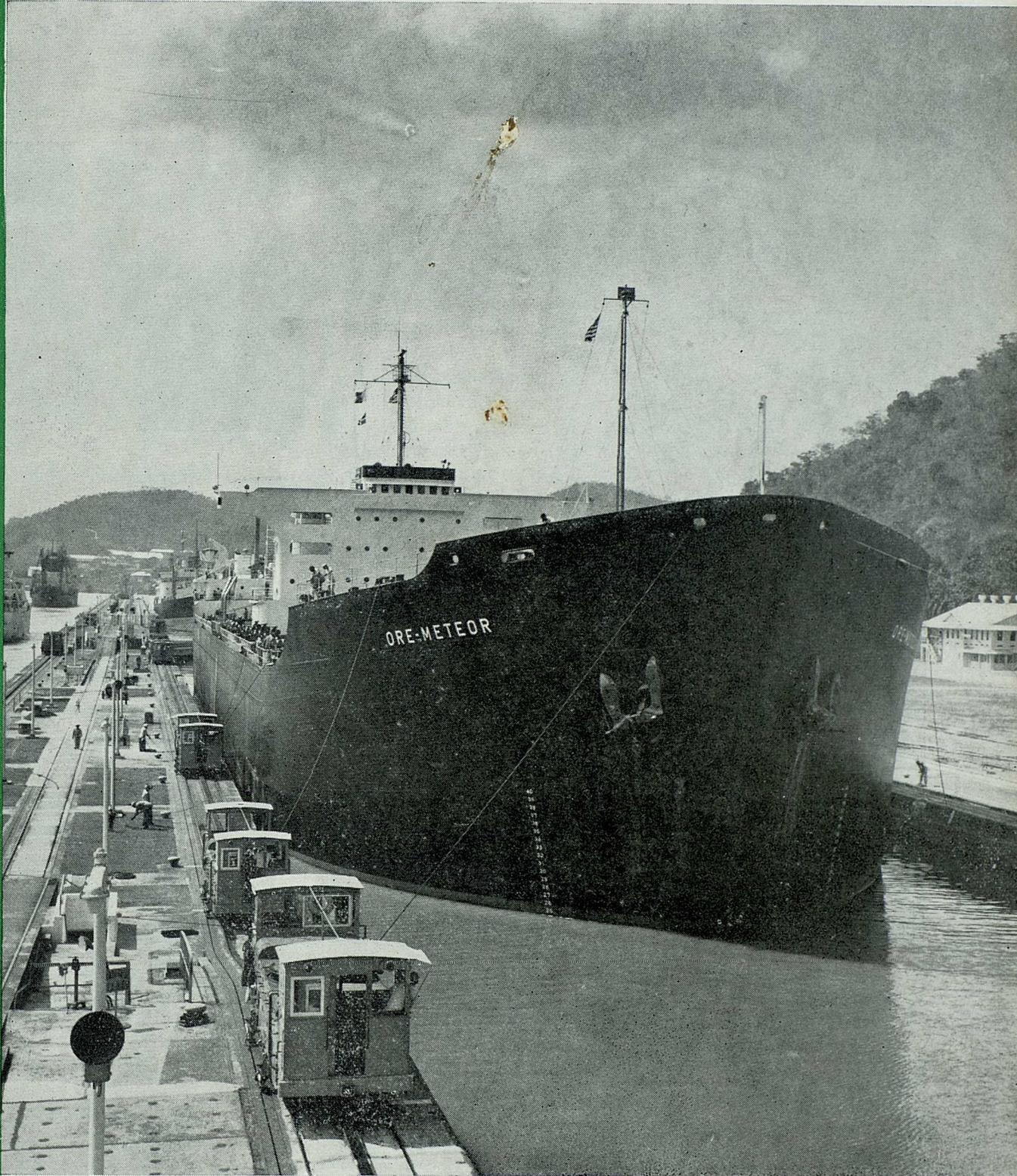


THE PANAMA CANAL ZONE Isthmus of Panama  
**REVIEW**



Vol. 11, No. 10  
MAY 5, 1961

*Tight Fit*

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



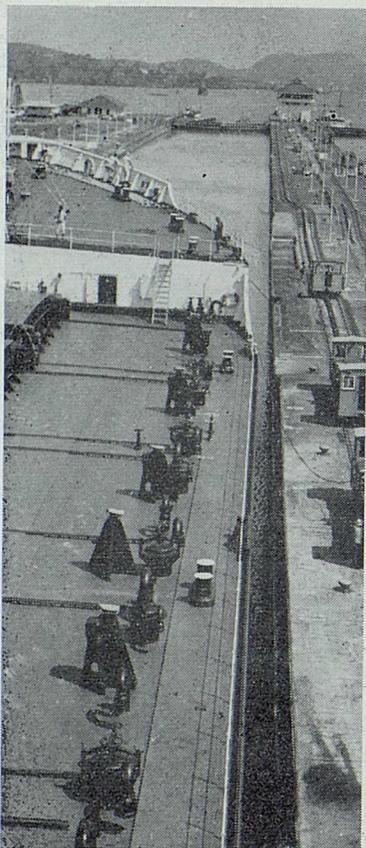
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# Supership Problems

WITH SHIPS GETTING bigger and bigger and the Panama Canal locks remaining the same size they have been for almost half a century, more and more problems face Canal pilots and other personnel responsible for getting all ships safely through the waterway.



To the casual observer it might seem that any ship under 1,000 feet long and less than the 110-foot width of the locks would be able to transit the Canal. Such an observation disregards a number of factors which make the usable size of the locks somewhat less than their actual size.

Most obvious of these factors is that a ship has to be guided into and through the lock chambers without smashing into the concrete walls of the structures. On the basis of available experience, Canal officials say, the present maximum size of a merchant-type ship which can be safely transited is 102 feet wide, 850 feet long, and 36½-foot draft. For some ships, there may be other limiting criteria which would reduce the maximum size even further, they say.

The *Ore Meteor*, pictured on the cover of this month's REVIEW as she was put through Miraflores Locks, is typical of the superships. Lt. Gov. John D. McElheny recently pointed out to Colon Rotarians that the number of ships unable to use the Canal when fully laden increased from 231 in January 1959 to 393 in January of this year, thus indicating the trend toward such ships.

The mammoth *Ore Meteor* is 102 feet wide and 751 feet long. At the present time she is on a run from the U.S. east coast to iron ore mines in Peru. As the adjoining view from her deck and the cover picture by Marine Bureau Safety Representative Lawrence W. Chambers show, her width leaves her very little clearance. In fact, she is so wide that a turn of less than 1 degree in angle will cause her to strike the lock walls.



## In This Issue

THE ENGINEERS and technicians who are leading the way into the new age of electronics are not above engaging in high-jinks for laughs, despite their pre-occupation with transistors, algebraic formulae, and related matters, as this view of the *Siri*, a Canal tug, shows. The tag of "Afrucun Queen" was hung on the tug by a wag among the experts who recently completed a series of tests on the Canal to help solve problems connected with the design of the waterway's new marine traffic control system.

Melvin Bierman, who is supervising the program as project engineer, looks at the sign with a sun-induced squint, while Jack Shepard of Gibbs & Hill, designers, smiles at him from the control house. The more serious efforts of the experts are discussed in the article on page 3.

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# To Speed Shipping Through Waterway

*Marine traffic control system now being designed will improve scheduling of transits, aid pilots, and assist traffic controllers.*



Test crew member adjusts antenna on Shearwater.

IT HAS BEEN SAID that the big decisions are easy, but it's the small ones which are difficult and tedious. Engineers, lawyers, doctors, and others with experience in the decision-

making field would, almost without exception, agree.

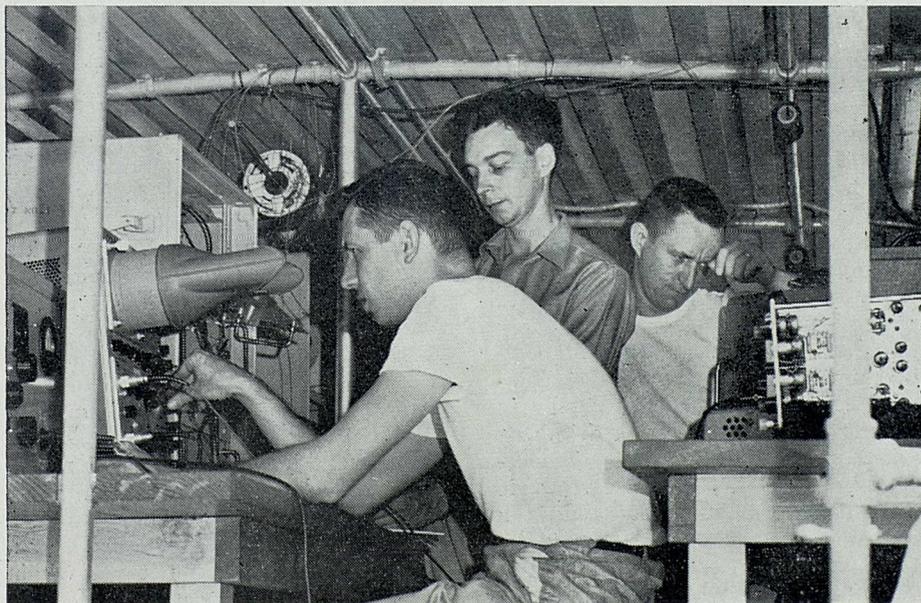
Engineers, for example, recognize that it is a relatively simple matter to say, "We will build a four-lane highway

from El Paso to Denver." They also know, however, that thousands of small but nonetheless essential decisions will have to be made before such a highway becomes a reality. What kind of material to use; the thickness of the surfacing; width of each lane; maximum degree in curves; exactly where, right down to the inch, shall the paving be placed?

Similarly, the big decision to establish an electronic, computer-equipped marine traffic control system for the Panama Canal was made because the Board of Directors was convinced that such a system would speed world shipping through the waterway. But hundreds of decisions about details are necessary before the big decision can become an accomplished fact.

Many of these little but essential decisions are being made by men who have come to the Canal Zone from the States to study conditions and limitations of the waterway, climatic conditions, special problems which may be encountered in operation of this unique enterprise, and to actually make field tests of equipment which is being considered for use in the new system.

Some months ago, for example, a



Three members of test crew with the electronics gear installed aboard Siri for tests.



Siri, Sea Devil, and Shearwater were used in testing design of equipment for system.

group of men spent several days in the Zone studying the operation of the waterway and asking hundreds of questions of Canal officials to determine just what information will have to be furnished to the electronic computers if they are to be of maximum value in operation of the Canal.

And during the past 6 weeks, seven stateside experts conducted field tests in Gaillard Cut to get the answers to such questions as the most efficient way to wire some of the equipment, whether to use transistors or vacuum tubes in certain parts of the system, how the various sections of it should be arranged for best results or minimum maintenance, and similar problems.

To run their tests, the men put a lot of electronic gear aboard the *Siri*, a seldom used tug belonging to the Canal organization, equipped a pair of Canal launches with related gear, then went out and conducted an exhaustive series of tests to see just what approaches seemed to offer the best possibilities.

Most of the things they found out still are being analyzed from the cryptic mathematical and other data recorded about each test. When the evaluation is complete, many of the so-called "little decisions" about design of the system will be made.

Why, you may ask, is it necessary for the Canal to join in the trend toward electronic equipment after almost

50 years of operation with a minimum of electrical and mechanical devices? The answer is simple: increasing traffic through the Canal requires that ships be put through with an absolute minimum of delay if costly tie-ups of world shipping are to be avoided in the years ahead.

Although the present system for scheduling transits through the Canal includes consideration of many related factors, it is limited, for the most part, to putting ships through the waterway on a first-come, first-served basis, even though this is not necessarily the fastest nor the most economical scheduling method.

The first and foremost problem to be dealt with, therefore, is the question of how a given number of ships wanting to transit during any single day can be accommodated the most quickly, at the least cost, with the greatest amount of safety, and the most efficient use of the waterway, its personnel, and the associated installations.

This need is to be filled in the new system by a high-speed electronic "scheduling" computer capable of analyzing all pertinent information about the ships desiring to transit, the condition of the Canal, the economics of operation, and related data in order to provide three alternate transit schedules, one of which will be selected for the day's transits by the marine traffic controller.

But simply getting all the ships started through the waterway in the proper order does not solve the entire problem. What, for example, happens to a ship which shows up for transit after the day's original schedule has been started? Or what if something goes awry with one of the ships already in the waterway, forcing it to stop or slow down? Or what if something happens to the waterway itself, changing the conditions under which the original schedule was prepared?

All these potential problems and many others can be solved quickly and easily by the computer, if it is kept supplied with the necessary information as the day progresses and is not sidelined after doing its first chore of the day—preparation of the three alternate transit schedules.

To help keep the scheduling computer informed, a "monitoring" computer is to be used which will be in virtually continuous contact with the various ships through automatic electronic equipment located at strategic points along the waterway and in a small unit taken aboard each ship by the Canal pilot in charge.

The information which the monitoring computer continues to acquire throughout the day will be fed to the sched-

uling computer, which automatically will determine if everything is working out according to the original schedule and, if it isn't, issue the necessary advice to pilots and marine traffic controllers.

All the computers, radio signals, pilot units, and related equipment are not a substitute for human brains, however. The system will not replace the importance of a pilot's judgment and control over a ship. His actions always will be the final link in the system used to transit ships.

Communication from ship-to-ship and ship-to-shore must be accurate and continuously available if the system's various parts are to function properly.

This final major requirement is to be met by replacing the 30-megacycle radio equipment now in use with equipment which will operate on the more reliable and trouble-free 160-megacycle frequency range. This new equipment will be used both for voice communication and for the automatic assembling of information by the monitoring computer.

The central office of the new system will house a display panel showing the complete plan of the Canal and equipped with a series of small tubes which will light up on instructions from the scheduling computer to show the location of each ship in the waterway at any time.

The marine traffic controller, who always will have over-riding control of the entire system, normally will sit at a control console directly in front of the display board. By pressing the proper buttons on the console the controller will be able to obtain detailed information about any ship or group of ships in the Canal. He then can use such information to exercise human judgment in arranging or rearranging scheduled ship movements.

