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Volume XII. Balboa Heights, C. Z., August 21, 1918.

No. 1.

EXECUTIVE ORDER.

Leave for the Spanish War Veterans to Attend Reunion.

It is hereby ordered that all veterans of the Spanish-American War in the service of the Government of the United States who desire to attend the Twentieth Annual Encampment of the United Spanish War Veterans to be held in Baltimore, Md., September 3, 4, and 5, 1918, shall be granted leave of absence with pay, in addition to annual leave provided for by statute, from September 3 to 5, inclusive, that they may have the opportunity to attend the encampment, and that they be granted as many more days' additional leave with pay in each case as are necessary for the journey to Baltimore, Md., and return to their posts of duty.

WOODROW WILSON.

THE WHITE HOUSE,
June 13, 1918.

EXECUTIVE ORDER.

Leave for Grand Army Men to Attend Reunion.

It is hereby ordered that all veterans of the Civil War in the service of the Government of the United States who desire to attend the Fifty-second National Encampment of the Grand Army of the Republic to be held at Portland, Oreg., August 18 to 24, 1918, shall be granted leave of absence with pay, in addition to the annual leave provided for by statute, from August 18 to 24, inclusive, that they may have the opportunity to attend the encampment, and that they be granted as many more days additional leave with pay in each case as are necessary for the journey to Portland and return to their posts of duty.

WOODROW WILSON.

THE WHITE HOUSE,
June 21, 1918.

EXECUTIVE ORDER.

Extension of Civil Service Reinstatement Time to Service Men.

A person leaving the classified civil service to engage in the military or naval service of the Government during the present war with Germany and who has been honorably discharged may be reinstated in the civil service at any time within five years after his discharge, provided that at the time of reinstatement he has the required fitness to perform the duties of the position to which reinstatement is sought.

WOODROW WILSON.

THE WHITE HOUSE,
18 July, 1918.

No. 2917.

Notice to Passengers.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., August 19, 1918.

No passenger shall be allowed to carry a kodak or other photographic camera aboard any boat or vessel in waters of the Canal Zone. Such kodak or camera must be turned over to a Canal Zone customs inspector who will deliver it to the purser or other officer of the vessel with instructions that it must not be returned to the owner until the vessel is out of sight of Canal waters.

Passengers arriving at Canal ports in transit having kodaks or cameras in their possession shall deliver them to a Canal Zone customs inspector for custody until departure of the vessel upon which the owner intends to sail, when the procedure above outlined shall be followed.

CHESTER HARDING, *Governor.*

Amount of Money Which may be Taken from Canal Zone.

Paragraph 6* of the "Instructions to Passengers Intending to Leave the Canal Zone," published in THE PANAMA CANAL RECORD of June 19, 1918, has been amended to read as follows:

6. The taking out of the Canal Zone, by travelers, of any amounts of money in excess of those specified below is unlawful:

(a) United States notes, National bank notes, Federal Reserve notes, or Federal Reserve bank notes, not to exceed \$1,000 for each adult; or an equivalent value of currency, bank notes and coin, *other than gold*, of the countries for which passports have been duly issued to them.

(b) Subsidiary silver coins not to exceed \$100 for each adult, such coin to be in lieu of a like amount of notes under (a) above.

This means that no gold of any kind, no American silver dollars and no United States gold certificates or silver certificates shall be carried out without a license; and that no other coin or paper currency of any country, in excess of \$1,000, shall be taken out of the Canal Zone by any person, except under license.

Applications for license may be obtained from customs officers, and license to take out greater amounts of money than those specified will be issued by the Governor only for good and sufficient reasons. Such application must be made at least 72 hours before time of sailing.

The penalty for a violation of the above statute is a fine of \$10,000 or two years imprisonment, or both.

*Paragraph 6 does not apply to passengers leaving the Canal Zone for the United States by direct boat.

Clerk and Stenographer and Typewriter Examinations Postponed.

The local Civil Service Board announces the postponement of the examinations for clerk, and stenographer and typewriter, Panama Canal Service. The stenographer and typewriter examination was scheduled for August 11, and the clerk examination for August 18, 1918.

The board is in receipt of cable advice that the examination papers were shipped on the 14th instant. It will not be possible to hold either examination before the 25th instant. All applicants will be promptly notified of the dates when these examinations will be held as soon as the papers are received.

Canal Record to Canal Service Men.

American citizens who have served on The Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Specialist in agricultural economics (male and female); Grade 1, \$1,800 or over a year; August 27, 1918; No. 468.*

Senior cost accountant (male and female); \$2,200 to \$4,200 a year; No. 155-amended.†

Junior cost accountant (male and female); \$1,200 to \$2,000 a year; No. 155-amended.†

Clerk qualified in accounting (male and female); \$1,000 to \$1,800 a year; No. 155-amended. Grade 1, \$1,000 to \$1,400 a year; Grade 2, \$1,400 to \$1,800 a year.†

This announcement cancels announcement No. 1297-amended, issued June 13, 1918, of the examination of clerk qualified in accounting, the examination for clerk qualified in statistics, which was also included in announcement No. 1297-amended, being now embodied in announcement No. 2147-amended of the examination for statistical expert and statistician.

Architectural designer (male); \$175 to \$185 a month; Panama Canal Service; September 17, 1918.*

Architectural draftsman (male); \$142 to \$175 a month; Panama Canal Service; September 17, 1918.*

Assistant editor (male); \$2,000 a year; September 7, 1918.*

Scenario editor (male and female); \$1,600 a year; September 22, 1918.*

Minor clerk (male and female); \$900 a year; September 8, 1918.

Inspector of safety appliances (male); \$3,000 a year; October 6-7, 1918; No. 933.

Inspector of hours of service (male); \$3,000 a year; October 6-7, 1918; No. 933.

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time, until further notice.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement by the office of the Administrator of Estates, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at his office at Balboa Heights at once in order that the estates may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
James Clark.....	88009	Barbados.....	Colon.....	Panama Railroad....	July 30, 1918.
Henry Joseph.....	153282	Guadeloupe.....	Colon.....	Coaling Station....	July 28, 1918.
Elijah Berry.....	114762	Fortune Island.....	Camp Biedr.....	Panama Railroad....	July 26, 1918.
Benjamin Jones.....	203264	Barbados.....	Colon.....	Panama Railroad....	July 24, 1918.
Joseph Sealey.....	115745	Barbados.....	Colon.....	Panama Railroad....	July 23, 1918.
James Atwell.....	59684	Barbados.....	Aneon.....	Mechanical Division.	July 25, 1918.
Daniel Corbin.....	114533	Barbados.....	Camp Biedr.....	Panama Railroad....	July 31, 1918.
Max S. Fox.....	1912	U. S. A.....	Balboa.....	Division of Posts....	July 14, 1918.
Amos Miller.....	52382	Jamaica.....	Gatun.....	Locks.....	July 5, 1918.
Joseph Reid.....	115186	Panama.....	Colon.....	Panama Railroad....	July 27, 1918.
Thomas Espoot alias Espute.....	112603	Jamaica.....	Colon.....	Panama Railroad....	August 12, 1918.
James Forde.....	132615	Barbados.....	Gatun.....	O. & M.....	August 2, 1918.
Jonathan Francis.....	131965	Barbados.....	Panama.....	Supply Department..	August 10, 1918.
Herbert Ilaultauf- derhide.....	27529	Jamaica.....	Panama.....	Mechanical Division.	August 10, 1918.
Fitz Ifill.....	89636	Barbados.....	Cristobal.....	Panama Railroad....	August 7, 1918.
Henry Melhido.....	74667	Jamaica.....	Colon.....	Marine Division....	August 11, 1918.
Peter Paul.....	88114	Haiti.....	Camp Biedr.....	Panama Railroad....	August 7, 1918.
James Phillips.....	89408	Barbados.....	Colon.....	Panama Railroad....	August 11, 1918.
Carlos Paez.....	115737	Colombia.....	Colon.....	Panama Railroad....	August 5, 1918.

"War Prices" Everywhere.

In a recent issue of a trade journal published in the United States, the statement is made that practically every country in the world has been effected by the advance in prices which accompanied the war. In the peaceful banana plantations of Central America, the rice fields of the Orient, the sheep ranges of Australia, the silk worm establishments of Japan, the sugar plantations of Cuba, the tin mines of the Malayan peninsula, the olive fields of Spain, the swine ranges of China and the bean plantations of South America and Manchuria, the advance in prices has been general. A compilation shows that the prices of the merchandise being exported from all parts of the world have increased

in most cases from 50 to 100 per cent above those prevailing before the war, and are materially higher than those of one year ago.

The following table will show at a glance increases which have occurred on some of the more prominent staple items:

	1914.	1918.
Edible olive oil.....	gallon.. \$1.25	\$3.05
Rice flour.....	..pound.. .017	.04
Beans.....	..bushel.. 1.66	3.93
Peanuts.....	..pound.. .04	.066
Raw silk.....	..pound.. *3.63	5.50

*1915.

Official Circulars.

Order Regulating Entrance of Officers and Enlisted Men in Republic of Panama.

GENERAL ORDERS } HEADQUARTERS,
No. 26. PANAMA CANAL DEPT.,
ANCON, C. Z., July 30, 1918.

1. Effective 6.00 p. m., August 2, 1918, and until further orders, no officers, field clerks, or enlisted men of the Army, will be permitted to visit the Republic of Panama, or any part thereof, except as herein provided:

2. (a) Married officers, field clerks, or enlisted men, who married prior to May 29, 1918, and who reside in the cities of Panama or Colon, will be permitted to go to and from their homes upon obtaining a written pass, signed by the Provost Marshal, Ancon, or the Commanding Officer, Company B, Military Police, Cristobal. Such pass shall only entitle the holder to go to and from his home by the most direct route, and does not permit him to remain upon the streets, or to enter any building other than his home.

(b) Passes for officers, field clerks, or enlisted men to enter the Republic of Panama on official business, or for limited periods for special purposes, the same to be determined by the Provost Marshal, or the officer designated by him, will be issued by the Provost Marshal, Ancon, or the Commanding Officer, Company B, Military Police, Cristobal.

(c) All permits for the introduction of intoxicants into the Canal Zone for medicinal, sacramental, or scientific purposes, and for the delivery on board ships, consigned to points outside of the Canal Zone, and for ship's stores and for shipment upon the Panama Railroad from the City of Panama to the City of Colon or vice versa, will likewise be issued by the Provost Marshal, Ancon, and the Commanding Officer, Company B, Military Police, Cristobal.

3. All officers, field clerks, and enlisted men are prohibited from engaging rooms in, or going above the first floor of the Washington Hotel, except when arriving for duty in the Canal Zone or departing therefrom. Under such circumstance, their stay will be limited to a period of 24 hours.

4. Officers, field clerks, and enlisted men are authorized to pass between Cristobal, Panama Railroad Station, Colon, Fort de Lesseps, and the Hotel Washington, using only the side walk on the west side of Front Street. When traveling in a vehicle they will use only the most direct route authorized by the traffic regulations. The above routes of travel will be more definitely indicated by the Provost Marshal and covered by local orders of the post concerned.

5. For the purposes of this order Taboga Island, excepting such places thereon where liquor is sold, bartered, given away, served, drunk, or dispensed, and the Washington Hotel, with the limitations above (paragraphs 3 and 4) shall be treated as part of the Canal Zone.

6. General Orders No. 20, these headquarters, c. s., is revoked upon the taking effect of this order.

(090 Panama)

By command of Brigadier General Blatchford:

W. D. A. ANDERSON,
Colonel, Corps of Engineers,
Acting Chief of Staff.

Official:
HUGH T. JOHNSTON,
Captain, A. G. Dept.,
Acting Department Adjutant.

Camp Otis, Subpost to Camp at Empire.

GENERAL ORDERS } HEADQUARTERS
No. 28. PANAMA CANAL DEPT.,
ANCON, C. Z., August 5, 1918.

1. Effective this date, Camp E. S. Otis, ceases to be a separate station, and is hereby designated as subpost to Camp at Empire.

2. All papers intended for Camp E. S. Otis, for the Commanding Officer, Porto Rico Infantry, or for the detachment of the 5th Infantry at Camp at Empire, will be addressed through the Commanding Officer, Camp at Empire.

3. Supplies required for troops at Camp E. S. Otis will be furnished by the proper supply officers at Camp at Empire.

4. The Quartermaster at Camp E. S. Otis will effect transfer of money and property accountability to Quartermaster, Camp at Empire, as soon as practicable.

(323.7)

By command of Brigadier General Blatchford:

W. D. A. ANDERSON,
Colonel, Corps of Engineers,
Acting Chief of Staff.

Official:
HUGH T. JOHNSTON,
Captain, A. G. Dept., N. A.,
Acting Department Adjutant.

Censorship of Mail.

GENERAL ORDERS } HEADQUARTERS
No. 30. PANAMA CANAL DEPT.,
ANCON, C. Z., August 16, 1918.

1. The following instructions are published in amendment and addition to those contained in General Orders, No. 23, these headquarters, c. s., and supersedes the letters of instruction from these headquarters, subject: "Censorship of Mail," dated June 27, 1918, July 11, 1918, and July 15, 1918.

2. Incoming mail that has been censored by some other office need not be reexamined.

3. When the list of magazines and newspapers addressed to individuals and organizations during the period of one month has been compiled and sent in to this office as directed in letter of June 27, 1918, no further censorship of this class of mail need be made, except as ordered.

4. Incoming mail to officers and their immediate families need not be censored; mail addressed to other members of their households shall be examined.

5. Mail received from points on the Canal Zone, if not previously censored, should be examined.

6. Paragraphs 2, 3, 4, and 5, above, are amendatory to paragraph 6, General Orders, No. 23, these headquarters, c. s.

7. Incoming papers, packages, etc., not registered, insured, or C. O. D., may be turned over to the Censorship Officer of the organization to

which the addressee belongs for examination. This is an amplification of the instructions contained in paragraph 8, General Orders, No. 23, these headquarters, c. s.

8. Paragraph 10, General Orders, No. 23, these headquarters, c. s., is rescinded and the following substituted therefor:

All official correspondence between officials of the Army, officials of the Army and Navy, and officials of the Army and those of the Panama Canal, where such correspondence is sent to parties in the Canal Zone, need not be censored; such uncensored mail will therefore not be held by the postmasters as directed in paragraph 9, General Orders, No. 23, these headquarters, c. s. Official correspondence between officials of the Army and officials of any department in the United States Government not stationed in the Canal Zone will be censored in the same manner as the mail noted in paragraph 7, General Orders, No. 23, these headquarters, c. s.

9. At those posts in this department where civilian families are stationed in Government Reservations and are connected with the military organizations in any capacity, instructions should be given them regarding the fact that their mail must be censored, and incoming mail addressed to such parties will be turned over by postmasters at such camps to the Censorship Officer.

10. Letters in foreign languages, except German, that can be read and examined by officers in the command should be turned over to them for censoring. Foreign language mail, except German, which can not be translated at the camp will be sent direct to the Mail Censor, Canal Zone, Box 100, Cristobal, for censoring. Commanding officers will notify all members of their commands that mail sent or received by them, written in uncommon languages, will have to be sent to the Postal Censorship Committee at New York City for translation before delivering to addressee.

11. Objectionable matter shall be deleted from correspondence, etc., by cutting out of the letter that part which is improper and objectionable. To prevent the destruction in this manner of harmless correspondence that may be on the other side of the sheet, it is deemed advisable that letters should be written on only one side of the sheet.

12. No matter in the German language, either printed or written, will be passed by the censors, except permissible mail to and from prisoners of war and interned enemy aliens. All communications printed or written in the German language, with the above exceptions, will be sent to the Intelligence Officer of this department for censoring.

13. The provisions of paragraph 16, General Orders, No. 23, these headquarters, c. s., especially as relates to the movement of any troops, will receive particular attention. With special reference to the families of noncommissioned officers whose organizations may in the near future be ordered from the Isthmus, it is permitted such families to inform their friends or relatives in the States, where this may be necessary, that they (the family) expect to come to the States to stay for a while, or to make their home there. It is absolutely necessary though that such information be so worded as to convey no knowledge of the actual movement of the troops concerned, and the foregoing will not be permitted unless investigation shows that the deletion of such information would work a serious hardship on the families in question.

14. Attention of all officers is specially directed to Section III, General Orders, No. 58, War Department, 1918, concerning correspondence with strangers.

(000.73)

By command of Brigadier General Blatchford:

ROY O. HENRY,

Major, 152d Depot Brigade,

Acting Chief of Staff.

Official

HUGH T. JOHNSTON,

Captain, A. G. Department,

Acting Department Adjutant.

Superintendent, Southern District, Municipal Engineering.

THE PANAMA CANAL,
MUNICIPAL DIVISION,

BALBOA HEIGHTS, C. Z., August 1, 1918.

All concerned—Effective August 13, 1918, Mr. R. C. Hardman is appointed Superintendent of the Southern District, Municipal Division, vice Mr. W. J. Spalding, resigned.

D. E. WRIGHT,
Municipal Engineer.

Joint Commission.

Awards.

In the matter of the claim of Juan Diaz for property located at Bailamoños, award No. 181, docket No. 1730, August 5, 1918.—On the 6th day of June, 1914, Juan Diaz filed this claim before the Joint Commission asking that he be awarded damages in the sum of \$10,000 on account of the Government of the United States having expropriated 26 hectares of fenced pasture land, upon which were growing a number of fruit trees.

After filing the claim, and before the same came on for trial, said Juan Diaz died testate, leaving his infant son, Simon Diaz, as his sole heir at law.

By the terms of his will he left to his son his entire estate, and named Justo Ortiz as the executor of his last will and testament, who now prosecutes this claim.

The claim was tried upon the theory that Juan Diaz held title to said land by right of prescription, but at the conclusion of the evidence counsel for claimant admitted that the evidence wholly failed to show that he had ever held title to said real estate by prescription, or otherwise; and for that reason no award can be made for the land.

The evidence shows that he occupied the lands for many years as a cultivator, and owned improvements thereon consisting of a fenced grass pasture and a number of fruit trees.

From all the evidence we find a fair value of all improvements to be \$750.

Therefore, an award is hereby made against the United States of America in favor of the estate of Juan Diaz, deceased, in the sum of \$750 United States currency, for all right, title, and interest the said Juan Diaz may have possessed in and to all improvements of whatever nature located on said land, and any and all damages sustained on account of the expropriation of this property by the United States of America.

It is ordered that said sum of \$750 United States currency be paid to Justo Ortiz, said executor, provided he has, as such executor, filed in the proper court of the Republic of Panama a bond covering the amount of this award.

If payment or tender of payment of this award is not made on or before the 5th day of September, 1918, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, Commissioners.

In the matter of the claim of Enrique Bizot for a portion of the tract of lands known as "La Polvareda," award No. 182, docket No. 1757, August 8, 1918.—After the trial and determination of the claim of Henry and Emile Bizot, docket No. 1759, for lands known as "El Guabal," counsel for both sides filed a stipulation submitting the claim of Enrique Bizot, docket No. 1757, to the Commission on the evidence adduced by the claimants and the United States during the trial of the prior case.

In accordance with this stipulation, the Commission has considered the evidence in the case of Henry and Emile Bizot, docket No. 1759, in appraising the value of the property claimed by Enrique Bizot in his claim, docket No. 1757, and has unanimously decided on an award of \$1,500, United States currency.

Therefore, an award is hereby made against the United States of America in favor of Enrique (Henri) Bizot, in the sum of \$1,500

United States currency for all right, title, and interest the said Enrique Bizot may possess or may have possessed in and to the property known as "La Polvareda," located in the district of Ancon, near the town of Arraizan, subject of claim, docket No. 1757, including all damages sustained by him on account of the expropriation of this property by the United States of America.

If payment or tender of payment of this award is not made on or before the 8th day of September, 1918, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners*.

In the matter of the claim of Francis Schubert, for property located near Panama, award No. 133, docket No. 3098, August 9, 1918.—An award is hereby made against the United States in favor of Francis Schubert in the sum of \$250 United States currency, for all right, title, and interest the said Francis Schubert may possess or may have possessed in and to the property located near Panama subject of claim docket No. 3098, including any and all damages sustained by him on account of the expropriation of this property by the United States of America.

In accordance with the request of counsel for the claimant made during the trial of the above entitled case, the Commission has disregarded the motion of claimant's counsel filed February 1, 1918, to amend this claim in the sum of \$10,000.

If payment or tender of payment of this award is not made on or before the 9th day of September, 1918, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners*.

Rule of Dismissal.

In the matter of the claims of Demetria Perez and Evangelina Angulo, in which rules of default have been entered, rule of dismissal No. 395, docket No. 2771, docket No. 3556, July 8, 1918.—On April 13, 1916, the Joint Commission, with the approval of the two Governments parties to the treaty, adopted a rule relative to the continuance or dismissal of claims in which the claimants are not ready for trial on the date their claims are set for hearing or who fail to appear for hearing. This rule provides for the entering of a rule of default against claimants who fail to appear when called.

The said rule also provides that:

"Upon the entry of such rule of default (at the end of each month) notice thereof shall be given by four successive publications, one each week, in the English and Spanish languages, in newspapers of general circulation in the Republic of Panama, notifying such claimants to appear in person or by attorney within sixty (60) days from the first of said publications and show good and sufficient cause why such default should be set aside, and take active steps to prosecute their claims, and failing to so appear within 60 days from said first publication their claims will be considered as having been either settled or abandoned and the same will be dismissed and forever barred."

In the claims of Demetria Perez, docket No. 2771 and Evangelina Angulo, docket No. 3556, set for hearing on March 13, 1918, and April 1, 1918, respectively, there was no appearance on the part of claimants or of their attorneys, and rules of default were accordingly entered against them.

Due notice having been given as provided for in the above-quoted section of the rule of the Commission, and there having been no appearance by the claimants in person or by counsel during the 60-day period fixed in the rule referred to, which began on May 7, 1918, the foregoing claims against the United States are hereby dismissed and forever barred.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners*.

Certificates of Disagreement.

In the matter of the claim of John J. Gibbons, for 25 hectares of land located near Ancon in the property known as "Guayabal," certificate of disagreement, rule No. 396, docket No. 1365.—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 8th day of July, 1918.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners*.

In the matter of the claim of Jose Maria Baranco, for property known as "Los Angeles," certificate of disagreement, rule No. 397, docket No. 1696.—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above entitled matter, on the following, to wit:

The Question of Value and the Question of Liability as to Twenty-five Hectares.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 7th day of August, 1918.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners*.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., August 21, 1918.

The following insufficiently addressed letters and papers have been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Daly, Hugh F.	Landus, Mrs. J. W.
Eller, Charlie	Maheris, John (Box 26)
Eliet, Simon	Miller, Miss Marae
Evans, Albert Henry	Soto, Fruto T.
Gatehouse, Fred E.	Susenbach, W. F.
Gilkes, Leon A.	Thomas, G. S. (Box 656)
Hamilton, John	Winkels, Mrs. Fred
John, Miss Theresa	

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the week, ending at midnight of Saturday, August 17, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gatun	Gatun	
Sun., Aug. 11.....	129.05	93.95	85.22	85.15	53.90
Mon., Aug. 12.....	129.30	94.20	85.18	85.15	54.00
Tues., Aug. 13.....	132.90	96.88	85.20	85.20	54.17
Wed., Aug. 14.....	130.30	95.43	85.25	85.20	54.50
Thurs., Aug. 15.....	128.95	93.81	85.18	85.09	54.20
Fri., Aug. 16.....	128.70	93.47	85.25	85.19	54.26
Sat., Aug. 17.....	128.60	93.37	85.18	85.15	53.90
Height of low water to nearest foot.	126.0	91.0			

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

COMMISSARY NOTES.

Maximum Quantity Sugar.

Effective August 14, sales of sugar (white, yellow, brown, and Panela) are limited to 5 pounds to a customer.

Chocolate.

A supply of chocolate in cake form was received from the Panama Canal plantations last week and forwarded to the line stores where it met with ready sale.

Packing Cases.

Empty packing cases are sold to patrons needing them at 10 cents for each 20 pounds weight. This price includes delivery by the commissary making the sale.

Cabbage.

Five tons of best Southern cabbage were received by a recent steamer for the manufacture of sauerkraut in the industrial laboratory.

Salad Dressing.

The commissaries are featuring a salad dressing made of crisp, luscious olives, and sweet pimento peppers, with oil, eggs, and spices. This is a new condiment and is selling very well.

Preserves.

The marmalade and watermelon preserves put up by the Industrial laboratories are being well received in the line stores where ready sales were reported, favorable comments being heard regarding their appearance and flavor.

Apples, Potatoes, Tobacco.

A trade journal states that a good crop of apples is indicated in New York, the leading producing state.

Good reports concerning the potato and tobacco crops have also been received.

Fruit.

Another shipment of pears was received from the United States this week and was distributed to the line stores where ready sales were reported. The first shipment of Casaba melons of the season was received on the same boat.

Ice Cream in Fibre Containers.

Beginning at once brick ice cream will be packed at the plant in fibre containers until the stock of approximately 5,000 now on hand is exhausted.

A very convenient way of serving is afforded by this container, it being necessary merely to cut through the container and cream at the marks indicated at the edges.

Ice cream is being sold in $\frac{1}{2}$ -pint containers.

Shoes.

Recent inspection of the shoe stocks in the line stores shows them to be in very good condition. Every commissary is reporting good sales, particularly on the new styles in ladies' shoes. The brands now carried are giving almost complete satisfaction and few complaints or claims are made. A new line of men's shoes has been on requisition for some time and should be received soon.

Footwear.

A recent advice from the Commissary Purchasing Agent in New York again emphasizes the continued difficulty in obtaining the varied grades of footwear to which the Canal Zone Trade has been accustomed. Information is given that makers of men's slippers are unable to procure the necessary leather for their manufacture, consequently the order for a supply thereof has been cancelled.

Swiss Embroideries.

Occasionally small shipments of goods are received from Europe, the Commissary Division's connection in London looking out for whatever bargains are obtainable from time to time. A consignment of Swiss embroideries has just been received and will be placed on sale at all commissaries on Saturday, August 24. These embroideries comprise a wide range of patterns and widths of edgings, insertions and flouncings and should prove particularly acceptable to the trade.

Balsa or Kapok Pillows.

The Commissary Division is selling at present pillows of Balsa wool at \$1.15, made in The Panama Canal mattress factory. The filling is a prime wood fibre, shipped from Costa Rica. Balsa (or kapok, under which name it is more widely known), is now used almost exclusively by the United States Navy for mattresses, pillows, cushions, and life preservers.

MEATLESS RECIPES.

Peanut Loaf with Cream Sauce.

- | | |
|---------------------------------|--------------------------------|
| 1 cup chopped peanuts or | $\frac{1}{2}$ cup milk |
| $\frac{1}{2}$ cup peanut butter | 2 eggs |
| $1\frac{1}{2}$ teaspoons salt | $\frac{1}{4}$ teaspoon pepper. |
| 4 cups mashed potatoes | |

Mix peanuts, potato, salt and pepper; add milk and well-beaten eggs. Stir until thoroughly mixed, pour into a greased baking dish and bake in a moderate oven 30 minutes or until firm. Serve with cream sauce.

Cream Sauce.

- | | |
|-------------------------------|----------------------------|
| 2 tablespoons fat | $1\frac{1}{2}$ cups milk |
| 3 tablespoons flour | 1 teaspoon chopped parsley |
| 1 teaspoon salt | 1 teaspoon chopped onion. |
| $\frac{1}{4}$ teaspoon pepper | |

Melt fat, add flour, salt and pepper; when mixed remove from fire and add milk. Return to fire and bring to the boiling point, stirring constantly. Add parsley and onion and serve.

The parsley and onion may be omitted if desired.

Bean and Nut Loaf.

- | | |
|-------------------------------|---------------------------------------|
| 1 cup baked beans | $\frac{1}{2}$ cup peanut butter |
| 1 cup crumbs | 1 tablespoon flour |
| 1 teaspoon salt | $\frac{1}{4}$ cup hot milk or water |
| 1 teaspoon grated onion | $\frac{1}{2}$ cup of chopped walnuts. |
| $\frac{1}{4}$ teaspoon pepper | |

Mash beans and mix with crumbs, nuts, seasoning, and onion. Cream the peanut butter and flour together and gradually add hot liquid; mix with bean mixture and shape in a loaf.

Place in a greased baking pan, pour 1 cup water around loaf and bake 40 minutes in a moderate oven.

Serve with Italian sauce.

Italian Sauce.

- | | |
|-------------------------------|--------------------------------|
| 3 tablespoons fat | $1\frac{3}{4}$ cups warm water |
| 5 tablespoons flour | 1 tablespoon grated onion |
| 1 teaspoon salt | 1 tablespoon chopped pimentos |
| $\frac{1}{4}$ teaspoon pepper | Juice of 1 lemon. |

Melt fat, add flour, salt, and pepper and cook until brown. Remove from fire and add water; return to fire, bring to boiling point, stirring constantly and add onions, pimentos and lemon.

Liberty Loaf with McAdoo Sauce.

- | | |
|---|-----------------------------------|
| $\frac{1}{2}$ cup rice | 1 cup chopped walnuts or pecans |
| 8 cups boiling water | 1 cup crumbs |
| 2 teaspoons salt | 1 tablespoon Worcestershire sauce |
| $1\frac{1}{2}$ cups rice stock or hot water | 1 cup grated cheese. |

Wash and cook rice in boiling salted water until tender. Drain, reserving rice stock for loaf and sauce. Mix rice, cheese, nuts and crumbs; add stock and Worcestershire sauce, mix thoroughly, pour into a greased pan and bake in a moderate oven 30 minutes or until firm. Serve with McAdoo sauce.

McAdoo Sauce.

- | | |
|---------------------|---|
| 2 tablespoons fat | $1\frac{1}{2}$ cups rice stock or hot water |
| 3 tablespoons flour | $\frac{1}{2}$ cup chopped pimentos |
| 1 teaspoon salt | $\frac{1}{4}$ teaspoon pepper. |

Melt fat, add flour, salt and pepper; when mixed remove from fire and add rice stock. Return to fire and bring to boiling point, stirring constantly. Add pimentos and serve.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., August 28, 1918.

No. 2.

Instructions to Passengers Intending to Leave the Canal Zone.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., August 15, 1918.

The following new and revised rules for passengers leaving the Canal Zone, many of which have been in effect for some time but are here stated for the information of all concerned, will be put in force at once.

In order to enforce the provisions of the Espionage Act and the Trading with the Enemy Act, approved June 15, 1917, and October 6, 1917, respectively, and to promote the comfort and convenience of travelers, the following rules should be strictly complied with:

1. Limit the articles on your person or in your baggage, as far as possible, to necessary wearing apparel and toilet articles.

2. All baggage which is not to be retained in the stateroom should be delivered at the baggage room 24 hours before sailing time. All passengers having such baggage should arrange with the Chief Customs Inspector to have the baggage examined as far in advance of sailing time as possible. (See paragraph 10.)

3. For all articles of commerce a Shipper's Export Declaration must be surrendered to the Chief Customs Inspector in the Terminal Building at the port of departure before such articles may be laden on board of the vessel. Such declaration should be applied for in the customs office at least 48 hours before departure. This includes commercial travelers' samples, etc., unless they have been previously brought into Panama or the Canal Zone by the same carrier, in which case no export declaration is required. Customs officials will determine as to whether or not an export license is required. Failure to comply with the above may result in seizure of the goods and makes the passenger liable to prosecution.

4. It is unlawful for any person to send, or take out of, or bring into, or to attempt to send or take out of, or bring into the Canal Zone any letter or other writing, or tangible form of communication, except in the regular course of the mail. The penalty for a violation of this statute is a fine of \$10,000 or ten years' imprisonment, or both.

In absolutely necessary cases a license to take or send such matter out of the Canal Zone outside the regular course of the mails may be granted upon application to the Chief, Division of Civil Affairs, Balboa Heights, at least 72 hours before the time of sailing. Application forms may be obtained from the customs offices or the Civil Affairs office. In case the letter or other writing, or tangible means of communication, is to be delivered directly or indirectly to an enemy or ally of enemy country, the application for a license must be made to the War Trade Board at Washington. No such license will be granted in the Canal Zone.

5. Travelers should not have in their possession, either on their person or in their baggage, any firearms, ammunition or explosives,

nor any-written or printed matter, including accumulations of old letters and papers, as the possession of any letter or other writing, book, map, plan or other paper, or picture, or any telegram, cablegram, or wireless message, or any form of communication, may subject the person or persons concerned to detention. (See paragraph 10.)

6. The taking out of the Canal Zone, by travelers, of any amounts of money in excess of those specified below is unlawful:

(a) United States notes, National Bank notes, Federal Reserve notes, or Federal Reserve Bank notes, not to exceed \$1,000 for each adult; or an equivalent value of currency, bank notes and coin, *other than gold*, of the countries for which passports have been duly issued to them.

(b) Subsidiary silver coins not to exceed \$100 for each adult, such coin to be in lieu of a like amount of notes under (a) above.

This means that no gold of any kind, no American silver dollars and no United States gold certificates or silver certificates shall be carried out without a license; and that no other coin or paper currency of any country, in excess of \$1,000 shall be taken out of the Canal Zone by any person, except under license.

Applications for license may be obtained from customs officers, and license to take out greater amounts of money than those specified will be issued by the Governor only for good and sufficient reasons. Such application must be made at least 72 hours before time of sailing.

The penalty for a violation of the above statute is a fine of \$10,000 or two years' imprisonment, or both. (See paragraph 10.)

7. All persons leaving the Canal Zone (except employees of the United States Government en route to the United States, for whom special rules are provided) are required to exhibit to the Registration Officer in the Terminal Building, at either port, passports from the countries of which they are citizens or subjects. Passports must be viséed by the local consular representative of the country of destination. Furthermore, all aliens who desire to travel on United States vessels, regardless of the vessel's destination, must have their passports viséed by the American consular official at Panama or Colon. Departure permits will be issued by Registration Officers, and no ticket will be sold by steamship companies until departure permits have been obtained.

8. All passengers will be required to make declaration, on a form provided for that purpose by the Registration Officer, as to the communications or amounts of money which they contemplate carrying with them at the time that departure permit is secured. (See paragraph 10.)

9. On sailing day, passengers must appear at the dock in ample time to permit inspection of their documents and stateroom baggage. The time when this inspection is to be made by customs authorities for any outgoing vessel can be learned from the steamship company.

10. Paragraphs 2, 6, and 8 do not apply to passengers leaving the Canal Zone for the United States by direct boat.

As regards paragraph 5, the communications, maps, pictures, written matter, etc., mentioned therein, may be taken out of the Canal Zone by passengers bound direct to the United States at their own risk. Upon entering a United States port passengers will be required to describe all such papers upon their customs declarations. Such declaration will relieve the passenger of the penalty provided by law

for carrying even innocuous papers, but will not insure the return of the papers if they are seized by the United States customs authorities at the port of entry.

11. Friends and relatives of outgoing passengers, or of the officers or members of the crew, will not be permitted to enter the docks on sailing day, except for very special reasons, when individual passes will be issued by the Port Captain. They should be instructed not to send any fruit, flowers, candy, cigars, or other gifts to the vessel.

CHESTER HARDING,

Governor.

Employees Returning from United States.

Since the publication of the notice in THE PANAMA CANAL RECORD of July 10, stating that visé of identification certificates by customs officials at port of departure in the United States is necessary before steamship tickets can be procured, advice has been received that *all passengers over 14 years of age must call on the Customs authorities in person* for visé of their steamship transportation authority. Passengers should call at the steamship office for instructions as to where and how to procure such visé, early in the morning of the date specified for their arrival at the port of sailing, or preferably the day before. After securing the visé they should return to the steamship office and secure their passage tickets.

Censorship of "News Stories."

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., August 26, 1918.

Advice has been received from the Censorship Board to the effect that all news stories and other matter for publication in the United States should be addressed to the Postal Press Censor, No. 20 Broad Street, New York City, N. Y., for instance, as follows:

EDITOR, EVENING WORLD,
New York City, N. Y., U. S. A.
Via Postal Press Censor,
No. 20 Broad St., N. Y. C.

The Press Censor will read and pass on all mail the same day as received.

Mail not routed through the Postal Press Censor will be stopped at the first United States post office receiving it. The postal authorities will then forward it to the General Censorship, which will send it to the Postal Press Censor. Failure to observe the above regulations will, therefore, result in delay.

This is applicable only to mail containing original articles for publication, clippings, or quotations from other publications, confirmation of press cablegrams, and photographs intended for publication.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

Sugar Reexportation.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., August 26, 1918.

The War Trade Board at Washington has placed restrictions upon the reexportation of sugar from the Canal Zone, in order to meet the

shortage in the United States, and for the time being no licenses for the reexportation of this commodity will be granted by the Canal Zone authorities.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

Canal Record to Canal Service Men.

American citizens who have served on The Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

- Assistant in dairy cattle breeding (male); \$2,000 to \$2,200 a year; September 24, 1918.*
- Chemical laboratorian (male and female); \$900 to \$1,500 a year; September 24, 1918.*
- Chemist's aid (male and female); \$720 to \$900 a year; September 24, 1918.*
- Assistant in fish investigations (male); \$1,200 to \$1,620 a year; September 24, 1918.*
- Sugar chemist and technologist (male); Grade 1, \$1,800 to \$2,400 a year; Grade 2, \$1,200 to \$1,600 a year; September 24, 1918.*
- Business principal (male and female); \$1,200 a year; October 6 and 7, 1918.
- Telephone auditor (male and female); \$1,500 to \$1,800 a year; September 17, 1918; No. 510.*
- Physicist; No. 1166; \$1,500 to \$1,800 a year.† (The United States Civil Service Commission announces that until further notice both men and women will be admitted to this examination.
- Negative cutter (male and female); \$1,000 to \$1,200 a year; No. 506; September 17, 1918.*
- Mimeograph operator (male and female); \$720 to \$1,200 a year; No. 488-amended; September 8, 1918.
- Field matron (female); \$600 to \$840 a year; No. 495; September 22, 1918.
- Cancellation notice—The United States Civil Service Commission announces that as sufficient eligibles have been obtained from the continuous open competitive nonassembled examination for assistant to business manager, until further notice no applications for this examination will be received for the Departmental Service in Washington, D. C., unless filed with the Commission at Washington, D. C., prior to the hour of closing business on August 22, 1918.
- Automotive engineer (male); \$2,400 to \$5,000 a year; No. 185-amended.†
- Automotive designer (male); \$1,800 to \$3,000 a year; No. 185-amended.†
- Automotive draftsman (male); \$1,400 to \$2,000 a year; No. 185-amended.†
- Automotive tracer (male); \$1,000 to \$1,400 a year; No. 185-amended.†
- Operative (male and female); \$720 to \$1,000 a year; No. 223-amended, supplemental, September 22, 1918.
- Local and assistant inspector of boilers (male); \$2,100 to \$2,500 a year; No. 469.†
- Local and assistant inspector of hulls (male); \$2,100 to \$2,500 a year; No. 469.†
- Bacteriologist (male); \$1,800 to \$2,500 a year; No. 498; September 10, 1918.*
- Horticulturist (male); \$2,100 to \$2,760 a year; No. 507; September 17, 1918.*
- Addressograph mechanician (male); \$1,000 to \$1,500 a year; No. 509; September 17, 1918.*

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time, until further notice.

At Taboga.

Guests at the Hotel Aspinwall for week-end, August 26: House count and number of meals served as follows:

Saturday, August 25:	
House count.....	100
Sunday, August 26:	
Breakfast.....	112
Luncheon.....	140
Dinner.....	64
Total.....	316

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement by the office of the Administrator of Estates, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them,

should be presented at his office at Balboa Heights at once in order that the estates may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Matthew Charles....	133943	Grenada.....	Colon.....	Panama Canal Press.	August 17, 1918.
William Dottin.....	172210	Grenada.....	Colon.....	Health Department..	August 9, 1918.
Joseph Holder.....		Barbados.....	Colon.....	Marine Division....	August 16, 1918.
Carlos Paz.....	115737	Colombia.....	Colon.....	Panama Railroad Co.	August 5, 1918.
Arthur Riley.....	114026	Jamaica.....	Colon.....	Civil Administration	August 12, 1918.

Official Circulars.

Acting Chief Health Officer.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 21, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and during the absence of Maj. A. T. McCormack on leave of absence, Maj. R. L. Loughran will act as Chief Health Officer.

CHESTER HARDING,
Governor.

Act of Congress—Authority to Prescribe Charter and Freight Rates and Requisition Vessels.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 19, 1918.

CIRCULAR No. 600-57:

The Act of Congress quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT To confer on the President power to prescribe charter rates and freight rates and to requisition vessels, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when used in this Act—

(a) The term "United States" includes any State, Territory, or District of the United States, the insular possessions, the Canal Zone, and all lands or waters subject to the jurisdiction of the United States.

(b) The term "person" includes corporations, partnerships, associations, and States, municipalities, and other subdivisions thereof.

(c) The term "charter" means any agreement, contract, lease, or commitment by which the possession or services of a vessel are secured for a period of time, or for one or more voyages, whether or not a demise of the vessel.

Sec. 2. That the President may exercise the power and authority hereby vested in him through such agency or agencies as he shall determine from time to time.

Sec. 3. That all power and authority hereby vested in the President or by him delegated and all restrictions imposed in this Act shall cease upon the proclamation of the final treaty of peace between the United States and the Imperial German Government: *Provided*, That if, in the judgment of the President, the tonnage shortage at such time is so severe that national interests of the United States are jeopardized, he may, by proclamation, extend the provisions of this Act for a further period of not exceeding six months.

Sec. 4. That the powers herein conferred shall be without prejudice to any power heretofore conferred on the President, or by him delegated.

Sec. 5. That the President may, by proclamation, require that vessels of the United States of any specified class or description, or in any specified trade or trades, shall not be chartered unless the instrument in which such charter is embodied, and the rates, terms, and conditions thereof are first approved by him. Whenever any vessel is comprised in any such proclamation, it shall be unlawful to make any charter thereof,

or comply with or perform any of the rates, terms, or conditions of any charter thereof, or to operate such vessel under any charter, without first obtaining the approval thereof by the President.

Whenever any charter of such vessel is approved, it shall be unlawful, without the approval of the President first obtained, to make any alterations in such charter, or additions thereto or deletions therefrom, or to make or receive any payment or do any act with respect to such vessel, except in accordance with such charter.

Sec. 6. That the President shall have power to determine, prescribe, and enforce reasonable freight rates and the terms and conditions of affreightment which shall govern the transportation of goods on vessels of the United States, which shall be filed with the United States Shipping Board and open to public inspection. It shall be unlawful to charge or collect any compensation for the transportation of goods on any such vessel, or to enforce or attempt to enforce any terms or conditions of affreightment, or to make or receive any payment or do any act with respect to such transportation, not in accordance with the rates, terms, and conditions so prescribed, anything in any contract, whether heretofore or hereafter made, to the contrary notwithstanding.

Sec. 7. That the President shall have power to prescribe the order of priority in which goods shall be carried or other services performed by any vessel of the United States and to specify goods which shall be carried or to direct the voyage or employment of any such vessel and to make such rules, regulations, and orders, with respect to any such vessel, relating to the loading, discharging, lighterage, or storage of goods, or the procurement of bunker fuel, or any other matter relating to the receiving, handling, transporting, storing, or delivering of goods, as may in his judgment be necessary and proper for the efficient utilization of transportation facilities and the effective conduct of the war.

Sec. 8. That the President may by proclamation extend the provisions of sections five, six, and seven, or any of them, to any vessel of foreign nationality under charter to a citizen of the United States or other person subject to the jurisdiction thereof.

Sec. 9. That the President shall have power to make such rules, regulations, and orders regarding voyages, courses, the use of protective devices, and any other matters affecting the navigation, equipment, fueling, painting, or arming of vessels of the United States as may, in his judgment, be conducive to the protection of such vessels from submarines, mines, or other war perils, any expense so incurred to be allowed for in determining freight and charter rates under this Act. If in his judgment any vessel or class of vessels on account of size, speed, structure, method of propulsion, or for any other reason is unfit for service in any waters which he may declare to be a danger zone, he may, by order, exclude such vessel or vessels from such danger zone. It shall be unlawful to violate any order, rule, or regulation made under this section. Rules, regulations, or orders issued under this section may, in the discretion of the President, be issued confidentially, in which event they shall be binding only on such persons as have notice thereof.

Sec. 10. That the President may by proclamation require that no citizen of the United States, or other person subject to the jurisdiction thereof, shall charter any vessel of foreign nationality

unless the instrument in which such charter is embodied and the rates, terms, and conditions thereof are first approved by the President. After the making of such proclamation it shall be unlawful for any such citizen or person to make any charter of any such vessel, or comply with or perform any of the rates, terms, or conditions of any charter thereof, or to operate any such vessel under any charter, without first obtaining the approval thereof by the President.

Whenever any such charter is approved it shall be unlawful, without the approval of the President first obtained, to make any alterations in such charter or additions thereto or deletions therefrom, or to make or receive any payment or do any act with respect to such vessel, except in accordance with such charter.

Sec. 11. That the President shall have power to requisition for military purposes, or for any other national purpose connected with or arising out of the present war, the temporary possession of any vessel, or, without taking actual possession, to requisition the services of any vessel and to require the person entitled to the possession thereof to issue to the master such instructions as may be necessary to place the vessel at the service of the United States.

Upon requisitioning such possession or services or as soon thereafter as the exigencies of the situation may permit, the President shall transmit to the person entitled to the possession of such vessel a charter setting forth the terms which, in his judgment, should govern the relations between the United States and such person and a statement of the rental or rate of hire which, in his judgment, will be just compensation for the use of such vessel and for the services required under the terms of such charter. If such person does not execute and deliver such charter and accept such rental or rate of hire, the President shall pay to such person a sum equal to seventy-five per centum of such rental or rate of hire as the same may from time to time be due under the terms of the charter, and such person shall be entitled to sue the United States to recover such further sum as added to such seventy-five per centum will make up such amount as will be just compensation for the use of the vessel and for the services required. In the event of loss of or damage to such vessel, due to the operation of a risk assumed by the United States under the terms of such charter (in the event that no valuation of such vessel or mode of compensation has been agreed to), the United States shall pay just compensation for such loss or damage, to be determined by the President; and if the amount so determined is not satisfactory to the person entitled to receive just compensation, the President shall pay to such person seventy-five per centum of the amount so determined, and such person shall be entitled to sue the United States to recover such further sum as added to such seventy-five per centum will make up such amount as will be just compensation.

Sec. 12. That the President shall have power to prescribe the order of priority in which persons in possession of dry docks, wharves, lighterage systems, or loading or discharging terminal facilities in any port of the United States, or warehouses, equipment or terminal railways connected therewith, shall serve vessels and shippers, and to determine, prescribe, and enforce the rates, terms, and conditions charged or required for the furnishing of such services, including stevedoring and handling of cargo, and the handling, dispatching, and bunkering of vessels, and to make such rules and regulations with respect to the conduct of any such business as may be necessary and proper. It shall be unlawful to charge, collect, or claim any compensation, or to enforce or attempt to enforce any terms or conditions, or to make or receive any payment or do any act, with respect to any such service not in accordance with the rates, terms, and conditions so prescribed, anything in any contract, whether heretofore or hereafter made, to the contrary notwithstanding.

Sec. 13. That the President shall have power to lease or requisition the use or temporary pos-

session of, or to assume temporary control of, any dry docks, wharves, or loading or discharging terminal facilities, in any port of the United States, or warehouses, equipment, or terminal railways connected therewith.

Whenever the President requisitions or assumes control of any such property, the United States shall pay just compensation therefor, to be determined by the President. If the amount so determined is not satisfactory to the person entitled to receive just compensation, the President shall pay to such person seventy-five per centum of the amount so determined and such person shall be entitled to sue the United States to recover such further sum as added to such seventy-five per centum will make up such amount as will be just compensation.

Whenever the President acquires by purchase, lease, or requisition, or assumes control of any such property immediate possession may be taken thereof to the extent of the interest acquired therein, and such property may be immediately occupied and used without regard to the provisions of section three hundred and fifty-five of the Revised Statutes.

Nothing in this section shall authorize the President to requisition the title to any such property owned by any State, municipality, or subdivision thereof.

Sec. 14. That whenever by this Act permission is given to sue the United States such suit shall be brought in the manner provided in section twenty-four, paragraph twenty, and section one hundred and forty-five of the Judicial Code.

Sec. 15. That all vessels of which the possession or services are requisitioned under this Act, and all dry docks, wharves, loading or discharging terminal facilities, warehouses, equipment, or terminal railways, of which the President may acquire the title or possession or of which he may assume control under this Act, may be operated and managed as the President may from time to time direct. The net proceeds derived from any activity authorized in this Act or the joint resolution of May twelfth, nineteen hundred and seventeen (Public Numbered Two), or the divisions entitled "Emergency shipping fund" of the Act of June fifteenth, nineteen hundred and seventeen (Public Numbered Twenty-three), shall be deposited in the Treasury in a separate and distinct fund and may be expended by the President in carrying out the purposes of this Act, and within the limits of the amounts heretofore or hereafter authorized, for the construction, requisitioning, or purchasing of vessels: *Provided*, That none of the provisions of this Act shall apply to vessels plying exclusively on the inland rivers and canals of the United States.

Sec. 16. That whoever does or attempts to do anything in this Act declared to be unlawful, or willfully violates any rule, regulation, or order issued under authority conferred herein, shall be punished by a fine of not more than \$5,000 or by imprisonment for not more than two years, or both: *Provided*, That the district court of the Canal Zone shall have jurisdiction of offenses committed against the provisions of this Act within the Canal Zone.

Sec. 17. That if any provision of this Act, or the application of such provision to certain circumstances, is held unconstitutional, the remainder of the Act, and the application of such provision to circumstances other than those as to which it is held unconstitutional, shall not be affected thereby.

Approved, July 13, 1918.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 24, 1918.
HEADS OF DEPARTMENTS AND DIVISIONS:

The Governor has approved the following rates of pay effective July 1, 1918:

Automatic promotions as of July 1, may be made only to the rate in this schedule that is next to the rate of pay for a position as of June

30. Advances other than these require the approval of the Governor.

Foreman, construction and engineering—(per month), \$231, \$219, \$213, \$208, \$200, \$188, \$181, \$175, \$169, \$163, \$156, \$150, \$143, \$138, \$136, \$125, \$119, \$113, \$110, \$106, \$102.

General foreman (per month)—\$175, \$187.50, \$200, \$212.50, \$225, \$237.50, and \$250.

Supervisor (per month)—\$200, \$225, \$250, \$275.

Superintendent (per month)—\$250, \$275, \$300, \$325, \$350.

C. A. McILVAINE,
Executive Secretary.

Civil Engineering Positions.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 23, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

The Governor has authorized the following rates of pay effective August 1, 1918:

Assistant engineer (per month)—\$400 (special), \$375, \$343, \$312, \$291, \$281.

Junior engineer (per month)—\$262, \$256, \$243, \$231, \$220.

Surveyor (per month)—\$200, \$181, \$158, \$150, \$137.

Recorder (per month)—\$125, \$118, \$106.

C. A. McILVAINE,
Executive Secretary.

Acting Superintendent, Pacific Locks.

THE PANAMA CANAL,

DEPT. OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., August 17, 1918.

All concerned—Effective August 22, and during Mr. W. R. Holloway's absence on leave, Mr. J. C. Myrick will act as Superintendent, Pacific Locks.

W. J. DOUGLAS,

Approved: *Engineer of Maintenance.*
CHESTER HARDING,

Governor.

Surplus Office Equipment.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 17, 1918.

To all concerned—All surplus office equipment such as chairs, desks, filing cabinets, tables, stools, etc., will hereafter be returned to stock at Balboa storehouse for reissue.

All office equipment in unserviceable condition will be presented for survey and if in the opinion of the Surveying Officer it is worth repairing he will recommend repair and return to stock. The cost of repairs will be charged to divisions turning in the equipment, and all items will be invoiced to stores at original prices.

It is requested that Heads of Departments and Divisions arrange to turn in at once all surplus items, in order that present shortage of office equipment may be relieved, as it is not desired to order any new equipment at this time.

All requisitions calling for issue of office equipment from stock must be approved by the Chief, Property Bureau, before issue is made.

All items of office equipment which becomes surplus must be returned to stock at Balboa storehouse, unless transfer to other divisions is approved by the Chief, Property Bureau.

When additional items of office equipment are required, requisition will be placed on storehouse, Balboa, and if items required are not in stock, the General Storekeeper will forward copy of requisition to the Chief, Property Bureau, who will endeavor to fill requisition by transfer from other divisions.

R. K. MORRIS,
Chief Quartermaster.

Approved:
CHESTER HARDING,
Governor.

Inspector, Supply Department.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 20, 1918.

To all concerned—Effective August 19, 1918, Mr. M. Herz is transferred from the Accounting Department, Auditor's Office, to the position of Inspector, Supply Department, office of the Chief Quartermaster.

R. K. MORRIS,
Chief Quartermaster.

Civil Service Credentials.

THE PANAMA CANAL,

BOARD OF CIVIL SERVICE EXAMINERS,

BALBOA HEIGHTS, C. Z., August 19, 1918.

TO HEADS OF DEPARTMENTS AND DIVISIONS:

The Executive Secretary, in order to enable applicants for the clerk examination for the Panama Canal Service to secure more satisfactory credentials for the optional subject, "General Business Training and Experience," has authorized heads of departments and divisions to furnish testimonials to employees under their supervision who desire the same for the purpose of taking the examination above mentioned.

It is desired that these testimonials show the period of present or former employment under your supervision, the nature of the work performed, the degree of responsibility involved, quality of service rendered and the degree of initiative shown by the employee. Copies of these testimonials will be placed upon the personnel files of the applicants receiving them.

ALBERT WILSON,
Assistant Secretary.

Jelly and Jam.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., August 22, 1918.

MEMORANDUM No. 760-65:

To commissary managers—We have on hand at the wholesale grocery a small supply of P. C. cranberry jelly, 10-ounce jars at 10 cents and P. C. plum jam, 10-ounce jars at 15 cents.

Order a small quantity and bring to the notice of your patrons.

ROY R. WATSON,
Acting General Manager.

Corn Flakes Not a Wheat Substitute.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., August 22, 1918.

BULLETIN No. 895-2:

To commissary managers—Corn flakes must not be considered or sold as a substitute for wheat.

ROY R. WATSON,
Acting General Manager.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the week, ending at midnight of Saturday, August 24, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gatun	Gatun	
Sun., Aug. 18,	128.45	93.37	85.18	85.17	54.00
Mon., Aug. 19,	128.00	92.85	85.15	85.09	54.06
Tue., Aug. 20,	128.05	93.12	85.18	85.11	54.20
Wed., Aug. 21,	127.65	92.63	85.16	85.11	53.11
Thurs., Aug. 22,	127.45	92.46	85.19	85.15	53.95
Fri., Aug. 23,	133.30	96.33	85.16	85.15	54.00
Sat., Aug. 24,	137.60	100.10	85.30	85.17	53.98
Height of low water to nearest foot.	126.0	91.0			

Examinations by Board of Local Inspectors.

For chauffeurs' licenses—At the Pacific end of the Canal Zone applicants will obtain authority for examination from the office of the Board of Local Inspectors, room 237, Administration Building, Balboa Heights; hours are from 8 to 12 in the morning, and from 1 to 4 in the afternoon. The examination will then be given on application to the fire station at Balboa every Wednesday and Saturday, between 1.30 and 4.30 p. m.

At the Atlantic end, applicants will apply on Friday at the office of the Captain of the Port of Cristobal, at any time during office hours. The necessary forms may be obtained there, without application to the office at Balboa Heights, and the test will be given as soon as the application is submitted and approved.

Applicants must provide themselves with automobiles for the test.

For licenses as motor boat navigators—Written examination is conducted every other Wednesday in room 304, Balboa Heights, beginning at 8 a. m., and on the Friday immediately following at the office of the Captain of the Port of Cristobal, from 9 a. m. until 3 p. m. Applications

for examination must be submitted at least a day previous to the examination; forms may be obtained from the office of the board, Balboa Heights, or from the Captains of the Ports, or from the main office of the Dredging Division at Paraiso.

Demonstration tests will be given on Thursday, the day between the written examinations, as follows: At Cristobal, by arrangement with the Captain of the Port; at Balboa, at 2 p. m., on application to the Captain of the Port; and at Gamboa, at 8 a. m., by the deputy inspector. Applicants must provide themselves with boats for the test.

For licenses as pilots, masters, mates, and marine engineers—Written examination only, and only at Balboa Heights, room 304, on the same day (Wednesday) as the written examination there for motor boat navigators. Forms must be submitted not later than the day preceding, and may be obtained from the same offices as the forms for motor boat navigators. The next date on which examinations for these licenses and for navigators of motor boats will be conducted at Balboa Heights is Wednesday, September 4, 1918.

GEO. J. VANDERSLICE, Recorder.

COMMISSARY NOTES.

Potatoes.

The new potato crop is just coming in in Costa Rica and over 100 tons were received from that source the past week.

Bread.

The bakery production on Friday, August 23, was 28,000 loaves of bread, the largest output since the flour conservation rules were put into effect last February.

Jelly.

Large quantities of guava jelly are being put up in the industrial laboratory. The jelly is darker in color than that formerly bottled, more nearly resembling the Cuban, formerly carried, both in appearance and flavor.

Pears and Melons.

Another shipment of pears has been received from the United States this week and has been distributed to the line stores where ready sales were reported.

The first shipment of Casaba melons of the season was received last week.

Boo

War books and late fiction, a list of titles of which has already been published in these columns, will be placed on sale in the commissaries on Saturday, August 31. About 500 volumes were received by last steamer.

Tobacco.

Information has just been received from the commissary purchasing agent that the manufacturers of a popular brand of tobacco have advised that they are now in position to fill orders placed through him, which previously had been reported cancelled. It is expected that shipments will be resumed at an early date.

"Confession of August Thyssen."

The retail commissaries are distributing this week a pamphlet publishing a complete revelation of Germany's turpitude, as exposed in the confession of August Thyssen, the great German steel manufacturer. It is a valuable contribution to the literature of the war and so long as copies last they may be obtained free.

Beets.

Relative to recent requisitions placed by the Commissary Division for canned beets, the commissary purchasing agent has advised that he was unable to secure any of this item in a standard of quality sufficiently high to warrant purchase. He states further that until the new pack is ready for distribution no further purchases will be made.

Hosiery.

No change is apparent in the hosiery situation, the last house from which the Commissary Purchasing Agent attempted to obtain samples advising that they would be unable to book any new business for at least 10 months.

Milk Cooler.

A new milk cooler with a capacity of 4,000 pounds per hour was within the past week installed at the milk-bottling plant in Cristobal. Regardless of the temperature of the milk when entered into the cooler, it is reduced almost instantaneously to 34 degrees. The machine formerly in use has been transferred to the Cattle Industry Division and installed at Mindi Dairy Farm.

Cottage Cheese.

During the past week about 300 pounds of cottage cheese, manufactured at the ice cream plant at Cristobal, was distributed to the larger retail stores where it sold out quickly. The cheese as made by the ice cream plant is already prepared, it being necessary only to add salt and pepper as the pure cream is mixed with the cheese at the plant. It is hoped to be able to supply this article in the future, although the amount available will be limited.

Bean Bread.

Required: 1 cup water, 1 cup beans, 1 or 2 cakes compressed yeast, $\frac{1}{2}$ -cup lukewarm water, 5 teaspoons salt, 2 tablespoons molasses, 8 cups flour.

Mix as follows: Soak the beans over night. Drain off the water in which they were soaked and cook until soft in the 1 quart of water. Put through a sieve or a potato ricer, cool and when lukewarm, add (1) the yeast softened in the $\frac{1}{2}$ -cup of water (2) the salt (3) the molasses and (4) the flour to make a stiff dough. Follow directions for kneading, rising, and baking given for potato bread. The beans may be simply mashed and the hulls used in the bread if desired.

Prices of Cotton Fabrics.

Price fixing is now beginning to assume a more definite aspect in the cotton fabric industry. The War Industries Board has recommended the establishment of prices to be charged for certain standard gray cloths as a starter, and the recommendation has received the approval of President Wilson, effective as of July 8. The order applies only to cotton cloth in the condition in which it leaves the loom. Prices on cotton duck have also been regulated.

Announcement made by the Census Bureau a few weeks ago is to the effect that the 1917-1918 cotton crop is the smallest since 1909, with the exception of 1915. An interesting feature of the yield was the increased production in Arizona and California.

Novelty Hand Bags.

A communication has been received from the firm in Santa Marta, Colombia, through which was purchased the shipment of Mochilas (hand bags) which were recently placed on sale in the retail stores and completely sold out the same day. Many customers have inquired when more of these articles might be obtainable and the Commissary Division has been trying to expedite the shipment of another lot, but their Colombia connection states that these bags are made by Indians, residents of the interior, and that these people are very slow workmen. Although they have been engaged on this work for some time, only 30 bags have thus far been finished. As soon as 50 are completed shipment will come forward.

Linen.

Latest reports on the linen situation are pessimistic in tone, it being stated that the scarcity of linen goods is growing more acute. The Commissary Division has found it practically impossible to obtain goods from any of the Belfast mills, and for such few lots as its London connections are able from time to time to pick up in the market, a high price must as a rule be paid. As an instance uniform linen recently received is now being sold in the line stores at \$2 the yard; this same material formerly retailed for 90 cents.

The press of army needs has made it very difficult to obtain towels, either linen or cotton for the time being. Fortunately the commissaries are well protected on this item for several months to come.

The Woolen Situation.

At a recent meeting in New York of representative clothing manufacturers from all of the important markets of the country, emphasis was laid on the fact that there must be further drastic curtailment of their product as a necessary aid to the Government in the winning of the war. While there is plenty of wool in the world, shipping facilities are not yet sufficient to permit the use of an amount even closely approximating present needs. Of the present production of cloth, practically 60 per cent is required by the Government for the manufacture of uniforms and other items, but a recent statement issued in Washington is to the effect that a large part of the raw wool stock now on hand, or all to be produced or imported prior to next January, will be required for military purposes. Retailers have accepted the situation with good grace, and it is the opinion of some of the manufacturers that the situation as regards civilian requirements is not as bad as generally believed, inasmuch as present stocks of clothing and cloth are sufficient for practically two years' consumption, even were no more wooleens to be produced other than for military purposes.

Restrictions on Purchases.

Indicative of the way in which government restrictions on raw materials of all kinds are affecting every market is a statement contained in a recent letter from the Commissary Purchasing Agent with a quotation from letter received from one of the large corset manufacturers.

They state that all supplies of raw material such as steel, elastic webbing, etc., are made and taken by the Government in such large quantities that they are unable to secure any for their less essential products. All raw materials are being sold with the express stipulation on the part of the suppliers that they will not guarantee shipment and furthermore will ship only at the prices prevailing at time of shipment. As a consequence it is necessary for the manufacturers to pass these same conditions on to the trade and future requisitions will be filled only in accordance with the stipulations as above.

Relative to requisitions for undershirts, another manufacturer states that owing to the demands of the Government for supplies of underwear for the use of the Army and Navy, their machinery is working 100 per cent on government contracts and for this reason they are unable to accept any additional business until such time as the Government needs are fully supplied.

MEATLESS RECIPES.

Navy Loaf with Gunner Sauce.

1 medium sized can or	$\frac{1}{2}$ cup tomato catsup or Chili sauce
2 cups cold baked beans	1 egg
1 cup crumbs	1 tablespoon finely chopped onion
1 teaspoon salt	$\frac{1}{2}$ teaspoon pepper.

Mix beans, crumbs, salt and pepper; add well-beaten egg, catsup and onion. Mix thoroughly, pour into a greased pan and bake in a moderate oven 30 minutes. Serve with Gunner sauce.

Gunner Sauce.

2 tablespoons fat	3 tablespoons flour
1 teaspoon mustard (dry)	1 teaspoon salt
$1\frac{1}{2}$ cups milk	$\frac{1}{2}$ teaspoon pepper.

Melt fat, add flour, mustard, salt and pepper; when mixed remove from fire and add milk. Return to the fire and bring to the boiling point, stirring constantly.

Rice with Tomato and Cheese.

$\frac{3}{4}$ cup rice	$\frac{1}{2}$ teaspoon pepper
8 cups boiling water	1 cup strained tomato
$1\frac{1}{2}$ teaspoons salt	$\frac{1}{2}$ cup rice stock
1 tablespoon fat	1 cup grated cheese
2 tablespoons flour	$\frac{1}{2}$ cup fine crumbs.
$\frac{1}{2}$ teaspoon salt	

Wash rice and cook in boiling salted water until tender and drain, reserving $\frac{1}{2}$ cup of the stock. Melt the fat in a saucepan, add flour, salt and pepper, remove from fire and add strained tomato and stock; return to fire and bring to boiling point, stirring constantly. Remove from fire, add rice and cheese and mix thoroughly. Pour into buttered baking dish, sprinkle crumbs over the top, bake in a hot oven 5 minutes or until crumbs are brown. Serve immediately.

Macaroni Loaf with Cheese Sauce.

1½ cups macaroni	2 tablespoons flour
8 cups boiling water	1 egg
1 teaspoon salt	1 cup crumbs
1 tablespoon fat	1 tablespoon Worcestershire sauce
1 cup macaroni stock or strained tomato or	½ teaspoon pepper.
½ cup stock and ½ tomato	

Cook macaroni in boiling salted water until tender. Drain, reserving stock for loaf and sauce, and rinse macaroni in cold water. Melt fat in a saucepan, add flour, salt and pepper, and when mixed remove from the fire and add stock or tomato. Return to the fire and bring to the boiling point, stirring constantly. Remove from fire and add Worcestershire sauce, macaroni, egg and crumbs. Pour into a greased baking dish, and bake in a moderate oven 30 minutes or until firm. Serve with cheese sauce.

Cheese Sauce.

2 tablespoons flour	1½ cups macaroni stock
1 teaspoon salt	1 cup grated cheese.
¼ teaspoon paprika	

Mix flour, salt and paprika and add stock very slowly, stirring to keep mixture smooth. If mixture becomes lumpy, beat with a Dover egg beater. Bring to the boiling point and boil for 1 minute. Remove from fire, add grated cheese and beat until cheese is melted. Serve at once. One-half cup of chopped pimento may be added if desired.

Stuffed Peppers with Brown Sauce.

6 small or 3 large peppers	1 tablespoon finely chopped onion
2 cups cooked rice	¾ cup rice stock or hot water
1 teaspoon salt	1 cup fine crumbs.
¼ teaspoon pepper	

Wash peppers, cut off stems and remove seeds. If large peppers are used, cut them in half crosswise; if small ones, remove a slice from the stem end. Cover the peppers with boiling water, boil five minutes and drain. Mix rice, onion, seasonings, and hot water and fill peppers. Sprinkle tops with crumbs and set in a greased baking dish; pour hot water to the depth of ½-inch around the peppers and bake in a moderate oven for 45 minutes or until peppers are tender and crumbs are brown. Serve with Brown sauce.

Brown Sauce.

3 tablespoons fat	¼ teaspoon pepper
5 tablespoons flour	1 teaspoon Worcestershire sauce
1½ teaspoons salt	2 tablespoons chopped parsley.
2 cups hot rice stock or water	

Melt fat in a saucepan, add flour, salt and pepper and stir mixture until brown. Add the hot liquid, slowly stirring constantly and bring to the boiling point. Add Worcestershire sauce and parsley and serve at once.

Cheese Pudding.

6 slices stale bread	¼ teaspoon pepper
1 cup grated cheese	¼ teaspoon mustard
1 teaspoon salt	1½ cups milk
1 egg	Paprika.

Cut slices of bread in quarters, arrange in layers in greased baking dish, sprinkle each layer with part of cheese and seasonings, which have been mixed. Beat egg until light, add milk and pour over bread. Sprinkle with paprika. Allow to stand 5 minutes and then bake 25 minutes in a moderate oven, or until firm. Serve at once.

Mock Crab.

3 slices stale bread	¼ teaspoon dry mustard
2 tablespoons fat	Few grains cayenne pepper
3 tablespoons flour	1½ cups milk
1 teaspoon salt	1 teaspoon Worcestershire sauce
¼ teaspoon pepper	2 eggs.

Cut the bread into ½-inch squares as if for croutons. Melt fat, add flour, salt, mustard, pepper, and cayenne; when mixed remove from fire and add milk. Return to fire and bring to boiling point, stirring constantly. Add Worcestershire sauce and cool slightly; add well-beaten eggs, pour into greased baking dish, spread squares of bread over top and bake in moderate oven until croutons are brown and mixture is firm.

WHEATLESS RECIPES.**Buckwheat Cakes.**

2 cups buckwheat	2 cups lukewarm water
1½ cups meal	¼ cup molasses
½ yeast cake	½ teaspoon soda
2 tablespoons sugar	2 tablespoons warm water.

Mix buckwheat, corn meal, and salt. Add sugar to yeast cake and stir until a paste is formed, add to lukewarm water and pour onto buckwheat mixture slowly, stirring constantly. Set in a warm place over night. In the morning beat the mixture 1 minute, add soda, molasses, and warm water which have been mixed, beat for 2 minutes and bake on a hot griddle. Compressed yeast should be used.

Rice Fritters with Maple Sirup.

1½ cups cold cooked rice	2 eggs
½ teaspoon salt	1½ cups crumbs.
⅛ teaspoon nutmeg	

Mix 1 well-beaten egg with the rice, add the salt and nutmeg, and form into fritters. Beat the other egg with 2 tablespoons of cold water and roll the fritters first in crumbs, then in egg, and again in crumbs. Fry in deep fat, drain on heavy paper and serve with maple sirup.

Rice Waffles.

1 cup cold cooked rice	1 teaspoon salt
2 egg yolks	2 teaspoons baking powder
1 cup milk	1 teaspoon melted fat
¼ cup rye flour	2 stiffly beaten egg whites.

The rice for waffles should be cooked until very soft and pasty. Add the milk and well-beaten egg yolks to the rice. Mix salt, baking powder, and flour and sift into the mixture; add melted fat and beat thoroughly. Fold in stiffly beaten egg whites. Pour into a hot evenly greased waffle iron and cook until brown. Fill waffle iron two-thirds full each time. Serve with maple or other sirup.

Boston Brown Raisin Bread.

2 cups rye flour	½ cup molasses
1 cup corn meal	2 cups sour milk
1 teaspoon soda	½ cup seeded raisins.
½ teaspoon meal	

Mix the rye and corn meal thoroughly with soda and salt, and add the raisins which have been washed, dried, and cut in pieces; add the milk and molasses and beat well. Pour into a greased mold, cover tightly and steam from 5 to 6 hours. Remove from the tin, and dry in the oven 5 minutes. This may be served hot or cold.

Southern Corn Bread.

1 cup cold cooked hominy	1 cup milk
1 egg	1 cup uncooked fine hominy
1 teaspoon salt	1 tablespoon melted fat.

Mash the cooked hominy, add salt, well-beaten egg, milk, melted fat. Spread in a greased baking dish, sprinkle uncooked hominy over the top and bake 35 minutes in a hot oven. Serve at once.

Hermits.

1 egg yolk	¼ teaspoon salt
½ cup sugar	1 tablespoon melted fat
¼ teaspoon nutmeg	½ cup chopped raisins
¼ teaspoon cinnamon	½ cup chopped nuts
¼ teaspoon allspice	1 stiffly beaten egg white.
¼ teaspoon baking powder	

Mix sugar, salt, baking powder, and spices and slowly add to beaten egg yolk, with raisins and nuts; fold in stiffly beaten white. Drop by spoonful on a greased pan and bake 20 to 30 minutes in a moderate oven.

Oat Wafers.

1 egg	1 tablespoon melted fat
½ cup sugar	1 teaspoon vanilla
1 teaspoon baking powder	1 cup rolled oats.
¼ teaspoon nutmeg	

Beat the egg very light, slowly add sugar, nutmeg, and baking powder, which have been mixed; then add melted fat, vanilla, and rolled oats. Spread in a well-greased cake pan and bake in a moderate oven 20 minutes or until crisp and brown. Mark into squares and remove from the pan before they become hard.

THE PANAMA CANAL RECORD



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PROCLAMATION.

Charter and Freight Rates—Vessels.

By the President of the United States of America: A Proclamation--

Whereas an act of Congress, approved July 18, 1918, entitled "An Act to confer on the President power to prescribe charter rates and freight rates and to requisition vessels, and for other purposes,"* contains, among others, the following sections conferring authority upon the President:

"Sec. 5. That the President may, by proclamation, require that vessels of the United States of any specified class or description, or in any specified trade or trades, shall not be chartered unless the instrument in which such charter is embodied, and the rates, terms, and conditions thereof are first approved by him. Whenever any vessel is comprised in any such proclamation, it shall be unlawful to make any charter thereof, or comply with or perform any of the rates, terms, or conditions of any charter thereof, or to operate such vessel under any charter, without first obtaining the approval thereof by the President.

"Whenever any charter of such vessel is approved it shall be unlawful, without the approval of the President first obtained, to make any alterations in such charter, or additions thereto, or deletions therefrom, or to make or receive any payment, or do any act with respect to such vessel, except in accordance with such charter.

"Sec. 8. That the President may, by proclamation, extend the provisions of sections 5, 6, and 7, or any of them, to any vessel of foreign nationality under charter to a citizen of the United States or other person subject to the jurisdiction thereof."

"Sec. 10. That the President may, by proclamation, require that no citizen of the United States, or other person subject to the jurisdiction thereof, shall charter any vessel of foreign nationality unless the instrument in which such charter is embodied and the rates, terms, and conditions thereof are first approved by the President. After the making of such proclamation it shall be unlawful for any such citizen or person to make any charter of any such vessel, or comply with or perform any of the rates, terms, or conditions of any charter thereof, or to operate any such vessel under any charter without first obtaining the approval thereof by the President.

Whenever any such charter is approved it shall be unlawful, without the approval of the President first obtained, to make any alterations in such charter or additions thereto or deletions therefrom, or to make or receive any payment or do any act with respect to such vessel, except in accordance with such charter."

And whereas, section 2 of said act provides as follows:

"Sec. 2. That the President may exercise the power and authority hereby vested in him through such agency or agencies as he shall determine from time to time."

And whereas, the necessities of the war require that the control now exercised over shipping by the United States Shipping Board be made more effective;

Now, therefore, I, Woodrow Wilson, President of the United States of America, acting under authority conferred in section 5 of said Act, to proclaim that hereafter vessels of the United States, being full power-driven vessels of 250 tons gross burden or over, or sailing vessels with or without auxiliary power of 50 tons gross burden or over, excepting vessels plying exclusively on the inland rivers and canals of the United States, vessels operating in the Great Lakes or other inland waters, and vessels operating exclusively in the coastwise trade of the United States, shall not hereafter be chartered unless the instrument in which such charter is embodied, and the rates, terms, and conditions thereof are first approved by the President.

Under authority conferred in section 8 of said Act, I do further proclaim that the provisions of said section 5, and of this proclamation, shall be, and they are hereby, extended to any vessel of foreign nationality under charter to a citizen of the United States or other person subject to the jurisdiction thereof.

Under authority conferred in section 10 of said Act, I do further proclaim that hereafter no citizen of the United States or other person subject to the jurisdiction thereof

*Published as Panama Canal Circular No. 600-57 in THE PANAMA CANAL RECORD of August 28, 1918.

shall charter any vessel of foreign nationality unless the instrument in which such charter is embodied and the rates, terms, and conditions thereof are first approved by the President.

I do hereby designate the United States Shipping Board as the agency through which shall be exercised all power and authority conferred upon the President in sections 5, 8, and 10 of said Act with respect to the classes or descriptions of vessels and the trades specified in this proclamation. Such power and authority may be exercised by said United States Shipping Board through such agents or agencies as it may create or designate.

Nothing contained in this proclamation shall be deemed to withdraw from the United States Shipping Board or the War Trade Board any authority now exercised, directly or indirectly, over foreign or American vessels, by virtue of powers conferred under Title VII of an Act entitled "An Act to punish acts of interference with the foreign relations, the neutrality, and the foreign commerce of the United States, to punish espionage, and better to enforce the criminal laws of the United States, and for other purposes," approved June 15, 1917.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia this 29th day of July, in the year of our Lord one thousand nine hundred and eighteen and of the independence of the United States of America the one hundred and forty-third.

[SEAL]

WOODROW WILSON.

By the President:

FRANK L. POLK,

Acting Secretary of State.

Notice to the Public.

You are hereby notified that anyone found taking photographs or making plans or sketches of the Panama Canal, or any of its adjuncts, appendants, appurtenances, or other public utilities located in the Canal Zone, including locks, docks, piers, shops, wireless stations, coaling plants, dry docks, etc., or of VESSELS in transit through the Canal, or of shipping at the terminal ports, or of temporary or permanent works of defense, or publishing or reproducing the same without permission from the proper authorities, may be subjected to fine and imprisonment under the terms of the Espionage Act.

By Order of the Governor.

CANAL WORK IN JULY.

The report of the Governor to the Secretary of War of Canal operations in July, 1918, is printed, in part, below:

BALBOA HEIGHTS, C. Z., August 23, 1918.

*The honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of July, 1918:

Business transacted at the Atlantic and Pacific ends of the Canal, respectively, for the month of July, is presented in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Water sold to ships.....gallons.....	5,410,762	2,600,490	8,011,162
Vessels dry docked.....	17	11	28
Passengers arriving:			
First cabin.....	785	1,657	2,442
Other than first cabin.....	2,461	3,394	5,855
Total.....	3,246	5,051	8,297
Passengers departing:			
First cabin.....	1,091	928	2,019
Other than first cabin.....	2,279	2,534	5,113
Total.....	3,370	3,762	7,132
Total movement of passengers.....	6,616	8,813	15,429
Services to American seamen:			
Seamen shipped.....	233	19	252
Seamen discharged.....	191	63	254
Seamen deceased.....			
Seamen deserted.....	11	1	12
Seamen destitute.....	5		5
Seamen's identification certificates issued.....	1		1
Seamen's wages received.....	\$3,732.89	\$584.54	\$4,317.23
Seamen's wages disbursed.....	\$3,948.96	\$526.42	\$4,475.38
Balance on hand, August 1, 1918.....	\$792.96	\$379.03	\$1,171.99

Item.	Cristobal.	Balboa.	Total.
Commissary sales to commercial vessels:			
Ice.....	\$1,299.67	\$525.65	\$1,825.32
Wholesale groceries.....	11,417.94	4,628.58	16,046.52
Wholesale cold storage.....	22,825.42	13,759.08	36,584.50
Laundry.....	1,788.31	280.97	2,069.28
Miscellaneous.....	1,444.97	1,289.14	2,734.11
Total.....	38,776.31	20,483.42	59,259.73
Commissary sales to Government and Panama Railroad ships:			
Ice.....	\$183.75	\$422.22	\$605.97
Wholesale groceries.....	7,671.64	7,284.73	14,956.37
Wholesale cold storage.....	23,502.04	14,405.39	37,907.43
Laundry.....	188.52	219.05	407.57
Miscellaneous.....	275.18	546.01	821.19
Total.....	31,821.13	22,877.40	54,698.53
Grand total of commissary sales.....	70,597.44	43,360.82	113,958.26

GATUN HYDROELECTRIC STATION, GATUN SUBSTATION, CRISTOBAL SUBSTATION,
ATLANTIC AND PACIFIC LOCKS.

At the Gatun hydroelectric station, work was continued throughout the month on the installation of unit No. 4, panel boards, switches, and upper busses for the exciter set were installed and connections made. Installation of the main busses was continued. Soapstone skids on feeders 1, 2, 3, 4, 8, and 9 were grouted in place. Erection of the oil circuit breaker operating mechanism was started, and erection of the steel for main control switchboard completed up to the rheostat floor. Concrete was poured for the oil circuit breaker for generator No. 2, and all fittings and devices placed in compartment for generator No. 1. The armature for No. 4 unit was placed in position and coils installed; field coils were assembled and connected; upper bearings leveled and field spider put in place. The No. 1 oil pressure pump was installed and temporarily wired. Connections between the old and new oil pressure systems was made permanent, and the new pumps tested at different pressures. Building construction at this station was brought to 99 per cent completion with the pouring of cement for one spiral casting and the two remaining switch cabinets.

The net output of Gatun hydroelectric station for the month was 4,552,600 K. W. H. on a computed water consumption of 3,174,095,000 cubic feet; the ratio between water used for power and that for lockages, 1 448,910,000 cubic feet, being 2.2 to 1. Lockage draft at Gatun aggregated 762 970,000 cubic feet, a rate of 285 c. f. s. The estimated rainfall over the Gatun Lake area was 7.85 inches, or 28 per cent below the 8-year mean. The elevation of the lake on July 31 was 85.14 feet.

The piping for cooling water for transformers at Gatun substation was practically completed, with the exception of that for transformer No. 2, 8,400 KVA unit. Conduit was installed for the two 1,500 KVA 6,660-2,200 volt transformers and for all but two of the 2,300 volt feeders. All conduit runs were completed for the two substation power transformers. Erection of the H-3 oil circuit breakers on both the tie lines and power transformers was begun, and that for transformer No. 1 completed. The 2,200-volt bus installation was made as far as conditions permitted, the sectionalizing switches being installed.

No work was done on the 11,000-volt improvements at Cristobal substation during the month; it being necessary to utilize the working force at other points.

