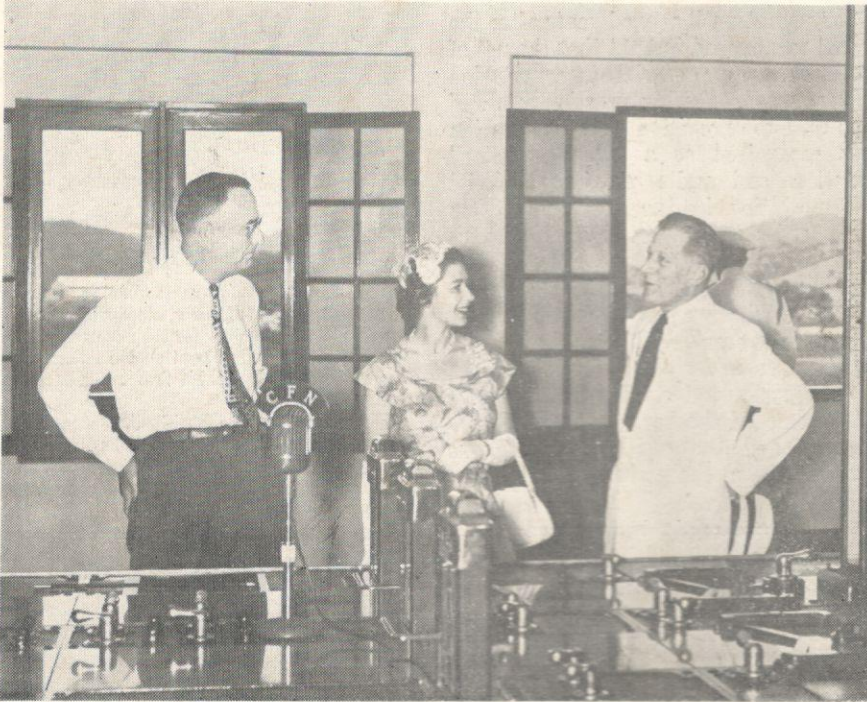


COORDINATED EFFORTS OF CANAL ORGANIZATIONS MADE POSSIBLE PERFECT ROYAL VISIT TO ZONE

A Smiling Queen



A SMILE OF INTEREST wreathed lovely young Queen Elizabeth's face at the Miraflores control tower last Sunday when the operation of the locks was explained to her by the Governor and Edward Barlow, Control House Supervisor. Behind the Governor's shoulder can be seen the Duke of Edinburgh, watching a ship in the west chamber of the locks. Under Mr. Barlow's direction the Queen turned some of the handles in the foreground to open the big miter gates of the locks.



A SMILE OF WELCOME greets guests presented to the Queen at the reception given during the afternoon at the Governor's House. Governor Seybold is about to present R. K. Morris, former Chief Quartermaster for the Canal organization while the Duke also waits to greet him. Mrs. Seybold is about to shake hands with Mrs. Scollay Moore, wife of the vice president of the Esso Company here and its regional manager for Central America. In the background are members of the Queen's party.

Gov. And Mrs. Seybold Express Appreciation To All Who Took Part

Gratitude to all of the people of the Canal Zone and appreciation for the work of all who played some part in last Sunday's royal visit was expressed this week by Governor J. S. Seybold.

Mrs. Seybold heartily endorsed the Governor's sentiments when she told *THE PANAMA CANAL REVIEW*:

"We are deeply grateful to every person involved."

Many Canal units, the Governor said, were involved in the problems attendant on the arrival of the first reigning monarch ever to visit the Canal Zone, in the handling of her ship, the *S. S. Gothic*, and in the security arrangements which always must be made for such a visit.

The people of the Canal Zone who stood or sat in last Sunday's sun on the Atlantic side and in the sun and rain on the Pacific side to see Queen Elizabeth II and her husband, the Duke of Edinburgh, played an important part by their orderliness and courtesy to the royal couple who were guests of the Canal Zone, the Governor added.

The Canal Zone crowds were so interested in the Queen and the Duke and so solicitous of their feelings that one over-ebullient welcomer in the Miraflores area, who gave forth with a long, low whistle as the Queen arrived at the locks, was instantly shushed by the crowd of several thousand.

Guests of Canal Zone

Emphasis was placed during the Queen's entire stay on the fact that she and her husband were the guests of the people of the Canal Zone.