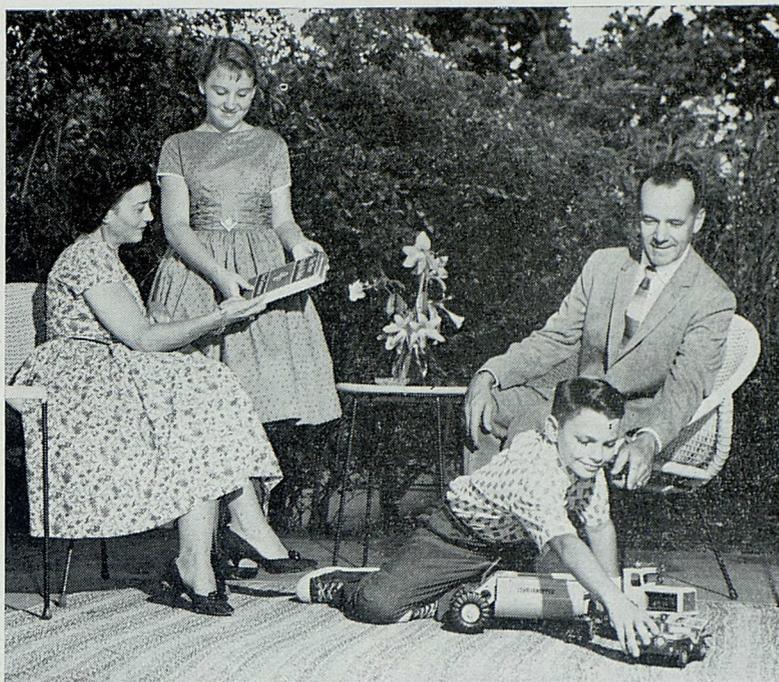
The computer's preparation of the three alternate transit schedules at the beginning of each day will require a total of about 2 hours. Once the initial work is done, however, the scheduling computer can take new information and provide a new schedule in less than 5 minutes.

Not only will the new system provide the Canal with more efficient operation, but it also will be beneficial to the marine traffic controllers and the pilots. It will relieve the controllers of the task of making repetitious calculations day after day and provide them with up-to-the-minute information necessary to altering original scheduling, if necessary. At the same time, it will provide the pilots with accurate information about ships near them in the Canal, even though they are not yet within view, and in some cases will enable pilots to reduce the time for transiting a slow ship by several hours.

# Active Family

## Leaving Isthmus

*Lieutenant Governor and family ending tour of duty with fond memories of community and family life in the tropics.*



Lieutenant Governor McElheny and his family at their Canal Zone home.

UP THE CHAGRES, camping on a sandbar; water skiing at Gamboa and Madden Lake and skindiving off the Perlas Islands; sightseeing with snorkles at Fort San Lorenzo; catching a dolphin off the drift line; visiting a tourist-untouched island in the San Blas Archipelago; picnicking at Goofy Lake or along Shimmy Beach; relaxing at El Valle with both Canal Zone and Panamanian friends.

A tourist folder, extolling the attractions of the Republic of Panama? No, just a glimpse of a North American family enjoying life on the Isthmus. A family headed by the man who holds the second highest Canal position—Lt. Gov. John D. McElheny.

Lieutenant Governor and Mrs. McElheny and their two children, Phyllis Ann and Bruce Daniel, arrived on the SS *Cristobal* in July 1958 for their first experience in tropical living. Prior to coming to the Canal Zone, Colonel McElheny was on duty with Military Supply in the Office of the Chief of Engineers. Now, at the end of his tour of duty here, they will be returning to the Washington area, where Colonel McElheny is to join the Office of the Deputy Chief of Staff for Logistics, Department of the Army, Washington, D.C.

If there's anything to the legend about drinking the water of the Chagres, Mrs. McElheny is certain they'll all come back to the Isthmus. For in the course of water-skiing expeditions alone

they've gulped enough water in sudden spills to comply with any legendary requirements.

They will carry back with them many memories, a number of articles made in Panama, and "recuerdos" that have no price—seashells picked up along some sunny Panamanian beach, a fragment of pottery found while viewing marine life while using snorkles, and native recipes to be tried out in the Washington locale—if the ingredients are available.

What impressed them most? The hospitality everywhere.

The whole family feels completely a part of the community, both Lieutenant Governor and Mrs. McElheny say, with friends and neighbors who greet one another on a first-name basis.

They have been an integral part of the Canal Zone community, taking an active interest in all community affairs. Colonel McElheny served on the Board of the Boy Scout Council, the Executive Board of the Y.M.C.A., and held offices in the Society of American Military Engineers. Mrs. McElheny served on the Board of the Girl Scout Council and the Board of the Inter-American Women's Club. Both have been active supporters of the Minor League, in which son Bruce played, and both have enjoyed their affiliation with the Balboa Union Church.

Lieutenant Governor and Mrs. McElheny and their children have visited the Republic of Panama from Puerto Armuelles to Chepo, making

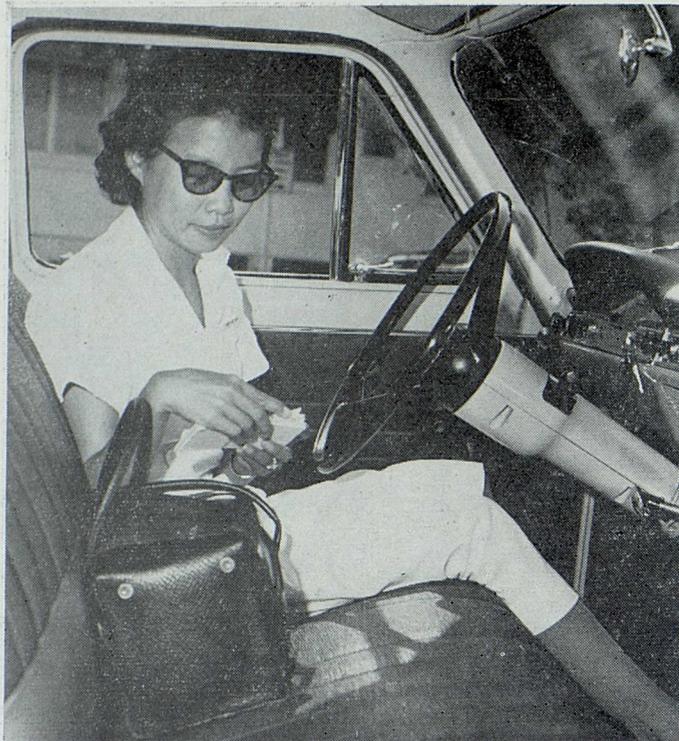
lasting friendships as they traveled. They also visited Haiti, including Cap Haitien and the Citadel, and some of the Central American countries, as well as Medellin, Colombia.

Panama wasn't Lieutenant Governor McElheny's first overseas assignment. He was on duty with the 826th Engineer Aviation Battalion at the outbreak of World War II and served with that unit when it transferred to England. Subsequently he served in France with the Ninth Air Force and then was assigned as executive to the engineer of the Seventh Army, in Heidelberg.

From 1947 to 1951, Colonel McElheny commanded the combat engineer detachment at West Point. He attended the Army War College after the West Point assignment and was assigned to duty with the Far Eastern Command, which brought to the family the experience of living in Japan for 3 years, starting when Phyllis Ann was but 4 years old and Bruce was 2.

They returned to Washington on completion of that assignment, and the Canal Zone tour of duty came next.

The Lieutenant Governor and his family will sail from Cristobal on the Company-operated *Ancon* May 29 for New Orleans. They will leave New Orleans on June 2, the day they arrive there, for New York and then West Point, where Colonel McElheny will attend the 25th reunion of his class before proceeding to Washington and his new assignment.



Miss Florence Lao checks list of retirees she will visit during day's work. Miss Lao is leaving position to get married this month.

THE SINGLE ROOM in which the 84-year-old man lived was small and the furnishings shabby, although it was apparent that an effort had been made to keep it orderly. The nurse talking to the aged man was sympathetic, however, and not critical. She had seen worse living conditions during recent weeks.

This man, however, represented a special problem. Not only was he somewhat feeble with age, but he also was totally blind. A kindly neighbor cooked his food and carried it to him, while neighborhood youngsters ran many of the little errands which he was unable to do for himself.

Miss Florence Lao, the nurse, checked the man's blood pressure, asked if he would like to have her leave a small package of aspirin for the aches and pains which frequently afflict the elderly, and then told him she thought one of the Panama social welfare agencies might be able to get him admitted to an old folks' home.

Leaving the aspirins and a small box of salve for a skin infection with the lonely old man, Miss Lao told him she would return in a few days to see how he was getting along and take care of further minor medical needs which he might have.

"We were lucky in his case," Miss Lao says, discussing the work which she and two other nurses employed by the Company-Government have been doing among disability relief retirees of the Canal organization since last September.

She explained that the man was admitted to the old folks' home, where his needs are taken care of by trained personnel, but others only slightly better off cannot be accommodated in such institutions.

Mrs. Felisa S. de Pérez, who is the nurse stationed on the Atlantic side of the Isthmus, and Miss Nellie V. Blackman, who works with Miss Lao on the Pacific side, cite cases very similar to those mentioned by Miss Lao.

"They are very poor," Mrs. Pérez says, "and many of them are unable to take care of themselves or their rooms, so their living conditions are pretty bad a lot of times. We just have to do the best we can, and give them what help we can."

Most of the 3,400 disability relief retirees of the Canal organization, for whose benefit the nurses were hired, are past 70 years of age. Many of them have something wrong with their eyes, a sizable number of them have suffered strokes, and others suffer from various heart conditions, arthritis, cancer, skin infections, ulcers, and a variety of other health problems.

The nurses carefully steer away from anything which could be construed as practicing medicine, leaving this to doctors, whom they frequently call for retirees in need of medical attention. If medication is prescribed, the nurses make periodic visits to see that the doctor's instructions are being followed. "A lot of these people live alone,"

## They Serve Retirees

*Nurses employed by Canal are helping provide medical care for disability relief retirees.*

the nurses say, "and at their advanced age they frequently forget to follow instructions, don't understand them to start with, or just get confused, so we usually try to get some friend or neighbor who can help them keep things straight. If they live with someone, it isn't so much of a problem."

The financial problem involved in providing medical care for those disability relief retirees in need of it has been largely solved by the Group Health Insurance Program which was started for the retirees during February under Canal auspices.

Of the 3,400 disability relief retirees living in the Republic of Panama, 2,638 of them are enrolled in the insurance program, which originally was instituted for those on the disability relief rolls but since has been extended to all non-U.S.-citizen retirees of local Federal agencies.

The Group Health Insurance Plan provides a maximum of \$7 per day up to a total of \$217 for hospital room and board for a single illness, up to \$10 for ambulance service to and from the hospital, up to \$70 per illness for drugs, medicines, anesthesia, bandages, and similar items, up to \$150 for specified surgical operations, and a \$150 death benefit, with a double indemnity provision of \$300 for accidental death.

The health insurance plan and the visiting nurse program both were developed with the approval and active cooperation of the Board of Directors

and Gov. W. A. Carter. The insurance plan is financed entirely by the disability relief recipients, but the visiting nurse program is free of any cost to them.

Although the insurance program is designed to cover most medical expenses incurred by retirees who are in need of treatment, there are many other problems faced by the aged retirees which are not easily solved, primarily because of their lack of money.

"Some of these fellows don't have beds, or clothes, or even enough food," according to Robert Van Wagner, Employee Services Officer of the Personnel Bureau, who administers both the nursing and insurance programs. "Consequently, these three nurses have become expert innovators and scroungers."

Mr. Van Wagner hastens to explain that the nurses have found where and how to get "extras" for the retirees which otherwise would not be available. One ailing retiree, for example, had no bed on which to sleep and Miss Blackman arranged to get him one through the Red Cross. Others have been supplied with other items through such efforts on the part of the nurses, while still others have been supplied canes and crutches by the Canal organization.

On the Atlantic side of the Isthmus, most of the retirees live in or near Colon, with only a few in isolated areas, Mrs. Pérez reports. Those on the Pacific side are slightly more scattered, but most of them are concentrated in Marañón, Río Abajo, Radio City, Chorrillo, San Miguel, Arraiján, and Chorrera.



Miss Nellie V. Blackman checks blood pressure of an aged retiree during a visit in her office.

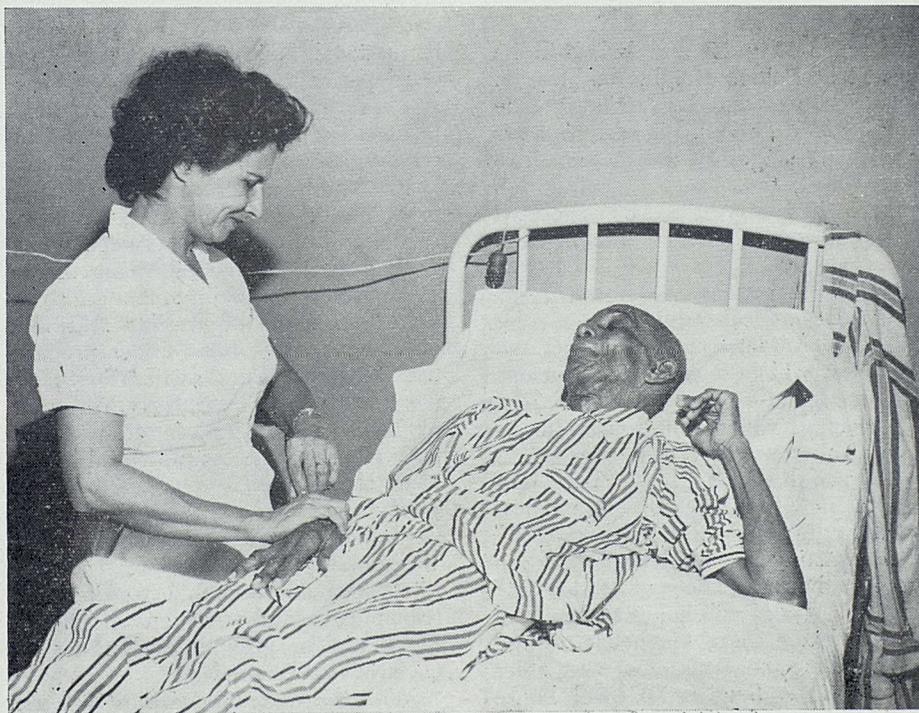
A normal day for the three nurses starts at 7:15 a.m., when they report to their offices—Miss Lao and Miss Blackman in the Central Employment Office building in Ancon and Mrs. Pérez in the former commissary building in Cristobal. Their first task after arriving is to complete the reports of the visits

made during the previous day. They then pack the bags in which they carry vitamins, aspirin, dressings, salve, thermometers, and blood pressure kits and start the home visits on which they spend an average of 6 hours a day.