Transmission line—One interruption to the transmission line service occurred during the month. There were two failures on the idle line, neither of which caused any interruption to service. Some damaged towers stored at Balboa yards were put in serviceable condition. The tower at mile post 31-10 was leveled and placed in first-class condition. The lines over Gamboa bridge were removed once during the month.

Miraflores steam plant—The net output of this plant for the month was minus 65,100 K. W. H. which was used for excitation and operation of generators as synchronous condensers to improve the power factor of the system. The total amount of fuel oil used was 3,211.24 barrels, as compared with 3,126.54 barrels last month.

Total power output—The total net output of both generating stations was 4,457,490 K. W. H.; and the total amount of power distributed to feeders by substations and generating plants was 3,775,019 K. W. H. Total losses in transmission and transformation totaled 687,471 K. W. H., representing an energy loss of 15 per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary Cu. yds.
Pacific entrance channel.....	39,900	4,100	44,000	40,900	3,100	.....
Inner harbor at Balboa.....	38,400 _a	.....	38,400	14,400	24,000	.....
Gaillard Cut:						
Paraiso P. I. impr. work.....	3,500	20,900	24,400	24,400	.....	.....
West Culebra Slide.....	4,000	4,500	8,500	8,500	.....	.....
East Buena Vista Slide.....	2,300	3,600	5,900	5,900	.....	.....
West Contractor's Slide.....	800	800	1,600	1,600	.....	.....
Cucaracha Slide.....	3,000	3,400	6,400	6,400	.....	.....
Total from Gaillard Cut.....	13,600	33,200	46,800	46,800	.....	.....
Atlantic entrance channel.....	.....	.....	.....	.....	.....	.....
Gatun Lake Section.....	10,300	18,900	29,200	.....	29,200	.....
Auxiliary works, Atlantic terminals.....	121,800	52,800	174,600	.....	.....	174,600
Chagres River gravel beds.....	6,755	.....	6,755	.....	.....	6,755
Grand total "ocean" to ocean.....	230,755	109,000	339,755	102,100	56,300	181,355

On August 1, 909,983 cubic yards remained to be excavated, distribution as follows:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Gatun Lake.....	4,700	16,100	20,800
Pacific entrance.....	268,600	106,500	375,100
Total, Canal prism.....	273,300	147,600	420,900
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa, Inner Harbor.....	305,160	181,850	487,010
Total, Cristobal Coaling Station and Balboa Inner Harbor.....	305,160	183,923	489,083
Grand total.....	578,460	331,523	909,983

Culebra and Cucaracha slides showed no unusual movements, and the normal channel was maintained throughout the month.

The hydraulic graders *No. 1*, *No. 2*, and *No. 3* were engaged in ditching and grading the entire month; *No. 1* at Cucaracha slide area and at West Culebra slide; *No. 2* at West Contractor's slide and East Culebra slide; *No. 3* at East Culebra slide.

No material was placed on sanitary fills during the month. Approximately 5,080 cubic yards of earth was placed on the levee at San Juan dyke. The usual force maintained the Mindi dykes and groins throughout the month.

No dredging was done in the Canal prism on the Atlantic entrance during the month. The dredge *Paraiso* excavated 10,300 cubic yards of earth and 18,900 cubic yards of rock along the west prism line in the Gatun Lake section north of Gamboa. A total of 46,800 cubic yards of earth and rock was excavated from Gaillard Cut. All material from the Gatun Lake area and Gaillard Cut was dumped in Gatun Lake north of Gamboa. No dredging was done in Miraflores Lake. At the Pacific entrance the dredge *Corozal* excavated 11,800 cubic yards of earth and rock, and the dredge *Marmot* removed 32,200 cubic yards of earth and rock in connection with the Miraflores P. I. improvement plan. The spoil from both the *Corozal* and *Marmot* was dumped at sea, west of the channel. Dredge *No. 84* removed 38,400 cubic yards of earth from Balboa inner harbor; this spoil was placed on Corozal road fills. Dredges *No. 83* and *No. 86* and the *Cascadas* excavated a total of 174,600 cubic yards of earth and rock from Cristobal harbor, Atlantic terminals. Of this spoil 57,400 yards were dumped on East breakwater extension, from the east end of the present breakwater to Margarita Point; and 117,200 yards were dumped on Telfor's Island west of the coaling station.

Mining was continued at Paraiso and Miraflores; the drill barge *Teredo* was engaged throughout the month blasting in the Canal prism at Miraflores, completing 314 holes, equal to 3,345 linear feet. A drill gang with well and tripod drills at Paraiso completed 342 holes, equal to 15,531 linear feet. A total of 24,881 pounds of dynamite was used in this work at Miraflores and Paraiso during the month.

TERMINAL CONSTRUCTION.

The following tabulation shows the progress for the month with percentage of completion of Pier No. 6, Cristobal.

Item.	Accomplished during month.	Total in place, July 31.	Percentage of completion
Forms placed.....square feet..	51,441	244,760	39.5
Reinforcing placed.....pounds..	549,724	2,783,454	46.7
Concrete poured.....cubic yards..	1,957	12,072	41.8
Steel struts erected.....each..		90	95.8
Steel struts concreted.....each..	8	82	87.0

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The Mechanical Division had 724 uncompleted jobs on hand at Balboa shops, July 1; 746 additional were authorized, and 798 completed during the month, leaving 675 uncompleted, August 1. At the Cristobal shops 282 individual and company job orders were issued during the month.

Foundry output for the month was as follows: Iron, 116,988 pounds; steel, 63,761 pounds; brass, 10,703 pounds.

It was necessary to requisition the following employees during the month: Twelve machinists, 4 boiler makers, 3 cabinetmakers, 4 car inspectors.

BUILDING CONSTRUCTION.

Southern District—Of the Ancon hospital structures, the boiler house was completed during the month; and but a few days of miscellaneous work on the nurses' quarters remain to be done before turning them over to the Health Department. Passage-way No. 5 was 95 per cent completed. The plaster work on ward group No. 7 was continued on all floors; excavation and concrete footings for the porch, stairway, mid-section, were completed. The building as a whole is 54 per cent completed. Excavation for the porte-cochère in the rear of midsection, ward group No. 8 was completed; and with the other work performed during the month, this building was 32 per cent completed.

Work on the Tivoli hotel kitchen, consisting of the laying of tile floor, plastering and plumbing, brought this building to 98 per cent completion. Excavation was completed for the Pedro Miguel hotel, placing of the roof 75 per cent completed and the plumbing 50 per cent completed. This brought the building to 60 per cent completion at the end of the month. Two sheds for the playgrounds, one at Balboa and one at Ancon, were completed during the month. Work was started on the installation of an oil handling equipment for the oil house at Balboa and brought to 80 per cent completion. The house of the Resident Engineer of the Dredging Division was moved from Paraiso to Pedro Miguel. Miscellaneous repairs of the clubhouses at Ancon, Balboa, Paraiso, and Pedro Miguel were made during the month.

Northern District—The Gatun dispensary was completed and turned over to the Health Department. The Mount Hope oil tank was completed, with the exception of construction of its steel roof, which work is to be performed by the Mechanical Division. During the month 662 cubic yards of concrete were placed in the roof and floor slabs of the Mount Hope ice and cold storage plant. Form work on the plant is 55 per cent completed; this includes roof over tanks, roof over loading platform, and foundation walls of compressor and transformer rooms. As a whole the building was 80 per cent completed July 31. The slaughterhouse at Cristobal was brought to 20 per cent completion; excavation was 80 per cent completed, and forms 10 per cent; 453 yards of concrete were placed in footings, floor slab, and foundation walls.

MUNICIPAL DIVISION.

In connection with road construction, Ancon hospital grounds, 1,777 square yards of concrete road base were laid; 1,057 linear feet of curb and gutter constructed; 2,202 square yards of asphaltic concrete laid; and five manholes and catch basins constructed. Grading work at the hospital grounds was continued, 967 cubic yards being excavated, 684 cubic yards back-filled, 5,070 square yards graded, 3,085 square yards of grass planted, 119 square yards of sidewalk constructed, and 220 linear feet of pipe laid. The construction of concrete walks in Ancon and Balboa Heights was continued throughout the month; 1,775 square yards of concrete walk being laid, 356 linear feet of guard rail installed, 4,938 square yards graded, and 717 square yards of grass planted, together with the construction of necessary connecting stops, drains, etc. In connection with the drainage of Corozal Farm, 3,795 linear feet of concrete ditch were constructed. At the Mount Hope ice and cold storage plant, 530 cubic yards were excavated and back-filled, and 735 feet of 24-inch concrete pipe laid. Work was continued on the resurfacing of Main Street, Gatun; 3,705 square yards of road, 3,203 linear feet of curb and gutter, and 214 square yards of sidewalk were concreted. In connection with the changing of oil lines at Mount Hope for the Supply Department, 6,858 linear feet of 10-inch oil line was placed, one standpipe installed, and a small amount of concrete walk constructed. Two thousand five hundred square

yards were graded and 22,500 square feet of grass planted on the fill at Colon Radio Station.

A total of 162,158,750 gallons of water were pumped at the four stations, Mount Hope, Agua Clara, Frijoles, and Monte Lirio, during the month; and 592,891,000 gallons at the eight stations in the southern district. A total of 131,013,787 gallons was supplied the cities of Colon and Panama, and to ships during the month. At the three filtration plants 440,855,000 gallons were filtered for domestic purposes.

WORKING FORCE.

Statement of the working force effective July 24, representing the second half-month, follows:

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	33	53	86
Building Division.....	214	1,869	2,083
Municipal Engineering.....	68	1,379	1,447
Electrical Division.....	184	345	529
Lock operation.....	127	512	639
Dredging Division.....	129	1,182	1,311
Mechanical Division.....	634	1,552	2,186
Marine Division.....	91	302	393
Fortifications.....	36	303	339
Total.....	1,516	7,497	9,013
Supply:			
Quartermaster.....	104	1,718	1,822
Subsistence.....	21	417	438
Commissary.....	197	1,496	1,693
Cattle industry—plantations.....	27	618	645
Total.....	349	4,249	4,598
Accounting.....	207	12	219
Health.....	208	962	1,170
Executive.....	409	125	534
Panama Railroad—			
Superintendent and coaling stations.....	129	1,151	1,280
Transportation.....	138	251	389
Receiving and Forwarding Agent.....	66	1,386	1,452
Total Panama Railroad.....	333	2,788	3,121
Grand total.....	3,022	15,633	18,655

The total gold force is a decrease of 86 from the 3,108 employed June 19; the silver force is a decrease of 524 from the 16,157 shown on that date.

QUARTERS.

The following statement gives the occupation of Canal quarters, July 31:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	2,964	2,046	2,212	7,222
Europeans.....	229	32	64	325
West Indians.....	5,848	2,030	3,368	11,246
Total.....	9,041	4,108	5,644	18,793

PUBLIC HEALTH.

Admissions to hospitals and quarters for the month totaled 779 employees, as compared with 1,215 the preceding month. There were 17 deaths and 68 births among employees during July.

RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, July 31, exclusive of fortifications, was \$18,036,633.51; the balance in fortifications was \$7,524,758.83. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$914,546.77, and by the paymaster on the Isthmus, \$1,211,862.44. Payment to the Panama Railroad Company for commissary books amounted to \$249,440.97. Total Panama Canal collections on the Isthmus amounted to \$1,757,305.31; and collections by the Disbursing Clerk, Washington, to \$6,854.54. Requisitions for purchase of material in the United States totaled \$388,247.35. Receipts from the Canal Zone and miscellaneous funds were \$130,571.68, and disbursements from the same source, \$156,308.23.

Respectfully,

CHESTER HARDING,
Governor.

Rates of Pay, Gold Roll.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 29, 1918.

CIRCULAR NO. 669-21:

The following rates of pay are established effective July 1, 1918, superseding rates heretofore published for these ratings. Ratings not covered in this circular are not affected.

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Anglesmith (special).....	\$1.03				
Apprentice:					
1st year.....	.18				
2d year.....	.27				
3d year.....	.39				
4th year.....	.50				
Battery repairman.....	.86	\$179 00	\$193 00		
		168 00	181 00		
	.75	156 00	168 00		
Boatbuilder, cabinetmaker, caulker (wood), fleet carpenter, planing mill hand, ship joiner, ship- wright.....	.93	193 00	208 00		
	.88	183 00	197 00		
		171 00	184 00		
	.77	160 00	172 00		
	.72	150 00	161 00		
	.67	139 00	150 00		
Boiler maker, blacksmith, machinist, molder, pipe- fitter, plumber (ship), shipfitter, shipsmith, wire- man, ironworker.....	.91	189 00	204 00		"Machinist, fleet," and "machinist, automobile repairer," are included in this class.
	.86	179 00	193 00		
		168 00	181 00		
	.75	156 00	168 00		
	.70	146 00	157 00		
	.65	135 00	146 00		
Cableslicer, electric.....	.91	189 00	204 00		
	.86	179 00	193 00		
		168 00	181 00		
Chipper and calker, riveter.....	.90				
	.85				
	.74				
	.69				
	.64				
	.59				
Craneman, shop.....	.65	131 00	141 00		
	.59	119 00	128 00		
	.49	97 00	105 00		
Electrician.....	.91	189 00	204 00		Coaling plants only.
	.86	179 00	193 00		
		168 00	181 00		
Electroplater.....	.89				
	.84				
	.73				
Engineer, steam.....	.88	183 00	197 00		These rates apply to any equipment run by steam engines, includ- ing locomotive cranes, gantry crane, ditcher, hoist, piledriver, track- shifter, compressors, etc.
	.83	173 00	186 00		
		162 00	174 00		
	.72	150 00	161 00		
	.67	139 00	150 00		
	.62	129 00	139 00		
Derrick barge and 50-ton dry dock crane.....				\$207 00	
Oil pump.....				162 00	
				150 00	
				139 00	
Cristobal refrigerating plant; power plant; en- gineer and machinist.....		189 00	204 00		
		179 00	193 00		
		168 00	181 00		
Flange turner.....					Five cents more than first class boiler maker when working at flange fire; 5 cents more than regular flange turner rate when working from a furnace on bending slabs.

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Forgers:					
Heavy fires.....	\$1.11				
Hydraulic press.....	1.06				
	1.50				
General mechanic.....		\$189.00	\$204.00		
		179.00	193.00		
		168.06	181.00		
Helper.....	.60				
	.57				
	.54				
	.51				
Inspector:					
Boiler.....				\$214.00	
Finished material.....				204.00	
Meter, electric.....	\$0.91	\$189.00	\$204.00		
	.86	179.00	193.00		
		168.00	181.00		
Scale.....				204.00	
Telephone.....	.86	179.00	193.00		
		168.00	181.00		
	.75	156.00	168.00		
Instrument maker.....	.96				
Instrument repairman.....	.91	189.00	204.00		
	.86	179.00	193.00		
Layout.....	.94				Three cents more than first class machinist and boiler maker rate.
Lineman, transmission.....		194.00	209.00		
Light and power.....		189.00	204.00		
		179.00	193.00		
Loftsmen.....	.96				Five cents over the ship-fitter rate.
Operator.....	.91	189.00	204.00		These rates may be applied to operators of electric engines, except as otherwise specified.
	.86	179.00	193.00		Operator and machinist, and operator and wireman take the first rates.
		168.00	181.00		
	.75	156.00	168.00		
	.70	146.00	157.00		
	.65	135.00	146.00		
Coaling plants—					
General.....			244.00		
Reloader, crane, tower, viaduct.....			204.00		
			193.00		
			181.00		
			168.00		
			157.00		
			146.00		
Berm crane.....			214.00		Leadman at Balboa.
Lock—					
Control.....			214.00		
General.....			214.00		
Towing.....		189.00	204.00		The 26-day rate for towing operator used as an entrance rate or until operator is qualified.
Gamboa sand crane, Gamboa pump plant, floor operator, switchboard operator.....		189.00	204.00		
		179.00	193.00		
		168.00	181.00		
Balboa refrigerating plant.....		168.00	181.00		
		156.00	168.00		
		146.00	157.00		
Painter.....	.80	171.00	184.00		
	.75	160.00	172.00		
	.70	150.00	161.00		
	.65	139.00	150.00		
Letterer and grainer.....	.90				
Sign.....	1.01				
Rigger.....	.76	156.00	170.00		
	.71	148.00	159.00		
		137.00	147.00		
	.60	125.00	134.00		
	.55	114.00	123.00		
Sheet-metal worker, coppersmith.....	.94				
	.89				
	.78				
	.73				
	.68				

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Signal maintainer.....	\$0.86	\$179.00	\$193.00		
		168.00	181.00		
	.75	156.00	168.00		
Typewriter and adding machine repairman.....				\$204.00	
				179.00	
Welder, electric and acetylene.....	.85				
	.80				
	.69				

A Leadingman rate 16 cents in excess of the first class rate of a trade is authorized for the Mechanical Division and for Electrical Division employees on ship work.

The hourly rates will be increased by 5 per cent in the case of employees of the Mechanical Division working on night shifts whose pay is based on Navy Yard rates. This does not apply to men on day shifts working overtime, nor to employees whose compensation is not based on Navy Yard rates.

CHESTER HARDING,
Governor.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement by the office of the Acting Administrator of Estates, and any claims against these estates, or any information which might lead to the recovery of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at his office at Balboa Heights at once in order that the estates may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Anselmo Ampuero....	2215	Chile (nat. U.S.)	Pedro Miguel...	Dredging Division...	August 2, 1918.
Walter Gale.....	136204	Jamaica.....	Panama.....	Dredging Division...	August 2, 1918.
Ernest Grazeite....	129431	Barbados.....	Panama.....	Supply Dept.....	August 21, 1918.
Benjamin Jones....	156164	Barbados.....	Colon.....	Panama Railroad...	July 24, 1918.
Septimus Hamilton...	33445	Jamaica.....	Colon.....	Dredging Division...	August 2, 1918.
James Lee.....	114429	Montserrat....	Camp Bied....	Panama Railroad...	August 25, 1918.
William McCray.....	23724	Jamaica.....	Cristobal.....	Dredging Division...	August 2, 1918.
James Peters.....	128315	Antigua.....	Pedro Miguel...	Dredging Division...	August 2, 1918.
Samuel Sims.....	90746	Fortune Island..	Camp Bied....	Panama Railroad...	August 5, 1918.

Official Circulars.

Building Division Work at Coco Solo.

THE PANAMA CANAL.

DEPT. OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., August 29, 1918.

All concerned—Effective September 1, 1918, all Building Division work at Coco Solo will be placed under the supervision of the Superintendent of Construction, Mr. J. B. Fields.

H. ROWE,

Resident Engineer.

Approved:
CHESTER HARDING,
Governor.

Acting Chief Hydrographer.

THE PANAMA CANAL.

DEPT. OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., August 28, 1918.

All concerned—Effective September 2, 1918, and during the absence of the Chief Hydrographer on leave, Mr. George Johnson will act as Chief Hydrographer, Section of Hydrography and Meteorology.

W. J. DOUGLAS,

Engineer of Maintenance.

Approved:
CHESTER HARDING,
Governor.

Sugar Allotment.

THE PANAMA CANAL.

EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 30, 1918.

To all concerned—Effective September 1, sales of white granulated, powdered, and loaf sugar will be limited to a total of two pounds per month for each gold employee and each member of his family. This regulation will also apply to all patrons of the commissaries other than employees.

Use of sugar in hotels and restaurants will be limited to a total of two pounds of white granulated, powdered, and loaf for each 90 meals served. For the present no restrictions will be placed on the sale of South or Central American brown sugars.

The Chief Quartermaster will issue the necessary detail instructions to carry out the provisions of the above order.

CHESTER HARDING, Governor.

THE PANAMA CANAL.

SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., August 29, 1918.

BULLETIN No. 906:

To commissary managers—Effective September 1, sales of States granulated sugar, powdered, and loaf sugar will be limited to a total of 2 pounds per month for each gold employee and member of his family.

In order to make this plan effective, it is directed that a card record be made up as calls are received for sugar, showing employee's name and house number, metal check number or authority to purchase and names and relationship of members of family, residing with employee.

This record should be kept in your retail grocery section and it should be referred to by your order room forces before sugar is put up for delivery.

Card record must show date of purchase, quantity, and salesman's initials.

Each sale of States' sugar is to be recorded and no sale made in excess of quantity allowed as shown on ration card.

Solicitors may get the necessary data from customers who do not come to the commissary to make their purchases.

Bachelors' messes should be recorded the same as are families with a 2-pound allowance for each member.

Where the allowance or quantity purchased is not a multiple of five, sugar should be resacked. Allowance will not be considered cumulative; unpurchased balances can not be carried over to the following month.

For the present no limit will be placed on sales of yellow sugar.

Sample of ration card is attached.

There is every indication that whole-hearted support will be given to this plan to conserve States' sugar. It is directed, however, that immediate report be made to this office of any attempt to defeat these requirements of the Food Administration.

It is also desired that you check up all allowance claims from the district quartermaster's records as soon after October 1 as possible, advising this office of any discrepancies.

ROY R. WATSON,
Acting General Manager.

SUGAR RATION CARD.

Ancon Commissary September 10, 1918.

John Smith, house 572, metal check 4444.

Mary Smith, wife.

Henry Smith, son.

Mrs. A. R. Smith, mother.

Allowance, 8 pounds.

September 10, 4 pounds—D. A.

September 25, 4 pounds—R. G.

October 8, 6 pounds—D. A.

November 1, 6 pounds—R. G.

November 23, 2 pounds—R. G.

Colon-Fort Randolph Transportation.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., August 28, 1918.

CIRCULAR R. A. 591:

To all concerned—Effective September 1, 1918, when supplement No. 1 of time table No. 27 goes into effect, the following forms of transportation will be accepted on the Colon-Fort Randolph service trains:

1. *Annual card passes*—Conductors will make a record of all annual card passes honored on these trains on the backs of their train reports separating them by serial numbers "Army," "Navy," "Panama Canal," "Panama Railroad," etc.

2. *Official business passes*—Conductors will honor all passes issued by the Army, Navy, Panama Canal or the Panama Railroad for transportation of an official character. These passes must be countersigned by someone authorized to countersign passes, and must show an expiration date after which they will not be accepted. Passes issued for transportation between Colon and Fort Randolph only, in either direction, will be lifted by the conductors and punched and sent to this office with their reports. Passes issued for transportation from Fort Randolph or intermediate stops to any point on the main line of the Panama Railroad will be punched by the conductors on the Fort Randolph-Colon train, but handed back to the passenger. The conductors on the main line will lift them and turn them in to this office. Passes issued for transportation from points on the main line to points on the Colon-Fort Randolph line will be punched by the main line conductors and handed back to the passengers to be lifted by the conductors on the Colon-Fort Randolph trains.

3. *Official tickets, U. S. Army and U. S. Navy*—These are new tickets in strips of 10, unnumbered, and will be used by the Army and Navy for one-passenger transportation between Colon and Fort Randolph in either direction, only, and are issued to eliminate the necessity of writing official business passes. They will not be validated by the railroad agents, and are good until used.

4. *120-trip tickets*—One hundred and twenty-trip tickets will only be accepted on these trains when the books specify inside the front cover that they have been issued for transportation over this route.

5. *Army and Navy guards, policemen, and firemen*—Army and Navy train guards, policemen,

and firemen on duty and in proper uniform will not be required to furnish any forms of transportation, but conductors will make a record of the number of Army and Navy guards thus carried, in accordance with bulletin recently issued for reporting Army and Navy guards on the main line trains. Conductors will also make a record of the badge numbers of policemen and firemen traveling on these trains.

6. *Panama Railroad tickets*—Regular one-way and round-trip tickets are on sale in the Colon and Mount Hope ticket offices and by the Post Exchange Officer at Fort Randolph, Supply Officer, Submarine Base, Coco Solo, and the Supply Officer, Aero Squadron, France Field, good between Colon and Fort Randolph or any intermediate stops, at the rate of 10 cents for the one-way ticket and 20 cents for the round trip. These tickets are validated when sold. The one-way ticket is good on date of sale only. The going portion of the round trip ticket is good on date of sale only, but the return portion is good for 10 days.

7. *Commutation books*—Commutation books containing 11 single-trip tickets good between Colon and Fort Randolph or any intermediate stops in either direction and good until used, will be placed on sale at the Colon and Mount Hope ticket offices and by the Post Exchange Officer at Fort Randolph, Supply Officer, Submarine Base, Coco Solo, and the Supply Officer, Aero Squadron, France Field. These books will be sold at \$1 each. The books will be validated on the front cover when sold, and the purchaser should write his name in the space provided for that purpose as a means of identification.

8. *Mileage books*—Whenever mileage books are presented for transportation on these trains between Colon and Fort Randolph or any intermediate stops, regardless of distance, the conductors will detach six miles for each passenger.

9. *Cash fares*—It is expected that all passengers intending to ride on these trains will provide themselves with one of the above forms of transportation before boarding the train. All passengers who board the trains without providing themselves with tickets or passes will be charged a cash fare of 15 cents one way, any distance. Conductors will issue the usual cash fare receipts, remit the money to the Deputy Collector, Cristobal, and make a record on their reports of all cash fare receipts issued.

10. *Complimentary passes and 24-trip tickets*—No complimentary passes or employees' 24-trip tickets will be accepted on these trains nor any other forms of transportation not named above.

11. Children under 12 years will be permitted to ride free.

This cancels Circular R. A. 581, issued June 28, 1918.

II. A. A. SMITH,
Auditor.

Approved:
A. R. MORRELL,
Major, Q. M. Corps,
Actg. Dept. Quartermaster.

Approved:
S. W. HEALD,
Superintendent.

Electrical Division.

THE PANAMA CANAL,

ELECTRICAL DIVISION,

BALBOA HEIGHTS, C. Z., August 29, 1918.

To all concerned—During the absence of J. R. Strauss on leave, the duties of his office will be taken care of by F. Denney.

During the absence of L. A. Schandler on leave, G. A. Wicks will perform the duties of general foreman of Northern district vice A. C. Greene, resigned.

C. L. BLEAKLEY,
Supervisor of Telephones.

Approved:
W. L. HERSHI,
Electrical Engineer.

Chagres River Launch Service.

PANAMA RAILROAD COMPANY,

OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., August 30, 1918.

CIRCULAR R. A. 592:

To all concerned—Effective September 1, employees not on official business, employees' families, and all nonemployees, using the plantation launches on the Chagres River, will be charged a fare of 40 cents per passenger between Gamboa and Limon and intermediate points in either direction any distance. Children under 10 years free.

These fares will be collected on the launches and a cash fare receipt issued to each passenger.

Effective the same date, employees using these launches on official business must have official business passes. The official business passes of The Panama Canal and the Panama Railroad may be used for this purpose but must not be issued in connection with railroad transportation; i. e., a separate pass must be issued in each case for launch transportation between Gamboa and Limon and intermediate stops.

H. A. A. SMITH,

Approved: Auditor.

R. K. MORRIS,
Chief Quartermaster.**Kindling Wood.**

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 24, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

On account of a threatening shortage of scrap lumber for kindling requirements, it is requested that prompt notice be given to the General Storekeeper, Balboa, of all available quantities, who will give disposition for same.

A price of \$7.50 per car, including cost of loading, is hereby established for all lumber delivered to district quartermasters.

District quartermasters will arrange for recovery of less than carload lots.

R. K. MORRIS,
Chief Quartermaster.Approved: CHESTER HARDING,
Governor.**Fuel Oil.**

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 27, 1918.

All concerned—Effective September 1, 1918, the following prices will obtain covering sales of fuel oil to individuals and companies, the same prices applying to U. S. Army and Navy vessels.

At Balboa.....barrel.. \$2.50
At Cristobal.....barrel.. 3.00

R. K. MORRIS,
Chief Quartermaster.Approved: CHESTER HARDING,
Governor.**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., August 26, 1918.

The following insufficiently addressed letters and papers have been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Recipients may be made by telephone calling No. 182, Balboa:

Aftowski, A. S.	Mishaan, Samuel (Box 36)
Allwork, Roland	Mitchell, M.
Ashby, Cecil	Niesel, Miss M. Mathilda
Bibb, L. T.	Poliski, John
Burnita, Miss Julia	Reardon, William (3)
Chavez, Lucila	Schoen, D. E. (Box 259)
Dutcher, William	Smith, Fred
Forbes, Arnold	Thomas, George (Box 656)
Hossack, Mrs. Adelaide	Thomson, B. R.
Ladd, C. W.	Travis, Mrs. E. (Box 156)
Leitch, Miss Elizabeth	
Lord, Geo. E.	
McNeal, Mrs. Alex	
Maxwell, J. W.	

Weckbaugh, Jas. V.

Additions to Commissary Stock.

Buttons, pearl, line 16, doz.....	\$0.11
Buttons, pearl, line 14, doz.....	.08
Embroideries, assorted, yd.....	.20
Embroideries, assorted, yd.....	.25
Embroideries, assorted, yd.....	.30
Flannel, baby, cream, 2 1/2 yd.....	1.10
Hats, straw, Madagascar, ea.....	1.70
Hats, straw, Madagascar, ea.....	1.05
Hats, straw, children's, ea.....	1.35
Hats, straw, children's, ea.....	2.35
Hats, straw, children's, white brim, ea.....	1.50
Hats, straw, children's, ea.....	1.15
Hats, white, pique, ea.....	.47
Hats, straw, children's, ea.....	.50
Ribbon, No. 22, yd.....	.26
Ribbon, No. 22, yd.....	.26
Ribbon, No. 70, yd.....	.71
Stationery:	
Books, blank, ea.....	1.10
Books, blank, ea.....	1.25
Extra fillers for books, S. N. 14753, ea.....	.08
Extra fillers for books, S. N. 14755, ea.....	.10
Tonic, hair, Panderine, bot.....	.41
Automobile accessories:	
Bulbs, Tungsten, for tail lights and speedometers, 6 volts, 2 candlepower, ea.....	.20
Compound, carborundum valve grinding, tin.....	.41
Fishing tackle:	
Disgorgers, No. 1, ea.....	.12
Hooks, treble eyed, ea.....	.08
Hooks, treble eyed, ea.....	.06
Lines, linen, trolling, braided, 50-yd., 3/0, spool.....	.78
Lines, celebrated, 100-yd., No. 15, spool.....	1.65
Sinkers, swivel, No. 3, ea.....	.08
Sinkers, casting, 1/0, ea.....	.08
Sinkers, casting, 2/0, ea.....	.06
Sinkers, casting, 3/0, ea.....	.13
Hooks, screw, ea.....	.07

Canal Record to Canal Service Men.

American citizens who have served on The Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

COMMISSARY NOTES.**Alterations to Clothing.**

Effective at once, the tailoring establishment will arrange to handle alterations to clothes at the rate of 50 cents per hour for the time consumed plus cost of any materials used.

Work received at Gatun and Cristobal commissaries will be handled at Cristobal commissary; all other work will be sent to Ancon laundry for tailoring.

WHEATLESS RECIPES.

Indian Pudding with Apples.

$\frac{1}{2}$ cup corn meal	1 egg
$\frac{1}{2}$ teaspoon salt	$\frac{1}{2}$ cup molasses
1 cup cold water	4 apples
2 cups boiling water	$\frac{1}{4}$ teaspoon nutmeg.
2 cups milk	

Mix corn meal, salt, and cold water, pour into boiling water and boil 15 minutes. Remove from the fire and add milk, beaten egg, molasses, and apples, which have been washed, pared, and sliced. Pour into a greased baking dish, sprinkle cinnamon over the top and bake 1 hour in a moderate oven.

Jellied Peaches with Rice.

1 quart can peaches	Hot juice fruit from the canned peaches
2 tablespoons fat	2 tablespoons gelatin
$\frac{1}{2}$ cup brown sugar	$\frac{1}{4}$ cup cold water.
1 cup cooked rice	

Drain and slice peaches and line a mold or serving dish with the slices. Melt the fat, add sugar, and stir over a very low fire until the sugar is melted. Heat the juice from peaches and add sugar mixture, cook over hot water until thoroughly mixed, pour into gelatin which has been softened in the cold water, add rice, pour into mold or serving dish and chill. If desired, fresh peaches may be used instead of canned peaches, in which case add juice of 1 lemon with the rice.

Date Nut Pudding.

1 cup chopped dates	$\frac{1}{2}$ cup sugar
1 cup chopped nuts	1 teaspoon baking powder
2 egg yolks	2 stiffly beaten egg whites.

Mix sugar and baking powder and add to egg yolks; then add nuts and dates and fold in stiffly beaten egg whites. Spread in a shallow greased pan and bake in a slow oven 45 minutes. Serve with whipped cream or ice cream.

MEATLESS RECIPES.

Tomato Croquettes with Pepper Sauce.

2 cups mashed potatoes or cooked rice	1 teaspoon salt
$\frac{1}{2}$ cup stewed tomatoes	$\frac{1}{4}$ teaspoon pepper
1 tablespoon chopped onion	$1\frac{1}{2}$ cups fine crumbs
1 cup coarse crumbs	1 egg.

Mix potatoes or rice with tomatoes, coarse crumbs, onion, pepper, and salt. Beat the egg with 2 tablespoons cold water. Shape the mixture into croquettes, roll first in crumbs, then in egg, and again in crumbs, fry in deep fat and drain on brown paper. Serve with pepper sauce.

Pepper Sauce.

2 finely chopped hot peppers	$\frac{1}{4}$ teaspoon paprika
3 tablespoons flour	$\frac{1}{4}$ cup cold water
1 teaspoon salt	$1\frac{1}{2}$ cups rice or vegetable stock or water.
Juice of $\frac{1}{2}$ lemon	

Cover peppers with boiling water and allow to stand 5 minutes; drain, remove seeds and chop. Heat the stock or water. Mix flour, salt, and paprika, and slowly add cold water to make a smooth mixture. Add this slowly to the heated stock, stirring constantly. Bring to boiling point, add peppers and lemon and serve.

Baked Bean Fritters.

$\frac{1}{2}$ cup flour	$\frac{3}{4}$ cup milk
2 teaspoons baking powder	1 egg yolk
1 teaspoon salt	$\frac{1}{2}$ cup cold baked beans, mashed
1 cup dry bread crumbs	1 stiffly beaten egg white.

Mix flour, baking powder and salt, add bread crumbs and mix thoroughly. Add milk, egg yolk and the mashed beans, stirring constantly. Fold in the stiffly beaten egg white. Cook like pancakes on a hot greased griddle, turning until a golden brown on both sides. A piece of bacon or pork rind may be used for greasing the griddle.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address

The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., September 11, 1918. No. 4.

PROCLAMATION.

Entrance or Departure of Persons During Hostilities.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 4, 1918.

CIRCULAR No. 601-79:

The Proclamation of the President quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

WHEREAS by Act of Congress approved the 22d day of May, 1918, entitled "An Act to prevent in time of war departure from and entry into the United States contrary to the public safety," it is provided as follows:

* * * * *

AND WHEREAS other provisions relating to departure from and entry into the United States are contained in section 3, subsection (b), of the Trading-with-the-Enemy Act, approved October 6, 1917, and in section 4067 of the Revised Statutes, as amended by the Act of April 16, 1918, and sections 4068, 4069, and 4070 of the Revised Statutes, and in the regulations prescribed in the President's proclamations of April 6, 1917; November 16, 1917; December 11, 1917; and April 19, 1918;

AND WHEREAS the Act of May 20, 1918, authorizes me to coordinate and consolidate executive agencies and bureaus in the interest of economy and more efficient concentration of the Government:

NOW, THEREFORE, I, WOODROW WILSON, President of the United States of America, acting under and by virtue of the aforesaid authority vested in me, do hereby find and publicly proclaim and declare that the public safety requires that restrictions and prohibitions in addition to those provided otherwise than by the Act of May 22, 1918, above mentioned, shall be imposed upon the departure of persons from and their entry into the United States; and I make the following orders thereunder:

1. No citizen of the United States shall receive a passport entitling him to leave or enter the United States, unless it shall affirmatively appear that there are adequate reasons for such departure or entry and that such departure or entry is not prejudicial to the interests of the United States.

2. No alien shall receive permission to depart from or enter the United States unless it shall affirmatively appear that there is reasonable necessity for such departure or entry and that such departure or entry is not prejudicial to the interests of the United States.

3. The provisions of this proclamation and the rules and regulations promulgated in pursuance hereof, shall not be held to suspend or supersede in any respect, except as herein expressly provided, the President's proclamations of April 6, 1917, November 16, 1917, December 11, 1917, and April 19, 1918, above referred to; nor shall anything contained herein be construed to suspend or supersede any rules or regulations issued under the Chinese-exclusion law or the immigration laws except as herein expressly provided; but the provisions hereof shall, subject to the provisos above mentioned, be regarded as additional to such rules and regulations. Compliance with this proclamation and the rules and regulations promulgated in pursuance hereof shall not exempt any individual from the duty of complying with any statute, proclamation, order, rule, or regulations not referred to herein.

4. I hereby designate the Secretary of State as the official who shall grant, or in whose name shall be granted, permission to aliens to depart from or enter the United States; I reaffirm sections 25, 26, and 27 of the Executive Order of October 12, 1917,

vesting in the Secretary of State the administration of the provisions of section 3, subsection (b), of the Trading with Enemy Act; I transfer to the Secretary of State the executive administration of Regulations 9 and 10 of the President's proclamation of April 6, 1917; of Regulation 15 of the President's proclamation of November 16, 1917, and of Regulations 1 and 2 of the President's proclamation of December 1, 1917, and the executive administration of the aforesaid regulations as extended by the President's proclamation of April 19, 1918, said executive administration heretofore having been delegated to the Attorney General under dates of April 6, 1917; November 16, 1917; December 11, 1917; and April 19, 1918. The Rules and Regulations made by the Secretary of the Treasury, as authorized by Title II, section 1, of the Espionage Act approved June 15, 1917, and by the Executive Order of December 3, 1917, shall be superseded by this proclamation and the rules and regulations promulgated in pursuance hereof* in so far as they are inconsistent therewith.

I hereby direct all departments of the Government to co-operate with the Secretary of State in the execution of his duties under this proclamation and the rules and regulations promulgated in pursuance hereof. They shall upon his request make available to him for that purpose the services of their respective officials and agents. The Secretary of the Treasury, the Secretary of War, the Attorney General, the Secretary of the Navy, the Secretary of Commerce, and the Secretary of Labor shall, at the request of the Secretary of State, each appoint a representative to render to the Secretary of State, or his representative, such assistance and advice as he may desire respecting the administration of this proclamation and of the rules and regulations aforesaid.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this 8th day of August, in the year of our Lord one thousand nine hundred and eighteen, and of the independence of the United States the one hundred and forty-third.

WOODROW WILSON.

By the President:

ROBERT LANSING,
Secretary of State.

PROCLAMATION.

Terms of the Shipping Act as Amended by Act of July 15, 1918, Declared to Be in Force.

By the President of the United States of America—A Proclamation:

WHEREAS, an Act of Congress, entitled "Shipping Act, 1916," approved September 7, 1916, as amended by an Act of Congress entitled "An Act To amend the Act approved September seventh, nineteen hundred and sixteen, entitled, 'An Act to establish a United States Shipping Board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its Territories and possessions and with foreign countries; to regulate carriers by water in the foreign and interstate commerce of the United States; and for other purposes,' approved July 15, 1918, contains the following provisions:

"Sec. 37. That when the United States is at war or during any national emergency, the existence of which is declared by proclamation of the President, it shall be unlawful, without first obtaining the approval of the board:

"(a) To transfer or to place under any foreign registry or flag any vessel owned in whole or in part by any person a citizen of the United States or by a corporation organized under the laws of the United States, or of any State, Territory, District, or possession thereof; or

"(b) To sell, mortgage, lease, charter, deliver, or in any manner transfer, or agree to sell, mortgage, lease, charter, deliver, or in any manner transfer, to any person not a citizen of the United States, (1) any such vessel or any interest therein, or (2) any vessel documented under the laws of the United States, or any interest therein, or (3) any shipyard, dry dock, ship-building or ship-repairing plant or facilities, or any interest therein; or

"(c) To enter into any contract, agreement, or understanding to construct a vessel within the United States for or to be delivered to any person not a citizen of the United States, without expressly stipulating that such construction shall not begin until after the war or emergency proclaimed by the President has ended; or

* Will be published in THE PANAMA CANAL RECORD, September 18.

"(d) To make any agreement or effect any understanding whereby there is vested in or for the benefit of any person not a citizen of the United States, the controlling interest or a majority of the voting power in a corporation which is organized under the laws of the United States, or of any State, Territory, District, or possession thereof, and which owns any vessel, shipyard, dry dock, or shipbuilding or ship-repairing plant or facilities; or

"(e) To cause or procure any vessel constructed in whole or in part within the United States, which has never cleared for any foreign port, to depart from a port of the United States before it has been documented under the laws of the United States."

AND WHEREAS the destruction of maritime tonnage during the present war has rendered it imperative that the American merchant marine be retained under American control, and free from alien influence,

NOW, THEREFORE, I, WOODROW WILSON, President of the United States, acting under authority conferred in me by said Act, do hereby proclaim that a state of war and a national emergency within the meaning of said Act do now exist, and I do hereby enjoin all persons from doing any of the things in said Act declared to be unlawful.

For the purposes of said Act of Congress, the national emergency herein proclaimed shall be deemed to continue until its termination has been evidenced by a Proclamation of the President.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia this 7th day of August, in the year of our Lord one thousand nine hundred and eighteen and of the Independence of the [SEAL] United States of America the one hundred and forty-third.

WOODROW WILSON

By the President:

FRANK L. POLK,

Acting Secretary of State.

[No. 1471.]

Save Gasoline.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 6, 1918.

To all employees of The Panama Canal and Panama Railroad Company—In order to meet the demand for gasoline created by the extensive military movements in France, and conserve the supply available for war purposes, the United States Fuel Administration has requested the public to cease the use of motorcycles, motor boats, and automobiles for pleasure purposes on Sundays until further notice.

Employees of The Panama Canal and Panama Railroad Company are requested to comply with the above, and reduce to the minimum the consumption of gasoline for pleasure purposes wherever possible. A cheerful compliance with this regulation is not only a patriotic duty, but will avoid the issuance of a mandatory order in the future.

CHESTER HARDING,

Governor, The Panama Canal.

President, Panama Railroad Company.

Employees Visiting United States.

The attention of employees visiting the United States is called to the fact that under the Selective Service regulations, all males within the registration ages who have not registered by reason of absence without the territorial limits of the United States, must register with their local board within 5 days after reaching the first United States port. If desired, employees may register with the American consular officers in Panama or Colon. If they do, they then become subject to all the rules and regulations in the Selective Service regulations.

Persons residing on the Isthmus who are called for military service may be given a physical examination here by securing a certificate of residence abroad from the American consular officers in Panama or Colon, who will forward same to the local board and designate two Panama Canal physicians who, after approval by the local board, will make the required physical examination.

Persons who are allowed 5 days after reaching the United States to register are not permitted to enlist prior to registering. Whether or not they may enlist after registering depends upon their classification and the rules governing enlistment in the Army and Navy at the time they desire to enlist. At the present time all enlistments in the Army have been suspended; and no person in the draft ages can be enlisted without securing special permission from the Adjutant General, Washington, D. C.

Under the new law, males who have attained their 18th but not their 46th birthday will be required to register in the United States on September 12, and it is probable that the same regulations cited above will apply to those who come within the age limits on the Isthmus.

Teachers Examinations, Colored Schools.

THE PANAMA CANAL, DIVISION OF SCHOOLS,
BALBOA HEIGHTS, C. Z., September 9, 1918.

An examination for colored teachers who may wish to be considered for employment, will be held in the board room, Administration Building, Balboa Heights, on Friday and Saturday, September 20 and 21.

The examination will cover arithmetic, spelling, grammar, and composition, United States history, hygiene, geography, penmanship, and reading (oral and written). All writing materials will be furnished for the examination.

The time of the morning sessions will be from 8 to 12 o'clock and the afternoon sessions from 1 until 4.

Those who wish to take this examination should submit their credentials to the office of the Superintendent of Schools, Balboa Heights, C. Z.

A. R. LANG,
Superintendent of Schools.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

- Inspector of mechanical or electrical equipment (male); \$2,700 a year; No. 331-amended.†
- Inspector of structural steel (male); \$2,400 a year; No. 231-amended.†
- Photographer, grade I (male); \$1,200 to \$2,000 a year; grade II (male and female); \$720 to \$1,200 a year; No. 511; September 24, 1918.*
- Electrician (male); \$840 to \$1,200 a year; No. 231-amended.†
- Elevator conductor (male); \$720 to \$900 a year; No. 231-amended.†
- General mechanic (male); \$720 to \$900 a year; No. 231-amended.†
- Steam engineer (male); first and second class, \$1,000 to \$1,200 a year; third class, \$600 to \$1,000 a year; No. 231-amended.†
- Tabulating mechanician (male); \$1,200 to \$1,400 a year; No. 512; November 6, 1918.*
- Assistant clinical psychiatrist and psychotherapist (male); \$1,200 a year; No. 523; September 24, 1918.*
- Assistant superintendent of seed warehouse (male); \$1,200 a year; No. 513; September 24, 1918.*

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time, until further notice.

Reduced Rates to Colombian Ports.

The Terminal Shipping Agency, agent for The Colombian Maritime Company, Ltd., advise that it will accord to all Panama Canal and Panama Railroad Company employees, upon presentation of request for reduced rate from the Executive Office, a discount of 33½ per cent from established tariff rates to the Colombian ports of Buenaventura and Tumaco, at present the principal ports of call. Information relative to sailings may be had upon application.

More Magazines Needed for Soldiers.

The following information received from the Third Assistant Postmaster General is quoted for your information and guidance:

"Although there has been a gratifying and patriotic response on the part of the public to the opportunity accorded it to supply our soldiers and sailors with suitable and interesting reading matter under the arrangement provided for by Departmental Order No. 1277, whereby unwrapped, unaddressed copies of magazines bearing the notice to reader prescribed in that order are accepted for mailing at the postage rate of 1 cent each and placed in the hands of soldiers and sailors, reports received by this office indicate that additional magazines could be used to advantage at the various camps throughout the country. The reports indicate that the magazines are heartily appreciated and serve to promote the welfare and contentment of the soldiers and sailors.

"It is believed that if postmasters will bring this matter to the attention of their patrons the latter will gladly respond and so increase the number of magazines mailed under the arrangement referred to that the need for reading matter of this kind may be fully met. It should be borne in mind that the magazines should be of current or comparatively recent issues and devoted to literature or contain articles of general interest. Old magazines and those of local or restricted interest are of no value and are not desired."

Please give the foregoing all the publicity possible.

C. H. CALHOUN,
Director of Posts.

BALBOA HEIGHTS, C. Z.,
September 3, 1918.

High School Entrance Examinations.

High school entrance examinations will be held at the Balboa and Cristobal high schools on Wednesday and Thursday, September 25 and 26, at 9.15 a. m. All those wishing to take the examinations should advise the Superintendent of Schools on or before September 16. This examination will also offer an opportunity for any eighth grade pupils of the Canal Zone schools who are conditioned in any subject to remove that condition.

A. R. LANG,
Superintendent of Schools.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the recovery of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estates may be settled as soon as possible. All

claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Cheek No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Manuel Arrancibia...	136299	Chile.....	Panama.....	Dredging Division...	August 9, 1918.
Edwin Moore Hines...	33067	Jamaica.....	Panama.....	Building Division...	August 31, 1918.
William Innes.....	120703	Jamaica.....	Panama.....	Mun. Eng. Div.....	August 31, 1918.
Robert W. Small.....	34277	Trinidad.....	Colon.....	Mun. Eng. Div.....	August 25, 1918.
Gabriel Torval.....	85487	Guadeloupe.....	New Gatun.....	Panama Railroad.....	August 24, 1918.
Stanford Smith.....	72671	Jamaica.....	Panama.....	Building Div.....	August 15, 1918.
James Atwell.....	59684	Barbados.....	Ancon.....	Mun. Eng. Div.....	July 25, 1918.

Certificates for Employees Sick in Quarters.

At the suggestion of district physicians, the following extract from the rules governing the issuance of sick certificates to employees sick in quarters is republished:

A daily register is kept of all employees who are confined to their quarters because of illness and are, therefore, under the professional care of a physician of the Health Department.

The greatest care and accuracy are exercised in keeping this register of employees sick in quarters, and sick certificates will be issued only in accordance with the reading of the register, and in order that the names of sick employees may be entered on the register to cover full time of sickness they must be seen on each day of illness by a physician.

An employee visiting the dispensary, obtaining treatment, and then absenting himself from his duties without being specifically instructed to do so by the attending physician, will not be given a certificate covering loss of time.

An employee who becomes sick in quarters and is unable on account of his illness to report to the dispensary will notify a physician of his condition and if, in the opinion of the physician visiting him, he is too ill to perform his duties, his name will be entered in the sick register as "sick in quarters" from the hour of notification by him to the attending physician. The sick certificate will, therefore, cover the time of illness from the hour of receipt of notification by the attending physician, to the time of discharge for return to duty, or transfer to hospital.

France Field.

The War Department, under date of July 15, 1918, named the new Army Aviation Field at Coco Walk, Canal Zone, "France Field" in honor of the late First Lieut. Howard J. France, who lost his life near that place in attempting to escape from a burning hydroplane on April 24, 1918.

Official Circulars.

Act of Congress—Entrance or Departure of Persons during Hostilities.

THE PANAMA CANAL.

EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 15, 1918.

CIRCULAR NO. 600-49:

The Act of Congress quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT To prevent in time of war departure from or entry into the United States contrary to the public safety.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when the United States is at war, if the President shall find that the public safety requires that restrictions and prohibitions in addition to those provided otherwise than by this Act be imposed upon the departure of persons from and their entry into the United States, and shall make public proclamation thereof, it shall, until otherwise ordered by the President or Congress, be unlawful—

(a) For any alien to depart from or enter or attempt to depart from or enter the United States except under such reasonable rules, regulations, and orders, and subject to such limitations and exceptions as the President shall prescribe;

(b) For any person to transport or attempt to transport from or into the United States another person with knowledge or reasonable cause to believe that the departure or entry of such other person is forbidden by this Act;

(c) For any person knowingly to make any false statement in an application for permission to depart, or enter the United States with intent to induce or secure the granting of such permission either for himself or for another;

(d) For any person knowingly to furnish or attempt to furnish or assist in furnishing to another a permit or evidence of permission to depart or enter not issued and designed for such other person's use;

(e) For any person knowingly to use or attempt to use any permit or evidence of permission to depart or enter not issued and designed for his use;

(f) For any person to forge, counterfeit, mutilate, or alter, or cause or procure to be forged, counterfeited, mutilated, or altered, any permit or evidence of permission to depart from or enter the United States;

(g) For any person knowingly to use or attempt to use or furnish to another for use any false, forged, counterfeited, mutilated, or altered permit or evidence of permission, or any permit or evidence of permission which, though originally valid, has become or been made void or invalid.

Sec. 2. That after such proclamation as is provided for by the preceding section has been made and published and while said proclamation is in force, it shall, except as otherwise provided by the President, and subject to such limitations and exceptions as the President may authorize and prescribe, be unlawful for any citizen of the United States to depart from or enter or attempt to depart from or enter the United States unless he bears a valid passport.

Sec. 3. That any person who shall willfully violate any of the provisions of this Act, or of any order or proclamation of the President promulgated, or of any permit, rule, or regulation issued thereunder, shall, upon conviction, be fined not more than \$10,000, or, if a natural person, imprisoned for not more than twenty years, or both; and the officer, director, or agent of any corporation who knowingly participates in such violation shall be punished by like fine or imprisonment, or both; and any vehicle or any vessel, together with its or her appurtenances, equipment, tackle, apparel, and furniture, concerned in any such violation, shall be forfeited to the United States.

Sec. 4. That the term "United States" as used in this Act includes the Canal Zone and all territory and waters, continental or insular, subject to the jurisdiction of the United States.

The word "person" as used herein shall be deemed to mean any individual, partnership, association, company, or other unincorporated body of individuals, or corporation, or body politic.

Approved, May 22, 1918.

Acting Auditor.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 3, 1918.

Memorandum to all concerned—Effective at once and during the absence of Mr. H. A. A. Smith, Auditor, The Panama Canal, on sick leave, Mr. J. H. Helmer will act as Auditor of The Panama Canal.

CHESTER HARDING,
Governor.

Rates of Pay—Building Trades.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 29, 1918.

CIRCULAR No. 669-22:

RATES OF PAY, GOLD ROLL.

The following rates of pay are established for the building trades, effective July 1, 1918, superseding rates heretofore published for these ratings. Rates not covered in this circular are not affected.

Carpenter, house (*per hour*), 85, 80, 75, 70, 65 cents.

Painter (*per hour*), 80, 75, 70, 65 cents.

Plasters, bricklayer, tilesetter (*per hour*), \$1, 95, 90, 85, 80 cents.

Plumber (*per hour*), 96, 91, 86, 81, 76 cents.

CHESTER HARDING,
Governor.

Wire Chief.

THE PANAMA CANAL,
ELECTRICAL DIVISION,

BALBOA HEIGHTS, C. Z., September 4, 1918.

To all concerned—Effective September 3, 1918, J. H. Briggs will assume the duties of wire chief vice H. J. Lynde, resigned. The above for the information of all concerned.

C. W. BLEAKLEY,
Supervisor of Telephones.

Approved:
W. L. HERSH,
Electrical Engineer.

Sugar.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., September 4, 1918.

BULLETIN No. 906-1:

To all concerned—Each commissary manager should make sales of white granulated sugar only to employees residing in the district which he serves.

Customers entitled to commissary privileges residing in Panama must make their purchases from Ancon commissary.

No sales to post exchanges.

No sales to Army organizations.

Sales to clubhouses not to exceed 2 pounds to every 90 services of coffee.

Sales to tugs and dredges to be on a basis of 2 pounds to each gold employee subsisted thereon.

Servants are not, of course, to be considered as part of a family, when computing ration allowance.

ROY R. WATSON,
Acting General Manager.

Approved:

R. K. MORRIS,
Chief Quartermaster.

Sugar.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., August 31, 1918.

BULLETIN No. 906 (Corrected):

To all concerned—Effective September 1, sales of States granulated sugar, powdered, and loaf sugar will be limited to a total of 2 pounds per month for each gold employee and member of his family.

Commissary managers will keep a card record of orders received for sugar, showing employee's name and house number, metal check number or authority to purchase and names and relationship of members of family residing with employee. The sample ration card distributed with original bulletin should be used.

This record should be kept in your retail grocery section and it should be referred to by your order room forces before sugar is put up for delivery.

Card record must show date of purchase quantity, and salesman's initials.

Each sale of States sugar is to be recorded and no sale made in excess of quantity allowed as shown on ration card.

Solicitors may get the necessary data from customers who do not come to the commissary to make their purchases.

Bachelors' messes should be recorded the same as are families with a 2-pound allowance for each member.

Where the allowance or quantity purchased is not a multiple of five, sugar should be resacked.

Allowance will not be considered cumulative; unpurchased balances can not be carried over to the following month.

For the present no limit will be placed on sales of yellow sugar.

There is every indication that a whole-hearted support will be given to this plan to conserve States sugar. It is directed, however, that immediate report be made to this office of any attempt to defeat these requirements of the Food Administration.

It is also desired that all allowance claims be checked up from the District Quartermaster's office records as soon after October 1, if possible, advising this office of any discrepancies.

Commissary managers will arrange to check their cards against those of nearby commissaries and Army post commissaries to prevent purchasers from receiving allotments from more than one store.

ROY R. WATSON,
Acting General Manager.

Approved:

R. K. MORRIS,
Chief Quartermaster.

Smallpox.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., September 6, 1918.

CIRCULAR No. 150:

Heads of departments—In order to prevent the possibility of the introduction of smallpox on the Canal Zone, it is requested that department heads notify each of their employees that it is essential that they and each member of their family and their servants be vaccinated, and that they should arrange to consult their district physician at once so that the entire population of the Isthmus may be made immune against smallpox.

Attention is called to the fact that vaccination prevents the spread of smallpox.

ROBERT L. LOUGHRAN,
Acting Chief Health Officer.

Commissary Sales Preference after 4 p. m.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., September 10, 1918.

BULLETIN No. 907:

Effective Saturday, September 14, please direct your salesmen to give preference in service, after 4 p. m., to men and women who are actually employed by The Panama Canal or Panama Railroad. Nonemployed women and children who may come after the hour mentioned should be informed that they will oblige you by waiting until those who have come from work and have had no previous opportunity to make their purchases, can be accommodated. Women employees may make themselves known by their identification cards. This rule should be enforced without favor.

Notice will be published in this issue of THE PANAMA CANAL RECORD and you will also post signs to this effect.

ROY R. WATSON,
Acting General Manager.

Additions to Commissary Stock.

Plates, baby, Hold Fast, ea.....	\$0.45
Caps, bathing, assorted colors, ea.....	.48
Hose, silk, holeproof, men's, green, pr.....	.67
Hose, silk, holeproof, men's, brown pr.....	.67
Hose, silk, holeproof, men's, navy, pr.....	.67
Books, blank, ea.....	.48
Books, blank, ea.....	.50
Books, blank, ea.....	.85
Buttons, pearl, ea.....	.02
Canvas, No. 8, 60", yd.....	1.30
Cream, cold, face, Mavis, jar.....	.45
Dress goods:	
Voile, Columbus, 36", yd.....	.45
Voile, Toledo, 36", yd.....	.45
Voile, Aberdeen, 36", yd.....	.45
Elastic, 1", yd.....	.05
Fillers, extra for books, S. N. 14805, ea.....	.08
Fillers, extra, for books, S. N. 14806, ea.....	.08
Fillers, extra, for books, S. N. 14807, ea.....	.10
Hats, straw, men's, ea.....	2.60
Hats, straw, men's, ea.....	3.25
Hooks and eyes, doz.....	.03
Laces, all-over, yd.....	.76

Laces, all-over, yd.....	\$0.69
Laces, filet, yd.....	.22
Laces, filet, yd.....	.31
Laces, filet, yd.....	.07
Laces, silk and cotton, yd.....	.17
Laces, silk, yd.....	.15
Laces, silk, yd.....	.10
Laces, silk, yd.....	.10
Linen, bleached, pillow case, 45", yd.....	1.15
Powder, face, Mavis, box.....	.45
Powder, face, Mavis, box.....	.23
Ribbon, silk, No. 5, yd.....	.10
Ribbon, silk, No. 12, yd.....	.21
Ribbon, silk, No. 3, yd.....	.09
Ribbon, silk, No. 250, yd.....	.47
Ribbon, silk, No. 250, yd.....	.50
Ribbon, silk, No. 300, yd.....	.81
Ribbon, silk, No. 300, yd.....	.59
Ribbon, silk, No. 300, yd.....	.47
Ribbon, silk, No. 200, yd.....	.44
Ribbon, silk, No. 250, yd.....	.50
Ribbon, taffeta, width No. 100, yd.....	.33
Sheeting, linen, 72", yd.....	1.90
Suitings, duck, white linen, yd.....	1.20
Thimbles, silver plated, ea.....	.02
Automobile and motorcycle accessories:	
Tires, auto., 30" x 3 1/2", ea.....	18.25
Tires, motorcycle, 26" x 2 1/2", ea.....	10.80
Tubes, inner, 30" x 3 1/2", ea.....	2.55
Tubes, motorcycle, 28" x 3", ea.....	2.65
Tubes, motorcycle, 26" x 2 1/2", ea.....	2.00
Pans, drip, aluminum, ea.....	1.85
Pans, biscuit, aluminum, ea.....	.72
Pans, jelly cake, ea.....	.92
Platters, oval, Minton, No. 4807, 18", ea.....	7.30
Dishes, vegetable, Minton, No. 1935, 10", ea.....	14.20
Strainers, soup, aluminum, ea.....	.64
Tires, bicycle, 26" x 1 1/2", ea.....	2.45
Women's Oxfords, white canvas, military heel, pr.....	2.30

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake and Miraflores Lake, in feet above mean sealevel, during the two weeks ending at midnight of Saturday, September 7, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gatun	Miraflores	
Sun., Aug. 25.....	128.90	94.18	85.20	85.17	53.97
Mon., Aug. 26.....	133.80	97.60	85.30	85.22	53.90
Tues., Aug. 27.....	128.65	93.55	85.20	85.19	53.89
Wed., Aug. 28.....	129.30	94.39	85.28	85.28	53.90
Thurs., Aug. 29.....	128.80	94.02	85.20	85.17	53.88
Fri., Aug. 30.....	128.15	93.27	85.06	85.06	53.87
Sat., Aug. 31.....	135.10	98.55	85.18	85.10	54.10
Sun., Sept. 1.....	133.05	97.05	85.33	85.25	54.20
Mon., Sept. 2.....	134.00	97.95	85.31	85.25	54.25
Tues., Sept. 3.....	131.25	96.62	85.37	85.29	54.16
Wed., Sept. 4.....	129.69	94.94	85.26	85.26	54.30
Thurs., Sept. 5.....	132.50	95.65	85.31	85.21	54.13
Fri., Sept. 6.....	132.20	96.50	85.33	85.24	54.40
Sat., Sept. 7.....	132.99	97.00	85.25	85.26	54.05
Height of low water to nearest foot.	126.0	91.0			

Announcement.

The Fourth Liberty Loan campaign will commence Saturday, September 28, and close Saturday, October 19.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

COMMISSARY NOTES.

Early Shopping.

Several times previously, commissary customers not actually on the pay rolls of The Panama Canal or Panama Railroad Company, have been requested through these columns to make their purchases in so far as possible before 4 p. m., in order that employed men and women returning from work should not be inconvenienced by having to wait while persons who have had ample opportunity during the course of the day to buy are being served. The number of sales to nonemployed women and children, after the hour mentioned, however, is increasing rather than diminishing and has in fact grown to such an extent as to make necessary the enforcement of a rule whereby employees shall be given preference of service after 4 p. m. Beginning Saturday, September 14, this ruling will be put into effect. Nonemployed patrons, who arrive after that hour, will oblige by waiting until employees have received attention. Women employees may make themselves known by presenting their identification cards.

Sauerkraut.

Another shipment of sauerkraut, manufactured in the industrial laboratory, will be distributed to the line stores the first of next week.

Prunes.

In 1917 the United States Army used 30,000,000 pounds of prunes for it has been proven that the prune has food value, fruit value, tonic value, and value as a confection and has the approval of the food experts.

Roses.

Favorable comment has been heard from customers and good sales have been enjoyed recently on roses from Corozal farms. They come in a number of attractive varieties and are sold for 75 cents a dozen.

Mustard Pickles, 15 Cents.

The quantity of mustard pickles bottled by the industrial laboratory the past season is in excess of the ordinary demand for this product. Accordingly, to stimulate sales the price has been reduced from 20 cents to 15 cents the jar.

Women's High Shoes.

At a recent meeting, in Washington, of prominent shoe manufacturers with the War Industries Board, it was practically conceded that the extra high ladies' boot must go. Beginning October 12, when the manufacture of spring styles is begun, it is understood that the maximum height of women's shoes will be 8 inches.

Silk and Percale Shirts.

Confirmation of a recent item in these columns relative to an advance in the price of shirts in the United States markets is furnished by a statement in a prominent Canadian dry goods journal to the effect that anticipated spring prices on silk and percales will be 100 per cent higher than those now in effect.

Fruits and Vegetables.

The volume of fruits and vegetables being moved from Costa Rica, now that the crops are coming in, is so great that the Commissary Division is unable to transport all by the boat regularly chartered for that purpose and it has become necessary to send cargo also by a schooner formerly used for this purpose.

Collars.

Collar prices have again advanced. The Troy manufacturers have notified the trade of another increase both on starched and soft collars, it being stated that the price of raw materials and present labor situation makes this step compulsory. Under the new arrangement collars will be retailed in the United States for just twice their cost to the consumer prior to August 1, 1914. The commissaries, however, will make no readjustment of prices as their stocks have been liberally protected against a general advance of this nature.

"Work Clothes."

A recent issue of a trade publication, in the United States, asserts that "work clothes" are next in importance to "fighting clothes," and that a demand for this class of garments far greater than any hitherto anticipated has taxed the capacity of the manufacturers to the utmost.

In this field as well as every other the shortage of material is keenly felt and prices in some instances have more than doubled. The Commissary Division through fortunate purchases, made before the outbreak of war and in anticipation of the present shortage, is well supplied on work clothes of every kind, prices being considerably lower than those now obtaining in the United States.

Tripe.

One of the popular products of the Panama Canal abattoir is tripe, both plain and honeycomb. Tripe, as not everyone knows, is the fatty lining of the stomach of several food animals prepared by thorough cleansing and boiling. It is easily digested and of agreeable flavor. That turned out by the abattoir is exclusively beef tripe. Although it is generally considered that the "honeycomb" product is the best, this is largely a matter of individual opinion. The price of honeycomb, however, is 10 cents per pound while that of plain tripe is but 5 cents per pound. Its nutritious qualities, together with agreeable flavor and reasonable price, have combined to make it one of the most popular products of the Commissary Division. It is believed also that sales would be even larger were more people to sample it for it is true that a good many persons do not buy it and will not eat it because of an unreasonable prejudice against its appearance and origin.

War Books.

Despite the fact that critics fail to find literary merit in it, "Over the Top" continues to enjoy an almost undiminished measure of popularity. Believing that because of its widespread distribution and publication in newspapers in serial form, the local demand would not be particularly heavy, the Commissary Division requisitioned only a small number, but retail store managers report that customers continue to inquire for it, and it is a fact that on the lists kept in commissaries of titles out of stock or not carried, called for by patrons, "Over the Top" appears oftenest with the single exception of "My Four Years in Germany." Many who have read "Over the Top" and do not possess it will wish to have this book for their own because of its permanent value in any library treating of the great war. It will be put on sale Saturday, September 14, at the low price of 60 cents.

"My Four Years in Germany" will be sold at the same time for 65 cents. Neither of these books formerly could be purchased for less than \$1.50; in fact, for Ambassador Gerard's books, when first published, \$2 and more was asked locally. Only 200 of each title have been received, as it was not known when the order was placed that they could be bought in editions to sell at popular prices.

MEATLESS RECIPES.

Baked Bean Croquettes with Horseradish Sauce.

2 cups cold baked beans	1 teaspoon salt
1 teaspoon finely chopped onion	$\frac{1}{2}$ teaspoon pepper
2 tablespoons tomato catsup or Chili sauce	1 egg
	$1\frac{1}{2}$ cups fine crumbs.

Mash the beans, add onion, catsup or Chili sauce, salt and pepper. Mix thoroughly and if beans are very dry, moisten with a little vinegar. Beat egg with 2 tablespoons of cold water. Shape the mixture into croquettes, roll first in crumbs, then in egg and again in crumbs. Fry in deep fat and drain on heavy paper. Serve with horseradish sauce.

Horseradish Sauce.

3 tablespoons flour	$1\frac{1}{2}$ cups water
1 teaspoon salt	$\frac{1}{4}$ cup grated horseradish.
$\frac{1}{4}$ cup weak vinegar	

Mix flour, salt and vinegar to a smooth consistency. Heat the water and slowly add the flour mixture, stirring constantly until it reaches the boiling point. Add horseradish and serve.

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

THE PANAMA CANAL RECORD



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Volume XII. Balboa Heights, C. Z., September 18, 1918. No. 5.

EXECUTIVE ORDER.

Entrance or Departure of Persons During Hostilities.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 4, 1918.

CIRCULAR NO. 601-80:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

Rules and Regulations Governing the Issuance of Permits to Enter and Leave the United States.

Supplemental to the Presidential Proclamation of August 8, 1918, and by virtue of the authority set forth therein, I hereby prescribe the following rules and regulations governing departure from and entry into the United States.

SECTION 1. The present system of controlling entry into and departure from the United States by alien enemies and other persons, as administered by the Department of State, the Department of the Treasury, the Department of Justice, the Department of Commerce, and the Department of Labor, is hereby confirmed and established by virtue of the authority vested in me as aforesaid and shall continue in full force and effect in the continental United States as defined herein until 6 o'clock in the forenoon of September 15, 1918, and in the outlying possessions of the United States until such time or times as the Secretary of State shall designate; when the following rules and regulations shall become operative and shall supersede all rules, regulations, and orders of the present system inconsistent with them; but the Secretary of State may direct at any time subsequent to the date thereof that seamen be kept on their vessels. (See sec. 10 (c), infra.) The Secretary of State is hereby authorized, in his discretion, to prescribe exceptions to these rules and regulations governing the entry into and departure from the United States of citizens and subjects of the nations associated with the United States in the prosecution of the war.

TITLE I.—Definitions.

SEC. 2. The term "United States" as defined in the Act of May 22, 1918, and as used herein includes the Canal Zone and all territory and waters, continental and insular, subject to the jurisdiction of the United States.

SEC. 3. The term "continental United States" as used herein includes the territory of the several States of the United States and Alaska.

SEC. 4. The term "departure from the United States" as used herein includes, in addition to any entry whatever upon foreign territory or waters, any trip or journey on or over (1) the Great Lakes or their connecting waters, (2) any rivers or other waters coinciding with or covering the boundary of the United States, or (3) tidal waters beyond the shore line of the United States, said shore line being hereby defined as the line of seacoast and the shores of all waters of the United States and its territorial possessions connected with the high seas and navigable by ocean-going vessels provided, however, That no trip or journey upon a public ferry having both termini in the United States and not touching foreign territory or waters shall be deemed a departure from the United States.

SEC. 5. The term "passport" as used herein includes any document in the nature of a passport issued by the United States or by a foreign Government, which shows the identity and nationality of the individual for whose use it was issued and bears his signed and certified photograph.

SEC. 6. The granting of a "permit" or "permission" to leave or enter the United States, as the terms are used herein, shall be construed to include the granting of a license under section 3 (b) of the "Trading-with-the-Enemy Act" whenever such li-

cense is essential to the lawful transportation of the person to whom the permit is granted. Wherever it is provided explicitly or by implication that any person may depart from or enter the United States without a permit or permission under these regulations, such provision of itself shall be construed as a license under said section 3 (b) authorizing the transportation of such persons within the limits covered by the provision.

SEC. 7. The term "seaman" as used herein includes, in addition to the persons ordinarily described thereby, sea-going fishermen and all owners, masters, officers, and members of crews and other persons employed on vessels which for purposes of business or pleasure cruise on tidal waters beyond the shore line or on the Great Lakes.

SEC. 8. The term "hostile aliens" includes (a) all persons who are alien enemies as now or hereafter defined by statute, or by proclamation of the President; and (b) all subjects or citizens of enemy or ally of enemy nations.

TITLE 2.—Limitations upon and Exceptions to the Application of the Act of May 22, 1918.

SEC. 9. The following general limitations upon and exceptions to the application of the Act of May 22, 1918, are authorized and prescribed:

(a) No passports or permits to depart from or enter the United States shall be required of persons *other than hostile aliens* traveling between ports of the continental United States on vessels making no intermediate calls at foreign or non-continental ports. Hostile aliens must obtain permits for all departures from, and entries, into the United States.

(b) No passports or permits to depart from or enter the United States shall be required of persons other than hostile aliens traveling between points in the continental United States and points in Canada or Bermuda, or passing through Canada on a trip between two points in the continental United States, except as provided and required by Title 3 of these regulations. This exception is not applicable to persons going from the continental United States via Canada to other places outside of the continental United States. Persons other than hostile aliens starting from Newfoundland for the United States shall not be required to obtain visas or verifications from the American consul in Newfoundland. (As to hostile aliens, see 9 (a). supra.)

(c) No passports or permits to depart from or enter the United States shall be required of persons in or attached to the military or naval forces of the United States or of any nation associated with the United States in the prosecution of the war, provided, that such persons when in or attached to the military or naval forces of a nation so associated with the United States shall be identified and vouched for to the Secretary of State by a duly authorized representative of such nation, and provided further, that when persons in or attached to such military or naval forces travel separately or otherwise than in regular commands they shall bear certificates issued by the War or Navy Department of the United States or by a duly authorized representative of an associated nation, adequately establishing the identity of the bearers and their connection with the military or naval forces aforesaid. Nothing herein shall be construed to prevent a citizen of the United States, if a member of or attached to the military or naval forces of any country, from entering or leaving the United States provided he bears a valid passport in lieu of the certificate of identification above described. All such departures shall, however, be subject to the requirements of Title 3 of these regulations. The limitations and exceptions aforesaid are subject to the provisions of section 38 hereof."

* * * * *

SEC. 10. * * * (c) Aliens who are seamen on vessels arriving at ports of the United States and who desire to land in the country shall apply to an immigrant inspector. They shall submit to such immigrant inspector satisfactory evidence of their nationality and furnish such photographs and execute such forms and applications as the immigrant inspector shall require. The immigrant inspector may thereupon issue identity cards authorizing such seamen to land in the United States, unless the Secretary of State directs that they be kept on their vessels.

(d) Alien seamen desiring to sail from the United States shall submit satisfactory evidence of nationality to the United States customs inspectors stationed at the port of departure. If such applicants have landed in the United States since the date on which these regulations became effective at their port of arrival they shall further submit the identity cards issued by the immigrant inspector permitting them to land in the country. Said identity cards shall be stamped by the customs officials, if permission is given the applicants to depart, and such cards so stamped shall be the evidence of such permission. In case an applicant for permission to sail under this paragraph has not entered the United States since these regulations became effective, he shall apply to a collector of customs for an identity card and permission to sail.

In making such application he shall submit satisfactory evidence of his nationality and furnish such photographs and execute such forms and applications as the collector of customs shall require.

(e) Identity cards issued to alien seamen as provided by the foregoing paragraphs (c) and (d) shall be retained by the seamen to whom they are issued and used by the holders from time to time as they land in and sail from the United States. An alien seaman bearing such cards shall have the same validated for landing or sailing by the immigration or customs authorities, respectively, on each occasion when he applies for permission to land at or sail from a United States port.

(f) Aliens passing through the United States en route between two foreign points and not remaining in the United States more than 30 days shall make application for permission to depart through the immigration official acting as control officer at the point where they enter the United States. Such permission, if granted, will be given by the official acting as control officer at the designated point of departure. Nothing herein shall be construed as requiring a permit for departure from a transient alien in case such permit would not have been necessary if the journey to his final destination had commenced in the United States. A transient will be required to depart from the United States at the earliest date practicable. He shall submit to the immigrant inspector his itinerary to the port of departure, which shall be by the most direct route reasonably available, and upon obtaining approval of the same he shall proceed immediately to the port of departure. Upon arrival at said port he shall report forthwith to the customs officers. For all deviations and delays special permission must be obtained from the Secretary of State.

(g) No permits to depart from or enter the United States shall be required of officials or representatives of foreign countries duly accredited to the United States or a friendly country provided that such persons bear valid passports and provided further that the Department of State is notified in advance of their intended entry or departure and consents thereto. Such officials, however, when desiring to enter the United States shall have their passports visaed by a diplomatic or consular officer of the United States in the country from which they come and in the country from which they embark for or enter the United States; and such officials desiring to depart from the United States shall have their passports visaed by the Department of State."

Nothing in the foregoing paragraphs (a) to (g), inclusive, shall be construed to prevent the entry or departure of an alien at the Mexican or Canadian border, of an alien seaman at a United States port, or of a transient alien at any point, provided he bears a valid permit for such entry or departure issued in accordance with Title 6 or Title 7 hereof.

SEC. 11. The following limitations upon and exceptions to the application of section 2 of the Act of May 22, 1918, are authorized and prescribed:

(a) Citizens of the United States traveling between United States ports not within the continental United States, or between such ports and ports within the continental United States, on vessels making no intermediate calls at foreign ports other than those of Canada or Bermuda, shall not be required to bear passports provided that they have received from the immigrant inspector at the port of departure United States citizens' identity cards. Applicants for such cards shall supply such photographs and execute such forms and applications as the immigrant inspectors require. When applications for such cards are made in dependencies of the United States where no immigrant inspectors are stationed they shall be made to the governors of such dependencies or their representatives duly appointed for the purpose: *provided*, that employees of The Panama Canal and the Panama Railroad Company, and members of their families, civilian employees of the United States and members of their families, and the families of members of the Army and Navy, traveling between the continental United States and the Panama Canal Zone, may carry identity certificates issued by The Panama Canal in lieu of passports or identity cards issued by immigration officials.

* * * * *

(c) Citizens of the United States who are seamen upon vessels entering or leaving ports of the United States shall not be required to bear passports provided that they bear seamen's certificates of American citizenship issued by collectors of the ports of the United States as provided for in section 4588 of the Revised Statutes. Citizens applying for such certificates shall supply such photographs and execute such forms and applications as the collectors shall require. No identity card other than a passport or a seamen's certificate shall be issued to a seaman who is a citizen of the United States.

Nothing in the foregoing paragraphs (a), (b), and (c) shall be construed to prevent the use of a valid passport by any seaman or other citizen referred to in said paragraphs in lieu of a seamen's certificate or identity card as described therein.

TITLE 3.—General regulations—Persons liable to military service.

SEC. 12. No person registered or enrolled or subject to registry or enrollment for military service in the United States shall depart from the United States without the previous consent of the Secretary of War or such person or persons as he may appoint to give such consent. The Secretary of State shall issue no passport or permit entitling such person to depart without securing satisfactory evidence of such consent. Reference should be had to Section 156, Selective Service Regulations, and amendments thereto.

TITLE 4.—American citizens—Departure and entry.

ISSUE OF PASSPORTS.

SEC. 13. The "Rules governing the granting and issuing of passports in the United States" as established on January 24, 1917, are continued in force without change.

VERIFICATION OF PASSPORTS IN FOREIGN COUNTRIES.

SEC. 14. Passports are not valid for return to the United States unless verified in the country from which the holder starts on his journey to the United States and further verified in the foreign country from which he embarks for or enters the United States. No fee shall be collected by diplomatic or consular officers of the United States for or in connection with such verification.

* * * * *

ALIENS' PERMITS TO DEPART AND ENTER.*

TITLE 5.—Permit Agents.

SEC. 15. The officials designated in the appendix hereto are hereby appointed Permit Agents for the purpose of receiving from aliens applications for permits to depart from the United States. No Permit Agents have been designated in Tutuila, Manua, Guam, or Wake Island, as it is believed that travel from these points will not necessitate such appointments. For the time being persons desiring to leave any of these insular possessions may do so without securing permission hereunder.

SEC. 16. Representatives of the Bureau of Immigration of the Department of Labor, stationed in Canada or on the Canadian border, and all diplomatic and consular officers of the United States in foreign countries are hereby appointed Permit Agents for the purpose of receiving from aliens applications for permits to enter the United States.

SEC. 17. The Secretary of State is authorized to designate and appoint additional Permit Agents from time to time as he may deem advisable, and to revoke their appointments or the appointments of any Permit Agent aforementioned. All Permit Agents hereby or hereafter appointed are hereby authorized to administer any oath or affirmation required in these rules and regulations or in any amendment hereof or addition hereto. All persons empowered to issue special permits referred to in sections 10 and 11 hereof are hereby authorized to administer to applicants any oaths or affirmations deemed necessary in connection with their applications.

TITLE 6.—Permits to Depart.

SEC. 18. Except in cases for which special regulations are hereinbefore provided, any alien desiring to depart from the United States shall apply for a permit to the Permit Agent located nearest to the last residence of the applicant. Any Permit Agent is authorized to receive an application to depart if it appears that the applicant would be caused unreasonable hardship or delay if required to apply to the Permit Agent nearest his last residence.

SEC. 19. Each applicant shall submit to the Permit Agent, for transmission to Washington if required, a passport issued for his use by the Government to which he owes allegiance or by a duly authorized diplomatic or consular officer thereof, or of the country representing in the United States the interests of his country. Such passports must have been issued, renewed or visaed by a duly authorized representative of said Government, or of the country representing its interests in the United States, within 10 days prior to the time of the application. Aliens who, by reason of doubtful nationality, lack of nationality, or any other cause, are unable to secure passports may be granted permission to depart in the discretion of the Secretary of State.

SEC. 20. If the application is made to a Permit Agent located east of the Mississippi River, the application shall be made at least 14 and not more than 28 days before the date set for departure. If the Permit Agent is located west of the Mississippi River,

* Titles 5, 6, and 7 not included in Panama Canal Circular No. 691-80.

* Panama Canal Zone.—Governor of the Panama Canal, and such agents and assistants as he shall designate.

the application shall be made at least 18 days and not more than 28 days before the date set for departure. In special cases additional time will be required for adequate investigation.

SEC. 21. Applications for permission to depart from the United States shall be made upon forms provided for the purpose by the Permit Agents and shall be executed by applicants according to the instructions printed thereon. Substantial copies of such forms and instructions are contained in the Appendix to these regulations.

SEC. 22. Applications shall be executed in triplicate. All copies shall be personally signed and sworn to by the applicant before the Permit Agent. The Permit Agent shall fill in the name of the applicant on the left-hand margin of the application, and also the blanks for applicant's description. The remainder of the application need not be filled out by or in the presence of the Permit Agent. If the applicant has conscientious scruples against taking an oath, he may make affirmation to the truth of his statements and answers in the application.

SEC. 23. Each application shall be accompanied by four unmounted photographs of the applicant, not smaller than 2" x 2" nor larger than 3" x 3" in size, on thin paper with a light background. If the applicant is able to write, he shall sign all four photographs across the front thereof so as not to obscure the features.

SEC. 24. A married woman accompanying her husband, or a child or children under 14 years of age accompanying either parent, may be included in the permit granted to the husband or parent and in such case will not be required to make a separate application. Photographs of persons so included in a husband's or parent's application must be furnished. Group photographs may be used in such cases.

