. Byrd
Supervisory Cargo Officer
Vibert C. Rose
Clerk Checker
George L. Ford
Storekeeping Clerk

SAFETY BRANCH

Wallace F. Russon
Safety Inspector

ENGINEERING AND CONSTRUCTION BUREAU

Earl V. Romigh
Accounting Assistant and
Budget Officer
Winfield F. Fearn
Maintenance Machinist
Eric S. Carew
Painter
Alvin B. Ganes
Clerk Typist
Vibert Turner
Powerplant Wiper
Medardo Palomina
Helper Marine Machinist
Osvaldo Arauz
Helper Roofer
Rómulo Pinzón
Transmission Lines
Maintenance man
Cecil G. Callender
Clerk Typist
Vincent Francis
Helper Electrician

MARINE BUREAU

John F. Paterson
General Engineer
Herbert A. Greene, Jr.
Admeasurer
Marion B. Woodruff
Towing Locomotive Operator
Harry E. Wentsler, Jr.
Lock Operator Iron
Worker-Welder
Edgdon J. Crawford
Helper Lock Operator
Ruben E. Sandoval
Floating Plant Oiler
Alcibiades Romero
Boatman
A. W. Bramwell
Launch Operator
Sebastián Serrano
Oiler
Oscar L. Ellis
Seaman
David E. Emery
Floating Plant Oiler
Ruben B. Jordan
Helper Machinist

Ruth C. Morrison
Sales Section Head
Doris Cole Brown
Counter Attendant
James A. Smith
Warehouseman
Phillis M. Grant
Counter Attendant
Dorothy I. DeCree
Sales Clerk
Veronica G. Watson
Sales Clerk
Myrtle Clark
Dry Cleaning Presser
Lucille L. Sealey
Window Trimmer
Lucinda M. Alleyne
Clerk
Feliciano Campbell
Warehouseman
Linton B. Ivey
Warehouseman
Andrés A. Monasterio
Meat Cutter
Calliford S. Watson
Laborer
Undine M. Reid
Clerk

Fred J. Busch
Road Conductor
S. J. Loupadiere
Chauffeur
Antonio Downer
Truck Driver
Trevor H. Taylor
Shipment Clerk
Francisco Paredes
Guard
Joel Williams
High Lift Truck Operator
Cleveland H. James
Supervisory Motor Vehicle
Dispatcher
Lester V. Forsgren
Heavy Duty Equipment
Mechanic
Chester J. F. Rhoden
Sign Painter

CD ALERT COMING

(Continued from page 19)

increased readiness on the part of the Federal Government and that during the afternoon of Thursday, April 27, the situation has worsened to the point that general war involving nuclear attack on U.S. territory has become such an imminent threat that States and other political subdivisions should be notified of the situation and increase their readiness.

Consideration will be given to procedures and activities designed to meet the assumed situation of a threat which

may continue for an extended period or be terminated either by a relaxation of tension or by warning of attack.

The attack pattern, the exact weight, and the fallout pattern will not be distributed to participants before the exercise. Pertinent attack information made available to exercise monitors before the exercise will be injected into the exercise by monitors or through pre-positioned envelopes.

Attack information which will be injected into the exercise will consist basically of descriptions of weapons phenomena, and radiological dose-rate read-

ings or attack damage likely to be observed. From these descriptions participants are expected to estimate approximate locations and types of bursts, approximate yields, radiological conditions, et cetera.

During the course of the alert exercise, there will be no interruption to essential services even during the alert period. Canal traffic will not be delayed and emergency vehicles will be permitted to move.

Further information on this exercise will be released to the local press by Philip L. Dade, Civil Defense Chief.

PROMOTIONS AND TRANSFERS

February 10 through March 10

EMPLOYEES who were promoted or transferred between February 10 and March 10 are listed below. Within-grade promotions and job reclassifications are not listed.

ADMINISTRATIVE BRANCH

Adrian B. Howell, Office Machine Operator, from Personnel Bureau.

CIVIL AFFAIRS BUREAU

Customs Division

B. Edward Lowande, to Chief.
William W. E. Hoyle, to Chief Inspector, Balboa.

Division of Schools

Lilybel Kariger, Laura S. Henderson, Margaret F. Morris, Thelma N. Scott, Edna O. Wilson, Louise M. Caldwell, Anna L. Barnes, Hazel M. McCullough, Shirley B. Calvez, Mabel G. Bath, Jean R. Wainio, Doris M. Robins, to Recreation Specialist.