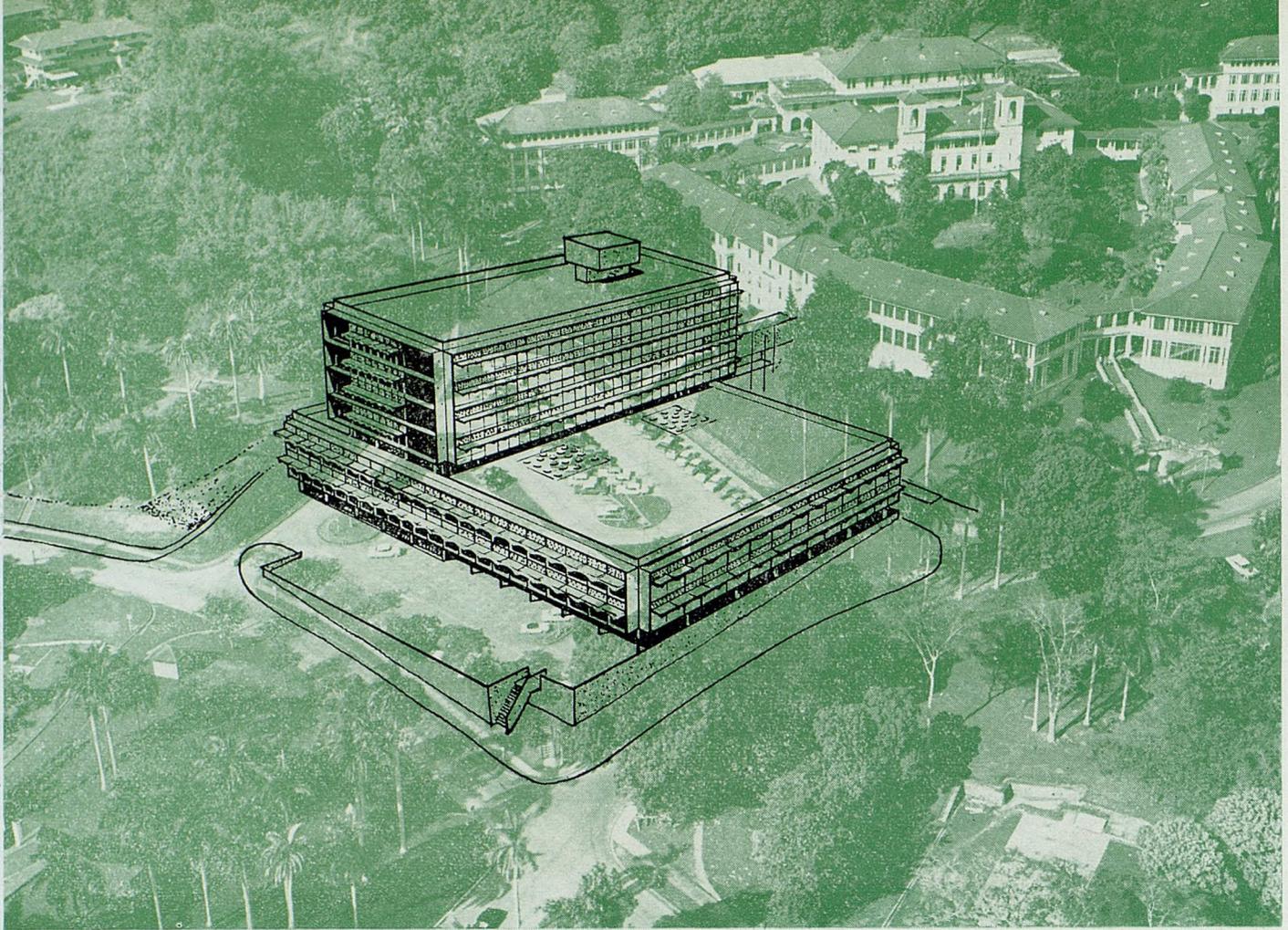
The nurses' visits to the homes of retirees sometimes are interspersed with brief calls at hospitals and social service agencies to make arrangements to get extra help for some retiree, or find out what has to be done to get such help. To save time, such calls usually are made when the nurses are passing near the office or hospital they wish to visit.

At least once the nurses have played the role of cupid, using their spare time to arrange for a marriage license, civil ceremony, and religious ceremony for a retiree, who expressed his thanks after the final ceremony by saying, "Now my heart is at ease."

Another retiree's viewpoint of the nursing program was expressed one evening at a meeting during which Mr. Van Wagner had explained the nursing service being provided by the Canal organization. A retiree barely able to stand because of the feebleness of old age, got slowly to his feet to say, "Mr. Van Wagner, all of us old people want you to know that this is one of the best things you could do for us and we thank God that the Canal, for which we worked so many years, hasn't forgotten us." The shouts and clapping of the other retirees in attendance was sufficient confirmation of their agreement.



Mrs. Felisa S. de Pérez checks pulse of ailing retiree in Amador Guerrero Hospital, Colon.



The new Gorgas Hospital is to be built on the two parking lots now located below the present hospital, as indicated by the overprint above.

## Seven Floors for Medical Care

A STYLE OF architecture new to the Canal Zone will be introduced locally with construction of what will be the tallest building in the Zone when completed—the new seven-story Gorgas Hospital.

The neoclassical design which characterizes the present hospital and a number of other major Canal Zone buildings, including the Balboa Heights Administration Building, gives way to the modern trend toward more glass, aluminum, and open exterior spaces in the contemporary design of the new hospital.

Instead of the vertical lines and predominantly masonry exterior of the present structure, the modern building which soon will start rising on two parking lots at the corner of Gorgas and Herrick Roads will feature horizontal lines and vast expanses of glass.

Plans and specifications for the new hospital now are being circulated among construction firms, both locally and in the United States. Plans for the project will be discussed at a prebid

conference May 12 and bids will be opened at Balboa Heights on June 5.

In addition to construction of the new building, the plans also call for extensive changes in the existing hospital plant, three sections of which will remain in service and be connected to the new structure by tunnels and pedestrian overpasses.

When the project is completed, virtually all medical services at Gorgas will be consolidated under one roof and all clinics will be concentrated on one floor, with the exception of Obstetrics-Gynecology, which will remain in its present quarters.

Only adult wards to be located outside the new building will be a medical ward on the second floor of Section "A" of the existing hospital and an isolation ward on the second floor of Section "B." Section "A" also will house the medical library, brace shop, luncheonette, and facilities for the Red Cross and other organizations. Section "B" will house locker room facilities for hospital employees and a special kitchen and

recreational facilities for the isolation ward patients.

As a result of the changes, most persons entering the new Gorgas Hospital will receive all treatment and care in one building, including recuperation in a room on one of the three top floors.

Plans for the Gorgas project, which will bring the physical plant of the 79-year-old hospital up to modern structural standards of similar stateside institutions, have been under preparation for the past 2 years. The plans were drafted by the New York firm of Kelly & Gruzen, in cooperation with Helge Westermann, a well known hospital designer.

The new hospital, which is to be completely air conditioned, will include 135,000 square feet of hospital floor space and a parking area for approximately 100 automobiles at the first floor ground level under the elevated structure.

With the exception of the Obstetrics and Gynecology Clinic, all Gorgas clinics will be located on the main floor

of the new building. A general information center will be provided at the main entrance to direct patients and visitors to the various clinics and waiting rooms. The main floor also will include the admitting office, administrative office, medical records, the emergency room, and the pharmacy.

A surgical suite consisting of six operating rooms and a recovery room is to be located directly above the main floor of the new building. This third floor area also will include laboratories, X-ray department, central sterile supply, and a new section to be called the intensive care suite, where patients who are seriously ill can be kept under constant attention by nurses and other medical personnel.

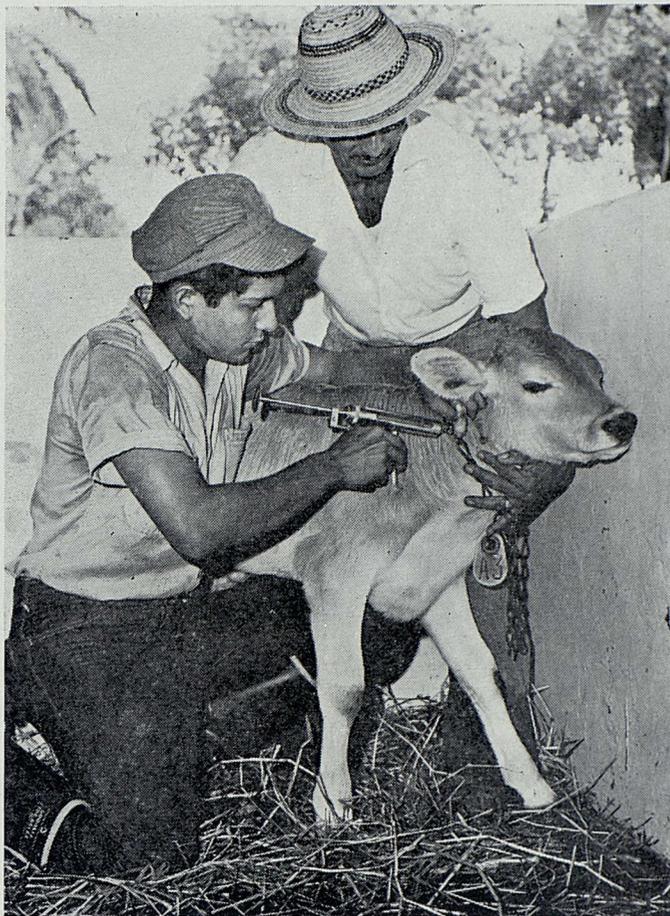
The hospital's main kitchen and food supply rooms will be concentrated on the fourth floor, which is the bottom section of the four-story "tower" part of the building. This floor also will include a cafeteria-type dining room with a seating capacity for 96 persons. Location of the kitchens midway between the top and bottom floors of the building is expected to simplify the handling and distribution of food for patients.

The three top floors will be patient hospitalization sections, with 1 four-bed ward, 15 semiprivate rooms, and 12 private rooms on each floor. Each room will have a lavatory and each floor will have 9 bath facilities.

According to present plans, the communication system in the new hospital will be greatly improved, with installation of a modern paging system and a new type of communication system between the patients and nurses.

Work now is in progress to bring the building in which the Obstetrics and Gynecology Clinic is located into the general plan of the hospital reorganization. The central section of the ground floor is being remodeled to provide room for a children's playroom, examination rooms, and interns' quarters. It also will contain an office for the Chief of the Pediatric Service.

The west wing of the Obstetrics and Gynecology building is being converted into 15 private and semiprivate rooms for children and the east wing into wards for the convalescent care of 19 young patients. The central section and the west wing will be air conditioned, along with the new building. When this part of the hospital improvement program is completed at the end of May, the Pediatrics Section will be moved from its present location in Section "D" of the present hospital to the Obstetrics and Gynecology building. Section "D" presently is being converted into quarters for hospital employees.



Student  
Alfredo Orange,  
assisted by Mindi  
employee  
Romaldo Ramos,  
vaccinates calf.

## *Toward Better Farming In Republic of Panama*

A YOUNG Panamanian agricultural student last month completed a 2-month period of on-the-job training at Mindi Farm on the Atlantic side of the Isthmus as part of his education in animal husbandry and farming.

Alfredo Orange, son of a small landowner near La Peña, came to the Canal Zone farm as a participant in a regular program sponsored by the National Institute of Agriculture in Divisa, where he is a student. Under the program, scholastic training is interspersed with work on large ranches and farms on the Isthmus.

Each school vacation, students from the Divisa school spread out across the Isthmus to augment their formal training with actual employment in their chosen field. For their work on farms and ranches, the students are supplied room and board and receive at least token wages for their services.

Young Orange, who is 17 years of

age, has been studying animal husbandry at the Divisa school, and after working at Mindi he voiced a desire to become a veterinarian.

The youth's 8 weeks at Mindi were spent in virtually every phase of the farm's operation, including everything from fencing and dry season field clearing to vaccination of animals, record-keeping, and operation of heavy equipment, including a bulldozer.

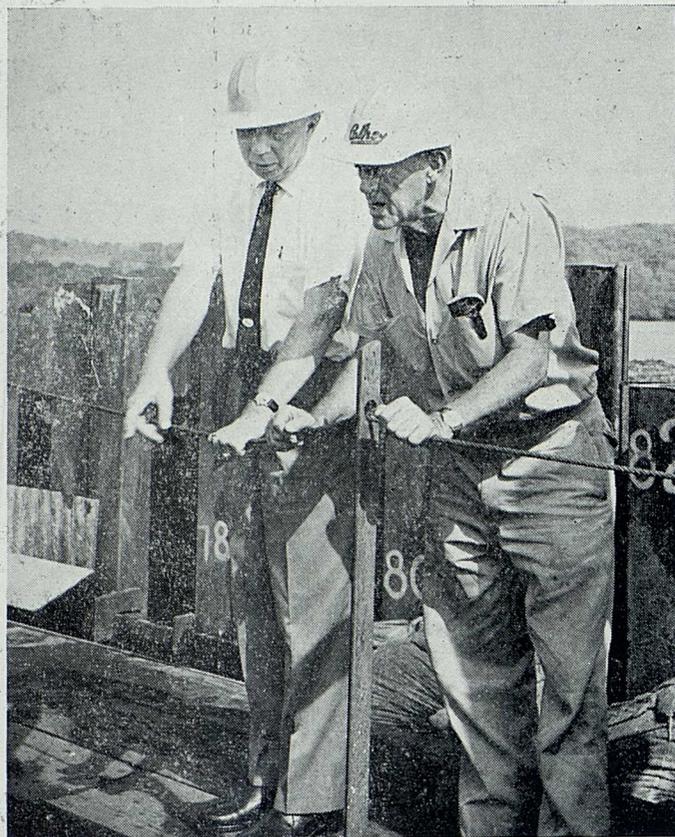
Dr. Paul H. Dowell, manager of the farm, and Dr. D. E. Beckley were primarily responsible for the program followed by the young student during his stay. "Alfredo was a very good student," Dr. Dowell reports. "He is an intelligent boy and we were pleased with his willingness to learn by doing."

Arrangements for the youth's stay at Mindi were made in an exchange of correspondence between Ruben Barrio Arosemena, director of the Divisa school, and Canal officials.