SEC. 25. Every applicant shall furnish to the Permit Agent, in addition to any particulars required to be inserted in answer to the printed questions on the application blank, any information which may reasonably be required for the purpose of passing upon his application or for ascertaining the correctness of the particulars stated thereon or otherwise.

SEC. 26. Upon complying with these regulations, an applicant shall receive from the Permit Agent a card showing that the application for permission to depart has been filed. This card is not a permit to depart from the United States but is merely a receipt for the application, and for the passport if that has been retained.

SEC. 27. Within 7 days prior to the proposed date of departure from the United States, the applicant shall again appear before the Permit Agent who received his application. At this time, or as soon thereafter as his case is decided, he shall receive back his passport and, if permission to depart from the United States is granted, the Permit Agent shall affix applicant's photograph to the receipt card previously issued and shall note thereon the fact that such permission has been given. The card then becomes a provisional permit to depart from the United States and must be preserved carefully for presentation to the proper officials at the point of departure. Such provisional permit is subject to revocation at any time without notice.

SEC. 28. An applicant desiring to leave the place where he makes application for permission to depart before receiving notice of the final action may arrange with the Permit Agent at the time of application that the provisional permit to depart, if granted, shall be given through a Permit Agent at some other point. The application receipt card, in such case, shall contain a note to the effect that final action is to be taken by another designated Permit Agent. In such case, the applicant shall apply to the Permit Agent thus designated for notice of decision.

SEC. 29. A similar request for a change of Permit Agent may be made subsequently to the filing of the application. A request so made may be received by any Permit Agent but will not be granted without express authorization from the Secretary of State;

SEC. 30. Permits to depart from the United States will be granted to applicants by or under the authority of the Secretary of State when it shall appear that there is reasonable necessity for such departure, and when upon investigation, such departure is deemed to be not prejudicial to the interests of the United States.

TITLE 7.—Permits to Enter.

SEC. 31. Subject to the exceptions and limitations hereinbefore set forth no alien shall be allowed to enter the United States unless he bears a passport duly visaed in accordance with the terms of the Joint Order of the Department of State and the Department of Labor issued July 26, 1917. Said Joint Order and the amendments thereto and instructions issued thereunder are hereby confirmed and made part hereof by reference, so far as their provisions are not inconsistent with these rules and regulations or with the President's Proclamation of August 8, 1918. A copy of said Joint Order is inserted in the Appendix to these regulations.*

* Not published. Prescribed regulations for visa of passports and declarations by aliens before American consular officials.

SEC. 32. In accordance with the provisions of the Presidential Proclamation of August 8, 1918, a visa will be granted only when it shall appear that there is reasonable necessity for entering the United States and when upon investigation such entry is deemed to be not prejudicial to the interests of the United States.

SEC. 33. As a restriction additional to those provided by said Joint Order, hostile aliens shall not enter the United States from Canada unless they either secure visas in the manner prescribed by the Joint Order, or secure permits in the manner prescribed by Title 2, Section 10, paragraph (b), of these regulations.

SEC. 34. An alien's passport duly visaed together with a copy of the declaration required by said Joint Order shall constitute a permit to enter the United States within the meaning of the Act of May 22, 1918.

SEC. 35. Diplomatic and consular officers of the United States are authorized to collect the following fees:

For visaing each foreign passport (not including passports of officials)	\$1.00
For preparing visa declaration and administering oath	1.00
For certifying to a copy of a visa declaration previously taken	1.00

TITLE 8.—Control at point of entry and departure.

SEC. 36. The actual control of persons departing from the United States at all seaboard and lake ports shall be exercised by the representatives of the customs service of the Department of the Treasury, who shall act as control officers for this purpose. The actual control of persons departing from the United States by land and of all persons entering the United States shall be exercised by the representatives of the Bureau of Immigration of the Department of Labor, who shall act as control officers for this purpose. The Secretary of State may from time to time designate other persons to act as control officers at any place. In all cases where passports or/and permits to enter or depart are required under these regulations each traveler before entering or departing from the United States shall present his passport or/and permit to the Control Officer at the point of entry or departure. He shall also answer such questions and undergo such examination as the Control Officer shall direct. If, as the result of such questioning and examinations, the Control Officer decides that the entry or departure of the holder of the passport or permit would be prejudicial to the interests of the United States, such person shall not be allowed to enter or depart. Under such circumstances the Control Officer shall immediately notify the Secretary of State by telegraph of his decision and shall as soon as practicable, and in no case later than two days after such decision, forward to the Secretary of State a full report giving the reasons for detention and a full transcript of any testimony or information bearing on such decision.

SEC. 37. If the Control Officer shall be satisfied that the permit and passport are valid and regular and have been properly visaed, and that the holder presenting them is the person described therein, that neither of them has been altered or tampered with, and that the holder's departure or entry is not prejudicial to the interests of the United States, he shall allow the holder to depart from or enter the United States.

SEC. 38. In addition to the control as above set forth of persons generally required to secure permission to depart from or enter the United States, control may be exercised over individuals belonging to classes of persons generally allowed to depart or enter without permits or passports. A Control Officer may temporarily prevent the departure or entry of any such individual, in case he considers such departure or entry prejudicial to the interests of the United States. Such action shall be immediately reported to the Secretary of State with a full statement of the reasons therefor. An individual so prevented from departing or entering shall not be entitled to the benefit of any of the limitations or exceptions contained in section 9 hereof and his departure or entry is forbidden unless, if an alien, he obtains permission from the Secretary of State, or, if a United States citizen, he obtains a valid passport.

TITLE 9.—Additional regulations.

SEC. 39. The Secretary of State is authorized to make regulations on the subject of departure from and entry into the United States additional to these rules and regulations and not inconsistent with them.

WOODROW WILSON.

THE WHITE HOUSE,

August 8, 1918.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Notice to Mariners—Time Ball Service.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 12, 1918.

CIRCULAR NO. 643-44:

1. Under the direction of the Naval Radio Service, a time ball is dropped at 1 p. m., daily, 75th meridian time, from the mast over the center of the signal station on Sosa Hill.
2. It should be particularly noted that the time of dropping the time ball is 1 p. m.; and not 12 o'clock noon, as originally contemplated and as announced in certain publications.
3. The lag in the time of dropping the time ball is one-half of a second; *i. e.*, visible movement of the ball in descent from its hoist can not be detected, if the ball drops on time, until one-half second subsequent to 1 p. m. (75th meridian time).
4. The actual time of the dropping of the ball on each occasion will be published in the succeeding issues of all local daily newspapers.

CHESTER HARDING,
Governor.

Method of Applying for Seamen's Insurance.**COMPULSORY INSURANCE—PROVISIONAL APPLICATION.**

Owners of all American merchant vessels engaged in the trades defined in the current "Notice to Vessel Owners" are cautioned to file provisional application for insuring their complements *BEFORE* the departure of the vessel (either direct with the Bureau of War Risk Insurance at Washington, D. C., or with the Collector of Customs at the home port of the vessel) to avoid penalty.

PROVISIONAL FOR ROUND TRIP.

It is recommended when submitting provisional application to signify that this insurance is desired for a round trip by amending the application to read "and return." This will obviate the necessity of filing a second provisional application for the return trip.

FINAL APPLICATION.

A separate and distinct final application, properly completed, furnishing all of the information therein requested is required in connection with each outward and each return voyage and should be forwarded as soon as the required information is ascertainable (either direct to the Bureau of War Risk Insurance, Washington, D. C., or through the Collector of Customs) accompanied by certified check drawn to the order of the Treasurer of the United States for the proper premium.

CHANGES IN COMPLEMENT.

When changes in the complement occur during a voyage a supplementary application should be filed in the following manner, at each and every port where these changes take place.

First list the master, officers, and crew whose insurance is to be canceled; thereafter follow this list by a statement mentioning the port where these persons left and explain whether they were discharged or deserted and that they are replaced by persons listed below. Then list the master, officers, and crew taken on to replace those who left and/or to increase the complement.

Persons whose earnings and/or positions have been changed should be considered, for the purpose of completing this application, as being discharged and re-engaged at the port where the change occurred.

In cases where the insurance is increased check for the additional premium due therefor should accompany the supplementary application.

METHOD OF SIGNING APPLICATION.

N. B. All applications must be signed in ink in the name of the individual, firm, association, or corporation owning the vessel by a duly authorized agent who must indicate his position as well, as typewritten, rubber stamped, or similar signatures will not be acceptable.

DEPARTURE FROM FOREIGN PORTS.

When a vessel departs from a foreign port a statement of the master, officers, and crew, their positions and earnings must be filed with the American Consul at the port of departure on the blank designated for such purpose.

ORDERS FOR PAYMENT OF COMPENSATION.

"Orders for Payment of Compensation" for each person in the complement of the vessel involved should accompany final application, except in such cases where "Orders for Payment of Compensation" have been filed previously with the bureau, when it will be unnecessary to forward additional blanks unless change of beneficiary is desired.

AMOUNT OF INSURANCE TO BE ALLOTTED TO COMPLEMENT.

The insurance in respect to each person is limited to an amount equivalent to one year's earnings; *i. e.*, twelve times the monthly earnings *as fixed in the articles for the voyage*, but in no case to be more than \$5,000 or less than \$1,500. Requests for additional insurance can not be entertained.

APPLICATION FOR TIME POLICIES.

Applications may be made and policies issued for 90 days, insuring the masters, officers, and crews of American merchant vessels if and while trading in the western hemisphere (North and South America) and for 30 days when trading between the British Isles (England, Scotland, Ireland, and Wales) and France at a flat rate for the period involved. When applying for time policies revise that portion of the provisional (4a) and final (5a) applications reading as follows:

"Application is (provisionally) made for insurance on the Bureau's form of policy of the master, officers, and crew of the American S..... called the during a voyage at and from to sailing about 191..." to read as follows:

"Application is (provisionally) made for insurance on the Bureau's form of policy of the master, officers, and crew of the American S..... called the while trading between from midnight of 191..., to midnight of 191..."

Final application in connection with time policies should list the master, officers, and crew signed on the vessel at the inception of the insurance, and supplementary application should be forwarded at each "stopping port" if any changes in the complement occur.

OPTIONAL INSURANCE.

The insuring of complements of American merchant vessels is, as stated before, compulsory when and if said vessels are trading in the zone prescribed, but its optional as to all other voyages.

Seaman's War Risk Insurance is issued in the Canal Zone through the Division of Civil Affairs, Bureau of Customs, and all applications from vessels about to leave the Canal Zone should be filed with the Chief Customs Inspector at the port of departure.

C. H. CALHOUN,

Chief, Division of Civil Affairs.

Teachers Examinations, Colored Schools.

THE PANAMA CANAL, DIVISION OF SCHOOLS,
BALBOA HEIGHTS, C. Z., September 9, 1918.

An examination for colored teachers who may wish to be considered for employment, will be held in the board room, Administration Building, Balboa Heights, on Friday and Saturday, September 20 and 21.

The examination will cover arithmetic, spelling, grammar, and composition, United States history, hygiene, geography, penmanship, and reading (oral and written). All writing materials will be furnished for the examination.

The time of the morning sessions will be from 8 to 12 o'clock and the afternoon sessions from 1 until 4.

Those who wish to take this examination should submit their credentials to the office of the Superintendent of Schools, Balboa Heights, C. Z.

A. R. LANG,

Superintendent of Schools.

Joint Commission.

Decision of the Umpire.

In the matter of the claim of Narciso Garay, attorney-in-fact for the Hurtado family, and Special Attorney for Josefina Muller and Arturo Muller, for the reservation of property rights in the Canal Zone.

Decision of the Umpire, Judgment No. 398, docket No. 296.

The above-entitled claim came on for hearing before the Joint Commission on January 27, 1915. At the conclusion of the trial the members of the Commission were unable to reach an agreement either as to the liability or the value, and the case was certified to the Umpire under the provisions of Articles VI and XV of the Canal Treaty.

The claim is composed of two parts: One (\$75,000) for seventy-five hectares of land which is not located, and the other (\$100,000) for the reservation, made in a public deed, of the additional value which these lands might have in case part of them should be used for the purpose of supplying the City of Panama with water.

With regard to the second part, the facts as they are disclosed by the record are as follows:

The Hurtado brothers transferred to the Compañía Universal del Canal Interocéanico, by public deed dated December 22, 1882, a strip of land running the entire length of the property known as "Barrero, Chupadero y Compañía" along the line of the French Canal, and received in payment \$7,550 pesos, Colombian silver, plus \$5,000 pesos of the same silver for consequential damages resulting to the remainder of the tract from being cut in two by this strip. It was stated in that deed that the price received did not include the increased value of these lands should an aqueduct for the City of Panama be constructed on them, in which case the increase in value would be determined by arbitrators appointed for that purpose.

With regard to the other part the facts are:

The Hurtado brothers later sold to the Compañía Universal del Canal Interocéanico by public deed dated December 31, 1883, all the remaining portion of the lands of Barrero, Chupadero y Compañía, for \$54,000 Colombian silver, and in that deed there was included a

El Arbitro de la Comisión Mixta de Tierras Estados Unidos de América—República de Panamá, Panamá.

Reclamación de Don Narciso Garay, en su carácter de Apoderado de la familia Hurtado y de Arturo y Josefina Muller, por reserva de derechos sobre tierras enclavadas en la Zona del Canal.

Decisión del Arbitro, fallo No. 398, expediente No. 296.

Esta reclamación se vió ante la Comisión Mixta en vista pública que comenzó el 27 de Enero de 1915. A su conclusión los miembros de la Comisión no lograron ponerse de acuerdo ni acerca del derecho del reclamante, ni acerca del valor de la cosa reclamada, y fué certificada al Arbitro en virtud de lo dispuesto en los Artículos VI y XV del Tratado del Canal.

La reclamación comprende dos partes: Una (de \$75,000) por la reserva al derecho de dominio sobre setenta y cinco hectáreas de tierra, no localizada; y otra (de \$100,000) por una salvedad hecha en escritura pública respecto al posible aumento de valor de tierras vendidas, caso de que parte de ellas fuesen dedicadas a las obras de abastecimiento de aguas para la ciudad de Panamá.

Con respecto a esta segunda parte, los hechos, según se desprende de las pruebas existentes en el expediente de la reclamación, son, en síntesis, como sigue:

Los hermanos Hurtado transpasaron a la Compañía Universal del Canal Interocéanico, por escritura pública de 22 de Diciembre de 1882, una faja de tierra a todo lo largo de la propiedad denominada "Barrero, Chupadero y Compañía" por la parte por donde debía construirse el Canal francés, recibiendo en pago \$7,550 pesos plata colombiana, más \$5,000 pesos en igual moneda, en concepto de indemnización de daños y perjuicios, por el hecho de que la faja de tierra de referencia ocupaba el centro de la propiedad, dividiéndola, por consiguiente, en dos partes.

En la escritura se hacía constar que en el precio recibido no se incluía el aumento de valor que dichas tierras pudieran experimentar si en ellas se construía un acueducto para el abastecimiento de aguas de Panamá, en cuyo caso, el aumento de valor debería ser estipulado por árbitros nombrados al efecto.

Con respecto a la otra parte los hechos son:

Los hermanos Hurtado vendieron después, a la Compañía Universal del Canal Interocéanico, también, todo el resto de la propiedad "Barrero, Chupadero y Compañía" por \$54,000 pesos, plata colombiana, por escritura pública de 31 de Diciembre de 1883, y en dicha

clause stating that the vendors reserved the right to 25 hectares of land in each one of the sections of "Pedro Miguel," "Paraiso," and "Culebra," with the understanding that if the Canal Company should require the lands chosen by the vendors, before the vendors had made use of them, they would return them to the Company, reserving the right to choose another equal area of land which might not be necessary for canal purposes. In the same deed there was reserved the additional value which these lands might have in case an aqueduct were built on them, as above stated.

Of the 75 hectares, the Hurtado family claims 69, and Arturo and Josefina Muller the remaining 6.

In March, 1901, the possession of the old Canal Company was transferred to the new Canal Company, and no attempt was made by the claimants to designate and choose the lands referred to in the deeds. The possession of the French Canal Company was transferred to the United States in May, 1904, after all existing rights and obligations between that company and private individuals had been settled.

The claimants have allowed 22 years to elapse without making any attempt to claim their rights.

This claim as filed before the Joint Commission, does not state the location of the 75 hectares, nor does the claim show that before the dominion of the Canal Zone passed to the Government of the United States that anyone had ever sought permission, from either the Government of Colombia, or the Government of Panama, to begin construction on the waterworks system for supplying the City of Panama with water.

The Hurtado brothers in the clause above mentioned, agreed to relinquish their rights to the 75 hectares in case they should become necessary for canal purposes, but reserved the right to select 75 hectares at some place not needed for the Canal. The entire Canal Zone is considered necessary by the Government of the United States for the maintenance and protection of the Canal.

With regard to the rights and obligations existing prior to the signing of the Canal Treaty, the Hurtado family should

escritura se incluyó una cláusula haciendo constar que los vendedores se reservaban el dominio a veinticinco hectáreas de tierra en cada una de las secciones de "Pedro Miguel," "Paraiso," y "Culebra," que serían escogidas por los mismos, en la inteligencia de que si todas dichas tierras llegaran a ser necesarias a la Compañía del Canal, antes de hacer uso de las mismas, pasarían a ser propiedad de la Compañía, y in su lugar los vendedores elegirían otras tantas hectáreas de tierra en donde la Compañía no las necesitara para el canal.

En la misma escritura se reservan nuevamente los derechos sobre el aumento de valor que los terrenos utilizables para las obras de traida de aguas a la ciudad de Panamá, pudieran experimentar.

De las setenta y cinco hectáreas, la familia Hurtado reclama sesenta y nueve, y las seis restantes Arturo y Josefina Muller.

En Marzo de 1901 se verificó la transferencia de las propiedades de la Compañía antigua del Canal a la nuevamente constituida. Los reclamantes no dieron ningún paso para poner en claro sus reservas anteriores, escogiendo las tierras a que hacían referencia la escrituras.

En Mayo de 1904 los Estados Unidos adquirieron por medio de documento público firmado en Panamá, los derechos de la Compañía Francesa del Canal, luego que esta, previo avisos reglamentarios, había resuelto toda cuestión de derecho pendiente entre ella y los particulares.

Los reclamantes han dejado pasar veinte y dos años sin pretender hacer efectivos sus mencionados derechos.

Al entablar la reclamación ante la Comisión Mixta no existe constancia de la designación precisa del emplazamiento de las setenta y cinco hectáreas, y no consta que se haya solicitado ante los Gobiernos de Colombia, ni de Panamá concesión alguna para emprender las obras de aprovisionamiento de aguas para la ciudad de Panamá antes de que la Zona del Canal entrara a ser del dominio del Gobierno de los Estados Unidos.

Los hermanos Hurtado en la cláusula de la escritura citada se comprometieron a ceder las setenta y cinco hectáreas siempre que fuesen necesarias para la Compañía del Canal, a reserva del derecho de elegir otras en terreno que no fuera necesario para dicha obra.

Toda la Zona del Canal está considerada por el Gobierno de los Estados Unidos como necesaria a la conservación y defensa del mismo.

Se trata de derechos y obligaciones contraídos con anterioridad a la firma del Tratado del Canal. La familia

have clearly asserted their claims against the French Canal Company before its possessions were transferred to the Government of the United States. This claim has nothing to do with the expropriation of private lands by the Government of the United States for canal purposes. Moreover, the reservations in the clauses mentioned, on which the claim is based, are so ambiguous, indefinite, and defective that without the least prejudice to any rights which the claimants may have, the Umpire finds that the decision of this case does not come within his authority, based as it is, on Articles VI and XV of the Canal Treaty, and, therefore, the matter should be presented before a competent tribunal such as the Court of Claims at Washington. In his opinion, the undersigned is without jurisdiction to decide this case.

Done in Spanish and in English in the National Palace, Panama, on the 14th day of September, 1918.

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

In the matter of the claim of Leonor Pou de Papi, for 1 hectare of land (not located) on the Chorrera Road, Municipal District of Gorgona, now inundated. Amount claimed, \$2,500.

Decision of the Umpire, Rule of Dismissal No. 399, docket No. 3089.

It appears from the testimony of the claimant taken before the Joint Commission that she was never on the property which she claims, and that she never saw it. She has been unable to produce titles to prove her ownership prior to the signing of the Canal Treaty, and she has also been unable to present maps to locate the property. The witnesses who could have testified in support of her possession in good faith, are dead, and the mental faculties of the only one alive are such as would deprive his testimony of any legal value.

The claim then is based solely upon the statement of the claimant, and the award of the former Umpire who decided in favor of the claimants in a case in which the circumstances were identically the same.

The Joint Commission after hearing and considering this claim, have been unable to agree both as to the liability and the value.

The undersigned Umpire under no consideration wishes to question the good faith of the claimant. However, immediately upon assuming charge of his duties he stated that the action of his

Hurtado debió poner en claro sus derechos ante la Compañía Francesa del Canal, antes que ésta traspasara los suyos al Gobierno de los Estados Unidos. No se trata pues, de la expropiación de tierras de particulares llevada a cabo por el Gobierno Americano, para la terminación de las obras del Canal. Aparte de esto, las reservas de las cláusulas mencionadas, en que se basa la reclamación, adolecen de tantas ambigüedades, negligencias y otros defectos, que, sin prejuzgar en lo mas mínimo el derecho que pueda asistir a los reclamantes, el Arbitro que suscribe entiende que la decisión de este caso no entra en sus atribuciones, basadas, como estan, en los Artículos VI y XV del Tratado del Canal, y debe ser presentada ante Tribunal competente, que podría ser el de Reclamaciones de Washington (Court of Claims) que tiene jurisdicción para estos asuntos. En su vista se abstiene de dictar fallo sobre la misma.

Dado en español y en inglés en el Palacio Nacional de Panamá a los 14 días del mes de Septiembre de 1918.

(Fdo) MANUEL WALLS Y MERINO,
Arbitro.

Reclamación de Lanor Pou Viuda de Papi por una hectárea de tierra (no localizada) del camino de la Chorrera, distrito municipal de Gorgona, inundada en la actualidad, por la suma de \$2,500.

Decisión del Arbitro, fallo No. 399, expediente No. 3089.

Del testimonio de la reclamante ante la Comisión Mixta se desprende que ella no ha estado jamás en la propiedad reclamada, ni la vió nunca. No ha podido presentar títulos de propiedad que justifiquen su derecho con anterioridad a la firma del Tratado del Canal. No ha podido presentar planos que localicen la propiedad reclamada. Los testigos que podían apoyar su reclamación, basada en la posesion de buena fe, han muerto, y el único vivo no tiene sus facultades mentales en condiciones de dar valor a su testimonio.

La reclamación se basa pues en las manifestaciones de la reclamante, y en el veridicto del Arbitro anterior que, en una reclamación en circunstancias idénticas a la presente, falló en favor de los reclamantes.

La Comisión Mixta al estudiar y oír la presente reclamación no ha podido ponerse de acuerdo ni respecto al derecho de la reclamante, ni al valor de la cosa reclamada.

El Arbitro que suscribe no desea bajo ningún concepto poner en tela de juicio la buena fé que pueda asistir a la reclamante. Pero tiene declarado desde el momento en que se hizo cargo de este

predecessor would not be binding upon him in his decisions, and he is disposed to maintain this principle. While in the present case he believes that the claimant has acted in good faith, nevertheless, to one who has the most rudimentary knowledge of law this claim would appear without foundation from that standpoint.

With regard to the amount involved, 1 hectare of land and \$2,500 is a small consideration; but the principle of law involved is all important. It is impossible to render an award, no matter how small the amount, based solely upon the statement of a claimant, if that award will establish a precedent.

I repeat that I do not doubt the honorable intentions which have prompted the claimant, but I find myself confronted with what is to me the painful duty of dismissing this claim.

Done in English and Spanish in the National Palace, Panama, on the 14th day of September, 1918.

(Sgd.) MANUEL WALLS Y MERINO,

Umpire.

In the matter of the claim of Jose H. Stilson and Pablo Morales, for improvements located on lands of Rio Indio and Mindi near Mount Hope. Amount claimed, \$2,185.

Decision of the Umpire. Award No. 184, docket No. 2689.

The above-entitled claim came on regularly for hearing before the Joint Commission on January 29, 1917. Jose H. Stilson and Pablo Morales, legal co-owners of a banana finca, guinea-grass pastures, rubber, aguacate, and mango trees (improvements located on 15 hectares of the lands of Rio Indio and Mindi near Mount Hope, titles to which lands date from September 7, 1895) testified that they had cultivated this finca from the time they acquired it until the spring of 1912, when they abandoned it "For the simple reason that it was stated that the Isthmian Canal Commission was taking over all property, and it was useless for us to continue there." (Testimony of Mr. Stilson, page 20 of the transcript).

Testimony was introduced by the claimants to prove that the prices paid by the French Canal Company in the expropriation of banana fincas, justified them in claiming \$2,185 for damages sustained on account of the occupation of the Canal Zone by the Government of the United States.

Arbitraje que en sus fallos no se atendría a lo hecho por su predecesor, y está dispuesto a mantener ese principio.

Mientras en el caso presente, crée, que no puede dudarse de la buena fé de la reclamante, no cabe duda que bajo el punto de vista del derecho esta reclamación adolece de los requisitos que, a los ojos de quien posea los más rudimentarios conocimientos de las leyes, la hacen imprescrutable.

Por su monto; una hectárea de tierra, y dos mil quinientos dollars (\$2,500) no tiene importancia; pero lo tiene el principio de derecho que envuelve. No es posible dictar un fallo por insignificante que sea la cosa reclamada, si ese fallo ha de sentar precedente jurídico, basado solamente en la palabra de un reclamante.

Insisto en que no prejuizo los honrados sentimientos que han podido animar a la reclamante, pero me veo en el parame, personalmente, penoso deber, de declarar inválida la presente reclamación.

Dado en español y en inglés en el Palacio Nacional de Panamá a los catorce días del mes de Septiembre de 1918.

(Fdo) MANUEL WALLS Y MERINO,

Arbitro.

Reclamación de José H. Stilson y Pablo Morales por mejoras en tierras de Rio Indio y Mindi cerca de Mount Hope por la suma de \$2,185.

Decisión del Arbitro, fallo No. 184, expediente No. 2689.

José H. Stilson y Pablo Morales, propietarios legales de la mejoras de una finca de bananas, hierba guinea, y árboles de caucho, aguacates, y mangos, de quince hectáreas de extensión, situada en tierras de Rio Indio y Mindi, cerca de Mount Hope, cuyas títulos datan de escritura pública de 7 de Septiembre de 1895, probaron ante la Comisión Mixta, en la audiencia pública de esta reclamación, comenzada el 29 de Enero de 1917, haberse dedicado el cultivo y explotación de dicha finca, desde que la adquirieron, hasta la primavera del año 1912, en que "por ser público que la Comisión del Canal Istmico estaba tomando todas las propiedades, no tenia objeto continuar allí." (Declaración del señor Stilson, página 20 del expediente.)

Han presentado pruebas al efecto de justificar por medio de los precios abonados por la Compañía Francesa del Canal, en la expropiación de fincas bananeras, que el valor por ellos demandado en concepto de perjuicios y consistentes en dos mil ciento ochenta cinco dollars (\$2,185) se ajusta a los valores mencionados.

One of the members of the Joint Commission on the part of the United States denied the right of the claimants to any compensation whatsoever on the ground that they had abandoned the finca before it was physically taken over by the American Government. The other American member refused to join in the opinion of his colleague and failed to file an opinion of his own. The Panamanian members considered that the claim is a just one, and estimated the value of the improvements in \$1,283.

The Commission as now constituted, has requested me to decide this case notwithstanding the fact that the opinions of the members of the Commission are not complete, and complying with this request, I will do so, even though the case lacks one of the requisites which I have always insisted upon since my appointment as Umpire.

Considering that the United States maintains the principle that Article VI of the Treaty is applicable to every expropriation of public and private lands within the Canal Zone, the American Government acquired dominion of these lands under the Treaty of 1903 and not under the depopulation order of 1912, and

Considering that the existence of the improvements on the lands in question, and the rights of the claimants acquired in 1895, to these improvements, have been proven conclusively by the oral and documentary evidence introduced at the trial before the Joint Commission and contained in the record;

Inasmuch as the claimants have been actually deprived of their improvements as a result of the occupation of the Canal Zone by the Government of the United States as provided by the Treaty of 1903, they are entitled in equity and justice to compensation for the value of these improvements, which I find to be the sum of \$1,283, or the same figure at which the Panamanian members arrived in their estimate of the damages sustained by these claimants.

De los miembros de la Comisión Mixta al tiempo de verse esta reclamación, los de los Estados Unidos, uno niega todo derecho a los reclamantes por no haber continuado explotando las tierras hasta que hubieran sido expulsados de ellas. El otro se obstuvo tanto de adhirirse a la opinión de su compañero, como de emitir la cuya propia.

Los miembros panameños consideran justa la reclamación, y avalúan los perjuicios en mil doscientos ochenta tres dollars (\$1,283).

Los miembros que componen la Comisión Mixta en la actualidad, me han solicitado me hiciera cargo de este caso, a pesar de no estar completas las opiniones, y accediendo a ello he decidido hacerlo aún faltando un requisito que he requerido desde que me hice cargo de este arbitraje.

Considerando que los Estados Unidos para mantener el principio de que el Artículo VI del Tratado de 18 de Noviembre de 1903, es aplicable a toda expropiación, se basan el hecho de que el Gobierno Americano adquirió los derechos sobre todos los terrenos públicos y privados de la Zona del Canal, para los usos y defensa del mismo, por el Tratado de 1903, y no por la orden de depopulación de 5 de Diciembre de 1912;

Considerando el derecho de los reclamantes al cultivo de las tierras de referencia, derecho puesto en práctica desde 1895, producto del cual han sido las mejoras acerca de cuya existencia no deja lugar a duda la prueba documental y testifical por los mismos aportada ante la Comisión Mixta y contenida en la expediente;

Resulta que los reclamantes han sido de hecho privados de las mejoras en cuestión a consecuencia de la ocupación de la Zona del Canal por los Estados Unidos de conformidad con el Tratado de 1903, lo que les hace, en equidad y en derecho acreedores a una recompensa que avalúo, de conformidad con la opinión de los miembros de la Comisión por parte de Panamá, en mil doscientos ochenta tres dollars, oro (\$1,283) entendiéndose que esta compensación deberá dividirse en partes iguales entre los reclamantes.

Therefore, an award is hereby made against the United States of America in the sum of \$1,283, United States currency, which sum is ordered to be paid to Jose H. Stilson and Pablo Morales in equal shares, the same to be compensation in full for all right, title, and interest which the said Jose H. Stilson and Pablo Morales may possess or may have possessed in and to the improvements located on the lands of Rio Indio and Mindi near Mount Hope, covered by their claim, docket No. 2689, including all damages sustained by them on account of the expropriation of this property by the United States of America.

This award shall be paid on or before the 14th day of October, 1918 and if payment or tender of payment is not made on or before that date, said award shall thereafter bear interest at the rate of 6 per centum per annum until paid.

Done in English and Spanish in the National Palace, Panama, on the 14th day of September, 1918.

Dado en español y en inglés en el Palacio Nacional de Panamá a los catorce días del mes de Septiembre de 1918.
(Sigue la orden de pago en favor de los reclamantes.)

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

(Fdo) MANUEL WALLS Y MERINO,
Arbitro.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Dictaphone operator (male and female); \$1,000 to \$1,600 a year; Application form 301; October 20, 1918.

Inspector of telephone equipment (male); \$1,800 a year; application form 1312.†

Inspector of telegraph equipment (male); \$1,800 a year; application form 1312.†

Inspector of radio equipment (male); \$1,800 a year; application form 1312.†

Inspector of vehicles (male); \$1,500 a year; application form 1312.†

Inspector of field classes (male); \$1,500 a year; application form 1312.†

Minor stenographer and typewriter (male and female); \$900 to \$1,000 a year; application form 304; October 13, 1918.

Mechanical engineer in experimental work (male); \$6.40 per diem; October 8, 1918; application form 2118.*

Special field agent in entomology (male); \$1,200 to \$2,000 a year; No. 2113-amendment. "The maximum age limit has been changed from 45 to 55 years." (Original announcement No. 2113.)†

Laboratory attendant (male); \$720 a year; No. 538; application form No. 1312; October 1, 1918.*

Draftsman (male and female); \$3.04 to \$7.04 per diem; No. 316-amended; application form No. 1312.†

Agriculturist for reclamation projects (male); \$1,800 to \$2,400 a year; No. 526; application form 2118.†

Vineyard superintendent (male); \$1,440 to \$1,800 a year; No. 524; application form 2118; October 1, 1918.*

Laboratory aid in agricultural technology (male and female); \$720 to \$1,080 a year; No. 525; application form 1312; October 6, 1918.

Mechanical draftsman, patent office (male and female); \$1,000 a year; No. 529; application form 1312; September 24, 1918.*

Chief, Smith-Sears Division (male); \$5,000 a year; No. 533; application form 2118; October 1, 1918.*

Superintendent for cooperation (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Superintendent for case work (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Superintendent of records and returns (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Superintendent for vocational advisement and training (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Superintendent for employment; survey and placement officer (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

District vocational officer (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Medical officer for the district vocational office (male); \$2,500 to \$3,500 a year; No. 533; application form 2118; October 1, 1918.*

Supervisor for advisement and training in district vocational offices (male); \$2,500 to \$3,500 a year; No. 533; application form 2118; October 1, 1918.*

Vocational adviser in hospitals (male); \$3,000 to \$4,000 a year; No. 533; application form 2118; October 1, 1918.*

Special agent for safety and hygiene (male); \$2,500 to \$3,500 a year; No. 533; application form 2118; October 1, 1918.*

Special agent for agricultural rehabilitation courses (male); \$2,500 to \$3,500 a year; No. 533; application form 2118; October 1, 1918.*

Special agent for research in trade and industrial rehabilitation courses (male); \$2,500 to \$3,500 a year; No. 533; application form 2118; October 1, 1918.*

Clerk (male and female); \$1,000 to \$1,200 a year; No. 548; application form 304; September 12, 1918, and October 6, 1918.

Special agent for research in trade and industrial education (male); \$2,500 to \$3,500 a year; No. 530; application form 2118; October 1, 1918.*

Special agent for research in trade and industrial education (male); \$2,500 to \$3,500 a year; No. 530-amendment. "The maximum age limit has been changed from 55 to 60 years." October 1, 1918.*

Special agent for agricultural courses (male); \$2,500 to \$3,500 a year; No. 530; application form 2118; October 1, 1918.*

Special agent for agricultural courses (male); \$2,500 to \$3,500 a year; No. 530-amendment. "The maximum age limit has been changed from 55 to 60 years." October 1, 1918.*

Special agent for research in home economics (female); \$2,500 to \$3,000 a year; No. 530; application form 2118; October 1, 1918.*

Special agent for research in home economics (female); \$2,500 to \$3,000 a year; No. 530-amendment. "The maximum age limit has been changed from 55 to 60 years;" October 1, 1918.*

Special agent for research in industry for girls and women (female); \$2,500 to \$3,000 a year; No. 530; application form 2118; October 1, 1918.*

Special agent for research in industry for girls and women (female); \$2,500 to \$3,000 a year; No. 530-amendment. "The maximum age limit has been changed from 55 to 60 years;" October 1, 1918.*

File clerk (male and female); \$1,000 to \$1,200 a year; No. 531; application form 1312; October 20, 1918.

Preparator in nematology (male and female); \$660 to \$1,000 a year; No. 532; application form 304; October 6, 1918.

Inspector of safety appliances (male); No. 502-amendment. "The maximum age limit has been changed from 50 to 60 years;" October 2-3, 1918.

Inspector of hours of service (male); No. 502-amendment. "The maximum age limit has been changed from 50 to 60 years;" October 2-3, 1918.

Assistant chemist in forest products (male and female); \$1,200 to \$1,800 a year; No. 206-amendment.†

Master computer (male and female); \$1,800 to \$2,400 a year; No. 430-amendment.†

Computer (male and female); \$900 to \$1,800 a year; No. 430-amendment.†

Machinist (male); \$1,200 to \$1,800 a year; No. 1805-amendment. "This announcement cancels announcement No. 410 of the machinist's examination issued June, 1918;" application form 1800.†

Toolmaker (male); \$1,200 to \$1,800 a year; No. 1805-amendment. "This announcement cancels announcement No. 410 of the machinist's examination issued June, 1918;" application form 1800.†

Shop apprentice (male); \$480 to \$600 a year; No. 542; application form 1312; October 1, 1918.*

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time, until further notice.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the recovery of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estates may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
William Alleyne.....	171541	Barbados.....	Gatun.....	Building Division....	September 8, 1918.
Fitz Beekles.....	119426	Barbados.....	Panama.....	Commissary Division	September 12, 1918.
Hubert Marie.....	74168	Martinique.....	Colon.....	Sanitary Dept.....	September 9, 1918.
Walter Parkins.....	115307	Jamaica.....	Colon.....	Panama Railroad.....	September 8, 1918.
George Shaw.....	154184	Jamaica.....	Colon.....	Panama Railroad.....	September 9, 1918.
James Taylor.....	80323	Jamaica.....	La Boca.....	Panama Railroad.....	September 5, 1918.

Official Circulars.

Speeders.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,
BALBOA HEIGHTS, C. Z., September 10, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Your attention is invited to my circular of March 3, 1917, No. 589, reading as follows:

"Owing to the large number of accidents to speeders on the main line of the Panama Railroad Company it is evident that speeder operators are not complying strictly with the rules covering the operation of such cars. Extreme care should be used in operating these cars over the main line and movements must only be made when of a business nature. The practice of using speeders for pleasure and for other than business reasons must be discontinued immediately."

Several accidents occurred to speeders recently on the main line on account of being hit by regular passenger trains, which would indicate that the employees operating the speeders are not exercising reasonable care in avoiding collisions, with resulting damage to property and possible loss of life; and unless better judgment is used in future it will be necessary that the privilege of operating speeders on the main line of the Panama Railroad be withdrawn.

S. W. HEALD,
Superintendent.

Approved:
CHESTER HARDING,
Governor.

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

Additions to Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., September 7, 1918.

To all concerned—The following additions have been made by the War Trade Board, effective September 6, 1918:

ADDITIONS.

ECUADOR.

Riera, Martin..... Guayaquil.
Sierra, Jose..... Guayaquil.

GUATEMALA.

"Esmeraldas" plantation (finca Costa Cueva.
"Esmeraldas," Enrique Her-
mann).

Frank, Victor, and Company... Champerico.

HONDURAS.

Abarea R., Justo..... Amapala.

MEXICO.

Astrain, Valerio and Company. Pachuca.
Berens, Alfredo..... Puebla.
Boletin de Guerra..... Mexico City.
Boletin de Informacion..... Guadalajara.
Botica del Zocalo (Rafael Diaz Orizaba.
& Co.

Brun, E. & Co..... Colima.
Caamano, Nicolas (La Prensa Orizaba.
del Dia).

Candado de Oro, el (Richard Orizaba.
Hermanos).

Casam and Primo..... Vera Cruz.
Collignon, Eduardo..... Guadalajara.

Conti, Diaz (of Gugenheim and Mexico City.
Bolaresque).

Degener, Adolfo..... Vera Cruz.
Diaz, Conti (of Gugenheim and Mexico City.
Bolaresque).

Diez (or Diaz), Rafael & Co.	Orizaba.
(Botica del Zocalo)	
Giron, Miguel.....	Tapachula.
Goebel, Andres.....	Mexico City.
Hamburgero Bremense, of Ham-	Mexico City.
burg.	
Ilustracion, La (Restoy Andres)	Tampico.
Iwerson, Emilio.....	Mexico City or Chihuahua.
Keller, Emil.....	Chihuahua.
Kulmann, Gustavo.....	Colima.
Meenen, Gerard.....	Mexico City.
Mendez, Augustin.....	Guadalajara.
Cia Mercantil Occidental.....	Guadalajara.
National Prussian of Stettin.....	Mexico City.
Las Novedades de Francia	Orizaba.
(Menendez y Hnos).	
Peterson y Witte.....	Guadalajara.
Prensa del Dia, La (Caamano,	Orizaba.
Nicolas).	
Restoy Andres (La Ilustracion)	Tampico.
Richard, Hermanon (El Can-	Orizaba.
dado de Oro).	
Ritter, Fernando.....	Mexico City and Manzanillo.
Ruelas, Frederico.....	Manzanillo.
Ruelas, Ricardo.....	Manzanillo.
Schrempel, Juan.....	Mexico City or Guadalajara.
Schweikharlt, Carlos.....	Guadalajara.
Sieber, Clemente.....	Saltillo.
Volvre, Emilio.....	Mexico City.
Zawadski, Conrado.....	Mexico City.
PANAMA.	
Leer, Albert.....	Bocas del Toro.

SALVADOR.	
Meyer, Marcello.....	San Miguel.
VENEZUELA.	
Paz, Carlos.....	Valencia.
Vargas, Eduardo.....	Maracaibo.
REMOVALS	
COLOMBIA.	
Kine Universal.....	Barranquilla and Cartagena.
PERU.	
Talledo, Pedro.....	Lima.
C. H. CALHOUN,	
Chief, Division of Civil Affairs.	

Additions to Commissary Stock.

Tobacco, Climax plug, 13-oz. plug.....	\$0.63
Buttons, coat, khaki color, doz.....	.14
Buttons, black, line 20, doz.....	.07
Buttons, black, line 30, doz.....	.11
Buttons, black, line 45, doz.....	.42
Curtain, Lero, H. S. etamine, yd.....	.24
Handkerchiefs, white, 19" x 19", ea.....	.14
Hats, felt, dark gray, ea.....	4.70
Ties, silk, Windsor, ea.....	.44
Men's tan glazed kid blucher Oxfords, pr.....	8.20
Men's black glazed kid blucher Oxfords, pr.....	7.55
Men's glazed kid bluchers, pr.....	8.80
Men's patent calf Oxfords, pr.....	7.90
Men's tony red calf bals, pr.....	9.45
Men's patent leather Oxfords, pr.....	7.55
Men's C. & C. No. 32 tan calf Oxfords, pr.....	7.90
Men's white nubuck Oxfords, pr.....	8.20
Women's black glazed kid Oxfords, military heel, pr.....	6.30

COMMISSARY NOTES.

Lettuce.

The scarcity of lettuce in the commissaries at the present time is due to the fact that The Panama Canal plantations are shipping but little of this product and will be unable to deliver large quantities before October 1. Plenty of this salad has been planted and when shipments begin to arrive the commissaries will be well supplied.

Lettuce is, of course, sent down from the United States by every sailing but it does not hold up well; hence orders are placed so that the stock will be exhausted within a few days after arrival, in order to avoid heavy condemnations. Lettuce and romaine also are received occasionally from Costa Rica but their keeping qualities are not of the best.

Honey Dew Melons.

On one of the ships arrived this week were received 206 crates of honey dew melons.

Bartlett Pears.

The commissary purchasing agent has advised that he expects to make a shipment of New York Bartlett pears by a steamer due to arrive next week.

Oatmeal Liberty Loaf.

In order to provide variation, the Commissary Division began last Tuesday the making of an oatmeal Liberty loaf. A number of tests have been made and it is found that a nutritious and palatable loaf can be baked. Such bread may be distinguished from the other loaves by the pink label placed inside the wrapper.

Breakfast Food of Whole Wheat.

A breakfast food of whole wheat made in biscuit form will not be obtainable in the line stores after the present stock is exhausted. Word has just been received from the commissary purchasing agent to the effect that the manufacturers are permitted this year to use only 70 per cent of the wheat used during 1917, therefore, although the Panama Railroad commissary is a customer of long standing this firm has decided that for business reasons it will distribute its product entirely at home and make no exports whatever until such time as war conditions enable it to secure a greater proportion of wheat.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address

The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post office at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., September 25, 1918. No. 6.

Notice to Mariners—Establishment of San Jose Island Light, Pacific Side.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 18, 1918.

CIRCULAR No. 643-45.

1. On or about September 26, 1918, San José Island Light will be established on the southwestern extremity of San José Island, Pearl Island Group, Republic of Panama.

2. This light will be flashing, white, unwatched; exhibited from a pyramidal, skeleton steel structure 15 feet high, painted white.

Focal plane, 126 feet above high water. Visible 18 miles.

Illuminant, acetylene gas, 1,000 candlepower.

Arc of illumination from $40^{\circ} 30'$ true to $334^{\circ} 30'$ true. Light will be obscured to the north the remaining 66° .

Characteristic: 5 seconds LIGHT; 7 seconds DARK.

Approximate position: Lat. $8^{\circ} 12' 03''$ north.

Long. $79^{\circ} 07' 45''$ west.

CHESTER HARDING,
Governor.

Regulations Governing the Exportation of Dunnage.

WASHINGTON, D. C., September 9, 1918.

The War Trade Board announce the addition of Paragraph VI to the General Rules No. 1, Governing Granting Licenses for Bunker Fuel, Port, Sea, and Ship's Stores and Supplies. The paragraph reads as follows:

No dunnage shall be allowed to proceed out of the United States or any of its territories or possessions on any vessel, except under license of the War Trade Board, either as ship's stores or as cargo. No applications for "bunkers" of any vessel shall be granted unless such dunnage as she may have aboard is so licensed. Vessels will not be permitted to clear with dunnage unless properly covered either by export or bunker license. If declared as ship's stores, dunnage can not be discharged at any foreign port or transferred to any other vessel without special permission from the Bureau of Transportation of the War Trade Board.

Steamship owners, agents, and masters and also shippers are reminded that this regulation has been operative for some time, but that heretofore it has not been incorporated in the General Rules which were given publicity.

VANCE C. McCORMICK,
Chairman.

FOURTH LIBERTY LOAN

Campaign begins Sept. 28—Ends Oct. 17

OUR QUOTA, \$1,000,000

Reexport of Sugar.

After a consultation with the Food Administration and other Government Departments, the War Trade Board has removed the restrictions on the granting of export licenses for the reexportation of sugar at the Panama Canal.

School Examinations.

THE PANAMA CANAL, DIVISION OF SCHOOLS,
BALBOA HEIGHTS, C. Z., September 16, 1918.

Pupils in grades 4 to 8, inclusive, who have studied during their summer vacation the subjects in which they failed in the previous school year, will be permitted to take examinations in such subjects commencing Wednesday, October 2. The principal of the school should be consulted on October 1 regarding the examinations to be taken.

A. R. LANG,
Superintendent of Schools.

Occupants of Quarters.

The following is a tabulation of occupants of Panama Canal and Panama Railroad quarters on August 31, 1918:

Place.	GOLD.			EUROPEANS.			WEST INDIANS.		
	Men	Women	Children	Men	Women	Children	Men	Women	Children
Balboa (a).....	963	725	887	59	12	14	929	454	814
Aneon.....	730	532	461	.....	.....	.....	159	12	2
Corozal.....	14	10	.....	.....	.....	.....	51	27	.....
Pedro Miguel (b).....	219	153	151	3	3	10	(c) 633	345	566
Paraíso.....	11	10	10	44	13	27	538	198	330
Culebra (d).....	14	8	6	.....	.....	.....	(e) 129	79	140
Gamboa (f).....	23	8	2	5	1	2	(g) 232	69	93
Gatun.....	186	140	164	1	1	5	855	452	472
Cristobal (h).....	783	433	514	84	.....	.....	(i) 2,154	412	870
Totals.....	2,943	2,019	2,195	196	30	58	5,880	2,048	3,287

(a) Includes Palo Seco and Quarantine station; (b), Miraflores and Red Tank; (c), 40 Panamans; (d), Empire and Las Cascaidas; (e), 17 Panamans; (f), Summit and Gold Hill; (g), 28 Panamans; (h), Colon Beach and Colon Hospital; (i), 8 East Indians, 8 colored American citizens, and 300 Panamans.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Fuel inspection engineer (male); \$1,620 a year; application form 2118; October 15, 1918.*

Junior aid (male and female); \$540 to \$720 a year; application form 1312.†

Minor stenographer-typewriter (male and female); \$1,000 a year; application form 304; No. 543; October 13, 1918.

Minor stenographer (male and female); \$1,000 a year; No. 543; application form 304; October 13, 1918.

Minor typewriter (male and female); \$1,000 a year; No. 543; application form 304; October 13, 1918.

Mechanical engineer in experimental work (male); No. 545; \$6.40 per diem; application form 2118; October 8, 1918.*

Surveyor and transitman (male); \$125 to \$200 per month; \$100 to \$125 per month; No. 544; application form No. 1312.†

Assistant in marketing live stock and meats, grade 1 (male); \$1,800 to \$2,400 a year; No. 224-amended; "Applicants must have reached their twenty-fifth but not their fiftieth birthday on the date of making oath to the application."†

Metallurgical chemist (male and female); No. 1617-amended. Supplemental.†

Assistant metallurgical chemist (male and female); No. 1617-amended; supplemental.†

Powder and explosives chemist (male and female); No. 108-amended.†

Assistant powder and explosives chemist (male and female); No. 108-amended.†

Assistant editor (male and female); No. 503-amendment; \$2,000 a year; September 24, 1918.*

Electrician's helper (male); \$720 a year; No. 558; application form 1312; October 15, 1918.*

Hydroelectrical engineer (male); \$2,000 a year; No. 544; application form 2118; October 8, 1918.*

Clerk (male and female); \$900 to \$1,000 and \$1,100 to \$1,200 a year; No. 308-amended; application form 304; October 13, 1918.

Guard (male); penitentiary service; \$840 a year; No. 536; application form 304; October 6, 1918. Automobile mechanic (male); \$1,200 to \$1,320 a year; No. 550; application form 1800; October 8, 1918.*

Assistant inspector of materials, miscellaneous (male); \$4.48 to \$5.44 per diem; No. 2252-amended; application form 1312.†

Clerk qualified in modern language (male and female); Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C.; \$900 and \$1,200 a year entrance salaries; No. 261-amended; application forms 1312 and 1424; October 20, 21; November 24, 25, 1918.

Assistant engineer of tests (male and female); Grade 1, \$3.76 to \$4.24 per diem; Grade 2, \$4.48 to \$4.96 per diem; application form 1312.†

Expert in business administration (male and female); \$2,000 to \$3,000 a year; No. 107-amended. Supplemental: "Receipt of applications to close September 26, 1918;" September 26, 1918.†

Scientific assistant in weed investigations (male); \$1,200 to \$1,620 a year; application form 1312; No. 494-amendment; "Postponed from September 18 to October 2, 1918;" October 2, 1918. "The maximum age limit of 50 years, originally fixed for this examination, has been eliminated."

Clerk qualified in accounting (male and female); \$1,000 to \$1,800 a year; Nos. 155 and 2147-amendment; supplemental. "Age limit has been reduced from 20 to 18 years."†

Clerk qualified in statistics (male and female); \$1,000 to \$1,800 a year; Nos. 155 and 2147-amendment; supplemental. "Age limit has been reduced from 20 to 18 years."†

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time, until further notice.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

October Weather Probabilities.

During the month of October, 1918, the following weather conditions may be expected at the Canal entrances. Predictions are based on the records at Colon and Balboa Heights for the past 11 and 12 years, respectively.

Winds—Light, variable winds will prevail over the Atlantic coast with an average hourly velocity of about seven miles. The prevailing direction of the wind is usually from the southeast, although a considerable percentage of west and northwest winds may be expected during the month. A maximum velocity of from 30 to 38 miles an hour may be expected during the passage of local rain or thunder squalls.

Over the Pacific coast and the interior, light northwest winds will prevail with an average hourly velocity of about six miles. Here, too, during occasional rain or thunder squalls, the maximum velocity of the wind may exceed 30 miles an hour, but these wind storms are invariably of short duration.

Rain—The average October rainfall at the Atlantic entrance of the Canal is 14.63 inches, and on the Pacific side 10.30 inches, these averages being for periods of 48 and 21 years, respectively. About 25 days with rain may be expected on the Atlantic coast and 22 on the Pacific coast, while the average number of days with heavy rain (1 inch or more) has been six at the Atlantic entrance and three at the Pacific. Throughout the length of the Canal, the greatest part of the rainfall occurs during the daytime, the heaviest rainfall generally occurring between the hours of 1 p. m. and 4 p. m. However, at this season of the year, the percentage of daytime rainfall is higher over the interior and Pacific coast than over the Atlantic coast, and heavy rainfall may be expected on the Atlantic side during the early morning hours. Over both coasts the time of least rainfall is from 8 to 9 a. m.

Fogs—No fogs are likely to occur at either Canal entrance, but night and early morning fogs will be numerous over the interior. About 25 nights with fog may be expected over the Gaillard Cut section of the Canal, but as all fogs lift or become dissipated before 8.30 a. m., they should not prove a hindrance to navigation.

Temperature—The average shade air temperature will be about 79° Fahrenheit on both coasts. On the Atlantic coast the temperature is not likely to rise above 90° F., or fall lower than 70° F., while on the Pacific side the maximum temperature may be as high as 94° F. and the minimum as low as 68° F. The mean daily range in temperature will be about 10° F. on the Atlantic coast and 14° F. on the Pacific coast.

Barometric pressure—The average sealevel atmospheric pressure will be approximately 29.85 inches over both coasts. The maximum pressure for the month is not likely to exceed 29.95 inches, or the minimum to be lower than 29.70 inches.

Relative humidity—The humidity of the atmosphere should average about 87 per cent over both coasts. The daily range in humidity is greater on the Pacific coast

than on the Atlantic side, the average nighttime humidity being higher and the midday humidity lower than on the Atlantic side.

Storms—The Isthmus is seldom visited by violent or widespread atmospheric disturbances although rain, wind, or thunder storms of more or less limited extent are of common occurrence, and may be expected quite frequently during the month. Rough weather may be experienced occasionally to the northward of the Atlantic entrance, as this is the season of the West Indian hurricane. The path of these storms lies well to the northward of the Isthmus, but a rough sea accompanied by brisk winds may be expected outside the breakwaters, following the passage of one of these storms. Generally cloudy weather will continue over both coasts, and smooth seas are usually experienced at the Pacific entrance during the month of October.

Tides—Tidal fluctuations on the Atlantic side do not affect navigation as the extreme tidal range at Colon is less than two feet.

Panama (Balboa) tide predictions for the month are presented in the following table:

Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.			
Tu	1	1:02 13.0	7:13 4.0	1:26 13.0	7:38 3.6	S	12	1:48 4.0	7:39 13.5	2:17 3.6	8:17 13.0	W	23	5:51 17.7	12:05 -1.0	6:24 16.9	.....
W	2	1:56 13.6	8:08 3.3	2:17 13.6	8:25 3.0	S	13	2:41 4.5	8:28 12.9	3:14 4.1	9:13 12.7	Th	24	0:28 0.4	6:40 16.8	12:52 0.0	7:13 16.1
Th	3	2:39 14.2	8:51 2.5	2:58 14.1	9:03 2.5	M	14	3:46 4.8	9:34 12.5	4:22 4.3	10:24 12.7	F	25	1:18 1.5	7:30 15.7	1:43 1.2	8:04 15.1
F	4	3:15 14.7	9:21 1.8	3:35 14.6	9:42 2.0	Tu	15	5:00 4.6	10:54 12.6	5:33 4.0	11:40 13.3	S	26	2:14 2.7	8:21 14.5	2:38 2.5	8:58 14.1
S	5	3:50 15.1	10:05 1.3	4:10 15.0	10:15 1.7	W	16	6:12 3.8	12:13 13.3	6:40 3.2	.....	S	27	3:15 3.7	9:21 13.4	3:40 3.5	10:01 13.4
S	6	4:23 15.4	10:38 1.0	4:44 15.1	10:50 1.5	Th	17	0:47 14.4	7:17 2.6	1:18 14.4	7:42 2.2	M	28	4:22 4.3	10:28 12.6	4:46 4.2	11:11 13.0
M	7	4:54 15.5	11:10 0.9	5:17 15.0	11:22 1.7	F	18	1:43 15.6	8:13 1.3	2:13 15.5	8:35 1.0	Tu	29	5:31 4.5	11:41 12.4	5:52 4.5	.....
Tu	8	5:25 15.3	11:43 1.1	5:43 14.8	11:55 2.1	S	19	2:34 16.8	9:04 0.0	3:05 16.5	9:24 0.0	W	30	0:18 13.0	6:35 4.3	12:48 12.6	6:53 4.3
W	9	5:55 15.0	12:16 1.6	6:22 14.4	.....	S	20	3:23 17.7	9:50 -1.1	3:55 17.2	10:10 -0.6	Th	31	1:14 13.4	7:31 3.8	1:41 13.1	7:46 4.0
Th	10	0:30 2.6	6:26 14.6	12:52 2.2	6:55 14.0	M	21	4:12 18.1	10:35 -1.5	4:45 17.5	10:55 -0.7						
F	11	1:06 3.3	6:59 14.1	1:30 2.9	7:32 13.5	Tu	22	5:02 18.1	11:19 -1.5	5:35 17.3	11:41 -0.4						

The tides are placed in the order of their occurrence; the *times* of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The *elevations* of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sealevel is included in the predictions.

Economy Expense Book.

The Commissary Division is having published at The Panama Canal Press an Economy Expense Book, which will soon be placed on sale at all commissaries at a remarkably low price. This book was arranged by Mr. D. G. Westman of the Accounting Department, in collaboration with some other employees, and not only embodies the best features of expense books for family or personal use, but contains a special form of financial statement which will enable anyone to get an exact estimate of his net financial worth. The book is especially adapted to use in the Canal Zone and will be sold without profit in an endeavor to induce employees to keep account of their expenses, particularly in view of the

necessity for war-time saving, which should continue after the war. The purpose of the book is well explained in the preface, printed below:

You have probably tried over and over again to keep personal accounts. Perhaps even as you read this there is a suspicious bulge in your coat pocket indicating the presence of a handy account book of some sort or other. If your experience is like that of most of us you have kept your personal accounts by fits and starts, spasmodic periods of scrupulous and conscientious recording of expense, alternating with longer stretches of no account at all.

An overdrawn bank account or an embarrassing shortage of ready cash usually shocks us all into account-keeping. Most of us do not keep it up long enough however, to get the habit, and quickly relapse into no records at all.

When we do keep records they usually mean nothing to us, being neither scientifically devised nor properly handled. We all have a sneaking suspicion that many, many items of expense are overlooked in our bookkeeping. Witness the troubles of the young wife trying to get her household accounts to balance. Usually "miscellaneous" is the classification which enables her to "force" a balance.

One of the most important things an individual can do is to save. Which is the more important to a corporation, its gross income or its net income. The former is subject to all sorts of deductions for expenses and costs. The latter is a clear gain—a profit. Similarly with an individual, the NET income is far more important than the gross. The total amount of a man's salary is unimportant, but that MARGIN of his salary which remains after paying operating expenses is his real gain. A man whose salary is \$5,000 a year, and whose necessary operating expenses are \$4,900 a year has less net income than a man receiving \$2,000 a year whose expenses are only \$1,600. In the former case the net income is \$100, in the latter case it is \$400. The man with a \$2,000 salary, therefore, is in reality making four times the net income of the other.

All of us must think more of our net incomes and less of our gross incomes. In order that the net income may be as large as possible it is necessary that we keep records which shall be a guide in our fight to reduce operating expenses. To meet this need on the Isthmus this book has been designed, so that systematic record may be kept of the income and expenses of the average family or individual.

Simplicity has been our watchword, and no knowledge of bookkeeping or accounting is needed to make it profitable and useful for you. Only a few minutes of your time are required each day to keep this book up-to-date, and by so doing you may know at any moment just how you stand financially.

Regularity is the one element essential to success in keeping this record. Make your entries each day, and you will find that the few minutes so spent will be the means of bringing you success and happiness. To "open the book" write the month in space provided at top of page headed "Expenditure Record." Next prepare a budget covering the estimated expenditures that you will make during the month; insert these figures in various columns on the line marked "Budget this month." You can not give too careful thought to this budget; it is probably the first that you have tried to construct, and you are dangerously liable to forget some very important expenditures that you may have to make. However, for those who, because of having kept no accounts, have but a hazy idea of the expenditures which will be made under the various headings, it might be well to postpone the construction of a budget until records have been kept for two or three months.

The next line is for "over-runs." For example, if the budget allowance for last month on clothing was \$12 and you spent \$17, there would be an "over-run" of \$5. This would have to be deducted from this month's budget figures. The next following line is for "under-run," which represents the amount of last month's budget that was not used. By adding the "under-runs" and deducting the "over-runs" from this month's budget the result will be the "available monthly budget." This represents the working basis for the present month.

On the next blue line will be found the words "balance from last month," which will be used to show the amount of cash items on hand and in bank carried over from the previous month. On the next blue line run your fingers until you come to an item for which any money has been spent, enter the amount under the proper heading. Skip the items for which no money has been spent. When all items have been covered add them up and put the total in the "disbursed" column. The amounts written in the "disbursed" column should naturally be the sum of all the money that has been spent during the day.

The total of all money received should be entered the day it is received, in the "received" column. This, of course, would include salary, dividends, or income from any other source. The value of commissary books, if drawn by Pay Roll Deduction

should be entered on the dates received, and salary entered for the following month should not include the value of such books deducted. Commissary coupons may then be treated as Cash. The balance of salary received during the following month should be entered, when received, for the full amount of the monthly salary exclusive of the Commissary Coupon deductions, and credit should then be taken in the proper column covering any other deductions of pay. When the month is finished add each column, placing at the bottom between the red lines the total money spent for each classification. Thus we have at a glance the amount spent for groceries, insurance, etc., you see just what has been spent during the month for tobacco, moving pictures, coach fare, and so on. The total of all these figures should be the same as the total of the "disbursements" column. The difference between the "disbursements" column and the "receipts" column should equal your cash on hand or in the bank.

When you have completed your first month's expenditure record as indicated above, turn to the first page headed "Yearly Summary," and opposite the proper month place in the columns the totals of the amounts found in the corresponding columns of the expenditure record. The summary pages will give you a complete statement from month to month of income and expense, and these added together at the end of the 12 months complete your year's record of receipts and expenditures.

You will note that the difference between your receipts and expenditures represents only the cash that you have on hand or in the bank; it does not represent your net worth. You will now turn to the first page headed "Financial Statement" and insert in the proper column opposite each classification the value you possess of each.

The following will serve as a sample:

ASSETS.	January	February
Cash and commissary coupons on hand.....	\$18.00	\$25.00
Cash on deposit in banks and post offices.....	300.00	300.00
Liberty Loan Bonds and War Saving Stamps.....	1,100.00	1,110.00
Salary due for current month, gross amount.....	150.00	150.00
Cash value, insurance policies.....	280.00	282.00
Accumulative leave due.....	275.00	295.00
Notes receivable.....	100.00	90.00
Accounts receivable.....	10.00	3.00
Automobile.....	400.00	390.00
Other personal property at salable value.....	200.00	200.00
Real estate.....	500.00	500.00
Total.....	\$3,333.00	\$3,345.00
LIABILITIES.		
Taxes unpaid and other preferential liabilities.....	\$15.00	\$15.00
Pay roll deductions for the month:		
Coupon book.....	30.00	25.00
Red Cross.....	1.50	1.50
Hospital.....	3.00	.....
Liberty Loans.....	30.00	30.00
Miscellaneous.....	.50	.25
Balance due on Liberty Bonds.....	120.00	90.00
Notes payable.....	100.00	100.00
Miscellaneous items payable.....	5.00	10.00
Net worth.....	3,028.00	3,073.25
	\$3,333.00	\$3,345.00
Net worth current month.....		\$3,073.25
Net worth previous month.....		3,028.00
Net gain.....		45.25

The first two items of your assets will, of course, equal the balance shown in your expenditure record.

Very few people know their actual financial status, and if you faithfully carry out the foregoing instructions you will no doubt be agreeably surprised to find that your actual worth is more than your mental bookkeeping has revealed. Again such a record might be of much value to you at some future date, should you desire a loan from your banker. He could tell at a glance your personal habits, as revealed by the expenditure record and financial statement. Such a record covering a period of years would receive much more favorable consideration than your oral statement relative to your estimated worth.

It seems hardly necessary to comment on the vital benefits to be obtained from a correct system of personal accounts consistently maintained. It is likely that every one is heartily agreed on this point. Unfortunately most of us have that common failing of carelessness and neglect about the axioms of correct living.

For example, we may know perfectly well that tobacco hurts us, and yet keep on smoking just the same. It requires no argument to convince us that a minimum

account of daily exercise is absolutely necessary for health, and yet we keep on overworking and under-breathing just the same.

Various methods might be used to remind you that your daily record should be made; an ordinary dollar alarm clock set to go off at the proper time, or winding your watch, might be associated with the idea that you should next make your entries. These suggestions need not be followed, but it is important that your records be made daily, and for this reason it is advisable to associate it with one of your daily habits.

Finally, it is well to bear in mind that if this book is properly handled according to the directions given, the system of accounts described should be simple to operate and rich in results, and will unquestionably mean a considerable net gain in your personal income.

Official Circulars.

Rates of Pay—Gold Roll.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 13, 1918.

CIRCULAR NO. 669-23:

The following rates of pay are established effective May 1, 1918, for certain positions in the Mechanical Division, superseding rates heretofore published for these ratings:

- Foreman, general, Car Department, \$300.
- Foreman, general, Cristobal Shops, \$325.
- Foreman, general, shipfitter and boilermaker, \$325.
- Foreman, blacksmith, \$265.
- Foreman, boiler shop, \$265; Cristobal, \$250.
- Foreman, car shop, \$262.50; Cristobal, \$240.
- Foreman, erecting shop, \$265.
- Foreman, instrument repair shop, \$240.
- Foreman, machine shop, Cristobal, \$275.
- Foreman, marine machinist, inside, \$265; outside, \$300; Cristobal, \$275.
- Foreman, plant machinist, \$265.
- Foreman, molder, \$290.
- Foreman, molder, assistant, \$240.
- Foreman, oxy-acetylene, \$250.
- Foreman, paint shop, \$250.
- Foreman, painter, Cristobal, \$200.
- Foreman, planing mill, \$240.
- Foreman, power plant, \$240.
- Foreman, roundhouse, \$265; Cristobal, \$240.
- Foreman, roundhouse, night, \$240; Cristobal, \$185.
- Foreman, shipfitter, \$265.
- Foreman, shipwright and dockmaster, \$325; Cristobal, \$285.
- Foreman, toolroom, \$240.
- Foreman, yard, \$200; Cristobal, \$185.
- Master machinist, \$325.
- Road foreman of equipment and general foreman of roundhouses, \$290.
- Wreckmaster and rigger, \$240.

CHESTER HARDING,
Governor.

Wheatless Mondays—Wheat Conservation.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 18, 1918.

To all concerned—Effective at once, "Wheatless Mondays," effective by circular of March 11, 1918, are discontinued.

It is still necessary to conserve wheat, and no wheat bread will be offered for sale by the commissaries unless it contains 20 per cent of wheat substitute. No flour will be sold by the commissaries unless the buyer purchases at the same time one pound of wheat flour substitute for every 4 pounds of wheat flour purchased. These are the same as the regulations in force at the present time. Married people are requested and urged to mix at least 20 per cent of the substitute cereals into the wheat flour at home for all uses.

The above regulations are for the purpose of saving wheat flour, but they are not intended to displace the large use of corn bread. We must use the mixture with wheat flour in addition to our normal consumption of corn bread. Corn meal

for the use of corn bread should be purchased separately from that sold for mixing with wheat flour.

CHESTER HARDING, Governor

Materials and Supplies.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 16, 1918

HEADS OF DEPARTMENTS AND DIVISIONS:

The necessity for standardization as regards sizes, etc., of Panama Canal material requirements and disposal of surplus and obsolete material now carried in stock, with the end in view of facilitating material stock protection by the Supply Department, and reduction to the lowest possible figure of the value of material carried in stock, in order that material appropriations may be available for the purchase of essential commodities, is becoming more apparent.

The General Storekeeper has compiled stock protection sheets indicating all items now carried in stock in the various commodity classes. In order to facilitate future stock protection of all material; disposition of such surplus and obsolete items as exists; standardization, insofar as practicable of sizes, etc., of material to be carried in the future in the several commodity classes, and, to definitely establish the identity of all material now in stock as regards its relationship to future stock protection, the General Storekeeper will arrange to indicate on stock sheets by proper symbol, the following data:

- (a) General stock material protected on the basis of past consumption.
- (b) General stock material to be protected on the basis of maximum and minimum quantities established.
- (c) Special material to be ordered only as required.
- (d) Material not to be reordered.
- (e) Obsolete material or material no longer required; efforts to dispose of which to the best interests of the Government should be made.

You will please designate competent representatives who will be subject to the call of the General Storekeeper in conjunction with whom the desired data will be obtained.

CHESTER HARDING, Governor

Board of Appraisal.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 18, 1918

CIRCULAR NO. 630-7:

1. The duties of the Board of Appraisers covered by Circular No. 630-6 are hereby extended to include not only appraisals for sale, but also such other appraisals as may be necessary in connection with transfer of equipment between departments and divisions of The Panama Canal, and to other departments of the Government, and where values are placed on floating equipment, a representative of the Board of Local Inspectors, designated by the Chairman of that Board, shall act as a member of this Board, which will hereafter be known as the Board of Appraisal.

2. All previous instructions and circulars in conflict with the above are canceled.

CHESTER HARDING, Governor

Exportation of Panaman Coins Prohibited.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 24, 1918.

All concerned—By decree No. 17 of August 30, 1917, the President of the Republic of Panama prohibited the exportation of Panaman silver coins or of bar silver made therefrom excepting with the permission of the Secretary of Finance and Treasury. The operation on this decree is effective in the Canal Zone and failure to respect and obey it on the part of employees of The Panama Canal or the Panama Railroad Company will result in their discharge from the service.

CHESTER HARDING,
Governor.

Acting Superintendent.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., September 21, 1918.

To all concerned—Effective September 21, 1918, Mr. W. E. Maxon will be in charge of work of the Municipal Division in the Southern District as Acting Superintendent.

R. C. HARDMAN,
Acting Municipal Engineer.

Acting Municipal Engineer.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., September 20, 1918.

To all concerned—Effective September 21, 1918, Mr. R. C. Hardman will be in charge of the work of the Municipal Division as Acting Municipal Engineer during the absence of Mr. D. E. Wright, Municipal Engineer, on leave.

W. J. DOUGLAS,
Engineer of Maintenance.
Approved: CHESTER HARDING,
Governor.

District Quartermaster, Gatun.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 18, 1918.

All concerned—Effective Monday, September 18, Mr. Stanley R. Ford is appointed District Quartermaster at Gatun.

R. K. MORRIS,
Chief Quartermaster.

Acting District Quartermaster, Pedro Miguel.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 16, 1918.

All concerned—Effective September 16th, Mr. C. Peters is appointed Acting District Quartermaster for the Pedro Miguel-Paraiso district, stationed at Pedro Miguel.

R. K. MORRIS,
Chief Quartermaster.

Misdirected Letters.

The following insufficiently addressed letters and papers have been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone calling No. 182, Balboa:

Bertz, Steve (G 33)	Harvy, Miss Louise
Chase, Mrs. T. C.	Ovalle, Nestor Kuth
Clarke, Alvin	Price, S. J.
Cunningham, Edward R.	Ray, E. T., M. D.
Douglas, Mrs. Edith	Reardon, William A.
Ennis, Oscar L.	Scott, Ethel L.
Falconer, Edgar (Box 103)	Small, Mrs. Marllie
Gallo, James	Thomas, J. E.
Hamilton, Elisa S. T. de	Witt, Rev. S. (2)

Trading With The Enemy.

WAR TRADE BOARD, WASHINGTON, D. C.

The following changes in the Enemy Trading List will be made as of date of September 6 1918:

ADDITIONS.**ARGENTINA.**

Abdala Yabo y Hermano.....	Buenos Aires.
Balet, J. Roger (or Jorge).....	Buenos Aires.
Barbieri, Alberto.....	Avacucho.
Cohen, Mauss, Levy & Company.....	Buenos Aires.
Dreher, Julio.....	Buenos Aires.
Duck & Cohen, Calle Azcuena- ga 645.....	Buenos Aires.
Duce, Simon.....	Buenos Aires.
Gomez, Boglietti & Company.....	Buenos Aires.
Guilbert (or Guilbert), David & Company.....	Buenos Aires.
Herber, Gustav.....	Buenos Aires.
Hugel, Walter.....	Concordia.
Jacobi & Marx.....	Buenos Aires.
Jacobi, Sigismundo (of Jacobi & & Marx).....	Buenos Aires.
*Marx, Mauricio (of Jacobi & Marx).....	Buenos Aires.
Mussi, Francisco.....	Buenos Aires.
Mutz, Santiago.....	Buenos Aires.
Pernas Hermanos.....	Santa Cruz.
La Refnadora de.....	Buenos Aires.
Schopflocker & Siehel.....	Buenos Aires.
Van Hulsteyn, Voeke & Com- pany.....	Buenos Aires.
Vendrell, Delfin.....	Buenos Aires.
Zeitune (or Seitune) & Asbani.....	Buenos Aires.

BOLIVIA.

Compañia Boliviana de Wol- from.....	La Paz.
Montano, Venancio.....	Cochabamba.
Monterde, Manuel.....	Sucre.
Pastor, Juan Manuel.....	La Paz.
Rabdil, Alejandro.....	Oruro.
Schuetz & Company.....	La Paz.
Schultz, G.....	La Paz.
Schultz, Henrich (La Estrella).....	La Paz.
Vasquez, Juan.....	Potosi.
Voss, Juan, San Ignacio.....	Velasco.

BRAZIL.

Alves, J. B.....	Rio Janeiro.
Estabelecimento Industrial Montana (E. Spiller, Jr.).....	Rio de Janeiro.
Loeser, Carlos.....	Aracaju.
Samuel, Mauricio.....	Manaos.
Schaitza, Oscar & Company.....	Porta Alegre.
Stuck, Otto.....	Sao Paulo.
Tavares, M., & Arruda.....	Corumba.

CUBA.

Quintana & Company, 24 St. Isidro St.....	Habana.
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ECUADOR.

Riera, Martin.....	Guayaquil.
Sierra, Jose.....	Guayaquil.

GUATEMALA.

"Esmeraldas" Plantacon (Fin- ca "Esmeraldas") Enrique Hermann).....	Costa Cuca.
Frank, Victor, & Company....	Champerico.

HONDURAS.

Abarea, R., Justo.....	Amapala.
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MEXICO.

Astrain, Valerio & Company...	Pachuca.
Berens, Alfredo.....	Puebla.
Boletin de Guerra.....	Mexico City.
Boletin de Informacion.....	Guadalajara.
Botica del Zocalo (Rafael Diaz & Company).....	Orizaba.
Brun, E. & Company.....	Colima.
Caamano, Nicolas (La Prensa del Dia).....	Orizaba.
Candado de Oro, El (Richard Hermanos).....	Orizaba.
Casam & Primo.....	Vera Cruz.
Collignon, Eduardo.....	Guadalajara.

*To be distinguished from Mauricio Emilio Marx of the Molineros Harineros y Elevadores de Granos.

Conti, Diaz (of Gugenheim & Bolaresque.)	Mexico City.
Dezener, Adolfo	Vera Cruz.
Diaz Conti (of Gugenheim & Bolaresque.)	Mexico City.
Diez (or Diaz), Rafael & Company (Botica del Zoelco).	Orizaba.
Giron, Miguel	Tapachula.
Goebel, Andres	Mexico City.
Hambergo-Bremense of Hamburg.	Mexico City.
Ilustracion, La (Restoy, Andres).	Tampico.
Iwerson, Emilio	Mexico City.
Keller, Emil	Chihuahua.
Kulhmann, Gustavo	Colima.
Meenen, Gerard	Mexico City.
Mendez, Augustin	Guadalajara.
Cia Mercantil Occidental, S. A.	Guadalajara.
National Prussian of Stettin.	Mexico City.
Las Novedades de Francia (Mendez y Hnos).	Orizaba.
Peterson y Witte	Guadalajara.
Prensa del Dia, La (Caamano, Nicolas).	Orizaba.
Restoy, Andres (La Ilustracion).	Tampico.
Richard Hermanos (El Candelero de Oro).	Orizaba.
Ritter, Fernando	Mexico City.
Ruelas, Frederico	Manzanilla.
Ruelas, Ricardo	Manzanilla.
Schrempel, Juan	Mexico City.
Schweikhardt, Carlos	Guadalajara.
Sieber, Clemente	Saltillo.
Volvre, Emilio	Mexico City.
Zawadski, Conrado	Mexico City.

MOROCCO.

Suarez de Lorenzana, Alberto Melilla.
(March 15, 1918.)

PANAMA.

Leer, Albert..... Bocas del Toro.

PARAGUAY.

Boecker, Carl..... Asuncion.
Reverchon, Carlos..... Villarica.

SALVADOR.

Meyer, Marcello..... San Miguel.

SPAIN.

Sociedad Navarra de Industrias Pampeluna.
Azenarte, Cecilio..... Lodosa.
Spontjes, Enrique..... Lodosa.

VENEZUELA.

Paz, Carlos..... Valencia.
Vargas, Eduardo..... Maracaibo.

REMOVALS.

BRAZIL.

Nogueira, Candido & Company Sao Paulo.

COLOMBIA.

Kine Universal..... Barranquilla and Cartagena.

HAITI.

Auxila, Paul E..... Port au Prince.

PERU.

Talledo, Pedro..... Lima.

Examinations by Board of Local Inspectors.

For chauffeurs' licenses—At the Pacific end of the Canal Zone applicants will obtain authority for examination from the office of the Board of Local Inspectors, room 237, Administration Building, Balboa Heights; hours are from 8 to 12 in the morning, and from 1 to 4 in the afternoon. The examination will then be given on application to the fire station at Balboa every Wednesday and Saturday, between 1.30 and 4.30 p. m.

At the Atlantic end, applicants will apply on Friday at the office of the Captain of the Port of Cristobal, at any time during office hours. The necessary forms may be obtained there, without application to the office at Balboa Heights, and the test will be given as soon as the application is submitted and approved.

Applicants must provide themselves with automobiles for the test.

For licenses as motor boat navigators—Written examination is conducted every other Wednesday in room 304, Balboa Heights, beginning at 8 a. m., and on the Friday immediately following at the office of the Captain of the Port of Cristobal, from 9 a. m. until 3 p. m. Applications for examination must be submitted at least a day previous to the examination; forms may be obtained from the office of the board, Balboa Heights, or from the Captains of the Ports, or from the main office of the Dredging Division at Paraiso.

Demonstration tests will be given on Thursday, the day between the written examinations, as follows: At Cristobal, by arrangement with the Captain of the Port; at Balboa, at 2 p. m., on application to the Captain of the Port; and at Gamboa, at 8 a. m., by the deputy inspector. Applicants must provide themselves with boats for the test.

For licenses as pilots, masters, mates, and marine engineers—Written examination only, and only at Balboa Heights, room 304, on the same day (Wednesday) as the written examination there for motor boat navigators. Forms must be submitted not later than the day preceding, and may be obtained from the same offices as the forms for motor boat navigators. The next date on which examinations for these licenses and for navigators of motor boats will be conducted at Balboa Heights is Wednesday, October 2, 1918.

Geo. J. VANDERSLICE, Recorder.

French Cottage for Sale.

Sale of Building No. 1007, Cristobal—Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone, up to 10 a. m., October 4, and then opened, for the purchase of an old French cottage located in Cristobal, Canal Zone. Size of building over-all is 28 feet by 34 feet. This is a 2-room cottage with bath; front and side porches; three windows in each room, and two doors leading to front porch. Timber in building appears to be in good shape. Galvanized iron roofing is in good shape. Building will be shown to prospective purchasers upon applying at the office of the District Quartermaster, Cristobal. All bids must be accompanied by 20 per cent of the amount bid as a guarantee for the faithful performance of the contract. Terms of the contract are that the successful bidder will be required to remove the building at his own expense within 30 days from acceptance of bid, and clean up the premises. The Panama Canal reserves the right to reject any or all bids.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake and Miraflores Lake, in feet above mean sea level, during the two weeks ending at midnight of Saturday, September 21, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gamboa	Gatun	
Sun., Sept. 8.....	132.80	97.05	85.30	85.28	54.15
Mon., Sept. 9.....	132.75	96.80	85.20	85.18	54.31
Tues., Sept. 10.....	129.85	95.10	85.24	85.19	54.30
Wed., Sept. 11.....	132.00	96.08	85.11	85.18	54.22
Thurs., Sept. 12.....	130.40	95.09	85.20	85.14	54.30
Fri., Sept. 13.....	130.50	95.23	85.15	85.14	53.74
Sat., Sept. 14.....	130.90	95.42	85.15	85.11	53.90
Sun., Sept. 15.....	134.00	97.80	85.23	85.21	54.00
Mon., Sept. 16.....	130.25	95.60	85.27	85.20	54.00
Tues., Sept. 17.....	133.60	97.70	85.29	85.21	54.15
Wed., Sept. 18.....	130.30	95.76	85.27	85.21	54.07
Thurs., Sept. 19.....	129.35	94.44	85.14	85.14	54.12
Fri., Sept. 20.....	128.80	93.35	85.20	85.15	54.00
Sat., Sept. 21.....	(^a)	93.59	85.25	85.14	53.75
Height of low water to nearest foot.	126.0	91.0			

^a Vigia phone out of order.

August Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, Aug., 1918.
	1916	1917	1918			
<i>Pacific section—</i>						
Balboa.....	11.60	6.27	3.75	7.62	20	14
Balboa Heights.....	10.53	7.42	3.84	7.81	22	14
Miraflores.....	10.52	9.45	5.70	8.57	10	14
Pedro Miguel.....	9.78	9.51	4.41	8.32	11	17
Rio Grande.....	6.34	10.28	5.52	9.40	14	19
<i>Central section—</i>						
Culebra.....	5.05	9.97	4.91	10.05	27	22
Camacho.....	6.62	9.95	6.81	9.49	13	28
Empire.....	5.66	8.76	5.18	9.16	15	21
Gamboa.....	12.22	12.62	8.59	11.90	36	25
Juan Mina.....	12.81	15.30	11.36	11.92	8	22
Alhajuela.....	10.98	13.32	9.17	12.51	20	26
Vigia.....	11.60	15.71	10.25	12.67	10	21
Frijoles.....	7.63	9.71	8.91	10.27	7	23
Trinidad.....	10.37	16.35	5.81	10.51	11	18
Monte Lirio.....	10.50	12.83	11.82	11.87	11	27
<i>Atlantic section—</i>						
Gatun.....	5.97	17.81	17.93	14.34	14	27
Brazos Brook.....	6.42	19.71	19.20	14.71	13	29
Colon.....	8.34	15.79	18.85	15.00	43	26

Applications for Family Quarters.

Applications of gold roll employees for family quarters were on file on August 31, 1918, as follows:

STATIONS.	Number of applications.
Anecon.....	105 (21)
Paraiso.....	14 (2)
Empire.....	1
Gatun.....	2
Cristobal.....	57 (22)
Total.....	179 (45)

NOTE—The figures in parentheses show the number of applicants already occupying regular or nonhousekeeping family quarters at stations other than those at which applications are filed.

Rainfall from August 1 to 31, 1918, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Taboga.....	1.34	4	3.03
Balboa.....	1.44	1	3.75
Balboa Heights.....	1.07	4	3.84
Miraflores.....	2.74	1	5.70
Pedro Miguel.....	.85	1	4.41
Rio Grande.....	.92	2	5.52
<i>Central section—</i>			
Culebra.....	1.12	1	4.91
*Camacho.....	1.39	2	6.81
Empire.....	1.25	1	5.18
Gamboa.....	1.65	26	8.59
*Juan Mina.....	2.36	1	11.36
Alhajuela.....	1.48	13	9.17
*El Vigia.....	1.65	26	10.25
Darien.....	1.50	26	7.83
Frijoles.....	2.00	23	8.91
*Trinidad.....	1.59	28	5.81
*Monte Lirio.....	1.74	13	11.82
<i>Atlantic section—</i>			
Gatun.....	2.99	3	17.93
*Brazos Brook.....	2.31	13	19.20
Colon.....	3.83	26	18.85
†Bocas del Toro.....	5.19	6	13.83

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

†Standard rain gauge—readings at 8 a. m. daily.

Additions to Commissary Stock.

Automobile accessories:	
Black-lac, qt., tin.....	\$1.30
Carbon remover, pt., tin.....	.75
Cleaner, No. 1, tin.....	.38
Jacks, Jiffy, auto., ea.....	3.05
Baskets, clothes, No. 2, oval, ea.....	.96
Baskets, clothes, No. 3, oval, ea.....	1.00
Brushes, nursing bottle, ea.....	.05
Brushes, water closet, ea.....	.17
Knives, pocket, ea.....	.59
Grates for New Perfection stoves, ea.....	.33
Blue, laundry, ½s pkg.....	.08
Candy, chiclets, Adam's, pkg.....	.04
Butter, peanut, 30-oz., jar.....	.44

COMMISSARY NOTES.

Quarterly Inventory for Retail Commissaries.

The regular quarterly inventory will be taken in all retail commissaries on September 30. In order to accommodate customers the cold storage and grocery departments will be checked first and opened for business not later than 10 a. m., October 1; the other sections will be opened as soon thereafter as possible.

Men's Clothing.

An item recently appeared in these columns relative to the anticipated marked advance in prices of men's clothing. It was then believed that while prices would go as high as \$75 the suit, they would not, except in rare instances, exceed this sum. It is authoritatively stated, however, in a recent issue of a prominent journal devoted to men's wear that \$100 the suit is not expected to create any comment next year in the wholesale trade, although, of course, such a price will obtain only where the finest imported fabric is used. As high as \$12.20 a yard is known to have been paid already for certain English fabrics, and this is said not to be a high-water mark by any means.

In this connection the attention of Commissary patrons is invited to the large and complete stock of English woollens on sale in the retail stores. Were this material available in the United States, it is believed that in some cases prices would be almost three times as high as those for which the goods are sold here.

Watermelons.

The commissary purchasing agent has advised that no more shipments of watermelons will be made this year, the season having closed. He also states that he could find no plums in shipping condition to forward.

Native Chocolate.

The native chocolate made on the Panama Canal plantation and sold in the commissaries is unadulterated and rich in fat. It is meeting with ready sales in the line stores.

Papaya.

The commissaries are now obtaining papaya in large and steadily increasing quantities from Bracho Plantation. About 12,000 pounds monthly are being received but this is insufficient to take care of the demand so that it is necessary for the Local Buyer also to buy this product in the Panama markets.

Apple Sauce.

There is still on hand in the line stores a considerable stock of apple sauce put up in the industrial laboratory. This comes in 10-ounce jars and is retailed at 10 cents. The sauce is made from a variety which is good dessert fruit and it is believed will be in large request after commissary customers become better acquainted with its merits.

China.

The British manufacturers from whom a fine quality of china is received, have given notice that it is necessary again to revise their charges on account of the high cost of bone and coal. Their cheap china, very little of which is received here, will be subject to an advance of 100 per cent. Their high-grade porcelains will go up in price approximately 66 $\frac{2}{3}$ per cent. In most pieces, however, the Commissary Division is well protected so that no general increase need be made for some time.

Hosiery.

From an authoritative source comes the information that the present uncertainty as regards Government requirements is causing hosiery mills in the United States to turn down a considerable amount of business.

While buyers are anxious to place liberal orders the mills will not accept them.

It is further stated that few retailers have enough stock on hand to meet requirements and with the mill men refusing orders a serious shortage is likely to result.

The reason given by the manufacturers for their unwillingness to accept orders is that should they begin civilian work and then be compelled to fill Government requirements the change would necessitate a great expense and the taking of large quantities of yarn out of use for the time being.

Books, Cards, and Gift Stationery.

A requisition for a large number of books for juveniles and adults; for New Year cards; for gift stationery; and for a small quantity of toys for the holiday trade, has just been sent to New York.

The total amount of this year's Christmas order is much less than formerly. This is in line with the recommendations of the Council of National Defense that useless giving at Christmas time be discouraged and that money ordinarily wasted on presents of doubtful utility be saved and invested in Thrift Stamps and War Saving Stamps.

Even in the midst of war, of course, there are times when gift-giving is desirable, if not absolutely necessary, but with the full and varied lines ordinarily carried by the Commissary Division and the few extras that will be secured for the holiday season, it is believed that customers will have ample opportunity to make suitable selections.

Persons may ascertain whether certain articles, which they desire to buy, will be carried by making inquiries at their local store.

Flour and Bread.

Late advices received from the Federal Food Administration explain certain phases of the wheat conservation program which is believed are not fully understood by commissary customers.

Substitutes sold with wheat flour in the ratio of 1 pound to 4 pounds are to be used in making bread. No all-wheat bread is to be baked, a mixture to be used in every

case, which action will be voluntarily enforced in all patriotic households. It has been reported that a number of persons in the Canal Zone use substitutes they are obliged to buy, for purposes other than bread mixtures. For instance, rice is served as a cereal and in other ways instead of being combined in proper proportions to make Victory bread; likewise rolled oats, oatmeal, buckwheat flour, corn starch, etc., are not being generally used for the purpose intended. The Food Administration goes so far as to say that even when corn meal is bought, it must not be used exclusively for corn bread on the presumption that if it is used it will be satisfactory at other times to make all-wheat bread; a mixture with wheat flour must be used in addition to the normal consumption of corn bread.

War Books.

Asked to name 25 books of history and general literature dealing with the war which in their opinion would be of permanent value, a number of literary critics and history experts sent in lists to *The Bookman* and their selections are as interesting as, to the average person, unusual.

The Literary Editor of the Chicago *Tribune* names the following personal experience books, which have been or will be sold in the commissaries: "The First Hundred Thousand," by Ian Hay; "Kitchener's Mob," by James Norman Hall; "Under Fire," by Henri Barbusse; "The Glory of the Trenches," and "Carry On," by Coningsby Dawson. Two books which have attained the greatest sales are ignored by this critic—"Over the Top" and "Mr. Britling Sees it Through," he states that he thought of including the latter but came to the belief that it contained little of value, either as fiction, philosophy or as a picture of conditions.

In poetry he prefers "Ardours and Endurances," by Robert Nichols to the poems of Rupert Brooks, Alan Seeger, or John Masfield, as does also the Literary Editor of the New York *Sun*. The latter places second on his list "The Old Huntsman," by Siegfried Sasson, which is now on order by the Commissary Division.

For his personal experience books he thinks Barbusse's "Under Fire," and "Winged Warfare," by Major Bishop are best—the retail stores will have these for sale shortly. "The Amazing Interlude" by Mary Roberts Rinehart is also cited as good war fiction. His other recommendations concern books, technical and journalistic, and essays and war history, the demand for which so far has not been sufficient to warrant carrying them in stock.

The editor of *McClure's Magazine* believes "The Amazing Interlude," "White Morning," by Gertrude Atherton; "Tree of Heaven," by May Sinclair; "Over the Top," "Under Fire," "Gallipoli" (John Masfield); "The First Hundred Thousand," "Shot with Crimson," and "My Four Years in Germany," all of which have been or will be sold in the commissaries, will provide the nucleus of essential war books that have particular value.

RECIPES.

Cream of Lima Bean Soup.

1 cup dried lima beans	2 tablespoonfuls fat
3 pints cold water	2 tablespoonfuls flour
2 slices onion	1 teaspoonful salt.
4 slices carrot	$\frac{1}{2}$ teaspoonful pepper.
1 cup cream or milk	

Soak beans over night; in the morning drain and add cold water; cook until soft, and rub through a sieve. Cut vegetables in small cubes, and cook five minutes in half the fat, remove vegetables, add flour, salt, and pepper, and stir into boiling soup. Add cream, reheat, strain, and add remaining fat in small pieces.

Wafer Corn Bread.

2 cups corn meal	1 tablespoon lard compound
2 teaspoons baking powder	1 egg
$\frac{1}{2}$ teaspoon salt	3 cup St. Charles' milk
2 tablespoons molasses (if desired)	$1\frac{1}{4}$ cups water.

Mix thoroughly corn meal, baking powder, and salt. Add melted lard compound, molasses, well-beaten egg and milk. Beat well. Pour into greased shallow pans (the batter should be about $\frac{1}{4}$ -inch deep) and bake in hot oven until brown on both sides. The bread should be less than $\frac{1}{2}$ -inch thick when baked.

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

THE PANAMA CANAL RECORD



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Volume XII.

Balboa Heights, C. Z., October 2, 1918.

No. 7.

Duty on Goods Taken Into United States by Employees.

Employees returning from the United States sometimes complain that they have been forced to pay customs duty on piece goods of wool, linen, or other material intended to be made up into suitings, and that the \$100 exemption is not considered by customs inspectors of the United States. The Chief of the Division of Civil Affairs took up this matter with the Division of Customs, Treasury Department, and has received the following reply dated August 26, 1918:

The Department is in receipt of your letter of the 8th instant, in which you state that employees of The Panama Canal, returning from vacations in the United States, occasionally complain that they are forced to pay duty on piece goods of wool, linen, or other material intended to be made up into suitings, even when the total value of merchandise brought in by them comes within the \$100 exemption allowed each passenger.

As purchases of the kind described by you are usually passed under the \$100 exemption, the Department does not understand why collectors of customs should assess duty thereon. If you will furnish the particulars of a specific case, or cases, naming the port where duty was collected, an investigation will be made."

Regulations Governing Exports of Conserved Commodities from the United States Insular Possessions and Panama Canal Zone.

WAR TRADE BOARD,

WASHINGTON, September 16, 1918.

The War Trade Board announce the following regulations with respect to the exportation from the insular possessions of the United States and the Panama Canal Zone of conserved commodities originating in the continental United States:

1. No export license shall be granted for the exportation from an insular possession of the United States or the Panama Canal Zone of any conserved commodity (commodities included in the export conservation list) which has originated in the continental United States, unless an application has been made and the license for such exportation has been obtained prior to the shipment of the said commodity from the continental territory of the United States.

2. When application is made for a license to export a conserved commodity from any insular possession of the United States or the Panama Canal Zone, the application must be accompanied by satisfactory evidence showing whether the commodity to be exported originated in the continental United States. If the commodity originated in the continental United States, the date on which it was shipped to the insular possessions or the Panama Canal Zone should be shown in the evidence which accompanies the applications.

3. The foregoing regulations shall not apply to the exportation of small quantities of conserved commodities, such as it has been customary to ship, in carrying on the normal local commerce between any of the insular possessions of the United States or the Panama Canal Zone and near-by foreign countries.

VANCE C. McCORMICK, *Chairman.*

Address of Ordnance Depot and Armament Officer.

The offices of the Commanding Officer, Panama Ordnance Depot, and the Armament Officer, Panama Armament District, have been moved to Corozal, and mail for these offices should be addressed accordingly.

Passports for Subjects of Spain.

PANAMA, September 17, 1918.

SIR: You would oblige me greatly by giving notice to the corresponding authorities, whose duty it is to grant permits to leave the country, through the ports of Balboa and Cristobal, that due to orders received from the Embassy of His Majesty the King of Spain, at Washington, D. C., all passports to Spanish subjects will be issued by this Consulate only, cancelling, therefore, from this date on, the authorizations granted by this Legation, to the other Consular Agencies in the Republic of Panama.

I am, Sir,

Yours very truly,

LUIS SAN SIMON Y ORTEGA,

Vice-Consul of Spain and in Charge of the Legation.

To the Hon. C. A. McIlvaine,

*Executive Secretary of The Panama Canal,**Balboa Heights.*

Red Cross Election.

A very regrettable error occurred in furnishing copy to the printer for the Red Cross Election ballots distributed last week through THE PANAMA CANAL RECORD in leaving off the ticket the names of the candidates for Vice Chairman. A separate ticket for Vice Chairman containing the names of S. P. Verner, W. J. Daglish, and Gerald D. Bliss will be printed immediately and issued with copies of this week's THE PANAMA CANAL RECORD. Upon receipt of the ballots members of the Red Cross will please vote for one Vice Chairman and send the ballot to the Red Cross Election Committee, Balboa Heights.

Piano for Balboa Playground.

The Balboa Playground Association, by means of a dance, has raised enough money to purchase a piano for the use of the various classes in the drills, calisthenics, and folk dances in the playground shed. A piano has been secured and will be placed in the shed in a well-protected receptacle within a few days.

It is now desired that a few ladies volunteer to play the piano for an hour each morning, the hours of play being from 9 to 11, to assist the directress and assistant in their work with the children. With over 100 children to be instructed by the directress and assistant, it is readily seen that they have no time for piano work.

The awakening of a community interest in the playground work has been manifested during the past week, when three ladies volunteered to assist in kindergarten work. This spirit of cooperation is commendable and shows appreciation on the part of the public in the work being done by the Government here for the children of its employees.

Volunteers should send or give their names to Miss Pugh, the playground directress, or to Mr. T. S. Booz, at the Balboa Clubhouse.

W.S.S.**HELP YOUR COUNTRY****BUY WAR SAVINGS STAMPS****On Sale At All Canal Zone Post Offices**

Joint Commission.

Decision of the Umpire.

In the matter of the claim of John J. Gibbons for 25 hectares of the property known as "El Guayabal."

Decision of the Umpire, award No. 185, docket No. 1365.

On June 14, 1913, John J. Gibbons filed his claim before the Joint Commission for the tract of land known as "El Guayabal" expropriated by the Government of the United States for Canal purposes. The lands in question comprise 789 hectares, 50 of which were not considered by the Commission at the trial of this case on account of a conflict as to their ownership which existed between the claimant and the heirs of Filomena Carrillo de Carbone who were claimants also before the Joint Commission, having filed their claim on July 17, 1914, for an adjoining property known as "Guanabano." In making the award for the "Guayabal" tract the Commission decided to postpone the appraisal and payment of the 50 hectares in conflict until such time as a settlement could be reached between the parties, or until the conflict could be otherwise decided.

On April 8, 1918, when the "Guanabano" claim came on for hearing, the heirs of Filomena C. de Carbone stated that they had reached an agreement with John J. Gibbons as to the ownership of the 50 hectares in conflict, and requested the Commission to appraise 25 hectares which belonged to them by virtue of this agreement, and include payment therefor in the award for the "Guanabano" tract. The 25 hectares belonging to John J. Gibbons were not passed upon at this time.

On April 30, 1918, the Commission made an award in the sum of \$36,620 in favor of the heirs of Filomena Carrillo de Carbone, and in compliance with their request, included in this award the value of the 25 hectares above referred to.

The Commission met on July 10, 1918, to consider the claim of John J. Gibbons for the 25 hectares belonging to him, but were unable to reach an agreement as to the value, the discrepancy being between \$29.65 and \$60 per hectare. The first figure is the valuation placed upon the property by Honorable Burt New, Member of the Joint Commission on the part of the United States. His colleague did not join in this opinion nor did he file an opinion of his own. The second figure represents the appraisal of

El Arbitro de la Comisión Mixta de Tierras Estados Unidos de América—República de Panamá, Panamá.

Reclamación de John J. Gibbons por 25 hectáreas de tierra, pertenecientes a la finca "El Guayabal" también de su propiedad.

Decisión del Arbitro fallo No. 185 expediente No. 1365.

El 14 de Junio de 1913, John J. Gibbons, dueño del predio denominado "El Guayabal," presentó una reclamación ante la Comisión Mixta con motivo de la expropiación de dicha propiedad por parte del Gobierno de los Estados Unidos, para los usos del Canal.

Las tierras en cuestión comprendían 789 hectáreas, de las que, al celebrarse la vista para su fallo, el 19 de Junio de 1916, se descontaron 50 hectáreas en controversia con los herederos de Filomena Carrillo de Carbone, reclamantes también ante la Comisión Mixta desde 17 de Julio de 1914, por la expropiación de su finca denominada "El Guanábano" colindante con la de John J. Gibbons.

Al fallar la Comisión la reclamación del "Guayabal" en 7 de Agosto de 1916, lo hizo aplazando el avalúo de las 50 hectáreas en controversia, interin se ponían en claro los derechos a las mismas o se llegaba a un arreglo por parte de los litigantes.

Al tocar el turno a la reclamación del "Guanábano," el 8 de Abril de 1918, los herederos de Filomena Carrillo de Carbone, declararon haber llegado a un arreglo con John J. Gibbons acerca de las 50 hectáreas en desacuerdo de las que, 25 les correspondían a ellos, y solicitaron su avalúo y pago con el resto de la reclamación; y las otras 25 quedaban a la disposición de John J. Gibbons.

El 30 de Abril del año corriente, la Comisión falló la reclamación del "Guanábano" abonando a los herederos de Filomena Carrillo de Carbone, la suma de \$36,620 por las 863 hectáreas que formaban la finca, incluyendo en aquella suma las 25 hectáreas discutidas.

La Comisión se reunió el 10 de Julio próximo pasado, para decidir acerca de las 25 hectáreas pertenecientes a John J. Gibbons, pero no llegó a ponerse de acuerdo respecto del valor, resultando una divergencia entre \$29.65 y \$60 por hectárea.

De la primera cifra es sustentante uno de los miembros de la Comisión (Honorable Burt New) por parte de los Estados Unidos; su compañero se ha abstenido de adherirse a ella y no ha emitido la suya propia. Ambos miem-

both the Panamanian members. Briefs have also been filed in this case by the attorneys for the Government of the United States as well as by counsel for the claimant.

The Commissioner on the part of the United States in his written opinion states that he estimated the value of these 25 hectares in accordance with the appraisal of the property of the heirs of Filomena Carrillo de Carbone. In this case the Guanabano tract was considered as a whole, no distinction being made as to the different sections. The improvements belonging to the claimants were valued at \$10,925 and the lands themselves at \$25,695. The land, therefore, was appraised at the rate of \$29.65 per hectare, which valuation he considers just in this case.

The Commissioners on the part of Panama in their written opinion maintain that these 25 hectares should be appraised in accordance with the precedents established by the Commission in several awards, among which was the award for the "Guayabal" tract to which the 25 hectares, subject of this claim, belonged. They state over their signature, that in the appraisal of this property they divided the 739 hectares which it comprised, into three sections, placing a valuation of \$60 per hectare on the section adjacent to the Cruces Road and the Guanabano River at its southernmost part, and \$30 and \$15 per hectare on the remaining sections according to their location.

In estimating the value of the land claimed by the heirs of Filomena Carrillo de Carbone, they state that they proceeded in the same manner; that is to say, they divided the 863 hectares into three sections, and appraised the value of each section according to its location. The figure obtained as a result of this division seemed equitable to their American colleagues who accepted it, and the award was paid without delay.

The Panamanian members conclude their argument as follows: "The Commission having thus awarded on four different occasions and without any protest, the sum of \$60 a hectare for land situated in the vicinity of the Cruces Road, the Paso Real de Cardenas and the Guanabano River, and the undersigned being of the opinion that the said appraisal constitutes a just and equitable precedent, we believe that John J. Gibbons is entitled to an indemnity of \$1,500 for the 25 hectares belonging to him, in the lot of land in conflict with Mrs. Filomena C. de Carbone, situated between the Cruces Road and the Guanabano River to the north of the Paso Real de Cardenas."

bros por Panamá sostienen la segunda.

Tanto los abogados de parte del Gobierno de los Estados Unidos como el del reclamante han presentado al Arbitro alegatos escritos sustentando cada cual los derechos de sus representados.

El Comisionado de los Estados Unidos, en su opinión escrita, manifiesta que para el avaluo de esta reclamación, se ha atendido al establecido en la de los herederos de Filomena Carrillo de Carbone. Expone que las tierras fueron consideradas en globo, sin tomar en consideración la diferente situación de las mismas; y distinguiendo sólo por razón de las mejoras, han correspondido a los reclamantes en concepto de éstas \$10,925 y por las tierras en sí \$25,695 de manera que esta última suma deja un cociente de \$29.65 por hectárea, a cuyo precio se atiende.

Los miembros por Panamá, en su opinión también escrita, aseguran ajustarse en este avaluo a los precedentes establecidos por la Comisión en diversos fallos, entre otros, precisamente el mismo de la reclamación del "Guayabal," a cuya finca pertenecían las 25 hectáreas objeto de la presente. Aseguran, bajo su firma, que para el avaluo de dicha reclamación procedieron dividiendo el lote de las 739 hectáreas de que se componía, en tres partes: abonando a razón de \$60 por hectárea, por las adyacentes al Camino de las Cruces y al Río Guanábano en su parte meridional, y el resto, según su situación, entre \$30 y \$15 por hectárea.

Con respecto a la reclamación de los herederos de Filomena Carrillo de Carbone, afirman haber procedido de la misma manera, dividiendo las 863 hectáreas con respecto a su situación, y avaluándolas en su conformidad, arribaron de esta suerte a una cifra total que, sometido a sus Colegas de los Estados Unidos, mereció su aceptación y fué pagada sin reparo.

"Los miembros panameños terminan su alegato: "Habiendo pagado pues la Comisión en cuatro ocasiones diferentes y sin protesta de nadie, la suma de \$60 por hectárea al avaluar las tierras situadas en las inmediaciones del Camino de las Cruces, Paso Real de Cardenas y Río Guanábano; y pareciendo a los subscriptos Comisionados que este avaluo constituye un precedente justo y equitativo, somos de opinión que John J. Gibbons tiene derecho a una indemnización de \$1,500 por las 25 hectáreas que le corresponden de un lote de terreno en conflicto con Filomena C. de Carbone, situado entre el Camino de las Cruces y el Río Guanábano, al Norte del Paso Real de Cardenas."

It is evident that both sides proceeded with the appraisal of this land in a manner which each considered consistent with his own views, and the discrepancy, therefore, is the result of the method by which each arrived at the same valuation.

Taking into consideration the views expressed in my award of October 13, 1917, with regard to the manner of appraising the values of 1903, eliminating from consideration all speculative values of 1912, in my opinion, \$29.65 and \$60 per hectare can not in the present case represent a difference between values prior to 1903 and after 1912. That \$60 per hectare does not represent 1912 values is proven by the fact that the owners of the "Guayabal" tract in estimating the value of their property as of that date, claimed at the rate of \$200 per hectare.

Believing that the disagreement between the Panamanian Commissioners and the Commissioner on the part of the United States is one of calculation, and not of principle; and

Considering that the only opinion filed by the Commissioners on the part of the United States clearly states the cause of the difference in the appraisal of the 25 hectares, subject of this claim; and

Considering that the Panamanian members in dividing large tracts into sections and appraising the value of each section according to its location, have adhered to a precedent established by the Commission, and maintained in my decision of October 13, 1917, above referred to; and

Considering that the 50 hectares in conflict represent not only the best located section of the tract, but also the most valuable, it being the only section of the property upon which improvements were located, as stated by the Attorney for the Government of the United States during the course of the trial of the "Guayabal" claim which began on June 19, 1916 (page 7 of the Transcript);

I agree with the Panamanian members that John J. Gibbons is entitled in justice and equity to the sum of \$1,500 for 25 hectares belonging to him of the lot of land in conflict with the heirs of Filomena Carrillo de Carbone.

Ambos puntos de vista, como se vé, se inspiran en la equidad y en lo que cada uno estima consecuente con sus propias resoluciones. Ahora bien, la discrepancia estriba en el diferente procedimiento por el que cada cual arribó a la misma cifra.

Teniendo en consideración lo sentado en mi laudo de 13 de Octubre de 1917, acerca de la manera de apreciar los valores de "1903" en contraposición con los de especulación llamados de "1912," abolidos de plano en mi referido laudo; no considero que la diferencia entre \$29.65 y \$60 por hectárea, con respecto a tierras como las de que se trata, envuelvan una disparidad de principio; y lo prueba el hecho de que apoyándose en esos valores de "1912" se reclamaba por el "Guayabal" a razón de \$200 por hectárea.

Considerando pues, que la disparidad entre los Comisionados panameños y uno de los de los Estados Unidos, entiendo, no es de principio, sino de cálculo;

Considerando que la única opinión de parte de uno de los miembros de la Comisión por los Estados Unidos, pone claramente de manifiesto la causa de la disparidad en la apreciación del avalúo de las 25 hectáreas objeto de esta reclamación;

Considerando que los miembros de la Comisión por parte de Panamá, tratándose, como se trata, de una gran area, al dividir las tierras con respecto a su situación, para proceder a su avalúo, se han atendido a una regla establecida y puesta en práctica por la Comisión y adoptada para mis fallos en mi mencionado laudo de 13 de Octubre de 1917;

Considerando que las 50 hectáreas en disputa representaban no sólo la parte mejor situada de la finca, sino la más valiosa, por razón de ser la única cultivada del "Guayabal," según lo manifestó el Abogado del Gobierno de los Estados Unidos, en la vista de la reclamación de dicha finca el 19 de Junio de 1916 (Página 7 del testimonio);

Por tanto; vengo en otorgar a John J. Gibbons, como justa y equitativa compensación por las 25 hectáreas que le corresponden de las 50 en conflicto con los herederos de Filomena Carrillo de Carbone, la suma de Mil Quinientos Dollars (\$1,500).

Therefore, an award is hereby made against the United States of America in favor of John J. Gibbons in the sum of \$1,500, United States currency, for all right, title, and interest the said John J. Gibbons may possess or may have possessed in and to one-half of the 50-hectare lot of land in conflict between

John J. Gibbons and the heirs of Filomena Carrillo de Carbone, and comprised within the property known as "El Guayabal," covered by claim docket No. 1365, including any and all damages sustained on account of the expropriation of this property by the United States of America.

This award shall be paid on or before the 1st day of November, 1918, and if payment or tender of payment is not made on or before that date, said award shall thereafter bear interest at the rate of 6 per centum per annum until paid.

(Sigue la órden de pago a favor del reclamante.)

Dado en español y en inglés, en el Palacio Nacional de Panamá a 1° de Octubre de 1918.

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

(Fdo) MANUEL WALLS Y MERINO,
Arbitro.

Done in English and Spanish in the National Palace, Panama, on the first day of October, 1918.

Official Circulars.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 27, 1918.
CIRCULAR NO. 661-64:

Mr. Elwood P. Sine is appointed Collector of The Panama Canal, effective September 21, 1918, *vice* Mr. Thomas L. Clear, resigned.

CHESTER HARDING,
Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 26, 1918.
CIRCULAR NO. 661-63:

Effective this date, Mr. Frederic E. Williams is appointed a member of the Board of Admeasurement, *vice* Lieut. Clarence W. Chaddock, U. S. N., relieved from duty with The Panama Canal.

CHESTER HARDING,
Governor.

Increase in Ocean Freight Rates.

PANAMA RAILROAD COMPANY,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 20, 1918.
R. A. CIRCULAR NO 593:

To all agents—The freight rates on the Panama Railroad Steamship Line between New York and the Isthmus have been increased by 25 per cent on the ocean rate and the new rates are covered by the following tariffs and supplements:

1. New York to Colon and Cristobal Supplement No. 1 to Tariff No. 25, effective September 9.
2. New York to Panama City Supplement No. 4 to Tariff No. 21, effective September 12.
3. Panama City to New York Tariff No. 27, effective September 10 cancelling Tariff No. 24.
4. Colon and Cristobal to New York Tariff No. 26 cancelling Tariff No. 23, and Supplement No. 1 to Tariff No. 26, both effective September 10.

There is to be no increase in the railroad's proportion of the Panama City rates, and for that reason it will be necessary to change the percentages used for dividing the freight revenue between the railroad and the steamship line which were 38 per cent to the railroad and 62 per cent to the steamship line.

Effective with the dates on which the new rates went into effect as above, the division between the railroad and the steamship line will be 32 per cent to the railroad and 68 per cent to the steamship line.

Please acknowledge receipt of this circular, and advise if you have received the above tariffs and supplements.

H. A. A. SMITH,
Auditor.

Clubhouses Will Accept Bond Subscriptions.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 28, 1918.
MEMORANDUM TO ALL CLUBHOUSE SECRETARIES:
Effective at once and during the Fourth Liberty Loan drive it will be permissible for clubhouse secretaries to accept cash subscriptions for Liberty Loan Bonds in amount of \$50 or multiples thereof.

You will use the regular receipt form 5128, and take up same in your cash book under special account headed "Fourth Liberty Loan subscriptions." Remittances will be made in the usual manner and at the close of the drive you will issue a voucher in favor of the Treasurer, Liberty Loan Committee, for the amount of such collections.

H. A. A. SMITH,
Auditor, The Panama Canal.

Old Rubber Stamps.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 27, 1918.
To all concerned—It is respectfully requested that all old rubber stamps no longer required in the various offices of The Panama Canal and The Panama Railroad Company, be forwarded to The Panama Canal Press, Mount Hope, where they can be utilized to good advantage.

R. K. MORRIS,
Chief Quartermaster.

Observance of "Liberty Day." Fourth Liberty Loan.

BALBOA HEIGHTS, C. Z., September 25, 1918.
All concerned—October 12 has been designated by the President of the United States as Liberty Day for the Fourth Liberty Loan. The local committee has decided to hold a parade and general rally at the Pacific terminals at Balboa on that date. Information has been requested by the Governor from Washington as to whether or not a holiday will be granted with pay to Government employees in the States on that day, and in the event that a holiday has been granted similar action will be taken in regard to the Canal Zone.

In any event, we will hold a parade on that date and it is desired to secure as large a turnout as possible. All organizations, departments, and individuals who expect to take part in this parade should advise the undersigned in writing as soon as possible, and not later than October 8, of the number of persons, vehicles, and floats, they expect to participate in the parade so that positions may be assigned.

The District Quartermaster at Balboa Heights will place at the disposal of departments and organizations such motor trucks and vehicles as

are available. Applications for same should be made to him as soon as possible.

The exact hour and route of the parade will be announced later. All who expect to take part are urged to begin preparations at once.

The Atlantic terminal expects to hold their parade on September 28 and have already begun elaborate preparations and from present indications, if the Pacific Terminal is to have a parade and rally which will compare favorably with the demonstration at the Atlantic terminal, it is up to us to get busy.

R. K. MORRIS,

Chairman, Committee Rallies and Parades.

Trading with the Enemy.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,

DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., September 25, 1918.

To all concerned—The following changes in the United States Enemy Trading List, showing additions and removals, have been made by the War Trade Board, effective September 20, 1918:

ADDITIONS.

CHILE.

Haverbeck & Co. Valdivia.
Haverbeck, Alberto (of Haverbeck & Co.). Valdivia.
Haverbeck, Carlos (of Haverbeck & Co.). Valdivia.
Schalweit, Rodolfo (of Haverbeck & Co.). Valdivia.

COLOMBIA.

Fresen, Max. Bogota.

ECUADOR.

Balda, Cesar A. Manta.
Bruckman, L. E. Guayaquil.
Cueva, Teofilo Vivar. Quito.
Dessum & Co. Guayaquil and Quito.
Lemos, Rafael. Esmeraldas.
Sussmiedwind, Paul C. (Paul T.). Riobamba.
Sussmann, Adolf. Cojimies.
Tramontapa, Lucas. Guayaquil.

MEXICO.

Arreola, Jose Gomez. Guadaluajara.
Brockmuller, Federico. Mexico City.
Buckenhofer, Guillermo. Chihuahua.
Concha, Antonio de la. San Luis Potosi.
Garcia, Fuentes, Suers. Torreon.
Henchell, Edmund. Bajonea.
Linga, Carl. Mazatlan.
Millan, J. y Cia. Mazatlan.
Mora, F. & Co. San Blas.
Cia. Quimica Nacional de Mexico. Mexico City.
Reinbeck & Becker. Mexico City.
Seitz, Carlos. Mexico City.
Stauffer & Forster. Acaponeta.
Steger, Otto (La Union). Chihuahua.
Union, La (Otto Steger). Chihuahua.
Velas, S. A. Cia. Monterey and Tampico.

PERU.

Moises, Jacobo y Hermanos. Cuzco.

SALVADOR.

Benega, Federico. San Salvador.
Daininger Hermanos. San Salvador.
Duarte, F. I. & Co. San Salvador.
Garcia, Saul. San Salvador.
Hermann, Emilio. San Salvador.
Laufer, Curt. San Salvador.
Menjivar, Ricardo. San Salvador.
Raemseh, Louis. San Salvador.
Roeder, Max. San Salvador.
Widawer, Alfredo. San Salvador.
Widawer, Leon. San Salvador.

REMOVALS.

MEXICO.

Arceinega y Sotres. Mexico City.
Austin, Carlos. Merida.
Bernal, M. N. Nogales.
Ruiz, E. R. Tampico.

C. H. CALHOUN,

Chief, Division of Civil Affairs.

Assignments of Teachers.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF SCHOOLS,

BALBOA HEIGHTS, C. Z., September 26, 1918.

To teachers of white schools—Teachers have been assigned to duty for the ensuing school year as follows (Grades indicated are necessarily provisional):

Balboa high school—Geo. A. Manning, principal, history, room 43; B. L. Boss, science, room 59; Olga J. Frost, modern languages, room 36; May L. Smith, languages, room 27; Myrtis M. Gallup, English, room 54; Elizabeth Burkeheiser, commercial, room 41; Helen L. Kahle, English history, rooms 52 and 54; Leona M. Armstrong, biology, room 52; Isa Dolores Reed, mathematics, room 60.

Balboa grade school—L. M. Holton, principal, room 20; Elsie E. Boyd, grade 1, room 15; Jessie Wilson Clark, grade 1, room 2; M. St. Clair Nisbet, grade 1, room 16; Grace M. Trumbull, grade 1, building 804; Ruth Dale, grade 2, building 804; M. Ethel Mackin, grade 2, room 14; Isabelle C. Glubka, grade 2, room 1; grade 3, room 3 (not yet reported); Irma Doran, grade 3, room 12; Florence Mackin, grade 3, room 4; Effie E. Littell, grade 4, room 6; Nina P. Beeler, grade 4, room 24; grades 4-5, room 13 (not yet reported); Mary Healy, grade 5, room 25; Anna E. Larkin, grade 5, room 26; Dove L. Prather, grade 6, room 29; Susie P. Core, grade 6, room 34; Ann Christenson, grade 7, room 38; Stella M. Johnson, grades 7-8, room 39; Ruth Porter, grade 8, room 37.

Ancon grade school—Grace E. McCray, principal, grade 1, room 3; Florence M. Dildine, grades 1-2, room 1; Grace E. Keleher, grades 2-3, room 2; Martha J. Sadler, grade 3, room 5; Mary D. Croxell, grades 3-4, room 8; Minnie O. Russell, grade 4, room 6; Florence M. Jones, grade 5, room 7; Leona M. Thacher, grade 6, room 9; Etta Reed, grades 7-8, room 10.

Cristobal grade and high school—Harry T. Drill, principal, history, room 30; Edna E. Healy, science, mathematics, room 26; English, Latin, room 23 (not yet reported); Franco Villafranca, modern languages, room 27; Edith Loveitt, grade 8, room 29; Agnes O'Connor, grade 7, room 21; Hannah E. McClellan, grade 6, room 20; Grace E. Homes, grade 5, room 8; Beatrice Faulkner, grades 4-5, room 11; Martha Hamilton, grades 3-4, room 6; grade 3, room 3 (not yet reported); Effie D. Mitchell, grades 2-3, room 8; Margaret L. Beyschlag, grade 2, room 4; Gladys L. Hayden, grade 1, room 2; Geneva B. Thurman, grade 1, room 1.

Empire grade school—Nelle M. Shea, principal, grades 1-2; Maude P. Patten, grades 3 to 5.

Pedro Miguel grade school—Emma M. Cobban, principal, grades 7-8, room 5; Isabel Sanger, grades 5-6, room 4; Muriei K. Neal, grades 3-4, room 1; Alma R. Sander, grades 1-2, room 2.

Gatun grade school—Ida B. Potts, principal, grades 6 to 8, room 5; Annie E. Stone, grades 3 to 5, room 1; Effie E. Watts, grades 1-2, room 2.

Line teachers—Shirley C. Dorsey, grades 1 to 4; Ida O. Erickson, grades 5 to 8.

Spanish in grades—Franco Villafranca, Atlantic side; Ricardo Villafranca, Pacific side.

Music—Arthur E. Ward, supervisor.

Penmanship—Bliss Burkeholder, supervisor.

Industrial education—T. G. Sutherland, supervisor; M. L. Cloys, apprentice instructor; Bertha L. Plumb, household arts, Balboa; manual training, Balboa (not yet reported); Charlotte Gugenhan, household arts, Cristobal; Wallace Lee, manual training, Cristobal.

Supervisors—F. X. Karrer, grades 6 to 12 and colored schools; Alice Alexander, grades 1 to 5.

A. R. LANG,

Superintendent of Schools.

Approved:

C. A. McILVAINE,
Executive Secretary.

THE PANAMA CANAL RECORD



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Volume XII.

Balboa Heights, C. Z., October 9, 1918.

No. 8.

CANAL WORK IN AUGUST.

The report of the Governor to the Secretary of War of Canal operations in August, 1918, is printed, in part, below:

BALBOA HEIGHTS, C. Z., September 27, 1918.

*The honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of August, 1918:

Business transacted at the Atlantic and Pacific ends of the Canal, respectively, for the month of August, is presented in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Water sold to ships	6,772,370	1,244,250	8,016,620
Vessels dry docked	15	6	21
Passengers arriving:			
First cabin	1,701	707	2,408
Other than first cabin	1,977	981	2,958
Total	3,678	1,688	5,366
Passengers departing:			
First cabin	1,574	639	2,213
Other than first cabin	2,250	1,015	3,265
Total	3,824	1,654	5,478
Total movement of passengers	7,502	3,342	10,844
Services to American seamen:			
Seamen shipped	207	64	271
Seamen discharged	171	125	296
Seamen deceased			
Seamen deserted	17	7	24
Seamen destitute			
Seamen's identification certificates issued	2		2
Seamen's wages received	\$2,113.64	\$1,042.90	\$3,156.54
Seamen's wages disbursed	\$2,458.60	\$759.68	\$3,218.28
Balance on hand, Sept. 1, 1918	\$448.00	\$662.25	\$1,110.25
Commissary sales to commercial vessels:			
Ice	\$1,145.74	\$513.12	\$1,658.86
Wholesale groceries	6,958.30	2,502.88	9,461.18
Wholesale cold storage	20,726.56	11,833.84	32,560.40
Laundry	1,435.05	150.41	1,585.46
Miscellaneous	1,331.10	907.08	2,238.18
Total	31,596.75	15,907.33	47,504.08
Commissary sales to Government and Panama Railroad ships:			
Ice	\$7.51	\$281.26	\$288.77
Wholesale groceries	6,077.91	5,598.26	12,276.17
Wholesale cold storage	33,665.25	9,934.61	43,599.86
Laundry	82.70	51.79	134.49
Miscellaneous	46.55	2,208.21	2,254.76
Total	40,479.92	18,074.13	58,554.05
Grand total of commissary sales	72,076.67	33,981.46	106,058.13

BUY LIBERTY LOAN BONDS.

Ownership of Liberty Loan Bonds indicates in possession merely investment caution coupled with business wisdom. Possession to capacity of means is genuine and added proof of loyal and dependable citizenry.

GATUN HYDROELECTRIC STATION, GATUN SUBSTATION, CRISTOBAL SUBSTATION,
ATLANTIC AND PACIFIC LOCKS.

Installation of unit No. 4 at the Gatun hydroelectric station was practically completed at the end of the month. The turbine was operated, unloaded, without any mechanical trouble developing. Building construction of the extension at this station was virtually completed. There were no interruptions in service or repairs to equipment during the month. The net output of the station was 4,520,038 K. W. H. on a computed water consumption of 3,170,880,000 cubic feet of water; the ratio between water used for power and that for lockages, 1,304,910,000 cubic feet, being 2.4 to 1. Lockage draft at Gatun aggregated 680,910,000 cubic feet. Estimated rainfall over the Gatun Lake watershed was 10.48 inches, or 11 per cent below the 8-year mean. The elevation of the lake on August 31 was 85.10 feet.

The piping for cooling water for transformers at Gatun substation was completed except connection for the 8,400 KVA unit. Work on the preparation of switchboards advanced satisfactorily, and conduit work for the 2,200-volt feeder circuits was completed. All cable between switch cells and the two 1,500 KVA transformers was installed, but construction was completed at the transformer end only.

No work was done on the 11,000-volt improvements at the Cristobal substation; this installation remaining 70 per cent completed. It has been thought best to complete the work at Gatun Substation before proceeding further at Cristobal substation; it being impossible to secure a working force sufficient to carry on the work at both points simultaneously.

Gatun locks—The usual work of inspection and minor repairs to the lock apparatus were made during the month. Work has been started on new switch bank room and changing the high tension feeder layout. Excavation for the room was completed and the floor laid. Six control cables in the intermediate crossover were relocated, which leaves six ducts available for pulling in the power cable to the center wall. The changing of the power cables in the upper cross-under tunnel and transformer rooms was started during the month.

Pacific locks—In addition to the necessary maintenance of the operating equipment and work on construction of a new launch for use at these locks, considerable repair work was done on the fender timbers at Miraflores and the walks at Pedro Miguel. Foundations were started for the storage shed which is to be removed from its present site near Cocoli Hill to the west side of the locks at Miraflores. Lockage draft from Gatun Lake aggregated 624,000,000 cubic feet; that from Miraflores Lake, 562,040,000 cubic feet.

Transmission line—There was a total of 9 interruptions to transmission line service during August; 1 caused by heavy lightning discharge, 8 by insulator failures. Repairs were promptly made, and the greatest period of interruption was 11 minutes at Darien. There were 13 insulators replaced during the month, all caused by electrical failure.

Miraflores steam plant—On two occasions during the month this plant carried the load for pumping Balboa dry dock, and once the entire load on the southern end on account of a double transmission line failure. The net output was minus 111,720 K. W. H.; the total amount of oil used, 2,818.69 barrels.

Total power output—The total net output of both generating stations was 4,454,118 K. W. H.; and the total amount of power distributed to feeders by substations and generating plants was 3,718,217 K. W. H. Total losses in transmission and transformation was 690,101 K. W. H., representing an energy loss of 15.65 per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary Cu. yds.
Pacific entrance channel.....	117,400	4,000	121,400	68,400	53,000	.....
Inner harbor at Balboa.....	16,500	.....	16,500	6,500	10,000	.....
Gaillard Cut:						
Paraiso P. I. impr. work.....	2,000	11,500	13,500	13,500	.....	.....
East Culebra slide.....	12,900	5,800	18,700	18,700	.....	.....
West Culebra Slide.....	700	700	1,400	1,400	.....	.....
Cucaracha Slide.....	7,100	6,900	14,000	14,000	.....	.....
Total from Gaillard Cut.....	22,700	24,900	47,600	47,600	.....	.....
Atlantic entrance.....	4,700	16,100	20,800	.....	20,800	.....
Gatun Lake Section.....	14,100	.....	14,100	14,100	.....	.....
Auxiliary works, Atlantic terminals.....	68,400	12,700	81,100	.....	81,100	.....
Grand total—Ocean to ocean.....	243,800	57,700	301,500	136,600	164,900	.....

On September 1, 826,183 cubic yards remained to be excavated, distribution as follows:

Location.	Earth.	Rock.	Total.
Atlantic entrance.....			
Gatun Lake.....			
Gaillard Cut.....		25,000	25,000
Miraflores Lake.....			
Pacific entrance.....	216,600	105,500	322,100
Total, Canal prism.....	216,600	130,500	347,100
Cristobal Coaling Station.....		2,073	2,073
Balboa, Inner Harbor.....	295,160	181,850	477,010
Total, Cristobal Coaling Station and Balboa Inner Harbor.....	295,160	183,923	479,083
Grand total—Ocean to ocean.....	511,760	314,423	826,183

Of the material excavated from the Pacific entrance canal prism, 64,300 cubic yards were dumped at sea, west of the channel, and 57,100 cubic yards were placed on the San Juan Dyke fill. All material taken from Gaillard Cut and Gatun Lake was dumped in the lake north of Gamboa. Two thousand cubic yards dredged from area No. 1, Cristobal harbor, were dumped on the East Breakwater extension, and 8,700 yards pumped on Telfer's Island west of Cristobal coaling station. Of the material removed from Balboa inner harbor, 16,500 cubic yards were pumped through relays to the Corozal fill. All proposed fill on the Corozal and Corundu River fills was completed during the month. Seventy thousand four hundred (70,400) cubic yards of material excavated from the approach to the Submarine Base was pumped on Area "A" Navy Base.

Drilling and mining work was continued at both the Paraiso and Miraflores P. I. stations throughout the month; the three graders were in continuous service in grading and sluicing at the East and West Culebra Slides and in connection with the Paraiso P. I. work. Surveys were made behind the dredges at Cristobal harbor (area No. 1), Gatun Lake, Gaillard Cut, Pacific entrance, Coco Solo, and Balboa inner harbor, hydrographic survey from oil berth, Balboa, to station 2500+00 in the Canal prism, completing all field work for the general survey, Atlantic to Pacific Oceans. A survey and estimate was made for the proposed dump north of Balboa inner harbor, and an estimate prepared for available material for the fill along the east shore of Manzanillo Bay, as well as the amount of material necessary to complete all authorized fills for Army and Navy bases.

TERMINAL CONSTRUCTION.

The following tabulation shows the progress for the month with percentages of completion of Pier No. 6, Cristobal:

Item.	Accomplished during month.	Total in place. Aug. 31.	Percentage of completion
Forms placed.....square feet..	48,479	293,239	47
Reinforcing placed.....pounds..	473,605	3,257,059	55
Concrete poured.....cubic yards..	2,371	14,443	50
Steel struts erected.....each..	4	93	99
Steel struts concreted.....each..	3	85	90

SHOPS, FOUNDRY AND DRY DOCK WORK.

The Mechanical Division authorized a total of 944 job orders during the month; this including 198 individual and company job orders at Cristobal.

Foundry output for the month was as follows: Iron, 107,795 pounds; steel, 76,962 pounds; brass, 13,891 pounds.

The customary locomotive and crane equipment was hostled, Panama Railroad cars repaired and maintained, and inspection given locomotives, cranes, and other equipment under the jurisdiction of the division.

BUILDING CONSTRUCTION.

The construction force of the Building Division, southern section, was principally utilized on the buildings of Ancon Hospital, Tivoli Hotel kitchen, Pedro Miguel hotel, the larvacide plant at Ancon, and miscellaneous work at the playgrounds, Ancon and Balboa, also the clubhouses at these points. Work on the Ancon Hospital structures was mainly plastering and wall finishing, tiling, etc. The placing of form work and concrete, steel reinforcing, and cork insulation, with the installation of plumbing and carpentry work at Mount Hope ice and cold storage plant brought this building to 85 per cent completion.

The work of this division, previously divided between the northern and southern districts, was consolidated on August 1 and placed under the supervision of a single Superintendent of Construction with headquarters at Cristobal. Building construction in the former southern district has been reduced to a minimum, and it was considered impracticable to maintain a separate organization of the division at this end.

MUNICIPAL DIVISION.

The usual maintenance and repair work was performed during August. Work on the resurfacing of Main Street, Gatun, was completed. Various minor items of grading and surfacing at the Army aviation and submarine bases were continued. The lowering and covering of the water line to Margarita was commenced, also the resurfacing and relocation of the Mount Hope-Gatun Road. In the southern district the work was principally that of grading within Ancon Hospital grounds, around the Hotel Tivoli kitchen; and construction of cement sidewalks within the district. A road to the steel pier, Balboa, was commenced, and the concreting of the motor truck company's garage at La Boca begun.

A total of 162,768,500 gallons of water was pumped at the 4 stations in the northern district, and 576,266,400 gallons at the 8 stations in the southern district. Consumption of water by the cities of Colon and Panama was 123,111,575 gallons; that sold to ships, 8,016,620 gallons, a total of 131,128,195 gallons. At the three filtration plants 428,505,000 gallons were filtered for domestic purposes.

WORKING FORCE.

Statement of the working force effective August 21, representing the second half-month, follows:

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	33	53	86
Building Division.....	208	1,799	2,007
Electrical Division.....	182	326	508
Municipal Engineering.....	70	1,349	1,419
Lock operation.....	125	579	704
Dredging Division.....	129	1,091	1,220
Mechanical Division.....	511	1,531	2,042
Marine Division.....	91	275	366
Fortifications.....	38	361	399
Total.....	1,387	7,364	8,751
Supply:			
Quartermaster.....	95	1,656	1,751
Subsistence.....	20	410	430
Commissary.....	185	1,531	1,716
Cattle industry—plantations.....	28	834	862
Total.....	328	4,431	4,759
Accounting.....	208	12	220
Health.....	203	921	1,124
Executive.....	390	189	579
Panama Railroad—			
Superintendent and coaling stations.....	126	927	1,053
Transportation.....	140	242	382
Receiving and Forwarding Agent.....	68	2,140	2,208
Total Panama Railroad.....	334	3,309	3,643
Grand total.....	2,850	16,226	19,076

The total gold force is a decrease of 172 from the 3,022 employed July 24th; the silver force is an increase of 593 over the 15,633 shown on that date.

QUARTERS.

The following statement gives the occupation of Canal quarters, August 31:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	2,943	2,019	2,195	7,157
Europeans.....	196	30	58	284
West Indians.....	5,880	2,048	3,287	11,215
Total.....	9,019	4,097	5,540	18,656

PUBLIC HEALTH.

There were 781 employees admitted to hospitals and quarters during the month, as compared with 779 the preceding month. Twenty-two deaths occurred among employees; and there were 58 births in employees' families during the month.

RECEIPTS AND EXPENSES.

On August 31 the cash balance in Canal appropriations, exclusive of fortifications, was \$17,505,648.67; the balance in fortifications was \$4,638,319.83. Payments made from the appropriations by the Disbursing Clerk, Washington, amounted to \$305,213.71, and by the Paymaster on the Isthmus, \$1,238,320.20. Payment to the Panama Railroad Company for commissary books amounted to \$253,251.04. Total Panama Canal collections on the Isthmus amounted to \$1,592,672.74; and collections by the Disbursing Clerk, Washington, to \$23,800.68. Requisitions for purchase of material in the United States totaled \$591,245.08. Receipts from the Canal Zone and miscellaneous funds were \$161,035.71, and disbursements from the same funds, \$183,190.82.

Respectfully,

CHESTER HARDING,
Governor.

Notice to Mariners.—Buoy Temporarily Discontinued, Cristobal Harbor.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., September 30, 1918.

CIRCULAR NO. 643-46:

One of the two second-class electrically lighted spar buoys, exhibiting fixed red light, established in 42 feet of water to mark the southwestern extremity of the dredged channel of the Cristobal coaling station, has been temporarily discontinued, owing to dredging operations in Cristobal harbor.

CHESTER HARDING,
Governor.

Notice to Mariners.—San Jose Light.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 5, 1918.

CIRCULAR NO. 643-47.

1. San José Light, referred to in Circular No. 643-45, was established on September 30, 1918, on the southwestern extremity of San José Island, Pearl Island Group, Republic of Panama.

2. The light is flashing, white, unwatched; exhibited from a pyramidal, skeleton steel tower 15 feet high, painted white.

Focal plane, 222 feet. Visible 22 miles.

Illuminant, acetylene gas, 1,000 candlepower.

Arc of illumination from 40° 30' to 334° 30' true; the remaining 66° being obscured by the island.

Characteristic: 5 seconds LIGHT; 7 seconds DARK.

Position: Lat. 8° 12' 24" north.

Long. 79° 07' 45" west.

3. Caution: This point should be given a berth of at least 2 miles.

CHESTER HARDING,
Governor.

Correction.

In the *Official U. S. Bulletin* of Friday, September 13, 1918, there appeared an announcement of the Censorship Board to the effect that confirmation of cablegrams must be in plain language on and after certain specified dates. Inadvertently the word "confirmation" was omitted from the caption under which the statement was printed, and it was to that extent misleading. The new requirement applies only to confirmations and not to the use of authorized codes in the original

cablegrams. The rules and regulations promulgated by the chief cable censor on May 21, 1918, continue to govern the transmission of cablegrams themselves.

The order issued on September 13 reads as follows:

On and after October 1, 1918, no confirmation of a cablegram shall be allowed to leave the United States, its territories, or possessions unless it be in plain language.

"On and after November 1, 1918, no confirmation of a cablegram shall be allowed to enter the United States, its territories, or possessions unless it be in plain language.

"It is to be noted that code confirmations will not be passed by Postal Censorship even when accompanied by what purports to be or actually is a transmission thereof.

Canal Men in Army and Navy.

The following employees of The Panama Canal have recently entered active military or naval service of the United States, or allied themselves with other work in connection with present war hostilities and are entitled to a star in the service flag which now contains 340 stars:

Anderson, Joseph H.	Holden, Vernon A.	Miller, Paul D.
Alexander, Fred P.	Hull, William G.	Meeks, Manning
Bolster, Richard H.	Howatt, Spurgeon W.	Nielsen, Frederic L.
Blumenberg, Carl H.	Hoecker, George D.	Naylor, William G.
Burton, Joseph H.	Hunter, George	Oglesby, Elbert J.
Bechlem, Alfred W.	Howard, G. Arthur	Oettli, Charles P.
Briggs, Gaylord S.	Henry, James J.	Paul, Seymour
Brown, William T.	Horle, Albert M.	Prager, Jerome F.
Bath, Charles H.	Hadaway, James L.	Pendleton, George W.
Cerise, Robert H.	Hauss, Louis F.	Pratt, Milo C.
Campbell, William B.	Hollander, Charles S.	Pettoletti, Lauritz
Callahan, Samuel J.	Howe, William R.	Poore, Walter C.
Crowley, James	Herman, John M.	Romaine, Frank W.
Clisbee, Frank A.	Iser, William F.	Roberts, Richard, Jr.
Cook, Alfred S.	Klumpp, Harry	Ryan, William F.
Craddock, John C.	Kirkbride, Loys L.	Russon, George
Culbertson, Maxwell	Killip, Ellsworth P.	Smith, James W.
Coman, James B.	Koerner, Charles F.	Smith, Mark E.
Clowe, Clarence	Kupfer, Nathan B.	Smith, Nello B.
Clear, Thomas L.	Langford, Roy	Smith, Walter F.
Conger, Sidney S.	Levy, Linda	Smith, Merrick A. V.
Day, William A.	Lyons, Fred J.	Smith, Edward I.
Davies, John M.	Lewis, James E.	Simon, Max R.
Drake, Theodore M.	Lee, William C.	Schwalenberg, Henry J.
Detrick, Lester H.	Lang, Edward G.	Schneekloth, Edward
Dooling, William F.	Lindstrom, William	Swinter, Virginia S.
Dowd, Frederick F.	Luxton, William L.	Schwindeman, August
Dickieson, Frederick W.	Lore, William E.	Strom, Carl A.
Eason, James T., Jr.	Lundishef, Alexander A.	Schotland, Maurice
Erbe, Ernst A.	McKeown, Daniel J.	Sherrill, James W.
Engelke, Harry W.	McMahon, John F.	Scott, John C.
French, Mortimer H.	McLavy, John R.	Strasser, John C.
Folkerth, Harry L.	McNiel, Jacob R.	Symons, W. Fred
Farrell, Arthur J.	McLaughlin, William H.	Smithies, Charles T.
Ford, Randall H.	McDonald, David S.	Schweigert, John L.
Franklin, Theo. V.	Mingee, Eustace W.	Scott, Archibald J.
Ferguson, Chester M.	Maddox, Margaret E.	Schmidt, Richard W.
Flynn, Peter G.	Matthew, George E.	Thomas, August
Foust, Samuel M.	Marshall, Cary B.	Van Fleet, Wilfred H.
Golden, John M.	Mears, William B.	Vann, Livingston, Jr.
Gray, Dorothy	Moyer, Robert E.	Wright, Edward A.
Graff, Charles H.	Morrison, John H.	Wagner, Louis J., Jr.
Gibson, William C.	Mohr, Alfred H.	Walsh, Melvin H.
Grover, Edward L.	Maltby, Edward A.	Williams, Charles R.
Gill, Joseph H.	Murphy, Dennis J.	Young, Charles F.
Guinan, Edward D.	Mullen, George F.	

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama," in the United States "Pancanal, Washington."

Hotel Aspinwall.

During the past week there were 70 guests at the Hotel Aspinwall. On Sunday, October 6 a total of 216 meals were served; 80 breakfasts, 105 lunches, and 31 dinners. Contrary to the experience of past years, the hotel has maintained a satisfactory patronage well into the rainy season and indications are that the hotel will continue to have sufficient patronage during the remainder of the rainy season to warrant holding it open until the next dry season brings its crowds of pleasure seekers.

The hotel maintains the new launch *Taboguilla* for the convenience of the guests. The launch is available for sightseeing trips around the island and to Taboguilla Island and for swimming parties. Moonlight parties are becoming increasingly popular.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estates may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Juan Angulo.....	111802	Peru.....	Cristobal (Camp Bied).	Panama Railroad....	September 22, 1918.
E. Bolano.....	168893	Colombia.....	Las Cascadas....	Cattle Industry.....	September 24, 1918.
William Hay.....	113411	Jamaica.....	Colon.....	Cattle Industry.....	September 18, 1918.
Joseph Haynes.....	148821	Barbados.....	Panama.....	Health Department..	September 23, 1918.
William McClew.....	172578	Barbados.....	Panama.....	Health Department..	September 23, 1918.
Joseph Phillips.....	141958	Trinidad.....	Colon.....	Mechanical Div.....	September 24, 1918.
Theodore Phillips.....	61069	Jamaica.....	Panama.....	Mechanical Division..	September 15, 1918.
Hubert Reed.....	32247	Barbados.....	Panama.....	Health Department..	September 17, 1918.
Archie Spencer.....	156138	Barbados.....	Colon.....	Panama Railroad....	September 22, 1918.
Robert Sutherland.....	29924	Barbados.....	Panama.....	Electrical Division..	September 17, 1918.
Beresford Welch.....	172604	Barbados.....	Panama.....	Building Division....	September 15, 1918.
Romano Amor.....	145348	Panama.....	Summit, C. Z.....	Cattle Industry.....	September 27, 1918.
Alexander Stewart.....	114859	Jamaica.....	Colon.....	Panama Railroad....	September 30, 1918.
Vicente Villas.....	127336	Colombia.....	La Boca, C. Z.....	Municipal Eng.....	September 30, 1918.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant in plant nutrition (male and female); \$1,380 a year; No. 567; October 29, 1918; Form 2118.*‡; 20 years and over.

Heating and ventilating engineer and draftsman (male); \$1,800 a year; No. 557; October 22, 1918; form 2118; age, 21 years and over.*‡

Apprentice fish culturist (male); \$600 to \$960 a year; No. 549; October 20, November 24, December 15, 1918; form 1312; age, 18th but not 45th birthday.

Bookkeeper. Bookkeeper-typewriter; Departmental Service (male and female); \$1,000 a year; No. 2175-amended; every Sunday; form 304; age, 18 years and over.*‡

Laboratory assistant, intermediate grade (male and female); \$1,080 a year; No. 329-amended; form 1312.*‡

Laboratory assistant, junior grade (male and female); \$1,000 a year; No. 329-amended; form 1312.*‡

Senior aid (male and female); \$900 a year; No. 329-amended; form 1212.*‡

Applicants will be admitted to these examinations regardless of their age; but at the request of a department certification may be made of eligibles who are within reasonable age limits.

Laboratory assistant (male and female); \$1,200 to \$1,830 a year; No. 354-amended; form 1312; age, within reasonable age limits.*‡

Inspector of telephone equipment (male); \$1,800 a year; No. 553; form 1312; age, not over 60.*‡

Inspector of telegraph equipment (male); \$1,800 a year; No. 553; form 1312; age, not over 60.*‡

Inspector of radio equipment (male); \$1,800 a year; No. 553; form 1312; age, not over 60.*‡

Inspector of vehicles (male); \$1,500 a year; No. 553; form 1312; age, not over 60.*‡

Library assistant (male and female); \$900 to \$1,200 a year; No. 552; form 1312; 18 years or over.*‡

Assistant to purchaser of supplies (male); \$1,500 to \$1,800 a year; No. 554; form 1312; not over 60.*‡

Fuel inspection engineer (male); \$1,620 a year; No. 561; form 2118; October 22, 1918.*§
 Junior aid (male and female); \$540 to \$720 a year; No. 562; form 1312.†§
 Pulp and paper engineer (male); \$3,500 a year; No. 563; form 1312; October 29, 1918; age, 30 years and over.*
 Investigator in seed marketing (male); \$2,250 to \$3,000 a year; No. 569; form 2118; October 29, 1918; Age, within reasonable age limits.*§
 Industrial specialist in forest products (male); \$1,500 to \$3,500 a year; form 1312; age, 21 years and over.†§
 Messenger (female); \$600 to \$720 a year; form 304; age 18 years and over; October 27, 1918.
 Inspector of dairy products (male); \$1,800 to \$2,400 a year; form 2118; age, within reasonable age limits.†§

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

‡In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as they are United States citizens on the eligible list.

§Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

Books.

The demand for books, particularly those treating of the war, on the part of commissary patrons, shows no indication of cessation. Many titles are on order, some of which are expected by early departure; and they are briefly described below:

Five books recently reprinted to sell in the United States at 60 cents:

"The First Hundred Thousand," by Captain Ian Hay (Beith) of the Argyll and Sutherland Highlanders, author of "All In It;" "K-I Carries On." A war book straight from the trenches such as only a trained novelist could have written.

"Kings, Queens, and Pawns," by Mary Roberts Rinehart. Mrs. Rinehart, who is well-known on the Canal Zone, has seen the most dramatic sides of the great war, and chronicled them in the style that has made her stories famous.

"I Accuse!" (J'Accuse!), by a German. A scathing arraignment of the German war policy.

"Pan-Germanism," by Roland G. Usher. A brisk, clear, simple reduction of the complex history of Europe during the last 40 years.

"Germany, the Next Republic?" This book enables one fully to understand why autocratic Germany hates and fears democratic America and why we must defeat Germany.

The following "Best Sellers," all of which were published within the last few months:

"In the Fourth Year," "Education of Joan and Peter." The latest books by H. G. Wells (whom nearly everybody knows), the latter still running in serial form in *The New Republic*.

"The Old Huntsman," by Siegfried Sassoon. A collection of poems by an Englishman whose verse ranks with Masfield, Brooke, and Seeger.

"Making Life Worth While," by Douglas Fairbanks. With 16 new pictures of the man of the movie hour in action, published September 15.

"The First Shot for Liberty," by Corporal Osborne de Varilla. A book for Americans, by an American who fired the first shot for the United States in the World War. The author comes from a heroic family that has participated in all our wars from the Revolution down. It is a complete and authentic account of the vanguard of Pershing's Army.

"Out to Win," The History of America in France, by Lieut. Coningsby Dawson. It is a vivid, prophetic statement of America's program in France.

"The Rough Road"—A romance of the great war, by William J. Locke. How a foppish youth, whose greatest ambition in life was to write a history of wallpapers, became a fighting man and a "regular fellow."

"The Fighting Fleets," by Ralph D. Paine. The first complete and authoritative story of our Navy in the present war.

"Life in a Tank," by Capt. Richard Haigh. Describes a new kind of fighting with a new kind of thrill.

"The Odyssey of a Torpedoed Transport." Allowed in France as the best account of the game of hide and seek that our naval men play with the enthusiasm of their type.

"The Doctor in War," by Dr. Woods Hutchinson. Treats of the great achievements of medical service in the war by a recognized authority.

"General Foch,"—An appreciation, by Maj. R. M. Johnston. A brief but comprehensive account of the life and military career of the Commander-in-Chief.

"Tang of Life," by H. H. Knibbs. An intense, gripping story of the West, dealing with the affairs of one Jim Waring, gun fighter—a sort of unofficial sheriff whose ambition in life is to "get" bad men.

"The City of Masks," by George Barr McCutcheon, author of "Brewster's Millions." "Shot with Crimson," "Graustark," "Beverly of Graustark," etc. A most amusing tale of New York's unknown foreign aristocracy; a Marchioness who is a dressmaker; a titled English lady who is governess; a Princess who runs a pawn shop; a Lord who serves as a chauffeur and an ex-butler who is wealthy and moves in near-inner society circles.

"The Light Above the Crossroads," by Mrs. Victor Rickard. The first story of an Allied spy. Gives an intimate view of the German people dominated by Prussian militarism; and a striking picture of Ireland and her problems. A romantic story with the war as a background, but with none of its horrors.

"The Prophet of Berkeley Square," by Robert Hichens, author of "The Garden of Allah." It is all great fooling and no one but a writer as clever as Mr. Hichens could give us anything so entertainingly absurd. Quite unlike anything he has done before.

"Richard Baldock," by Archibald Marshall. Mr. Marshall's charming stories of English country life are fast gaining a wide and enthusiastic audience in America. They are highly recommended by such critics as Mr. William Dean Howells and Professor Phelps of Yale. "Richard Baldock" is his latest work. It has not the pep and punch of a best seller, but the charm of one that will always sell.

"America in France," by Maj. Frederick Palmer. Colonel Roosevelt said not long ago that Frederick Palmer knows more about war than any living American. At our entry into the war Major Palmer

was on the ship that carried General Pershing to England and for many months he was official censor of the American Forces in France and an officer on General Pershing's staff. He is exceedingly well fitted to tell the story of what America is actually doing in France to-day.

"The Bluebird," by Maurice Maeterlinck. With 24 photographs in duotone from the film production. Those who have seen the play or motion picture production and do not already possess the book will wish to obtain this fine special edition.

"The Quest of Youth," by Maurice Maeterlinck. A sequel to "The Bluebird." It is booked for presentation this season on the American stage.

The following books for juveniles are by well-known authors and will make acceptable presents at any time:

"The Valient Runaways," by Gertrude Atherton.

"The Adventure Club with the Fleet," by Ralph Henry Barbour.

"The Fighting Mascot," by Thomas Joseph Kehoe.

"The Jessie Willcox Smith Little Mother Goose."

"Stories for the Bible Hour," by R. Brimley Johnson.

"You No Longer Count," by Rene Boylesve. A translation of the story which took Paris by storm—of the transformation of a woman after the loss of her officer husband.

Lovers of poetry will be interested in obtaining some of the volumes on order embracing the latest works of Louis Untermeyer, Robert Frost, Carl Sandburg, Walter de la Mare, and John McClure.

"Hearts' Haven," by Clara Louise Burnham. It is the sort of novel that many will like to turn to under war-time strain.

"Common Cause," by Samuel Hopkins Adams. A story of the fight with pro-German sentiment in middle western United States.

"Philo Gubb, the Correspondence School Detective," by Ellis Parker Butler. An uproariously funny book about a character already well known through his appearance in short stories and in motion pictures.

"The Education of Henry Adams," by Henry Cabot Lodge. An extraordinary book, the history of a brilliant mind, with records of friendships with famous people and of various national episodes, and is, according to the *New York Evening Post*, "one of the most amusing, original, and piquant works ever written." Prior to the publication of this edition only 100 copies of his book were printed.

"Uncle Remus Returns," by Joel Chandler Harris. Ten Uncle Remus stories have been discovered which have never before appeared in book form. Three of them are said to be as good as the best that Uncle Remus has ever told. Interesting alike to children of all ages and to grown-ups.

"Gallipoli," by John Masefield.

"The Trail of Ninety-Eight," by Robert W. Service.

Popular-priced editions by these world renowned poets.

Other books on order of which many commissary patrons probably have read are:

"The U. S. and Pan-Germanism," by Andre Cheradame.

"The Three Black Pennys," by Hergesheimer.

"Gold and Iron," by Hergesheimer.

"Shock at the Front," by Porter.

"War and the Spirit of Youth," by Maurice Barres.

Official Circulars.

Liberty Day.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 5, 1918.

To all concerned—The President by proclamation has designated Saturday, October 12, as Liberty Day, and has authorized all employees of the Federal Government throughout the country, whose services can be spared, to be excused from their duties on that day.

This day has been thus designated to celebrate the discovery of the country, and to stimulate general response to the Fourth Liberty Loan, and to permit commemorative addresses, pageants, and other demonstrations to be held.

Under the authority of the President's proclamation, employees of the Canal will be excused, where practicable, for the entire day, for the purposes indicated. Employees paid on a monthly or annual basis will be allowed time under the same rules governing payment for Sunday time. For other employees, time will be carried the same as for an ordinary working day, and payment made only for services rendered.

CHESTER HARDING,
Governor.

Canal Quarters for Army Officers.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 1, 1918.

To all concerned—In accordance with the provisions of the Army Appropriation Act, 1919, approved July 9, 1918, and published as Panama Canal circular No. 600-55, individual army officers serving with United States troops in the Canal Zone will not be charged rental for occu-

pancy of Panama Canal quarters to which they may be assigned, effective July 9, 1918. A charge for fuel and light, however, will be collected in accordance with existing rates and circulars.

CHESTER HARDING,
Governor.

Office Equipment in Private Quarters.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 30, 1918.

To all concerned—My attention has been called to the fact that typewriters and other office equipment have been taken by employees to their residences for their personal use, without authority.

This practice must be discontinued, and no Panama Canal office equipment will be permitted in private quarters without the prior approval of the Executive Office.

All accountable officials are requested to send to this office for approval a list of typewriters and other office equipment for which they are accountable and which are in use in private quarters on October 1, accompanied by a statement showing the necessity for the use of this equipment.

CHESTER HARDING, Governor.

Marine Repairs.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 4, 1918.

To all concerned—Effective at once, alterations on commercial and Government vessels transiting the Canal will not be undertaken by the Mechanical Division where it is possible to make a reasonably satisfactory repair.

No new construction or alterations in existing Panama Canal marine equipment will be under-

taken by the Mechanical Division without the approval of this office.

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 30, 1918.

CIRCULAR No. 175:

Effective September 23, 1918, Mr. S. R. Ford is designated an accountable official of The Panama Canal, *vice* E. M. Reinhold, and as such, will account for all nonexpendable property in use in the Gatun quartermaster's district.

Effective September 19, 1918, Mr. C. Peters is designated an accountable official of The Panama Canal, *vice* H. H. Morehead (E. M. Reinhold, acting) and as such, will account for all nonexpendable property in use in the Paraiso-Pedro Miguel quartermaster's district.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., October 3, 1918.

CIRCULAR No. 176:

Effective October 2, 1918, Mr. F. E. Holleran is designated an accountable official of The Panama Canal, *vice* Mr. R. C. Jones, and as such, will account for all nonexpendable Panama Canal property charged to the Fortification Division and the District Engineer.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., October 4, 1918.

CIRCULAR No. 177:

Effective October 1, 1918, Mr. George H. Holeman is designated an accountable official of The Panama Canal, *vice* Mr. O. M. Ewing, and as such will account for the storehouse stock, medical storehouse, Ancon.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Steamship Ticket Agent.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,
BALBOA HEIGHTS, C. Z., October 2, 1918.

To all concerned—Effective October 5, 1918, Mr. Frederick Grunewald, Jr., is appointed steamship ticket agent, *vice* Mr. C. J. King, resigned.

S. W. HEALD,
Superintendent.

Mail Address—Chief Pharmacist.

THE PANAMA CANAL,
HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., October 1, 1918.

To all concerned—Effective this date, requisitions and mail heretofore addressed to the Medical Storekeeper, Ancon, should be sent to "Chief Pharmacist, Health Department, Ancon."

A. T. McCORMACK,
Chief Health Officer.

Cattle Industry and Plantation Division.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., September 24, 1918.

CIRCULAR No. 20:

All concerned—There seems to be some misunderstanding relative to the duties of the supervisors and foremen in this division. In the future please be governed in accordance with the following:

1. All foremen in charge of live stock, including Mindi dairy and hog farm will be under the supervision of Dr. W. J. Taylor.

2. All foremen in charge of construction work and plantations will be under the supervision or Mr. L. A. Byrnes.

3. Mr. McLain, poultry expert, is in direct charge of the Summit poultry farm.

4. Dr. H. L. Casey, veterinarian, will have charge of all veterinary work pertaining to both the cattle industry and plantations, and instructions issued by him in connection with the treatment of animals will be carried out in detail.

5. Dr. Taylor, Mr. Byrnes, Dr. Casey, and Mr. McLain will report direct to the undersigned.

Under the foregoing instructions there should be no conflict as to the respective duties of employees in a supervisory capacity, and the earnest cooperation of all concerned is requested.

W. B. BROWN,
Supt., Cattle Industry and Plantations.

Examinations by Board of Local Inspectors.

For chauffeurs' licenses—At the Pacific end of the Canal Zone applicants will obtain authority for examination from the office of the Board of Local Inspectors, room 237, Administration Building, Balboa Heights; hours are from 8 to 12 in the morning, and from 1 to 4 in the afternoon. The examination will then be given on application to the fire station at Balboa every Wednesday and Saturday, between 1.30 and 4.30 p. m.

At the Atlantic end, applicants will apply on Friday at the office of the Captain of the Port of Cristobal, at any time during office hours. The necessary forms may be obtained there, without application to the office at Balboa Heights, and the test will be given as soon as the application is submitted and approved.

Applicants must provide themselves with automobiles for the test.

For licenses as motor boat navigators—Written examination is conducted every other Wednesday in room 304, Balboa Heights, beginning at 8 a. m., and on the Friday immediately following at the office of the Captain of the Port of Cristobal, from 9 a. m. until 3 p. m. Application for examination must be submitted at least a day previous to the examination; forms may be obtained from the office of the board, Balboa Heights, or from the Captains of the Ports, or from the main office of the Dredging Division at Paraiso.

Demonstration tests will be given on Thursday, the day between the written examinations, as follows: At Cristobal, by arrangement with the Captain of the Port; at Balboa, at 2 p. m., on application to the Captain of the Port; and at Gamboa, at 8 a. m., by the deputy inspector. Applicants must provide themselves with boats for the test.

For licenses as pilots, masters, mates, and marine engineers—Written examination only, and only at Balboa Heights, room 304, on the same day (Wednesday) as the written examination there for motor boat navigators. Forms must be submitted not later than the day preceding, and may be obtained from the same offices as the forms for motor boat navigators. The next date on which examinations for these licenses and for navigators of motor boats will be conducted at Balboa Heights is Wednesday, October 16, 1918.

GEO. J. VANDERSLICE, Recorder.

Average Retail Prices in 17 Large Cities of the United States Week Ended August 24, 1918, Compared with Prices at the P. R. R. Commissary.

Commodities.	New York City, N. Y.	Chicago, Ill.	Philadelphia, Pa.	St. Louis, Mo.	Boston, Mass.	Baltimore, Md.	Pittsburgh, Pa.	Detroit, Mich.	Los Angeles, Cal.	San Francisco, Cal.	Cincinnati, Ohio.	Washington, D. C.	Minneapolis and St. Paul, Minn.	Seattle, Wash., Ington.	Kansas City, Mo.	Denver, Colo.	Houston, Texas.	P. R. R. Commissary.
Wheat flour, . . . 1/16 bbl.	\$0.884	\$0.808	\$0.849	\$0.836	\$0.827	\$0.863	\$0.857	\$0.830	\$0.885	\$0.901	\$0.823	\$0.820	\$0.830	\$0.747	\$0.854	\$0.753	\$0.800	\$0.919
Wheat flour, . . . lb.	.077	.070	.076	.075	.074	.074	.077	.073	.088	.083	.071	.072	.072	.070	.081	.068	.081	.075
Victory bread, . . . lb.	.094	.097	.096	.100	.099	.099	.099	.098	.102	.100	.099	.100	.098	.110	.100	.100	.093	.07
Barley flour, . . . lb.	.077	.079	.073	.065	.075	.070	.081	.071	.082	.089	.069	.075	.063	.070	.077	.075	.070	.070
Cornmeal, bulk, . . . lb.	.066	.081	.061	.067	.065	.065	.070	.071	.079	.082	.057	.063	.065	.070	.065	.065	.060	.04
Cornmeal, package, . . . lb.	.086	.083	.061	.057	.061	.085	.083	.068	.086	.093	.053	.085	.075	.070	.090	.077	.067	.04
Oatmeal, bulk, . . . lb.	.074	.068	.075	.073	.076	.070	.085	.080	.090	.096	.093	.080	.086	.091	.080	.080	.090	.080
Oatmeal, package, . . . lb.	.094	.090	.092	.095	.094	.101	.100	.102	.117	.115	.095	.080	.097	.093	.104	.102	.110	.11
Rice, . . . lb.	.145	.125	.137	.118	.127	.120	.138	.127	.137	.125	.147	.117	.138	.150	.145	.137	.138	.10
Hominy or grits, . . . lb.	.083	.087	.080	.071	.088	.085	.093	.094	.092	.090	.070	.078	.097	.085	.100	.127	.070	.12
Sugar, . . . lb.	.063	.090	.091	.094	.095	.090	.095	.097	.095	.093	.091	.088	.098	.093	.097	.097	.093	.09
Potatoes, . . . pk.	.596	.532	.547	.487	.605	.630	.576	.585	.513	.563	.496	.553	.351	.675	.567	.564	.725	.45
Onions, . . . lb.	.054	.051	.056	.048	.065	.058	.059	.055	.047	.041	.044	.033	.047	.050	.058	.057	.052	.04
Tomatoes, . . . lb.	.178	.155	.169	.174	.173	.147	.179	.180	.143	.137	.150	.187	.171	.173	.177	.137	.149	.16
Peas, . . . lb.	.183	.170	.165	.154	.170	.190	.182	.183	.179	.167	.160	.166	.167	.235	.190	.176	.167	.15
Corn, . . . No. 2 can.	.214	.203	.205	.218	.201	.190	.174	.193	.189	.179	.150	.202	.170	.175	.200	.200	.200	.16
Salmon, tall pink No. 1 can.	.274	.280	.257	.293	.274	.290	.291	.287	.252	.281	.274	.300	.295	.300	.317	.324	.287	.25
Salmon, tall red No. 1 can.	.063	.063	.063	.064	.071	.064	.067	.068	.067	.069	.058	.065	.081	.067	.069	.085	.057	.07
Evaporated milk, 6-oz. can.	.121	.125	.125	.121	.133	.132	.133	.137	.126	.131	.115	.135	.141	.123	.134	.131	.123	.14
Evaporated milk, 16-oz. can.	.123	.123	.123	.137	.149	.145	.141	.146	.146	.121	.135	.153	.108	.140	.145	.105	.147	.15
Milk, . . . lb.	.528	.455	.580	.544	.535	.577	.550	.511	.584	.581	.520	.550	.490	.605	.528	.500	.510	.55
Butter, . . . lb.	.325	.372	.338	.356	.322	.363	.359	.340	.360	.368	.352	.335	.338	.350	.366	.380	.317	.33
Cheese, . . . lb.	.321	.332	.362	.340	.355	.340	.347	.344	.380	.389	.356	.330	.319	.370	.358	.350	.353	.33
Oleomargarine, . . . lb.	.565	.462	.549	.456	.638	.525	.517	.519	.586	.601	.448	.548	.445	.650	.485	.500	.490	.63
Eggs, fresh, . . . doz.	.461	.358	.498	.360	.567	.443	.449	.383	.300	.327	.352	.467	.347	.375	.432	.420	.363	.39 2 15
Steak, round, . . . lb.	.508	.587	.574	.460	.497	.500	.547	.540	.580	.431	.427	.400	.470	.580	.592	.630	.567	.49 2 46
Pork chops, . . . lb.	.437	.408	.468	.384	.489	.443	.458	.417	.431	.427	.400	.470	.380	.500	.437	.425	.363	.46
Ham, . . . lb.	.497	.533	.567	.475	.528	.460	.554	.535	.560	.534	.457	.496	.504	.600	.560	.600	.483	.50 2 45
Lard, . . . lb.	.313	.320	.317	.294	.326	.317	.339	.318	.334	.341	.306	.323	.332	.350	.325	.340	.325	.30
Beans, . . . lb.	.409	.373	.442	.308	.455	.457	.432	.407	.321	.494	.397	.433	.341	.375	.361	.340	.365	.51 2 47
Beans, white, . . . lb.	.224	.266	.198	.300	.153	.163	.170	.153	.201	.173	.170	.154	.166	.155	.181	.157	.166	.08
Beans, colored, . . . lb.	.167	.158	.158	.163	.163	.180	.170	.154	.173	.170	.154	.175	.166	.155	.181	.157	.166	.08
Prunes (60-70), . . . lb.	.164	.132	.140	.156	.139	.180	.151	.170	.125	.125	.095	.155	.164	.123	.130	.110	.130	.19
Raisins, . . . lb.	.162	.164	.168	.150	.163	.171	.161	.160	.137	.129	.153	.153	.171	.163	.183	.167	.150	.19
Raisins, seeded, . . . lb.	.137	.140	.137	.157	.138	.138	.130	.140	.126	.134	.120	.141	.149	.137	.146	.155	.143	.15
Coffee, . . . lb.	.227	.273	.241	.300	.301	.283	.280	.313	.360	.317	.242	.283	.333	.430	.317	.333	.300	.20
Tea, . . . lb.	.514	.553	.538	.648	.458	.450	.690	.550	.571	.580	.587	.653	.588	.675	.750	.675	.650	.45
Aggregate prices, . . .	9.738	9.456	9.877	9.342	9.985	9.819	10.244	9.859	9.782	10.013	9.155	10.049	9.350	10.632	10.286	10.112	9.607	.....