Eugenie E. Plummer, from Sales Checker, Supply Division, to Dressing-Room Attendant.

Beryl Waller, from Produce Worker, Supply Division, to Dressing-Room Attendant.
Constance E. Morris, to Recreation Leader.

ENGINEERING AND CONSTRUCTION BUREAU

Dredging Division

Victor C. Melant, to Construction and Maintenance Superintendent.
Harry W. Gardner, to Dipper Dredge Mate.
Fitzgerald Moore, to Seaman.
José D. Morán, from Heavy Laborer, Maintenance Division, to Helper Welder.

Electrical Division

Stanwood O. Specht, to Supervisory Operating Engineer.
Thomas W. Fels, to Operator-Foreman Mechanic.
Paul M. Disharoon, Jr., William Kosan, Hugh M. Thomas, Jr., Gordon A. Updyke, from Marine Machinist, Industrial Division, to Operator-Diesel Machinist.
Charles S. Kerr, to Truck Driver.
James A. Leach, to Helper Machinist.

Maintenance Division

Clarence George, Jr., to Apprentice Joiner.
Naphthali W. McLean, Higinio Morales, to Paver.
Robert A. Chambers, Victorino Espino, Felipe C. Rangel, to Quarryman.

HEALTH BUREAU

William G. Bingham, to Management Analyst, Gorgas Hospital.

Coco Solo Hospital

Dorothy M. Hanners, from Supervisory Accounting Clerk, Gorgas Hospital, to Supervisory Accounting Assistant.
Kenneth R. Alberga, to Clerk.

MARINE BUREAU

Navigation Division

Theodore F. Jablonski, to Probationary Pilot.
Nellie K. Whitney, to Clerk-Stenographer.
Gerald W. Coffey, to Marine Traffic Controller.
Byron S. Barriteau, from Telephone Op-

erator, Supply Division, to Deckhand.
Ezra Cohen, from Laborer, Community Service Division, to Deckhand.

George R. Clovis, Abraham Julio, Trinidad Morán, Domingo Rodríguez, Marco A. Roman, Alejandro Sandoval, Pedro B. Santana, from Dock Worker, Terminals Division, to Deckhand.

Clinton H. Stair, from Grounds Maintenance Equipment Operator, Community Services Division, to Deckhand.

Edwin C. Thomas, to Seaman.

Industrial Division

Carl G. Mather, Welder, from Maintenance Division.

Locks Division

Luther E. Davis, to Lock Operator Machinist.

Lester Hayles, to Leader Boatman.
Lewis W. Francis, Alejandro Guillet, Crescenciano Ibarra, Rupert Peart, to Painter Maintenance.

Juan Rodríguez, to Boatman.
Richard G. L. Smith, to Helper Lock Operator.

Arnott B. Julien, Juan M. Moreno, Heavy Laborer, from Maintenance Division.

Albert E. Waithe, from Laborer Cleaner, Electrical Division, to Heavy Laborer.

CENTRAL EMPLOYMENT OFFICE

John H. Diaz, from Clerk, Gorgas Hospital, to Qualifications Rating Clerk.

SUPPLY AND COMMUNITY SERVICE BUREAU

Leigh C. Paulson, to Supervisory General Supply Officer.

Geneva H. Colburn, Pauline Kaplan, to Service Center Manager.

Harold W. Rerrie, to Merchandise Management Officer.

Cecil F. Haynes, to Supervisory Clerk.
Sibert F. R. Haynes, David S. Beckett, to Clerk.

Lloyd E. Edwards, Dorothy E. Evans, Azariah C. Coke, to Clerk-Typist.

Francisco A. Planes, to Waiter Captain.

Ernestina P. Archibold, Madlin J. Jones, Elvina Mitchell, Lillian A. Morris, Victorina C. Ramírez, Muriel E. Walsh, to Counter Attendant.

Suzanna E. Cox, Ethel A. Sampson, to Cook.

Maybell M. Forbes, Purcell H. Marshall, Silvia G. Wint, to Short Order Cook.

Ramón E. Avila, to Meat Cutter.
May A. Battist, Stanford M. Clement, to Pantryman.

Cornelius Reid, to Produce Worker.

Enrique A. Wedderburn, from Helper Lock Operator, Locks Division, to Service Station Attendant.

William P. Escoffery, Leonora W. Fearron, Clara W. Reid, Luisa E. Scott, to Sales Checker.