An orchid corsage, bearing a card which carried the greetings of the Canal Zone people was sent aboard the *Gothic* before the slim and pretty young Queen disembarked to begin the all-day tour which, as far as the Zone was concerned, took her through the Cristobal pier area, into the control tower at Miraflores Locks, along the main thoroughfares on the Pacific side to and from the Governor's House, back to Pedro Miguel to reboard the *Gothic* and again along the Canal Zone streets to (See page 15)

Coordinated Efforts Of Canal Organizations Made Possible Perfect Royal Visit To Zone

(Continued from page 1) and from the Republic of Panama.

At Cristobal the crowd stood on balconies, sat on hoods and tops of parked cars, and lined Terminal Street three and four deep. At the junction of Randolph Road and the Trans-Isthmian highway more crowds peered over the shoulders of trim, gray-uniformed Canal Zone policemen. Waiting watchers cheered in little clearings along Madden Road. Youngsters at Paraiso called "Viva la Reina," and Pedro Miguel children waved miniature British flags.

She was their guest, and they seemed to want to make her welcome.

Month of Planning

Plans for the Queen's visit to the Canal Zone were coordinated by Lt. Col. David S. Parker, Governor Seybold's Military Assistant, who worked on the arrangements for several months.

A rough outline of the program for the Queen's visit was prepared about May, but this schedule was later altered in some of its details. It was not until a comparatively short time before the young Queen arrived that the last details were completed.

Some of the major points to be worked out concerned the docking of the 15,000-ton *Gothic* in Cristobal, the timing of her transit so that the ship would reach Pedro Miguel Locks at the hour and minute called for in the Queen's schedule, the docking of the big ship at Balboa, and, finally, the undocking of the *Gothic* and her dispatch to sea last Monday morning. All of these details were handled by various units of the Marine Bureau with the Terminals Division cooperating on the portions which concerned the piers.

Several days before the *Gothic* arrived, port officials had an opportunity for a "dry run" when the S. S. *Ceramic*, a sister-ship of the *Gothic*, arrived in Balboa. She was maneuvered and docked exactly in accordance with plans made for the Queen's ship.

The Canal's marine officials were highly complimented by the *Gothic's* master, Capt. David Aitchison, who said that his ship had not before been so well handled.

Security of a Queen

Another major point which called for detailed work was the Queen's security. This meant the careful screening of all people whose work for last Sunday took them anywhere near the royal visitor and her party.

This phase was handled by the Internal Security Branch, in cooperation with the Canal Zone Police and British Secret Service. In general, the precautions taken were those which are required during a visit of a President of the United States or another head of state.

A number of the Canal Zone policemen who worked on the "Queen's detail" were old hands at this sort of thing; they had served in the same capacity during the Canal Zone visits of the late President Franklin D. Roosevelt.

The handling of crowds and traffic were other problems which had to be solved in detail. Ten Canal Zone motorcycle policemen escorted the Queen whenever she was in Canal Zone territory and dozens of others were in charge of the crowds of thousands who lined the high-

ways and filed into the locks areas to see her.

For the first time in the Canal Zone, "traffic freezes" were put into force so that no traffic would move and no cars be parked along the roads on which she traveled.

Reporters and Cameramen

Special arrangements had to be made for reporters and photographers, local and visiting, to cover the Queen's visit. Over 50 cameramen and correspondents, the largest group ever accredited here, were given passes allowing them to enter the Cristobal pier area and the Pacific locks areas. The Terminals Division brought a freight car into spotless Pier 9 in Cristobal as a photographers' stand and the Maintenance Division erected a platform for the cameramen in the lock areas.

From these the photographers were able to photograph the Queen as she



QUEEN ELIZABETH II, the Duke of Edinburgh, and Governor Seybold cross the lock gates at Miraflores.

"trooped the line" of the guard of honor on Pier 9 and as she crossed the locks at Miraflores.

Special lighting was provided in Miraflores Control Tower where a limited number of newsreel cameramen and the Canal's official photographer were allowed.

The Weather, Too

Planners for the Queen's visit could not attempt to outguess the weather at this time of year and all plans had to be made to allow for the rain which was all too likely to come—and did.

A "covered brow" gangplank resting on a ramp was set up between the *Gothic* and her pier to permit the Queen and her party to leave the ship without getting wet should rain fall as she was leaving or boarding her ship.

At the Governor's House, where 130 guests were presented to the royal couple at an afternoon reception, a cover had to be erected over the terrace and a roofed stand had to be provided for the Army band which played during the reception. The tent was supplied by the Army and it and the bandstand were erected by the Maintenance Division.