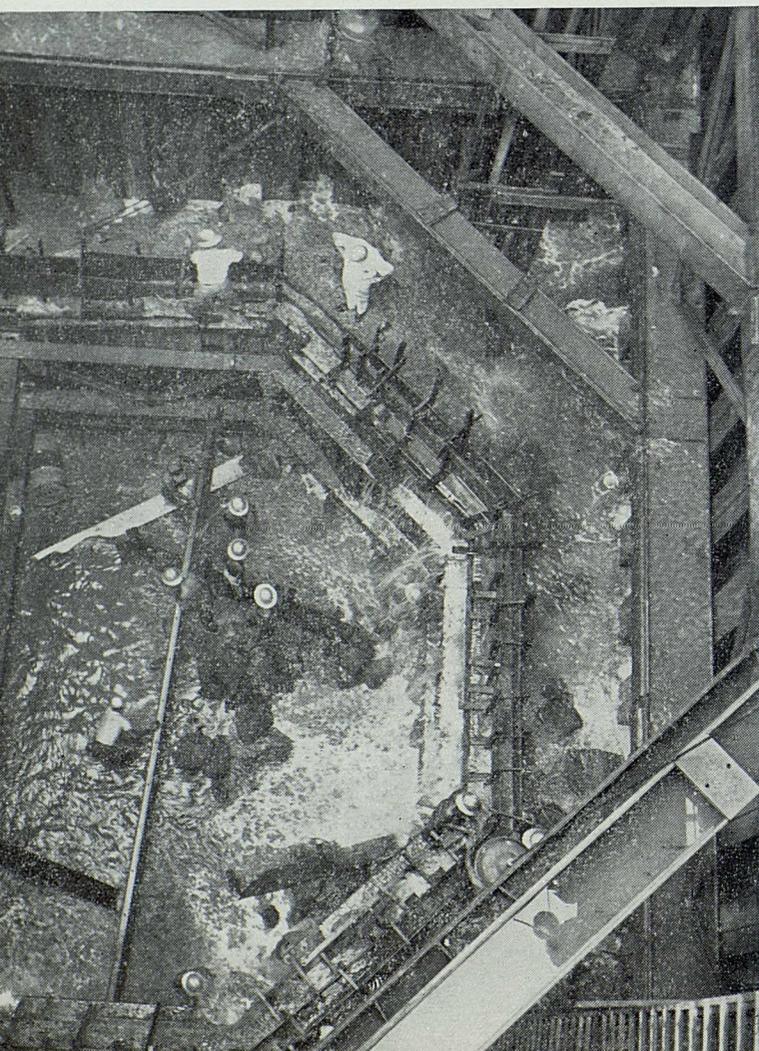
# Bridge Work Moves Ahead

*First steel spans to be sent to Zone this month, as superstructure contractor opens office.*

As Governor Carter watched, workmen cleaned the inside of the installation, preparatory to pouring the base of the deepest pier.



Governor Carter and Walter M. Cathey, engineer for bridge contractors, examine cofferdam from catwalk around upper edge.



WORK COMPLETED TO DATE on the substructure of the Balboa bridge over the Canal was inspected by top officials of the Company-Government and the bridge contractors last month and given tentative approval. The bridge is expected to be completed on schedule late in 1962.

Governor Carter and Canal engineers spent a good part of the inspection trip giving a once-over to the cofferdam of pier 5, the deepest of the bridge piers, which had just been completed and was being unwatered. The cofferdam then was cleaned preparatory to pouring the base.

Pouring of the footing or base was a 24-hour operation and required 1,400 cubic yards of concrete. Four more pours will be necessary to bring the base of the pier to a point 10 feet above water at average high tide.

Following the completion of piers 3 and 5, the cofferdam steel now being used at those two locations will be moved to piers 4 and 6. All of the bridge piers are scheduled for completion by November 16, 1961.

Meanwhile, work on the superstructure already is in progress in four plants in Germany and the first 4 of 14 steel spans are scheduled for shipment to the Canal Zone May 22, with the remaining spans following at regular intervals. The bulk of the steel superstructure spans are to arrive on the Isthmus between July and October.

Before being prepared for shipment, the spans to be sent during May were completely bolted together in the German factory and given exhaustive tests for tolerances and fit.

Field offices of the John F. Beasley Construction Co., which has the contract for the superstructure work, were opened May 1 in the former elementary school building in La Boca.

# Century-Old Tie Revived

*First steamer service between Isthmus and United States under Government auspices included call at New Orleans.*



The SS Cristobal is to become the Company's only ship, after an overhaul.

ARRIVAL OF the *Ancon* in New Orleans on Monday, May, 1, as she inaugurated service on the new and shorter run between the Canal Zone and the United States, marked the renewal of a tie between the Isthmus and the southern coastal city which first was established under Government auspices before the California gold rush.

Contrary to a widely held belief, steamship service between the United States and Panama was not started in response to the demands of those seeking quick riches in the gold fields of the West. Congress had acted in March 1847, almost a year before the discovery of gold, to improve communications between the east and west coasts of the United States, via the Isthmus.

Acting on congressional authority, the Navy contracted for the transporta-

tion of mail between New York, New Orleans, and Panama, with stops at Savannah, Charleston, and Havana. The United States Mail Steam Line was organized to provide the service, for which it received a mail subsidy of \$290,000 per year.

It was largely as a result of U.S. interest in the Isthmian crossing that the Panama Railroad came into existence a short time later to speed travel overland between the two oceans, and for many years there was a close relationship between the railroad and ships calling at the terminal cities.

Although the *Ancon* opened the Company's steamship service between the Isthmus and New Orleans, she soon will be succeeded on the run by the *Cristobal*, which now is undergoing a major overhaul in New York preparatory

to becoming the only ship operated by the Canal organization.

The Company will use facilities made available to it in New Orleans by the U.S. Army Transportation Terminal at Poland and Dauphine Streets, where space has been provided for offices, cargo storage, docking, and a waiting room. Those taking cars with them to the United States normally will be able to get them from dockside shortly after arrival.

The Army facilities are only 10 to 15 minutes by taxicab from the central hotel district and railroad station and about 30 to 45 minutes from the New Orleans airport. Direct rail and air service is available between New Orleans and a number of major U.S. cities and good highways lead to the north, east, and west.

For those who will be staying in New Orleans for a few hours or a few days during trips to and from the Isthmus, the city offers the numerous attractions for which it is famous, including fine restaurants, excellent hotels, gala night-clubs, and many other features in keeping with its position as the 19th city of the Nation, on the basis of population.

The first Company vessels to arrive there are scheduled to dock shortly after breakfast time, but later ships are slated to arrive at dockside at 1 p.m.

For those interested in seeing the sights of New Orleans, numerous tours are offered, including one which provides a 4-hour introduction to New Orleans nightlife in the French Quarter and another through the nearby bayous.

## 1961 VACATION SEASON SCHEDULE

<i>Old Reservation to New York</i>	<i>New Reservation to New Orleans</i>	<i>Old Reservation from New York</i>	<i>New Reservation from New Orleans</i>
May 6 and May 13	May 9	May 17	May 15
May 25	May 19	May 23	May 25
May 31	May 29	June 2	June 4
June 10	June 8	June 9	June 14
June 17	June 18	June 21 and June 27	June 24
June 29	June 28	July 7	July 4
July 5	July 8	July 14	July 14
July 15	July 18	July 25	July 24
July 22	July 28	Aug. 1	Aug. 3
Aug. 2 and Aug. 9	Aug. 7	Aug. 11	Aug. 13
Aug. 19	Aug. 17	Aug. 18	Aug. 23
Aug. 26	Aug. 27	Aug. 29	Sept. 2
Sept. 6	Sept. 6	Sept. 6	Sept. 12
Sept. 13	Sept. 16		



This new camp near Gatun Locks will be scene of first Council-sponsored camping session for Zone Girl Scouts in a number of years.



Senior Girl Scouts who camped during Easter vacation used new cooking shelter.



Appetites were sharpened by the outdoor life.

## Campsite Readied for Girl Scouts

GIRL SCOUT camping activities in the Canal Zone are getting back into full swing in their own campsite for the first time since early in World War II and plans are far advanced for the first Zonewide Girl Scout camping sessions since the war.

Capt. and Mrs. E. S. Shipley

With approximately 800 Girl Scouts enrolled in the program throughout the Zone, the opening of a permanent campsite last fall marked the beginning of a new era of activities for them and the adult leaders who supervise their programs.

Work on the campsite, which is located on a 28-acre tract of land near Gatun Locks, still is not complete, but enough work has been done that some of the Zone's Girl Scouts already have camped there. A week-long camping session by a group of senior Girl Scouts during Easter school vacation was the most concentrated use of the permanent facilities which have been installed.

The girls who participated in the Easter camping session joined in the continuing efforts of volunteers and others to change the once overgrown area from a long-abandoned townsite into a permanent and efficiently arranged campsite.

Almost daily, as the calendar advances toward the first Zonewide, Girl Scout Council-sponsored camping session since World War II days, the work which has been done on the campsite for the past year continues.

When work is completed on the permanent installations, the campsite, which was officially dedicated as Camp Caribbean last fall, will include two permanent cooking shelters, a combination dining shelter and meeting hall 20 feet wide and 70 feet long, numerous fireplaces, and a number of other minor facilities.

Capt. E. S. Shipley, Commander of the Cristobal Police District, who is chairman of the committee in charge of developing the camp, says all the work will be completed by the time the first camping session opens in June.

Mrs. Shipley, who will be in charge of the camping sessions as Girl Scout Council Camp Director, has announced that the June 12-17 camp will be for girls who are completing the fifth, sixth, and seventh grades this year and are 11 through 13 years of age. The second session, from June 19 through June 24, will be for girls completing the eighth grade or who are in high school and are 14 through 17 years of age.

Camp activities being planned by Mrs. Shipley, who has been a Girl Scout leader and has had training in outdoor life and camping at the National Girl Scout Adult Training Center in the United States, and Mrs. Marjorie Hall, program director, are designed to help the campers develop resourcefulness, initiative, and self-reliance.

The scheduled programs will include hiking, cooking, folk dancing, nature study, arts and crafts, dramatics, and, of course, outdoor living and campfire songfests. All of the activities will be supervised by adults.

Officials of the Canal Zone Girl Scout Council note that Camp Caribbean will be the second campsite operated by and for Girl Scouts in the Zone since the Council was organized in 1936. The first camp, which was located on the Pacific side of the Isthmus, was disposed of

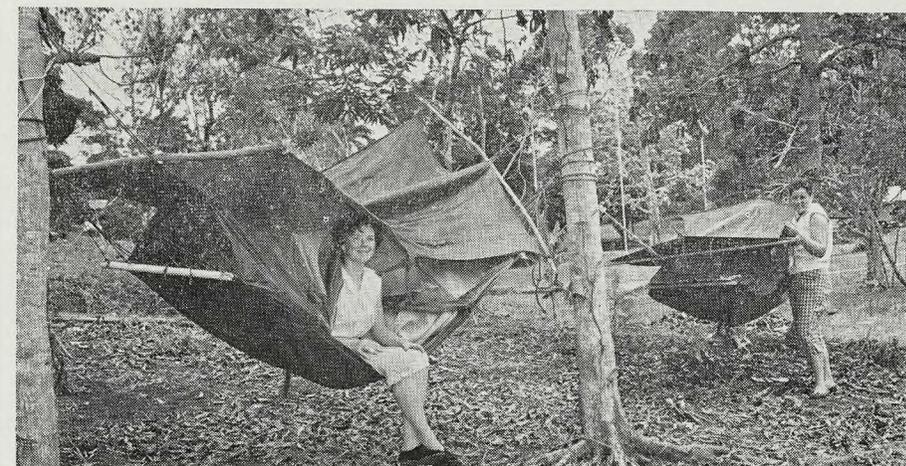
during World War II. Funds received from sale of the camp's permanent installations are being used to help finance development of the new camp.

Mrs. Nellie Farrell, executive director of the Zone Girl Scout Council, who assumed that post last September, says the first Girl Scout troop in the Canal Zone was organized in 1925, but it was several years later before the Council was formed.

"With Camp Caribbean at our disposal," Mrs. Farrell says, "we will be able to conduct a much more complete and enjoyable Girl Scout program. It is going to be a big asset and all those active in Girl Scout activities in the Zone sincerely appreciate the volunteer help and United Fund support which have helped make it possible."

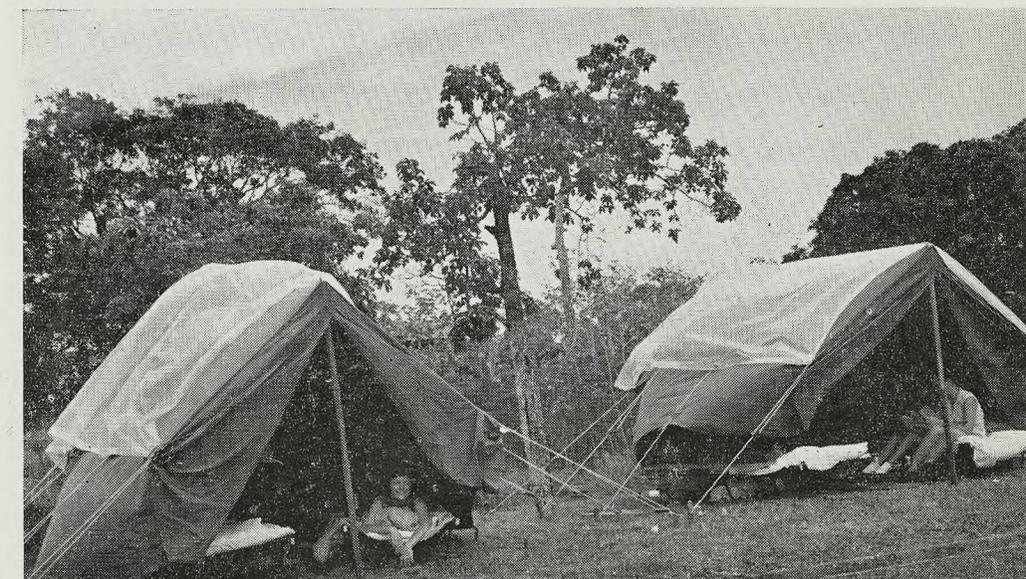
The camping sessions during June will be limited to a maximum of 75 girls for each session, Mrs. Farrell said, because that is the largest number which can be effectively handled at the camp. Registration for the camping sessions started April 15 and will end May 26. Mrs. Frances Sharp, Balboa, is in charge of registration on the Pacific side, while Mrs. Alena McHan, Margarita, is handling registrations on the Atlantic side.