*Native chickens fresh killed, not "henus."

*Native products.

*States' products.

COMMISSARY NOTES.

Half Holiday Liberty Day.

All Commissaries will close at noon Saturday, October 12.

Keeping Bread Fresh.

Bread will remain fresh and in good condition if wrapped in waxed paper and kept in a refrigerator. Another good method is to place bread in a stone jar.

Sauerkraut.

Two tons of sauerkraut were taken from the vats in the industrial laboratory recently and the product, packed in kegs, has been sent to line stores for sale. The popularity of kraut is constantly increasing and a cable requisition has been placed for 5 tons of white cabbage for immediate shipment from New Orleans, for its manufacture.

Oatmeal Bread.

The oatmeal bread recently placed on sale by the Commissary Division is meeting with exceptional favor and reports would indicate that many customers prefer it to the Victory loaf containing corn meal substitute.

In this connection it is interesting to note that prior to the entry of the United States into the European war the use of rolled oats in the making of bread was practically unthought of. Used to a small extent as a substitute in connection with wheat flour at the beginning of the wheat conservation campaign, its popularity has steadily mounted and it is now one of the most favored of wheat substitutes, for it makes a fine-flavored bread, is easily digested, and is of high value in nutrition. The baking of bread containing oatmeal as a substitute requires very close attention but the result obtained—a rich, nutty flavored loaf of bread—is well worth the attention given.

Hats.

In connection with its efforts to conserve various materials used in the manufacture of wool and fur felt hats, the Conservation Division of the War Industries Board has announced a schedule effective as of September 1, restricting the variety of colors in fur felt hats to black and two shades of brown, green, steel, and pearl, and permitting the manufacture of wool felt hats in only three additional colors. The use of linings, elastics, cords, buttons, and eyelets is to be discontinued and the use of imitation leather bands will be encouraged as much as possible. It is stated that hat manufacturers are in strong accord with these new conservation measures and they declare that styles will vary little or none in shapes or colors from those of the past, with the exception, of course, that the use of novelties will be altogether eliminated. The principal change will be in the matter of rising prices, many manufacturers anticipating an increase of from \$9 to \$15 a dozen above the prices of a year ago.

Standard Works of Modern Writers.

In order that customers may be enabled to obtain standard works of modern writers at comparatively low prices, the Commissary Division has secured from a well-known publisher three sample sets, each containing 50 volumes which are on display at Ancon, Balboa, and Cristobal retail stores. These books come in attractive format, are hand bound in limp cloth leather and from the standpoint of appearance, should make a welcome addition to any library. What is more important, the literature is of enduring quality.

After a short time these sets will be sent to other commissaries so that all customers may examine the books and select such titles as they may desire ordered for them. The price is only 56 cents the volume or \$28 the set.

In this connection a recent review in a Boston newspaper commented on the surprising fact that the demand for Samuel Butler's "The Way of All Flesh" and Nietzsche's "Thus Spake Zarathustra" exceeds that for all others, including such titles as Kipling's "Soldiers Three" and Maeterlinck's "A Miracle of St. Anthony," which naturally might be expected to enjoy much wider popularity. A possible explanation advanced for the large sale of Nietzsche's book, is curiosity on the part of the American people to learn just what sort of mad philosophy is responsible for the present state of mind of the German military and university caste.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., October 16, 1918.

No. 9.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Locksmith (male); \$1,000 a year, and \$3.50 a day; No. 341-amended; November 5, 1918; form 1800; age, 20 years and over.*

Copyst topographic draftsman (male and female); \$1,100 to \$2,000 a year; No. 2268-amended; supplemental; form 1312; age, 18 years and over.††

Editorial clerk (male and female); \$1,200 to \$1,600 a year; No. 451-amended; form 304; October 20, November 24, December 15, 1918.‡

Assistant in pathological laboratory (male and female); \$1,800 a year; No. 583; form 2118; age, 20 years and over; November 5, 1918.‡

Balance of stores clerk (male and female); Grade 1, \$1,000 to \$1,200; Grade 2, \$1,200 to \$1,600 a year; No. 2014-amended; form 1312; age, 19 years and over.††

Oil gauger (male); \$1,200 to \$1,800 a year; No. 579; form 1312; age, 20 years and over October 29, 1918.*‡

Assistant engineer of tests (male and female); Grade 1, \$3.76, \$4, and \$4.24 a day; Grade 2, \$4.48, \$4.72, and \$4.96 a day; No. 565; form 1312; age, 20 years and over.††

Investigator in seed marketing (male); \$2,250 to \$3,000 a year; No. 569; October 29, 1918; form 2118; age, within reasonable age limits.*‡

Toluol expert (male); \$1,800 to \$3,000 a year; No. 307-amended; form 1312; age, 25 years and over.††

Industrial specialist in forest products (male); \$1,500 to \$3,500 a year; No. 572; form 1312; age, 21 years and over.††

Messenger (female); Departmental Service; \$600 to \$720 a year; No. 571; form 304; October 27, 1918.

Inspector of dairy products (male); \$1,800 to \$2,400 a year; No. 570; form 2118; age, within reasonable age limits.††

Plumbing draftsman (male and female); \$5.52 a day; No. 582, form 1312; October 29, 1918; age, 25 years and over.*‡

Elevator conductor (male); No. 231-amended; supplemental; full information contained in original announcement No. 231.§

Assistant engineer (male); No. 361-amended; \$900 to \$1,500 a year; age, 25 years and over. Full information contained in announcement No. 361. Junior engineer (male); age, 20 years and over; \$900 to \$1,500 a year; No. 361-amendment.

Assistant inspector of engineering material (male); \$4.48 to \$5.92 a day; instead of \$4.48 to \$4.96 a day; No. 1268-amended; supplemental. Full information contained in original announcement No. 1268-amended.

Physician (male); No. 1957-amended; supplemental. Maximum age limits have been eliminated. Full information in regard to this examination contained in announcement No. 1957-amended.

*Nonassembled. Date given for nonassembled examination is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

‡Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

§In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens on the eligible list.

Weather Conditions in September, 1918.

Rainfall for the month was below normal over the Pacific section, and over the Central section with the following exceptions: Empire, Vigia, Frijoles, and Darien. On the Atlantic side the rainfall was below normal at Gatun and above at Brazos Brook and Colon. Monthly totals ranged from 5.91 inches at Taboga to 19.70 inches at the Gatun River station.

The greatest amount of precipitation recorded on any one day was 3.68 inches at Brazos Brook on the 5th.

The average rainfall over the Gatun Lake watershed, based on all available records, was 12.30 inches, or 4 per cent above the 8-year mean, and the average rainfall over the Chagres River basin above Allajuela was 15.29 inches, or 23 per cent above the 17-year mean.

The average air temperatures and air pressure were generally above normal. The relative humidity and wind movement were generally below normal, while the evaporation was below normal on the Atlantic side and above on the Pacific side, and over the surface of Gatun Lake.

The elevations of Gatun Lake in feet above mean sealevel during the month were as follows: Maximum, 85.40 on the 30th; minimum, 85.04 on the 19th; mean for month, 85.18; evaporation from lake surface, 4.577 inches.

The following table summarizes the weather conditions for the month:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.				
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days of .01 inch or more.	Total move- ment (miles).	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
*Balboa Heights....	29.851	80.8	91	Sep. 29	72	Sep. 15	89.6	7.03	7.75	13	4,050	N.W.	27	N.	Sep. 9
Colon.....	29.854	80.0	87	Sep. 19	72	Sep. 10	88.2	15.34	12.67	20	4,988	W.	26	S.W.	Sep. 6

*Formerly Ancon.

Comparative Wind Records—Balboa Heights and Sosa Hill, September, 1918.

The wind movement for the month of September was 64 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity being 9.2 miles on Sosa Hill and 5.6 miles at Balboa Heights.

Northwest winds prevailed at both stations. The prevailing wind direction was from the northwest or north 71 per cent of the time at Balboa Heights and 74 per cent of the time on Sosa Hill.

The maximum velocities recorded during the month were 36 miles an hour from the east on the 30th on Sosa Hill, and 27 miles an hour from the north on the 9th at Balboa Heights.

NOTE.—Elevation of anemometer on Sosa Hill 35 feet above ground and 405 feet above mean sealevel.

Elevation of anemometer at Balboa Heights 97 feet above ground and 231 feet above mean sealevel.

At The Aspinwall.

At Hotel Aspinwall, Taboga, last week there were 52 guests. Fifty-nine were served at breakfast on Sunday morning, 79 at dinner, and 23 at supper. The opening of school has affected the patronage of the hotel. It is expected that this will be offset in a few weeks, however, when the electric-light installation will be completed, and dances may be given.

Night School.

Enrollment in the evening classes of the Balboa High School will occur at 7 p. m., Monday, October 21, 1918. Classes offering the following subjects will be organized: Applied or practical mathematics, English grammar and literature, beginning and advanced Spanish, typewriting and shorthand, and bookkeeping. A class in the history of the Great War will be provided in case of sufficient demand.

Classes will meet from 7 to 9 twice a week in the Balboa school building. With the exception of the Spanish, all classes will meet on Wednesdays and Fridays, unless there is quite a number of people wishing to take more than one subject.

The terms are \$4 per month per course, payable each month in advance. Typewriting and shorthand are given in one course.

All teachers are highly qualified.

Because the Zone is so far removed from extra-educational advantages it is believed that many more than last year will realize the unusual opportunity offered by the evening high school courses. But

one section of each class will be arranged. To be sure of a chance to enroll you should be present the first evening. Last semester the enrollment was 14 in English, 29 in Mathematics, 30 in Spanish, and 50 in the commercial work.

NOTICE.

Third Liberty Loan Bonds are now being mailed out. If you have changed your address since your application was signed last May, advise the Collector's office in writing and you will receive bonds without delay.

Joint Commission.

Decision of the Umpire.

In the matter of the claim of Genarina Perez de Icaza et al for property known as "Chorrillo de la Peña" located in Ancon near Panama. Amount claimed: \$51,257.

Decision of the Umpire, award No. 186, docket No. 1474.

The tract of land, subject of this claim, known as "Chorrillo de la Peña" (named from a spring located on the property) is situated in Ancon adjacent to the City of Panama, and has an area of 14,600 square meters of which area 7,500 square meters are claimed by the Panama Freehold Estate Company Limited.

Together with Genarina Perez de Icaza there are the following claimants: Clementina Perez de Caballero, Mercedes Perez de Arias, Julio Perez, Ricardo Perez, Eloisa Ramos, Josefina Bermudez, and Victor Manuel Alvarado.

Both sides legally represented appeared before the Joint Commission on December 10, 1917, for the trial of this claim which was the first to be heard after the appointment of the new members of the Joint Commission on the part of the Government of the United States. During the trial an attempt was made to continue the practice of some attorneys before the Commission, of attacking high officials of the Government of the United States and absent ex-members of the Commission. Ignoring the respect due an International Commission in which the Government of the United States is represented, the attorney for the claimants (an American citizen) referred in abusive terms to an ex-Governor of the Canal Zone.

Basing his estimate on speculative values (called 1912 values) he endeavored to convince the Commission that the "Chorrillo de la Peña" tract should be appraised at \$6 per square meter, and in addition the claimants should be allowed interest at 6 per cent from 1912 up to the present time. The value then

El Arbitro de la Comisión Mixta de Tierras Estados Unidos de América—República de Panamá, Panamá.

Reclamación de Genarina Pérez de Icaza, et alli por el predio denominado Chorrillo de la Peña situado en Ancón, cerca de Panamá. Cantidad reclamada: \$51,257.

Decisión del Arbitro, laudo No. 186, expediente No. 1474.

El predio conocido con el nombre de "Chorrillo de la Peña" (nombre derivado de un ojo de agua existente en dichas tierras) situado en la parte de Ancón colindante con la ciudad de Panamá, objeto de la presente reclamación, consta de 14,600 metros cuadrados, de cuya area reclama 7,500 metros cuadrados la Panamá Freehold Estate Company Limited.

Con Generina Pérez de Icaza son reclamantes ademas: Clementina Pérez de Caballero, Mercedes Pérez de Arias, Julio Pérez, Ricardo Pérez, Eloisa Ramos, Josefina Bermudez, y Victor Manuel Alvarado.

Ambas partes legalmente representadas, comparecieron en la audiencia pública celebrada ante la Comisión, para el fallo de esta reclamación, el día 10 de Diciembre de 1917, proximo pasado.

Era la primera vez que se reunia la Comisión despues de nombrados la nuevos Comisionados por parte del Gobierno de los Estados Unidos.

En esta audiencia, el abogado de la parte reclamante, pretendió reanudar los procedimientos que venían prevaleciendo en las vistas de estas reclamaciones en las que, haciendo caso omiso del respeto debido a un Tribunal Internacional, en el que son parte dos Naciones, atacábase denigrantemente a

of this property would be \$87,600 and the interest at 6 per cent from December 5, 1912, the date of the depopulation order of the Canal Zone until December 10, 1917, when the case was heard, would amount to \$31,623.60 which added to the first figures makes a total of \$119,223.60. This sum represents his valuation of an unimproved piece of land of a little more than one and one-half hectares in extension, less than half of which is available for building purposes.

On the other hand the attorney for the Government of the United States stated that in his opinion the "Chorrillo de la Peña" tract was not worth more than \$500.

I must insist upon pointing out how injurious to the claimants are the methods employed by some of the attorneys. With reference to the abusive language used, I have publicly and officially announced my intention not to tolerate it at the hearings over which I preside, and their persistent efforts in placing upon these lands a fictitious value only results in the Commission's disregard of their arguments, and the loss of valuable time at the hearings. This is also a factor in causing the Commissioners to be so widely divided in opinion that the decisions are most difficult for the Umpire.

The Joint Commission as now constituted endeavored from the first to maintain its dignity, and began by seriously admonishing the attorney in question to refrain from making disrespectful comments. As a result the hearings of the Commission have gradually changed, and are now free from disrespectful remarks, and the indications of mutual concessions, respect and consideration are gratifying to note.

During the course of the hearing of the above claim this same attorney admitted that exaggerated demands were made and stated: "There is one claim which we ourselves filed here for \$125,000 which I never went into very thoroughly.

elevados funcionarios del Gobierno de los Estados Unidos, así como a ex Miembros de la Comisión Mixta, ausentes por consiguiente. El abogado en cuestión (ciudadano Americano) se expresó en términos injuriosos respecto de un ex Gobernador de la Zona del Canal; y echando mano de los precios de especulación llamados "Valores de 1912," pretendió convencer al Tribunal que el valor de aquel predio era de \$6 por metro cuadrado, y que además debía abonarse intereses al 6 per cent, a partir del año 1912.

En su consecuencia, y haciendo uso de los guarismos facilitados por el abogado de la parte reclamante, el valor del predio sería de \$87,600, y los intereses al 6 per cent contándolos desde el 5 de Diciembre de 1912, fecha de la orden de despoblación de la Zona, hasta el 10 de Diciembre de 1917 en que tenía lugar la vista de la causa, representarían \$31,623.60 que sumados a la cifra anterior nos dan un total de \$119,223.60, como precio de un terreno inculto de poco más de hectárea y media de extensión, del que sólo menos de la mitad es urbanizable.

A su turno el abogado del Gobierno de los Estados Unidos, declaró que en su opinión el "Chorrillo de la Peña" no valía mas de \$500.

No me cansaré de hacer notar cuán perjudiciales son a los intereses de los reclamantes los procedimientos empleados por dichos abogados. Sobre su libertad de lenguaje tengo pública y oficialmente declarado mi propósito de no tolerarla en las vistas que se celebren bajo mi presidencia; y con respecto a su insistencia pretendiendo conceder a estas tierras un valor de que carecen, el resultado es que la Comisión tiene que hacer caso omiso de tales pretensiones, resultando un tiempo lastimosamente perdido el empleado en estas audiencias, o contribuye a distanciar las opiniones de los miembros de la Comisión, a un extremo que es imposible al árbitro procurar aproximarlas.

La Comisión Mixta tal y como está constituida actualmente, procuró desde el primer momento mantener su prestigio, y a dicho fin comenzó por amonestar seriamente al abogado de referencia por las libertades de lenguaje que se había permitido; y poco a poco, encauzó todo de manera, que ha hecho posible una marcha libre de asperezas, precursora de mutuas concesiones, respeto y aprecio, que es muy grato consignar.

El mismo abogado de la parte reclamante, en el transcurso de la vista de esta causa llegó a declarar sin reparo lo exagerado de sus pretensiones al confesar que él mismo tenía presentada ante al Comisión Mixta una reclamación

I will frankly state that I do not think it is worth one twenty-fifth of that amount. (Page 378 of the transcript.)

It was agreed at the trial that 7,100 square meters of the total area belonged to the claimants herein, and that 7,500 square meters were in dispute between the claimants and the Panama Freehold Estate Company, Ltd. The Commission also agreed that of the 14,600 square meters, 6,000 were available for building purposes and the remaining 8,600 were not available for building purposes.

Counsel for the Government of the United States, as well as the attorney representing the claimants, agreed to the submission of this case on the evidence as to the value adduced at the hearing of the "San Lazaro," "Punta Mala" and "Huerta de Vega" claims. In view of this agreement I have announced that I do not consider the opinions of the Commission in this case necessary. However, Hon. Burt New, Commissioner on the part of the Government of the United States had written a very able opinion at the time this case was certified to me for decision, and this opinion will be sent to counsel for the Government, counsel for the claimants, and to the proper authorities for their information.

The members of the Commission have agreed as to the validity of claimants' title to 7,100 square meters of the area claimed, and they have also agreed upon other points which for the first time they have clearly set out in the certificate of disagreement. They did not, however, reach an agreement as to the value and the case was certified to me on that question alone.

On September 27, 1917, I announced my intention to consider as final all unanimous conclusions of the Commission, and to decide only those questions referred to me by reason of disagreement. I therefore consider as final the decisions of the Commission in the present case which are set out in the following:

Certificate of Disagreement.

In the matter of the claim of Genarina Perez de Icaza et al for property known as Chorrillo de la Peña.

Rule No. 378, docket No. 1474.

Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Empire duly appointed

por \$125,000, sobre la que no habia hecho un estudio a fondo, que con franqueza manifestaba no valia una veinticincoava parte de lo reclamado (pagina 378 del testimonio).

En la vista quedó probado el derecho de los reclamantes a 7,100 metros cuadrados del area total, quedando 7,500 en controversia con la Panamá Freehold Estate Company Limited. Asi mismo quedó sentado respecto de la adaptibilidad del terreno, que de los 14,600 metros cuadrados, son urbanizables 6,000 y no son los 8,600 restantes.

Tanto los abogados del Gobierno de los Estados Unidos como de la parte reclamante, convirieron en que para el avaluo del "Chorrillo de la Peña" se tuvieran en consideracion las reclamaciones de los predios de "San Lazaro," "Punta Mala" y "Huerta de Vega." En su vista he comunicado a la Comisión no necesitar para el fallo de la presente reclamación las opiniones escritas de los Comisionados. El Hon. Burt New, comisionado por el Gobierno de los Estados Unidos tenia, sin embargo, escrita su opinión, cuando hice presente mi proposito. Dicho brillante informe deberá enviarse, como referencia, a los abogados del Gobierno de los Estados Unidos, a los de la parte reclamante y a las autoridades correspondientes.

Los miembros de la Comisión Mixta han reconocido la validez del titulo de los reclamantes sobre los 7,100 metros cuadrados del area demandada y se han puesto de acuerdo acerca de otros particulares que por primera vez se incluyen en substancioso resumen en el certificado de desconformidad, sometido al arbitro por no haber llegado a un acuerdo respecto al valor.

En 27 de Septiembre del año pasado manifesté mi proposito de considerar con carácter definitivo cuantas conclusiones acordara unánimemente la Comisión, aunque, por desacuerdo acerca de algun punto, pasara después a mi fallo la reclamación. De conformidad con este propósito, considero con tal carácter las decisiones adoptadas por la Comisión en el caso actual, y de que se hace constancia en el siguiente.

Certificado de Discordancia.

Reclamación de Genarina Pérez de Icaza et al por la propiedad conocida con el nombre de "Chorrillo de la Peña."

Fallo No. 378, expediente No. 1474.

De acuerdo con lo dispuesto en el Artículo XV del Tratado entre los Estados Unidos de America y la República de Panamá, ratificado el 26 de Febrero de 1904, la Comisión pone en conocimiento del Arbitro nombrado de con-

under the said Treaty, that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to-wit:

THE QUESTION OF VALUE.

The Commission herewith certifies this agreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

It is further hereby certified to the said Umpire that this Commission has agreed, and does hereby agree, upon the following matters, to-wit:

1. That the area of the lands involved in the above-entitled claim is 14,600 square meters;

2. That 6,000 square meters of the said total area are available for building purposes;

3. That 8,600 square meters of said total area are not available for building purposes;

4. That of the 14,600 square meters above mentioned 7,100 square meters are the property of the claimants;

5. That of the said 14,600 square meters the title to 7,500 square meters is in dispute, such portion being claimed by said claimants and also by the Panama Freehold Estate Company, Limited, a corporation intervenor herein;

6. That such amount as may be awarded as the value of the said 7,500 square meters in dispute shall be deposited with the District Court of the Canal Zone, Balboa Division, until such time as the said Court shall have determined the conflict existing as to the ownership of the said 7,500 square meters of land;

7. That of the 7,500 square meters of land in dispute as aforesaid, 750 square meters are available for building purposes, and 6,750 square meters are not available for building purposes;

8. That of the 7,100 square meters belonging to the claimants 5,250 square meters are available for building purposes, and 1,850 square meters are not available for building purposes;

9. That the amount of such award as may be made for the 7,100 square meters which is above found to be the property of the claimants, and the award for such other property as may be found to be the property of said claimants in the 7,500 square meters in dispute, shall be distributed as follows:

a. To Genarina Perez de Icaza, one-seventh (1/7) thereof;

b. To Clementina Perez de Caballero, one-seventh (1/7) thereof;

formidad con dicho Tratado, que la Comisión no ha podido llegar a un acuerdo en el negocio arriba expresado sobre.

LA CUESTIÓN DEL VALOR.

La Comisión certifica esta discordancia al Árbitro nombrado de acuerdo con el Tratado, según lo dispone su Artículo XV. Se certifica además al susodicho Árbitro que la Comisión está de acuerdo sobre los siguientes puntos, a saber:

1. Que el área de las tierras de que trata esta reclamación es de 14,600 metros cuadrados.

2. Que 6,000 metros cuadrados de dicha área total son adaptables para edificación.

3. Que 8,600 metros cuadrados de dicha área total no son adaptables para edificación.

4. Que de los 14,600 metros cuadrados arriba expresados 7,100 metros cuadrados son de propiedad de los reclamantes.

5. Que de los 14,600 metros cuadrados, el título de propiedad sobre 7,500 esta en disputa, pues dicha porción es reclamada por los susodichos reclamantes y también por la Panamá Freehold Estate Company Ltd., Compañía que figura como tercerista en esta reclamación.

6. Que la suma que sea fallada como valor de los expresados 7,500 metros cuadrados en disputa debe ser depositada en la Corte del Distrito del Zona del Canal, División de Balboa, hasta tanto que dicha Corte decida el conflicto existente sobre la propiedad de los susodichos 7,500 metros cuadrados de terreno.

7. Que de los 7,500 metros cuadrados de terreno en disputa como queda expuesto, 750 metros cuadrados son adaptables para edificación, y 6,750 metros cuadrados no son adaptables para edificación.

8. Que de los 7,100 metros cuadrados pertenecientes a los reclamantes, 5,250 metros cuadrados son adaptables para edificación y 1,850 metros cuadrados no son adaptables para edificación.

9. Que la suma que se mande pagar por medio del fallo que se profiera como valor de los 7,100 metros cuadrados que según se ha dicho son de propiedad de los reclamantes, y la que se mande pagar como valor de cualquiera otra parte de la propiedad que se decida ser de pertenencia de los dichos reclamantes, de entre los 7,500 metros cuadrados en disputa, deben distribuirse de la manera siguiente:

(a) A Genarina Pérez de Icaza una séptima (1/7) parte;

(b) A Clementina Pérez de Caballero una séptima (1/7) parte;

c. To Mercedes Perez de Arias, one-seventh (1/7) thereof;

d. To Julio Perez, one-seventh (1/7) thereof;

e. To Ricardo Perez, one-seventh (1/7) thereof;

f. To Eloisa Ramos, mother and heir-at-law of Benilda Perez, deceased, one-seventh (1/7) thereof;

g. To Josefina Bermudez, mother and heir-at-law of Elida Perez de Alvarado, deceased, three-twenty-eighths (3/28) thereof;

h. To Victor Manuel Alvarado, husband and heir-at-law of Elida Perez de Alvarado, deceased, one-twenty-eighth (1/28) thereof;

Done at the National Palace, Panama, Republic of Panama, this 22d day of January, 1910.

(Sgd.) FEDERICO BOYD,

(Sgd.) GEORGE A. CONNOLLY,

(Sgd.) BURT NEW,

(Sgd.) R. J. ALFARO.

Commissioners.

Inasmuch as counsel for the Government and counsel for the claimants agreed to the consideration of the "San Lazaro," "Punta Mala," and "Huerta de Vega" claims in the appraisal of the "Chorrillo de la Pena" tract, and in view of the fact that those claims have already been decided by the undersigned Umpire, a word of explanation in regard to those decisions would seem advisable.

In estimating the total amount in each one of my decisions I have taken into consideration the different elements of value which applied to each case. I have not, however, allowed the price to determine the value, but rather the value to determine the price. My award, therefore, in the one case is not based on my award in the other.

Taking each case separately, and considering only the land in the "San Lazaro" claim, it would not have been just to have appraised the swampy portion of that tract at the same rate as that portion adjacent to the La Boca Road. It is impossible, therefore, to determine a fixed appraisal applicable to all claims.

On the other hand, the hilly portion of the Punta Mala tract decreased the value of the whole tract considering its availability for building purposes, but the existence of a quarry in that portion offset the depreciation which it suffered by reason of its topography.

And in the "Huerta de Vega" claim the improvements made by Eladio Lasso

(c) A Mercedes Pérez de Arias, una séptima (1/7) parte;

(d) A Julio Pérez, una séptima (1/7) parte;

(e) A Ricardo Pérez, una séptima (1/7) parte;

(f) A Eloisa Ramos, madre y heredera legítima de la difunta Benilda Pérez, una séptima (1/7) parte;

(g) A Josefina Bermudez, madre y heredera legítima de la difunta Elida Pérez de Alvarado, tres veintiochoavas (3/28) partes;

(h) A Victor Manuel Alvarado, conyuge superstite, y heredero legítimo de la difunta Elida Pérez de Alvarado, una veintiochoava (1/28) parte.

Dado en el Palacio Nacional de Panamá, República de Panamá a los 28 días del mes de Enero de 1918.

(Fdo) FEDERICO BOYD,

(Fdo) GEORGE A. CONNOLLY,

(Fdo) BURT NEW,

(Fdo) R. J. ALFARO.

Comisionados."

Desde el momento en que los abogados tanto del Gobierno de los Estados Unidos como de la parte reclamante, han convenido respecto de que para el avaluo de este predio se tuvieran en consideración las reclamaciones de "San Lázaro," "Punta Mala" y "Huerta de Vega," el hecho de que estas reclamaciones habían sido de antemano falladas por el árbitro que suscribe, aconsejan una aclaración con respecto a los laudos en los mencionados casos.

Para llegar a la suma total en cada una de sus adjudicaciones, he tenido presente los diversos elementos de valor que concurrían en cada caso. No he procedido pues sujetando el valor al precio sino el precio al valor. De manera que la adjudicación de uno no es el resultado de la proporción concedida al otro.

Tomando cada caso separadamente y como ejemplo, y considerando en el de "San Lázaro" solamente el terreno, no habría sido justo adjudicar igual valor a la parte pantanosa de aquel predio, que a la colindante con el camino de la Boca; y por tanto, no es posible obtener un cociente fijo, aplicable a las demás reclamaciones, por la división de la suma adjudicada, por el número de hectáreas de que consta la finca, descontadas las mejoras.

En el de "Punta Mala," por el contrario, teníamos que la sección montañosa del predio restaba valor al todo, considerado como urbanizable, pero la existencia de una cantera en aquella parte compensaba el deprecio que experimentaba a consecuencia de su configuración.

Y en la "Huerta de Vega," las obras de diversa índole llevadas a cabo por el

considerably increased the value of his land, and also added to the value of the lot of land ceded to Valdes and Morales, which increase in value was not overlooked at the time their claim was decided.

By this process of reasoning we arrived at the final decisions equitable in themselves and legal under the treaty which governs these expropriations.

In the present case, we must take into consideration the fact that although the tract in question is adjacent to the "Huerta de Vega" property it lacks those elements of value which were the result of the energy and labor expended by the owner of that property. Those elements constituted the particular value of that tract and were taken into consideration at the time his award was made. Even though the portion of this tract which is available for building purposes is comparatively level, the remaining portion forms the steep slope of Ancon Hill, and rises to an elevation of 100 feet above the level of the road.

In view of the above, the Umpire finds the value of the tract known as "Chorrillo de la Pena" situated in Ancon near Panama, of an area of 14,600 square meters, 6,000 of which are available for building purposes and 8,600 of which are not available for building purposes, to be the sum of five thousand one hundred fifty dollars (\$5,150). Of this amount he finds the value of the 7,100 square meters belonging to Genarina Perez de Icaza *et al*, to be the sum of three thousand eighty-seven and 50/100 dollars, (\$3,087.50).

señor Eladio Lasso mejoraron considerablemente su predio, beneficiando el lote que cedió a los señores Valdés y Morales, beneficio que tuvimos en consideración al hacer el avalúo del mismo.

De esta suerte hemos llegado a las adjudicaciones finales, equitativas en sí y legales por ajustarse al Tratado que gobierna estas reclamaciones.

En el caso presente hemos de hacer notar que aunque el predio linda con la "Huerta de Vega," carece de aquellos elementos de valor debidos a la actividad y trabajo del dueño de aquella, que constituyan la peculiar característica de aquel predio, y que se tuvieron en cuenta al dictar el laudo. Mientras la parte urbanizable es relativamente plana, el resto lo forma un repecho contra el Cerro de Ancón que se eleva hasta 100 pies sobre el nivel del camino.

Teniendo en consideración la situación, extensión y adaptabilidad del terreno, avaluamos el predio denominado "Chorrillo de la Peña," situado en Ancón, cerca de la Ciudad de Panamá, consistente en 14,600 metros cuadrados de los que 6,000 son urbanizables, y 8,600 no lo son, en Cinco Mil Ciento Cincuenta dollars (\$5,150). De esta suma corresponde a Genarina Pérez de Icaza, *et alii*, en concepto de dueños legítimos de 7,100 metros cuadrados de dicho predio, la cantidad de Tres Mil Ochenta Siete dollars con cincuenta centavos (\$3,087.50) en la forma siguiente:

Genarina Pérez de Icaza.....	\$441.07
Clementina Pérez de Caballero.....	441.07
Mercedes Pérez de Arias.....	441.07
Julio Pérez.....	441.07
Ricardo Pérez.....	441.07
Eloisa Ramos.....	441.07
Josefina Bermudez.....	330.81
Victor Manuel Alvarado.....	110.27

Total.....	\$3,087.50
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La cantidad de dos mil sesenta y dos dollars con cincuenta centavos (\$2,062.50) correspondiente al área de 7,500 metros cuadrados en disputa entre los reclamantes y la Panamá Freehold Estate Company Limited, sera depositada en la Corte de Distrito de la Zona del Canal, para que por la misma se dilucide el derecho a la referida área y se conceda su valor a su legítimo dueño.

Therefore, an award is hereby made against the United States of America in the total sum of \$5,150, U. S. currency, of which amount the sum of \$3,087.50, U. S. currency, shall be paid to the persons hereinafter named in the amounts shown after their names, for all right, title, and interest which they may possess or may have possessed

in and to the property known as "Chorrillo de la Pena," located in Ancon, subject of claim docket No. 1474, including all damages of whatever nature sustained through the expropriation of this property by the United States of America.

To Genarina Perez de Icaza.....	\$441.07
To Clementina Perez de Caballero.....	441.07
To Mercedes Perez de Arias.....	441.07
To Julio Perez.....	441.07
To Ricardo Perez.....	441.07
To Eloisa Ramos.....	441.07
To Josefina Bermudez.....	330.81
To Victor Manuel Alvarado.....	110.27

Total..... \$3,087.50

This award shall be paid on or before the 10th day of November, 1918, and if payment or tender of payment is not made on or before that date, said award shall thereaf er bear interest at the rate of six per centum per annum until paid.

The balance of \$2,062.50, United States currency, representing my valuation of the 7,500 square meters in dispute between the above claimants and the Panama Freehold Estate Company, Limited, is hereby ordered deposited with the District Court of the Canal Zone until that court shall have determined the conflict existing as to the ownership of this portion of the "Chorrillo de la Pena" tract.

Done in English and Spanish in the National Palace, Panama, on the 10th day of October, 1918.

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

(Sigue la órden de pago en favor de los reclamantes.)

Dado en el Palacio Nacional de Panamá en español e inglés a los 10 días del mes de Octubre, 1917.

(Fdo) MANUEL WALLS Y MERINO,
Arbitro.

Official Circulars.

Personnel Transfer Between Departments.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 11, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Due to the present difficulty in securing employees of certain classes there has been some complaint regarding offers of employment made by the head of one department to an employee in another department without the consent of the head of the department concerned.

No application of an employee to transfer should be considered unless such applicant has the consent of the head of his department to make such application, and encouragement must not be given to employees which would be detrimental to the work of the department in which they are employed.

Attention is invited to orders issued on this subject in Circular No. 603, paragraphs 6 and 7, as follows:

"6. No officer nor employee of one department shall offer inducements to an employee in another department to transfer, or to resign with the expectation of re-employment.

"7. Transfers from one department to another may be made only with consent of the department from which the employee is to be transferred. The transfer will be effected through the office of the Executive Secretary, and must be approved by the Governor."

CHESTER HARDING,
Governor.

Copper and Brass.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 8, 1918.

All concerned—A considerable quantity of scrap brass and copper is being stolen and sold to scrap dealers in Colon and Panama. To avoid

such losses it is necessary to provide bins or boxes with locking facilities. All District Quartermasters and heads of departments and divisions are requested to immediately provide such boxes and to keep scrap metal, such as brass and copper, under lock and key until ready for shipment.

CHESTER HARDING,
Governor.

Monthly Report of Transfers of Rolling Stock.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 16, 1918.

CIRCULAR No. 174:

All accountable officials—Effective August 1, 1918, Monthly Report of Transfers of Rolling Stock, Form A-346, will be discontinued. Hereafter invoicing officials will promptly furnish the Mechanical Division with a copy of all papers covering transfers, sales, or condemnations of rolling stock.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Acting General Storekeeper.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 9, 1918.

To all concerned—Effective on or about October 10, or the date on which Mr. M. D. Smith enters on leave, Mr. P. G. Illwitzer will be in charge of storehouse operations as acting general storekeeper.

R. K. MORRIS,
Chief Quartermaster.

Approved:
CHESTER HARDING,
Governor.

Fortification Division Personnel.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
OFFICE OF THE DISTRICT ENGINEER,
BALBOA HEIGHTS, C. Z., October 4, 1918.

To all concerned—Effective October 1, 1918, Mr. G. V. Barril, Junior Engineer, will be in local charge of the Atlantic District of the Fortification Division *vice* Mr. R. C. Jones, Assistant Engineer, resigned.

Mr. W. F. Grimes, Jr., Junior Engineer, will be in charge of the Pacific District of the Fortification Division *vice* Mr. G. V. Barril, transferred, as well as in charge of the drafting office. Both Mr. Barril and Mr. Grimes will report to Mr. F. E. Holleran, assistant engineer, as heretofore.

F. E. HOLLERAN, Assistant Engineer.

Approved:

C. H. CUNNINGHAM,
Major, Corps of Engineers.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake and Miraflores Lake, in feet above mean seal level, during the two weeks ending at midnight of Saturday, October 12, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gatun	Gatun	
Sun., Sept. 29	127.80	92.91	85.46	85.38	53.80
Mon., Sept. 30	127.60	92.57	85.48	85.39	54.00
Tues., Oct. 1	134.45	98.40	85.80	85.74	54.50
Wed., Oct. 2	129.50	95.00	85.78	85.74	53.90
Thurs., Oct. 3	128.30	93.43	85.62	85.64	53.95
Fri., Oct. 4	128.00	92.91	85.65	85.60	54.00
Sat., Oct. 5	127.80	93.05	85.58	85.57	54.02
Sun., Oct. 6	127.75	92.80	85.65	85.61	54.30
Mon., Oct. 7	133.15	97.45	85.85	85.66	54.30
Tues., Oct. 8	131.00	96.70	85.80	85.67	54.36
Wed., Oct. 9	127.85	93.04	85.70	85.60	54.30
Thurs., Oct. 10	127.70	92.64	85.72	85.65	54.06
Fri., Oct. 11	131.20	96.93	85.79	85.71	54.24
Sat., Oct. 12	(*)	(*)	85.93	85.82	54.34
Height of low water to nearest foot.	126.0	91.0			

*Chagres River telephone out of order.

September Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, Sept. 1918.
	1916	1917	1918			
<i>Pacific section—</i>						
Balboa	6.97	9.41	6.58	6.92	20	15
Balboa Heights	8.02	11.53	7.03	7.75	22	13
Miraflores	5.38	14.25	6.97	9.22	10	16
Pedro Miguel	10.43	11.78	7.27	8.83	11	19
Rio Grande	10.22	11.39	7.81	10.36	14	25
<i>Central section—</i>						
Culebra	10.42	13.05	10.01	10.74	29	18
Camacho	10.57	9.95	9.12	10.31	13	22
Empire	9.21	11.44	9.25	8.78	15	24
Gamboa	11.37	9.93	7.60	10.41	36	26
Juan Mina	14.59	11.51	11.53	11.85	8	22
Alhajuela	14.96	9.92	11.07	11.69	20	27
Vigia	20.64	10.67	13.24	13.13	11	26
Frijoles	6.65	13.78	12.87	11.03	7	20
Trinidad	8.57	8.44	9.04	11.23	11	23
Monte Lirio	9.88	14.10	12.06	12.81	11	23
<i>Atlantic section—</i>						
Gatun	8.24	12.20	7.27	10.17	14	19
Brazos Brook	13.03	13.31	13.79	12.37	13	21
Colon	10.41	17.67	15.34	12.67	48	20

Rainfall from Sept. 1 to 30, 1918, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Taboga	1.75	8	5.91
Balboa	2.13	30	6.53
Balboa Heights	3.41	†1	7.03
Miraflores	2.08	9	6.97
Pedro Miguel	2.24	9	7.27
Rio Grande	1.77	5	7.81
<i>Central section—</i>			
Culebra	2.80	5	10.01
*Camacho	2.64	5	9.12
Empire	2.65	5	9.25
Gamboa	1.57	6	7.60
*Juan Mina	2.88	5	11.53
Alhajuela	1.68	15	11.07
*El Vigia	2.11	6	13.24
Darien	1.72	5	10.97
Frijoles	2.75	5	12.87
*Trinidad	2.54	7	9.04
*Monte Lirio	1.94	2	12.06
<i>Atlantic section—</i>			
Gatun	3.25	5	7.27
*Brazos Brook	3.68	5	13.79
Colon	3.39	5	15.34
†Bocas del Toro	.68	6	2.26

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values midnight to midnight.

†October.

‡Standard rain gauge—readings at 8 a. m. daily.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., October 3, 1918.

To all concerned—The following changes, effective October 4, 1918, in the Enemy Trading List of the United States, involving additions and removals, are hereby communicated for your information and guidance:

ADDITIONS.

CHILE.

Cirici, Francisco Friedmann..... Santiago.
Carlos Krauss Hermanos..... Santiago.
Krauss, Herman (of Krauss Her-
manos).
Krauss, Oscar (of Krauss Her-
manos).
Hochschild, M. & S..... Coquimbo.

COLOMBIA.

Bellingrodt, Federico..... Barranquilla.
Schrader, Camilo A..... Bogota.
Will, Leonard..... Bogota.
Wolff, J. F..... Cali.

ECUADOR.

Hermann, Wilhelm..... Quito.
Maydoub & Ramadan..... Quito.
Mejia (or Mejiz), Ambato..... Quito.
Ramadan, Toufic..... Quito and Guayaquil.
Vecybi, Manuel..... Quito.

GUATEMALA.

Concepcion Plantagen Gesell-
schaft.
Compañia Hamburguesa de
plantaciones.
"Las Mercedes" plantation..... Costacuca.
Meyer, Adolfo..... Champerico.
Plantation "Cerro Redondo"
Weissenberg, Enrique..... Vijiro or Quezaltenan-
go.

HONDURAS.

Paysen, Eric..... Tegucigalpa.

MEXICO.

Avella, Andres..... Villa Hermosa.
Blanco, Cayetano..... Guadalajara.
Bohnstedt, Max..... Guadalajara.

Bntica de la Reforma (Dr. F. A. Herrera).	Mexico City.
Belliza, Pascual.	Frontera.
Botica, Zaragoza.	Monterey.
Braschi, Humberto.	Mexico City.
Buettner, Moritz.	Chihuahua.
Buhl, Guillermo.	Merida and Mexico City
Compañia Medicinal de la Cam-paña.	Mexico City.
Damm, Hugo.	Durango.
Damm, Jose Maximiliano.	Durango.
Damm, Max.	Durango.
Eisermann, A. S.	Guadalajara.
Fabrica de Tabacos.	Mexico City.
Fabrica de Salechichas (Gerard Mcenan).	Mexico City.
Flebbe, Dr. Julio.	Guadalajara.
Grobian, Andres.	Monterey.
Herrera, Dr. Francisco A.	Mexico City.
Jaliffe, Camilo.	Torreón.
Kuhn, Carlos.	Mexico City.
La Drogueria Cosmopolita.	Mexico City.
Legaski, Pedro Sanchez.	Mexico City.
Liberal, El (Jose Puente).	Monterey.
Lins, Eduardo.	Chihuahua.
Mier, Justa.	Manzanilla.
Mierendorff, Conrad.	Mexico City.
Milan, Manuel.	Mazatlan.
Modelo, El (Alfred Nader).	Torreón.
Moniera, Juan Manuel.	Saltillo.
Nader, Alfred (El Modelo).	Torreón.
<i>Ocidental, El</i> (newspaper).	Guadalajara.
<i>Orchoa y Pierrot</i> (newspaper).	Mexico City.
Stein, Robert.	Mazatlan.
Sternfels, Jorge.	Guadalajara.
Velasco, S. R. Y. (Sr. Y.) Cia. (Velasco, S. R. y Cia).	Guadalajara.
Voz del Pueblo, La (Juan Hu-thoff)	Tapachula.

PANAMA.

Leer, Herbert.	Boeas del Toro.
Station Pharmacy.	Panama City.

NICARAGUA.

Peterson, Nicolay (Peterson Hotel).	Bluefields.
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PERU.

Puente (Peunte), Andres.	Lima.
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SALVADOR.

Sauerbrey, G. A.	San Salvador.
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VENEZUELA.

Brillimbourg Joaquin.	Losales.
Carlos, Miguel.	Ciudad Bolivar.
Otero, J. J.	Ciudad Bolivar.
Rodriguez, Diego.	Trujillo.
Rojas, Simon.	Egido.
Schroeder, Federico.	Caracas and Maracaibo.
Schussler, Vicente K.	La Guayra.
Sombrera, La Palma.	Caracas.
Urdaneta, Ezequiel.	Trujillo.
Vieweg, E.	Maracaibo and Pampan.
Wallher, Federico.	Ciudad Bolivar.

REMOVALS

CHILE.

Bermudez, Guillermo.	Valparaiso.
Gelder, Dr. G.	Santiago.
Wing on Fay.	Quatemala.

MEXICO.

Banner, J. G.	Mexico City.
Compañia Comercial de Mon-terey.	Monterey.
Fabrica Villa Union.	Villa Union.
Hale, C. y Cia.	Vera Cruz.
Sanchez, Jose y Cia.	Mazatlan.

PANAMA.

Galiudo, Dr. I.	Panama City.
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PERU.

Calderon, Miguel E.	Sullana.
	C. H. CALHOUN,
	Chief, Division of Civil Affairs.

Additions to Commissary Stock.

Hats, straw, children's, ea.	\$1.35
Ink, blue, household, Carter's, 1½-oz. bot.	.06
Nightgowns, ladies', ea.	1.40
Nightgowns, ladies', ea.	1.30

Petticoats, ea.	\$1.35
Petticoats, ea.	1.70
Petticoats, ea.	1.70
Petticoats, ea.	2.35
Petticoats, ea.	1.00
Petticoats, ea.	1.70
Petticoats, ea.	1.40
Powder, talcum, rose white and English lilac, tin.	.15
Rings, bag handle, pr.	.48
Rings, bag handle, pr.	.48
Rings, bag handle, pr.	.48
Rings, bag handle, pr.	.48
Rings, bag handle, pr.	.48
Rings, bag handle, pr.	.64
Rings, bag handle, pr.	.64
Boats, sauce, Steubenville, No. 3140, ea.	1.05
Cups, drinking, round, paper, doz.	.06
Dishes, butter, Steubenville, No. 3140, ea.	1.35
Filters, disk, No. 9, ea.	5.40
Paper, sand, fine, No. 0, sheet, doz.	.14
Paper, sand, medium, No. 1, sheet, doz.	.14
Paper, sand, coarse, No. 2, sheet, doz.	.14
Rugs, rag, ea.	1.25
Candy, gum, Adam's pepsin, pkg.	.04
Jelly, Guava, P. C., ½-gal. jar.	1.45
Cigars, Londres, Manila, ea.	.04
Books, expense economy, ea.	.50
Barrettes, ea.	.04
Barrettes, ea.	.07
Barrettes, ea.	.10
Barrettes, ea.	.06
Combs, side, black, ea.	.14
Combs, dressing, cream, ea.	.09
Dress goods, percale, white ground, 36", yd.	.33
Hats, straw, Knox, ea.	2.10
Nightgowns, ladies', ea.	1.55
Pins, hair, crimped, 12, box.	.11
Pins, hair, shell, 12, box.	.09
Ties, service, 4-in-hand, ea.	.50
Community Plate (Patrician pattern):	
Spoons, tea, ea.	.34
Spoons, dessert, ea.	.62
Spoons, table, ea.	.68
Spoons, soup, ea.	.68
Knives, table, medium, ea.	1.05
Knives, fruit, ea.	.97
Ladles, gravy or sauce, ea.	1.25
Forks, pie, ea.	.62
Forks, oyster, ea.	.42
Forks, pickle, ea.	.78
Forks, salad, ea.	.61
Forks, ice cream, ea.	.47
Forks, cake, ea.	1.10
Knives, butter, ea.	.68
Knives, butter spreader, ea.	.50
Serve, tomato, ea.	1.70
Serve, jelly, ea.	.84
Sets, baby, curved spoon and pusher, set.	1.15
Sets, child's, 3-piece set.	2.30
Community Plate (Sheraton pattern):	
Spoons, tea, ea.	.34
Spoons, coffee, ea.	.34
Spoons, 5-o'clock tea, ea.	.32
Spoons, dessert, ea.	.62
Spoons, bouillon, ea.	.59
Spoons, soup, ea.	.68
Spoons, orange, ea.	.48
Spoons, baby (bent handle).	.57
Spoons, sugar, ea.	.63
Knives, table, medium, ea.	1.05
Knives, dessert, ea.	1.00
Knives, fruit, ea.	.97
Knives, pie server or ice cream, ea.	2.20
Knives, cake, ea.	2.20
Ladles, cream or mayonnaise, ea.	.99
Carvers, large, 3-piece set.	8.60
Carvers, small, 2-piece set.	4.05
Forks, medium, ea.	.68
Forks, dessert, ea.	.62
Forks, cold meat, ea.	1.10
Forks, pie, ea.	.62
Forks, oyster, ea.	.42
Forks, pickle, ea.	.78
Forks, salad, ea.	.61
Forks, ice cream, ea.	.47
Knives, butter, ea.	.68
Knives, butter spreader, ea.	.50

COMMISSARY NOTES.

Ex-Ambassador Gerard's Book.

One hundred more copies of ex-Ambassador Gerard's book, "Face to Face with Kaiserism," have been received and are on sale in the line stores.

Price Reduced on Women's Shoes.

A reduction of \$1.65 per pair has been made on women's shoes, stock number 22295, in order to close out the stock.

This is a very desirable white kid lace boot, with a black vamp, black eyelets, and a black collar, and will make a pleasing addition to any woman's wardrobe. The new price is \$6.25 per pair.

Ready-made Garments.

In the new priority list of essential products necessary to win the war, ready-made garments are conspicuous by their absence. This, it is believed, is in line with the position taken by the Government that there are plenty of civilian clothes in the hands of the retailers and leading manufacturers; and consequently there is no need of priority in the production for civilian needs.

Grapes, Etc.

A large quantity of Tokay and Malaga grapes was received on a steamship arriving recently. The Commissary Purchasing Agent in his comment on the fruits and vegetables forwarded on this boat stated that eggplant and tomatoes in the New York market were too wet and sandy to ship and that the cabbage was in poor condition. There are no peaches or watermelons in the market.

Cotton.

The recent decision on the part of the Government to fix a price for cotton meets with general approval in the yarn market, as it was considered absurd to attempt to stabilize prices of cloth and yarn while cotton was left the plaything of the cotton speculators. With a crop of between 10,000,000 and 11,000,000 bales many believe that there will be sufficient to supply the needs of the world, although this amount will not come up to the estimates set earlier in the year.

Ginger Ale.

Advice has been received from a firm in the United States from which the Commissary Division has for several years purchased ginger ale, stating that they have used the allotment of sugar furnished them by the Government and are unable to fill further orders. They state that they have tried all of the sugar substitutes now on the market but none is such that they would care to use it and risk the reputation of their goods for quality. Consequently, the Commissary awards have been canceled.

Straw Hats.

Of particular importance to residents on the Canal Zone is a recent statement of the straw hat manufacturers to the effect that production during the coming season will be curtailed at least 50 per cent, while it is possible that prices will increase in like proportion. This industry has not been placed by the Government in an essential class and they are therefore now receiving only 60 per cent of their normal supplies. This, together with the labor situation, is responsible for the curtailment in output and increase in price. It is believed that the manufacture of woven hats, Panamas and leghorns will soon be a thing of the past, as it is expected that the Government will put an embargo on the importation of the necessary materials.

Toys.

A recent statement issued by the Council of National Defense relative to the necessity of restricting Christmas buying during the coming holiday season is to the effect that the manufacture of Christmas goods and their transportation to the point of sale has already been substantially completed, and that agreements reached with representatives of leading industries and retail interests concerned to the effect that they will not increase their working force by reason of the holiday business, will tend toward relieving the transportation facilities of the country and provide for conservation of material and labor. Retailers have agreed to cooperate further in this campaign by restricting deliveries and endeavoring to induce their customers to carry their own packages wherever possible.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., October 23, 1918.

No. 10.

Fourth Liberty Loan Campaign on the Isthmus.

The Fourth Liberty Loan Campaign on the Isthmus began on September 28 and ended October 17, two days before the conclusion of the campaign in the United States. The total subscription of Panama Canal and Panama Railroad employees was \$1,100,800, an average of \$314 an employee.

Prior to the opening of the campaign the Governor reassembled the Liberty Loan Committee composed of Canal employees and filled vacancies which had occurred, the Fourth Liberty Loan Committee being composed of 21 employees. He indicated his desire that the Fourth Loan be so liberally subscribed on the Canal Zone that it could be truly said that the employees had subscribed to the limit of their ability.

At its first meeting the committee resolved to request the active participation of the labor organizations, individuals, and each department, division, and subdivision of the Canal organization. Upon the expected cooperation of these bodies it was decided that \$1,000,000 was the proper sum to fix as the quota for the Canal and Railroad employees. The number of employees was 3,502, and the average subscription required to meet the quota was \$285.

Each labor organization formed a committee to cover its members. Each community had a committee to conduct a house-to-house canvass. The women formed committees to solicit subscriptions at booths located at strategic centers, at moving picture and other entertainments, at rallies, and in the shops, offices, stores, clubhouses, and other public centers. Volunteers not connected with committees proffered their services. Rallies were held. Parades were organized in each community. Those at Ancon-Balboa-Panama, and Cristobal-Colon exceeded 2 miles in length, and many original and beautifully decorated floats were exhibited, and unusual and picturesque costumes worn by the participants. The cities of Colon and Panama were decorated for the occasion, and to the active enthusiastic cooperation of citizens and officials of the Republic of Panama, much credit is due for the success of the campaign.

At the conclusion of the campaign the Governor cabled to the Secretary of War:

Total subscription Fourth Liberty Loan, Canal Zone, \$1,339,800, of which \$1,100,800 subscribed by employees, Panama Canal and Panama Railroad.

The Secretary of War replied by cable under date of October 21:

Referring to your cable of the 18th instant reporting munificent total subscriptions to the Fourth Liberty Loan, Canal Zone. Please accept my hearty congratulations on the excellent record made and convey an expression of the same to the employees and others who have contributed to this result. I am quoting your cable to the Secretary of the Treasury, for his information.

The subscriptions of the military forces were surprisingly large, inasmuch as no active campaign for subscriptions was conducted among the soldiers.

DISTRIBUTION OF SUBSCRIPTIONS

Departments and Sections	Amount subscribed	Labor Organizations	Amount subscribed
Accounting Department.....	\$46,000	Blacksmith's No. 400.....	\$8,150
Collector.....	5,050	Boilermaker's No. 463.....	29,200
Paymaster.....	5,250	Boilermaker's No. 471.....	9,400
Building Division.....	107,100	Brickmason's and Plasterer's No. 1..	21,000
Dredging Division.....	45,100	Carpenter's No. 913.....	44,650
Electrical Division.....	66,600	Carmen's No. 158.....	23,400
Executive Office.....	45,050	Chaufeur's No. 217.....	5,800
Courts—Attorneys.....	4,650	Conductor's.....	14,100
Clubs and Playgrounds.....	5,200	Electrician's No. 397.....	49,300
Civil Affairs.....	23,000	Electrician's No. 677.....	31,450
Schools.....	14,300	Federal Employees No. 6.....	183,100
Police and Fire.....	26,150	Firemen's No. 13.....	4,450
Fortifications.....	7,950	Locomotive Engineer's.....	31,200
Health Department.....	66,350	Machinist's No. 699.....	35,100
Lock Operation.....	66,200	Machinist's No. 811.....	68,700
Marine Division.....	59,250	Marine Association.....	16,950
Mechanical Division.....	215,350	Molder's No. 131.....	10,000
Meteorology and Hydrography.....	2,800	Painter's No. 578.....	3,200
Municipal Engineering.....	25,500	Patternmaker's.....	2,200
Office Engineer.....	7,950	Pilot's Association.....	31,300
Panama Railroad Company—		Plumber's No. 606.....	16,700
Superintendent's Office.....	22,350	Postal Clerk's No. 126.....	2,700
Coaling Plants.....	25,400	Sheet Metal Worker's No. 157.....	6,250
Receiving and Forwarding Agency	21,050	Steam and Oper. Engineer's No. 595..	24,850
Transportation Department.....	65,500	Steamfitter's No. 652.....	13,200
Section of Surveys.....	2,600	Steamshovel and Dredgeman's No. 19.....	14,400
Supply Department—		Teacher's No. 29.....	7,500
Cattle Industry.....	21,700	Telegrapher's No. 158.....	14,150
Commissary Division.....	37,400	Unattached.....	602,400
Quartermaster's Division.....	43,600	Silver employees.....	15,000
Joint Commission.....	1,400		
Nonemployees.....	239,000		
Silver employees.....	15,000		
Total.....	\$1,339,800	Total.....	\$1,339,800

	Quota for employees	Amount subscribed			Total
		Employees	Non-employees	French colony—not included in in banks	
Ancon-Balboa.....	\$560,000	\$594,750	\$185,650		\$780,400
Pedro Miguel.....	100,000	107,900	2,500		110,400
Gatun.....	55,000	58,150	2,950		61,100
Cristobal.....	285,000	325,000	47,900		372,900
Silver employees.....		15,000			15,000
Military.....			653,800		653,800
Panama.....			156,850	\$7,500	164,350
Colon.....			80,200		80,200
Bocas del Toro.....			*38,000		*38,000
Totals.....	\$1,000,000	\$1,100,800	\$1,167,850	\$7,500	\$2,276,150

* Bocas del Toro subscribed an additional \$4,000 through the Cristobal committee. The \$38,000 shown above was subscribed through the United Fruit Company.

Identification Certificates Must Be Visaed.

Identification certificates issued on the Isthmus to employees and their families going on leave should be retained after arrival in the United States and submitted to the Washington Office of The Panama Canal when applying for return transportation, in order that they may be visaed for the return trip. Employees should submit their printed leave orders at the same time.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Excessive Rainfall—Empire and Rio Grande.

Heavy rainfall occurred on the afternoon of October 21, 1918, in the central section from Empire to Pedro Miguel. The rainfall at Empire amounted to 4.89 inches in about 2 hours, and the rainfall at Rio Grande was 4.37 inches in 2 hours and 15 minutes.

The maximum precipitation in 1 hour at Empire was 4.19 inches. This establishes a new maximum record at the Empire station, as the greatest precipitation previously recorded in 1 hour at this station was 3.63 inches on October 1, 1909.

The heavy downpour of October 21 was of limited extent, as but 0.66 inch of rainfall was recorded at Gamboa, 4 miles distant.

Heavy Rainfall, Atlantic Side—October 15 to October 19, 1918.

Rainfall was unusually heavy on the Atlantic side during the period from October 15 to October 19. The heaviest rainfall occurred from October 16 to October 18. Cristobal reported 7.56 inches in 24 hours ending at 9.25 p. m., October 17, and Brazos Brook reported 8.12 inches during the same period.

The following table gives the total rainfall for the 5-day period, October 15 to October 19, at stations on the Atlantic side:

Stations.	Total rainfall, inches.
Colon	13.41
Brazos Brook	13.35
Agua Clara	10.15
Gatun	9.48
Monte Lirio	10.28
Frijoles	8.75

Severe lightning and thunderstorms accompanied the heaviest rainfall. The wind movement on the Atlantic side was above the average for the rainy season, but no unusually high velocities were recorded. The prevailing wind direction was from the northwest and west.

During this period the rainfall was not usually heavy in the Central and Pacific sections of the Canal Zone, but heavy rains occurred over the upper Chagres River basin causing an 11-foot rise in the Chagres River at Alhajuela on October 17, with a maximum discharge of 34,000 c. f. s.

Three spillway gates open at Gatun were sufficient to discharge the surplus flood waters from Gatun Lake.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at the Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Minor clerk (male and female); Departmental Service, Washington, D. C., \$900 a year; No. 497-amended; November 3, and December 8, 1918; form 304; age, 18 years and over.

Appointees from this examination will not be eligible for promotion to a salary in excess of \$1,000 a year without passing the first-grade clerk examination.

Graphotype operator (male and female); \$660 to \$1,200 a year; No. 488-amended; November 9, and December 15, 1918; form 304; age, 18 years and over.

F-1 addressograph operator, \$900 to \$1,200 a year; No. 488-amended; November 9 and December 15, 1918; form 304; age, 18 years and over. (Male and female.)

Mimeograph operator (male and female); \$720 to \$1,200 a year; No. 488-amended; November 9, and December 15, 1918; form 304; age, 18 years and over.

Automatic 3 addressograph operator (male and female); \$1,200 to \$1,600 a year; No. 488-amended; November 9 and December 15, 1918; form 304; age, 18 years and over.

Proof reader (male and female); \$900 to \$1,200 a year; No. 488-amended; November 9, and December 15, 1918; form 304; age, 18 years and over.

Live-stock market supervisor (male); \$2,400 to \$3,000 a year; No. 580; form 2118; age 25 years and over.†

Live-stock market assistant supervisor (male); \$1,800 to \$2,400 a year; No. 580; form 2118, age, 25 years and over.†

Preparator, section of physical metallurgy (male and female); \$900 to \$1,500 a year; No. 600; form 1312; age, under 50 years; November 12, 1918.*

Clerk (male and female); Departmental Service, Washington, D. C., \$900 to \$1,200 a year; No. 308-amended; form 304; age, 18 years and over; November 3, and December 8, 1918.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

‡ Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification of appointment of men in Class 1-A.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Oscar Allen.	105005	Barbados.	Panama.	Panama Railroad.	October 3, 1918.
Alfred Johnson.	73139	Jamaica.	Gamboa.	Supply Department.	October 2, 1918.
Emeterio Sanchez.	114488	Colombia.	Colon.	Panama Railroad.	October 3, 1918.
M. Stewart.	170630	Colombia.	Colon.	Fortifications.	October 4, 1918.
Jose Valencia.	161929	Colombia.	Summit.	Supply Department.	October 5, 1918.
Frank A. White.	6978	United States.	Cristobal.	Dredging Division.	October 4, 1918.
Walter E. Stephens.	4039	United States.	Balboa.	Supply Department.	October 3, 1918.
Samuel N. Quinlan.	156331	Antigua, B. W. I.	Colon.	Panama Railroad.	October 11, 1918.
Delano B. Walcutt.	6065	United States.	Ancon.	Executive Office.	June 30, 1918.
Edwin Frazer.	127690	Jamaica.	Colon.	Plantations Division.	August 11, 1918.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,
BALBOA HEIGHTS, C. Z., October 21, 1918.

The following changes in the enemy trading list will be made as of date October 4, 1918:

ADDITIONS.

ARGENTINA.

Alaluf & Rouso.	Buenos Aires.
Missler, F., San Martin 666.	Buenos Aires.
Weiss y Preusche.	Buenos Aires.

BRAZIL.

Camara, Amantino	Rio de Janeiro.
Levy, Rafael (Casa Smyrna), Sao Paulo.	
Galeria Crystal 17019.	
Casa Smyrna (Levy, Rafael), Sao Paulo.	
Galeria Crystal 17019.	
Martfeld, C. (alias Martifield), Muritiba, Bahia.	
C.).	
Quesada, Manuel Rua do Senado	Rio de Janeiro.
63.	
Raimbaud, Madame.	Sao Paulo.
Serrario Uniao (Willholt, Jose).	Santos.
Willholt, Jose (Serrario Uniao).	Santos.

CHILE.

Cirioi, Francisco.	Santiago.
Friedmann, Carlos.	Santiago.
Krauss Hermanos.	Santiago.
Krauss Herman (of Krauss Her- manos).	Santiago.
Krauss, Oscar (of Krauss Her- manos).	Santiago.
Hochschild, M. & S.	Coquimbo.

COLOMBIA.

Vellingrodt, Federico.	Barranquilla.
Schrader, Camilo A.	Bogota.
Wild, Leonard.	Bogota.
Wolff, J. F.	Cali.

CUBA.

Abelardo (or Eberhard), Peter, of Kaupp & Company).	Habana.
Bohmer, Carlos, Sol 74.	Habana.
Cardenas, Enrique de.	Habana.
Eberhard (or Abelardo), Peter, of Kaupp & Company).	Habana.
Fernandez, Francisco (of H. Up- mann & Company).	Habana.
Tuya, F. Gonzalez.	Cardenas.
Kaupp, Arturo (of Kaupp & Co)	Habana.
Upmann, Alberto.	Habana.

ECUADOR.

Hermann, Wilhelm.	Quito.
Maydoub & Ramadan.	Ambato.
Meja (or Mejiz), Manuel.	Bahia de Caraquez.
Ramadan, Toufie.	Guayaquil and Quito

GUATEMALA.

Concepcion Plantagen Gesell- schaft.	Guatemala City.
Compañia Hamburguesa de Plan- tations.	San Andres.
"Las Mercedes" Plantation.	Costa Cuca.
Meyer, Adolfo.	Champerico.

Plantation Cerro.	Redondo.
Weissenberg, Enrique.	Quezaltenango.

HAITI.

Keitel, Gustave & Company.	Port au Prince.
Keitel, Gustave.	Port au Prince.
La Combe, Victor.	Petit Goave.
Staube, Hans C.	Port au Prince.
Coupet, Christian.	
Jabon, Joseph.	

HONDURAS.

Paysen, Eric.	Tegucigalpa.
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MEXICO.

Avella, Andres.	Villa Hermosa.
Blanco, Cayetano.	Guadalajara.
Bohnstedt, Max.	Guadalajara.
Botica de la Reforma (Dr. F. A. Herrera).	Mexico City.
Bellizia, Pascual.	Frontera.
Botica Zaragoza.	Monterey.
Braschi, Humberto.	Mexico City.
Buettner, Moritz.	Chihuahua.
Buhl, Guillermo.	Merida and Mexico City.
Compañia Medicinal de la Com- pañia.	Mexico City.
Damm, Hugo.	Durango.
Damm, Jose Maximiliano.	Durango.
Damm, Max.	Durango.
Eisermann, A. S.	Guadalajara.
Fabrica de Tabacos, El Liberal (Jose Puente).	Monterey.
Fabrica de Salchichas (Gerard Meenen).	Mexico City.
Flebbe, Dr. Julio.	Guadalajara.
Grobien, Andres.	Monterey.
Herrera, Dr. Francisco A.	Mexico City.
Jaliffe, Camilo.	Torreon.
Kuhn, Carlos.	Mexico City.
La Drogueria Cosmopolita.	Mexico City.
Legaski, Pedro Sanchez.	Mexico City.
Lins, Eduardo.	Chihuahua.
Mier, Justa.	Manzanillo.
Mierendorff, Conrad.	Mexico City.
Milan, Manuel.	Mazatlan.
Moriera, Juan Manuel.	Saltito.
Modelo, El (Alfred Nader).	Torreon.
Nader, Alfred (El Modelo).	Torreon.
Occidental, El (newspaper).	Guadalajara.
Ochoa, Y.	Mexico City.
Pierrot (newspaper).	Mexico City.
Stein, Robert.	Mazatlan.
Sternfels, Jorge.	Guadalajara.
Velasco, S. R., y Cia.	Guadalajara.
Voz del Pueblo, La (Juan Huth- off).	Tapacuala.

MOROCCO.

Benam et Company.	Tetuan.
Benaiman, Joseph J.	Tetuan.
Israel, Joseph M.	Tetuan.
Abraham Garzon, S.	Melilla.
Trujillo et Murto.	Ceuta.
Trujillo, Jose.	Ceuta.
Trujillo, Diego.	Ceuta.
Mauritania Commay, La.	Ceuta.

NETHERLANDS.

Beverwijk Nutv. Chemische Fab- Beverwijk.
rick.

International Magnesiet Werken Rotterdam.

NETHERLANDS—EAST INDIES.

Batoo Bahra Cocos Compagnie Medan.

Nutv.

Lie Seng See. Batavia.

Lima Laras Estate. Medan.

Sourabaya Machinefabrick. Sourabaya.

Wouters, D., Bandoeng. Java.

PANAMA.

Leer, Herbert. Bocas del Toro.

Station Pharmacy. Panama City.

PARAGUAY.

Sala, Juan. Asuncion.

NICARAGUA.

Peterson, Nicolay (Peterson Ho- Bluefields.
tel.)

PERU.

Puente, Andres. Lima.

SALVADOR.

Sauerbrey, G. A. San Salvador.

SPAIN.

Alicante Importator. Alicante.

Castillo, El, Fuencarral 10 and Madrid
Mayor 31.

Dia Grafico. Barcelona.

Falkenstein, Felix, Calle Colegia- Madrid.
ta 13.

Lamagueiro, Luis, Riego de Agua Corunna.
38.

Milanes, Beuno, Antonio, San Malaga.

Juan de Dios 14.

Mueller, Clara (See Benedix, Clara) Barcelona.

Pesqueras Corunnesas. Corunna.

Rhode, Adolfo (alias Trautmann) Barcelona.

Calle Claris 111.

Soler, Virgilio. Alicante.

Trautmann, Adolfo Rhode, Calle Barcelona.
Claris 111.

Zefra Milanes, Carmelo, San Malaga.

Juan de Dios 14.

SWEDEN.

Broker, W. Stockholm.

Vard-forvattning. Stockholm.

Vetterlein, Walther (or Wetter- Stockholm.
lein, Walther).

Wetterlein, Walther (or Vetter- Stockholm.
lein, Walther).

URUGUAY.

Szende, Amiguel, Calle Louzaingo Montevideo.
1467.

VENEZUELA.

Brillimbourg. Joaquin.

Losales, Carlos Miguel. Ciudad Bolivar.

Otero, J. J. Ciudad Bolivar.

Rodriguez, Diego. Trujillo.

Rojas, Simon. Eaido.

Schroeder, Federico. Caracas and Maracai-
bo.

Sombreria La Palma, La. Caracas.

Schussler, Vicente K. La Guaira.

Urdaneta, Ezequiel. Trujillo.

Viewez, E. Maracaibo and Pam-
pan.

Wallher, Federico. Ciudad Bolivar.

REMOVALS.

BOLIVIA.

Botica Alemana. Oruro.

Frank, Jacob & Company. Oruro.

BRAZIL.

Pereira, Alfredo Martins. Rio de Janeiro.

Ribeiro Silva & Company. Rio de Janeiro.

CHILI.

Bermudez, Guillermo. Valparaiso.

Gelder, Dr. G. de. Santiago.

CUBA.

Ibern, Jose, Mercedeses 42. Habana.

GUATEMALA.

Wing on Fay. Guatemala City.

MEXICO.

Comercial de Monterey Cia. Monterey.

Danner, J. G. Mexico City.

Fabrica Villa Union. Villa Union.

Hale, C. y Cia. Vera Cruz.

Sanchez, Jose, y Cia. Mazatlan.

NETHERLANDS—EAST INDIES.

Jo Beng Tin. Medan.

Schadd & Korteling. Sourabaya.

PANAMA.

Galindo, Dr. J. (or Dr. I.). Panama City.

PERU.

Calderon, Miguel F. Sullana.

SPAIN.

Defensa, La. Malaga.

URUGUAY.

Armellino, Adolfo. Montevideo.

C. H. CALHOUN,

Chief, Division of Civil Affairs.

Enemy Trading List.

To all concerned—The following changes, involving additions and removals, have been made, effective October 18, 1918, in the United States Enemy Trading List by the War Trade Board:

ADDITIONS.

CHILI.

Compañia de Seguros la Arau- Valparaiso.
cania.

Compañia de Seguros la German- Valparaiso.
ia.

Gae, Samuel de. Valparaiso.

Jaekson, Alberto. Valparaiso and Osorno

Presa Lueje & Company. Santiago.

HONDURAS.

Cortes, Dr. Luis. Amapala.

MEXICO.

Antigua Casa de Jorge Henning Mexico City.
(Enrique Schroeder).

Ayala, Bruno Garcia. Monterey.

Barrueta, M. (Drogueria Eco- Mexico City.
nomica).

Beyer, Ernesto. San Luis Potosi.

Brimbera, Ramon. Mexico City.

Casewurm, Juan (El Invernadero) Mexico City.

Castaldi, Dr. F. J. Tampico.

Ceballo Jose y Cia. Mexico City.

Cerveceria, El Leon (Jacobo Kili- Leon.
am)

Drogueria Economica (M. Bar- Mexico City.
rueta).

Einhaus Electrica y Tranvias Cia. Aguascalientes.
S. A.

Engels & Hofmann. Mexico City.

Gerzso, Federico (La Unica Bar- Mexico City.
ata.)

Gilbert, Guillermo. San Luis Potosi.

Horn, Pablo. Mexico City.

Horn, L., Viuda de A. Mexico City.

Invernadero, El (Juan Casewurm) Mexico City.

Kiliam, acobo (La Cerveceria, Leon.
El Leon).

Linas, Antonio Moreno. Mexico City.

Lopez, Carlos. Mexico City.

Maschke, Ottwin. Mexico City.

Negociacion Mercantil Alemana. Mexico City.

Ohrner, J. E. Guaymas.

Posselt, August (Saenz Hotel)... San Luis Potosi.

Rau, Enrique. Mexico City.

Saenz Hotel. San Luis Potosi.

Schroeder, Enrique (Antigua Mexico City.
Casa de Jorge Henning).

Stransky, Emil. Tampico.

Swaim, Clemente. Mexico City.

Unica Barata, La (Federico Gerz- Mexico City.
so.)

Weinberg, William. Mexico City.

PANAMA.

Jacobs, A. Panama City.

PERU.

Casa Rehder. Lima.

Castellano, F. W. y Hnos. Lima.

Freira, Roberto. Lima.

REMOVALS.

MEXICO.

Hadad, Alfredo. Tampico.

PERU.

Orrezoli, Juan E. Lima.

VENEZUELA.

Paz, Carlos. Valencia.

C. H. CALHOUN,

Chief, Division of Civil Affairs.

Joint Commission.

Decision of the Umpire.

In the matter of the claim of Jose Maria Barranco for property known as "Los Angeles" located in the District of Chorrera, Republic of Panama.

Decision of the Umpire, award No. 187, docket No. 1696.

Under the Homestead Law of Colombia ownership of public lands was acquired by the mere cultivation.

In 1907 the Republic of Panama promulgated a law for the adjudication of public lands based upon the principles of the Colombian law but regulating the procedure with regard to the petition, and establishing a system of taxes for the provisional and perpetual adjudication of said lands.

In 1903 Jose Maria Barranco, cattle dealer by profession, resident of Chorrera, Republic of Panama, began the cultivation of a tract of land, a portion of which is the subject of this claim. This tract was located in the region known as "Los Angeles" at the headwaters of the Trinidad River, District of Chorrera, and had an area of 230 hectares. The claimant stated that he had cleared more than half of this tract, and had cultivated 200 hectares, 27½ hectares being planted in guinea grass and the remainder in yucca and bananas. There were also two houses for the laborers on the property, and a corral for the cattle. The river bounded the tract on two sides and the land was particularly suitable for pasturing his cattle in the dry season.

On the 15th of October, 1909, Jose Maria Barranco, in conformity with the Homestead Law in force in the Republic of Panama, requested from the Administrator of public lands (tierras baldias e indultadas) of the Republic, the adjudication in perpetuity of the tract known as "Los Angeles" which he had cleared and cultivated.

By Article II of the Canal Treaty the Republic of Panama granted to the United States in perpetuity, in addition to the Canal Zone, all other lands and waters outside the Zone which may be necessary and convenient for the Canal or its auxiliary works.

After a lock canal had been decided upon it was estimated that the waters necessary for the formation of Gatun Lake would extend over areas to an elevation of 87 feet above sea level, and by reason of the topography of such areas the overflow would cover certain sections in the Republic of Panama

El Arbitro de la Comisión Mixta de Tierras Estados Unidos de América—República de Panamá, Panamá.

Reclamación de José María Barranco por el predio denominado "Los Angeles" en el distrito de la Chorrera, territorio de la República de Panamá.

Decisión del Arbitro Laudo No. 187, expediente No. 1696.

Con arreglo a la legislación agraria colombiana, la propiedad de tierras baldías se adquiría por el mero cultivo de las mismas.

En 1907 la República de Panamá promulgó una ley para la adjudicación de tierras baldías, inspirada en los mismos principios que la colombiana, modificándola en lo relativo al formulario de solicitud y a los impuestos para las adjudicaciones provisionales o perpetuas de dichas tierras.

En 1903 José María Barranco, ganadero de profesión, residente en la Chorrera, República de Panamá, comenzó a cultivar un lote de tierra, parte de la que es objeto de esta reclamación. Dicho predio estaba situado en el lugar denominado "Los Angeles," en la cabecera del río Trinidad, Distrito de Chorrera.

Constaba de 230 hectáreas, de las que, el reclamante manifiesta había desmontado más de la mitad, teniendo 200 hectáreas cultivadas, 27 y media de yerba guinea, y el resto conyuca y bananos, dos ranchos para los trabajadores y un corral para ganado, pues a consecuencia de estar situado este predio de modo que tenía el río por dos lados, era muy conveniente para apacentar el ganado durante los meses de sequía.

El 15 de Octubre de 1909, José María Barranco, acogíendose a los beneficios de la ley agraria vigente en la República de Panamá, solicitó de la Administración de Tierras Baldías e Indultadas de la República, la adjudicación a perpetuidad del predio denominado "Los Angeles" desmontado y cultivado por él.

Por el Artículo II del Tratado del Canal, la República de Panamá cedió al Gobierno de los Estados Unidos, además de la Zona del Canal, en él limitada, toda cualesquiera otras tierras y aguas que puedan ser necesarias o convenientes para los usos del Canal u obras auxiliares.

Una vez decidido que el Canal se construiría por el sistema de esclusas, los cálculos dieron por resultado que la inundación indispensable para la formación del lago Gatun, el volumen de cuyas aguas era necesario para el funcionamiento del Canal, cubriría las tierras marginales a una altura de 87 pies sobre

beyond the territorial limits of the Canal Zone.

In anticipation of the results of this inundation the Department of Civil Administration of the Canal Zone, addressed an official communication to the Government of the Republic of Panama under date of September 20, 1910, stating that when the Gatun locks and dams were completed, and Gatun Lake formed to its ultimate area, its waters would rise to an elevation of 87 feet above sea level, and all lands below that level would be submerged; that this overflow would cover certain sections in the Republic of Panama, and, therefore, the Government of Panama was requested to withdraw from the right of preemption and settlement all of the public lands which were likely to be flooded by the lake.

In compliance with this request the Government of the Republic of Panama by Decree No. 89 of November 10, 1910, declared provisionally non-adjudicable all lands outside the Canal Zone which were to be covered by the Gatun Lake.

In Article V of this Decree, there is the following exception: "The rights to lands which private individuals have *legitimately acquired* in the territory of the Republic of Panama over which lands the lake may eventually extend, shall be respected."

On July 17, 1911, the Administrator of Public Lands of Panama granted to Jose Maria Barranco the tract of land known as "Los Angeles." One hundred fifty hectares of this tract are above the 100-foot contour line, and the remaining 80 are below this line. Of these 80 hectares, 55 are between the 100 and the 87 foot contour line, and 25 hectares are below the 87-foot level.

On October 10, 1913, the waters of the lake began to extend over these areas and 80 hectares of the tract belonging to Jose Maria Barranco were inundated. He remained in possession of the remainder of the property, but on account of the inundation it was divided into three parts.

At the hearing of this claim which began on February 5, 1918, the attorney for the Government of the United States admitted the existence of the improvements claimed by Jose Maria Barranco. He also admitted that the Government of the United States had expropriated 80 hectares of the tract; that of this inundated section 25 hectares were a part

el nivel del mar, y como consecuencia de la formación topográfica del terreno, avanzaria fuera del area de la "Zona" internándose en parte del territorio de la República de Panamá.

En previsión de las consecuencias que esa inundación tendria, el Departamento de Administración Civil del Canal, se dirigió oficialmente al Gobierno de la República de Panamá con fecha 20 de Septiembre de 1910, comunicándole; que tan pronto estuvieran terminadas las escultas y presas para el Canal se procedería a inundar la región que habia de formar el lago de Gatun, cuyas aguas se elevarian a 87 pies sobre el nivel del mar, quedando sumergidas todas las tierras a un nivel inferior al mismo, y que comprenderia parte de terreno de la jurisdicción de Panamá por cuya circunstancia, convendria que el Gobierno de la República, se abstuviera, interin quedaban terminadas las obras, de hacer concesiones de terrenos baldios que podian ser inundados por el lago.