Like any good housekeeper expecting guests, the Canal Zone put its physical house in order; forces from the Grounds Maintenance Division went to work a few days before the Queen's arrival cutting grass along the roadsides and cleaning up fallen palm fronds and debris.

The Clubhouse Division bakery made two huge fruit cakes which were sent to the officers and men aboard the *Gothic* and the H. M. S. *Sheffield*, the Queen's

escort vessel. The four-layer cakes bore the Canal Zone Seal on top and a special message to the officers and men in beaded icing.

Another special bit of planning which added, this time, to the pleasure of the waiting crowds was a progress report on the Queen's Trans-Isthmian drive, delivered over the Miraflores Locks loud speaker system. Those waiting in the lock areas were frequently advised of the time and her whereabouts and whether she would arrive on schedule. She did, to the minute.

Souvenirs

When she left the Canal Zone, Queen Elizabeth carried with her two souvenirs of her visit. One was a pair of heavy, polished stone bookends, made from Isthmian rock. The seal of the Canal Zone had been cut into the side of each, in minutely fine work. The other was a group of pictures taken during the Canal Zone visit, in 1927, of the Queen's parents, then the Duke and Duchess of York.

She left behind her a number of mementos of her visit. A large, framed, and signed photograph of the royal couple was their gift to Governor and Mrs. Seybold.

Other Zonians will have souvenirs of a different sort.

Hundreds of them will have photographs or colored slides or movies which they can show their children and grandchildren, and say: "And I took this when . . ."

The crew of the Miraflores control tower—that day they were Edward Barlow, Harry Willenbrock, Richard Abell, and D. Foster—will remember the Queen's delight when, instructed by Mr. Barlow, she turned a series of handles and watched the tiny miter gates on the control panel begin to swing open. And how, almost at once, she went outside to watch the big lock gates move apart to admit the United Fruit Company's S. S. *Junior*.

Nearly as exciting was the Duke's interest in the locks and his keen questions on their mechanical operation, as he operated a chain in the west chamber.

Police Officers Anthony Malagutti and Freeman Hollowell, and possibly others, will remember the smile the Queen gave as she passed them at the Locks.

And thousands of other Zonians and their friends from Panama will think, from time to time, of the gracious young lady in the dull-blue dress and tiny feather hat who waved her white-gloved hand at them as she passed along the control house balcony or rode in her car along the streets.

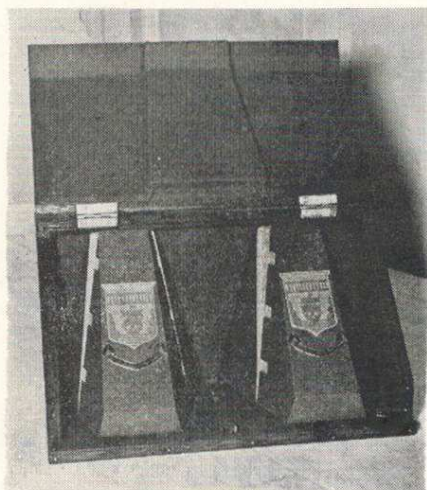
Convicts Make Toys For Panama Children

Santa Claus and a group of his helpers will visit the youngsters in the Santo Thomas Hospital children's ward again this year shortly before Christmas, with a sack full of dolls, cribs and stuffed toys, all manufactured by volunteer labor at the Canal Zone Penitentiary.

The project of making toys for Christmas was unanimously adopted last year by the prisoners who used their "Coke fund" to finance the operation. It was strictly a volunteer project and was so popular that it is being repeated this year.

George Collins, who was Santa Claus before, did such a good job that he has been asked to act again this year. The toys will include about 100 dolls, which were purchased outside.

A GIFT FOR A QUEEN



Selecting a gift for a queen, who already possesses almost everything, is not an easy matter. Governor and Mrs. Seybold solved this problem by ordering for Queen Elizabeth II a unique gift; a pair of highly polished, heavy stone bookends engraved with the Canal Zone seal and symbolic of the construction of the Panama Canal.

These bookends, shown above in their case, were the sculpture of Dulcideo Gonzales Noriega of Panama City.

Their pyramid form, with forward and upward projection, the sculptor explained, symbolizes the Canal's contribution to world progress by shortening distances and thereby facilitating an interchange of ideas among men.