In addition to Mrs. Shipley and Mrs. Hall, the camp staff will include Mrs. June Swaine, co-director of the camp, and Mrs. Mebs Ausnehmer, a registered nurse, who will serve as camp nurse and will be on hand at the camp throughout the sessions.



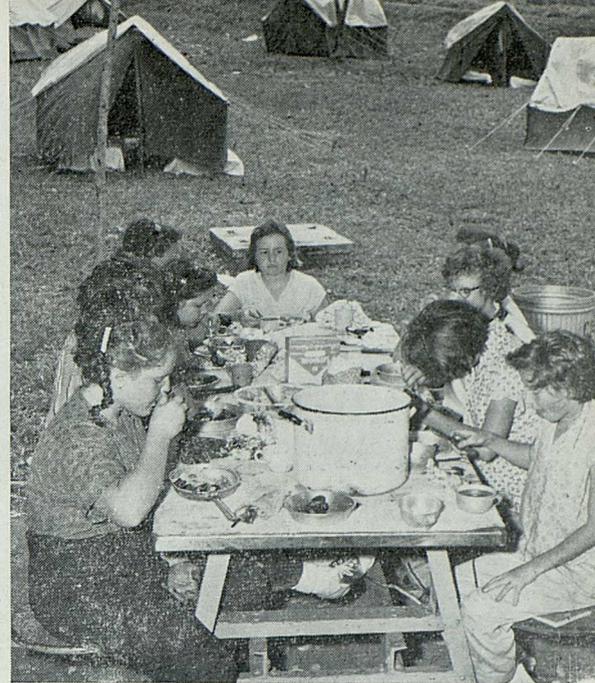
Hammocks equipped with covers to shield against rain have been obtained for the camp.

Tents acquired for use in the camp also were "checked out" by participating girls.





Senior Girl Scouts who camped during Easter vacation used new cooking shelter.



Appetites were sharpened by the outdoor life.

# Girl Scouts

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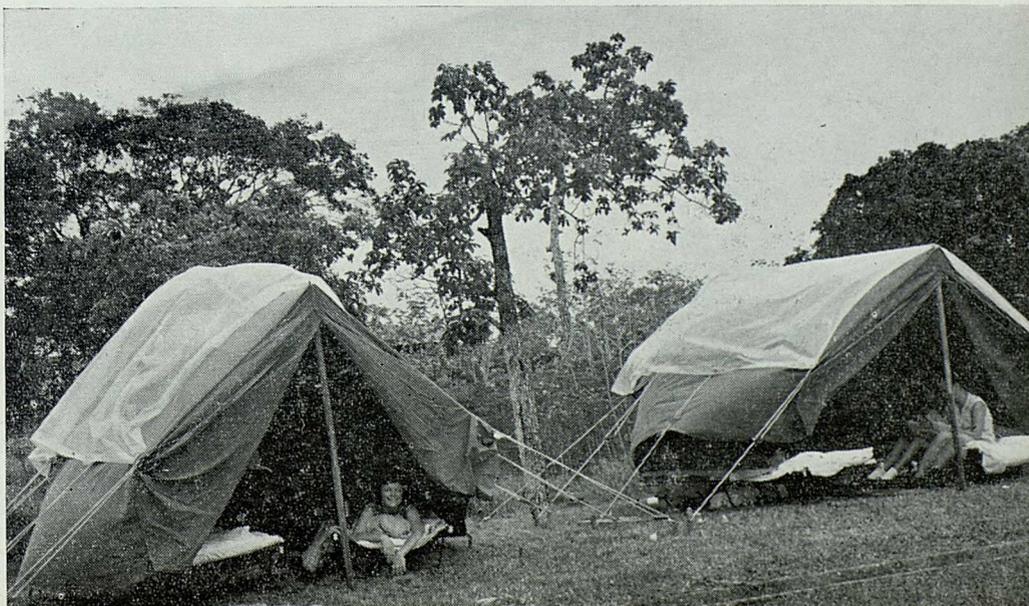
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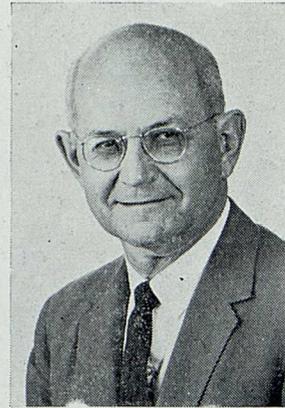
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# Executive Changes Announced



Francis A. Castles



Theo F. Hotz



Charles A. Dubbs

PROMOTIONS and reassignments in the Canal Zone Division of Schools brought about a series of personnel moves, as some school officials moved into new positions on May 1 and others prepared to assume new duties on July 1.

Francis A. Castles, former principal of Diablo Heights Junior High School, was promoted to assistant superintendent, U.S. Schools, succeeding Roger W. Collinge, who retired from Company-Government service last month and will leave the Isthmus May 8 for an extended trip in Europe.

Charles A. Dubbs, formerly assistant to the superintendent, was made assistant superintendent, Latin American schools, in March.

John C. Fawcett, formerly principal of Cocoli and Fort Kobbe schools, was promoted to principal of Diablo Heights Junior High School and took over his new duties on May 1.

Theo F. Hotz, present principal of Balboa High School, will become supervisor of instruction for U.S. secondary schools on July 1.

David A. Speir, Jr., presently assistant principal at Balboa High School, will be promoted to principal of the school on July 1, succeeding Mr. Hotz.

Balboa High's new principal-to-be

was born in Bryan, Ga., and is a graduate of William & Mary College in Virginia. He received his master's degree in education at the University of Florida and did additional graduate work at the University of Havana and the University of Florida.

A veteran of the U.S. Air Force, Mr. Speir received an honorable discharge and taught for 3 years at Jacksonville Beach, Fla. In 1951 he came to the Canal Zone and taught social studies at Balboa High School. He was promoted to the position of assistant principal in 1959, upon the retirement of Harold J. Zierton.

Mr. Hotz, present principal of Balboa Senior High School, will supervise the classroom instruction program and teaching methods in the U.S. junior and senior high schools after he moves into his new job July 1. A corresponding position already exists in the U.S. elementary and Latin American schools. The supervisor's position in the U.S. secondary schools is an outcome of the tremendous increase in enrollments in grades 7 through 12, with a resultant increase in the number of teachers at that scholastic level.

Mr. Hotz was born in New Haven, Mo., He is a graduate of Heidelberg College,

Tiffin, Ohio, received his master of education degree at Ohio State University, and has done additional graduate work at the University of Cincinnati. Prior to coming to the Canal Zone, he was a high school teacher for 9 years. In the 1937-38 school year, he was teacher of mathematics at Cristobal High School. In 1943 he became principal of Cristobal High School and in September 1947 moved to the Pacific side to become principal of Balboa High School.

Mr. Fawcett, who succeeds Mr. Castles as principal of the Diablo Heights Junior High School, was born in Colorado Springs, Colo. He is a graduate of the University of Redlands in California, received his master's degree in education at San Diego State College, and did additional graduate work at San Diego State College.

He served with the U.S. Air Force and is now a major in the Air Force Reserve. He came to the Canal Zone in 1946 and taught physical education for 2 years at Cristobal High School. In 1948 he was transferred to Balboa High School as physical education instructor.

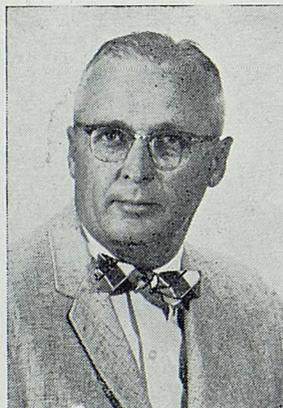
In the school year 1950-51 he served as acting assistant director of physical education and athletics, and the following year was physical education instructor and athletic coach at Balboa High School. Mr. Fawcett was promoted in 1958 to the position of principal of the Cocoli and Fort Kobbe elementary schools.

Mr. Castles, the new assistant superintendent, U.S. schools, was born in Revere, Mass. He received his bachelor's degree at Villanova University, Villanova, Pa., and his master of education degree at Boston University. He taught school and was an elementary school principal in Massachusetts for 4 years prior to coming to the Canal Zone in 1946.

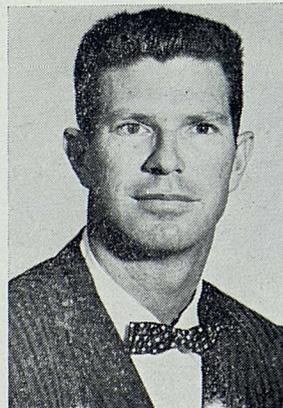
He first taught Junior High School mathematics; then, in February 1947,



David A. Speir, Jr.



John C. Fawcett



Lawrence E. Horine

was appointed acting principal of Balboa Junior High School. The following school year he became principal. During the school years 1952-53 and 1953-54, he was principal of the La Boca Junior-Senior High School. In 1955 he was appointed Balboa Junior High School principal, a position he has held until his present promotion.

He was awarded a Fulbright scholarship for study in Norway and Italy in 1960, the first Fulbright grant to be received by a member of the Canal Zone's Division of Schools. He was selected by the Board of Foreign Scholarships of the Department of State for the grant, which is more formally known as the International Educational Exchange Program of the U.S. Government, and was one of a group of 20 U.S. educators who took the 2-month seminar on comparative education.

In his new position, Mr. Castles will be responsible for U.S. elementary and secondary schools.

Mr. Dubbs, the new assistant superintendent, Latin American schools, was born in Elkhart, Ind. He received his bachelor's degree and his master of education degree from Bell State Teachers College, Muncie, Ind., and did additional graduate work at the University of Indiana.

He taught school in Indiana for 4 years and was an elementary-secondary school principal there before coming to the Canal Zone in 1946. He was principal of the Silver City (now Rainbow City) High School until the school year 1950-51, when he was appointed director of vocational education in the Canal Zone schools.

From 1951 to 1953 he was with the Canal Zone Personnel Bureau as a training officer and then returned to the Division of Schools as director of secondary education. In 1958 he was appointed assistant to the superintendent in the Division of Schools.

In addition to these executive changes in the Division of Schools, a new supervisor of physical education and athletics in the Canal Zone Division of Schools recently was appointed to succeed G. C. Lockridge, who retired from Company-Government service April 30.

The new physical education official is Lawrence E. Horine, who had been a physical education teacher and coach at Balboa High School. He was born in Colon and attended the Canal Zone schools, being graduated from Cristobal High School in 1949. He has a bachelor's degree with a major in physical education and a master's degree with a major in education from the University of Colorado.

## Power Needs Under Study

AS PART OF a long-range plan which eventually will result in modernization of the Canal organization's electrical generating equipment and an increase of electrical power potential in the Zone, a survey of electrical power requirements is being conducted.

The survey will be made by officials of the Canal Electrical Division and top men in the Engineering and Construction Bureau, with R. A. Kampmeier, assistant manager of power for the Tennessee Valley Authority, serving as a special consultant.

Mr. Kampmeier, who is visiting the Isthmus at the request of the Canal organization, arrived here at the end of April and is scheduled to stay until May 10.

Studies are to be made of the power needs of the Canal organization in the future and problems connected with the production of electrical energy, which the Panama Canal Company fur-

nishes for all Government installations in the Zone, including the Canal locks.

Since the construction of Madden Dam in 1935 and the installation of the hydroelectric power station there, the power supply of the Zone has not been increased except for installation of auxiliary diesel power stations, which are used principally for conservation of water and emergencies.

During the past few years and especially since the conversion to 60-cycle current, power demands in the Zone have increased through the use of modern electrical appliances and air conditioning in both private homes and public buildings.

The gradual increase in traffic through the waterway has indirectly affected the generation capability of the power system. During the dry season months, hydroelectric power from the Gatun station has had to be increasingly curtailed in order to conserve water.

## Page in Canal History Closed

ANOTHER PAGE in Canal history was closed near the end of April as the last family to occupy house No. 364 in Ancon moved out, leaving the sprawling, four-family building to the

demolition crew which will tear it down to end a career started with its construction in 1907.

The house is the last one in Ancon which was built prior to the opening of the waterway. Originally, four-family wooden houses and a number of wooden cottages were built in the Ancon area, but all those of construction-period vintage have given way to masonry homes in recent years—except No. 364.



Three wooden cottages, which were located just beyond Sacred Heart Chapel in Ancon and which also were built in

1907, recently were demolished, leaving the four-family house as the last one of that age in the area. Soon, it too will be gone.

## Opening Date Changed For Zone's U. S. Schools

U.S. SCHOOLS IN the Zone will reopen on Friday, September 8, this year instead of the traditional first Wednesday after Labor Day. The change was made because of the change in Company steamship sailing schedules. The first September sailing from New Orleans is to arrive in Cristobal on September 6, just 2 days before the first day of school.

## Insurance Bids Received

PROPOSALS from life insurance companies interested in providing group life insurance protection for non-U.S.-citizen employees of the Company-Government were being received at Balboa Heights this week and will be through May 15.

# Of Birds, Babies, And a Boa

*This Gamboa family has a menagerie all its own, including a "mobile mobile" in the porch area.*



Jan Gale feeds young ocelot, while 3½-year-old Jere casts a wary eye toward family owl.

A BIRD PERCHED on a little boy's shoulder is no uncommon sight on the Isthmus, and there's nothing too unusual about seeing a little girl feeding a kitten with a doll bottle. But when the boy is Jon or Jere Gale, and the little girl is their sister, Jan, the bird probably is a baby owl and the kitten a youthful member of the ocelot family. Jon, Jan, and Jere are the children of Dr. and Mrs. Nathan B. Gale, Jr., of Gamboa.

Dr. Gale is a veterinarian with the Canal Zone Division of Veterinary Medicine and, as far back as he can remember, has always had some young bird or animal in his care. His children, quite apparently, are following in their father's footsteps. Mrs. Gale, who is a school teacher, never studied animal care and feeding, but she's become an expert at it.

The envy of all the neighborhood small fry, the Gale children also have a little deer in the backyard. And they have guinea pigs who live in a rustic sort of guinea pig housing project,

enclosed in a big swimming-pool type of plastic ring, on the side lawn.