En su conformidad, el Gobierno de la República de Panamá por Decreto de 10 de Noviembre de 1910, señalado con el número 89, declaró quedaban provisionalmente inadjudicables las porciones de tierras baldías comprendidas dentro de las que cubria el lago Gatun, fuera de la Zona del Canal.

En el Artículo V de dicho Decreto se hace la siguiente salvedad: "Quedan a salvo los derechos de particulares *legítimamente adquiridos* en las regiones en que los tengan y a que inevitablemente se extienda la delimitación del lago en la República de Panamá."

Con fecha 17 de Julio de 1911 la Administración de Tierras Baldías e Indultadas de Panamá adjudicó a José Maria Barranco el predio denominado "Los Angeles."

Del area de este predio 150 hectáreas están a más de 100 pies sobre el nivel del mar, y las 80 restantes a menos de 100. De éstas 80, 55 quedaban entre los 100 y los 87 pies, y 25 a menos de 87.

Al tener lugar la inundación que comenzó el 10 de Octubre de 1913, quedaron inundadas 80 hectáreas pertenecientes al predio de José Maria Barranco, permaneciendo en posesión del resto que, a consecuencia de la inundación quedó dividido en tres partes.

En la audiencia de esta reclamación comenzada el 5 de Febrero de 1918, el abogado del Gobierno de los Estados Unidos reconoció la existencia de las mejoras mencionadas por el reclamante; que el Gobierno de los Estados Unidos habia expropiado 80 hectáreas del area del predio; que de estas 80 hectáreas inundadas, 25 pertenecian a las 27 y

of the 27½ hectares which he had planted in guinea grass and that because of the inundation the remaining portion of his property had been divided into three parts. Nevertheless, he denies the right of the claimant to compensation for the 25 hectares below the 87-foot level on the ground that this land had been acquired by the Government of the United States before it was granted to the claimant, and he also denies the right of the claimant to compensation for damages sustained because the remaining portion of his property had been divided into three sections. He admits, however, claimant's right to compensation for the 55 hectares above the 87-foot level, and for the improvements.

The attorneys for the claimant ask for damages in the sum of \$28,400 for the expropriation of the 80 hectares, the improvements mentioned, and for damages sustained on account of the division of the property.

The Joint Commission, in discussing this claim, have had to disregard the demands made by the attorneys, and consider the claim on its merits.

The members of the Commission on the part of Panama as well as those on the part of the United States are of the opinion that claimant has sustained no damages whatever with regard to the 150 hectares to which he still holds title, in the Republic of Panama, in spite of the fact that this property has been divided into three sections as a result of the inundation.

The Panamanian members of the Commission consider that the claimant should be compensated for the 80 hectares expropriated by the Government of the United States and for the improvements. They base their contention on the ground that his rights were acquired under the law of 1907, Article 81 of which provides that "The rights acquired by private individuals to public lands in conformity with laws in force prior to the present law, *although title has not been granted them*, shall be respected." They appraise the value of the 80 hectares and the improvements in \$3,637.50.

Only one of the Commissioners on the part of the United States (Hon. Burt New) has filed a written opinion. In this opinion he concurs with the attorney for the Government and denies the right of the claimant to compensation for the 25 hectares above mentioned. The improvements and the remaining 55 hectares he appraises in the sum of \$2,400.

media sembradas de yerba de guinea; y que consecuencia de la inundación, el predio remanente había quedado dividido en tres partes.

El abogado del Gobierno de los Estados Unidos niega, sin embargo, que a José María Barranco asista derecho para reclamar la propiedad del terreno de las 25 hectáreas a nivel inferior de los 87 pies, terreno que había sido adquirido por el Gobierno de los Estados Unidos con anterioridad a la fecha en que se le hizo la expropiación, y niega el derecho a indemnización de daños y perjuicios por haber quedado dividido en tres partes el lote restante. Concede que tiene derecho sobre las 55 hectáreas sobre los 87 pies de nivel, y a las mejoras mencionadas.

Los abogados del reclamante solicitan una indemnización de \$28,400 por la expropiación de las 80 hectáreas, las mejoras referidas, y en concepto de daños y perjuicios por haber quedado dividida en tres partes el lote que continua siendo de su pertenencia.

La Comisión Mixta al discutir esta reclamación, ha tenido, en vista de las pretensiones de los abogados, que hacer caso omiso de las mismas, y juzgar por sí de los méritos del caso.

Los miembros de la Comisión, tanto por parte de los Estados Unidos como por Panamá, están acordes en declarar que el reclamante no ha sufrido perjuicio alguno en las 150 hectáreas cuyo título conserva dentro de la República de Panamá, apesar del hecho de que el predio ha quedado dividido en tres partes a consecuencia de la inundación.

Los Comisionados panameños consideran al reclamante con derecho a una indemnización por las 80 hectáreas expropiadas por el Gobierno de los Estados Unidos, más por las mejoras del terreno, basan su opinión en el derecho adquirido por el mismo de conformidad con la ley de 1907, cuyo Artículo 81 dispone que: "los derechos sobre las tierras baldías adquiridos por particulares en conformidad con las disposiciones legales anteriores a la presente ley, *aunque no hayan sido tituladas*, serán respetados." Avalúan las 80 hectáreas y mejoras en \$3,637.50.

Por parte de los Estados Unidos, sólo una de los Comisionados (el Honorable Burt New), ha preparado opinión escrita. En ella se adhiere a la opinión sustentada por el abogado del Gobierno de los Estados Unidos, negando al reclamante derecho sobre las mencionadas 25 hectáreas, y avalúa las 55 restantes y mejoras en \$2,400.

It is evident that by Decree of November 10, 1910, the Republic of Panama granted to the United States the jurisdiction of all lands below the 87-foot contour line, which were comprised within the area to be flooded by Lake Gatun. In view of this fact the attorney for the Government of the United States and the American Commissioner are justified in contesting the ownership of claimant in the 25 hectares in question, title to which was granted him by the Decree declaring the non-adjudicability of lands below the 87-foot level.

But Jose Maria Barranco began the cultivation of these lands in 1903, and on October 15, 1909, when he requested their perpetual adjudication, he had already acquired the right to them in conformity with the laws of Colombia and Panama. Therefore, he had legitimately acquired ownership before September 20, 1910, when the United States declared that all lands below the 87-foot level were necessary for the construction of the Canal.

To apply the Decree of the Republic of Panama of November 10, 1910, to the present case, would, in my opinion, give a retroactive effect to that law.

In view of the above I consider that Jose Maria Barranco is entitled to compensation for the 80 hectares of the "Los Angeles" tract which were expropriated by the Government of the United States for Canal purposes.

This question having been decided, the discrepancy between the Commissioners as to the value is not more than \$200, and I, therefore, find that Jose Maria Barranco is entitled in equity to an award in the sum of \$3,500.

Therefore, an award is hereby made against the United States of America in favor of Jose Maria Barranco in the sum of \$3,500, U. S. currency, for all right, title, and interest the said Jose Maria Barranco may possess or may have possessed in and to the portion of the property known as "Los Angeles," subject of claim docket No. 1696, including all houses, cultivations, and any other improvements of whatsoever nature located thereon, and any and all damages sustained on account of the expropriation of this property by the United States of America.

If payment or tender of payment of this award is not made on or before the 14th day of November, 1918, said award shall thereafter bear interest at the rate of 6 per centum per annum until paid.

Done in Spanish and English in the National Palace, Panama, October 14, 1918.

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

Es indiscutible que por el Decreto de 10 de Noviembre de 1910, la República de Panamá reconoció a los Estados Unidos el control sobre las tierras a menos de 87 pies sobre el nivel del mar, comprendidas dentro de las que cubriría el lago Gatun y que habian de constituir su lecho.

En este concepto, el abogado del Gobierno de los Estados Unidos y el Comisionado Americano, están justificados al impugnar la fecha de la concesión del título de propiedad sobre las 25 hectáreas en cuestión, fecha posterior a la del Decreto declarando la inadjudicabilidad de las tierras a nivel inferior de los 87 pies.

Pero José María Barranco al comenzar el cultivo de las tierras en 1903, y al solicitar con arreglo a la ley del país la adjudicación a perpetuidad de dichas tierras en 15 de Octubre de 1909, tenia adquirido el derecho a las mismas de conformidad con las leyes colombianas y de Panamá, con anterioridad a la fecha (20 de Septiembre, 1910) en que los Estados Unidos manifestaron necesitaban para los usos del Canal las tierras a nivel inferior a los 87 pies.

Aplicar a la presente reclamación el Decreto de la República de Panamá de 10 de Noviembre de 1910, representaría tanto como darle efecto retroactivo.

Considero, por consiguiente a José María Barranco con derecho a reclamar por las 80 hectáreas expropiadas por el Gobierno de los Estados Unidos para los usos del Canal.

Resuelto este particular, la discrepancia entre los Comisionados acerca del valor, puede calcularse en unos 200 dólares; en su consecuencia, considero equitativo que José María Barranco sea indemnizado en la suma de Tres mil quinientos dólares (\$3,500) por los conceptos a que se refiere su reclamación.

(Sigue la orden de pago a favor del reclamante.)

Dado en español y en inglés en el Palacio Nacional de Panamá a los 14 días del mes de Octubre de 1918.

(Fdo) MANUEL WALLS Y MERINO,
Arbitro.

Official Circulars.

Rates for Service of Cranes.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 3, 1918.
CIRCULAR NO. 692-7 (Superseding circular No. 692-5):

Effective November 1, 1918, the following rates will be charged for the service of cranes:

1. Locomotive cranes—

Between departments and divisions of
The Panama Canal and the
Panama Railroad:

With crew, including engineer, fireman, groundmen, fuel, lubricants, and repairs:	Per hour.
Less than 75 tons capacity	\$4 50
75 tons capacity	5 50

Without crew, but including ordinary repairs and such operating materials as are normally carried at the time of loan, casualty expense to be borne by borrowing division:

Less than 75 tons capacity	1 50
75 tons capacity	2 25

NOTE.—Locomotive service, when necessary, will be charged at the regular rates, in addition to the above.

To individuals and companies:

At Balboa:

Less than 75 tons capacity	\$6 00
75 tons capacity	7 00

At Cristobal:

Less than 75 tons capacity	8 50
75 tons capacity	9 50

NOTE.—These rates cover the use of locomotive when necessary and no additional charge will be made for such service in connection with delivery of the crane or returning it to its regular station.

Crane service for individuals and companies, when in connection with shop work, may be charged for at the rates for departments and divisions plus the regular Canal overhead.

2. 100-ton wrecking outfit—

Between departments and divisions of

The Panama Canal and the Panama Railroad	\$20 00
To individuals and companies	25 00

3. All of above rates cover both straight and overtime service. The minimum charge shall be for one hour.

CHESTER HARDING,

Governor The Panama Canal.
President Panama Railroad Company.

Checks of Employees on Leaving Service.*

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 14, 1918.

To all concerned—Employees leaving the service of The Panama Canal or Panama Railroad will be required to turn in to the Paymaster their photo-metal checks, or a release for same, before receiving final payment. Employees who have not been issued photo-metal checks must procure release from the Executive Office. A charge of \$1 will be made against all employees leaving the service who do not turn in a photo-metal check or release, and 50 cents for failure to turn in Panama Canal brass metal check, as provided in Circular No. 722.

CHESTER HARDING,

Governor The Panama Canal.
President Panama Railroad Company.

Acting District Quartermaster.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 21, 1918.

All concerned—Effective to-day, October 21, and continuing during the absence on leave of

Mr. J. M. King, Mr. Max Herz will be in charge of Cristobal district as acting district quartermaster.

R. K. MORRIS,
Chief Quartermaster.

Approved:
CHESTER HARDING,
Governor.

Acting Chief Quarantine Officer.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 15, 1918.

To all concerned—Effective this date, and during the absence of Surgeon M. C. Guthrie, United States Public Health Service, Surgeon S. B. Grubbs, United States Public Health Service, will act as chief quarantine officer.

A. T. MCCORMACK,
Chief Health Officer.

Approved:
CHESTER HARDING,
Governor.

Operation of Speeders.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., October 15, 1918.

All concerned—Paragraph 14 of rules governing the operation of speeders over the tracks of the Panama Railroad, contained in my circular of August 8, 1916, and readings as follows, is hereby canceled:

"Parties in charge of speeders must ascertain from agents or operators whether or not north or southbound trains are in that vicinity."

In the future no information regarding the movement of trains on the road will be given to parties operating speeders, this being prohibited by Circular No. 1154 issued by Master of Transportation, this date.

S. W. HEALD, Superintendent.

Approved:
CHESTER HARDING,
Governor The Panama Canal.
President Panama Railroad Co.

Chief Clerk, Commissary Division.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., October 18, 1918.

MEMORANDUM NO. 761-17:

To all concerned—Effective at noon, October 18, 1918, Mr. E. M. Reinhold is appointed chief clerk, Commissary Division, vice Mr. C. L. Yearick, resigned.

J. J. JACKSON, General Manager.

Misdirected Letters.

The following insufficiently addressed letters and papers have been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Anastacio, Ruiz N.	Jones, Mrs. Robert
Brewster, Wilbert	Kennedy, Eugene
Byce, Harra	Ketchell, J. M.
Chois, U. O.	Mugucl, James P.
Clare, Miss Ida (Box 37)	Patterson, Albert
Cook, J. Peak	Penny, E. B.
Cox, H. W.	Plummer, Geo. S.
Darragh, William Hart	Rumler, Jose D. (Box 188)
Dobbs, John David	Safarda, Joe (Box 196)
Duncan, B. Burns	Stephens, E. P.
Edmar, Charles	Tomas Santiago (Box 22)
Everson, J. L.	Treaves, Minian
Fernsmark, Luis C. (Box 542)	Vandeyar, Peter (Box 336)
Gamboldt (or Gambrell) Wm. S.	Watkins, Harvey H. (3)
Harrison, George B. (Box 676)	Weever, G. H. de (Box 753)
*Heinds, W.	Wiener, A.
Ingles, Rock	Wongsam, Oscar F.
Jenso, Michael	

*Parcel.

COMMISSARY NOTES.

Guava Jelly.

The retail commissaries are carrying guava jelly, manufactured by the industrial laboratory, in one-half gallon jars. This is an ideal size for family use and as such is meeting with ready favor among patrons. It retails at \$1.45 with a refund of 5 cents on the jar.

Laces.

Another shipment of linen and cotton laces, which arrive infrequently from Europe, will be placed on sale in the commissaries on Friday, November 8. There is a wide range of new and unusual patterns, which coming at this time will be particularly appreciated because of their desirability as Christmas gifts.

Women's Shoes.

Two numbers of women's shoes have been reduced in price due to the fact that those remaining on hand are all in small sizes, or of slender proportions. For the same reason, an opera pump, reduced once before, has been cut this time to \$1 the pair, and a gun metal pump, for street wear, formerly priced at \$3.15 will now be sold for \$2.50. These will be sold at all stores.

Morgenthau on Turkey.

Another member of the Diplomatic Corps has written his experiences while abroad, Mr. Henry Morgenthau, ex-Ambassador to Turkey, having contributed a dramatic account of Germany's intrigue in that unhappy country. His book is said to be as informative and revelatory as regards the Ottoman Empire as was ex-Ambassador Gerard's concerning Germany. It is announced for publication on October 24 and is already on order by the Commissary Division.

Shoes for Red Cross.

There is on hand, at the commissary depot, at Cristobal, a number of single shoes in first-class condition and several hundred cut shoes, which have been received from time to time as samples of different lines to be retained for comparison with shipments, in order to insure that all goods received were up to specifications.

Local representatives of the Red Cross have agreed to accept these shoes for maimed soldiers abroad, and will ship the entire lot by the first steamer sailing directly to France.

Macaroni in Cans.

The following item from a recent issue of a States' publication may be of interest to commissary patrons:

"Packing of spaghetti and macaroni in cans will be discontinued after October 15. This action, in the form of a unanimous resolution, was taken by a committee representing practically every large canner of alimentary pastes, in conference with the United States Food Administration. The manufacturers declared that they were willing to take any measures that might be suggested by the Food Administration for the conservation of tin.

"Packing may be continued until the present stock of cans is exhausted, with October 15 as a limit."

A Book Christmas.

In accordance with recommendations of the Council of National Defense, the Commissary Division has limited its purchases this year to articles of genuine use or of more than transitory worth. A good book is always an acceptable present and the Commissary Division has all kinds. There are books for children of all ages, many charmingly illustrated; war books and popular fiction for those who like the latest publications; gift books, reasonably priced, in choice and limited editions—some in leather, some bound in boards and others in Japan vellum; little leather volumes put up in kits of 10—just the size to fit a uniform blouse—a present for which any soldier stationed in the Canal Zone will be grateful; books of art, travel, and adventure; poems, plays, essays, and books on political science. Then, too, there are reprints of the best sellers of a year ago, together with a few volumes picked up through bargain purchases in New York.

The prices charged are, almost invariably, less than those shown on the jackets at which prices they are sold at establishments in the United States.

Scarcity of Fruits and Vegetables.

The scarcity of fruits and vegetables from Costa Rica recently is accounted for by inadequate transportation facilities from Port Limon.

Hosiery

The following quotation in regard to the hosiery market is from an authoritative source: "Prospects that machinery for making hosiery would be released for a time by the Government and would be allowed to work on civilian contracts have been shattered by the arrival from overseas of urgent demands for more goods. It is, therefore, said to be unlikely that much goods for civilian requirements can be turned out in the remainder of the year. So scant has been the supply for civilian needs that buyers who were in the market many months ago are just getting their goods. The trade is in such an upset condition that some merchandise ordered for fall and winter has not yet been delivered while that ordered for the coming spring is already in the retailers' hands."

Underwear.

As indicative of the situation in the underwear market is a statement contained in a recent issue of a prominent men's wear publication that one of the propositions submitted to the War Service Committee of the knit goods industry is that the manufacturers of underwear for the Quartermaster's Department might reduce the price of seconds rejected by the Army and dispose of the goods to the civilian trade. Formerly the Quartermaster's Department took all the underwear it was possible to obtain whether seconds or firsts, but a short time since, the Department shut down on seconds and now all goods have to come up to specifications.

As it is impossible to manufacture garments all of which are 100 per cent perfect, these garments represent a loss to the manufacturers, which amounts to a not inconsiderable sum. It costs upward of \$1.75 to make an army garment.

RECIPES.

Lima Bean Soup.

1 cup lima beans	$\frac{1}{2}$ tablespoonful cornstarch
1 quart water	1 teaspoonful salt, paprika
2 cupfuls milk	1 sliced onion.
1 tablespoonful fat	

Soak beans in cold water 10 to 12 hours. Cook in same water in which beans are soaked with onion until tender. Rub through a sieve. Make a white sauce of fat, cornstarch, milk, and seasonings. Add the bean puree. If soup seems too thick dilute with bean water.

Dried Lima Beans.

1 cup beans	1 tablespoonful butter
$\frac{1}{2}$ teaspoonful salt	$\frac{1}{4}$ teaspoonful white pepper.

Wash the beans and soak over night in plenty of cold water. Drain, boil in salted water 5 minutes. Add $\frac{1}{4}$ teaspoonful baking soda to each quart water. Put them into the fireless cooker for 4 hours or more, or cook slowly on back of stove until very soft. Drain, season with butter, salt, and pepper, and reheat if necessary.

BUY WAR SAVINGS STAMPS

With the interest from
your Liberty Loan Bonds

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to purchase these Baby Bonds

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.
Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., October 30, 1918. No. 11.

Executive Order.—Entrance or Departure of Persons During Hostilities.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 18, 1918.

CIRCULAR NO. 601-81:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

WHEREAS, by an Executive Order dated August 8, 1918, and supplemental to the Presidential Proclamation of the same date, rules and regulations governing the issuance of permits to enter and leave the United States were promulgated in pursuance of an Act of Congress approved the twenty-second day of May, 1918, entitled "An Act to Prevent in Time of War Departure From and Entry Into the United States Contrary to the Public Safety;" and

WHEREAS, said Executive Order provides that said rules and regulations shall become operative at six o'clock in the forenoon of September 15, 1918, for the Continental United States, and for the outlying possessions of the United States at such time or times as the Secretary of State shall designate;

NOW, THEREFORE, I, Robert Lansing, Secretary of State of the United States of America, acting under and by virtue of the authority vested in me, do hereby designate the following dates when said rules and regulations shall become operative in the outlying possessions of the United States, to wit: October 15, 1918, at 6 o'clock in the forenoon for Porto Rico and the Virgin Islands; October 30, 1918, at 6 o'clock in the forenoon for the territory of Hawaii; November 15, 1918, at 6 o'clock in the forenoon for the Panama Canal Zone; November 30, 1918, at 6 o'clock in the forenoon for the Philippine Islands.

ROBERT LANSING,
Secretary of State.

DEPARTMENT OF STATE,
WASHINGTON, D. C.,
September 4, 1918.

Red Cross Finances.

AMERICAN NATIONAL RED CROSS,
CANAL ZONE CHAPTER,
BALBOA HEIGHTS, C. Z., October 19, 1918.

MR. S. W. HEALD,

*Chairman Canal Zone Chapter American National Red Cross,
Balboa Heights, C. Z.*

SIR: My accounts as treasurer of the Canal Zone Chapter of the American Red Cross have been audited in accordance with your instructions up to the close of business October 15, 1918. All receipts for collections and vouchers for disbursements have been verified and the cash book signed by the Auditor.

I suggest that the following summary of operations be published:

Collections for the Red Cross War Fund started May 25, 1917, and up to October 15, 1918, \$82,518.62 net had been collected. The Chapter was instructed from headquarters to retain sufficient percentage of the war relief fund to pay all bills for material, supplies, and incidental expenses of the ladies' auxiliaries in making garments

and articles for relief work in the war zone in accordance with instructions from headquarters. These supply bills have been quite heavy, but the following amazing summary of articles shipped by the ladies' auxiliaries will indicate the great quantity of material necessary to produce them. This record of the activities of the ladies' auxiliaries is most admirable.

BY LADIES' PREPAREDNESS LEAGUES.			
<i>To United States.</i>			
Gauze pads.....	8,884	Pajamas, flannel.....	846
Gauze wipes.....	552	Hospital bed shirts.....	609
Muslin bandages.....	2,100	Comfort kits.....	5,174
Laparotomy pads.....	1,092	Comfort pillows.....	384
		Girls' petticoats.....	295
<i>To Guatemala.</i>		Girls' aprons.....	379
Gauze pads.....	3,192	Girls' dresses.....	73
Gauze rolls.....	120	Girls' drawers.....	78
Muslin bandages.....	1,956	Hot water bag covers.....	110
		Property bags.....	12
BY RED CROSS PREPAREDNESS AUXILIARIES.		Layette bags.....	203
Gauze compresses.....	75,460	Booties, pr.....	486
Gauze sponges.....	38,500	Infant's bonnets.....	16
Gauze wipes.....	8,940	Infant's quilt.....	1
Gauze folded strips.....	12,560	Infant's garments (1 bonnet, 1 short	
Gauze dressings, cases.....	2	coat, 1 long coat, 1 pair booties),	
Muslin abdominal bandages.....	835	sets.....	27
Muslin, "T" bandages.....	455	Infant's comfort, bags (1 powder; 1	
Muslin triangle bandages.....	700	soap, 1 wash cloth; 2 papers safety	
Muslin, many tailed bandages.....	195	pins).....	5
Knitted garments, case.....	1	Wash cloths.....	101
Knitted sweaters.....	218	Flannel bands.....	4
Knitted socks, pr.....	750	Long flannel coats.....	5
Knitted wristlets, pr.....	523	Short flannel coats.....	49
Knitted mufflers.....	24	Linen, old pieces.....	23
Knitted helmets.....	68	Women's house dresses, medium.....	75
Knitted blankets.....	3	Women's morning jackets.....	15
Pajamas to hospital ship.....	100	Women's skirts.....	7
		Single odd shoes.....	489

The entire balance in the war relief fund up to October 1, excepting percentage retained to pay supply bills, has been remitted to headquarters, leaving no balance on hand. Since October 1, \$660.97 was collected and is on hand in the war relief fund.

The balance in the Canal Zone Chapter funds on November 5, 1917, was \$5,937.32. The balance on hand October 15, 1918, was \$14,536.15, with all bills paid that had been received at that time. The Chapter had invested to October 15 \$6,000 in Liberty Loan Bonds.

A large number of employees, principally in the metal trades branches and the civil engineers, contributed their entire pay for Labor Day to the Red Cross.

Our total membership is approximately 4,200 and the monthly collections for the war relief fund are running approximately \$4,000 per month.

Respectfully,

J. H. McLEAN,

Treasurer Canal Zone Chapter American National Red Cross.

Notice.

No deductions on account of the Fourth Liberty Loan were made from October pay. Any one who specified such deduction on his application should pay that amount to the Deputy Collector at Cristobal, or to this office. Deduction will be made from November pay if payment is not made prior to that time.

Pay roll deductions and interest charges will be discontinued at any time by payment in full to the Deputy Collector, Cristobal, or this office.

E. P. SINE, *Collector The Panama Canal.*

Collections by Pay Roll Deductions.

A statement of the September pay roll collections on the Panama Canal and Panama Railroad rolls for the war relief fund, by division or department and amounts, follows:

RED CROSS WAR RELIEF FUND—SEPTEMBER, 1918,**COLLECTIONS.***Gold Roll.*

Department	Amount
Executive Department.....	\$252.92
Law and Land.....	11.50
Civil Government.....	324.68
Health Department.....	304.78
Quartermaster and Subsistence.....	203.35
Accounting.....	302.93
Office Engineer, Met. and Hyd.....	131.61
Lock Operation.....	236.27
Marine.....	181.71
Electrical.....	295.57
Fortifications.....	62.37
Mechanical Division (hourly).....	2,694.73
Mechanical Division (monthly).....	552.52
Municipal Engineering.....	155.35
Dredging Division.....	233.75
Building Division.....	282.37

Total (gold employees)..... \$6,226.41

Silver Roll.

Municipal Engineering..... 3.65

Total of Panama Canal rolls..... \$6,230.06

PANAMA RAILROAD ROLLS.*Gold Roll.*

Superintendent.....	\$270.44
Commissary.....	249.75
Plantations and Cattle Industry.....	51.00
Transportation.....	355.58
Receiving and Forwarding Agency.....	114.24
*Total of Panama Railroad rolls.....	\$1,045.01
Grand total for September.....	\$7,275.07
Grand total for August.....	\$3,274.10
Grand total for July.....	\$3,334.14

*Includes \$1 on Panama silver roll No. 9104.

The total amount of the September collection (\$7,275.07) includes the deductions made for Labor Day pay. The total amount of collections for the month of August was \$3,274.10, and for July, \$3,334.14, the total amount of gratuity pay requested to be deducted amounts to about \$3,000, the regular monthly subscribers having increased their monthly contribution by about \$1,000 during the month of September. When the amount of the contributions on the Isthmus by pay roll deduction for war relief fund is considered it is believed that Canal employees have something to feel proud of.

Assistance in Filling Out Draft Questionnaires.

Arrangements have been made whereby registrants under the Selective Service Law receiving questionnaires may secure the necessary advice and assistance for properly filling them out by consulting the following notaries public in the Canal Zone, who have volunteered for this duty:

Balboa, R. G. Adams, chief clerk, Mechanical Division; Balboa Heights, P. E. Murray, Claims Bureau, Administration Building; Cristobal, D. A. Coffey, ticket agent, Colon railroad station; W. L. Daniels, Building Division office (4 to 6 p. m. only, by appointment); Gatun, Lieut. John M. Davis, Police Station; Pedro Miguel, A. E. Tyson, secretary, Y. M. C. A. Clubhouse.

Mr. J. H. Molan of the Executive Office will continue to give assistance to registrants, but on account of the large number of persons who recently registered voluntarily at Panama and Colon, it is believed the above notaries will prove more convenient for the majority of employees.

Liberty Loan Bond Information for Silver Employees.

The work of mailing paid-up Liberty Loan Bonds of the third issue, which is being handled as rapidly as the clerical force of the Collector's office will permit, is seriously delayed by the numerous telephone requests for delivery information made by silver employees. Purchasers of bonds of this issue are notified that all bonds will be posted to their owners by November 10.

Legal Holiday, November 4.

Circular No. 671 of April 1, 1914, reads as follows:

1. The following days will be observed as legal holidays in the Canal Zone: January 1, February 22, Good Friday, May 30, July 4, Labor Day, November 3, Thanksgiving Day, and December 25. If a legal holiday falls on Sunday, the Monday following will be observed as a legal holiday.

2. As far as practicable all public business will be suspended on these days. Good Friday and November 3 are not included in the list of holidays for which gratuity pay is allowed, and pay for services performed on those days will be calculated the same as for Sundays.

Inasmuch as November 3 falls on Sunday, November 4 will be observed as a legal holiday without gratuity pay.

Identification Certificate Photographs.

Arrangements have been made to take photographs for employees' identification certificates at the photo-metal check studio, Building No. 1015, Cristobal (opposite Atlantic Terminal Building), on Wednesdays only, until further notice.

Photographs may be taken any week day at the studio in the Administration Building, Balboa Heights. No photographs for identification certificates will be taken, for the present, by the photo-metal check studio at Balboa.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Extension animal husbandman (male); \$1,500 to \$2,500 a year; No. 1454-supplemental. Receipt of applications closed October 18, 1918.

Plant quarantine inspector (male); \$1,200 to \$2,500; No. 2225-amendment; age limit changed from 45 to 60 years.†

Junior architectural draftsman (male and female); \$1,200 to \$1,800 a year; No. 333-amended. Supplemental.†

Architectural tracer (male and female); \$1,000 to \$1,200 a year; No. 333-amended. Supplemental.† Clerk, Departmental Service, Washington, D. C. (male and female); \$900 to \$1,000 a year; No. 308-amended; form 304; November 3 and December 8, 1918.

Surveyor-draftsman (male); \$1,200 to \$1,500 a year; No. 328-amended; no age limit; form 1312.††

Coder (male and female); \$900 to \$1,200 a year; No. 438-amended; form 304; 18 years and over; November 10 and December 15, 1918.†

Assistant clinical psychiatrist and psychotherapist (male); St. Elizabeth's Hospital, Washington, D. C.; \$1,200 a year and maintenance; No. 523-amended; form 1312; November 19, 1918.*†

Senior inspector of car equipment (male); \$1,800 to \$3,600 a year; No. 586; form 1312; November 12, 1918.*

Chief of survey party (male); \$2,700 to \$3,000 a year (Construction Division of the Army); No. 587; form 1312.††

Transitman (male); \$2,400 a year (Construction Division of the Army); No. 587; form 1312.††

Levelman (male); \$2,100 a year (Construction Division of the Army); No. 587; form 1312.††

Rodman (male); \$1,800 a year (Construction Division of the Army); No. 587; form 1312.††

Chainman (male); \$1,800 a year (Construction Division of the Army); No. 587; form 1312.††

Draftsman, topographic (male and female); \$2,100 a year (Construction Division of the Army); No. 587; form 1312.††

Exterior expeditor (male); \$2,000 to \$2,400 a year; No. 588; form 1312.††

Interior expeditor (male); \$1,800 to \$2,000 a year; No. 588; form 1312.††

Assistant interior expeditor (male); \$1,500 to \$1,800 a year; No. 588; form 1312.††

Junior economist (male and female); \$1,200 to \$1,400 a year; No. 589; form 2118; November 19, 1918.*†

Computer, Naval Observatory (male and female); \$2.80 to \$3.76 per diem and \$1,200 a year; No. 590; form 1312.††

Assistant, Nautical Almanac Office and Naval Observatory (male and female); \$1,000 a year; No. 590; form 1312.††

Assistant substation operator (male); \$900 a year; No. 606; form 304; November 29, 1918.*†

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

‡Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

Rule for the Announcement of Awards.

The undersigned, having clearly and definitely expressed the principles of law which he has adopted in the decision of cases certified to him in conformity with Article XV of the Canal treaty, and having maintained these principles in terms which can not be misunderstood, from the time of his first announcement made of September 27, 1917, until the recent decision handed down October 14, 1918, in future cases, unless otherwise advisable, the Joint Commission's general form of award will be adopted.

Done in English and Spanish in the National Palace, Panama, October 26, 1918.

(Sgd.) MANUEL WALLS Y MERINO,
Umpire.

Regla para la Notificación de Laudos.

Habiendo expuesto el que suscribe de manera clara y terminante el principio de derecho adoptado para la decisión de las reclamaciones sometidas a su laudo de conformidad con el Artículo XV del Tratado del Canal; y habiendolo sustentado a partir de sus primeras declaraciones de 27 de Septiembre de 1917 hasta la reciente decisión de 14 de los corrientes, en terminos que no dejan lugar a dudas; en lo sucesivo, y a salvo en aquellos casos que las circunstancias aconsejen hacerlo de otro modo, para la notificación de laudos, adoptara la forma generalmente empleada por la Comision Mixta para la de sus decisiones.

Dado en Español y en ingles en el Palacio Nacional de Panamá a los 26 días del mes de Octubre de 1918.

(Fdo.) MANUEL WALLS Y MERINO,
Arbitro.

High Tides in Panama Bay.

A high water stage of +11.2 feet was recorded at Balboa at 5 a. m., October 22, 1918. This high water level has never been exceeded at Balboa during the 11-year period covered by our records, although the same height was reached on October 2, 1909, during a spring tide period.

Much damage was done along the beach in Panama City and at nearby points. Fresh southerly winds prevailed at the time of high water and wave action was responsible for most of the damage.

The maximum wind velocity recorded at Balboa Heights was 28 miles an hour from the south, at 5 a. m., and the maximum velocity on Sosa Hill was 24 miles an hour from the southeast, at 5 a. m. It is probable that somewhat higher wind velocities prevailed over the open sections of Panama Bay.

The wind action probably had some influence in raising the high water level by piling the water up against the shore, but there was no tidal wave and most of the loss suffered was due to the coincidence of the abnormally high spring tides and the fresh southerly winds.

High tide at Taboga on the morning of October 22, occurred at 4.55 a. m., with a high water stage of 10.5 feet, 0.7 feet lower than the high water stage at Balboa.

NOTE.—Elevations are referred to zero of Balboa gauge approximately mean sea level.

November Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of November, 1918. Predictions are based on November records of 11 and 12 years at Colon and Balboa Heights, respectively.

Winds.—Light and variable winds with an average hourly velocity of from 6 to 12 miles an hour will prevail throughout the month at the Atlantic entrance, the higher average wind velocities occurring during the middle of the day. Southeast and west winds will predominate. Maximum velocities of from 30 to 40 miles an hour are possible during local rain or thunder squalls.

At the Pacific entrance and over the interior light northwest winds will prevail with a considerable percentage of variable wind during the daytime. The average hourly velocity will range between 5 miles during the early morning to 8 miles during the middle of the day, although maximum velocities of from 25 to 30 miles an hour are likely to occur during rain or thunder squalls.

Rain.—The average November rainfall at Colon is 21.49 inches, and at the Pacific entrance 10.37 inches; these averages are based on 47 years' record at Colon and 21 years' record at Balboa Heights. About 26 days with rain may be expected at the Atlantic entrance, and 23 days at the Pacific, while the average number of days with heavy rain (1 inch or more) is about 8 at the Atlantic entrance, and 3 on the Pacific side. The greater part of the rainfall (about 70 per cent) occurs during the daytime

at the Pacific entrance and over the interior, while along the Atlantic Coast nearly half of the November rainfall occurs during the nighttime.

Fogs.—A few fogs may be expected on the Pacific Coast, but none are likely to occur on the Atlantic side. The average number of nights with light or dense fog over the Gaillard Cut section of the Canal is 14. These fogs should not prove a hindrance to navigation in the daytime, as practically all fogs that occur may be expected to lift or become dissipated before 8.30 a. m.

Temperature.—The average shade air temperature will be approximately 79 degrees Fahrenheit over both coasts. Temperatures are more equal on the Atlantic Coast than on the Pacific. The temperature is not likely to rise above 90° F. or fall lower than 70° F. on the Atlantic Coast while at the Pacific entrance the maximum temperature may be as high as 94° F. and the minimum as low as 67° F. The mean daily range of the temperature is approximately 8° F. on the Atlantic Coast, and 14° F. on the Pacific.

Barometric pressure.—The average sea level atmospheric pressure will be about 29.85 inches. Local barometric readings are of little value in forecasting weather conditions, as fluctuations in air pressure on the Isthmus are very slight, except for the well-marked diurnal changes. The maximum pressure during the month may not be expected to exceed 29.98 inches, nor the minimum pressure to be less than 29.68 inches.

Relative humidity.—The relative humidity of the atmosphere will average about 88 per cent over both coasts. The range is greater on the Pacific Coast, where the nighttime average humidity is about 95 per cent and the average daily minimum humidity is about 75 per cent, while on the Atlantic Coast the average nighttime humidity is about 92 per cent, and the average daily minimum humidity is about 75 per cent.

Storms.—The so-called "Northers" may extend as far south as the Atlantic entrance of the Canal during the month of November. These storms are characterized by brisk northwest winds, ranging in velocity up to 30 or more miles an hour, and are usually accompanied by a heavy swell. Local wind, thunder, and rain squalls, of more or less limited extent, may be expected quite frequently during the month. Generally cloudy weather will continue over both coasts, and smooth to moderate seas may be expected at the Pacific entrance. Storms of the hurricane type may occur during the month over the Caribbean Sea and West Indian Islands.

Tides.—Tidal fluctuations need not be considered in navigating the Atlantic entrance to the Canal, as the extreme tidal range is but about two feet. The tidal range at the Pacific entrance averages about 13 feet, while the maximum range may reach 20 feet during spring tides.

Panama (Balboa) tide predictions for the month are given below:

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
F	1	1:59	8:18	2:35	8:31	M	11	2:26	8:16	2:51	8:56	Th	21	5:35	11:48	6:10	.....
		13.9	3.1	13.6	3.5			3.8	13.5	3.3	13.8			17.0	-0.7	16.6	.....
S	2	2:38	8:59	3:04	9:12	Tu	12	3:26	9:14	3:52	9:58	F	22	0:13	6:25	12:34	6:59
		14.3	2.4	14.0	3.0			4.0	13.2	3.6	13.9			0.8	16.4	0.1	16.1
S	3	3:14	9:37	3:42	9:49	W	13	4:32	10:24	4:57	11:05	S	23	1:01	7:14	1:22	7:47
		14.7	1.8	14.4	2.6			3.8	13.1	3.5	14.2			1.6	15.5	1.2	15.4
M	4	3:49	10:12	4:18	10:24	Th	14	5:39	11:37	6:03	.....	S	24	1:53	8:02	2:12	8:34
		15.0	1.4	14.7	2.4			3.3	13.5	3.2	.....			2.5	14.6	2.2	14.6
Tu	5	4:23	10:47	4:54	11:00	F	15	0:11	6:44	12:47	7:08	M	25	2:50	8:54	3:07	9:27
		15.2	1.3	14.8	2.3			14.9	2.4	14.3	2.5			3.3	13.6	3.2	13.9
W	6	4:53	11:21	5:29	11:35	S	16	1:11	7:44	1:47	8:07	Tu	26	3:48	9:48	4:04	10:22
		15.2	1.3	14.7	2.5			15.7	1.4	15.1	1.7			4.0	12.8	4.0	13.3
Th	7	5:32	11:55	6:05	.....	S	17	2:07	8:39	2:43	9:01	W	27	4:48	10:50	5:02	11:21
		15.0	1.5	14.6	.....			16.6	0.3	15.9	0.9			4.3	12.3	4.5	13.0
F	8	0:11	6:08	12:33	6:41	M	18	2:59	9:29	3:36	9:51	Th	28	5:47	11:55	6:01	.....
		2.7	14.7	1.9	14.4			17.2	-0.5	16.5	0.3			4.3	12.2	4.7	.....
S	9	0:50	6:45	1:12	7:20	Tu	19	3:52	10:17	4:29	10:38	F	29	0:18	6:45	12:52	6:58
		3.1	14.4	2.4	14.2			17.4	-1.0	16.9	0.1			13.1	4.1	12.4	4.8
S	10	1:34	7:27	1:58	8:04	W	20	4:44	11:02	5:20	11:25	S	30	1:09	7:38	1:44	7:51
		3.5	14.0	2.9	14.0			17.4	-1.0	16.9	0.3			13.3	3.6	12.8	4.3

The tides are placed in the order of their occurrence; the times of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; ante meridian figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean seal level and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean seal level is included in the predictions.

Official Circulars.

Gold.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 24, 1918.

To all concerned—All gold collected for account of The Panama Canal or Panama Railroad Company shall be deposited with the Collector of The Panama Canal, and under no circumstances shall gold received in course of Government business be exchanged for other money.

CHESTER HARDING,
Governor.

Scrap Iron and Steel.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 22, 1918.

All concerned—Information received from the Washington office indicates that arrangements will be made in the near future to ship all the scrap iron and metals which are now on the Canal Zone. Reports received indicate that this material is urgently needed in the United States in the manufacture of steel and the prices which are being obtained are higher than they have been in years.

In order that all the scrap on the Isthmus may be shipped as it becomes available for use in the United States, it is directed that all departments and divisions gather up all scrap around shops, construction jobs, power houses and locks, and from all other sources, and ship same to the storekeeper, Supply Department, Mount Hope.

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 10, 1918.

CIRCULAR No. 178:

Circular No. 177, dated October 4, 1918, by which Mr. George H. Holeman was designated an accountable official of The Panama Canal, vice Mr. O. M. Ewing, is hereby canceled.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 21, 1918.

CIRCULAR No. 179:

Paragraph 1, Circular No. 175, dated September 30, 1918, is amended to read as follows:

Effective September 23, 1918, Mr. S. R. Ford is designated an accountable official of The Panama Canal, vice E. M. Reinhold, and as such, will account for all nonexpendable property in use in the Gatun quartermaster's district, and the storehouse stock in the quartermaster's storehouse Gatun.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Acting Station Agent—Colon.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., October 25, 1918.

Circular to all concerned—Effective November 1, Mr. H. C. Adams will act as station agent at Colon, during the absence of Mr. T. M. Reynolds, on leave, and Mr. R. G. Farris will act as superintendent of stables at Colon, during the same period.

S. W. HEALD,
Superintendent.

Milk.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 22, 1918.

District Physicians, Hospitals, Post Surgeons,
Commissary Managers.

The following will hereafter govern in handling milk prescriptions; they will be made out as follows and given by physician to applicant for delivery to commissary:

1. Date. 2. Name. 3. Class. 4. Amount.
5. (If a child, give age.) years months.
6. Date of expiration.

Classes will be divided as follows:

Class 1: Babies less than 2 years of age; and nursing mothers.

Class 2: Children less than 5 years of age, except those in Class 1, and convalescents.

Class 3: Invalids.

Until further orders, the amount of milk prescribed for any one family must not be for more than one quart, without the approval of the Chief Health Officer; reasons for excess of this amount must be given when submitting request for approval. This restriction will be removed as soon as the supply is sufficient. Physicians will issue prescriptions only to those coming in the above classes; commissaries may, if they so desire, accept standing orders for milk to be delivered in case of surplus.

The date of expiration must be only as long as necessary, and in no case for more than 90 days from date of issue; as near as possible, the expiration should be on the 4th or 20th of the month. If prescriptions are received without a date of expiration commissary managers will discontinue the milk on the 20th of the month in which received, or on the 4th of the following month.

In accordance with previous instructions, all prescriptions will be for "pasteurized milk," "Corozal milk" or "Mindi milk" will not be prescribed. Physicians will not issue prescriptions to persons who they have reason to believe have been refused a prescription by another physician.

Customers should be informed that as soon as a new supply of cans is received all milk will be uniformly labeled the day milked, as is now done for Corozal milk.

A list of all customers to whom milk is delivered will be posted by commissary managers in a place accessible to the public, and brought up to date at least once a month.

In order that proper classification may be made of all prescriptions, all milk customers must present a new prescription, made out in accordance with this circular, before November 4, 1918.

A. T. MCCORMACK,
Chief Health Officer.

R. K. MORRIS,
Chief Quartermaster.

(NOTE.—Commissary managers will have a copy of this circular delivered to each milk customer, with last paragraph marked.)

Additions to Commissary Stock.

Community Plate (Sheraton pattern):		Kettles, cast iron, polished, Yankee, ea...	\$1.80
Server, tomato, ea.....	\$1.70	Pins, rolling, hardwood, ea.....	.19
Server, jelly, ea.....	.84	Sets, sugar and cream, cut glass, set.....	1.10
Food pusher, ea.....	.57	Vases, cut glass, ea.....	1.55
Sets, baby, curved spoon and pusher, set.....	1.15	Vases, cut glass, ea.....	.95
Sets, child's, 3-piece set.....	2.30	Flags, service, U. S., 2' x 3', ea.....	.91
Bay rum, denatured, bot.....	.45	Flags, service, U. S., 3' x 5', ea.....	1.70
(3 cents refund for return of empty bottle.)		Stars, blue, for service flags, ea.....	.05
Caps, engineer's, ea.....	.34	Suits, boys' wash, suit.....	1.10
Corsets, style 1038, ea.....	4.40	Suits, boys' wash, suit.....	1.40
Bibs for children, ea.....	.47	Men's blucher, heavy tan Russia double	
Dress goods, crepe, cotton, fancy, white, yd.....	.36	sole work shoes, pr.....	5.35
Flags, English Jacks on sticks, 22" x 36", ea.....	.26	Men's blucher, heavy tan Russia double	
Flags, Panama, 6' x 9 1/2", ea.....	.05	sole work shoes, 7" top, pr.....	5.65
Flags, American, 6' x 9', ea.....	9.05	Women's pumps, white cloth, dainty last, pr.....	4.30
Handkerchiefs, khaki, ea.....	.14	Women's Oxfords, white cloth, Cascade	
Hose, men's, black mercerized lisle, pr.....	.33	last, pr.....	4.90
Mirrors, hand, ea.....	1.20	Women's black shoes, soap kid pump,	
Napkins, sanitary, 12s, box.....	.54	dainty last, pr.....	5.85
Suits, bathing, men's, black and orange,			
suit.....	5.35		
Suits, bathing, men's, green and gold, suit	5.35		
Suits, bathing, men's, cardinal and gray,			
suit.....	5.35		
Suits, bathing, men's, green and gray, suit	5.35		
Suits, bathing, men's, gray and white, suit	5.35		
Suits, bathing, men's, plain navy blue, suit	4.00		
Ties, bat wing, ea.....	.48		
Blades, safety razor, Gillette, 6s, set.....	.41		
Eyes, screw, brass, 3" ea.....	.02		
Jap-a-Lac, oak, 1/4-pt. tin.....	.41		
Jap-a-Lac, brilliant black, 1/4-pt. tin.....	.41		
Jugs, cream, Gwendoline, Doultton, ea....	.72		

**THE PANAMA CANAL,
SUPPLY DEPARTMENT,**

CRISTOBAL, C. Z., October 28, 1918.

MEMORANDUM No. 802-2:

To all concerned—Retail stores will be closed Monday, November 4, with the exception of groceries, cold storage, and the cigar and tobacco sections which will be kept open one hour from 8 to 9 a. m.

J. J. JACKSON,
General Manager.

COMMISSARY NOTES.**Shortage of Supplies.**

The shortage of merchandise is daily growing more acute. The Commissary Division is fairly well protected in nearly all lines, but considerable comment is being made by customers relative to the shortage of many staple articles. Tobacco, candy, laundry soap, etc., are at present among those concerning which adverse criticism has been made. Most complaints are made by patrons who do not have a thorough understanding of the difficulty experienced, not only in securing transportation from the United States, but in getting transportation to point of shipment in the United States.

This condition may also be attributed in part to irregular sailings of the Panama Railroad steamers between New York and Cristobal and the length of time now necessary to make the trip in safety.

Many articles have been listed as nonessential by the War Trade Board, and it is practically impossible to secure shipment for this class of goods from the point of manufacture to New York. Only those commodities listed as essentials are certain of being brought to New York. There is then the likelihood of a considerable delay in steamship transportation.

All things considered, the securing of necessary supplies for the Isthmus is by no means as easy of accomplishment as it was six months or a year ago. Commissary patrons will appreciate that these conditions are the result of decisions made in almost every case with the view of saving needless transportation, both railroad and steamship, needless manufacturing of nonessential commodities and the prohibiting for exportation of any article which could be used to better advantage in the United States—all with the one desire to further the winning of the war.

Service Flags.

A new stock of United States service flags in sizes 2 by 3 feet and 3 by 5 feet has been received and are now on sale at all commissaries. Blue stars for service flags have also been placed on sale at 5 cents each.

Linen and Cotton Laces.

In last week's issue linen and cotton laces from Europe were advertised to be placed on sale in the commissaries on Friday, November 8.

This shipment arrived sooner than was expected and it is now on sale at all commissaries.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., November 6, 1918. No. 12.

CANAL WORK IN SEPTEMBER.

The report of the Governor to the Secretary of War of Canal operations in September, 1918, is printed, in part, below:

BALBOA HEIGHTS, C. Z., October 26, 1918.

*The honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of September, 1918:

Business transacted at the Atlantic and Pacific terminals, respectively, for the month of September, is presented in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Water sold to ships	6,693,561	1,761,700	8,455,261
Vessels dry docked	14	15	29
Passengers arriving:			
First cabin	1,763	911	2,674
Other than first cabin	4,470	3,410	7,880
Total	6,233	4,321	10,554
Passengers departing:			
First cabin	1,798	872	2,670
Other than first cabin	5,154	3,269	8,423
Total	6,952	4,141	11,093
Total movement of passengers	13,185	8,462	21,647
Services to American seamen:			
Seamen shipped	228	201	429
Seamen discharged	135	300	435
Seamen deceased			
Seamen deserted	5	1	6
Seamen destitute			
Seamen's identification certificates issued			
Seamen's wages received	\$2,258.25	\$2,669.98	\$4,928.23
Seamen's wages disbursed	\$2,065.30	\$1,845.02	\$3,910.32
Balance on hand, Oct. 1, 1918	\$640.95	\$1,487.21	\$2,128.16
Commissary sales to commercial vessels:			
Ice	\$1,302.92	\$892.14	\$2,195.06
Wholesale groceries	14,051.55	3,808.92	17,860.47
Wholesale cold storage	38,551.23	14,626.87	53,178.10
Laundry	1,396.82	108.70	1,505.52
Miscellaneous	1,316.42	1,397.57	2,713.99
Total	56,618.94	20,834.20	77,453.14
Commissary sales to Government and Panama Railroad ships:			
Ice	\$99.01	\$237.70	\$336.71
Wholesale groceries	6,719.18	3,768.07	10,487.25
Wholesale cold storage	26,083.42	7,740.04	33,823.46
Laundry	133.00	.77	133.77
Miscellaneous	366.35	693.42	1,059.77
Total	33,400.96	12,440.00	45,840.96
Grand total of commissary sales	90,019.90	33,274.20	123,294.10

CANAL ZONE
UNITED WAR WORK CAMPAIGN
Opens Nov. 11, Closes Nov. 17

GATUN HYDROELECTRIC STATION, SUBSTATIONS, AND LOCKS.

The new generating unit, No. 4, was placed in operation on September 29 and governor tested for regulation at different loads varying from 750 KW to 3,200 KW. Full load was not put on at that time due to lack of feeder capacity at 6,600 volts. This unit is the largest capable of installation at the Gatun hydroelectric station. The net output of this station for the month was 4,367,034 KWH on a computed water consumption of 3,145,014,900 cubic feet. Lockage draft at Gatun was 773,010,000 cubic feet, and at Pedro Miguel 687,600,000 cubic feet; the ratio between water used for power and that for lockages from the lake being 2.15 to 1. The average estimated rainfall over the Gatun Lake watershed was 12.30 inches, or 4 per cent above the 8-year mean. Elevation of the lake on September 30 was 85.39 feet.

No work was performed at the Cristobal substation in connection with electrical installation during the month. At the Gatun substation the installation of electrical auxiliaries in connection with the increased capacity of the hydroelectric station was advanced to 70 per cent completion.

Transmission line—There were 14 interruptions to the high-tension line during the month. A double line failure occurred at Balboa on September 1, resulting in an 8-minute interruption to the lighting load and a 57-minute interruption to the power load. Practically all failures were caused by defective insulators.

Miraflores steam plant—The net output of this plant for the month was minus 69,130 KWH. The total amount of fuel oil used was 2,988.06 barrels. On six occasions this plant carried load to help handle the dry dock pumping plant at Balboa. The load on the south end of the transmission line system was carried twice during the month, due to line failures. In addition to ordinary routine work at this plant, the No. 4 machine was reassembled with complete sets of new bearings, and made ready for service on the 18th of the month. Tubes were replaced in boilers Nos. 6 and 10. Boiler No. 5 was taken out of service on the 17th for wash-out and inspection and was still out of service at the end of the month.

Total power output—The total net output of both generating stations was 4,297,904 KWH; and the total amount of power distributed to feeders by substations and generating plants was 3,667,491 KWH. Total losses in transmission and transformation were 631,379 KWH, representing an energy loss of 14 per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n Cu. yds.	Auxiliary Cu. yds.
Pacific entrance channel.....	171,600	9,400	181,000	148,100	32,900	.....
Inner harbor at Balboa.....	2,000	.....	2,000	.....	.....	2,000
Gaillard Cut:						
Paraiso P. I. impr. work.....	8,700	32,200	40,900	40,900	.....	.....
West Culebra Slide.....	3,800	1,900	5,700	5,700	.....	.....
West Lirio Slide.....	3,000	4,000	7,000	7,000	.....	.....
East Empire slide.....	4,800	6,000	10,800	10,800	.....	.....
Total from Gaillard Cut.....	20,300	44,100	64,400	64,400	.....	.....
Atlantic entrance channel.....	.....	.....	.....	.....	.....	.....
Auxiliary works, Atlantic terminals.....	.....	.....	.....	.....	.....	.....
Cristobal harbor.....	5,400	68,000	73,400	.....	.....	73,400
Coco Solo.....	98,100	10,000	108,100	.....	.....	108,100
Grand total—Ocean to ocean.....	297,400	131,500	428,900	212,500	32,900	183,500

In addition to the above, 300 cubic yards of original excavation were rehandled by dredge. On October 1, 793,283 cubic yards remained to be excavated, distribution as follows:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	192,600	96,600	289,200
Total, Canal prism.....	192,600	121,600	314,200
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa, Inner Harbor.....	295,160	181,850	477,010
Total Cristobal Coaling Station and Balboa Inner Harbor.....	295,160	183,923	479,083
Grand total—Ocean to ocean.....	487,760	305,523	793,283

All material excavated from Gaillard Cut was dumped in Gatun Lake north of Gamboa. Of the 181,000 cubic yards taken from the Pacific entrance channel 44,200

yards were placed on the sea dumps west of the Canal channel, 121,400 yards on the San Juan fill, and 15,400 yards pumped into the Rio Grande River bed. The 2,000 yards dredged from Balboa inner harbor were discharged into the Balboa relay dump. All material taken from Cristobal harbor, 73,400 yards, was dumped on the East Breakwater extension; that at Coco Solo on areas "A," "A*," and "C," Coco Solo. The drill barge, *Teredo No. 2* was engaged at the Miraflores P. I. station the entire month, completing 8,573 lineal feet of drilling. The drilling gang at the Paraiso P. I. station completed 3,155 lineal feet. Total amount of dynamite used at both stations was 46,506 pounds.

ATLANTIC TERMINAL CONSTRUCTION.

The following tabulation indicates the progress for the month with percentages of completion of Pier No. 6, Cristobal:

Item.	Accomplished during month.	Total in place, September 30.	Percentage of completion.
Forms placed.....square feet..	63,422	356,661	56
Reinforcing placed.....pounds..	688,478	3,945,537	56
Concrete poured.....cubic yards..	3,424	17,868	57
Steel struts erected.....each..	1	94	100
Steel struts concreted.....each..	9	94	100

Pouring of concrete for the shed was started on September 24, and 15 cubic yards had been poured for the columns at the end of the month, or 2 per cent of the amount required for the columns.

SHOPS, FOUNDRY, AND DRY DOCK.

The Mechanical Division had 675 uncompleted jobs at Balboa shops on the 1st of the month; 617 were authorized during the month; and 650 completed in this period. In addition, there were 260 uncompleted blanket orders in force, September 1, of which two were completed during the month. At the Cristobal shops 218 special individual and company job orders were issued in September.

Foundry output for the month was as follows: Iron, 102,004 pounds; steel, 69,215 pounds; brass, 18,249 pounds.

MUNICIPAL DIVISION.

The usual maintenance and repair work of this division was performed. Work was commenced on draining of the swamp area near Mindi for the Supply Department, and replacement of the discharge line from sewage pump in Colon started. The road to steel pier, Balboa, begun last month, was completed. The water and sewer connections for the new larvacide plant, Ancon, were begun, also the construction of a depressed track at building No. 5, Balboa storehouse, and roadways and walks for the new Tivoli hotel kitchen. The concreting of the floor at the new garage, Pedro Miguel, was begun and completed within the month.

A total of 162,622,250 gallons of water was pumped at the four stations in the northern district, and 553,492,700 gallons at the eight stations in the southern district. A total of 124,495,511 gallons was supplied for other than Panama Canal requirements. At the three filtration plants 425,346,000 gallons were filtered for domestic purposes.

WORKING FORCE.

Statement of the working force effective September 18, representing the second half-month, follows:

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	30	55	85
Building Division.....	219	2,073	2,292
Municipal Engineering.....	74	1,247	1,321
Electrical Division.....	166	304	470
Lock operation.....	123	555	678
Dredging Division.....	127	1,001	1,128
Mechanical Division.....	630	1,561	2,191
Marine Division.....	94	238	332
Fortifications.....	37	418	455
Total.....	1,500	7,502	9,002
Supply:			
Quartermaster.....	109	1,779	1,888
Subsistence.....	18	407	425
Commissary.....	185	1,532	1,717
Cattle industry—plantations.....	26	690	716
Total.....	338	4,408	4,746

Department or Division.	Gold.	Silver.	Total.
Accounting.....	194	12	206
Health.....	206	830	1,036
Executive.....	392	173	565
Panama Railroad—			
Superintendent and coaling stations.....	122	1,100	1,222
Transportation.....	149	256	405
Receiving and Forwarding Agent.....	64	1,916	1,980
Total Panama Railroad.....	335	3,272	3,607
Grand total.....	2,965	16,197	19,162

The total gold force is an increase of 115 from the 2,850 employed August 21; and the silver force is a decrease of 29 from the 16,226 shown on that date.

QUARTERS.

The following statement shows the occupation of Canal quarters on September 30:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	2,869	1,885	2,138	6,892
Europeans.....	195	30	61	286
West Indians.....	5,539	2,067	3,414	11,020
Total.....	8,603	3,982	5,613	18,198

PUBLIC HEALTH.

There were 20 deaths among employees during September, with none American. Fifty-six births occurred among employees' families, 10 of which were American.

RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, September 30, exclusive of fortifications, was \$16,626,359.09; the balance in fortifications was \$4,163,435.41. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$620,397.14, and by the Paymaster on the Isthmus, \$1,188,433.71. Payment to the Panama Railroad Company for commissary books amounted to \$235,000. Total Panama Canal collections on the Isthmus aggregated \$1,591,008.64; and collections by the Disbursing Clerk, Washington, to \$22,328.21. Requisitions for purchase of material in the United States amounted to \$780,127.94. Receipts from the Canal Zone and miscellaneous funds were \$177,098.67, and disbursements from the same source, \$156,282.09.

Respectfully,

CHESTER HARDING,
Governor.

Executive Order—Funds for Censorship of Mails in Canal Zone.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 30, 1918.

CIRCULAR No. 601-82:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

Under the authority conferred by "An Act authorizing the President to coordinate or consolidate executive bureaus, agencies, and offices, and for other purposes," in the interest of economy and the more efficient concentration of the Government, approved May 20, 1918, it is hereby directed that \$120,000 be transferred from the appropriation of \$1,620,000 for the censorship of foreign mails under the Post Office Department for the fiscal year ending June 30, 1919, and allotted to the Secretary of War for the conduct of the censorship of the mails in the Panama Canal Zone during said fiscal year.

This sum will be deducted from the appropriations made for the Post Office Department for the current fiscal year and charged to the War Department.

WOODROW WILSON.

THE WHITE HOUSE,
October 3, 1918.

Canal Zone United War Work Campaign.

The seven agencies officially recognized by the Executive Branch of the United States Government to provide entertainment and recreation for soldiers and sailors begin a campaign during the week of November 11 to raise a fund of \$170,500,000, this sum being the estimated cost of continuing the work outlined by these bodies for the coming year. Committees have been appointed to aid in raising the sum of \$30,000 which has been assigned as the Isthmian allotment. The seven agencies interested in the fund, with the amounts and percentages required by each, follow: National War Work Council of the Young Men's Christian Association, \$100,000,000; 58.65 per cent. War Work Council of the National Board of the Young Women's Christian Association, \$15,000,000; 8.80 per cent. National Catholic War Council, for the Knights of Columbus, \$30,000,000; 17.60 per cent. Jewish Welfare Board, \$3,500,000; 2.05 per cent. War Camp Community Service, \$15,000,000; 8.80 per cent. American Library Association, \$3,500,000; 2.05 per cent. Salvation Army, \$3,500,000; 2.05 per cent.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Chief engineer, Coast and Geodetic Survey (male); \$100 a month; No. 1250-supplemental; maximum age limit eliminated; forms 1250 and 1800.†

Scientific assistant; (male and female); Bureau of Fisheries; \$900 to \$1,500 a year; No. 125-amended; form 1312; November 24 and December 15, 1918.†

Geologic aid (male and female); \$75 a month to \$1,800 a year; No. 229-amended; form 1312, December 15-16, 1918.

Assistant geologist (male and female); \$75 a month to \$1,800 a year; No. 229-amended, form 1312; December 15-16, 1918.

Physical laboratory helper (male and female); \$600 to \$900 a year; No. 411-amended; form 1312; November 24 and December 15, 1918.

Printer (male and female); 60 cents an hour to 65 cents an hour; No. 462-amended; form 304.††

Bookbinder (male); 60 cents an hour; No. 462-amended; form 304.††

Pressman (male); 65 cents an hour; No. 462-amended; form 304.††

Electrotyper-finisher (male); 70 cents an hour; No. 462-amended; form 304.††

Electrotyper-molder (male); 70 cents an hour; No. 462-amended; form 304.††

Stereotyper (male); 70 cents an hour; No. 462-amended; form 304.††

Senior engineer (male); \$1,800 to \$2,700 a year; No. 599; form 1312; November 19, 1918.*

Pathologist in cereal disease investigations (male); \$2,500 to \$3,000 a year; form 2118; November 26, 1918.*†

Ordnance copyist draftsman (female); Office of Chief of Ordnance, War Department, Washington, D. C.; \$1,100 a year; form 1312.†§

Biological assistant (male); \$900 to \$1,200 a year; form 2118; November 26, 1918.*†

Telegraph operator (male and female); No. 2157-A, Supplemental. Receipt of applications closed October 19, 1918.

Telephone operator (male and female); No. 217-A, Supplemental. Receipt of applications closed October 19, 1918.

Engineer of tests of ordnance material (male); and assistant engineer of tests of ordnance material (male); No. 1411-amended, supplemental, Nonassembled; announcement of examinations canceled. Hereafter these examinations will be announced and held by the Commission's district secretaries as the needs of the service require.

Bookkeeper (male and female); \$1,000 a year; Departmental Service, Washington, D. C.; No. 212-amended; November 17 and December 15, 1918; form 304.†§

Bookkeeper-typewriter (male and female); \$1,000 a year; Departmental Service, Washington, D. C.; November 17 and December 15, 1918; No. 212-amended; form 304, age, 18 years and over.†§

Calculating machine operator (male and female); \$900 to \$1,200 a year; No. 223-amended; November 24 and December 15, 1918; form 304; age 18 years and over.

W.S.S.

HELP YOUR COUNTRY

BUY WAR SAVINGS STAMPS

On Sale At All Canal Zone Post Offices

Multigraph and writer press operator (male and female); \$1,000 to \$1,200 a year; No. 223-amended; November 24 and December 15, 1918; form 304; age 18 years and over.

Operative (male and female); \$720 to \$1,000 a year; No. 223-amended; November 24 and December 15, 1918; form 304; age 18 years and over.

Statistical clerk (male and female); \$900 to \$1,200 a year; No. 223-amended; November 24 and December 15, 1918; form 1312; age 18 years and over.

Assistant in market business practice, grade 2 (male and female); \$1,200 to \$1,800 a year; No. 601; December 8, 1918; form 1312.†

Field matron (female); \$600 to \$840 a year; December 15, 1918; form 1312; age, 25 to 49 years, inclusive.

Matron (female); \$500 to \$600 a year; December 15, 1918; form 1312; age 25 to 49 years, inclusive.

Law clerk and typewriter (male); \$1,500 to \$1,740 a year; December 15, 1918; age 27 years and over; forms 304 and 226.†

Master gauge expert (male); \$2,000 to \$3,600 a year; No. 1520-amended; continuous; form 1312.††§

Gauge inspector (male); \$1,800 to \$2,400 a year; No. 1520-amended; form 1312.††§

Assistant gauge inspector (male); \$1,200 to \$1,800 a year; No. 1520-amended; form 1312.††§

Gauge inspector's helper (male and female); \$900 to \$1,320 a year; No. 1520-amended; form 1312.††§

Petroleum technologist (male); \$2,500 to \$3,000 a year; No. 94-amended; November 12, 1918; form 1312.*†

Engineer in forest products (male); \$1,860 to \$3,000 a year; No. 110-amended; form 1312.††

Assistant engineer in forest products (male); \$1,200 to \$1,800 a year; No. 110-amended; form 1312.††

Clerk qualified in modern language (male and female); No. 261-amended, supplemental; form 1312. November 24 and 25, 1918.

Assistant examiner, patent office (male and female); \$1,500 a year; No. 288-amended; November 24, 25, and 26, 1918, and December 15, 16, and 17, 1918; form 1312; age 20 years and over.†

Senior civil engineer (male); \$1,800 to \$4,200 a year; No. 330-amended; form 1312.††

Refrigerating engineer (male); \$3,000 a year; No. 330-amended; form 1312.††

Construction engineer (male); \$2,400 a year; No. 330-amended; form 1312.††

Planning expert (male); \$2,400 a year; No. 330-amended; form 1312.††

Architect (male); \$2,500 to \$3,500 a year; No. 333-amended.††

Structural designer (male); \$2,400 to \$2,700 a year; No. 333-amended.††

Architectural designer (male); \$2,100 to \$2,700 a year; No. 333-amended.††

Senior structural draftsman (male); \$2,000 to \$2,400 a year; No. 333-amended.††

Senior architectural draftsman (male); \$1,800 to \$2,100 a year; No. 333-amended.††

Junior structural draftsman (male); \$1,500 to \$2,000 a year; No. 333-amended.††

Junior architectural draftsman (male and female); \$1,200 to \$1,800 a year; No. 233-amended.††

Architectural tracer (male and female); \$1,000 to \$1,200 a year; No. 333-amended.††

Teacher, Indian Service (male and female); \$600 to \$720 a year; No. 423-amended; November 24 and December 15, 1918, and January 26, 1919; form 1312; age 20 to 49 years, inclusive.

Assistant in marketing, grade 2 (male and female); \$1,200 to \$1,800 a year; No. 593; December 8 and 9, 1918; form 1312.†

Assistant in preservation of fruits and vegetables in transit and storage, grade 2 (male and female); \$1,200 to \$1,800 a year. No. 594; December 8 and 9, 1918; form 1312.†

Assistant in preservation of meats in transit and storage, grade 2 (male and female); \$1,200 to \$1,800 a year; No. 594; December 8 and 9, 1918; form 1312.†

Assistant in preservation of poultry and eggs in transit and storage, grade 2 (male and female); \$1,200 to \$1,800 a year; No. 594; December 8 and 9, 1918; form 1312.†

Scientific assistant in the economics of marketing (male and female); \$1,200 to \$1,800 a year; No. 604; December 8 and 9, 1918; form 1312.†

Ordnance copyist draftsman (female); Office of Chief of Ordnance, War Department, Washington, D. C.; \$1,100 a year; No. 607; form 1312; age 18 years and over.†§

Pathologist in cereal disease investigations (male); \$2,500 to \$3,000 a year; No. 608; November 26, 1918; form 1312; age 25 years and over.*†

Biological assistant (male); \$900 to \$1,200 a year; No. 611; November 26, 1918; form 1312.*†

Typewriter repairman (male); \$900 to \$1,500 a year; No. 614; November 26, 1918; form 304; age 18 years and over.*†

Die and toolmaker (male); \$4.25 per diem; No. 615; November 26, 1918; form 1800; age 20 years and over.*†

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

‡ Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

§ In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens on the eligible list.

French.

There seems to be a demand for the teaching of French in the evening classes at the Balboa High school. Anyone interested in a beginners' class in French should advise the principal of the Balboa High School.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Reuben Cohoon (Choons)	123669	Jamaica.....	Colon.....	Municipal Eng. Div..	October 27, 1918.
Emanuel Stewart....	170972	Jamaica.....	Colon.....	Building Division...	October 26, 1918.
Ralph Mendenhall....	9082	U. S. A.....	Balboa.....	Mechanical Division.	October 27, 1918.
Felix F. Murray.....	3091	U. S. A (Nat.)..	Balboa.....	Electrical Division...	October 29, 1918.
Robert Farquharson (alias Ferguson).	115382	Fortune Island..	Colon.....	Panama Railroad....	October 9, 1918.
Charles Shaw.....	153392	Jamaica.....	Colon.....	Panama Railroad....	October 24, 1918.
James Simson.....	78450	Barbados.....	Colon.....	Electrical Division...	October 15, 1918.
James Grant.....	171651	Jamaica.....	Colon.....	Panama Railroad....	September 7, 1918.
Dionisio Nunez.....	73108	Panama.....	Panama.....	Mechanical Division.	October 17, 1918.
Joseph Gomez.....	43855	Antigua.....	Empire.....	Supply Department..	August 20, 1918.

Official Circulars.**Appointment.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 29, 1918.

CIRCULAR No. 661-65:

Effective November 1, 1918, Mr. C. H. Calhoun, Chief, Division of Civil Affairs, will be Shipping Commissioner and Administrator of Estates, *vice* Mr. J. E. McGrath, resigned.

CHESTER HARDING,
Governor.

Appointment.*

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 1, 1918.

CIRCULAR No. 661-66:

1. Mr. F. W. Blackwood is appointed Office Engineer, effective this date, *vice* Mr. C. J. Embree, resigned.

2. He will report to the Engineer of Maintenance, except as to matters relating to the construction of Pier No. 6, on which he will continue to report to the Resident Engineer of the Building Division.

CHESTER HARDING,
Governor.

Hunting Prohibited.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 30, 1918.

All concerned—Effective November 15, 1918, all hunting will be prohibited on Bohio Peninsula and the country south from the Cocoli River to the coast. This is due to the fact that a large force of men will be engaged in pasture clearing work in these areas from that date.

CHESTER HARDING,
Governor.

Restriction on Use of Gasoline.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 2, 1918.

To all employees of The Panama Canal and Panama Railroad Company—Official advice has been received that the restriction relative to the use of gasoline by motorcycles, motor boats, and automobiles for pleasure purposes on Sundays, contained in circular letter of this office dated September 6, 1918, was withdrawn by the Fuel Administration on October 17.

CHESTER HARDING,
Governor The Panama Canal,
President The Panama Railroad Co.

Scrap.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 27, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Scrap burlap, rope, rags, rubber, rubber hose, etc., are meeting with ready sale in the United States at this time and at prices higher than have been obtained for years. It is directed, therefore, that all departments and divisions take immediate steps to collect all scrap of this character under their control and forward it to the Storekeeper, Supply Department, Mount Hope, in order that shipment may be made at the earliest date possible.

CHESTER HARDING,
Governor.

Acting Chief Quartermaster.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 29, 1918.

All concerned—Effective October 30, and continuing during the absence of the undersigned from the Isthmus on official business, Mr. Roy R. Watson will be in charge of the Supply Department as Acting Chief Quartermaster.

R. K. MORRIS,
Chief Quartermaster.

Approved:
CHESTER HARDING,
Governor.

Station Agent, Colon.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., October 28, 1918.

To all concerned—My circular of October 25 is corrected to read as follows:

"Effective November 3, Mr. H. C. Adams will act as Station Agent at Colon, during the absence of Mr. T. M. Reynolds, on leave, and Mr. R. C. Farris will act as superintendent of stables at Colon, during the same period."

S. W. HEALD,
Superintendent.

Involving Manufactured Property Delivered Direct to Accountable Officials.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT.

BALBOA HEIGHTS, C. Z., October 25, 1918

CIRCULAR No. 180:

Effective November 1, 1918, the head of a division manufacturing nonexpendable property for delivery direct to an accountable official shall invoice such property on form 6924 immediately upon delivery, showing on the invoice the work

request number or other authority for the manufacture, and the party to whom the articles were delivered. If it is impracticable to show the cost of each article when delivery is made and invoice prepared this information must be furnished the receiving official as soon thereafter as possible.

These invoices will be numbered in a special series and filed separate from the regular property voucher numbers. The receiving official will assign regular property voucher numbers to these invoices, and file in his series of property vouchers, take the items up in the usual manner, forwarding the original signed copy showing his voucher number to this office with a copy to receiving official for his file.

Articles manufactured by an accountable official for his own division will be handled in a like manner.

On the monthly report of work performed reference will be made to the invoice number covering each item of nonexpendable property manufactured, and a copy of each invoice attached to the report.

These instructions apply only to property manufactured and delivered direct to accountable officials and do not apply to articles taken into stock in storehouses or commissaries which should be handled under existing instructions.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
*Governor The Panama Canal,
President Panama Railroad Company.*

Business Secretary, Bureau of Clubs and Playgrounds.

BALBOA HEIGHTS, C. Z., October 30, 1918.

To all concerned—Effective November 1, 1918, Mr. A. Korsan is designated business secretary of the Bureau of Clubs and Playgrounds with the following duties:

He will sign all foreman's orders, work requests, all requisitions for supplies, approve all vouchers for payment, conduct all business correspondence and business activities in general.

He will assist the general secretary in the preparation of special reports, estimates for annual appropriation, annual reports, alterations and extensions to buildings as related to the business management of the Bureau.

All matters pertaining to the above will be referred to the business secretary through the general secretary's office.

T. S. Booz,
General Secretary.

Approved:

C. A. McILVAINE,
Executive Secretary.

Influenza and Similar Diseases.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 31, 1918.

CIRCULAR NO. 151.

To all concerned—The following general rules have been formulated by the Chief Quarantine Officer to indicate the policy for quarantine of influenza. Subject to modifications, they will apply to other communicable diseases of a similar nature:

"If there have been no cases during the voyage, and careful examination of passengers and crew reveals no sickness, a general quarantine is inadvisable. If cases have existed or are found on board, the following is advised:

1. Taking temperature of those apparently well.
2. Removal of seriously sick to hospital.
3. Removal of those recovering or slightly sick to quarantine station.
4. Officers and crews to remain on board at least two days after removal of sick.
5. Detention for two days, preferably at quarantine, of passengers who have been in contact with sick. Unless unusual precautions have

been taken, this will include everyone on an infected ship.

6. Those exposed and quarantined as per paragraph 5, when released, should be instructed, in writing to report daily for three days to the health officer or district physician nearest their destination. These instructions should give name and address of person or persons released and name and address of physician to whom they are to report; a duplicate should be made and sent to the physician. It may be advisable to notify physician by telephone.

7. Passengers destined for army posts having been exposed to infection en route or showing symptoms, should be held as above, but may be released upon written request of the department surgeon, U. S. Army. This request should specify by name passengers or organization the department surgeon wishes released to him.

8. Active cases of influenza on vessels transiting the Canal should be removed. Under extreme cases it may be necessary to remove contacts or quarantine the vessel.

"Where measures to avoid spread of infection on board have been carefully enforced, quarantine may be relaxed accordingly.

"Mechanical cleaning of living quarters of an infected vessel must be completely carried out before same is released."

The attention of district physicians and health officers is called particularly to paragraph numbered 6.

A. T. McCORMACK,
Chief Health Officer.

Distribution of Freight Charges.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., October 31, 1918.

CIRCULAR NO. R. A. 605:

To all concerned—That part of Circular RA-593 fixing the distribution of through freight charges between the railroad and the steamship line at 32 per cent and 68 per cent, respectively, is hereby canceled. Hereafter, the division will be made 33 1/3 per cent to the railroad, and 66 2/3 to the steamship line; in other words for easy calculation, 1/3 to the railroad.

H. A. A. SMITH,
Auditor.

Making of Local Shipments.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., October 28, 1918.

CIRCULAR NO. 1162.

All agents—Please note the following from the Receiving and Forwarding Agent at Cristobal:

"We are receiving various shipments of bananas, yuccas, sugar-cane, etc., from local stations which bear no tags or identification marks, causing considerable confusion in effecting delivery to the proper owners.

"Some shipments of cane arrive improperly tied, and as this cane is billed out as so many bundles, it is impossible to check against way-bills.

"Will you please issue the necessary instructions with a view of having these conditions improved."

Agents will please give this matter their personal attention in the future. The proper marking of freight shipments is the most important step toward the elimination of claims for loss.

W. F. FOSTER,
Master of Transportation.

Examinations by Board of Local Inspectors.

Examinations for marine licenses and for navigators of motor boats will be conducted at Balboa Heights on Wednesday, November 13, 1918.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Christmas in the Commissaries.

Practically all the retailers in the United States have agreed to the five propositions set forth below in accordance with the request of the Council of National Defense to conduct their business during the Christmas season this year with as little extra expense as possible with a view of conserving important commodities:

1. Not to increase their working force, by reason of the holiday business over the average force employed by them throughout the year.

2. Not to increase the normal working hours of their force during the Christmas season.

3. To use their utmost efforts to confine Christmas giving, except for young children, to useful articles.

4. To spread the period of holiday purchases over the months of October, November, and December, in order to relieve the transportation facilities of the country from congestion in the latter half of December, which would be hurtful to the interests of the nation.

5. To induce customers to carry their own packages whenever possible.

The Commissary Division will endeavor to confine its Christmas operations along these lines and asks the patrons to cooperate.

Executive Order—Providing for the Licensing of Chauffeurs.*

By virtue of the Act of Congress entitled "An Act extending certain privileges of canal employees to other officials on the Canal Zone and authorizing the President to make rules and regulations affecting health, sanitation, quarantine, taxation, public roads, self-propelled vehicles, and police powers on the Canal Zone, and for other purposes, including provision as to certain fees, money orders and interest deposits," approved August 21, 1916, I hereby establish the following Executive Order for the Canal Zone:

Section 1. That hereafter it shall be unlawful for any person to operate any automobile over the streets and roads of the Canal Zone without first having obtained a license as hereinafter provided.

Section 2. Each person desiring to obtain a license to operate an automobile over the streets and roads of the Canal Zone shall make written application to the Executive Secretary of The Panama Canal, stating therein his nationality, age, and experience in the operation of automobiles, whether operated by gasoline, electricity, or other motive power; and his application must be endorsed by two reputable citizens of the Canal Zone or of the city of Panama or Colon, Republic of Panama, vouching for his sobriety and trustworthiness. The Executive Secretary shall thereupon cause the applicant to be examined touching his knowledge of gasoline and electric motors and machinery, and of the mechanism and operation of automobiles, as well as in respect to the road laws and regulations of the Canal Zone; and the applicant may be required to make a practical demonstration of his ability to operate an automobile.

Section 3. No person shall be granted a chauffeur's license unless he is 18 years of age or more, is of sober habits, and is able to read either the English or Spanish language, and shall prove to the satisfaction of the examiners that he has the knowledge, skill, and judgment necessary for the safe and skillful driving and handling of automobiles.

*Being published as Panama Canal Circular No. 661-83.

Section 4. The persons detailed by the Executive Secretary to examine applicants under this order shall meet at Balboa Heights or Cristobal, or at such other points in the Canal Zone as the Executive Secretary may from time to time designate, and shall examine all applicants whose applications have been referred to them, and shall make a report upon such examinations to the Executive Secretary with their recommendations as to the fitness of the applicants to operate automobiles over the streets and roads of the Canal Zone. The Executive Secretary shall cause a record to be kept of all applications, together with the reports of the examiners in each case and any other papers relating thereto. If the report of the examiners is favorable to the applicant, the Executive Secretary may issue to such applicant a chauffeur's license in form substantially as follows:

THE GOVERNMENT OF THE CANAL ZONE.

LICENSE TO CHAUFFEURS.

No.

Whereas, it has been reported to me by the duly appointed examiners that has given satisfactory evidence to said examiners that he is a skillful chauffeur or operator of automobiles, and can be entrusted to perform the duties of chauffeur upon the streets and roads of the Canal Zone, he is, therefore, licensed to act as such chauffeur until such time as this license may, for cause, be revoked.

Witness my hand this day of, 191..

.....
Executive Secretary, The Panama Canal.

The license issued hereunder shall continue in force until revoked for cause, as hereinafter provided for.

Section 5. When the Executive Secretary issues a chauffeur's license he shall thereupon cause to be issued to the licensee either a card, check, or badge, as may be determined from time to time by regulations of the Governor of The Panama Canal, and in such form as the latter may designate. The licensee shall be charged a fee of one dollar (\$1) for such license, to be paid to the Collector of The Panama Canal; provided, that no fee shall be charged for licenses issued to chauffeurs who only operate automobiles belonging to or controlled by The Panama Canal or other agency of the United States or the Panama Railroad Company.