The rectangular plane represents Panama; on it the sculptor has placed the Canal seal, just as the Canal is located in the center of the Republic. The triangle symbolizes the conception of the Canal idea and its construction.

SS "Gothic" Is No Stranger To Panama Canal Waters

The white-hulled, 561-foot *Gothic* which carried Queen Elizabeth and her party to the Canal Zone is no stranger in local waters.

She made her first trip through the Canal in January 1951, en route from London to Auckland, New Zealand—since then has averaged about two Canal transits per year. Her last Canal transit, prior to last Sunday, was on August 1, when she was bound from Wellington to England.

Her master on that trip was Capt. David Aitchison, who is in command of the *Gothic* on her present tour. He has commanded many of the other vessels of the Shaw, Savill & Albion fleet engaged in their New Zealand service via the Canal. Until he was made skipper of the *Gothic* he was in command of the *Dominion Monarch*, reportedly the largest motorship in the world. She has made several Canal transits, but is normally on the service to Australia and New Zealand via South Africa.

For the statistically minded, the *Gothic* grosses 15,902 tons, has a beam of 72.2 feet, and a service speed of 17 knots. On a normal voyage she carries 83 first class passengers; on her present trip her 53 cabins and other public rooms have been converted to accommodate the Queen and her entourage.

Local agents for the *Gothic* are W. Andrews & Co.

Ten Years Ago In November

Selective service and the first registration for the draft ever held in the Canal Zone occupied the time and thoughts of most U. S. males 10 years ago last month, as well as taking up considerable space in local newspaper columns.

Registration day was November 17. Registrars were on hand at the Administration Building, Balboa Clubhouse, and Cristobal Theater, at the U. S. Consulate in Panama, and at a number of Army installations, for civilian employees. That day 962 men between the ages of 18 and 44 registered; there were so many Pacific sidlers expected that they were done in alphabetical groups—A-G on the first day. Later, a special registration unit was set up in the Mechanical Division.

Two weeks before registration day came an official announcement that only such employees of the Canal and Railroad whose service could be spared "without detriment to the operation and maintenance of the Canal," would be given clearance from their jobs to enlist in the armed services.

Holidays or no, work went on six days a week in the Canal Zone. Flags flew from Government buildings and equipment, and veterans organizations had their usual dinners, but Zonians worked on Armistice Day. They worked on Thanksgiving Day, too, although they were given time off if they wished to attend Thanksgiving church services.

Turkey sold for 44 cents a pound that Thanksgiving. Violinist Jascha Heifetz, playing at a Canal Zone Army post, took part in an international Thanksgiving Day radio broadcast.

Canal's Two Senior Pilots Were Aboard Queen's Ship

To the two senior pilots of the Panama Canal went the honor of piloting the S. S. *Gothic* through the Canal last Sunday. For part of the transit Queen Elizabeth was aboard the liner.

Capt. Horatio Lincoln, U. S. N., Balboa Port Captain, was "officer in technical charge" of the *Gothic's* transit. He was aboard for the entire transit.

The two pilots who were on the bridge of the *Gothic* were Captains Henry E. Falk, Balboa's senior man, and Charles S. Townshend, the senior pilot in Cristobal.

Captain Falk has over 30 years of Canal service. As a boy he worked as a seaman and later returned to the Canal organization as towboat master in 1923. He qualified as a pilot in August 1927.

Captain Townshend has been a qualified pilot since the same month. He joined the Canal organization in 1922, served as a towboat master, and began his pilot's training in 1926.

LEAVING SERVICE

Over 43 years of Panama Railroad-Panama Canal Company service will end this month for William R. Pfizer, vice president of the Company and one of its directors.

Mr. Pfizer has submitted his resignation, to be effective December 31.

He went to work as an office boy in the New York office of the Panama Railroad October 16, 1910. After about 10 years as Third Vice President and Secretary of the Panama Railroad Company, he succeeded T. H. Rossbottom in 1949 as First Vice President and head of the company's activities in the United States.

Mr. Pfizer became a vice president of the Panama Canal Company when it was organized in 1951.

BALBOA

JANUARY 1, 2, 3

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AUDREY HEPBURN
William Wyler's PRODUCTION OF
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with EDDIE ALBERT
Produced and Directed by WILLIAM WYLER
Screenplay by IAN McLELLAN HUNTER
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CRISTOBAL
January 9, 10, 11

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captivating
tale of
a princess
who goes
out on a
spree in
Rome!