The Gale family, moreover, has the most interesting conversation piece on the Isthmus in the form of a "mobile mobile" in the porch area of their home, where a beautiful rare emerald green boa dozes, coiled on a forked perch suspended from the ceiling. This particular specie of the boa family, Dr. Gale explains, is a native of South America, is born in trees, and spends all its life in trees. The newborn baby boa is brick red, but as the snake matures, the red changes to green and the green becomes ever deeper with every boa birthday.

The one that Dr. Gale has was acquired in Iquitos, Peru, in 1956 and is rarely raised in captivity. Right now it is about 5½ feet long, and will grow to 7 feet at maturity. The boa, perhaps because of its unobtrusiveness, still has no name.

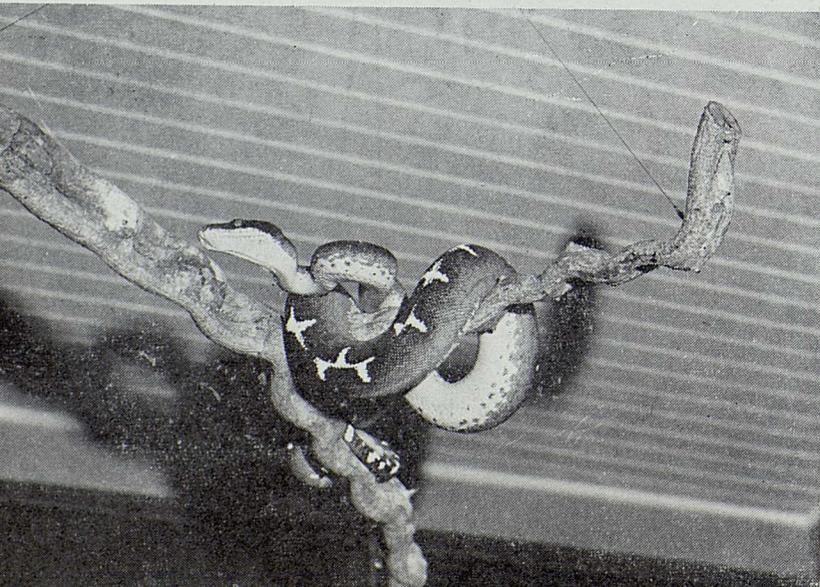
The baby ocelot's name is José. At a quick glance, José looks like a house kitten, except for the markings of his fur, which is tawny yellow, with a distinctive design in black.

When he first came to live at the Gale home, José was fed every 2 hours, day and night. "Like having a baby in the house again," Mrs. Gale observed. Now 1½ months old, José consumes a

Jon Gale feeds Timmy, the family's deer.



This green boa provides something different in the way of mobiles for the Gales' living room.



doll-size bottle of milk every 4 hours. He's still a lightweight kitten and, like a kitten, will curl up on a handy lap or shoulder. When fully grown, he will weigh between 20 and 25 pounds. As for relatives—they roam from Texas to Patagonia.

The owl, Juti (Hooty) who is living at the Gale home is a mere baby by bird standards and is hand-fed every 5 or 6 hours. He spends most of his time looking wise, owl fashion; or napping, head in wing.

The letter "J" is the predominating initial in names at the Gale home until one is introduced to the baby deer, whose comfortable abode is back of the house. The deer is called Timmy and was named by 3½-year-old Jere Gale, who could think of no greater tribute to his bosom chum, Timmy Garber, youngest son of Gamboa school principal and Mrs. W. C. Garber, who live next door.

Timmy consumes three or four baby bottles of milk at a feeding, and sometimes will stand up on two legs in his eagerness to get his dinner. The same basic milk formula is used for all the feedings of the baby animals.

Injured animals and birds seem to gravitate to the Gale home, and the whole family cooperates in their care and feeding. The animal boarders in the past included such interesting specimens as a crab-eating raccoon, and a prehensile-tailed porcupine.

Dr. Gale, a native of Ashland, Oreg., arrived on the Isthmus from California in January 1960. He was graduated from Washington State University in 1953 with the degree of doctor of veterinary medicine and received his master's degree in public health at Tulane University in 1959.

He came to the Canal Zone from Compton, Calif., where he specialized in mycology on the staff of the Los Angeles County Livestock Association. He also has worked with animals in the Walt Disney studios and did veterinary work there. In Los Angeles, he commented, it is not unusual for people to have pet bears, pet lions, and even pet tigers, all of which contribute to making a veterinarian's life something quite different than humdrum.

His interest in animals also led him to a post as curator at the Portland, Oreg., zoo and then to the Los Angeles zoo as a veterinary consultant. His work meant there always was some animal that needed a friend, since many baby animals born in a zoo are rejected by their parents. The Gales would lend a hand until the wee animal was able to eat alone and to take his place in zoo society. Then, as now, another would always come along.



## Accidental Poisoning Can Be Prevented

### FOUR EASY STEPS TO REMEMBER

Dilute the poison by making the child drink water.

Make him vomit unless he has burns around the mouth, or has swallowed petroleum products or is unconscious or in convulsions.

Call a physician.

Keep the child warm; keep his air passage open; give artificial respiration, if necessary.

—From the Subcommittee on Accidental Poisoning,  
Academy of Pediatrics.

Panama Canal Poison Information Center 2-2600.

WITH 250,000 poisonous household products on the market every mother must be alert to the poisoning hazard. Be suspicious if the child exhibits any of the following symptoms: sudden pain, unusual flushing or pallor, agitation, restlessness, drowsiness, nausea, vomiting, muscle twitchings, convulsions, signs of fear or panic and burns around the mouth or skin. Four easy to remember first aid steps are given in case of accidental poisoning and it is recommended that they be cut out and pasted up in a handy place.

Nearly all accidental poisonings could be prevented if toxic materials were stored and handled properly, according to the National Clearing House for Poison Control Centers. Here are precautions to take:

Lock your medicine cabinet. Drugs, including aspirin, the largest offender, account for one-third of all fatal poisonings in children under five. It is not

enough to put medicines on high shelves, for children in the climbing stage will go to amazing heights in search of forbidden items.

Don't keep household chemicals under the kitchen sink. The one-year-old who crawls under the sink to ingest bleaches and lyes, accounts for 37 percent of poisoning cases, according to one study. Hazardous household products belong on high shelves, preferably in a locked compartment, inaccessible to the crawler.

Never transfer a poisonous substance, such as turpentine, into a common container such as a cola or milk bottle, drinking glass, or pitcher. A child could easily mistake the poison for food or drink.

Never put poisons in cupboards used for food storage.

Make a regular check around the house to be sure poisonous items are not within a child's reach. Danger areas are kitchen, bedroom, and bathroom.

### ACCIDENTS

FOR  
THIS MONTH  
AND  
THIS YEAR  
MARCH

ALL UNITS

YEAR TO DATE



FIRST AID  
CASES

'61 268  
'60 314(75)

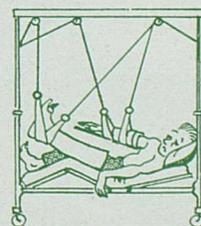
750 (397)



DISABLING  
INJURIES

'61 8  
'60 11

32 (4)



DAYS  
LOST

'61 211  
'60 317(32)

423 (58)

( ) Locks Overhaul injuries included in total.

# Isthmian Legacy

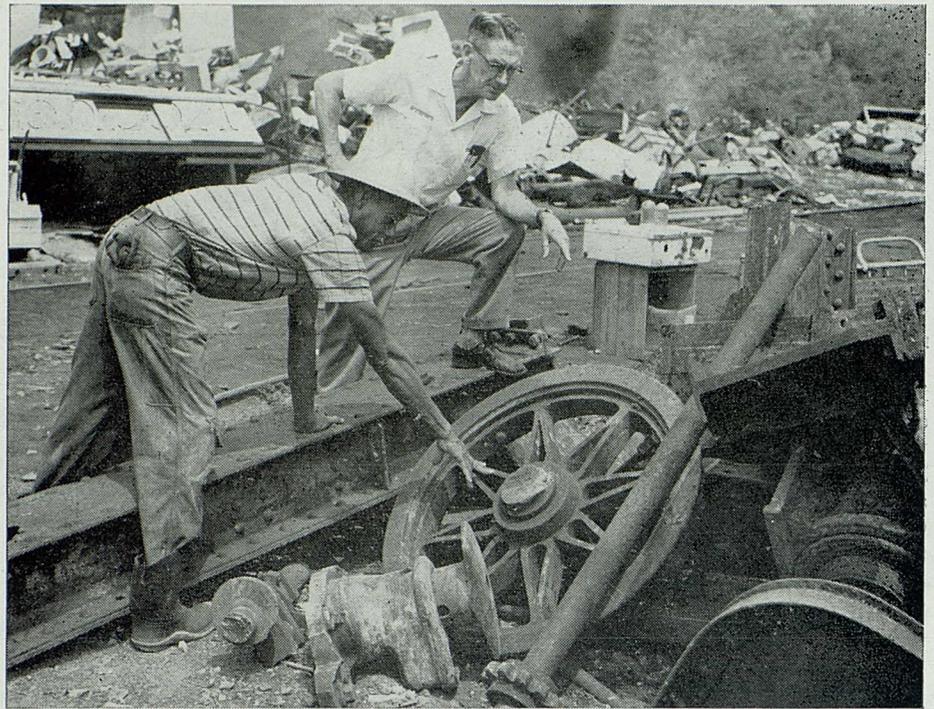
Scrap left behind  
by Canal-builders  
still is being  
recovered and  
salvaged by  
Company unit.

IT HAS BEEN more than 70 years since the French effort to build the Panama Canal collapsed in a financial morass and almost a half-century since the waterway was opened to the world's ship traffic, but the task of cleaning up debris left scattered in the massive construction efforts still is not completed.

Almost daily, as the widening of Gaillard Cut moves forward, scraps of abandoned construction equipment are unearthed. Most of the rusting pieces thus recovered date from the days of the French effort, although an occasional piece of American construction equipment also is found.

Recently, at least a dozen of the European-style railroad dump cars used

Inspector Ralph E. Furlong looks on as Jose Felix Hine uses torch to remove old dump car from trench for new waterline.



James Doran, right, and Rupert Foster inspect salvaged pieces of old railroad equipment.

by the French were discovered on the Cut-widening project. A few days later—and several miles away—pieces of a similar dump car were found in the path of the new waterline being built from Miraflores Filtration Plant to the Los Rios Pump Station.

All metal scrap found in the Zone during the course of other operations is salvaged by the Warehouse, Scrap, and Salvage Section of the Storehouse Branch, which also disposes of present-day equipment of the Canal organiza-

tion as it becomes outmoded or obsolete and heads for the steel mills once more.

Each year, the Scrap and Salvage Section disposes of approximately 4,000 tons of scrap metal and for the past 2 years about one-fourth of the total has been recovered during the process of the Cut-widening effort. Joseph L. H. Demers, who heads up the section, says he expects that about 1,000 tons of scrap will continue to turn up on the Cut-widening project for the next year or two, and possibly longer.



This shovel helped salvage parts of old railroad cars uncovered during Cut-widening.

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# CANAL HISTORY

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## 50 Years Ago

THE ACTUAL work of constructing the Gatun Locks gates began 50 years ago this month, shortly after the arrival of the first shipment of material. The first gates were those situated in the upper or lake level locks.

Plans were approved for the construction of terminal docking facilities at the Atlantic entrance of the Canal. The project called for a series of five reinforced concrete docks which THE CANAL RECORD said could accommodate 10 vessels 1,000 feet long, or 20 vessels of the type used in the Isthmian trade.

Construction life for the early Canal employees might have been rugged at times, but according to a commissary bulletin issued in May 1911, food was

plentiful and cheap. The list announced that porterhouse steak was selling for 20 cents a pound, pork loin chops at 14 cents a pound, lamb legs at 17 cents a pound, and such delicacies as pheasant, partridge, and grouse at 50 cents each.

## 25 Years Ago

IT WAS U.S. Navy month in the Canal Zone and Panama 25 years ago this May, with the main body of the U.S. Fleet arriving in Balboa about mid-month after maneuvers off the west coast of South America.

With the fleet including 11 battle-ships, 4 aircraft carriers, 12 heavy cruisers, 7 light cruisers, 72 destroyers, 12 submarines, and 28 auxiliary vessels, some 25,000 sailors went on shore leave

the day after the fleet's arrival and it was estimated that they spent approximately a million dollars in Panama during their stay.

Canal Zone Democrats held meetings in the Canal Zone to select delegates to attend the Democratic convention in Philadelphia, although Executive Secretary C. A. McIlvaine announced that Civil Service regulations regarding political activity of Federal employees would be enforced to the letter.

A boom in Canal Zone construction activity was forecast with an announcement that the U.S. Army was to receive more than \$2,300,000 to improve local Army posts and that bids were being sought by the Canal organization for construction of the Gamboa townsite.

## 10 Years Ago

IT WAS announced in Washington that the Canal Zone was to be made a proving ground in U.S. Army plans to integrate volunteer civilians into its anti-aircraft program. The program was to set a pattern for the ultimate coordination of Army and civilian auxiliary efforts in defense against air attack on the United States and its possessions.

Relief appeared in sight for the pocketbooks of U.S. citizens employed in the Canal Zone, despite the beginning of income tax collections from them at the beginning of the year. A bill to remove a retroactive feature of the new law extending income taxes to U.S. citizens employed in the Zone was reported favorably by the House Ways and Means Committee and the U.S. Civil Service Commission proposed pay raises of nearly 7 percent for classified employees of the Federal Government.

## One Year Ago

THE PANAMA CANAL Company announced last May that the contract to furnish new towing locomotives for the locks had been awarded to Mitsubishi Shoji Kaisha, Ltd., of Tokyo, Japan. The Japanese firm had entered a base bid of \$3,829,900 for the purchase of 6 test locomotives, 33 additional locomotives, and 3 locomotive cranes.

The population of the Canal Zone, as of April 1, 1960, was 41,683, it was announced. This was a reduction of 11,139 in the Zone population since 1950.

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## RETIREMENTS

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

**William H. Basham, Jr.**, Ancon, C.Z.; Postal Division; 15 years and 27 days; Canal Zone.

**James S. Bennett**, Jamaica; Seaman, Navigation Division; 38 years, 6 months, 11 days; Panama.

**Mrs. Alice O. Benthall**, Indiana; Telephone Operator, Electrical Division; 15 years and 29 days; Florida.

**Dillion Brock**, Colombia; Aids to Navigation Foreman, Dredging Division; 30 years, 7 months, 24 days; San Andrés, Colombia.