Applicants for licenses to operate automobiles belonging to or controlled by any government agency or the Panama Railroad Company need not be endorsed by two citizens as provided in Section 2 hereof for other applicants, but such applications shall be endorsed by the chief of the office, division, or unit in which the applicant is employed.

Upon the request of any Canal Zone police officer it shall be the duty of every licensee hereunder, while in charge of any automobile on the Canal Zone streets or roads, to exhibit to such officer the card, check or badge so issued to him.

Section 6. The Executive Secretary is hereby authorized to revoke for cause any license issued hereunder or heretofore issued.

Section 7. The Governor of The Panama Canal is hereby authorized to promulgate rules and regulations from time to time to carry out this order. The licenses, cards, checks and badges heretofore issued in conformity with preëxisting laws, shall continue to be effective unless revoked for cause.

Section 8. Any person who operates an automobile over the streets and roads of the Canal Zone without first having obtained a license as provided for under this order, or who fails to comply with the other requirements of this order or of the regulations of the Governor issued pursuant to this order, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by fine not to exceed \$25 or by imprisonment in jail not to exceed thirty days, or by both such fine and imprisonment, in the court's discretion, as authorized by the above-mentioned Act of Congress.

Section 9. The ordinance enacted by the Isthmian Canal Commission of April 15, 1911, entitled "Ordinance providing for the licensing of chauffeurs for automobiles," the ordinance enacted by the Isthmian Canal Commission dated February 3, 1914, "Amending Section 8 of Ordinance providing for the licensing of Chauffeurs for automobiles," and all other ordinances, orders and regulations, or parts thereof, in conflict with this order are hereby repealed.

Section 10. This order shall take effect thirty days from and after its publication in THE PANAMA CANAL RECORD.

WOODROW WILSON

THE WHITE HOUSE,
9 October, 1918.

[No. 2971.]

Supplement No. 5 to Tariff No. 2.

The following amendments are made to Tariff No. 2, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

ITEM 21—COAL. (Effective December 1, 1918.)

- | | Cristobal-Colon. | Balboa. |
|---|------------------|---------|
| 1. For steamships..... | \$13.00 | \$14.50 |
| 2. To parties taking less than carload lots..... | 14.50 | 16.00 |
| 3. When request is made by commander of vessel, chief engineer, or agent for trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, an additional charge of 60 cents per ton will be made for extra handling. | | |
| 4. For lump coal delivered in sacks, \$10 per ton additional. Should the vessel furnish satisfactory sacks the price will be \$3 per ton additional. Not more than five tons will be supplied to a vessel. | | |
| 5. For coal delivered on Sundays and holidays an additional charge of 50 cents per ton will be made to cover the additional expense to the Panama Railroad Company for making such delivery. | | |

ITEM 22—FUEL AND DIESEL OILS. (Effective November 15, 1918.)

- | | Cristobal. | Balboa. |
|---|------------|---------|
| 1. Fuel oil, per barrel of 42 gallons, delivered to vessels..... | \$3.00 | \$3.00 |
| NOTE—Prices September 1, 1918, to November 15, 1918..... | | |
| | 3.00 | 2.50 |
| 2. Diesel oil is not sold by The Panama Canal, but may be obtained from private concerns at approximately \$3.50 per barrel. Cable arrangements should be made in advance of arrival of vessel. | | |
| 3. Pumping oil into and out of private tanks, 4 cents per barrel. Oil heavier than 14° Baumé at 60° Fahrenheit will not be handled by Panama Canal handling plants. | | |

The General Storekeeper at Balboa should be advised as to the approximate dates that steamers are due to arrive with oil either at Cristobal or Balboa, so that necessary arrangements may be made for handling.

Panama Canal Identity Certificates.

In order to comply with the new foreign travel regulations which become effective November 15, a revised form of Panama Canal Identity Certificate has been prepared for issue to persons traveling to the United States. Application therefor should be submitted on form 15-3, which has been recently revised, and copies furnished to heads of divisions.

Red Cross Magazine in Spanish.

The local Chapter has been advised that the *Red Cross Magazine* will be printed in Spanish beginning with the November, 1918, issue and issued every other month thereafter, making 6 issues instead of 12 in a year. A few sample copies have been received which are being distributed gratis.

Any Spanish friends who contribute as much as \$2 per year to the American Red Cross through the Canal Zone Chapter are entitled to receive the Spanish issues of this magazine free of charge, in place of the monthly issues of the English edition.

If you wish the Spanish issues, send your name and address plainly written to the Secretary, Canal Zone Chapter, American Red Cross, Balboa Heights, C. Z. If you are not a contributor to the Red Cross to the extent of \$2 per year and wish to receive the Spanish copies of the magazine, you may remit \$2 United States currency to the secretary and become a member with the magazine privilege.

Information and Instructions Regarding Entry Into and Departure from the Canal Zone.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., November 1, 1918.

The following new and revised rules, many of which have been in effect for some time, are here stated for the information of all concerned, and in accordance with the proclamation of the Secretary of State, September 4, 1918, those rules governing entry and departure will become effective in the Canal Zone November 15, 1918, at 6 a. m.

ADMINISTRATION

1. By authority of the Secretary of State, the administration in the Canal Zone of the President's proclamation of August 8, 1918, governing the issuance of passports and the granting of permits to depart from and enter the United States, and of the rules and regulations of the President's Executive Order of August 8, 1918, has been delegated to the Governor of The Panama Canal.

2. Representatives of the Police and Fire Division shall act as Permit Agents and Entry Control Officers, and representatives of the Division of Civil Affairs and Bureau of Customs shall act as Departure Control Officers.

3. The following rules and regulations define the procedure for applying, in the Canal Zone, the provisions of the above-mentioned Proclamation and Executive Order:

DEPARTURES

4. Aliens traveling to United States ports with alien declarations shall not be required to make formal application; and departure permit may be issued after examination of their passports and other identification papers.

5. Aliens traveling to foreign ports shall make formal application, in quadruplicate, for departure permit.

6. Foreign officials accredited to the United States or friendly countries shall not be required to apply for or procure departure permits. However, passports or other identification papers shall bear endorsement seal of Permit Officer.

7. Transit passengers not landing at a Canal Zone port shall not be required to have departure permits or visa. Leaving the ship on which passenger arrives is considered a landing under these regulations.

8. Official departure permit or endorsement seal of Departure Permit Officer shall be authority for steamship companies to sell transportation to persons desiring to depart from the Canal Zone. This permit shall not be taken up by the steamship company.

9. The original departure permit or visa of Permit Officer shall be authority for passengers to enter the docks for the purpose of going aboard ship upon which they are about to depart. They are to be considered only as a provisional permit to depart. No person, except-

ing members of the crew and agents and authorized employees of steamship lines, and government employees in the performance of their duty shall be permitted to go aboard any ship in Canal Zone waters without permission from the Departure Control Officer. Passes issued by Captains of the Ports for admission to docks shall not be considered authority for going aboard any ship without approval of Departure Control Officer.

10. Departure Control Officers shall take up original departure permit at ship's side when passenger goes aboard. After departure permit has been taken up by Departure Control Officer, passenger shall not be permitted to leave the ship.

11. Persons not required to have departure permits shall have endorsement seal of Departure Permit Officer on passports or other identification papers.

12. Departure Control Officers shall endorse all original departure permits, giving date and ship upon which passenger departs from the Canal Zone.

SEAMEN

13. No alien seaman, excepting those on vessels only transiting the Canal, shall be permitted to sail from the Canal Zone unless in possession of seaman's identity card.

14. Seamen citizens of the United States may be permitted to sail on Seaman's Certificate or valid passport.

15. Crews of all ships departing from the Canal Zone shall be mustered by a Customs Officer and identity cards properly endorsed.

16. No member of a crew shall be permitted to return ashore, excepting at ship's side in performance of duty, after departure endorsement has been placed on identity card.

ARRIVALS

17. Examination shall be made of incoming passengers and papers required by incoming travel chart, and if, in the opinion of the Entry Control Officer, passenger is a proper person to land in or enter the Canal Zone passport or other identification papers shall be properly endorsed.

18. Passports shall be endorsed in accordance with declaration of passenger as to whether or not such passenger intends to remain on the Isthmus more than thirty (30) days. Alien declarations shall be taken from passengers en route to a foreign port or declaring intention to remain on the Isthmus more than thirty (30) days, and such declarations shall be forwarded to Permit Officer at port of arrival.

19. No endorsement shall be made on passports of passengers not declaring intention to land in the Canal Zone.

20. No passengers shall be permitted to land in the Canal Zone without endorsement of Entry Control Officer.

21. Passengers permitted to land in the Canal Zone shall remain ashore until boarding ship for final departure, when they will be required to secure permission to depart from the Permit Officer.

SEAMEN

22. Entry Control Officers shall examine all seamen and their identification papers. All seamen, excepting those on vessels only transiting the Canal, entering the Canal Zone or departing therefrom, shall be required to have citizen or alien seaman's identity cards, excepting citizens of the United States who may enter or depart on Seaman's Certificate or valid passport.

23. Seamen arriving on vessels only transiting the Canal shall be examined and passed by Entry Control Officer if, in his opinion, they are proper persons to be permitted to pass through the Canal and are not enemy aliens subject to internment. They shall not be required to procure seaman's identity cards, but they must have passports or other valid identification papers, if en route to a foreign port, and when not in possession of such papers, they may be removed and returned to port of departure at the expense of the vessel bringing them to the Canal Zone.

24. No seaman shall be permitted to land in the Canal Zone until his identity card, or other identification papers, has been endorsed by Entry Control Officer.

25. Alien seamen not in possession of identity cards may be permitted to land for the purpose of procuring such cards, by special permit card (form 1429) issued by Entry Control Officer, and such seamen shall be directed to apply for seaman's identity cards at the Customs Office.

PANAMA CANAL IDENTITY CERTIFICATES

26. Employees of The Panama Canal, the Panama Railroad Company, and the members of their families, civilian employees of the United States and the members of their families, and the families of members of the Army and Navy traveling between the continental United States and the Panama Canal Zone may carry identification certificates issued by The Panama Canal in lieu of passports or identity cards issued by immigration officials. Identity certificates of The Panama Canal shall be issued only to citizens of the United States. Aliens resident in the Canal Zone, or alien employees of The Panama Canal, the Panama Railroad Company, or alien civilian employees of the United States desiring to depart from the Canal Zone will be required to have passports or other satisfactory identification papers issued by the official of their Governments. Such aliens desiring to depart for a United States port will be required to execute, before an American Consul at Panama or Colon, two weeks prior to departure, the regular form of declaration of aliens about to depart for the United States.

27. All persons traveling on Panama Canal Identity Certificates shall have such certificates visaed and endorsed by the Departure Control Officer before they will be permitted to go on board the vessel on which they expect to depart.

28. The date of expiration of Panama Canal Identity Certificates shall be within two weeks within the estimated time of arrival of holder in the United States. Before return transportation to the Canal Zone will be issued, such certificates must be visaed by the Washington Office of The Panama Canal. Passengers will surrender such certificates to customs officers at examination on dock after landing for forwarding to the Executive Office, upon arrival in the Canal Zone.

INSTRUCTIONS TO PASSENGERS

29. Limit the articles on your person or in your baggage, as far as possible, to necessary wearing apparel and toilet articles.

30. All baggage which is not to be retained in the stateroom should be delivered at the baggage room 24 hours before sailing time. All passengers having such baggage should arrange with the Chief Customs Inspector to have the baggage examined as far in advance of sailing time as possible.

31. For all articles of commerce and other commodities, excepting necessary wearing apparel and toilet articles of passengers, a Shipper's Export Declaration must be surrendered to the Customs Inspector at the time of the inspection of outgoing baggage before such articles may be placed aboard a vessel. Such declaration shall be applied for in the Customs Office at least 48 hours before departure. This includes commercial travelers' samples, etc., unless they have been previously brought into Panama or the Canal Zone by the same carrier, in which case no export declaration is required. Customs officials will determine as to whether or not an export license is required. Failure to comply with the above may result in seizure of the goods and makes the passenger liable to prosecution.

32. It is unlawful for any person to send, or take out of, or bring into, or to attempt to send or take out of, or bring into the Canal Zone any letter or other writing, or tangible form of communication, except in the regular course of the mail. The penalty for a violation of this statute is a fine of \$10,000 or 10 years' imprisonment, or both.

In absolutely necessary cases a license to take or send such matter out of the Canal Zone outside the regular course of the mails may be granted upon application to the Chief, Division of Civil Affairs, Balboa Heights, at least 72 hours before the time of sailing. Application forms may be obtained from the customs offices or the Civil Affairs office. In case the letter or other writing, or tangible means of communication, is to be delivered directly or indirectly to an enemy or ally of enemy country, the application for a license must be made to the

War Trade Board at Washington. No such license will be granted in the Canal Zone.

33. Travelers should not have in their possession, either on their person or in their baggage, any firearms, ammunition or explosives, nor any written or printed matter, including accumulations of old letters and papers, as the possession of any letter or other writing, book, map, plan or other paper, or picture, or any telegram, cablegram, or wireless message, or any form of communication, may subject the person or persons concerned to detention. (See paragraph 37, following.)

34. The taking out of the Canal Zone, by travelers, of any amounts of money in excess of those specified below is unlawful:

(a) United States notes, National Bank notes, Federal Reserve notes, or Federal Reserve Bank notes, not to exceed \$1,000 for each adult; or an equivalent value of currency, bank notes and coin, *other than gold*, of the countries for which passports have been duly issued to them.

(b) Subsidiary silver coins not to exceed \$100 for each adult, such coin to be in lieu of a like amount of notes under (a) above.

This means that no gold of any kind, no American silver dollars and no United States gold certificates or silver certificates shall be carried out without a license; and that no other coin or paper currency of any country, in excess of \$1,000, shall be taken out of the Canal Zone by any person, except under license.

Applications for license may be obtained from customs officers, and license to take out greater amounts of money than those specified will be issued by the Governor only for good and sufficient reasons. Such application must be made at least 72 hours before time of sailing.

The penalty for a violation of the above statute is a fine of \$10,000 or two years' imprisonment, or both. (See paragraph 37, following.)

35. All passengers will be required to make declaration, on a form provided for that purpose by the Permit Officer, as to the communications or amounts of money which they contemplate carrying with them at the time that departure permit is secured. (See paragraph 37, following).

36. On sailing day passengers must appear at the dock in ample time to permit inspection of their documents and stateroom baggage. The time when this inspection is to be made by customs authorities for any outgoing vessel can be learned from the steamship company.

37. Paragraphs 33, 34, and 35 do not apply to passengers leaving the Canal Zone for the United States by direct boat.

As regards paragraph 33, the communications, maps, pictures, written matter, etc., mentioned therein, may be taken out of the Canal Zone by passengers bound direct to the United States at their own risk. Upon entering a United States port passengers will be required to describe

all such papers upon their customs declarations. Such declaration will relieve the passenger of the penalty provided by law for carrying even innocuous papers, but will not insure the return of the papers if they are seized by the United States customs authorities at the port of entry.

38. Friends and relatives of outgoing passengers, or of the officers or members of the crew, will not be permitted to enter the docks on sailing day, except for very special reasons, when individual passes will be issued by the Port Captain. They should be instructed not to send any fruit, flowers, candy, cigars, or other gifts to the vessel.

39. All passengers should comply strictly with the foregoing instructions and regulations, and should have all arrangements made before sailing date. It is particularly important that application for departure permit be made as soon as possible before the time of sailing, and passengers neglecting to make application early enough may not be able to take the vessels on which they hope to depart.

DIAGRAM OF OUTGOING TRAVEL FROM CANAL ZONE

(For explanation of diagrams, see page 140.)

Designation of persons.	ULTIMATE DESTINATIONS OF JOURNEYS			
	Ports of continental United States.	Ports of United States insular possessions.	Panama ports, other than Panama City, Colon City, and Taboga Island.*	All other points.
<i>General Classes.</i>				
United States citizens.....	PaVe E	PaVe E	P	PaVe E
Hostile aliens.....	PaVD. S	PaVD S	S	PaVeS
Aliens other than hostile.....	PaVDP	PaVDP	Cer. Res P	*PaVePV
<i>Special Classes.</i>				
Members of military or naval forces of U. S. or rebellious. U. S. forces Foreign forces	U. S. forces CE	CE	CE	CE
	Host. Al CE	Host. Al. CE	Host. Al. CE	Host. Al. CE
	Other Al. CE	Other Al. CE	Other Al. CE	Other Al. CE
	U. S. Cit. C	U. S. Cit. CE	U. S. Cit. CE	U. S. Cit. CE
Seamen...	U. S. citizens.....	Ce	Ce.	Ce
	Hostile aliens.....	IS	IS	IS
	Aliens not hostile.....	I	I	I
Foreign officials accredited to U. S. or friendly countries.	PaVe E	PaVe E	Cer. Res. E.	*PaVVe E
Employees of The Panama Canal, Panama Railroad, or U. S. Government and their families, and members of families of U. S. citizen members of U. S. Army and Navy.....	IE	IE	IE	PaVe E

*Permit to be issued direct from Governor, Special, or under Section 3-B, Trading with Enemy Act.

*Visa of U. S. Consul, Panama or Colon City only for those journeying on U. S. vessel.

*These foreign travel regulations do not apply to travel between the Canal Zone and the cities of Panama and Colon, or Taboga Island.

DIAGRAM OF INCOMING TRAVEL TO CANAL ZONE

Designation of persons.	STARTING POINTS OF JOURNEYS.			
	Ports of continental United States.	Ports of United States insular possessions.	Panama ports, other than Panama City, Colon City, and Taboga Island.*	All other points.
<i>General Classes.</i>				
United States citizens.....	Pa	Pa	Cer. Res. or S	PaVe
• Hostile aliens.....	PaVS	PaVS	PaVS	PaVS D
Aliens other than hostile.....	PaV	PaV	Cer. Res.	PaVD
<i>Special Classes.</i>				
Members of or connected with military or naval forces of U. S. or co-belligerent	Hostile aliens.	C	C	C
	Other persons.	C	C	C
U. S. citizens.....	Ce	Ce	Ce	Ce
Seamen....	Hostile aliens.....	IS	IS	IS
	Aliens not hostile.....	I	I	I
Foreign officials accredited to U. S. or friendly countries.....	PaV	PaV	Cer. Res.	PaV
Employees of The Panama Canal, Panama Railroad, or U. S. Government and their families, and members of families of U. S. Army and Navy.....	I	I	I	Pa

* Special permit issued by Governor or under Section 3-B, Trading with Enemy Act.

* These foreign travel regulations do not apply to travel between the Canal Zone and the cities of Panama and Colon, or Taboga Island.

EXPLANATION OF DIAGRAM OF OUTGOING AND INCOMING TRAVEL

The left-hand vertical columns of the diagrams designate, respectively, the classes of persons who will depart from or enter the Canal Zone. Three general classes are designated in accordance with national character. These classes taken together include all travel. As a matter of fact, certain persons, according to their place of residence or occupation, are entitled to special preferential treatment in respect to certain journeys. Consequently four special classes are somewhat subdivided, as designated. Until familiar with the diagram, permit and control officers must be careful in each case for which he uses them to examine both the general and special qualifications, as he may otherwise enforce general rules against persons entitled to special preferences. The top horizontal columns of the diagram designate, respectively, the ultimate destination of outgoing journeys and the starting points of incoming journeys. The letters within the squares formed by the intersection of the horizontal and vertical lines indicate the documents required of the various classes of persons departing for the various destinations or entering from the various starting points. It should be borne in mind that in all cases where documents other than passports or regular permits are allowed, passports or regular permits are, nevertheless, available in lieu of such special documents. The symbols employed in the diagrams, either singly or in combination, have the following values:

SYMBOLS.

C	Command (military or naval).	P.	Permit in regular form.
Ce	Certificate of American citizenship.	Pa	Passport.
D	Declaration (alien).	V	Special permit.
I	Identity card or Panama Canal identification certificate.	Ve	Visa.
Cer. Res.	Certificate of residence, R. P.	E	Verification.
			Endorsement of permit officer.

CHESTER HARDING,
Governor.

Hotel Aspinwall, Taboga.

The Hotel Aspinwall at Taboga does not seem to have lost any of its old-time popularity and with its new electric lighting system in operation, the hotel looks from the sea to be nothing short of any sea-shore resort. On Saturday, November 16, there will be a dinner dance. Boats will leave Balboa at 6 o'clock p. m. Music will be furnished by one of the well-known local orchestras.

Telephone Directory.

A new issue of The Panama Canal telephone directory will be made effective January 1, 1919.

The directory has been corrected to date from information obtained by the telephone department. If there are any changes in organization likely to take place that will in any way affect the telephone directory, such information should be forwarded to the Telephone Supervisor, Balboa Heights, at the earliest date but in any case not later than December 10, 1918, as book will go to press December 15.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Ship draftsman, architectural, mechanical, and structural-steel draftsman (for ship work) (male and female); No. 1628-amended. This announcement cancels announcement No. 2206-amended, of th continuous open competitive nonassembled examination for architectural, mechanical, and structural-steel draftsman, for the Navy Department and Navy Yard service. Grade 1, \$1 to \$1.96 per diem; Grade 2, over \$1.96 to \$5.92 per diem; Grade 3, over \$5.92 to \$6.88 per diem; Grade 4, over \$6.88 per diem.†‡ Form 1312.

Mechanic, qualified as instrument maker (male); No. 1161-amended; forms 304 and 2029; \$1,200 to \$1,800 a year.†‡

Over (male); \$840 a year; No. 347-amended; December 3, 1918; form 1800; age, 18 years and over.*

Blue printer (male and female); \$2 per diem to \$900 a year; No. 441-amended; form 1312; age 18 years and over †‡

Teacher (male and female); Indian Service; \$600 to \$720 a year; November 24, December 15, 1918, and January 26, 1919; age, 20 to 49 years, inclusive. Form 1312 †

Biological assistant (male); \$1,200 to \$1,800 a year; November 26, 1918; No. 611-amendment * Cement tester (male); \$900 to \$1,200 a year; No. 2251-amended, supplemental.†

Assistant in warehouse investigations, Grade 2 (male). \$1,200 to \$1,800 a year; December 8, 1918; No. 595; form 1312 †

Assistant in transportation, grade 1 (male); \$1,800 to \$2,700 a year; No. 596, form 2118 † Assistant in transportation, grade 2 (male and female); \$1,200 to \$1,800 a year; December 8, 1918; No. 597; form 1312.†

Textile tester (female); \$1,080 to \$1,380 a year; December 3, 1918; No. 616; form 1312; age, 20 to 59 years, inclusive.*

Farmer (male); \$600 to \$900 a year; No. 617; form 1312; age, 21 to 51 years, inclusive.†‡

Field matron (female); \$600 to \$840 a year; No. 618; form 1312; December 15, 1918, age, 25 to 49 years, inclusive.

Matron (female); \$600 to \$840 a year; No. 618; form 304; December 15, 1918; age, 25 to 44 years, inclusive.

Assistant in extension work with women (female); Grade 1, \$2,200 to \$3,000 a year; Grade 2, \$1,800 to \$2,400 a year; No. 619; form 2118; December 3, 1918; age, 25 to 51 years, inclusive.

Law clerk and typewriter (male); \$1,500 to \$1,740 a year; No. 620; forms 304 and 2226; age, 27 years and over; December 15, 1918.†

Assistant inspector of weights and measures (male); \$1,200 to \$1,800 a year; No. 624; form 1312; December 3, 1918.*†

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

‡ Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

§ In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens on the eligible list.

Weather Conditions in October, 1918.

Rainfall for the month was unusually heavy over the Atlantic section, generally above normal in the Central section, and below normal along the Pacific Coast. The monthly totals at Frijoles, Monte Lirio, Gatun, and Brazos Brook were the highest of record for the month of October, and the monthly rainfall at the Colon station was the heaviest October rainfall of record at this station since 1872.

The monthly rainfall in the Canal Zone and vicinity ranged from 3.90 inches at Taboga to 27.30 inches at Brazos Brook. The greatest amount of precipitation recorded in 24 consecutive hours was 8.12 inches at Brazos Brook on the 16-17th.

The estimated average rainfall over the Gatun Lake watershed was 17.81 inches, or 15 per cent above the 8-year mean, and the average rainfall over the Chagres River basin above Alhajuela was 20.86 inches, or 43 per cent above the 17-year mean.

The average air temperature and relative humidity were approximately normal. The wind movement was above normal at all stations and the atmospheric pressure was slightly below normal on both coasts.

Wind action caused much damage along the beach in Panama city and at nearby points on October 21 and 22, due to the coincidence of abnormally high spring tides and fresh southerly winds.

The cloudiness was unusually heavy over the Atlantic section, and approximately normal on the Pacific side. Evaporation from the surface of Gatun Lake was slightly below normal.

Elevation of Gatun Lake (feet above mean sea level) were: Maximum 86.46 on the 18th; minimum 85.38 on the 1st; monthly mean 85.91.

The evaporation from Gatun Lake surface was 4.127 inches.

October weather conditions at the two coast stations are summarized in the following table.

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days of .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Direction.
*Balboa Heights....	29.834	79.8	91	Oct. 5	71	Oct. 1	89.8	9.16	10.25	10	5.367	N.W.	28	S.W.
Colon.....	29.832	79.4	89	Oct. 23	72	Oct. 1	89.0	27.07	14.89	25	5.676	W.	34	E

*Formerly Ancon.

Official Circulars.

Foremen Responsible for Safe-keeping of Materials and Equipment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALROA HEIGHTS, C. Z., November 7, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

My attention has been called to the fact that a considerable quantity of cement sacks, scrap copper and brass, building hardware, etc., which was stolen from The Panama Canal has been recovered by the Police Division, and it is evident that the foremen who are responsible for the safe-keeping of this material have been negligent.

All foremen handling such material for which there is a ready sale should be advised that they will be held personally responsible for the safe-keeping of same, and that they will be required to pay for any material which may be stolen through their negligence. All material of salable value should be kept under lock.

CHESTER HARDING,
Governor.

Special Rates, Panama Railroad.

PANAMA RAILROAD COMPANY,

OFFICE OF AUDITOR,

BALROA HEIGHTS, C. Z., October 21, 1918.

CIRCULAR R. A. No. 603:

To all concerned—Effective November 1, 1918, Circulars Nos. RA-536 and 540, providing special passenger rates and rates for special cars and trains on the Panama Railroad, will be canceled and the following rates become effective:

I. SUNDAYS AND HOLIDAYS.

a. Special round-trip rates for Sundays and holidays will be granted as follows:

1. First-class round-trip tickets \$2.50
2. Second-class round-trip tickets 1.50
3. Employees' first-class round-trip tickets 1.50

b. The first-class \$2.50 tickets may be sold to any first-class passenger.

c. The first-class \$1.50 tickets will be sold only to employees of The Panama Canal, Panama Railroad, and United States Government on the gold roll, and to their families. Employees of The Panama Canal and Panama Railroad, and others who have the commissary authority cards, will identify themselves with these cards when

purchasing tickets for themselves and families. Officers and enlisted men of the Army and Navy in uniform may purchase these tickets for themselves and families without further identification.

d. These special Sunday and holiday tickets will be good only going on regular passenger trains leaving terminals after 4 o'clock p. m. on Saturdays and on the days preceding holidays, and on Sundays and holidays to and including trains leaving terminals at 7 o'clock p. m.

II. SPECIAL EXCURSION RATES.

Special rates for one-day excursions may be granted to organizations where 400 or more tickets will be sold, at the one-way rate for the round trip, with a minimum of 25 cents per ticket either first or second-class and a maximum of \$1 first-class and 75 cents second class.

NOTE: Sunday and holiday and excursion tickets sold at the above rates will not be accepted for transportation on any other trains except as specified above, and under no circumstances will refund be made for unused portions of such tickets.

III. SPECIAL CARS.

Special coach for passengers holding regular transportation good on train to which coach is to be attached (one way), \$25.

IV. SPECIAL TRAINS.

a. The charge for running a special train will be \$100, which amount must be deposited or guaranteed before the train is furnished. The rate for one-way train is the same as for a round trip. This rate is for outsiders, as well as employees, and the passengers must have the same forms of transportation as are required on the regular trains, that is, regular tickets, passes, 24-trip tickets, or mileage.

b. For special trains for organizations entitled to employees' rates, on which transportation is not to be collected, the charge for a special train of one coach will be \$100, as above, and for each additional coach, \$40. On such trains conductors will simply make a report of the number of passengers carried.

H. A. A. SMITH,
Auditor.

S. W. HEALD,
Superintendent Panama Railroad Company.

Approved:

CHESTER HARDING,
President The Panama Railroad Company.
Governor The Panama Canal.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., November 2, 1918.

To all concerned—The following changes, involving additions and removals, have been made, effective November 1, 1918, in the United States Enemy Trading List by the War Trade Board:

ADDITIONS.**CHILI.**

Casa Alemana (R. Klapp & Co.), Temuco.
Cholowiecki & Co., Osorono Lautaro.
Klapp, R. & Co. (Casa Alemana), Temuco.
Muller, Osorono Lautaro.
Oestreich, Dr. Gustavo Eajipee, Santiago.
Victor & Co., Emanuel, Santiago.

GUATEMALA.

Diesseldorff, F. P., Coban.
Thomas Hermanos, Coban.

MEXICO.

Aladro, Manuel, Vera Cruz.
Aizoveta y Cia., Suers, Acapulco.
Baltus, Frank, Mexico City.
Ciudad de Mexico (A. Salman), San Luis Potosi.
Caria Alvarez Hermanos, Mexico City.
Henning, August, Puebla.
Jetersen, Federico, Puebla.
Salman, A. (Ciudad de Mexico), San Luis Potosi.

VENEZUELA.

Brankamp, Max, Caracas.
Barau & Company, Caracas.
Ferrer & Co., Maracaibo.
Sociedad Comercial Corporacion Maracaibo.
(Cooperative).

REMOVALS.**CHILI.**

Roepeke, Otto, Valdivia.

COSTA RICA.

Guell, Rogelio Fernandez (El Imperial), San Jose.

GUATEMALA.

Perez Hermanos, Guatemala City.

MEXICO.

Gomez & Co., Mexico City.
Garcia, Manuel (La Internacional Torreon, Frontera).
Sierra, R. y Hermanos, Suers, Vera Cruz.
"Arco Iris."

PERU.

Benites, Guillermo, Lima.
Benites, Jose T., Lima Naranjo (?).
(Lima and Naranjo)
Luis, Carlos, Lima and Callao.
Romero, Abraham V., Mollendo.

VENEZUELA.

Mir, Andres, Ciudad Bolivar.
C. H. CALHOUN,
Chief, Division of Civil Affairs.

Band Concert Schedule.**16th Band, Coast Artillery Corps.**

Army and Navy club, Cristobal—November 7, 14, 21, and 28.
Fort Sherman movies—November 5, 12, 19, and 26.
Fort Randolph movies—November 6, 13, 20, and 27.
Fort de Lesseps (afternoon)—November 6, 13, 20, and 27.
Fort Randolph (afternoon)—November 7, 14, 21, and 28.
Enlisted men's dance at Fort Sherman or Fort Randolph—November 2 and 16.

33d Infantry Band.

Cristobal bandstand—November 5, 12, 19, and 26.
New Gatun—November 4, 11, 18, and 25.
Gatun clubhouse—November 1 and 15.
Sibert's curve, Gatun—November 6, 13, 20, and 27.
Officers' club dance—November 8 and 22.

Porto Rican Infantry Band.

Corozal—November 5, 12, 19, and 26.
Empire movies—November 4, 6, 11, 13, 18, 20, 25, and 27.
Camp Otis movies—November 7, 14, 21, and 28.
Camp Gaillard officers' dance—November 8 and 22.

5th Band, Coast Artillery Corps.

Quarry Heights—November 6, 13, 20, and 27.
Fort Amador—November 7, 14, 21, and 28.
Fort Amador movies—November 1, 5, 8, 12, 15, 19, 22, 26, and 29.
Officers' dance—November 1.
Enlisted men's dance—November 2 and 16.
U. S. Naval Air Station and Submarine Band.
Cristobal bandstand—November 15.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., October 29, 1918.

The following insufficiently addressed letters and papers have been received in the office of the Director of Posts, and may be obtained upon request of the addressee. Requests may be made by telephone, calling No. 182, Balboa:

*Bourne, Mrs. Theresa A.	*Linthicum, Harry E. Riofaco, Gorgonio
Brown, Geo. E. (Box 1921)	Savigny, Dr. A. B. Strunk, Wilbert T.
*Chevannes, Mrs. Mary	Tucker, Olive
Everson, J. L.	Vaughn, Mrs. William T.
Gaynor, Arthur B.	Welan, Mrs. Isabel M. de
Jasper, G. H.	Young, Miss Rosa A.
Jefferson, W. (Box 534)	

BALBOA HEIGHTS, C. Z., November 8, 1918.

Agard, James A.	Masters, A.
Armstrong, J. W.	McConcy, Mrs. Eugene
Atkins, Mrs. Jos. A.	Offutt, Caspar Y.
Augustini, Miss Lionide	Prine, J. E., Box 2.
Bussing, Elmer	Sackett, Gresham
Clint, Mrs. M. L.	Sterling, Chas., c/o A. C. Foulk
Cotter, John H. (2)	Spaulding, Rev. C. E. (2)
Domenech, Chas. G.	Thomas, C. H.
Dotton, Inza	Thomas, Magrit
Jackson, R. W.	
Lindgren, Harry	

* Paper or parcel.

October Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, Oct. 1918.
	1916	1917	1918			
Paritic section—						
Balboa	10.86	5.79	8.52	9.32	20	20
Balboa Heights.	10.17	6.11	9.16	10.25	22	19
Miraflores	14.27	7.56	10.01	12.05	11	21
Pedro Miguel	15.72	6.01	10.57	11.84	11	23
Rio Grande	15.30	5.92	16.02	12.48	14	24
Central section—						
Culebra	14.52	5.56	16.81	11.43	30	22
Camacho	13.81	6.76	15.66	13.20	13	27
Empire	14.29	6.38	20.15	13.28	14	25
Gambua	13.46	11.21	17.25	12.79	36	25
Juan Mina	20.39	11.75	16.77	14.83	9	25
Alhajuela	19.31	13.73	12.03	14.01	20	26
Vigia	17.85	16.88	14.81	16.22	11	26
Frijoles	13.83	9.20	19.36	15.91	7	23
Trinidad	17.60	13.03	15.71	14.49	11	27
Monte Lirio	17.20	10.04	23.57	16.80	11	25
Atlantic section—						
Gatun	16.37	10.05	22.73	16.50	14	27
Brazos Brook	18.11	10.50	27.30	16.98	13	25
Colon	17.59	7.87	27.07	14.89	49	25

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Panacanal," Panama; in the United States, "Panacanal, Washington."

Rainfall from Oct. 1 to 31, 1918, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Balboa	1.83	21	8.52
Balboa Heights.....	2.20	6	9.16
Miraflores	2.07	7	10.01
Pedro Miguel.....	2.20	21	10.57
Rio Grande	4.59	21	16.02
<i>Central section—</i>			
Culebra	4.30	21	16.81
*Camacho.....	2.28	21	16.66
Empire	5.09	21	20.15
Gamboa	2.62	23	17.25
*Juan Mina	2.76	12	16.77
Alhajuela	2.04	11	12.03
*El Vigia	2.92	11	13.81
Darien	4.86	18	18.86
Frijoles	2.43	14	19.36
*Trinidad.....	3.33	1	15.71
*Monte Lirio	4.77	18	23.57
<i>Atlantic section—</i>			
Gatun	5.42	16-17	22.73
*Brazos Brook.....	8.12	16-17	27.30
Colon	7.66	16-17	27.07
†Bocas del Toro.....	1.18	12	4.32

*Standard rain gauge—readings at 5 p. m. daily.
Automatic rain gauge at unstarred stations—values,
midnight to midnight.

†Standard rain gauge—readings at 8 a. m. daily.

Additions to Commissary Stock.

Dress goods, voile, white, 27", yd.....	\$0.30
Holders, hair ribbon, ea.....	.08
Hose, children's, pr.....	.24
Needles, sewing, 25s. paper.....	.15
Paste, tooth, Forhan's, tube.....	.23
Petticoats, white muslin, embroidery trimmed, ea.....	1.25
Petticoats, white muslin, embroidery trimmed, ea.....	1.55
Soap, Resinol, cake.....	.23
Suiting, cloth, Goff, yd.....	1.15
Suits, union, ladies' lisle, suit.....	.75

Thread, Clark's, white, 200-yd. spool....	\$0.07
Ties, 4-in-hand, silk, ea.....	.47
Clark's patent vamp, chromo mat, kid top button shoes, sizes 3 to 8, pr.....	1.90
Child's patent vamp, chromo mat, kid top button shoes, sizes 8½ to 11, pr....	2.85
Child's patent vamp, white kid top, but- ton shoes, sizes 3 to 8, pr.....	2.20
Misses' white cloth lace bals, 6½" top, sizes 8½ to 11, pr.....	2.65
Misses' white cloth lace bals, 7½" top, sizes 11½ to 2, pr.....	2.85
Men's bluchers, tan lotus calf brogan, double sole, pr.....	7.25
Women's white kid lace bals, pr.....	8.50
Women's gray cloth top, lace bals, pr....	4.20
Women's white cloth, leather trimmed lace bals, pr.....	4.10
Women's dull kid lace Oxfords, plain toe, pr.....	5.05
Women's gun metal lace Oxfords, military heel, pr.....	5.05
Women's golden brown kid lace Oxfords, military heel, pr.....	3.95
Women's white suede lace Oxfords, pr....	5.05
Dressing, shoe, mahogany paste, box....	.17
Polish, shoe, white liquid, bot.....	.17
Bags, hand, matting, ea.....	1.00
Bowls, finger, ea.....	.28
Community silver, par plate, Monroe pat- tern:	
Spoons, tea, ea.....	.12
Spoons, dessert, ea.....	.23
Spoons, table, ea.....	.25
Forks, dessert, ea.....	.23
Forks, medium, ea.....	.25
Knives, medium, embossed handle, ea....	.34
Knives, dessert, embossed handle, ea....	.33
Rackets, tennis, Slocum, ea.....	3.85
Screw driver, No. 130, Yankee, quick re- turn, right and left, spiral ratchet, ea...	2.15
Books, crochet, No. 2, ea.....	.08
Books, crochet, No. 3, ea.....	.08
Books, crochet, No. 5, ea.....	.08
Books, crochet, No. 10, ea.....	.08
Dress goods:	
Voile, white, 40", yd.....	.45
Voile, white, 40", yd.....	.58
Voile, white, 40", yd.....	.84
Hose, children's, cotton, pr.....	.32
Ties, 4-in-hand, open end, ea.....	.73
Vests, ladies', cotton, ea.....	.18

COMMISSARY NOTES.**Baseball Shoes.**

Two numbers of Spalding's official baseball shoes are now carried in stock at Balboa, Cristobal, and Pedro Miguel commissaries.

Bottles.

Patrons are requested to cooperate to the extent of returning all empty bottles as promptly as possible. Our bottling plant is sometimes handicapped owing to shortage of bottles and it is desired to restrict the purchase of new bottles to the lowest possible minimum on account of the present high prices.

Bathing Suits.

On a shipment of bathing suits recently received from the States each garment bears a tag reading as follows, which will doubtless be of interest to commissary patrons:

"While we believe this garment to be fast in color under all ordinary conditions, the present scarcity of dyestuffs makes it impossible for us to guarantee it."

Cigars and Cigarettes.

A shipment of six brands of Havana cigars and one brand of cigarettes, and a shipment of Jamaica cigars and cigarettes have been received. The difficulty in securing transportation was the principal cause of the tobacco shortage on the Canal Zone. A large order has been placed for States' cigars and with shipments from the other markets, there is every reason to believe that such a shortage will not be repeated.

Heavy Iron Kettles.

Polished cast-iron 6-quart kettles are now on sale in all commissaries. They will fill a want for an exceptionally heavy kettle for the making of preserves, jellies, etc.

Electric Irons.

The commissary has received a shipment of electric irons. These have been placed on sale at a price of \$4.95 each.

Bath Robes.

A recent addition to stock, men's Jacquard blanket bath robes with girdles, is an especially good value and is meeting with ready sale.

Christmas Cards.

Yuletide cards and greeting cards were placed on sale at Ancon, Balboa, Cristobal, Pedro Miguel, Gatun, and Empire commissaries on Thursday, November 7.

Straw Hats.

A shipment of 60 dozen men's straw hats of exceptionally good quality has been received from a well-known manufacturer. They are on sale at the low price of \$2.10.

Steamer Rugs.

One of the best values being offered to-day by the commissaries is English woolen steamer rugs. These rugs were purchased at pre-war prices and they are very much appreciated by those going to the States during the winter months.

Ladies' Neckwear.

The announcement of the arrival of a good assortment of ladies' novelty neckwear, in pink, blue, and white, consisting of collars and cuffs to match will be of interest to many commissary patrons.

Bathing Suits.

A new line of men's 1-piece bathing suits with cluster trimming has recently been received in the following combination of colors: Black and orange, green and gold, cardinal and gray, and green and gray.

There was also received a shipment of 2-piece suits with V-neck in gray and white. Both styles are priced at \$5.35 per suit.

Ladies' Wear.

The commissaries have recently received quite a number of ladies' ready-to-wear articles, some of the more attractive ones being nightgowns and chemises, satin petticoats with scalloped edges and elastic waist bands; also muslin petticoats, lace and embroidery trimmed. There are also some very attractive pink camisoles in silk and silk crepe being displayed.

Make Our Own Crackers.

Advice has been received from the commissary purchasing agent to the effect that the biscuit companies, from whom we have been purchasing, have discontinued the manufacture of soda crackers at the present time as their ovens are being used exclusively for the manufacture of hard-tack for the Government.

The Commissary Division anticipated this state of affairs and has already arranged for the purchase of cracker-making machinery. When this is received, it will insure an ample supply of fresh crackers at all times.

Women's Shoes.

Three items of women's shoes recently received will meet with demand for the type of shoe suitable for semidress wear.

Two are of white "Reignskin"—cloth easily cleanable with white soap and a stiff brush—one a pump and the other a plain toe lace Oxford with the slender lines and high heels now in vogue. The third is a dull-kid pump, similar to the white that are being worn for evening use in place of the usual patent leathers.

They are priced at \$4.30, \$4.90, and \$5.85, respectively.

"Army Shoe" Withdrawn from Sale.

Two styles of the so-called Army shoe sold by the Commissary Division have been withdrawn from stock temporarily due to the fact that the sole leather in these shoes has proved to be of inferior quality although from all appearances it seems good.

It is not the intention of the Commissary Division to sell anything but first-class goods and it has been decided not to retail these two numbers pending correspondence with the suppliers regarding satisfactory adjustment.

Among the other styles of work shoes which the commissary has on hand are the following: Russia calf, army last bluchers, Stetson, at \$9.50; Russia calf, outing bals, scout style, at \$4.75; Russia, heavy double welt soles, at \$5.35 and Russia, heavy double welt soles, extra high top, at \$5.65.

Christmas Toys.

Christmas toys will be placed on sale at 8 a. m., Monday, November 18, in the warehouse at rear of Cristobal commissary, Gatun commissary, Balboa commissary, Red Tank commissary for Pedro Miguel, Empire, and Paraiso, Lodge Hall over Y. M. C. A. at Ancon.

Orders for Christmas trees at 60 cents (small), \$1.20 (medium) and \$3 (large) will be taken by solicitors and at commissaries and by the deposit account order desk at Cristobal commissary, November 21 to 29, inclusive.

The Commissary Division must be advised of any change in patron's address between time of placing order and receipt of tree.

Managers are instructed not to permit inspection, sale, or reservation of toys prior to opening of sale.

Custom Tailoring.

So that Cristobal and Gatun patrons may have the same service that is enjoyed by those living on the Pacific side, a complete tailoring establishment has recently been opened at Cristobal commissary under the direct supervision of a white American tailor, and suits are now being turned out in five or six days time. This is proving much more satisfactory than the former system of having the tailor at Cristobal commissary but one day a week to take measures and make "try-ons."

With this shop running, much better results are expected both as to time and class of work as the working force is smaller, which permits the tailor in charge to keep in very close touch with the work at all stages. The Cristobal shop is opened not only to eliminate the congestion at Ancon, but also with a view of giving better service to the customers living on the Atlantic side of the Isthmus.

Arrangements have also been made at both Ancon and Cristobal to take care of any orders received for ladies' tailoring.

Linen.

While the stock of linen is diminishing daily and the manufacture of pure linen is practically prohibited in Belfast, except for war purposes, the Commissary Division still has a very good assortment at the present time to offer its patrons for the Christmas trade.

The present assortment consists of the following items:

Tablecloths, with napkins to match; tablecloths without napkins to match; napkins without tablecloths to match; hand embroidered, hemstitched, tea or lunch cloths; plain linen hemstitched tea or lunch cloths; scalloped edge and embroidered tea or lunch cloths; hemstitched and embroidered tea or lunch sets; round tea or lunch cloths embroidered with scalloped edge; embroidered tea or lunch napkins; hemstitched damask tea or lunch napkins; round embroidered plate doilies; embroidered and hemstitched sideboard and dresser scarfs; plain linen, hemstitched tray cloths; embroidered and hemstitched linen bedspreads for large double beds; embroidered and hemstitched linen bedspreads for single and three-quarter beds; plain linen, hemstitched pillowcases; embroidered and hemstitched pillowcases; embroidered and hemstitched and lace trimmed pillowcases; hemstitched huck towels; embroidered guest huck towels; huck toweling by the yard; kitchen toweling by the yard.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., November 20, 1918. No. 14.

Publication of Ships' Movements.

The Secretary of the Navy, on November 12, published the following:

"The Navy Department considers that the restrictions that have been placed on publication of arrivals and departures of merchant vessels and other shipping news may now be removed. The Department appreciates the cooperation that the press has given it in this particular matter. Should the occasion arise when it might become necessary to place the same restrictions on shipping news as has been placed in the past, the press would be so informed. The Department does not expect that such a necessity will arise. If it does we feel sure that we can expect the same cooperation that previously has prevailed."

Notice to Mariners—Lighthouse Subdivision.

The following aids to navigation have been relighted November 13, 1918:

Atlantic entrance—

Toro Point Lighthouse
West Breakwater Beacon
East Breakwater Gas Buoy

Tower No. 5—Mindi } Sea
Tower No. 6—Gatun } Range

Pacific entrance—

Gas Buoy No. 1
Gas Buoy No. 2
Gas Buoy No. 5
Gas Buoy No. 6
Gas Buoy No. 9
Gas Buoy No. 10
Gas Buoy No. 13

Gas Buoy No. 14
Gas Buoy No. 18
Beacon No. 19
Beacon No. 21
Tower No. 1 } Sea Range
Tower No. 2 }

Beacon No. 17 has been damaged; will be reconstructed at earliest possible opportunity.

F. KARIGER,

Pilot in Charge Aids to Navigation.

Circular Letter to Local Telegraph and Shipping Offices.

NAVAL RADIO STATION, BALBOA, CANAL ZONE,

November 12, 1918.

1. By order of the Director of U. S. Naval Communications, commencing November 15, 1918, regular commercial traffic between U. S. merchant ships and U. S. naval radio shore stations and vice versa will be permitted on 600 meters with radio stations at Portland, Me.; Portsmouth, N. H.; Boston, Siasconsette, Mass.; New York; Cape May; Virginia Beach; Beaufort, N. C.; Charleston, S. C.; St. Augustine, Jupiter, Miami, Key West, Tampa, Pensacola, Fla.; Mobile, Ala.; New Orleans, Burwood, La.; Port Arthur, Gal-

veston, Point Isabel, Texas; Balboa, and Colon, C. Z. Regular commercial radio procedure shall be used.

2. You will be immediately informed when authority is received to establish regular commercial radio traffic with other than U. S. merchant ships.

F. L. RIEFKOHL,
Lieutenant Commander, U. S. Navy,
Communication Officer, Canal Zone.

Panama Railroad Ships Will Not Stop at Charleston.

Effective November 13, ships of the Panama Railroad Line ceased making calls at the port of Charleston, S. C.

Traffic Via New Orleans, Swan Island, and Canal Zone.

Resumption of commercial traffic between New Orleans, Swan Island, and Canal Zone has been authorized, effective November 15.

War Savings Stamps.

The cash sales of War Savings Stamps from March 22, the date when the first lot was received, to October 31, amounted to \$433,565.88, representing \$505,000 maturity value of the stamps. Sales to the cash value of \$48,947.80 were made during the month of October, in spite of the fact that the Fourth Liberty Loan campaign was in full blast, during which all War Savings publicity was temporarily suspended. The Canal Zone quota arbitrarily fixed at \$500,000 maturity value in the campaign ended June 28, 1918, has therefore been exceeded two months in advance of the expiration date.

Dance at the Aspinwall.

An enjoyable dance was given the guests of the Hotel Aspinwall, Taboga, Saturday evening, November 16. The hotel was attractively decorated for the occasion, and its new electric lighting system contributed to the general effect.

There were 132 guests served at the Aspinwall on Sunday, the 17th. Another dinner dance will be held November 30.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant market milk specialist (male); No. 76-supplemental; \$1,500 to \$1,740 a year. November 8, 1918.*†

Production expert (male and female); No. 463-amended; form 2118; grade 1, class "A," \$4.48 to \$5.52 per diem; grade 1, \$5.92 to \$6.88 per diem; grade 2, \$6.88 to \$8.32 per diem.†

Chemical laboratorian (male and female); No. 516-amended; form 1312; \$900 to \$1,500 a year. Applicants must not have reached their fortieth birthday on date of examination.†

Chemist's aid (male and female); No. 516-amended; form 1312; \$720 to \$900 a year. Applicants must not have reached their thirtieth birthday on date of examination.†

Traveling auditor, income tax unit, Internal Revenue Bureau; (male and female); form 1312; grade 1, \$1,800 to \$2,500 a year; grade 2, \$2,500 to \$3,000 a year; grade 3, \$3,000 to \$4,500 a year.††

Resident auditor, income tax unit, Internal Revenue Bureau (male and female); form 1312; grade 1, \$1,800 to \$2,500 a year; grade 2, \$2,500 to \$3,000 a year; grade 3, \$3,000 to \$4,500 a year.††

Assistant physicist qualified in microscopy (male and female); form 1312; \$1,400 to \$1,800 a year. Applicants must have reached their twentieth birthday on the date of making oath to the application.††

Laboratory assistant qualified in microscopy (male and female); form 1312; \$1,200 to \$1,400 a year. Applicants must have reached their twentieth birthday on the date of making oath to the application.††

Chemical laboratorian (male and female); \$900 to \$1,500 a year; No. 516-amended; form 1312. Applicants must not have reached their fortieth birthday on date of making oath to application.††

Chemist's aid (male and female); \$720 to \$900 a year; No. 516-amended; form 1312. Applicants must not have reached their thirtieth birthday on date of making oath to application.††

Fire test foreman (male); Bureau of Standards, Department of Commerce, Pittsburgh, Pa.; \$1,500 a year; No. 634; form 1312; December 10, 1918. Applicants must have reached their twenty-fifth birthday on date of examination.*†

Production expert (male and female); Bureau of Construction and Repair, Navy Department, Washington, D. C.; No. 463-amended; form 2118; grade 1, class A, \$4.48 to \$5.92 per diem; grade 1, class B, \$5.92 to \$6.88 per diem; grade 2, \$6.88 to \$8.32 per diem.††

Railway mail clerk (male and female); \$1,100 a year; No. 456-amended; form 404. Applicants must have reached their eighteenth but not their thirty-fifth birthday on date of examination, must measure at least 5 feet 2 inches in height without boots and shoes, and must have no physical defects. December 1, 1918.†

Assistant in nematology (male and female); \$1,000 to \$1,800 a year; No. 629; form 2118; Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; December 10, 1918. Applicants must have reached their twenty-first birthday on date of examination.*†

Assistant physicist qualified in microscopy (male and female); Bureau of Standards, Department of Commerce, Washington, D. C.; \$1,400 to \$1,800 a year; No. 623; form 1312. Applicants must have reached their twentieth birthday on date of making oath to application.††

Laboratory assistant qualified in microscopy (male and female); Bureau of Standards, Department of Commerce, Washington, D. C.; \$1,200 to \$1,400 a year; No. 623; form 1312. Applicants must have reached their twentieth birthday on date of making oath to application.††

Traveling auditor (male and female); Deputy Commissioner, Income Tax Unit, Bureau of Internal Revenue, Treasury Department, Washington, D. C. grade 1, \$1,800 to \$2,500 a year; grade 2, \$2,500 to \$3,000 a year; grade 3, \$3,000 to \$4,500 a year; No. 625; form 1312.††

Resident auditor (male and female); Deputy Commissioner, Income Tax Unit, Bureau of Internal Revenue, Treasury Department, Washington, D. C., grade 1, \$1,800 to \$2,500 a year; grade 2, \$2,500 to \$3,000 a year; grade 3, \$3,000 to \$4,500 a year; No. 625; form 1312.††

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

†† Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

‡ In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens on the eligible list.

Canal Zone United War Work Campaign.

The campaign for raising the Canal Zone quota of \$30,000 to the United War Work Campaign of \$170,000,000, is meeting with gratifying support. The Governor has addressed a letter to employees of The Panama Canal and the Panama Railroad Company explaining in detail the work of the organizations interested and urges support of the undertaking in its closing paragraphs which follow:

At the request of the President, these organizations have combined their forces for the purpose of raising funds and have formed the organization known as the United War Work Campaign. Among the activities conducted by these organizations are the following:

Places for rest and recreation are provided for soldiers. Canteens are conducted. Motion pictures are shown free. Over two thousand recreational centers are maintained in France. Educational and religious work is provided. Over ten thousand welfare workers are maintained overseas many of whom serve without compensation. These will serve to illustrate a few of the many lines of welfare work prosecuted, which must be done through other than governmental agencies.

The cause is a noble one and worthy of all that we can do to make it successful. The coming months will be especially trying to our forces. With more time at their disposal, temptation in its various forms, will place itself before our men. We must supply the means to strengthen the organization engaged in the work that relief may be carried on until the emergency has passed.

The Canal Zone quota is \$30,000. It is estimated that approximately \$10,000 has been raised during the past week. We must depend upon contributions from employees to raise the balance of the fund. All have been provided with cards authorizing monthly deductions from pay for this fund. Contributions may be made in three ways: (1) A cash payment to the Treasurer of the Canal Zone United War Work Campaign, Mr. J. H. McLean, Balboa Heights. (2) A subscription in one payment by pay roll deduction. (3) Monthly payments by pay roll deduction.

For this fund, the way is open for each employee to donate as liberally as possible, either in a lump sum or in monthly installments until the emergency has passed.

Let us all help the cause by signing and sending in our pay roll deduction pledges, or by making substantial cash contributions.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Edgar S. Davis.....		U. S. A.....		The Panama Canal..	October 26, 1918.
Manuel Calcamont....	162137	Colombia.....	Balboa.....	Supply Department..	October 18, 1918.
Alphonso Dillon.....	136386	Jamaica.....	Panama.....	Dredging Division...	October 30, 1918.
Ernest Leach.....	26019	Barbados.....	Panama.....	Dredging Division...	October 21, 1918.
Manuel Massa.....	41083	Panama (C. R.)..	Colon.....	Supply Department..	October 24, 1918.
Thomas Quasmmie....	43860	St. Vincent.....	Panama.....	Mechanical Division.	November 5, 1918.

Official Circulars.**Appointment.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 13, 1918.

CIRCULAR No. 661-67:

1. Mr. Thomas F. Roth is hereby appointed Deputy Collector of The Panama Canal. He will act for the Collector of The Panama Canal during such periods as he may be designated by the Governor of The Panama Canal to perform the duties of the Collector during the Collector's absence or disability.

2. Before authority is given him to act for the Collector, the required stipulation and consent agreements must be executed by the surety on the bond of the Collector.

CHESTER HARDING,
Governor.

Indistinct Carbon Copies.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 16, 1918.

All concerned—Complaint has been received that carbon copies of official correspondence, cablegrams, etc., sent to officials and employees for their information, are frequently so indistinct that they can be read only with difficulty. This is due to the use of worn carbon paper, or by typists attempting to secure too many copies at one operation.

Carbon copies of communications which are difficult to decipher should not be sent to others to read, and file copies in particular should be clear cut and legible. Stenographers and typists will be held responsible for the legibility of their work.

C. A. McILVAINE,
Executive Secretary.

Sunday and Holiday Tickets.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., October 31, 1918.

CIRCULAR No. R. A. 603-1:

To all concerned—Sunday and holiday tickets and excursion tickets sold at rates fixed in Circular No. R. A. 603, dated October 21, 1918, will not be accepted for transportation on any other trains except those specified, and under no circumstances will refund be made for unused portions of such tickets. Refunds will be made for whole tickets in cases, where, for unavoidable reasons, the purchasers can not make use of the tickets on the dates for which the tickets were sold.

H. A. A. SMITH,
Auditor.
S. W. HEALD,
Superintendent.

Approved:

CHESTER HARDING,
President Panama Railroad Company
Governor The Panama Canal.

Cable Service.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., November 16, 1918.

CIRCULAR No. 1178:

Agents and operators—The following telegram from the Central and South American Cable Company, dated to-day, is quoted for your information and guidance:

"Owing to heavy congestion due to interruptions cables between New York and Europe and shortage of staff at British cable stations on account of epidemic of sickness, discontinue acceptance of deferred rate cablegrams to Europe from midnight to-night."

W. F. FOSTER,
Master of Transportation.

Enemy Trading List.

The following changes in the Enemy Trading List will be made as of date November 1, 1918:

ADDITIONS.**ARGENTINE.**

Argentinisches Tageblatt.....	Buenos Aires.
Boo Brothers & Company.....	Buenos Aires.
Compañía Rural Bremen.....	Buenos Aires.
Fabrica Alemana de Productos Quimicos (Muller, Rodolfo G., Stigliano & Company).	Calle Pueytreron 49, Buenos Aires.
Kulcke, Frankel & Company...	Buenos Aires.
Muller, Rodolfo G., Stigliano & Company (Fabrica Alemana de Productos Quimicos).	Calle Pueytreron 49, Buenos Aires.
Rohde, Rappard & Langlosh....	Buenos Aires.
Seidel, F.....	Mendoza.

BRAZIL.

Barber, Alfredo & Company....	Para.
Behrend, Schmidt & Company..	Rua da Alfandega 46 and Caizade Consolo 724, Rio de Janeiro.

Burkhardt, Max, Joao, Alfredo 99	Para.
Hoepeke, Carlos, Jr.....	Florianopolis.
Hoepeke, Max.....	Florianopolis.

CHILI.

Casa Alemana (Klapp, R., & Co.)	Temuco, Osorno, Lautaro.
Chodowiecki & Company.....	Valparaiso.
Emanuel, Victor & Company...	Santiago.
Klapp, R., & Company (Casa Alemana)	Temuco, Osorno, Lautaro.
Muller, Gustavo.....	Punta Arenas.
Oestreich, Dr.....	Santiago.

CUBA.

Batallan, Juan.....	Habana.
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GREECE.

Recanatí, Sam.....	Salonica.
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GUATEMALA.

Diesseldorff, F. P.....	Coban.
Thomas Hermanos.....	Coban.

MEXICO.

Aladro, Manuel.....	Vera Cruz.
Alzuyeta y Cia., Sucrs.....	Acapulco.
Baltrusch, Frank.....	Mexico City.
Ciudad de Mexico (A. Salzman)	San Luis Potosi.
Garcia Alvarez Hermanos.....	Mexico City.
Henning, August.....	Puebla.

Petersen, Federico.....Puebla.
 Salman, A (Ciudad de Mexico).....San Luis Potosi.
 MOROCCO.
 Gumpert, Francisco (*alias* Paco) Tetuan and Rio Mar-
 tin.
 Gumpert, Leopoldo.....Tetuan.
 Paco (*See* Gumpert, Francisco)

NETHERLANDS.

Arntzenius, A. M.....Amsterdam.
 Beukers, A. J.....Rotterdam.
 Bouwman, W. P.....Dorecht.
 Dam, C. W. H.....Rotterdam.
 Gooische Verfabriek, V. H. V. D. Velzen.
 Fockens & Company.....Ijmuiden.
 Gottschalk, I.....Reyen.
 Hanne, J.....Reyen.
 Hoyer, Karl.....Rotterdam.
 Jenhaeff, Carl.....Rotterdam.
 Landsvater Prins Hendricka-
 deach.....Rotterdam.
 Jurling, J. H.....Rotterdam.
 Mannheimer Dampschlepp
 Schiffahrtsgesellschaft.....Rotterdam.
 Nederlandsche Stoomvleederfabriek Reyden.
 N.
 Rheinische Lloyd.....Rotterdam.
 Schimmelmänn, K. A.....Rotterdam.
 Schlosser F.....Rotterdam.
 Schmetz, Conrad.....Rotterdam.
 Staib, C.....Rotterdam.
 Wentjes, F. W.....Rotterdam.

NETHERLANDS, EAST INDIES.

Adanan Bin Marah Aban.....Sibolga.
 Banson, John & Company (or
 Tansiong, John).....Sibolga and Gorontalo.
 Choa Hain Yong (or Gooi Sin
 Yong).....Medan.
 Cohen, David.....Samarang.
 Crull, Meta.....Samarang.
 Duveen, F.....Samarang.
 Flipas.....Sumatra.
 Hensche, W.....Samarang.
 Jason.....Sumatra.
 Jop Njan Siong (or Yap Ngean
 Siong).....Medan.
 Khoo Thean Lai.....Medan.
 Saubert, Mme. Marie.....Samarang.
 Sie Tjing Djinn.....Samarang.
 St. Eloy Doux En Zilvermederij
 Juwelen En Horlogehandel.
 Strutt, Djocjakarta.....Java.

SPAIN.

Banco Hispano-Austro-Hungara, Madrid.
 Gran Via 24.
 Fabrica de Lamparas Deflamen-
 to Metalico.....Madrid.
 Flinder, Theodore, Caballero de
 Gracia 60.
 Libreria Alemana, Caballero de
 Gracia 60.
 Marc, Enebro, Calle Cortes 658.
 Pielhoff Echeverria y Cia.....Barcelona.
 Schumacher, Adolfo, Caballero
 de Gracia 60.
 Zarauz.
 Madrid.

SWEDEN.

Akermann & Lion.....Stockholm.
 Brandsjo & Olycksfallsforsak-
 rings, A. B. (Skandinaviens
 Malmindustri A. B.).....Stockholm.
 Skandinaviens Malmindustri A.
 B. (Brandsjo & Olycksfallsfor-
 sakersings, A. B.).....Stockholm.

VENEZUELA.

Bramkamp, Max.....Caracas.
 Burau & Company.....Caracas.
 Ferrer & Company.....Maracaibo.
 Sociedad Commercial Corpora-
 tion (Cooperative).....Maracaibo.

REMOVALS.

ARGENTINA.

Burbank, Adolph G.....Buenos Aires.

BRAZIL.

Andrade, Marcelino.....Santos.
 Ebner, Charles.....Porto Alegre.
 Lima, Casimiro.....Rio de Janeiro.
 Oliveira, Sebastian Pereira de... Rio de Janeiro.

CHILI.

Roepeke, Otto.....Valdivia.

COSTA RICA.

Guell, Rogelio Fernandez (El San Jose.
 Imparcial).

CUBA.

More, J. Garcia.....Habana.

GREECE.

Anoyanakis, E. D., Candia.....Crete.
 Charamis, Panayiotis.....Piraeus.
 Cohne, Simando.....Piraeus.
 Danlos Brothers.....Andros.
 Export Society.....Piraeus.
 Llanos, C., Brothers.....Piraeus.
 Llanos Soullakas & Goumas.....Piraeus.
 Miceli, E. & C. B., Zanthos.....20 Place de la Liberte,
 Athens.
 Stringos, George.....Piraeus.
 Yannoukakis, Nicolas.....Piraeus.

GUATEMALA.

Perez Hermanos.....Guatemala City.

MEXICO.

Gamez & Company.....Mexico City.
 Garcia, Manuel.....Frontera.
 La International.....Torreon.
 Sierra, R., & Hnos, Suers, "Arco
 Iris".....Vera Cruz.

MOROCCO.

Eljarrat, Jacob, Amram, Juddah
 & Moir.....Alcazar.
 Ragonez, Abraham.....Larache.
 Tordjeman, Haim, Jaime.....Tangiers.

PERU.

Benites, Guillermo.....Lima.
 Benitez, Jose T.....Lima.
 Naranjo, Luis Carlos.....Lima and Callao.
 Romero, Abraham V.....Mollendo.

SPAIN.

Sirers, Jose, Navellos 9.....Grao de Valencia.

URUGUAY.

Favaro, Aquiles.....Montevideo.
 Fraga Hermanos.....Montevideo.

VENEZUELA.

Mir, Andres.....Ciudad Bolivar.

C. H. CALHOUN,
 Chief, Division of Civil Affairs.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the three weeks ending at midnight of Saturday, November 2, were as follows:

Date	Chagres River		Gatun Lake		Mira- flores Lake.
	Vigia	Alha- juela	Gam- boa	Gatun	
Sun., Oct. 13.....	(*)	(*)	86.08	88.01	54.53
Mon., Oct. 14.....	132.20	96.35	86.20	88.13	54.30
Tues., Oct. 15.....	134.90	98.80	86.30	88.17	53.99
Wed., Oct. 16.....	129.70	95.17	86.23	88.16	54.29
Thurs., Oct. 17.....	142.40	103.75	86.58	88.40	53.98
Fri., Oct. 18.....	130.75	95.68	86.60	88.46	54.40
Sat., Oct. 19.....	130.10	95.00	86.42	88.39	54.40
Sun., Oct. 20.....	131.00	95.50	86.30	88.20	53.95
Mon., Oct. 21.....	136.80	99.75	86.42	86.37	54.60
Tues., Oct. 22.....	132.65	97.75	86.35	86.35	54.37
Wed., Oct. 23.....	129.30	94.12	86.18	86.20	53.81
Thurs., Oct. 24.....	129.45	94.19	86.15	86.10	54.26
Fri., Oct. 25.....	129.75	94.61	86.20	86.12	54.30
Sat., Oct. 26.....	131.30	95.65	86.17	86.11	54.26
Sun., Oct. 27.....	130.45	95.60	86.15	86.11	54.20
Mon., Oct. 28.....	132.70	96.60	86.22	86.17	54.29
Tues., Oct. 29.....	131.25	95.65	86.22	86.24	54.20
Wed., Oct. 30.....	129.75	94.72	86.22	86.22	54.21
Thurs., Oct. 31.....	129.20	93.99	86.19	86.21	54.25
Fri., Nov. 1.....	130.00	94.67	83.37	86.30	51.60
Sat., Nov. 2.....	128.35	93.68	86.40	86.20	51.60
Height of low water to nearest foot.	126.0	91.0			

* River telephone out of order.

† Miraflores lake surface lowered for sanitary purposes.

Examinations by Board of Local Inspectors.

Examinations for marine licenses and for navigators of motor boats will be conducted at Balboa Heights on Wednesday, November 27, 1918.

Additions to Commissary Stock.

Cream, greaseless, Mary Garden, jar.....	\$0.81
Cream, massage, Mary Garden, jar.....	.57
Curtain, marquissette, Beige, yd.....	.44
Curtain, marquissette, white, yd.....	.38
Dress goods:	
Voile, white, fancy, 36", yd.....	.50
Voile, white, fancy, 36", yd.....	.47
Voile, white, fancy, yd.....	.62

Laces, filet, yd.....	\$0.10
Perfumes, extract, Mary Garden, 1-oz. bot.	2.20
Powder, talcum, Mary Garden, white and flesh, bot.....	.57
Powder, face, Mary Garden, No. 1, white and flesh, box.....	.95
Shirts, men's negligee, with soft turnover cuffs, ea.....	1.85
Ties, batwing, silk, ea.....	.68
Ties, batwing, silk, ea.....	.44
Water, toilet, Mary Garden, small, bot...	2.85

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

COMMISSARY NOTES.**Cigars.**

In order to prevent a recurrence of the recent shortage of cigars on the Isthmus, a shipment was ordered and has recently been received from the United States, which consists of the following brands: El Toro Commodore, 7 cents; El Toro Panatelas, 7 cents; El Toro Brevas, 7 cents; Crema Perfectos, 7 cents; Alabanza Perfectos, 7 cents; Personality Diplomáticos, 11 cents; Personality Duponts, 11 cents; Portina Rothschild, 11 cents; Que Placer Selectos, 11 cents.

Canned Goods.

Considerable difficulty is being experienced by the Commissary Division in obtaining canned fruits and vegetables of any kind, due to the fact that the output of most of the canneries is almost entirely taken for Government use. A recent item in a United States publication states that although the canning output of tomatoes is the largest on record, yet the Government will take 45 per cent of the output which, of course, reduces considerably the amount left for others.

Turkeys.

At a recent meeting of a poultry shippers' association it was the unanimous opinion that the number of turkeys slaughtered and marketed in Texas this year would fall below normal, and that as a result the price will be high. It was estimated that not more than 300 carloads of dressed turkeys will be shipped from Texas to the markets of the North and East, whereas last year approximately 650 carloads were shipped.

The shortage is attributed to the severe drought that prevailed throughout the West and southwest Texas during the past two years. It is expected that the price of dressed turkeys will be 50 to 75 per cent higher in the East this year. There is also a shortage of eggs in that section of the country.

Small-sized Shoes.

The commissaries have the following bargains to offer those who can wear small-sized shoes:

Women's patent Colonial pumps, Stock No. 22228, at \$2.50. A very "dressy" shoe, excellent value.

Women's opera pumps, Stock No. 22242, at \$1; fancy; a bargain.

Women's kid pumps, Stock No. 22299, at \$4. A high-grade shoe of the finest materials. The same shoe bought at advance prices is selling at \$7.

Women's gun metal pumps, Stock No. 22237, at \$2.50. A shoe for everyday wear, strong and serviceable.

Women's vici pumps, Stock No. 22311, at \$3.45. For those who like a nice soft, snug-fitting shoe, with a good appearance.

Women's Colonial pumps, Stock No. 279-C, at \$2.95. An attractive shoe for dress occasions.

Women's Blucher Oxfords, Stock No. 22243, at \$2.50. A strong, well-made shoe for hard wear.

Women's canvas Blucher Oxfords, Stock No. 22261, at \$1.50. The knockabout shoe for everyday work and play.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address:
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., November 27, 1918. No. 15.

RATES OF PAY, SILVER ROLL.

THE PANAMA CANAL, THE PANAMA RAILROAD COMPANY, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z. November 18, 1918.

CIRCULAR No. 666-11 (Superseding all previous circulars of 666 series):

1. Effective November 1, the pay of all hourly employees on the silver roll will be increased two cents an hour; that of all monthly nonsubsidized employees \$5 a month; that of all monthly subsidized employees, \$2 a month, except that no increases will be made in the grades of \$75 or over, and that only rates provided in the schedule may be used.
2. Monthly rates for subsidized employees are established at \$5 less than the monthly nonsubsidized rates. Subsidized rates are established to take care of employees who are required, for the good of the service, to take their meals on the work, and only these may be given a subsidized rate of pay.
3. Effective November 1, employees on the silver roll of The Panama Canal or Panama Railroad Company (except patients and special employees at Corozal Farm, and Palo Seco Leper Asylum), shall be rated as hereinafter shown. These ratings and rates of pay have been prepared with a view to limiting the minimum and maximum rates of pay that may be given without obtaining prior authority; to eliminating, so far as possible, all unnecessary ratings, and to establishing uniform rates of pay for work of a similar nature in the various departments and divisions.
4. An employee's rating shall in all cases correspond with his duties. Where it is considered desirable to pay a higher or lower rate or to use a different rating than shown, each case should be taken up separately and authority secured to use the higher or lower rate of pay or different rating. The ratings and rates of pay hereinafter shown will be sufficient to meet ordinary

requirements and no change should be requested unless this is absolutely necessary in order to make the employee's pay commensurate with the work done, or to make the rating correspond with the duties performed.

5. Unless covered by paragraph 2 or otherwise specified, the maximum salary paid an employee on entering the service shall be the lowest rate of pay given in the table of authorized ratings, and a new employment shall not be made at a higher rate of pay than that authorized as the maximum entrance salary for the class of work performed. Roll keepers must see that new employees are not started at higher rates unless special authority is issued by the Governor; however:

(a) An employee may be regularly transferred from one department, division, or gang to another without reduction.

(b) An employee, absent with the prior consent of competent authority in his department or division, or discharged on account of reduction of force or lack of work, may be reinstated at his former rate of pay.

(c) An employee transferred from one class of work to another (artisan to clerk, etc.) may be paid at the monthly rate or hourly rate corresponding to that received at the time of transfer or to the next higher or lower rate, regardless of the entrance salary of the position to which transferred. Provided, however, that when an employee is transferred from an hourly rate to a monthly rate the new rate shall be based on the regular working hours of the gang.

6. The following conditions shall govern the reemployment of a former employee on the silver roll who has been discharged for unsatisfactory service or misconduct, with no objection to his reemployment, or who has left the service of his own accord:

(a) If discharged for unsatisfactory service or misconduct, with no objection to his reemployment, he may be reemployed only at a lower rate of pay than that previously received.

(b) If he quits voluntarily, with no objections to his reemployment, without having given five days' notice, he may be reemployed only at a lower rate of pay than that previously received.

(c) If he quits voluntarily, with no objections to his reemployment, after having given five days' notice, he may be reemployed at the rate previously received, or at the entrance salary of any other position for which he is qualified, even though such entrance rate be higher than his old rate.

7. An employee on the silver roll who has been discharged for unsatisfactory service or misconduct, with objection to his reemployment, may not be reemployed unless objections are removed by the department or division entering the objections, or by the Governor, and he will be reemployed only under the conditions quoted in paragraph 6 (a).

8. An employee leaving the service or transferring from one department, division, or gang, to another, will be furnished with "Silver Employee's Service Slip," Form 262-1, properly filled out.

9. The monthly silver rates of pay are intended for those employees whose hours of work are more or less irregular, or whose time it would be difficult to check up on an hourly basis. The rate of pay per month shall not exceed the pay which would be received for the number of hours worked at the hourly rate of pay established for the same class of work. Whenever practicable, an hourly rate should be applied in preference to a monthly rate. The following table shows the corresponding monthly amount, at different hourly rates of pay based on eight, nine, ten, and twelve hours (without constructive overtime), work per day:

RATES OF PAY. (U. S. CURRENCY.)	MONTHLY PAY EQUIVALENT TO DIFFERENT HOURLY RATES. SUNDAYS NOT INCLUDED.			
	8 hours daily, 208 hours a month	9 hours daily, 234 hours a month	10 hours daily, 260 hours a month	12 hours daily, 312 hours a month
5 cents.....	\$10.40	\$11.70	\$13.00	\$15.60
6 cents.....	12.48	14.04	15.60	18.72
7 cents.....	14.56	16.38	18.20	21.84
8 cents.....	16.64	18.72	20.80	24.96
9 cents.....	18.72	21.06	23.40	28.08
10 cents.....	20.80	23.40	26.00	31.20
11 cents.....	22.88	25.74	28.60	34.32
12 cents.....	24.96	28.08	31.20	37.44
13 cents.....	27.04	30.42	33.80	40.56
14 cents.....	29.12	32.76	36.40	43.68
15 cents.....	31.20	35.10	39.00	46.80
16 cents.....	33.28	37.44	41.60	49.92
17 cents.....	35.36	39.78	44.20	53.04
18 cents.....	37.44	42.12	46.80	56.16
19 cents.....	39.52	44.46	49.40	59.28
20 cents.....	41.60	46.80	52.00	62.40
21 cents.....	43.68	49.14	54.60	65.52
22 cents.....	45.76	51.48	57.20	68.64
23 cents.....	47.84	53.82	59.80	71.76
24 cents.....	49.92	56.16	62.40	74.88
25 cents.....	52.00	58.50	65.00	78.00
26 cents.....	54.08	60.84	67.60	81.12
27 cents.....	56.16	63.18	70.20	84.24
28 cents.....	58.24	65.52	72.80	87.36
29 cents.....	60.32	67.86	75.40	90.48
30 cents.....	62.40	70.20	78.00	93.60
31 cents.....	64.48	72.54	80.60	96.72
32 cents.....	66.56	74.88	83.20	99.84
33 cents.....	68.64	77.22	85.80	102.96
34 cents.....	70.72	79.56	88.40	106.08
35 cents.....	72.80	81.90	91.00	109.20
36 cents.....	74.88	84.24	93.60	112.32

10. Unless otherwise specified, and where promotion rates are provided, an employee may be promoted on the first of the month following one month's satisfactory service. Promotion may be made only to the next grade, and an employee must serve at least one month in a grade before he may be promoted.

11. Employments, changes in ratings, transfers, and terminations of service, of American citizens, or of aliens who receive more than \$75 a month or 40 cents an hour, on the silver roll, shall be reported in the same manner and on the same forms as in case of persons employed on the gold roll, excepting that no physical examination certificate is required in connection with a person employed on the silver roll. As the above classes of employees are entitled to leave privileges, it is necessary that this information be furnished in every case, and that every absence be reported promptly on the prescribed form (484).

12. In time books and on pay rolls the designations or ratings used will be as shown in this circular, including the "s" in front of all subsistence ratings.

13. *Boy "A"—Nine cents an hour*—This is the entrance rate of pay for all boys (including water, shop, and messenger). Promotion to Boy "B," at eleven cents an hour may be made under the conditions in section 10.

14. *Boy "B"—Eleven cents an hour*—This may be used as the entrance rate only in cases where prior authority has been obtained from the Governor's office, and for well-developed boys of 16 years of age or over.

15. *Laborer "A"—Seventeen cents an hour*—This is the standard rate for common labor, the other rates being for special classes or special work.

16. *Laborer "B"—Eighteen cents an hour*—This rate may be used only where the work is especially difficult, extra hazardous, or particularly disagreeable, such as work that requires the men to be in mud continuously, caisson work, cleaning sewers, etc. Prior authority must be obtained in each case where it is considered necessary to use this rate, and a statement must be furnished showing the nature of the work to be performed and the approximate length of time

that this class of laborer will be required. This will also be the entrance rate for white laborers,

17. *Laborer "C"*—*Twenty cents an hour*—Only white laborers are included in this class. It is desired that colored laborers be employed whenever and wherever practicable.

18. *Helper "A"*—*Eighteen cents*; and "*B*"—*Twenty cents an hour*—These ratings may be applied only to those performing the duties of helper to shop or other mechanics, such as machinists car repairers, carpenters, plumbers, etc.

19. *Artisan*—Employees performing the duties of shop, building construction, and other mechanics and artisans shall be given this rating. It covers such employees as:

Blacksmith	Cement finisher	Mason	Pressman
Boilermaker	Coppersmith	Molder	Printing plant employee
Cablesplicer	Drill runner	Painter	Riveter
Caller	Ironworker	Pipefitter	Sailmaker
Carpenter	Lineman	Planing mill hand	Upholsterer
Car repairer	Machinist	Plumber	Wireman

20. *Artisan "A"*—*Twenty cents an hour*—This is the standard rate of pay and maximum entrance rate for artisans.

21. *Artisan "B"*—*Twenty-three cents an hour*—This rate may be granted only after an artisan has demonstrated that the quality and quantity of his work is such as would, in the opinion of the foreman in charge, entitle him to a higher rate than that for Artisan "A." (See Section 10.)

22. *Artisan "C"*—*Twenty-six cents an hour*—This rate may be granted only after an artisan has demonstrated that the quality and quantity of his work is such as would, in the opinion of the foreman in charge, entitle him to a higher rate than that for Artisan "B." (See Section 10.)

23. All rates over \$75 are "special," and positions carrying these rates may be filled only after obtaining consent of the Governor.

DESIGNATIONS AND RATES OF PAY.

HOURLY RATES.

	Cents U. S. C.	
Artisan "A"	.20	For explanation of duties to be performed under Artisan "A," "B," and "C," see paragraphs 20, 21, and 22. The Artisan "D," and "E," rates at 29 and 36 cents are for use of Mechanical Division only. A special rate of 34 cents is authorized for bitumastic painters at the locks.
"B"	.23	
"C"	.26	
"D"	.29	
"E"	.36	
Asphaltman	.18	
	.20	
Blueprinter	.27	For blueprinting room of Administration Building only.
	.28	
	.29	
	.20	
	.21	
Helper	.22	
	.23	
	.29	
Bookbinder	.14	
Bottlewasher (female)	.09	See paragraphs Nos. 13 and 14.
Boy "A"	.11	
"B"	.29	For European workmen only.
Bricklayer	.34	

	Cents U. S. C.	
Caissonman (for work at top of caisson).....	.18	
(for work in caisson).....	.22	
Cementman.....	.18	
Checker.....	.22	
	.26	
Coal handler.....	.20	
Compositor.....	.24	
	.26	
	.29	
Concrete man.....	.18	
Crushman	.18	
	.20	
Diver.....	.26	
	.29	
	.47	
Fireman.....	.17	
	.22	
Foreman.....	.24	
	.26	
Gangwayman.....	.20	
Helper "A".....	.18	
"B".....	.20	
Ironworker.....	.29	
Laborer "A".....	.17	
"B".....	.18	
"C".....	.20	

This rate shall apply only to men handling dry cement in cars and cement sheds.