Adassa Bell, Pearl H. Burke, John R. Carington, Miriam Dennis, Mabel G. Farley, Agnes M. Harewood, Louise A. King, Angela L. Price, Beryl L. Russell, Lillian Rutherford, Jestina Trusty, to Sales Clerk.

Edna S. Francis, Florence W. Griffiths, Dorothy A. Headley, Viola C. Lewis, to Sales Section Head.

Francisco Brito, to Stockman.
Geraldine L. Watson, Marcus J. Williams, to Storekeeping Clerk.

Clara B. Belle, Albert S. James, to Snack Bar Operator.

Sefred A. Bowen, to General Helper.
Florencio Akins, from Heavy Pest Control Laborer, Division of Sanitation, to Laborer.

Jorge C. Evers, to Heavy Laborer.
Ricardo Henry, from Hospital Laborer, Gorgas Hospital, to Laborer Cleaner, Community Services Division.

Francis A. Cadogan, to Utility Worker.

TRANSPORTATION AND TERMINALS BUREAU

José C. Domínguez, to High Lift Truck Operator, Panama Local Agency.

Terminals Division

Claude P. Swaby, to Cargo Clerk.
Arnold Benjamin, to Clerk Checker.
Lenord A. Bishop, from Painter Maintenance, Locks Division, to Clerk Checker.
Samuel Bradiel, to Helper Liquid Fuels Dispatcher.

Cristobal Delgado, to High Lift Truck Operator.

Paulino F. Abrahams, to Baggage Room Worker.

Irvin McClean, to Heavy Laborer.
Felix Ross, Alberto Ward, to Ship Worker.

Motor Transportation Division

Gilberto Ortega, from Truck Driver, Electrical Division, to Chauffeur.

Cecil D. Gittens, from Kitchen Attendant, Supply Division, to Truck Driver.

Lloyd B. Joseph, to Timekeeper.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Harry A. Dockery, Supervisory General Supply Assistant, Supply Division.

George R. Cook, Sebastian G. Ríos, Jr., Guillermo Van Hoorde, Construction Inspector, Contract and Inspection Division.

Addie L. Colclasure, Dietitian, Gorgas Hospital.

Gary P. Dunsmoor, Graduate Intern, Business Administration, Supply and Community Service Bureau.

Philip J. Bauman, Adelle W. Cooper, Mrs. Donald C. Pierpoint, Service Center Supervisor, Supply Division.

Wilfred White, Service Center Manager, Supply Division.

Adelaide V. Palache, Sales Section Head, Supply Division.

Marcella W. Atkinson, Hilda F. Mootoo, Rose W. Parker, Curtis B. Parnter, Clerk Typist, Supply Division.

Marie L. Beresford, Francisco A. Bravo, Mureal B. Dryden, Lileane Jones, Joseph Roberts, Clerk, Supply Division.

Domingo Barrios, Launch Operator, Dredging Division.

Delfino Andrade, Domingo Davis, Gladwin Edwards, Alberto Góndola, Martin L. Grenald, Marshall J. Herbert, Clyde D. Lashley, Tomas Marial, George A. Wallace, Guard, Terminals Division.

Raimundo Dixon, Bookkeeping Machine Operator, Accounting Division.

Joslin N. Harris, Cook, Supply Division.
Luis A. Fajardo, Laborer, Industrial Division.

CANAL HISTORY

50 Years Ago

IT WAS ANNOUNCED during April 1911 that a general project for lighting and bouying the Canal had been approved. The plan contemplated the use of range markers to establish directions on the longer tangents, or reaches, and side lights spaced about a mile apart to mark each side of the channel.

With opening of the Canal still 3½ years away, it was reported that it was possible for ships drawing 18 feet of water to use the Canal at the Pacific

entrance from Panama Bay to the lower end of Miraflores Locks, although part of the channel was not yet at its full width and depth in that area.

The pouring of concrete in the upper lock chambers at Gatun was "practically done" 50 years ago this month, while the middle chambers were 80 percent complete and the lower chambers were 15 percent complete. At the same time, Pedro Miguel Locks were 76 percent complete and Miraflores Locks were 15 percent complete.

25 Years Ago

WAR CLOUDS were gathering 25 years ago, with newspaper headlines reporting danger of Russian-Japanese armed conflict and rejection by Ethiopia of Italy's bid to end that particular war. The Lindbergh kidnaping case was on front pages; Congressman John W. McCormack of Massachusetts introduced a 5-day work week bill in the House of Representatives; and 60 Swiss farmers and their families came to Panama to establish a colony in the Volcan region.