**Hubert Brown**, Antigua; Liquid Fuel Wharfman, Marine Bunkering Section; 29 years, 3 months, 4 days; Panama.

**Roger W. Collinge**, Wisconsin; Assistant Superintendent, U.S. Schools; 30 years, 4 months, 4 days; Florida.

**Samuel J. Garriel**, New Jersey; Lead Foreman, Maintenance Division; 21 years, 5 months, 7 days; undecided.

**José B. Goti**, Panama; Truck Driver, Motor Transportation Division; 21 years, 4 months, 3 days; Panama.

**William F. Grady**, North Carolina; Supervisory Pharmacist, Coco Solo Hospital; 29 years, 1 month, 28 days; Florida.

**Herbert C. Hawvichorst**, California; Electrician, Electrical Division; 16 years, 4 months, 9 days; California.

**Segundo Jiménez**, Colombia; Winchman, Terminals Division; 11 years, 1 month, 24 days; Panama.

**G. C. Lockridge**, Iowa; Supervisor, Physical Education and Athletics, Division of Schools; 30 years, 6 months, 27 days; Florida.

**Victoriano Luzcando**, Panama; Helper, General, Dredging Division; 26 years, 10 months, 13 days; Panama.

**Lucius McLoud**, Jamaica; Grounds Keeper, Division of Schools; 35 years, 4 months, 20 days; Panama.

**Gabriel Ortega**, Colon; Lockman, Atlantic Locks; 34 years, 10 months, 29 days; Colon.

**Clarence A. Priestley**, Panama; Chauffeur, Maintenance Division; 23 years, 9 months, 25 days; Panama.

**Herbert E. Rothwell**, England; Water System Control Man, Maintenance Division; 15 years, 10 months, 25 days; Houston, Tex.

**Alphonse J. Roy**, Massachusetts; Guard, Terminals Division; 17 years, 3 months; Arkansas.

**Louis E. Snedeker**, Cuba; Liquid Fuel Dispatcher, Terminals Division; 35 years, 1 month, 7 days; Florida.

**Bulin A. Truick**, Jamaica; Oiler, Floating Equipment, Dredging Division; 38 years, 5 months, 17 days; Panama.

**Aston L. Wilson**, Jamaica; Warehouseman, Wholesale Section, Supply Division; 34 years, 11 months, 19 days; Colon.

**Jose D. Winter**, Panama; Boatman, Hydrographic Section, Engineering Division; 15 years, 11 months, 29 days; Panama.

**Sydney R. Worrell**, Barbados; Stock Control Clerk, Supply Division; 46 years, 1 month, 18 days; Panama.

# ANNIVERSARIES

(On the basis of total Federal Service)

## CIVIL AFFAIRS BUREAU

Richard A. Edmondson  
Police Sergeant  
Fred S. Southerland  
Police Station Clerk  
Aston M. Parchment  
Junior High School Principal,  
Latin American Schools

## HEALTH BUREAU

Mack F. Bailey  
Supervisory Sanitation  
Inspector  
Clifford V. Russell  
Hospital Administrative  
Officer

## ENGINEERING AND CONSTRUCTION BUREAU

Willard E. Percy  
Mechanical and Safety  
Training Instructor  
Fitz N. Jordan  
Maintenance  
Everard E. Haynes  
Painter

## MARINE BUREAU

Thomas E. Semper  
Leader Seaman  
Laurence D. Duncan  
Helper Lock Operator

## SUPPLY AND COMMUNITY SERVICE BUREAU

Burton J. Hackett, Jr.  
Lead Grounds Foreman  
T. W. Trumpet  
Laborer Cleaner

## TRANSPORTATION AND TERMINALS BUREAU

S. F. Jean Baptiste  
Clerk

## ADMINISTRATIVE BRANCH

Donald C. Miller  
Head, Composing Section

## CIVIL AFFAIRS BUREAU

Marjorie V. Jones  
Elementary and Secondary  
School Teacher  
James F. McGloin  
Fire Lieutenant  
Emmett A. Collins  
Police Private

## CENTRAL EMPLOYMENT OFFICE

Lester O. Clarke  
Clerk Typist

## ENGINEERING AND CONSTRUCTION BUREAU

Macon W. Foscue  
Supervisory Electrical  
Engineer  
Gale A. O'Connell  
Structural Engineer  
Orlando L. Flye, Jr.  
Electrical Engineer  
James Hilberto  
Maintenance  
Joseph Pitters  
Maintenance  
Juan D. Calame  
Floating Plant Oiler  
Eduardo Castillo  
Quarryman  
Julio Jiménez  
Chauffeur  
Charles W. Jarvis  
Helper Carpenter  
Miguel Algandona  
Seaman  
Rafael Bernal  
Floating Plant Oiler  
Andrés Diaz  
Helper Refrigeration and  
Air Conditioning Mechanic  
Alfred G. Williams  
Oiler  
Hermenegildo Moreno  
Boatman

## HEALTH BUREAU

Miriam Lindsay  
Nursing Assistant, Medicine  
and Surgery  
G. L. Campbell  
Clerk  
Mabel Edwards  
Nursing Assistant, Psychiatry  
Félix Rodríguez  
Heavy Pest Control Laborer

Howard Zeffron  
Housekeeping Aid  
Robert G. Grocott  
Medical Technologist  
Fred A. Howell  
Clerk  
Santiago S. Morrice  
Housekeeper  
Martina S. Greenland  
Medical Aid

## MARINE BUREAU

William T. Clute  
Pilot  
Joseph A. Blackburn  
Guard Supervisor  
José D. Villarreal  
Heavy Laborer  
Donald S. Hewitt  
Helper Lock Operator  
Justo Valencia  
Boatman  
Daniel J. Ianoale  
Guard Supervisor  
Andrés Pérez  
Helper Lock Operator  
Fitzgerald C. Forde  
Helper Machinist  
Reuben F. Gerold  
Helper Sheetmetal Worker  
Byron Smith  
Seaman  
Dante J. Cicchelli  
Shipfitter  
Manuel M. Boniche  
Launch Seaman  
Ricardo Diaz  
Seaman

## OFFICE OF THE COMPTROLLER

Donald M. Luke  
Supervisory Accountant  
Frank A. Baldwin  
Supervisory Accountant  
Eldermæ A. Duff  
Accounting Technician

## SUPPLY AND COMMUNITY SERVICE BUREAU

Robert G. Rowe  
Retail Store Supervisor  
John Henry Francis  
Stockman  
Sidney O. Ford  
Stockman  
Berenice L. Jordan  
Clerk  
Evelyn A. Lowe  
Kitchen Attendant

Enid E. Perryman  
Dry Cleaning Presser  
Enrique de J. Aburto  
Laborer Cleaner  
Julio Araújo  
Heavy Laborer  
Valentín Jaén  
Laborer  
Ann Pascals  
Pantryman  
Samuel Hammond  
Meat Cutter  
Enid L. Simmons  
Sales Clerk  
Oscar Edmund  
Laborer  
Hyman G. Forth  
Stock Control Clerk  
Nesta H. Bowen  
Utility Worker  
C. D. Cumberbatch  
Clerk  
Rosendo Zerna  
Heavy Laborer  
Bernardino Moreno  
Milker  
Cyril E. Jones  
Leader Laborer Cleaner  
Alfred A. Alleyne  
Baker  
Victoria Pineda  
Laundry Checker  
Etheline A. Rowe  
Laundry Checker  
Edna L. Walton  
Meat Packager  
Arcadio Pérez  
Laborer

## TRANSPORTATION AND TERMINALS BUREAU

Roy M. Steele  
General Foreman, Ship  
Cargo Operations  
Leopold E. Welch  
Supervisory Cargo Clerk  
Joseph Tomlinson  
Truck Driver  
Randolph F. Simmons  
Clerk  
Oscar R. Pinto  
High Lift Truck Operator  
Héctor Magdaleno  
Maintenance Carpenter  
Alberto H. Dogue  
Timekeeper  
Clarence B. Glasgow  
Helper Liquid Fuels  
Wharfman

# PROMOTIONS AND TRANSFERS

March 10 through April 10

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

## CIVIL AFFAIRS BUREAU

**Kenneth L. Morris**, from Window Clerk, Postal Division, to Customs Guard, Customs Division.

### Police Division

**Fred E. Perra**, **Charles S. Smith**, to Police Lieutenant.

**Ralph E. Masters**, to Police Sergeant.

### Division of Schools

**Dorothy T. Abplanalp**, **Glenn E. Darnell**, to Elementary and Secondary School Teacher.

**Wilfred G. Earle**, to Leader Heavy Laborer.

## EXECUTIVE PLANNING STAFF

**Lillian M. Vogel**, Clerk-Stenographer, from Administrative Branch.

## ADMINISTRATIVE BRANCH

**Ethelridge Daniels**, to Messenger.

## ENGINEERING AND CONSTRUCTION BUREAU

### Engineering Division

**Alberto Arispe C.**, **Mike N. Bent**, **Elvin S. Binns**, **Domingo De Gracia**, **Vincent Gonzalez**, **Eulalio Lemos**, **Hubert H. Leslie**, **Máximo López**, **Marcos Reinaz**, **George G. Rowe**, **Ivan A. Wallace**, to Surveying Aid.

### Dredging Division

**Gerold E. Cooper**, to Dipper Dredge Master.

**Walter J. Grymala**, **Donald W. Marlow**, to Towboat or Ferry Chief Engineer.

**George F. Reichel**, Chief Engineer, Dipper Dredge.

**Charles G. Morency**, to Dipper Dredge Operator.

**Leavell F. Kelly**, from Lock Operator Engineman, Locks Division, to Engineman.

**Larchan H. Robinson**, to Launch Operator.

**Clive O. Garbutt**, to Leader Seaman.

**Irvin R. King**, to Floating Plant Oiler.

**Lloyd N. Church**, to Toolroom Attendant.

**Fernando Carrión**, **Luis A. Pérez**, to Debris Control Winchman.

**Allen A. Welsh**, to Clerk.

### Electrical Division

**Norman C. Anderson**, from Lock Operator Machinist, Locks Division, to Operator-Diesel Machinist.

**Evans Davis**, to Helper Cable Splicer.

### Maintenance Division

**William J. Carson**, to Lead Foreman Plumber.

**Laurel L. Highley**, to Leader Welder.

**Winfield F. Fearn**, to Leader Machinist.

**Henry J. Walker**, to Helper Refrigeration and Air Conditioning Mechanic.

**Ashton M. Russell**, to Roofer.

**Zedekiah Henry**, **Asunción Pérez**, **Alejandro Navarro**, to Heavy Laborer.

**Ramón E. Arosemena**, from Dock Worker, Terminals Division, to Heavy Laborer.

## Contract and Inspection Division

**Frank H. Robinson**, to Construction Inspector.

## HEALTH BUREAU

**Ramona J. Ireland**, from Staff Nurse, Gorgas Hospital, to Head Nurse (Psychiatry), Corozal Hospital.

**Rigley R. Wesley**, Clerk Typist, from Supply Division to Division of Preventive Medicine and Quarantine.

**Albert J. Mitchell**, to Patient Food Service Attendant, Gorgas Hospital

## MARINE BUREAU

**Ethel W. Brown**, from Clerk-Stenographer, Contract and Inspection Division, to Statistical Clerk, Office of the Director.

### Navigation Division

**Louis H. Hixon**, **Samuel Londynsky**, **Thomas B. McAndrews**, **Charles H. Taylor**, to Pilot.

**Robert S. Peake**, to Pilot-in-Training.

**Clarence J. Bascumbe**, to Floating Plant Oiler.

**Edgar McDonald**, from Clerk, Railroad Division, to Deckhand.

**Félix Guillermo Julienne**, from Laborer, Gorgas Hospital, to Heavy Laborer.

### Industrial Division

**Dennis A. Gilbert**, to Purchasing Agent.

**Arturo Smith**, from Utility Worker, Supply Division, to Laborer Cleaner.

**Ernest V. Baptiste**, from Package Boy, Supply Division, to Laborer Cleaner.

### Locks Division

**Joseph M. Burns**, to Lock Operator Machinist.

**Norbert F. Keller**, to Lock Operator Pipefitter.

**George W. Rowe**, to Helper Lock Operator.

**Ferdinand R. Rose**, from Dock Worker, Terminals Division, to Heavy Laborer.

**Sebastián Sánchez**, to Boatman.

**Jose R. King**, Heavy Laborer, from Maintenance Division.

**Larry J. Miller**, **Bruno L. Emanuele**, **Osmond N. Austin**, from Firefighter, Fire Division, to Towing Locomotive Operator.

