

THE PANAMA CANAL

(Continued from last week)

Gatun spillway, where most of the Electrical Current for the Isthmus is generated, is made of concrete with 14 steel gates and is 808 feet across. If all gates were open more water would rush over than goes over the American falls at Niagara.

There are six pairs of Locks: Three pairs at Gatun; 1 pair at Pedro Miguel and 2 pairs at Miraflores.

Gatun locks are 1 1/5 miles long. Pedro Miguel Locks are 5/6 of a mile long, and Miraflores Locks are 1 mile plus. Locks are double barrelled, permitting ships to go in opposite directions simultaneously. Each lock is 1000 feet long and 110 feet wide and 70 feet deep. They are capable of caring for the largest ships afloat. Miraflores Locks have extra depth because of tidal variations in the Pacific. Tidal variation in the Atlantic is about one foot while on the Pacific the tidal variation is 12 1/2 feet and the tide has been known to vary 21 feet.

The total canal receipts to and including June 30, 1932, were \$292,864, 828.37. Greatest amount of tolls in any month was \$2,522,815.12 in January, 1929.

At Balboa is a drydock capable of receiving any ship that can transit the canal. It is 1000 feet long and 110 feet wide with a depth over keel blocks of 43 feet at high tide.

The coaling plant at Cristobal can load 1,500 tons of coal per hour which is as fast as any ship can receive it.

The number of toll paying vessels passing through the Canal to June 30, 1932, was 69,466. Of these, 30,917 were American Registry, 19,492 British, 3,758 Norwegian, 2,366 Japanese, 898 Chilean, 920 Peruvian, 11,532 Danish, 1,488 Dutch, 1,331 French, 2,653 German, and the remainder under various flags.

United States Government and Naval Ships are exempted from tolls and during the above period 6,325 of these ships transited the Canal. Vessels owned and operated by the Govt. of Panama and Colombia do not pay tolls.

It requires the following force to maintain and operate the Canal:

3,100 American or "Gold" employees.

10,350 Alien or "Silver" employees. This is one seventh of the entire strength of the United States Navy.

The Panama Railroad extends from Panama City to Colon and is 47.61 miles in length. It was built in 1850-55 and was the first railroad ever to cross the American continent. It preceded by 14 years the first transcontinental railroad in the United States.

The following are some of the distances saved by the canal:

CITIES	MILES
San Francisco to New York	7873
" to Pernambuco	3002
" to Freetown	1366
Liverpool to San Francisco	5666
" to Valparaiso	1540
" to Callao	4243
" to Honolulu	4403
" to Wellington, N. Z.	1336
New York to Callao	6250
" to Yokohama	3357
" to Sidney, Australia	3615
" to Valparaiso	3747
" to Guayaquil	7405
" to Wellington, N. Z.	2822

?? WHO REMEMBERS ??

—: Four Years Ago This Month :—

The entire month of April was spent in Shanghai, China, moored to the favored buoys 15 and 16.

After two months of little or no liberty, this month was made quite pleasant to our former Houstonites with the return of regular overnight liberty.

The greater part of the city was restricted, although it happened the favorite haunts of all hands were in the prescribed liberty areas.

The great assemblage of war craft of various nations which was present during the previous months was reduced to nearly half, with the troubled conditions somewhat quiet.

Our Aviation Unit managed to get in a few hours flight time during this month by leaving port on the U.S.S. FINCH, basing near the Saddle Islands off the mouth of the Yangtze.

During this time the interdivisional sports rivalry was at its peak with baseball, soccer and football being the most popular sport. The Pootung side of the river, being unaffected by the dispute in Shanghai, was the scene of many bitterly contested, although thoroughly enjoyed contests.

Turn Out Unnecessary Lights!

NEWS OF FORMER SHIPMATES

(Continued From Page One)

"Frankie" Remus, now BM2c., former genial member of the HOUSTON MAA force is serving aboard the U. S.S. TENNESSEE once more, having recently completed a tour of duty at Trona field, San Pedro. Through a member of the crew Frankie sends regards to former shipmates aboard the HOUSTON.

"Willie" Yates, SK3c, just recently transferred for duty at the Texas Centennial, writes telling about his new duties. At present Willie is stationed at NTS, San Diego renewing acquaintances with the rifle etc.

It is his intention to keep us well informed concerning the Naval part in the coming Centennial. No doubt, many of us envy Yates in his pleasant assignment.

THE EPAULETS AND SHOULDER MARKS

These are worn by officers and came down from old times when fighting men engaged in hand to hand fighting and the shoulders offered a vulnerable spot to a man wielding a heavy saber. Also it was the most logical spot offered by a man on horseback attacking a foot soldier, hence a heavy plate of metal was worn to protect the shoulders. In the old armor suits the shoulders were reinforced by specially thick metal.

WHAT TO SEE IN PANAMA

(Continued From Page One)

The Church of the Golden Altar, a rare and priceless historic edifice.

Balboa and Ancon Clubhouses, operated for the benefit of Canal Zone employees and people of the community. Service men are always welcome to the privileges offered by the Clubhouses.

NAVY RELIEF SOCIETY

(Continued From Page One)

terest, \$214,734.09. These loans are repaid by monthly allotments.

Remember these figures when you are next asked to contribute to this your Service Charity, to aid a fellow shipmate who has found it hard to make both ends meet.