A Canal transit record was set by the destroyer U.S.S. *Manley*, which made the run from Balboa to Cristobal in 4 hours and 38 minutes. The *Manley*, which averaged 16 knots per hour on the stretch between Pedro Miguel and Gatun, was on orders of the U.S. Navy Department to search for alleged gun runners off the northern coast of Honduras.

The highest monthly transit record in nearly 7 years was set during March 1936, when 526 ocean-going vessels made the Canal transit. This was the highest figure since October 1929, when 544 ships passed through the Canal.

10 Years Ago

THE CLUBHOUSES offered movie shorts to entertain customers at the new Drive Inn at the Library Building. The movies were shown on a trial basis on Friday, Saturday, and Sunday nights.

Preliminary returns for the 1950 census indicated that the number of people in the Canal Zone that year was substantially the same as in 1940, when the last census was taken. An estimate based on the returns already completed showed that the population was about 51,000, including military personnel. Of the total, 36,000 lived in the Balboa Court District and 15,000 lived in the Cristobal Court District.

During the month it was announced that the position of Lieutenant Governor of the Canal Zone had been designated by the U.S. Civil Service Commission as one of the 100 top government jobs in the classified service.

One Year Ago

PRESIDENT EISENHOWER nominated Maj. Gen. William A. Carter to be Governor of the Canal Zone and President of the Panama Canal Company, to succeed Maj. Gen. William E. Potter, whose term was to expire June 30.

RETIREMENTS

RETIREMENT certificates were presented at the end of March to the employees listed below, with their birthplaces, positions, years of Canal service and future residence.

Henry E. Argue, Pennsylvania; Police Sergeant, Police Division; 15 years, 9 months, 27 days; Isthmus for present.

Lester S. Beetle, New Jersey; Operator-Diesel Machinist, Electrical Division; 18 years, 2 months, 26 days; Undecided.

Alexander F. Betty, Panama; Chauffeur, Motor Transportation Division; 42 years, 9 months, 28 days; Colon.

José M. Bravo, Colombia; Dairy Worker, Supply Division; 15 years, 6 months, 15 days; Colon.

Temistocles Correa, Panama; Special Boatman, Locks Division; 17 years, 11 months, 18 days; Panama.

Mureal B. Dryden, Panama; Clerk, Supply Division; 19 years, 8 months, 6 days; Colon.

Claybourne N. Henry, Colombia; Dock Worker, Terminals Division; 28 years, 7 months, 15 days; Colon.

Thelma G. Lowe, Pennsylvania; Retail Store Supervisor, Supply Division; 20 years, 1 month, 23 days; Florida.

Victor M. Mendoza, Panama; Winchman, Terminals Division; 10 years, 11 months, 15 days; Colon.

Juan Ríos, Panama; Leader Track Laborer, Railroad Division; 32 years, 11 months, 12 days; Panama City.

Diego A. Ruiz, Panama; Chauffeur, Motor Transportation Division; 25 years, 11 months, 7 days; Panama City.

Cecil A. Scott, Trinidad; Helper Electrician, Electrical Division; 33 years, 1 month; Colon.

Hayward H. Shacklett, Kentucky; Safety Engineer, Safety Branch; 21 years, 1 month, 16 days; State College, Pa.

Howard J. Shearer, New York; Timekeeper, Motor Transportation Division; 17 years, 2 months, 29 days; Bronx, N.Y.

Edward J. Shepherd, Security Commander (Lieutenant), Locks Division; 11 years, 2 months; Philadelphia, Pa.

Mary E. Specht, Pennsylvania; Supervisory Administrative Assistant, Maintenance Division; 26 years, 6 months, 25 days; Isthmus.

Ce'ford I. Williams, Jamaica; Truck Driver, Motor Transportation Division; 24 years, 8 months, 9 days; Colon.

Ivy W. Wright, Jamaica; Retail Store Packager, Supply Division; 20 years, 5 months, 7 days; Colon.

Enforced Leave Ruling

THE COMPTROLLER GENERAL of the United States recently ruled that Federal agencies have authority to place employees on enforced annual leave "as the needs of the service require," but noted that such action might be illegal in disciplinary cases.

"Enforced annual leave situations such as the administrative closing of an office for a period of time during which employees are required to take annual leave or instances when em-

ployees' requests for annual leave are denied and the employees are instructed to take annual leave at other specific times come within the general rule that administrative offices may require an individual employee or class of employee to take annual leave at any time and for any period within the limitations of the Annual and Sick Leave Act, as the needs of the service require," the ruling said.