## OFFICE OF THE COMPTROLLER

**Patricia A. Humphrey**, Clerk-Typist, from Central Employment Office, to Accounting Division.

## SUPPLY AND COMMUNITY SERVICE BUREAU

**Dwight M. Van Evera, Jr.**, to Supervisory Procurement Officer, Office of General Manager.

**Harry C. Seaman**, to Food Processing Specialist.

**John H. Simson**, **Elsie B. García**, to Retail Store Supervisor.

**Carlos Brown**, to Clerk.

**Wilford B. McQueen**, to Prepackaged Meat Supervisor.

**Clifford Blythe**, **Lionel Brathwaite**, **Felix A. Ifill**, **Roy L. Jones**, to Utility Worker.

**Cecilio A. Brown**, to Packager.

**Levi Best**, from Heavy Laborer, Maintenance Division, to Warehouseman.

**Lloyd G. Wilson**, from Messenger, Locks Division, to Bus Boy.

**Walter Woodcock**, to Kitchen Attendant.

**George C. Bennett**, **Reginald A. Carter, Jr.**, to Laborer Cleaner.

**Annabelle C. Kunkel**, to Ticket Seller.

## TRANSPORTATION AND TERMINALS BUREAU

### Terminals Division

**Daniel S. Hogan**, from Painter, Locks Division, to Dock Worker.

**Ulric G. Easey**, from Heavy Laborer, Locks Division, to Dock Worker.

**Juan Justiniani**, **Epifanio Hernández**, from Laborer, Maintenance Division, to Dock Worker.

**Miguel Couloote**, from Counter Attendant, Supply Division, to Dock Worker.

**Calixto Martínez**, to Helper Liquid Fuel Wharfman.

**Crescenciano Vásquez**, **Eliwood E. Beatty**, to Ship Worker.

**Alvin L. Cameron**, from Sales Clerk, Supply Division, to Timekeeper.

**Steven E. Garnett**, from Admitting Service Aid, Coco Solo Hospital, to Clerk.

### Motor Transportation Division

**Kermit B. Williams**, from Towing Locomotive Operator, Locks Division, to Heavy Duty Equipment Mechanic.

**Malcolm N. Francis**, from Stock Control Clerk, Locks Division, to General Supply Clerk.

**Wilfred Daily**, to Chauffeur.

### Railroad Division

**Frederick J. Brathwaite**, to Clerk.

## OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

**John E. Deming**, Magistrate, Magistrate Court, Balboa.

**Charles A. García**, Magistrate, Magistrate Court, Cristobal.

**Henry B. De Voll**, Marine Traffic Controller, Navigation Division.

**John F. Paterson**, General Engineer, Office of the Chief, Locks Division.

**Wilfred E. Barrow**, Accounting Clerk, Terminals Division.

**Leonel Vásquez**, Nursing Assistant, Gorgas Hospital.

**Burton F. Mead**, Time, Leave, and Payroll Clerk, Accounting Division.

**Lloyd S. Smith**, Accounting Clerk, Terminals Division.

**Herbert Douglas**, Clerk-Typist, Contract and Inspection Division.

**Ricardo R. Varela**, Cartographic Compilation Aid, Engineering Division.

## TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Third Quarter, Fiscal Year		
	1961	1960	Avg. No. Transits 1951-55
United States intercoastal.....	102	138	146
East coast of United States and South America.....	570	770	445
East coast of United States and Central America.....	111	138	129
East coast of United States and Far East.....	537	469	261
United States/Canada east coast and Australasia.....	65	51	48
Europe and west coast of United States/Canada.....	230	312	193
Europe and South America.....	295	256	123
Europe and Australasia.....	104	105	95
All other routes.....	659	567	333
Total traffic.....	2,673	2,806	1,773

## MONTHLY COMMERCIAL TRAFFIC AND TOLLS

### Vessels of 300 tons net or over

(Fiscal years)

Month	Transits			Tolls (In thousands of dollars)		
	1961	1960	Avg. No. Transits 1951-55	1961	1960	Average Tolls 1951-55
July.....	941	888	557	\$4,680	\$4,219	\$2,432
August.....	912	888	554	4,585	4,111	2,403
September.....	847	823	570	4,172	3,828	2,431
October.....	913	853	607	4,495	3,820	2,559
November.....	857	886	568	4,299	4,124	2,361
December.....	868	893	599	4,385	4,420	2,545
January.....	893	902	580	4,449	4,146	2,444
February.....	843	926	559	4,113	4,417	2,349
March.....	937	978	632	4,725	4,633	2,657
April.....			608			2,588
May.....			629			2,672
June.....			599			2,528
Totals for first 9 months of fiscal year...	8,011	8,037	5,226	\$39,903	\$37,718	\$22,081

## CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Third Quarter, Fiscal Year					
	1961		1960		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian.....	12	23,564	.....	.....	.....	.....
British.....	302	1,899,596	380	2,229,377	323	1,936,872
Chilean.....	23	178,130	33	171,387	17	85,011
Chinese.....	16	85,027	17	121,217	6	54,599
Colombian.....	60	104,754	65	84,420	35	37,708
Danish.....	67	271,735	120	325,816	57	224,852
Ecuadorian.....	10	17,744	15	20,617	36	23,543
Finnish.....	10	22,373	3	4,797	.....	.....
French.....	31	210,575	45	178,225	35	163,469
German.....	282	779,538	356	1,004,865	54	109,721
Greek.....	130	1,302,906	71	731,158	29	253,278
Honduran.....	36	46,479	54	60,901	97	130,876
Israeli.....	15	34,808	21	3,605	.....	.....
Italian.....	47	259,292	52	350,157	32	182,089
Japanese.....	207	1,264,985	195	1,273,042	69	470,531
Liberian.....	230	2,071,172	254	2,211,850	48	300,445
Netherlands.....	135	721,968	104	604,637	30	151,379
Norwegian.....	354	2,333,790	316	2,135,584	203	833,741
Panamanian.....	112	584,606	71	327,967	116	665,039
Peruvian.....	32	123,955	23	93,429	4	9,135
Philippine.....	24	174,537	5	26,686	.....	.....
Swedish.....	81	498,230	62	364,925	46	198,424
United States.....	417	2,435,031	503	3,191,346	498	3,088,092
All others.....	40	170,260	41	123,136	38	144,588
Total.....	2,673	15,614,955	2,806	15,639,144	1,773	9,063,392



## Speedy Transit

WHAT MIGHT be a Canal transit record for commercial ships was set during April by the Swedish American cruise liner *Kungsholm*, when she made the trip from Miraflores Locks through Gatun Locks in 5 hours and 12 minutes. The 600-foot luxury ship entered Miraflores Locks at 5:58 p.m., April 8, and left the last chamber of Gatun Locks at 11:10 p.m. the same evening.

Although no official statistics are kept on transit times, it is believed that this may be the speediest trip through the Canal in a number of years and probably is a record for a large commercial ship. U.S. Navy ships have been sent through the waterway at a fast clip at various times, and the record for this kind of vessel is believed to be 4 hours and 38 minutes, which was set by the *Manley*, a destroyer, in 1936.

The *Kungsholm* arrived at Balboa on April 8 after making a South Seas cruise, and began the northbound transit shortly afterward. She docked briefly in Cristobal before continuing her trip to New York with 400 passengers. C. B. Fenton & Co. represent the line at the Canal.

## New Cruise Liner

THE ZIM LINE's cruise ship, *Jerusalem*, will include Cristobal on her 1961-62 cruise itinerary, according to an advance bulletin issued by the Zim Israel Navigation Co., Ltd. The *Jerusalem* will make nine cruises next fall and winter, with all of them starting from New York.

The Zim Line, which has several cargo ships passing through the Canal on regular schedules, entered the luxury cruise trade between New York and the Caribbean in 1958 with the new *Jerusalem*. If the advance schedule for next season is kept, it will be the first visit to a Canal port by the ship. The liner accommodates 350 cruise passengers and is completely air conditioned.

## Lumber Shipment

ONE OF THE largest cargoes of packaged lumber ever shipped from the port of Nanaimo in British Columbia passed through the Canal in February aboard the Greek freighter, *Maria Hadjipateras*.

The cargo consisted of more than 3 million board feet of Vancouver Island lumber weighing approximately 11,000 tons. It was stowed in the holds of the vessel and was bound for the United States east coast.



## CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

The *Maria Hadjipateras* was under charter to the Canadian Transport Co. on this trip and was represented here by C. Fernie & Co.

### Shipping Men Retire

TWO WELL KNOWN Atlantic side shipping executives who have represented their companies in Cristobal since the 1920's are retiring in June and will make their homes in the United States. They are Anthony F. Raymond, manager of the United Fruit Co. in Cristobal, and Arthur F. Howard, manager of the Pacific Steam Navigation Co. office in Cristobal.

Mr. Raymond, a member of a well known Isthmian family, came to the Canal Zone with his parents in 1906. He attended school in New York and was with the U.S. Army during World War I before joining the Cristobal staff of United Fruit in 1922. He served in a variety of jobs with the company before being named assistant manager at Cristobal in 1954. He has been manager there for the past 18 months.

Mr. Howard is a native of Liverpool, England, and was sent to Cristobal by the Pacific Steam Navigation Co. in 1929. He was employed in various sections of the company's Cristobal headquarters before being made manager of the operation in 1951, following the retirement of Allen N. Dodd.

### New Cargo Ships

ONE OF A SERIES of new cargo vessels being built on the west coast of the United States for the American Export Lines transited the Canal April 21 on her maiden voyage. The new *Export Aid* was carrying a load of west coast grain to Egypt.

The transit of the *Export Aid* came just 3 months after the maiden transit of the American Export Line's freighter, *Export Agent*, which passed through the Canal in January, also with a load of grain for Egypt. Both ships sailed directly from Cristobal to Alexandria and will be used in the Atlantic service in the future.

A third new American Export freighter, the *Export Bay*, was launched April 8 at San Diego, where she was built by the National Steel & Shipbuilding Co. This newest ship in the series is named for the late Charles Ulrick Bay, a former U.S. Ambassador to Norway and former director of the American Export Line. Boyd Bros. represent the vessels at the Canal.

	Third Quarter, Fiscal Year				
	1961			1960	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going.....	1,415	1,258	2,673	2,806	1,773
Small *.....	66	56	122	203	284
Total commercial.....	1,481	1,314	2,795	3,009	2,057
U.S. Government vessels: **					
Ocean-going.....	33	20	53	54	151
Small *.....	25	27	52	48	71
Total commercial and U.S. Government.....	1,539	1,361	2,900	3,111	2,279

\* Vessels under 300 net tons or 500 displacement tons.

\*\* Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

## PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

### Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Third Quarter, Fiscal Year		
	1961	1960	Average 1951-55
Ores, various.....	1,601,749	2,667,070	961,032
Lumber.....	952,264	1,012,679	868,628
Sugar.....	698,516	307,210	233,804
Wheat.....	551,600	454,419	508,144
Petroleum and products (excludes asphalt)....	298,090	825,739	249,439
Metals, various.....	265,847	256,602	162,399
Bananas.....	255,324	334,325	192,445
Canned food products.....	229,379	233,235	304,637
Nitrate of soda.....	226,066	222,505	360,514
Barley.....	225,622	656,596	58,964
Food products in refrigeration (except fresh fruit).....	221,960	246,160	163,265
Fertilizers, miscellaneous.....	184,414	129,266	3,545
Pulpwood and products.....	126,447	111,922	48,257
Oilseeds.....	114,446	62,738	26,259
Coffee.....	107,679	119,865	76,638
All others.....	1,174,673	978,873	691,372
Total.....	7,234,076	8,619,204	4,909,342

### Atlantic to Pacific

Commodity	Third Quarter, Fiscal Year		
	1961	1960	Average 1951-55
Petroleum and products (excludes asphalt)....	2,703,732	1,815,920	968,731
Coal and coke.....	1,288,761	1,379,124	676,946
Metal, scrap.....	656,594	458,237	16,632
Phosphates.....	431,181	361,459	195,587
Iron and steel manufactures.....	356,924	502,141	420,153
Soybeans.....	333,633	323,524	134,079
Corn.....	261,050	57,986	19,077
Cotton, raw.....	217,535	179,984	66,290
Ores, various.....	190,770	217,147	27,416
Chemicals unclassified.....	152,706	111,058	41,882
Sugar.....	134,861	116,611	101,508
Machinery.....	91,452	76,433	72,754
Sulfur.....	87,465	89,898	82,173
Paper and paper products.....	77,214	82,321	88,306
Automobiles and parts.....	76,920	92,995	70,660
All others.....	1,320,081	1,155,102	1,059,977
Total.....	8,380,879	7,019,940	4,042,171

# SHIPPING

AS INDUSTRIALIZED nations exhaust nearby raw materials and go farther afield for new supplies, the world's shipping firms are turning to larger and larger ships to maintain economically sound transportation costs despite the greater distances and volumes involved.

The ever increasing number of superships in the world's maritime fleet has raised considerable speculation about the future of the Panama Canal, the locks of which are too small to permit the largest of such ships to transits. Many of the medium-sized superships—those in the 45,000-ton class—can go through the Isthmian waterway, but are causing problems such as described on page 2.

On routes where ships are not limited in size by either the Panama or Suez Canals, some truly mammoth vessels are being built and used. At least two 100,000-ton tankers, the *Universe Apollo* and *Universe Daphne*, are in service at present and it has been announced that two 130,000-ton tankers are to be built in Japan. None of these ships can transit the Canal.

The main reason behind construction of such mammoth tankers is the economy which can be achieved with them. The Idemitsu Kosan Kaisha Co. of Japan, which announced plans for the 130,000-ton ships, said they will cut transport costs by 30 percent, compared with tankers of 45,000 tons. The two Japanese ships are to carry crude oil from the Persian Gulf to Japan to feed that country's booming industrial growth.

Construction of ships in the 45,000-ton class, which are barely able to squeeze through the Canal, has skyrocketed during recent years and an increasing number transit the Canal each year. Just 5 years ago, during fiscal year 1956, ships with beams of 80 feet or more were transiting the waterway at an average rate of less than 1 every 2 days. During the first 9 months of this fiscal year, transits by such ships have averaged just under 1½ per day, or triple the rate of 5 years ago.

Major use of the superships is to transport oil and metallic ores, with an occasional cargo of grain. The ore ships and tankers may soon be joined by 40,000-ton ships hauling coal to Japan through the Canal, according to shipping trade reports.

The increasing flow of petroleum and petroleum products through the Canal

## TRANSITS BY OCEAN-GOING VESSELS IN MARCH

	1960	1961
Commercial	978	937
U.S. Government	15	18
Total	993	955

### TOLLS \*

Commercial	\$4,636,567	\$4,728,432
U.S. Government	55,041	103,170
Total	\$4,691,608	\$4,831,602

### CARGO (long tons)

Commercial	5,609,669	5,676,560
U.S. Government	26,151	104,023
Total	5,635,820	5,780,583

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

is shown by the fact that a record 1,203,000 tons of such cargo moved through the waterway during March, setting a new 1-month record. Ore movements are slightly down at the moment, but are expected to go to new heights as the current U.S. recession is overcome.

In an article on the economics involved in construction and operation

of big tankers some months ago, "Petroleum Week" magazine said:

"A comparison of the operating costs, profits, and losses of a war-built, 16,600-ton T2 and a 45,000 tonner underscores the edge held by the bigger ship over the smaller. . . .

"The reason: as tanker size increases, costs increase at a rate proportionately less than the increase in size and earning power of the ship.

"Operating at the U.S. Maritime Commission rate of \$17.05 a ton, the supertanker would show a profit (for a round trip between the Persian Gulf and Los Angeles) of \$457,970, while the T2 would make barely a quarter of that." (The magazine points out that the more common rate of 60 percent of the U.S. Maritime Commission rate would leave the supertanker with a profit of 94 cents per ton, while the T2 would lose \$2.14 per ton.)

The trend toward ships far larger than the T2's, which were the backbone of oil movement by the United States during World War II, is expected to continue in the years ahead, thus bringing ever nearer the day when a larger Isthmian waterway will be necessary to enable the world's superships to move cargo steadily and economically.

OCEAN-GOING TRANSITS THROUGH PANAMA CANAL