Souvenirs From Cardenas

AMONG THE PRIZED possessions of a number of Canal Zone youngsters are foot-long strips of red satin ribbon carrying the signature of Gov. W. A. Carter. The pieces of ribbon were part of the 62-foot strip which Governor Carter cut on the afternoon of March 12 to open Cardenas Village, newest Canal Zone community.

"Welcome, neighbors," was the keynote of the opening day ceremonies, during which an estimated 1,200 Zone residents visited the new community, where employees of the Federal Aviation Agency will be housed.

Several regional officials of the FAA from Fort Worth, Tex., attended the opening day ceremonies and while here inspected FAA facilities used in the



Donald G. Scular, Assistant Regional Manager of the Federal Aviation Agency of Fort Worth, greets the crowd which attended the formal opening ceremony at Cardenas Village.

operation of "Panama Radio," which the aviation agency operates for the benefit of aircraft flying in the vicinity of the Isthmus.

About half of the finished units have been occupied by FAA employees in the

month since the opening and the other half of those now completed will be occupied by the end of this month. Municipal services for the community are being provided by the Panama Canal Company.

Health Insurance for More Retirees

A GROUP HEALTH insurance program for the benefit of disability relief recipients of the Company-Government organization was expanded last month to provide for enrollment of other retirees who have no group health insurance protection.

The program was developed by the Personnel Bureau and originally went into operation in February for disability relief recipients. In addition to pro-

viding health insurance benefits, the program also includes a death benefit of \$150, with double indemnity for accidental death.

Robert Van Wagner, Employee Services Officer, who is in charge of the insurance programs for both retirees and active employees, reports that a total of 2,590 disability relief recipients and 170 other retirees were enrolled in the program as of March 20.

Total cost of the insurance, which is paid for by the retirees is \$3.35 per month. The coverage provided, in addition to the death benefit, includes up to \$7 per day for 31 consecutive days per illness for hospital room and board, up to \$10 for ambulance service to and from the hospital, up to \$70 per illness for drugs, medicines, anesthesia, bandages, and similar items, and up to \$150 for specified surgical operations.



Members of the Canal Zone Retired Employees Insurance Group Board during its first meeting, which was held March 14 in the Administration Building at Balboa Heights are, from left to right: Arthur A. Pyle, James E. Hassocks, Robert Van Wagner, Joseph

A. Liverpool, Edward A. Doolan, chairman, William Johnson, George N. Samuels, and Ellis Fawcett. Dean M. J. Peterson, an advisory member of the board, was absent when the picture was taken. Mr. Van Wagner and Mr. Fawcett are only advisory members.

SHIPPING

Bigger and Bigger Ships

AS THE INCREASING length and breadth of Canal customers amply demonstrates, the trend in ships today is to build them bigger and bigger, and if they're not big enough, they are "jumbo-ized." That is just what happened to the Liberian freighter *Pathfinder*, a recent Canal customer.

The *Pathfinder* was built in England just 10 years ago for the bauxite trade between Dutch Guiana and Trinidad and had a deadweight capacity of 8,000 tons. By modern standards, that wasn't enough. So, recently, she underwent major surgery in a Japanese shipyard to have her length increased by 62 feet, her breadth by 4 feet, and her draft by 9 feet.

Since her operation, the *Pathfinder* can carry 12,500 tons, has the same speed of 12 knots, the same fuel consumption rate, and the same size crew. Quite an increase over her original capabilities.

The job on the ship took 75 days. The vessel was chopped off at the bow and at the after section, which included engines and quarters. The entire mid-section cargo space was removed and replaced with a new one bigger in all dimensions than the original, thus lengthening the ship to 509 feet and making her 64 feet wide.

When she recently passed through the Canal, the rebuilt ship was carrying a load of wheat for the Dominican Republic.

Liberian Shipping Line

ALTHOUGH THERE were 997 transits of the Canal by ships flying the Liberian flag during the fiscal year which ended last June 30, the small African nation has only recently moved to establish its own shipping company, with formation of a joint Liberian-Israel-Dutch shipping firm, the Liberian National Shipping Co. The Liberian government will own half the shares, while the Israeli and Dutch partners each will own 25 percent.

The firm has ordered two 33,000-ton ore carriers. They will be built by Verolme, at a cost of about \$10 million. Dutch officers and mixed Dutch and Liberian crews will man the ships until enough Liberians can be trained to take over. Until the ships are completed in the latter part of 1962, the new firm may charter other vessels to carry ore from Liberia to the United States and Europe.

TRANSITS BY OCEAN-GOING VESSELS IN FEBRUARY

	1960	1961
Commercial	926	843
U.S. Government	20	20
Total	946	863

TOLLS *

Commercial	\$4,420,247	\$4,114,601
U.S. Government	99,088	140,857
Total	4,519,335	4,255,458

CARGO (long tons)

Commercial	5,161,461	4,869,175
U.S. Government	92,257	233,546
Total	5,253,718	5,102,721

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

Tankers Sold

THE PANAMANIAN FLAG single-deck tank steamers *Esso Buffalo* and *Esso Syracuse* and the single-deck motor tanker, *Esso Pittsburgh*, all built by the

Sun Shipbuilding and Dry Dock Co., Chester, Pa., in 1942 and 1943 and all owned by the Panama Transport Co., have been sold.

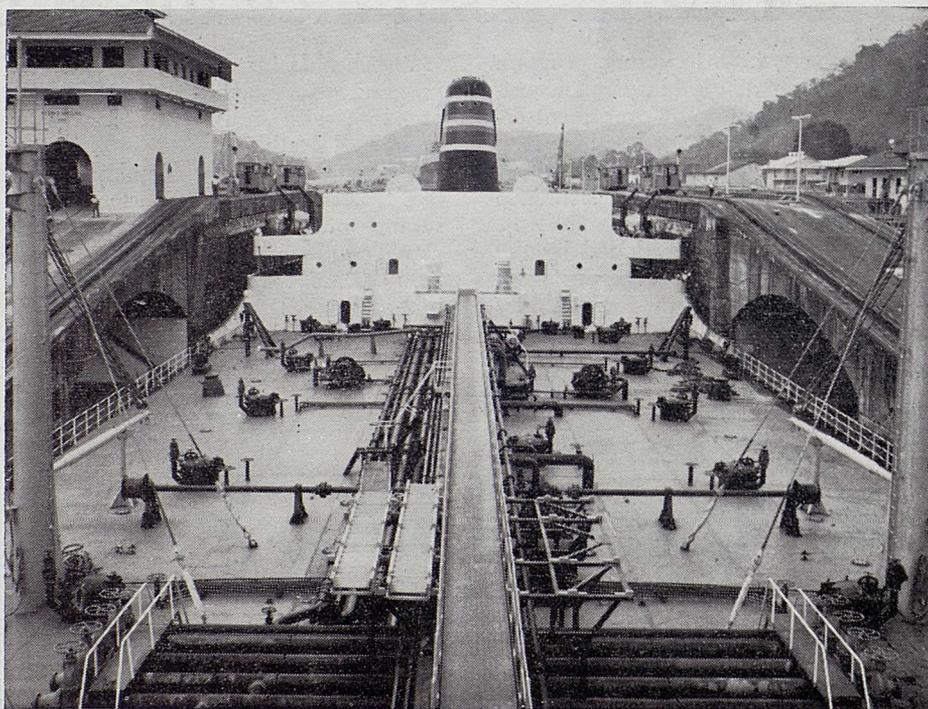
The two steamers were sold to Italian firms for \$235,000 each, while the motor tanker was sold to a Yugoslavian firm for \$265,000. All are to be scrapped.

South Pacific Cruise

THE CUNARD LINE has announced that its 34,172-ton *Caronia* will make a long cruise to the South Pacific and Far East between January and April of next year instead of making its normal world cruise.

The change in itinerary, Cunard Line officials said, was made at the request of passengers for an all Pacific cruise.

The voyage will bring the liner through the Panama Canal twice, as the 32,800-mile trip is to begin and terminate in New York. The itinerary will take the *Caronia* to Australia, New Zealand, New Guinea, Thailand, Japan, and the Samoan and Tongan Islands.



This photograph of the *Mount Vernon Victory* as it entered Pedro Miguel Locks during a southbound transit last month makes it obvious that the 102-foot width of the tanker is near the limit for the 110-foot wide locks. The *Mount Vernon Victory* is one of a number of 102-foot-wide tankers which use the Canal and all of them pose some special problems in handling to keep them from crashing against the sides of the lock chambers. With a length of 700 feet or more, such ships need to set at only a very slight angle in the chamber for either the front or rear section to move against the lock wall. The *Mount Vernon Victory*, which is owned by the *Mount Vernon Tanker Co.* and is represented locally by *Fenton & Co.*, was carrying 37,682 tons of Navy fuel oil from Curacao to Pearl Harbor.