This rate shall apply only to men handling concrete materials to mixers and to men placing concrete in forms.

For P. R. R. docks and Incinerator Plant.

For P. R. R. docks and coaling plants only.

For P. R. R. docks only.

For explanation of duties to be performed under this designation, see paragraph No. 18.

For explanation of different grades, see paragraphs 15, 16, and 17.

Laundress.....	.09
10	10
11	.11
12	.12
13	.13
14	.14
15	.15
Laundryman.....	.15
17	.17
19	.19
22	.22
26	.26
Leverman.....	.18
Longshoreman.....	.18
Molder, tile.....	.23
Mucker.....	.18
Nozzelman.....	.20
22	.22
24	.24
Operator, crane.....	.20
24	.24
Motor truck.....	.17
Packer (female).....	.12
Papercutter.....	.24
Paver.....	.18
Pitman.....	.20

For P. R. R. main line service only.

For P. R. R. docks only.

For concrete block plant only.

For P. R. R. docks only.

	Cents U. S. C.	
Powder helper.....	.20	
Powderman (loading holes).....	.20	
	.24	
Printer.....	.29	For special classes of work and extra skillful men.
Rigger.....	.18	
Riveter.....	.29	For extra skillful men working aloft.
Rubber stamp maker.....	.29	
Scytheman.....	.18	
Shoemaker.....	.22	
Stower.....	.18	For P. R. R. docks and Local Agency at Panama.
Trucker.....	.17	For P. R. R. docks only.
Winchman.....	.20	For P. R. R. docks only.
	.22	
Woodsman.....	.20	For field parties only.
MONTHLY RATES.		
	Dollars U. S. C.	
	75.00	For use on P. R. R. only.
Agent, Assistant.....	42.50	For use of the coaling plants, motor car house, and locks only, except that the \$42.50 rate may be used by Cristobal Store, and by the Mechanical Division for the helper to the Scale Inspector;
Artisan.....	45.00	the \$55.00 rate with subsistence may be used only on pasture and plantation work; the \$70.00 rate may be used only at the locks.
	50.00	
	55.00	
	60.00	
	70.00	

Attendant.....	27.50
	30.00
	35.00
	40.00
	45.00
	50.00
	55.00
	70.00
Baggagemaster, road service.....	75.00
Baker.....	s 42.50
	50.00
	55.00
	60.00
	70.00
	75.00
	s 75.00
Barber.....	35.00
Blacksmith.....	50.00
	60.00
Boatman.....	37.50
	40.00
	42.50
	45.00
	47.50

An entrance rate of \$30.00 is authorized when subsistence is not furnished.

The \$50.00 rate is for operating room attendants and an attendant at Palo Seco. The \$55.00 rate for laboratory attendant at filtration plants and operating room and laboratory attendants in the Health Department.

The \$75.00 rate is for Colon-Panama passenger service only.

The \$75.00 rate is for Ancon Hospital only.

For use in corrals, floating equipment, and pastures and plantations only.

For the crews of cayucos and rowboats only.

Dollars		
U. S. C.		
Boatswain.....		55.00
		\$ 55.00
		65.00
		67.50
Boy.....		20.00
		22.50
		25.00
		30.00
		\$.25
	per diem	\$.35
Brakeman, road service.....		60.00
		65.00
Butcher.....		37.50
		40.00
		45.00
		47.50
		50.00
		55.00
		60.00
Cable splicer (steel cable).....		70.00
		75.00
Captain:		
Dredge.....		\$ 100.00
		100.00
Clapet.....		85.00
Steam launch.....		75.00

Water boys and shop boys may be employed at hourly rate only.
Cabin boys and mess boys must be rated as waiter.
See note under "Messenger."

The \$ 0.25 and \$ 0.35 rates for clearing work, pastures and plantations only.

Maximum entrance rate, \$50.00.

Masters will be known and rated as "Captain." Rates above \$75.00 a month are for white employees only.

The \$50.00 rate is for floating equipment only. The \$70.00 rate is for seagoing dredges and Pacific Locks only; \$55.00 rate for floating equipment and locks only; \$66.00 and \$65.00 rates for locks only.

For P. R. R. docks only.

Carpenter.....	\$0.00
	55.00
	60.00
	65.00
	70.00
Car recorder and scaler	55.00
Cartman	42.50
	45.00
Cattleman.....	\$ 22.50
	s 25.00
	s 30.00
	37.50
	40.00
	45.00
	50.00
Cemeteryman.....	42.50
Chainman.....	42.50
	47.50
	50.00
	55.00
	60.00
Chauffeur.....	\$ 35.00
	50.00
	55.00
	60.00

Checker.....	Dollars U. S. C. 45.00 47.50 50.00 75.00 40.00 42.50 45.00 50.00 55.00 60.00 65.00 70.00 60.00 75.00 42.50 50.00 s 27.50 s 30.00 s 35.00 s 37.50 s 40.00 s 45.00 s 50.00 s 55.00 s 60.00 s 65.00
Clerk.....	
Coachman.....	
Coalman.....	
Coalpasser.....	
Cook.....	

American citizens may be employed at \$50.00 entrance rate in the Commissary Division.

R & F. Agency only and may be used as entrance rate.

Special.

For floating equipment only.

The maximum entrance rate for cook on marine equipment and field parties is \$45.00. In all other cases the maximum entrance rate shall be \$30.00. The Section of Surveys may pay an entrance rate of \$55.00 when sending out a field party for a short time.

For hotels with a *la carte* service only

Counterman.....	\$ 27.50
■ 30.00	
■ 35.00	
Counterwoman.....	\$ 18.00
■ 20.00	
■ 22.50	
Crematoryman.....	42.50
Crib and valve tender.....	45.00
	50.00
Dairyman.....	\$ 22.50
■ 25.00	
	32.50
	35.00
	40.00
Elevatorman.....	50.00

For passenger elevatormen only

Engineer:	
Marine (Dredge).....	72.50
	75.00
■ 75.00	
(Clapet).....	70.00
	75.00
	85.00
(Steam launch).....	75.00
Steam.....	45.00
	50.00
	55.00

The \$85.00 rate is special.

Engineer, Steam—continued	Dollars U. S. C.
	60.00
	65.00
	70.00
Barrier.....	50.00
	60.00
Fireman.....	37.50
	40.00
	45.00
	50.00
	55.00
	60.00
	\$ 60.00
	70.00
Fisherman.....	40.00
	45.00
	50.00
	42.50
Flagman (Crossing) ..	47.50
	60.00
Road service.....	65.00
	\$ 30.00
Foreman.....	40.00
	45.00
	50.00
	55.00

Maximum entrance rate for firemen: Pile drivers, \$40.00; stand-
ard gauge locomotive, \$45.00; dredges, tugs, and claps, \$55.00;
Cristobal power plant, \$50.00; Balboa Oil Plant, \$45.00. The \$70.00
rate may be paid only on standard gauge locomotives; \$60.00 is
the maximum for yard engine and steamshovel.

The \$60.00 rate for flagman is the maximum for motor car service.

The maximum entrance rate for white foreman shall be \$60.00.
An entrance and maximum rate of \$60.00 shall be allowed for dock
foremen. Entrance rate of \$30.00, when subsistence is furnished
for pasture clearing foreman.

Forewoman.....	60.00
Gardener.....	65.00
	70.00
	75.00
	100.00
	45.00
	37.50
	40.00
	45.00
	50.00
	22.50
	25.00
	27.50
	30.00
	35.00
	45.00
	50.00
	37.50
	40.00
	45.00
	50.00
	s 40.00
	32.50
	35.00
	40.00
	42.50

For coal-handling plants only.

The \$45.00 and \$50.00 rates for use only at the motor car house, Balboa.

For Hotels Washington, Tivoli, and Aspinwall.

Ice cream maker—continued

	Dollars U. S. C.
	45.00
	50.00
	55.00
	60.00
	65.00
	70.00
Inspector.....	50.00
Janitor.....	27.50
	37.50
	40.00
	42.50
	45.00
	50.00
Head.....	50.00
Janitress.....	32.50
	37.00
Keeper.....	70.00
	75.00
Assistant.....	45.00
	52.50
	60.00
	70.00
Laborer.....	32.50
	35.00
	40.00

Health Department only.

The \$45.00 and \$50.00 rates for substations and power plants only.

New Gatun and McKinley House, Special.

	42.50	
	45.00	
	50.00	
	s. 65	Each of these is an entrance rate.
	s. 75	
Lampighter.....	47.50	For P. R. service only.
Laundress.....	25.00	Maximum entrance rate, \$35.00.
	27.50	
	30.00	
	32.50	
	35.00	
	40.00	
	42.50	
	45.00	
Laundryman.....	37.50	
	40.00	
	45.00	
	50.00	
	55.00	
	60.00	
Leadsman.....	50.00	For hydrographic work only.
	55.00	
Leverman.....	52.50	
	57.50	
Lockman.....	37.50	These rates for Division of Lock Operation only.
	40.00	

Lockman—continued	Dollars
	U. S. C.
Foreman.....	45.00
	70.00
	75.00
Luggerman.....	37.50
	40.00
	42.50
	45.00
	50.00
	55.00
Maid	13.00
	14.00
	15.00
	s 17.00
	s 20.00
	s 22.50
Maintainer.....	47.50
	52.50
Mate:	
Clapet.....	s 75.00
	75.00
Dredge.....	s 80.00
	80.00
Messenger.....	27.50
	30.00
	35.00

The rating of luggerman shall be confined to men handling ice, meat, and other commissary supplies.

The \$13.00, \$14.00, and \$15.00 rates for maid in women's bachelor quarters where Panama Canal pays part only of salary. The s \$22.50 rate shall be confined to maids at the Quarantine Station at Balboa.

The maximum entrance rate for messengers shall be \$37.50. The rating "messenger" shall not be applied to boys under 16 years of age, but the rating "Boy" shall be used.

37.50	
40.00	
45.00	
50.00	
60.00	
60.00	
70.00	
75.00	
s 38.00	
s 42.50	
5.00	
10.00	
42.50	
45.00	
50.00	
55.00	
60.00	
65.00	
75.00	
Licensed.....	
Operator:	
Air compressor.....	70.00
Electric Power Plant.....	75.00
Filter.....	50.00
	55.00
	45.00
	50.00

The \$60.00 rate shall be confined to distribution messengers in Executive Office.

Special.

On dredges, tugs, and claps, ollers may be appointed at any rate up to and including \$60.00. The \$65.00 rate shall be confined to ollers on seagoing dredges, pipeline dredges, and tugs; the \$60.00 rate is the maximum for ollers on other marine equipment. The maximum rate for ollers on land shall be \$55.00. The \$75.00 rate is for "licensed ollers" only and may be used as entrance rate.

Operator—continued		Dollars U. S. C.
Filter		55.00
		60.00
Motor boat.....		s 35.00
		42.50
		s 42.50
		45.00
		50.00
		55.00
		60.00
		65.00
		70.00
		75.00
Motor truck.....		s 75.00
		42.50
		45.00
Pontoon Bridge.....		47.50
Pump.....		45.00
		50.00
		55.00
		60.00
Telephone.....		42.50
		45.00
		50.00
		55.00
		60.00

A maximum entrance rate of \$55.00 is authorized for positions authorized at a rate of \$65.00 or more.

For operators of electric trucks in railroad stations; and also between commissary warehouses and plants.

The rating of operator, pump, at \$60.00 shall be confined to employees in pump stations where there is no white supervision.

Paint and Call Boy.....	47.50	For use on P. R. R. Docks only.
Painter.....	45.00	The \$45.00 and \$47.50 rates for Miraflores filter plant only.
	47.50	
	60.00	
	70.00	The \$60.00 and \$70.00 rates for Supply Department only, for resilvering mirrors.
Patrolman.....	45.00	
	50.00	
	60.00	
	65.00	
	70.00	
Ploughman.....	50.00	
	55.00	
Policeman, first and second year.....	50.00	The \$70.00 rate may be paid only to policemen acting as operators of motor boats, irrespective of length of service. The policeman acting as clerk at the penitentiary may be paid \$60.00 irrespective of length of service.
Third and fourth year.....	55.00	
Fifth and sixth year.....	60.00	
After six years.....	65.00	
	70.00	
Clerk.....	75.00	
Porter.....	37.50	The rating of porter shall be used only for employees handling baggage at P. R. R. stations.
	40.00	
	45.00	
	47.50	
Printer.....	\$ 30.00	Tivoli Hotel only.

Dollars	
U. S. C.	
Saddler.....	42.50
	45.00
	50.00
	60.00
	70.00
Salesman.....	42.50
	45.00
	50.00
	55.00
	60.00
Saleswoman.....	35.00
	40.00
	45.00
	50.00
Scavenger.....	45.00
Seaman.....	40.00
	45.00
	50.00
	55.00
	65.00
Signalman.....	70.00
Stableman.....	42.50
Steward.....	s 42.50
	s 55.00

The Commissary Division may pay American citizens entrance salary of \$50.00.

These ratings are for non-Americans only.

The \$55.00 and \$65.00 rates are for the tugboats and dredges only.

For Marine Division only.

	\$ 65.00
	\$ 75.00
Storeman	37.50
	40.00
	42.50
	45.00
	50.00
	55.00
	60.00
Switchman (yard)	60.00
Switchtender	\$5.00
Tailor	42.50
	47.50
	52.50
	57.50
	62.50
	67.50
	75.00
Teacher	60.00
	70.00
Teamster	45.00
	50.00
Trackman	42.50
Trackwalker	40.00
Trainman	42.50
	45.00

Teacher acting as principal of a school with two rooms will be paid \$5.00 in addition to regular salary; three or more rooms, \$10.00 additional.

For emergency use only where long hours and Sunday and holiday work are required.

For use on P. R. R. only.

For Panama Canal work only.

Trainman—continued

Dollars
U. S. C.

Motor car house only.

Vulkanizer.....

The \$35.00 rate is for use only on floating equipment where the waiters have the care of crew's quarters in addition to other duties.

Waiter.....

Head.....

The \$65.00 rate for Hotel Tivoli only.

Waitress.....

Watchman.....

For use on P. R. R. docks only.

per diem.....

Water tender.....

Wheelwright.....

50.00

45.00

50.00

55.00

\$ 22.50

\$ 25.00

\$ 27.50

\$ 30.00

\$ 35.00

\$ 30.00

\$ 35.00

\$ 42.50

\$ 65.00

\$ 17.50

\$ 19.00

\$ 21.00

\$ 25.00

35.00

40.00

45.00

47.50

1.10

65.00

60.00

Winchman.....	60.00
Wiper.....	65.00
	50.00

For use on oil burning equipment.

CHESTER HARDING,
Governor of The Panama Canal.
President, Panama Railroad Company.

Extension—New Travel Regulations.**Supplementing Information and Instructions Regarding Entry into and Departure from the Canal Zone.**

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., November 16, 1918.

1. Through passengers on board a vessel bound to or from United States or allied ports (*i. e.*, passengers on continuous voyage via the Panama Canal without change of vessel in Canal Zone ports) may, on application, be permitted, by indorsement of Entry Control Officer, to land from such vessel for the whole or any portion of the visit of the vessel in Canal Zone ports, and to return on board the same vessel for departure from the Canal Zone; provided that, after examination by Entry Control Officer, they are considered to be proper persons to land in the Canal Zone.

2. Such passengers, once landed, will, as provided in paragraph 21 of Regulations, be prohibited from returning on board ship except for the purpose of final departure. They will not, however, be required to secure permission from the Permit Officer to depart; the original indorsement of Entry Control Officer sufficing, in their cases, both for landing and departure (on board same vessels).

3. The foregoing is an extension of paragraphs 7, 9, 11, 18, 19, and 21 of Regulations of November 1, 1918, and accompanying travel diagrams.

4. ERRATUM. The words "Departure Control Officer" appearing in Paragraph 27 of the above-mentioned Regulations as published, should read "Permit Officer." Change will be made accordingly in the copies issued.

CHESTER HARDING,
Governor.

Radio Service Extended to Neutral Vessels.

The District Communication Superintendent at the Naval Radio station, Balboa, advises as follows:

The Director of U. S. Naval Communications has authorized the various shore stations named in reference (a) to establish regular commercial traffic between these stations and neutral vessels on 600 meters, regular commercial procedure to be used. No ship stations other than U. S. and neutral have been authorized to carry on commercial traffic with these shore stations. Commercial traffic to be handled by U. S. Naval Radio stations is limited to English, French, and Spanish languages. No code will be permitted for private messages.

Reference (a) mentioned above was published in THE PANAMA CANAL RECORD of November 20, and is as follows:

By order of the Director of U. S. Naval Communications, commencing November 15, 1918, regular commercial traffic between U. S. merchant ships and U. S. naval radio shore stations and vice versa, will be permitted on 600 meters with radio stations at Portland, Me.; Portsmouth, N. H.; Boston, Siasconsette, Mass., New York; Cape May; Virginia Beach; Beaufort, N. C.; Charleston, S. C.; St. Augustine, Jupiter, Miami, Key West, Tampa, Pensacola, Fla.; Mobile, Ala.; New Orleans, Burwood, La.; Port Arthur, Galveston, Point Isabel, Tex.; Balboa and Colon, C. Z. Regular commercial radio procedure shall be used.

New Office of French Line.

The Compagnie Generale Transatlantique has transferred its office from Battery Beach, Colon, R. P., to the new building on Roosevelt Avenue, Cristobal, C. Z. The office phone is "Cristobal 185," and the residence phone of Mr. G. Schang, the agent, is 218, both Cristobal and Colon exchange.

Dinner Dance at Taboga.

A dinner dance will be held at Hotel Aspinwall, Taboga, on Saturday evening, November 30. The launch for Taboga will leave the Port Captain's landing, Balboa, at 6 p. m. on that date.

Comparative Wind Records—Balboa Heights and Sosa Hill, October, 1918.

The wind movement for the month of October was 53 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity being 11 miles on Sosa Hill and 7.2 miles at Balboa Heights.

Northwest wind prevailed at both stations. The prevailing wind direction was from the northwest or north 68 per cent of the time on Sosa Hill and 69 per cent of the time at Balboa Heights.

The maximum wind velocities recorded during the month were 36 miles an hour from the north on the 11th on Sosa Hill and 28 miles an hour from the southwest on the 22d at Balboa Heights.

The wind movement for the month at Cape Mala was the same as on Sosa Hill, 11 miles per hour, and the maximum velocity recorded at Cape Mala was 46 miles an hour on the 1st.

NOTE—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level and Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level. Cape Mala anemometer is 110 feet above ground and 150 feet above mean sea level.

December Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of December, 1918. Predictions are based on Colon and Ancon-Balboa Heights records for the past 11 and 12 years, respectively.

Winds—With the approach of the dry season, there will be an acceleration of the wind movement at both Canal entrances. North and northeast winds will prevail over the Atlantic Coast, with an average hourly velocity of from 9 to 14 miles an hour, the higher velocity occurring from noon to 5 p. m. The maximum velocity for a 5-minute period is not likely to exceed 35 miles an hour.

Northwest winds will continue over the interior and at the Pacific entrance, the average hourly velocity being from 6 to 9 miles an hour. Here too, a maximum velocity of 35 miles an hour may occur during occasional wind squalls.

Rain—The month of December usually marks the transition from rainy season to dry season conditions. Occasionally the dry season begins as early as the first of the month, while in other years rainy season weather has continued until the end of the month. The tendency is for the rains to linger later in the season along the Atlantic Coast than on the Pacific, and for the percentage of daytime rainfall to be greater on the Pacific side. The average rainfall for the month is 11.90 inches at the Atlantic entrance, and 4.45 inches at the Pacific entrance, these averages are for periods of 47 and 21 years, respectively. About 22 days with rain may be expected on the Atlantic Coast and about 15 on the Pacific side, while the average number of days with heavy rain (1 inch or more) is 3 and 2, respectively.

Fogs—No fogs are likely to occur at either Canal entrance, but night and early morning fogs may be expected over the interior. The average number of fogs during the month over the Gaillard Cut section of the Canal is 15. All of the fogs that occur may be expected to lift or become dissipated before 8.30 a. m.

Temperature—The average shade air temperature will be close to 80° Fahrenheit over both coasts. On the Atlantic Coast the temperature is not likely to rise above 90° F., or fall lower than 66° F., while on the Pacific side a maximum temperature as high as 94° F. may occur. Sixty-six degrees Fahrenheit is the minimum record on both coasts. The mean daily range in temperature should be about 8° F. on the Atlantic Coast, and 16° F. on the Pacific.

Barometric pressure—Atmospheric pressure over the Isthmus is remarkably constant and uniform, and except for the well-marked diurnal changes, local fluctuations in pressure are so slight that they have little value as indicators of future weather

conditions. The average sea level pressure will continue close to 29.85 inches. The maximum reading for the month is not likely to exceed 30 inches, nor the minimum to fall lower than 29.65 inches.

Relative humidity—With the approach of the dry season there will be a decrease in the percentage of moisture in the air. The humidity should average about 85 per cent over both coasts. The daily range, however, is greater on the Pacific Coast.

Storms—The so-called "Norther's" occasionally reach as far south as the Atlantic entrance to the Canal during the period from October or November to April, inclusive. These storms are characterized by brisk, northerly winds, ranging in velocity up to 30 or more miles an hour. The winds alone are of insufficient force to seriously affect navigation, but they are usually accompanied by a heavy sea or swell that may at times prove very troublesome. Local thunderstorms will not be so frequent during the month of December. The average number of thunderstorms during the month is 4 on the Atlantic Coast, and 5 on the Pacific.

Generally smooth seas may be expected throughout the month at the Pacific entrance to the Canal.

Tides—Tidal fluctuations at Colon are so slight that they need not be considered in navigating the Atlantic entrance to the Canal.

Panama tide predictions for the month are given below:

Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.			
S	1	1:54	8:25	2:29	8:38	Th	12	4:05	10:02	4:27	10:34	M	23	1:28	7:38	1:43	8:08
		13.7	3.0	13.2	3.8			2.8	13.5	2.9	14.7			2.0	14.5	1.8	14.3
M	2	2:35	9:08	3:11	9:21	F	13	5:09	11:10	5:31	11:40	Tu	24	2:16	8:21	2:30	8:49
		14.1	2.4	13.6	3.3			2.6	13.5	3.0	14.9			2.6	13.7	2.6	14.0
Tu	3	3:10	9:48	3:52	10:00	S	14	6:14	12:20	6:37	.....	W	25	3:07	9:07	3:20	9:33
		14.4	1.0	14.1	2.9			2.2	13.8	2.8	.....			3.3	12.9	3.5	13.4
W	4	3:55	10:25	4:32	10:39	S	15	0:43	7:18	1:24	7:42	Th	26	4:00	9:57	4:12	10:22
		14.7	1.4	14.4	2.6			15.3	1.6	14.4	2.3			3.8	12.2	4.2	12.9
Th	5	4:35	11:02	5:12	11:17	M	16	1:43	8:18	2:25	8:41	F	27	4:56	10:55	5:07	11:18
		14.8	1.2	14.7	2.4			15.7	0.9	15.0	1.7			4.1	11.8	4.6	12.6
F	6	5:15	11:38	5:51	11:56	Tu	17	2:41	9:12	3:21	9:34	S	28	5:55	11:59	6:06	.....
		14.9	1.1	14.9	2.3			16.1	0.1	15.5	1.1			4.1	11.6	4.8	.....
S	7	5:55	12:16	6:29	.....	W	18	3:36	10:01	4:15	10:24	S	29	0:15	6:53	12:57	7:07
		14.8	1.3	15.0	.....			16.3	-0.4	16.0	0.7			12.6	3.9	11.9	4.7
S	8	0:37	6:35	12:57	7:10	Th	19	4:29	10:47	5:02	11:11	M	30	1:10	7:43	1:50	8:03
		2.4	14.7	1.5	15.0			16.4	-0.5	16.0	0.6			12.8	3.3	12.3	4.2
M	9	1:20	7:18	1:44	7:53	F	20	5:20	11:30	5:56	11:55	Tu	31	1:59	8:37	2:38	8:53
		2.5	14.5	1.9	15.0			16.2	-0.4	16.1	0.8			13.2	2.7	12.9	3.6
Tu	10	2:10	8:05	2:31	8:40	S	21	6:08	12:15	6:41	.....						
		2.7	14.2	2.3	14.9			15.8	0.1	15.9	.....						
W	11	3:05	8:59	3:26	9:33	S	22	0:41	6:55	12:59	7:24						
		2.8	13.8	2.7	14.7			1.3	15.3	0.9	15.4						

Official Circulars.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,
BALBOA HEIGHTS, C. Z., November 19, 1918.

To all concerned—The following removals have been made, effective November 15, 1918, from the United States Enemy Trading List by the War Trade Board:

ECUADOR.

Man Lee & Co. Guayaquil.
Mejia (or Mejiz), Manuel. Bahia de Caraquez.

MEXICO.

Abastecedor Electrico, El (Men- Mexico City.
doza & Llanos).
Maisterrena & Hijos. Tepic and Chihuahua.
Martino, Antonio. Mexico City.
Mendoza & Llanos (El Abaste- Mexico City.
cedor).

Ygaza, P. de. San Blas and Tepic.
PERU.

Saud e Hijos Arcequia.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

Prohibition of Photography Removed.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 22, 1918.

All concerned—The prohibition of the taking of photographs or making of plans or sketches of the Panama Canal, or of vessels in transit through the Canal, or of shipping at the terminal ports, contained on page 5 of the "Notice to Masters," dated June, 1918, is hereby canceled. Any cameras which may have been seized will be returned to the owners, if possible.

The instructions to Canal employees to refrain from taking photographs of any of the Canal utilities, contained in circular dated December 22, 1917, are hereby revoked.

CHESTER HARDING,
Governor.

Selective Service Registrants.

BALBOA HEIGHTS, C. Z., November 18, 1918.

To all concerned—There is quoted hereunder a cablegram from the Department of State, received by the American Consul General, relative

to registration under the Selective Service Law: "On the 11th November orders were issued by direction of the President that all general and voluntary special calls now outstanding for the induction and mobilization of registrants for the army be canceled, and that pending further instructions no more inductions shall be made into the army, nor entrainment permitted or undertaken under such calls. All registrants whose induction orders are thus canceled shall revert to their status existing at the time of the issuing of the original induction call, including a resumption of their order and serial number. This measure does not affect calls for inductions into the navy or marine corps, which will proceed as ordered, nor does it relieve from the consequences of his acts any registrant affected by the orders who has heretofore become a delinquent or deserter. The measure is for the purpose of canceling outstanding calls and stopping entrainment thereunder of men for the army. All registrants thus released are liable for immediate call in the usual manner at any time. Men from 18 to 36, both inclusive, who have received questionnaires should return them to their local boards properly filled out. Men from 37 to 45, both inclusive, should return their questionnaires without filling them out."

C. A. McILVAINE,
Executive Secretary.

Charges for Chagres River Sand and Gravel.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 21, 1918.
CIRCULAR No. 711-3 (superseding Circular No. 711-2.)

Effective at once sand and gravel will be furnished at the following rates:

Sand, No. 2, Gravel or Run-of-Bank Gravel.
To Departments and Divisions of The Panama Canal and Panama Railroad.

	F. O. B. cars Gamboa Cu. yd.	Delivered at any point on the cars, Gam- Panama boa. Railroad. Cu. yd. Cu. yd.
In lots of 3,000 cubic yards, or more, per month.....	\$1.00	
In lots of 500 cubic yards, or more, per month.....	1.20	
In lots of less than 500 cubic yards, per month.....	1.35	
Amounts per month to be the aggregate of sand and gravel delivered.		
2. To the U. S. Army and Navy and other departments of the Government:		

	F. O. B. cars, Gam-boa, Cu. yd.	Delivered at any point on the cars, Gam-boa, Panama Railroad, Cu. yd.
In carload lots, 500 cubic yards, or more, per month.....	\$1.35	\$2.35
In carload lots, less than 500 cubic yards per month.....	1.50	2.50
3. To individuals and companies:		
In carload lots delivered at any point on the Panama Railroad.....		2.50
4. No. 1 gravel will be furnished to departments and divisions of The Panama Canal and Panama Railroad at 25 cents per cubic yard, plus actual cost of loading and transportation.		

CHESTER HARDING,
Governor.

Restriction on Flour Purchases Removed.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 15, 1918.
All concerned—Effective at once, that part of my circular letter addressed "To All Concerned" under date of March 11, 1918, reading:
"Beginning March 19, no wheat bread will be offered for sale by the commissaries unless it

contains 20 per cent of wheat substitute. No flour will be sold by the commissaries unless the buyer purchases at the same time one pound of wheat flour substitute for every four pounds of wheat flour purchased."

is canceled; official advice having been received from the United States that, due to cessation of hostilities, the Food Administration considers the foregoing requirement no longer necessary.

CHESTER HARDING,
Governor.

Sugar.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 15, 1918.

All concerned—Official information has been received from the United States Food Administration that the sugar allowance per person has been increased from 2 to 3 pounds per month. Effective at once the same ruling is made applicable to the Canal Zone.

CHESTER HARDING,
Governor.

Sunday and Holiday Tickets.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., November 22, 1918.

CIRCULAR No. R. A. 603-2:

To all concerned—Effective November 23, 1918, paragraph D of the schedule for Sunday and holiday special passenger rates on the Panama Railroad, as published in Circular No. R. A. 603, is amended to read as follows:

(d) These special Sunday and holiday tickets will be good only going on regular passenger trains leaving terminals at or after 11 o'clock a. m. on Saturdays and on the day preceding holidays, and on Sundays and holidays to and including trains leaving terminals at 7 o'clock p. m.

Returning, these tickets will be good on all regular trains leaving terminals between the time of sale of the tickets and 12 o'clock midnight on the Sunday or holiday.

H. A. A. SMITH,
Auditor.

S. W. HEALD,

Approved: *Supt., Panama Railroad Co.*

CHESTER HARDING,
*President Panama Railroad Co.
Governor The Panama Canal.*

Gasoline Drums.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., November 16, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

We recently received, under Washington Order No. 85832, Zone Requisition 5387-A, approximately 500 gasoline drums, the property of the West India Oil Co., which we are obligated to return to San Francisco at the earliest possible date.

It is requested that all divisions cooperate with the Supply Department in their efforts to effect prompt return of drums, bearing the above marks, by seeing that they are not retained after being emptied, but are immediately returned to the General Storekeeper, Balboa.

ROY R. WATSON,
Acting Chief Quartermaster.

Toys.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., November 19, 1918.

MEMORANDUM No. 813-3:

To commissary managers—For your information and that of your trade, you are advised that the following items of Christmas toys are on order and may be expected in the near future: Assortment of dolls, doll carriages (three numbers), doll sulkeys, fire patrols, police patrols, fire

engines and several other numbers of similar iron toys, sad irons, ranges, banks, Jack stones, pianos, xylophones, metalophones, harmonicas, flying aero gliders, ten pins, Jack-in-the-box, rubber bouncing balls, Christmas stockings, tea sets, doll beds, garden sets, colored beads, glass ornaments, paper ornaments, stuffed animals.

Orders are also pending for additional numbers of books as well as clocks, pin cushions, jewel cases, manicure sets, baby sets, picture frames, trays, mirrors, and various items of toilet accessories in French and pyralin ivory. No definite date of delivery can be given but there is every indication that a supply will be on sale the early part of December.

J. J. JACKSON, *General Manager.*

Car Scales at Mt. Hope Yard.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., November 22, 1918.
CIRCULAR NO. 1179.

Conductors and Engineers—The new scales at Mount Hope Yard are installed and will be ready for use shortly.

In weighing cars on Mount Hope scales, as well as coaling plant, conductors will see that engines do not cross scale or get their engine on scale when handling cars on scale track.

W. F. FOSTER,
Master of Transportation.

COMMISSARY NOTES.

White Duck.

A small shipment of men's white duck suiting, an item which is very scarce and difficult to obtain at this time, has been received by the Commissary Division.

Toilet Accessories.

A stock of another popular brand of toilet specialties consisting of perfume, toilet water, face powder, talcum powder, massage cream and greaseless cream has been received and is now on sale in the line commissaries.

Colombian Butter.

A supply of Colombian butter, packed in 1-pound tins, has been received and is now on sale in the grocery section of all commissaries at 56 cents per pound. This is a first-class butter and should appeal to the trade on account of the comparatively low price.

Men's Holiday Goods.

Two items recently received by the Commissary Division, men's silk embroidered clox hose, in white embroidered on black, black on white and black on gray, and men's linen handkerchiefs, both in plain hemstitched and with embroidered initials, should be of interest to the Christmas trade.

Nut Shortage.

In a recent letter the commissary purchasing agent advises that the market on nuts is very much upset, stocks are scarce and in most cases exhausted and he is experiencing considerable difficulty in filling our requisitions. In the case of Brazil nuts he states that it is impossible to secure these because of the fact that the United States Food Administration has placed a ban on them; concerns holding them can sell only to users who will guarantee the return of the shells to the Government for use in making charcoal for gas masks, which naturally precludes sales to retailers. Due to the unsettled condition of the market and the inability of the Commissary Division to procure any variety, there were no mixed nuts on sale to the Thanksgiving trade.

Articles of Food Short.

The manufacturers have discontinued putting up liver and bacon in tins, as they are unable to secure containers.

Sour gherkins can only be ordered in small quantities as the manufacturers are unable to keep up with their orders and they have discontinued accepting orders for future delivery.

Shredded wheat will undoubtedly be exhausted in a short time, as the manufacturers advise they are unable to fill any orders at present except for the home trade, and they will be unable to resume shipments to us until they have caught up with their back orders.

California Lemons High.

The following item is quoted from a recent issue of a States' publication:

"Arrivals of California lemons here this week again fell short of trade requirements, and price changes, though small, favored sellers. The bulk of the lemons were sound, but their quality left much to be desired."

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., December 4, 1918. No. 16.

Executive Order—Guarapo Naval Air Station.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., November 27, 1918.

CIRCULAR No. 601-84:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

1. The areas hereinafter described situated within the Canal Zone are hereby set apart and assigned for the uses of a naval air station, and other naval purposes, under the control of the Secretary of the Navy; but the said areas shall be subject to the civil jurisdiction of the Canal Zone authorities in conformity with the Panama Canal Act.

2. The said areas are described as follows:

I. That island named Guarapo Island, in its entirety and shown on Hydrographic Office Chart No. 5000, dated December, 1914, lying to the westward of and approximately parallel to the Canal prism, and directly to the southward of Gatun Dam, between latitudes approximately $9^{\circ} 14' 50''$ north and $9^{\circ} 15' 40''$ north, and longitudes approximately $79^{\circ} 55' 44''$ west and $79^{\circ} 56' 04''$ west; together with the small islets immediately adjacent to the westward.

II. That water area lying between the Canal prism and the island of Guarapo, also the water areas off of the northerly, westerly, and southerly shores of said island, to a distance of two hundred (200) yards.

3. The said areas are more particularly described on blue print 4301-16, dated the 27th day of September, 1918, issued by the Governor of The Panama Canal.

WOODROW WILSON

THE WHITE HOUSE,
November 4, 1918.

Cable Messages to Belgium.

The Central and South American Cable Company will accept messages for the liberated part of Belgium at sender's risk as to delay and censorship.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Automotive draftsman (male and female); No. 185-amended; \$1,400 to \$2,000 a year.†
Automotive tracer (male and female); \$1,000 to \$1,400 a year; No. 185-amended.†
Law clerk and typewriter (male); No. 620-supplemental; December 19, 1918. Age limit of 27 years has been reduced to 25 years.

Ship draftsman (male and female); Navy Department and Navy Yard Service; grade 1, \$4 to \$4.96 a day; grade 2, over \$4.96 to \$5.92 a day; grade 3, over \$5.92 to \$6.88 a day; grade 4, over \$6.88 a day; No. 1698-amended (cancelling 2206-amended); age, 18 years and over.††

Architectural, mechanical, and structural-steel draftsman (for ship work) (male and female); Navy Department and Navy Yard Service; grade 1, \$4 to \$4.96 a day; grade 2, over \$4.96 to \$5.92 a day; grade 3, over \$5.92 to \$6.88 a day; grade 4, over \$6.88 a day; No. 1698-amended (cancelling 2206-amended); age 18 years and over.††

Statistical draftsman (male and female); \$1,200 to \$1,600 a year; No. 146-amended; form 1312; age, within reasonable age limits.††

Assistant in cotton testing (male); grade 1, \$1,800 to \$2,400 a year; grade 2, \$1,200 to \$1,800 a year; No. 639; form 2118; December 21, 1918; age, within reasonable age limits.*†

Assistant in cotton business methods (male); \$1,500 to \$2,400 a year; No. 638; form 2118; age, reasonable age limits; December 21, 1918.*†

Investigator in agricultural insurance (male); \$1,800 to \$2,700 a year; No. 637; form 2118; December 21, 1918; age, 25 years but not 50 years.*

Lay inspector, grade 1 (male); \$1,030 a year; No. 447-amended; form 304; age, 18 years and over; December 15, 1918. January 26, 1919, February 23, 1919.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

‡ Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class 1-A.

§ In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens on the eligible list.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Alex. J. Cookhorn.....	115732	Jamaica.....	Colon.....	Panama Railroad..	November 11, 1918.
Carlos Navarro.....	168915	Panama.....	Managua.....	Supply Department..	November 11, 1918.
Jose Velasquez.....	115232	Peru.....	Colon.....	Panama Railroad...	November 16, 1918.
Francis Joseph.....	120723	Guadeloupe....	Palks River.....	Municipal Eng.....	November 17, 1918.
Henry Charles.....	172399	St. Lucia.....	Panama.....	Marine Division....	November 26, 1918.

Official Circulars.

Licensing of Chauffeurs.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 23, 1918.

CIRCULAR NO. 723:

By virtue of the authority vested in me by the Executive Order of October 9, 1918, published in THE PANAMA CANAL RECORD of November 13, 1918, and, therefore, becoming effective on December 13, 1918, providing for the licensing of chauffeurs on the Canal Zone, I hereby establish the following rules and regulations to govern the issuance of licenses under this Executive Order:

(a) Applications for license as chauffeur must be made upon the prescribed form, and must be submitted at least one day prior to the date of examination.

(b) The Executive Secretary has designated the Chief of Police and Fire Division, and any subordinates that he may select as being properly qualified, to examine all applicants for license as chauffeurs; and such examinations will be held at Balboa and Cristobal fire stations between 4 and 5 p. m. daily, except on Sundays and holidays.

(c) Applicants for chauffeur's license must provide themselves with automobiles with which to demonstrate their ability as chauffeurs.

(d) Licenses will be issued by the Executive Secretary in the form of a small card, numbered serially as issued, in continuation of the series now being used by the Board of Local Inspectors.

(e) A photograph of each person to whom a chauffeur's license is issued must be attached to the license and to the application form. The Official Photographer may take the necessary photographs for this purpose.

(f) Any applicant who fails to qualify for a license will not be permitted to receive another examination for a period of three months from date of failure, unless in the opinion of the examiner, a shorter period might be fixed, which shall not be less than 10 days in any case.

(g) Licenses which have been lost or destroyed may be renewed upon an affidavit being submitted in each case covering the circumstances and upon payment of the regular license fee of \$1.

(h) A bona fide tourist who has brought his own automobile with him, and who holds a chauffeur's license issued in any other country, State, or territory, or produces satisfactory evidence of such authority having been issued, will be granted, without fee, a 30-day permit to operate such automobile over the streets and roads of the Canal Zone, after having passed an oral examination on the rules of the road.

(i) Members of the military and naval forces of the United States, stationed on the Canal Zone, will not be required to have chauffeur's license when operating self-propelled vehicles belonging to those organizations, and plainly marked as such.

CHESTER HARDING,
Governor.

Promotion of Student Recorders.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 29, 1918.

CIRCULAR NO. 603-15:

The promotion of student recorders shall be made upon recommendation of heads of departments and divisions, after one year's satisfactory service as student recorders and after having passed an examination before the Local Board of Examiners for Civil Engineering positions.

CHESTER HARDING, Governor.

Subsistence for Silver Roll Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 18, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Referring to Section 2 of Circular No. 666-11 of this date:

Silver roll employees on a nonsubsisted basis, who are subsisted at any mess other than those maintained by the subsistence division of the Supply Department for general service, must be charged at the rate of \$12 a month for subsistence. Only employees subsisted for the good of the service may be rated on a subsisted basis.

CHESTER HARDING,
Governor.

Enemy Trading List.

The following changes in the Enemy Trading List will be published in the November 15, 1918:

ADDITIONS.**NETHERLANDS.**

Phillips Gebroeders Wolfstraat Maastricht.
154.
Wotan Transport & Handels Rotterdam.
Mij N/V., Veerhaven 2.

NETHERLANDS EAST INDIES.

Becker, A. F. W. Surabaya.
Bittling, Th., Bodjong. Samarang.
Conrad, Alfred G. Batavia.
David, Ch. A. M. Samarang.
Warlich, Miss C. J., Bodjong-Samarang.
scheweg.

SPAIN.

Celsius, Sociedad Anonima. Madrid.
Calle Cartagena 9.
Kraus, Otto. Las Palmas.
El Div. Las Palmas.
El Diario Montanes. Santander.
Sola y Azurin, Jose Maria. No-
velda y Murcia and Calle de
las Barcas 5.

SWEDEN.

Anderson, Gunner W., A/B., Gothenburg.
Olve Dalsgatan 13.
Industria Bank. Stockholm.
Privat Emission Auth. Stockholm.
Stockholm Privat Bank Auth. Stockholm.
Svenska Finansinstitutet. Gothenburg.

REMOVALS.**BRAZIL.**

Damazio, Guilhermino, Rua 24 Santos.
de Maio.
Gourley, T. P., & Company, Rio de Janeiro.
Rua da Candelaria 76.

DOMINICAN REPUBLIC.

Guzman, Juan Z. San Pedro de Macoris.
Valdez, Enrique. San Pedro de Macoris.

ECUADOR.

Man Lee & Company. Guayaquil.
Mejia (or Mejiz) Manuel. Bahia de Caraquez.

GREECE.

Recanat, Sam. Salonika.

MEXICO.

Abastecedor Electrico, El (Mendoza & Llanos). Mexico City.
Maisterreua y 'ijos. Tepic and Chihuahua.
Martino, Antonio. Mexico City.
Mendoza & Llanos (El Abastecedor). Mexico City.
Ygaza, P. de. San Blas and Tepic.

SPAIN.

Anitua y Charola. Eibar.
Charola y Anitua. Eibar.

URUGUAY.

Ures, Alfredo. Montevideo.

PERU.

Said e Hijos. Arequipa.
C. H. CALHOUN,
Chf., Division of Civil Affairs.

Thrft Stamps and War Savings Certificates.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 2, 1918.

To all concerned—United States Thrift Stamps and War-Savings Certificate Stamps will continue to be sold during the coming year at all Canal Zone post offices, but the pay-roll deduction method has been discontinued.

Stamps so ordered by silver employees on November pay will be delivered by the post offices after December 20, but orders received for stamps to be deducted from December or later pay will not be accepted.

War-Savings Stamps are the best and safest kind of small investment one can make. They contribute greatly to the winning of the war. If you want to save money, put it into these stamps.

C. H. CALHOUN,
Director of War Savings.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., November 19, 1918.

The following insufficiently addressed letters have been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Betson, Mrs. J. W.	Marshall, Mrs. W. E.*
Brown, Miss Martha	Martin, Irvin
DeField, Alexander	Morris, Emery
Dorn, Mrs. W. F.	O'Brien, Lewis
Fitzgerald, Miss Mary	Rohlf, Edd.
Flood, Robert D.	Roney, J. H.
Fraser, Mrs. A. E.	Rosenthal, Mrs. L.
Halloway, Ray	Spaulding, Rev. C. E.
Jones, Robert	Sweden, Mrs. Rebecca
Hermick, W. L.	Sweet, E. S. (2)
Krug, Clarence P. (2)	Tierney, Joseph
Lee, Mrs. Margaret	

*Card.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the four weeks ending at midnight of Saturday, November 30, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gatun	Gatun	
Sun., Nov. 3	123.45	93.38	86.45	86.33	51.67
Mon., Nov. 4	128.10	93.14	86.37	86.31	51.55
Tues., Nov. 5	134.20	98.08	86.50	86.39	51.77
Wed., Nov. 6	130.00	94.78	86.45	86.31	52.45
Thurs., Nov. 7	129.10	94.26	86.46	86.39	51.65
Fri., Nov. 8	128.90	93.77	86.45	86.39	52.40
Sat., Nov. 9	129.65	94.46	86.32	86.34	51.80
Sun., Nov. 10	123.70	93.50	86.44	86.36	51.78
Mon., Nov. 11	128.25	92.91	86.35	86.23	52.02
Tues., Nov. 12	128.00	92.68	86.42	86.31	52.80
Wed., Nov. 13	127.70	92.53	86.42	86.35	53.15
Thurs., Nov. 14	127.60	92.43	86.47	86.38	53.20
Fri., Nov. 15	123.80	93.73	86.52	86.46	52.20
Sat., Nov. 16	130.90	95.55	86.70	86.64	51.40
Sun., Nov. 17	123.25	93.27	86.82	86.75	52.50
Mon., Nov. 18	129.23	94.17	86.92	86.83	51.90
Tues., Nov. 19	128.60	93.59	86.86	86.75	52.82
Wed., Nov. 20	123.40	93.33	86.84	86.78	52.96
Thurs., Nov. 21	132.00	96.30	87.05	86.88	53.20
Fri., Nov. 22	129.10	94.23	86.83	86.81	53.23
Sat., Nov. 23	128.25	93.12	86.90	86.82	53.60
Sun., Nov. 24	129.45	94.22	86.82	86.81	53.87
Mon., Nov. 25	130.20	95.00	86.77	86.78	54.15
Tues., Nov. 26	129.80	94.93	86.92	86.81	54.23
Wed., Nov. 27	127.85	92.68	86.97	86.83	54.00
Thurs., Nov. 28	127.63	92.44	86.93	86.86	54.13
Fri., Nov. 29	127.60	92.41	87.00	86.93	54.20
Sat., Nov. 30	127.55	92.41	86.92	86.92	54.20
Height of low water to nearest foot.	126.0	91.0			

Meeting of Local Inspectors.

A meeting of the Board of Local Inspectors will be held at the Administration Building, Balboa Heights, December 11, 1918.

Additions to Commissary Stock.

Buttons, pearl, line 10, doz.....	\$0 09
Buttons, pearl, line 12, doz.....	.10
Buttons, pearl, line 10, doz.....	.09
Buttons, pearl, line 12, doz.....	.10
Dress goods, Organdie, white, yd.....	.84
Embroideries, edgings, yd.....	.05
Flags, Italian, 18" by 27", ea.....	.20
Flags, French, 14" by 24", ea.....	.10
Flags, English, 14" by 23", ea.....	.14
Handkerchiefs, children's, embroidered, ea.....	.08
Handkerchiefs, ladies', assorted colors, ea.....	.13
Handkerchiefs, ladies', silk crepe, ea.....	.30
Handkerchiefs, ladies', embroidered, ea.....	.08
Hose, black, ladies', pr.....	.40
Hose, silk, men's, pr.....	1.15
Laces, filet, special, yd.....	.09
Laces, tordon, yd.....	.08
Laces, Venice edges, yd.....	.05
Suitings:	
Cloth, Palm Beach, yd.....	1.50
Duck, white cotton, yd.....	.77
Tape, cotton, white, 5/8", yd.....	.01½

Tape, cotton, white, 2", yd.....	\$0.03
Thread, Clark's, cotton, spool.....	.05
Umbrellas, ladies', ea.....	3.00
Automobile and motorcycle accessories:	
Tubes, inner, Auto, Firestone, 28" x 3", ea.....	3.10
Tubes, inner, Auto, Firestone, 32" x 3½", ea.....	4.20
Hampers, clothes, ash, square, ea.....	2.65
Hampers, clothes, bathroom, ash, ea.....	2.65
Knives, pocket, imitation stag handle, ea.....	.99
Community plate:	
Spoons, berry or preserve, Patrician, ea.....	1.60
Spoons, berry or preserve, Sheraton, ea.....	1.60
Strings, black lamb gut, for tennis rackets, 19-foot, ea.....	1.70
Strings, black lamb gut, for tennis rackets, 21-foot, ea.....	1.75
Women's all white kid lace Oxfords, turn sole, pr.....	6.10
Women's patent kid lace Oxfords, turn sole, pr.....	4.85
Women's white poplin bluchers, Gibson ties, pr.....	1.90
Heels, rubber, men's, black, U. S. Co. brand, pr.....	.20
Heels, rubber, men's, tan, U. S. Co. brand, pr.....	.20
Heels, rubber, men's, white, U. S. Co. brand, pr.....	.24

COMMISSARY NOTES.**Waists.**

Ladies' waists, in silk crepes and in white voile, in various styles and prices, were received recently and are now on sale in the commissaries.

Soldiers and Sailors' Christmas Presents.

The commissaries are well stocked with presents suitable for soldiers and sailors and no difficulty should be experienced in finding something which will be satisfactory alike to both donor and recipient.

Scrubbing Brushes.

The commissary purchasing agent advises that the prices on a recent requisition for family scrubbing brushes have increased approximately 100 per cent and that only a part of our order could be filled. In the United States brushes of every kind are very scarce, due to war conditions.

Chinaware.

Advice has just been received from England that prices on Minton chinaware would be doubled on almost all pieces. These prices will apply on all orders filled after November 4. The same mail brought advice that Doulton chinaware would be increased 10 per cent, effective November 1.

Tennis Rackets.

Tennis players will be interested to know that they can now secure first-grade black lamb gut in 19 and 21 foot lengths from the commissaries and can restring their own rackets, thus avoiding the delay incident to returning them to the States or restringing.

"Dixie Style" Bacon.

"Dixie style" bacon is now being produced at the cold storage plant. It is put up in small squares, and is cured in accordance with the formula approved by the United States Department of Agriculture. This mild-cured bacon can be produced only in limited quantities.

Stamped Fancy Work.

Recent advices from the Commissary Purchasing Agent inform us that it was necessary to cancel our requisitions for several items of dry goods as the manufacturers had discontinued making them. The items consist of Royal Society stamped pieces for embroidering and comprise children's dresses, boys' pique suits, nightgowns, boudoir caps, aprons, dressing sacques, Turkish towels, and knitting bags.

Soap.

Contrary to information contained in an item in a local publication early this week, the Commissary Division has an ample supply of all grades of soap on hand in the various commissaries as is evidenced by the following statement: 140,000 cakes Lenox, 12,500 cakes Ivory, 110,000 cakes white naphtha, 12,880 cakes Swift's Pride, 4,390 cakes Fels Naptha, 3,012, cakes laundry, common, and 730 cakes Grandpa's, a total of 283,512 cakes. This does not include toilet soaps, an ample supply of which is always carried in stock.

Appropriate Christmas Presents.

Commissaries will not have the same elaborate assortment of holiday goods as in former years. This is in accordance with request of the Council of National Defense. In order to relieve this situation, attention of the trade is called to the regular stock in the hardware section, as there are many items there that will make suitable Christmas gifts.

One of the most valued gifts is silverware, which is offered in single pieces and in sets to suit the purchaser, at prices 40 to 50 per cent under those quoted by retailers in the States. A few mahogany and "snake skin" silk silverware chests in different sizes have just been received.

Two styles in cut glass flower vases are on sale at 95 cents and \$1.55 each.

Decorated chinaware pitchers, punch and salad bowls are also on sale.

A new supply of electric coffee percolators has just been received.

Laundry.

Almost every Chinese laundry does work in exactly the same way. The clothes are packed into cold water in which sulphuric acid has been placed and stand in this solution 20 minutes. They are then subjected to a wringing. Next they are put into a tub containing water at 70 degrees and are washed and rubbed hard to take out soil and stains. Following the rub they are rinsed two or three times and each water has more sulphuric acid. They are then starched, folded up, and ironed. No drying. The clothes are not sterilized except to the extent that sulphuric acid may do it, and this sulphuric treatment would eat the fiber before it could do effective sterilizing.

In the commissary laundries your clothes are first put into cold water with a neutral soda solution added. This soda solution loosens the dirt, and then the water is heated to 150 degrees and the dirt is floated off. Purest soap and necessary chemicals insure the entire eradication of dirt in succeeding processes, and your clothes are free from handling 90 per cent of the time they are in process. Compare that with the constant handling in a foul-smelling, disease-breeding Chinese laundry.

The Commissary Division invites all of its patrons to take a trip through either of its laundries where they can see just how the work is handled, and the efforts used to make the clothes scrupulously clean without injury caused by using harmful acids.

Complaints and Suggestions.

To encourage cooperation on the part of its patrons, the Commissary Division had printed and distributed sometime ago forms on which suggestions, criticisms, and complaints might be conveniently transmitted. At first these blanks were used by employees interested in the most successful operation of the commissaries, and out of many suggestions received, a goodly number proved of practical value and of genuine advantage to the service.

Recently this form has not been used to an appreciable extent, and as it furnishes the simplest and best method of keeping in touch with patrons and learning their wishes as regards stock and service, it is desired to obtain their continued cooperation.

It is not necessarily implied that we care to be made acquainted only with circumstances which provide occasion for criticism or complaint; if the policies of this division have met with the approval of customers; if they desire to see other changes made, or those of recent origin continued in force, advice on such points will be appreciated.

All commissary managers have on hand a supply of suggestion blanks and will be glad to give them out on request. Communications may be mailed directly to the General Manager in official business envelopes, or handed in at local commissaries.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama," in the United States "Pancanal, Washington."

PANAMA RAILROAD PASSENGER TRAIN TIME TABLE No. 27, EFFECTIVE JULY 5, 1918.

MAIN LINE STATIONS.										DAILY.										MAIN LINE STATIONS.										DAILY.										Sunday only.						
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					7 45					11 40					11 58					10 10					7 29					11 17					5 15					P. M.						
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Leave					P. M.					P. M.					P. M.					P. M.					P. M.					P. M.					P. M.					P. M.					P. M.	
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All trains stop where time is shown except f indicates stop on signal only.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., December 11, 1918. No. 17.

Executive Order.*

Section 4 of the Executive Order dated February 2, 1914, providing conditions of employment for the permanent force for The Panama Canal, and paragraph 15, subdivision 1, schedule A, of the civil service rules, as amended by the Executive Order of April 5, 1918, are hereby amended so as to permit appointments to clerical positions in the Federal service on the Isthmus of Panama paying not more than \$106 a month, without examination under the civil service rules. This order shall remain in effect only so long as the unusual conditions due to the present war exist and no longer than six months from the end of the war.

WOODROW WILSON

THE WHITE HOUSE,
16 November, 1918.

[No. 2996.]

*Being published as Panama Canal Circular No. 601-85.

CANAL WORK IN OCTOBER.

The report of the Governor to the Secretary of War of Canal operations in October, 1918, is printed below:

BALBOA HEIGHTS, C. Z., November 27, 1918.

*The honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of October, 1918:

CANAL BUSINESS.

The number of ocean-going ships passing through the Canal for the month was 189; not including 3 U. S. subchasers, 1 U. S. tug, 1 U. S. Navy collier, 1 U. S. Navy destroyer, and 1 British Navy cruiser. Net tonnage of the 189 ships aggregated 425,141 tons, Panama Canal measurement. Total cargo carried was 657,597 tons of 2,240 pounds. Ships of 14 different nations were included in the month's traffic.

Tolls collected amounted to \$545,430.65. Deposits of \$408,022.51 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal.

Storehouse and commissary sales of supplies to ships aggregated \$234,615.87, including \$115,350.38 worth of fuel oil.

Of the total of 485,391 tons northbound cargo, 433,355 tons consisted of the following commodities: Nitrates, 306,378 tons, mixed cargoes of nitrates, copper, and wool, 20,800 tons; wheat, 29,809 tons; flour, 35,874 tons; mixed cargoes of flour and Red Cross supplies, 21,548 tons; sugar, 18,946 tons. Eight of the 11 vessels northbound, in ballast, were oil tankers.

Business transacted at the Atlantic and Pacific ends of the Canal, respectively, for the month of October, is presented in the following tabulation:

Item	Cristobal	Balboa	Total
Ships making transit of Canal.....	75	114	189
Net tonnage of ships through Canal.....	75,951	349,190	425,141
Cargo through Canal..... tons	172,206	485,391	657,597
Nationality of ships through Canal:			
United States.....	27	48	75
British.....	17	26	43
Chilean.....	3	4	7
Chinese.....		1	1
Costa Rican.....	1		1
Danish.....	4	8	12
Dutch.....	1		1
French.....	4	7	11
Japanese.....	4	6	10
Mexican.....	1	1	2

Item	Cristobal	Balboa	Total
Nationality of ships through Canal—Continued			
Norwegian.....	9	10	19
Peruvian.....	2	2	4
Spanish.....	1	1	2
Swedish.....	2	1	3
Total.....	75	114	189
Ships through Canal without cargo, but not in ballast.....	6	6	6
Net tonnage of ships without cargo.....	6,645	6,645	0,645
Ships through Canal in ballast in addition to above.....	30	11	41
Net tonnage of ships in ballast.....	70,913	37,563	108,476
Total transits without cargo.....	36	11	47
Net tonnage of all ships without cargo.....	77,558	37,563	115,121
Motor ships through Canal.....	4	4	8
Net tonnage of motor ships.....	2,601	2,539	5,140
Sailing ships through Canal.....	1	5	6
Net tonnage of sailing ships.....	2,667	11,049	13,716
Tolls levied on ships entering Canal.....	\$186,447.65	\$365,449.14	\$551,896.79
Total ships entering port.....	204	199	403
Total ships clearing from port.....	211	201	412
Net tonnage of vessels entering.....	503,261	496,301	999,562
Net tonnage of vessels clearing.....	519,588	504,152	1,023,74
Total net tonnage.....	1,022,849	1,000,453	2,023,302
Vessels entering port, not passing through Canal.....	26	10	36
Net tonnage of above.....	46,850	33,005	79,855
Vessels clearing port, not passing through Canal.....	26	10	36
Net tonnage of above.....	47,047	33,005	80,052
Vessels passing through Canal, which handled passengers or cargo at port, entering.....	21	24	45
Net tonnage of above.....	36,902	38,287	75,189
Vessels passing through Canal, which handled passengers or cargo at port, clearing.....	18	24	42
Net tonnage of above.....	30,385	38,287	68,672
Local cargo arriving.....	17,740	24,784	42,524
Local cargo shipped.....	3,724	426	4,150
Total local cargo..... tons.....	21,464	25,210	46,674
Cargo received by Receiving and Forwarding Agency of P. R. R.,..... tons.....	47,976	7,924	55,900
Cargo dispatched by Receiving and Forwarding Agency of P. R. R.,..... tons.....	39,706	6,799	46,505
Cargo rehandled by Receiving and Forwarding Agency of P. R. R.,..... tons.....	3,210	1,021	4,231
Total cargo handled..... tons.....	90,892	15,744	106,636
Cargo stevedored, included in above..... tons.....	39,630	14,199	53,829
Fuel oil received during the month..... bbls.....	29,135.32	29,135.32	29,135.32
Fuel oil sold to commercial steamships from Canal tanks..... bbls.....	4,431.67	38,278.25	42,709.92
Fuel oil issued to U. S. Navy vessels..... bbls.....	428.92	1,520.53	1,949.50
Fuel oil issued to U. S. war vessels..... bbls.....	296.69		296.69
Total issues of fuel oil from Canal tanks..... bbls.....	5,157.28	39,798.83	44,956.11
Fuel oil on hand, November 1, 1918..... bbls.....	94,284.80	57,032.01	151,316.81
Diesel oil on hand, November 1, 1918..... bbls.....		3,916.72	3,916.72
Vessels supplied with water..... galls.....	128	76	204
Water sold to ships..... galls.....	4,998,542	2,387,700	7,386,242
Vessels dry docked.....	5	12	17
Passengers arriving:			
First cabin.....	1,125	649	1,774
Other than first cabin.....	913	333	1,246
Total.....	2,038	982	3,020
Passengers departing:			
First cabin.....	846	476	1,322
Other than first cabin.....	414	568	982
Total.....	1,260	1,044	2,304
Total movement of passengers.....	3,298	2,026	5,324
Services to American seamen:			
Seamen shipped.....	236	46	282
Seamen discharged.....	130	55	185
Seamen deceased.....	2		2
Seamen deserted.....	9	1	10
Seamen's wages received.....	\$2,750.31	\$881.87	\$3,632.18
Seamen's wages disbursed.....	1,791.72	1,443.80	3,235.52
Balance on hand, November 1, 1918.....	1,599.54	925.28	2,524.82
Commissary sales to commercial vessels:			
Ice.....	\$1,098.67	\$572.09	\$1,661.76
Wholesale groceries.....	8,305.49	2,615.78	10,921.27
Wholesale cold storage.....	24,423.38	11,596.83	36,020.60
Laundry.....	1,266.10	115.11	1,381.21
Miscellaneous.....	1,243.24	701.91	1,945.15
Total.....	\$36,228.33	\$15,601.72	\$51,930.05
Commissary sales to Government and Panama Railroad ships:			
Ice.....	\$15.75	\$339.06	\$354.81
Wholesale groceries.....	5,386.69	2,649.53	8,036.22
Wholesale cold storage.....	29,849.02	8,177.02	38,026.04

Item	Cristobal	Balboa	Total
Commissary sales to Government and Panama Railroad ships—Continued.			
Laundry.....	240.22		240.22
Miscellaneous.....	132.74	212.88	345.62
Total.....	\$35,624.42	\$11,378.49	\$47,002.91
Grand total of commissary sales.....	\$71,952.75	\$26,980.21	\$98,932.96

LOCKS.

Lockages of commercial vessels for the month were as follows:

	Number of lockages	Number of vessels
Gatun.....	177	190
Pedro Miguel.....	192	195
Miraflores.....	189	195

In addition to the above, 88 lockages were made of vessels of the U. S. Army and Navy and floating equipment of The Panama Canal; 21 at Gatun, 34 at Pedro Miguel, and 33 at Miraflores.

GATUN HYDROELECTRIC STATION, GATUN SUBSTATION, ATLANTIC AND PACIFIC LOCKS.

The work on installation of new belt-driven governors on units 1, 2, and 3, Gatun hydroelectric station, has been advanced to 33 per cent completion; and the installation of mechanical auxiliaries completed. The new generating unit which was installed last month has been under continuous operation without developing any mechanical or electrical trouble. Inspection of the baffle piers at the spillway disclosed numerous signs of erosion on the new plates. The net output of this station for the month was 3,905,151 KWH on a computed water consumption of 4,485,453,000 cubic feet.

At the Gatun substation one 2,200-volt bus was completed and put into service, connection to Gatun Locks being made by temporary feeders. The 6,600-volt feeders Nos. 1, 4, and 5 have been pulled into new location and placed in service. One 100-KW 6,600-volt transformer was taken from the old Fort Sherman bank, cleaned, overhauled, and placed in permanent station service bank.

Gatun locks—All lockages were made without particular incident. Machines and apparatus were regularly inspected and all ordinary maintenance accomplished under regular schedule. Numerous changes were made in connection with new primary feeders, and this work was in progress at the end of the month. Power originally taken from the hydroelectric station is now delivered from the substation under a different voltage, making the changing of the primary feeders necessary. Repairs on locomotive No. 644 were completed during the month at a total approximate cost of \$1,700. This locomotive was damaged last month in an accident on the incline. The east chamber was used for lockages from the 1st to the 10th of the month, inclusive; the west chamber being also utilized on the 7th, 9th, and 10th. The west chamber was used for the balance of the month, the east chamber being required, in addition, from the 24th to the 28th, inclusive. Water consumed for lockages aggregated 780,110,000 cubic feet.

Pacific locks—Only the ordinary work of operation and maintenance was carried on during October. At the request of the Health Department, Miraflores Lock was lowered from elevation 54.2 to 51.0 for the purpose of clearing the shores to eliminate mosquitoes. Lockages at Pedro Miguel consumed 734,600,000 cubic feet of water from Gatun Lake; those at Miraflores, 689,640,000 cubic feet from Miraflores Lake.

Transmission line—There were seven interruptions to transmission line service during October. Two resulted from tie line trouble; two from lightning discharge; two from insulator failure; and one from the automatic opening of a circuit breaker. The greatest interruption to service was 14 minutes. Three failures occurred on the idle transmission line, none of which caused any interruption to service. Nine insulators were replaced; 8 due to electrical failure and 1 because of mechanical injury.

Miraflores steam plant—A stand-by order for 3,000 KW was kept in effect at this plant during the entire month. This was necessary on account of trouble experienced in placing 6,600-volt feeders in service at Gatun. Two machines were kept under steam, and pressure maintained on five boilers. The gross output of the plant was 339,100 KWH; net output, 285,900 KWH. The fuel oil consumed aggregated 4,988.68 barrels.

Total power output—The total net output of both generating stations was 4,191,051 KWH; and the total amount of power distributed to feeders by substations and

generating plants was 3,919,071 KWH. Total losses in transmission and transformation was 271,980 KWH, representing an energy loss of $6\frac{1}{2}$ per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary Cu. yds.
Pacific entrance channel.....	58,600	44,700	101,300	80,700	20,600	.....
Inner harbor at Balboa.....	7,000	7,100	14,100	.....	.....	14,100
Gaillard Cut:						
Paraiso P. I. impr. work.....	1,700	12,200	13,900	13,900	.....	.....
West Culebra Slide.....	600	6,000	6,600	6,600	.....	.....
East Culebra Slide.....	13,300	37,500	50,800	50,800	.....	.....
West Lirio Slide.....	1,500	4,500	6,000	6,000	.....	.....
Total from Gaillard Cut.....	17,100	60,200	77,300	77,300	.....	.....
Auxiliary works, Atlantic terminals.....	102,100	86,900	189,000	.....	.....	189,000
Grand total.....	182,800	198,900	381,700	158,000	20,600	203,100

On November 1 the following excavation remained to be done:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	184,400	84,200	268,600
Total, Canal prism.....	184,400	109,200	293,600
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa, Inner Harbor.....	288,160	174,750	462,910
Total Cristobal Coaling Station and Balboa Inner Harbor.....	288,160	176,823	464,983
Grand total—Ocean to ocean.....	472,560	286,023	758,583

On the night of October 23, East Culebra slide showed movement between station 1775+00 and 1792+00; material crossing the east prism line into the channel for 75 feet, giving a minimum depth of 30 feet near the east prism line. A surface movement between the above stations was evident and the bank between stations 1779+00 and 1788+00 showed a maximum movement westward of 70 feet. Two 15-yard dipper dredges were placed on the slide at once. This slide in no way interfered with navigation. West Culebra and Cucaracha slides showed no unusual movement during the month.

All material excavated from Gaillard Cut was dumped in Gatun Lake north of Gamboa. Of that taken from the Pacific entrance, 57,500 yards were placed on the sea dumps west of the channel; 55,900 yards were pumped into the old Rio Grande river bed; 1,000 yards of earth dumped west of prism at station 2210; and 1,000 yards of rock dumped in bayou opposite station 2207. At the Atlantic terminals, 88,900 cubic yards dredged from area No. 9, Cristobal harbor, were dumped on the east breakwater extension, from the east end of present breakwater to Margarita Point. The material dredged from Coco Solo and Margarita Bay consisting of 13,400 cubic yards from the approach to the Submarine basin and 86,700 yards from Margarita Bay, was pumped to the Navy fields. Fields A and A² were completed.

Work in drilling, blasting, and excavating at both the Miraflores and Paraiso P. I. stations was continued throughout the month. A total of 14,473 linear feet of hole was drilled; 35,397 pounds of blasting powder being consumed in this work.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The Mechanical Division had 706 uncompleted job orders at Balboa on the first of the month; 757 additional orders were issued in October; and 782 were uncompleted at the end of the month. There were 259 blanket orders in force at this time. The Cristobal shops issued 147 individual and company job orders during the month, two of which were for work on submarines and 15 on other U. S. Navy craft; 48 covered repairs to ships touching at Cristobal or in transit of the Canal, exclusive of Panama Railroad ships.

Foundry output for the month was as follows: Iron, 132,404 pounds; steel, 41,254 pounds; brass, 13,661 pounds.

The repairing and preparation for shipment of thirty-five 301-class locomotives for the Army was practically completed at the end of the month. Forty additional Rodger ballasts and 30 Western dump cars for the Army and Alaskan Engineering Commission were ordered during the month. Status of this work is shown in the following tabulation:

	Number ordered	Total shipped	Additional ready for shipment
For Alaska:			
Lidgerwoods.....	400	105	175
Rodger ballasts.....	30	30	.....
Western dumps.....	30	30	.....
For United States Army:			
Lidgerwoods.....	150	150	.....
Rodger ballasts.....	140	100	25
Oliver dumps.....	50	50	.....
Western dumps.....	132	162	.....

Every effort was made to complete the locomotive job and to clean up miscellaneous pending work so that adequate preparation could be made for expediting the work on the ex-German vessels brought in for repairs.

The following vessels were at the Balboa shops for repairs during October:

Steamships *Advance*, *Allianca*, *Ancon*, *Ardmore*, *Arnold Maersk*, *Arundo*, *Bachus*, *Balboa*, *Barabos*, *Caddo*, *Caribbean*, *Coalinga*, *Cristobal*, *Duender*, *Gen. Ernst*, *Gen. G. W. Getty*, *Gen. Gorgas*, *Gen. Hodges*, *Jamaica*, *Jobhaven*, *Manavi*, *Noorb*, *Brabant*, *Panama*, *Point Lobos*, *Reims*, *Rhakotis*, *Siam*, *Sierra*, *Cordoba*, *Tuscaloosa*, *Ucayali*, *War Cariboo*, *War Puget*, *War Selkirk*, *War Talle*, *West Galea*, *West Humhow*, *Westerner*, *Western Cross*, and *Western Pride*; Standard Oil barge No. 95, U. S. S. *Defiance*, *Ozaukee*, *Pequeni*, *West Gotomska*, and *Farragut*; Cable steamer *Guardian*; schooner *Inceborg*, motor schooner *James Timpson*; French barque *Reine*; U. S. destroyer *Schley*, submarine *R-17*; and submarine chasers Nos. 281, 282, 283, 286, and 1841. The following vessels were in dry dock at Balboa: Cable ship *Guardian*, steamships *Cristobal*, *Ancon*, *Ozaukee*, *Sierra Cordoba*, and *Rhakotis*; scows Nos. 105, 121, 123, 106, and 135; crane boat *La Valley*.

The boiler for the Coast Guard Cutter *Manhattan* was erected and tested, and it is anticipated that this boat can be made ready for the sea about December 15.

The following vessels were repaired at Cristobal shops: Steamships *Caribbean*, *Gen. Ernst*, *Gen. Gorgas*, *Allianca*, *Gen. Hodges*, *Gen. Goethals*, *Panama*, *Colon*, *Fairhaven*, *Nortonian*, *Heredia*, *Jobshaven*, *Northbend*, *Josey*, *Maumee*, *Fredericksburg*, *Ypresville*, *Madalena*, *War Soldier*, *Peru*, *Ucayali*, *Isonomia*, *Fort Bragg*, *Pollux*, *Point Adams*, *Eugene Grossos*, *San Juan*, *Western Maid*, *Boulton*, *Duendes*, *Guanacaste*, *Trontolite*, *Western Comet*, *Quilpue*, *Huallaga*, *Bord Brebant*, *Western Hope*, *City of Para*, U. S. S. *Dubuque*, submarine patrol boats Nos. 1841, 2232, and 2235; submarine chasers Nos. 279, 280, and 287, submarines *R-15*, *R-17*, and *R-18*, speed boats Nos. 2 and 4; launches 11, *Azimuth*, and *J. W. McKie*; dredges No. 86 and *Cascadas*, Tugs *Porto Bello*, *Bohio*, and *Coco Solo*, barge No. 29; scows Nos. 132 and 135; pile driver No. 198; derrick boat *La Valley*; mine planter *Graham*, cable ship *C. W. Field*, motor vessel *Orotina*, schooner *Laura C. Hall*, *Constance*, and *Acapulco*, U. S. S. *Poe*, tug *Engineer*, steamship *Balboa*. Of these, the following were dry docked at Cristobal: Steamship *Balboa*, schooners *Constance* and *Acapulco*, tug *Engineer*, and U. S. S. *Poe*.

BUILDING CONSTRUCTION.

The Ancon Hospital garage was completed during the month. Work was begun on the superintendent's house. Of the remaining hospital structures, ward groups Nos. 7 and 8 were advanced to 68 and 48 per cent completion, respectively. No work was performed on passageway No. 5, this remaining 98 per cent completed. Equipment for the ice and cold storage plant, Mount Hope, arrived in considerable quantities throughout the month and its installation carried on as rapidly as possible. The refrigerating equipment is being installed under the supervision of a representative of the contractors. The building as a whole is 89 per cent completed. Assembling of the towers and buildings for the Punta Mala radio station was completed and the entire outfit transported to the station site by barge on October 20. No other structures were begun during the month; the working force was employed continuously on the buildings already under way.

Terminal construction—Progress of the work on Pier No. 6, Cristobal, is shown in the following tabulation:

Item.	Accomplished during month.	Total in place, October 31.	Percentage of completion.
Forms placed.....	83,941	439,767	71.0
Reinforcing placed.....	604,493	4,618,156	78.4
Concrete poured.....	3,676	21,525	75.0
Steel struts erected.....	.....	96	100.0
For shed:			
Forms placed.....	4,875	5,710	1.5
Reinforcing placed.....	22,831	24,705	1.7
Concrete poured.....	77	95	1.6

MUNICIPAL DIVISION.

The routine maintenance and repair work of this Division was carried on during the month. The construction work in progress in the northern district and at the Army aviation and submarine bases advanced satisfactorily. The changing of the oil lines at Mt. Hope was completed, also the installation of the 10-inch pipe line to concrete tank at same place. In the southern district, all concrete sidewalks in Ancon-Balboa were completed as far as authorized. Grading for the Tivoli kitchen was also finished. Other construction work was advanced satisfactorily. Equipment for the necessary municipal work to be done at Punta Mala radio station was shipped to that point on October 20. A well is being driven and other municipal work is in progress there, being 50 per cent completed October 31. Road work in progress on the west side of the Canal was temporarily stopped on October 30, by direction of the Panama Canal Department, for whom it was being done.

A total of 762,028,350 gallons of water was pumped at the various stations; 173,247,750 gallons in the northern district, and 588,780,600 gallons in the southern. Panama was furnished 70,510,000 gallons; Colon, 45,814,000 gallons; and 7,386,242 gallons were sold to ships. A total of 450,857,220 gallons was filtered for domestic purposes.

WORKING FORCE.

Statement of the working force employed on October 23d, follows:

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office	29	47	78
Building Division	246	2,216	2,462
Municipal Engineering	79	1,368	1,447
Electrical Division	198	342	540
Lock operation	124	613	737
Dredging Division	117	1,009	1,126
Mechanical Division	677	1,678	2,355
Marine Division	96	364	460
Fortifications	40	360	400
Total	1,606	7,997	9,603
Supply:			
Quartermaster	112	1,834	1,946
Subsistence	22	444	466
Commissary	197	1,559	1,756
Cattle industry—plantations	29	795	825
Total	370	4,633	4,993
Accounting	205	12	217
Health	206	908	1,114
Executive	136	210	346
Panama Railroad—			
Superintendent and coaling stations	124	1,017	1,141
Transportation	134	231	368
Receiving and Forwarding Agent	75	1,653	1,728
Total Panama Railroad	333	2,904	3,237
Grand total	2,846	16,664	19,510

The total gold force is a decrease of 119 from the 2,965 employed September 18; the silver force is an increase of 467 over the 16,197 shown on that date.

The following statement shows the occupation of Canal quarters, October 31, 1918:

Occupants.	Men.	Women.	Children.	Total.
Americans	2,917	2,001	2,203	7,121
Europeans	193	25	58	276
West Indians	5,652	2,059	4,193	11,904
Total	8,762	4,085	6,454	19,301

PUBLIC HEALTH.

There were 19 deaths among employees during October; three American, 16 colored. Births among employees' families totaled 61; 15 American, 46 colored. There was a total of 24 deaths from broncho-pneumonia; 1 employee, 20 non-employees, and 3 nonresidents—2 from the U. S. T. *Kilpatrick* and 1 from a ship at Cristobal. Twenty-six deaths occurred from lobar pneumonia; 3 employees, 17 nonemployees, and six nonresidents from the U. S. T. *Kilpatrick*. Three deaths from this disease occurred at sea on this transport while enroute to Cristobal. There were 6 deaths from pneumonia, unqualified, all nonemployees. Five deaths from influenza occurred among nonemployees; and in addition to this number, 2 cases taken from the *Kilpatrick* died in our hospitals. The S. S. *Abangarez* arriving

at Cristobal, reported the death en route from New Orleans of one passenger from Spanish influenza. There were 42 cases of smallpox admitted during the month, making a total of 98 cases to date since the outbreak in August; 63 cases were discharged well, leaving a balance in hospital of 35 at the end of the month. There have been no deaths from this disease. Fourteen cases admitted were from the village of Chepo, 40 miles from Panama.

RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, October 31, exclusive of fortifications, was \$16,612,175.92; the balance in fortifications was \$3,841,766.18. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$338,125.34, and by the Paymaster on the Isthmus to \$1,187,424.28. Payment to the Panama Railroad Company for commissary books amounted to \$252,925.76. Total Panama Canal collections on the Isthmus were \$1,716,272.78; and collections by the Disbursing Clerk, Washington, \$34,463.30. Requisitions for purchase in the United States totaled \$752,282.08. Receipts from the Canal Zone and miscellaneous funds were \$165,001.49, and disbursements from the same sources, \$212,937.08.

Respectfully,

CHESTER HARDING,

Governor.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Veterinarian (male); \$1,500 a year; No. 448-amended; December 15, 1918; January 26, 1919; February 23, 1919; Form 1312; age, 21 years and over.

The United States Civil Service Commission announces that owing to the cessation of hostilities and the fact that sufficient eligibles to meet the needs of the service have been obtained from the following continuous open competitive nonassembled examinations for the Construction Division of the War Department, until further notice no applications for any of these examinations will be accepted unless filed with the Commission at Washington, D. C., prior to the hour of closing business on November 25, 1918:

No. 296—Blue print file clerk (male and female), \$1,000 to \$1,500.

No. 330—Senior civil engineer (male); \$1,800 to \$4,200.

Refrigerating engineer (male), \$3,000.

Construction engineer (male), \$2,400.

Planing expert (male); \$2,400.

No. 331-amended—Inspector of mechanical or electrical equipment (male); \$2,700.

Inspector of structural steel (male); \$2,400.

No. 333-amended—Architect (male); \$2,500 to \$3,500.

Structural designer (male), \$2,400 to \$2,700.

Architectural designer (male), \$2,100 to \$2,700.

Senior structural draftsman (male), \$2,000 to \$2,400.

Senior architectural draftsman (male), \$1,800 to \$2,100.

Junior structural draftsman (male), \$1,500 to \$2,000.

Junior architectural draftsman (male or female), \$1,200 to \$1,800.

Architectural tracer (male or female), \$1,000 to \$1,200.

No. 554—Assistant to purchaser of supplies (male), \$1,500 to \$1,800.

No. 587—Chief of survey party (male), \$2,700 to \$3,000.

Transitman (male), \$2,400.

Levelman (male), \$2,100.

Rodman (male), \$1,800.

Chainman (male), \$1,800.

Draftsman, topographic (male and female), \$2,100.

No. 558—Exterior expeditor (male), \$2,000 to \$2,400.

Interior expeditor (male), \$1,800 to \$2,000.

Assistant interior expeditor (male), \$1,500 to \$1,800.

No. 1455-supplemental—Extension poultry husbandman (male) \$1,500 to \$2,500.

The United States Civil Service Commission announces that as sufficient eligibles to meet the needs of the service have been obtained from the continuous open competitive nonassembled examination for extension poultry husbandman, for men only, for filling vacancies in the Bureau of Animal Industry Department of Agriculture, at entrance salaries ranging from \$1,500 to \$2,500 a year, until further notice no applications for this examination will be accepted unless filed with the Commission at Washington, D. C., prior to the hour of closing business on November 25, 1918.

No. 147—Expert aid (male).

No. 148—Supervising engineer, construction (male).

The United States Civil Service Commission announces that as sufficient eligibles to meet the needs of the service have been obtained from the continuous open competitive nonassembled examinations for expert aid and supervising engineer, construction, for men only, for filling vacancies at navy yards and other naval establishments of the United States, until further notice no applications for either of these examinations will be received unless filed with the Commission at Washington, D. C., prior to the hour of closing business on November 25, 1918.

Specialist in animal husbandry and dairying (male and female), \$1,800 to \$2,500 a year; January 7, 1919; form 2118.*

Automatic scale expert (male); \$1,600 a year; January 8, 1919; form 1312; age, 18 years and over. Laboratory aid in chemistry and physics (male); \$900 to \$1,020 a year, form 1312; age, 18; but not 25 years; January 8, 1919.
No. 611-amended—Biological assistant (male); \$1,200 to \$1,800 a year; form 2118; age, reasonable age limits; January 7, 1919.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Dinner Dance—Hotel Aspinwall.

A dinner dance will be held at the Hotel Aspinwall, Taboga, on Saturday, December 14, 1918. The hotel has been well patronized for the last week.

1919 War Savings Stamps Not To Be Sold Here.

A cable message has been received from the Washington Office of The Panama Canal which reads as follows:

"Am forwarding copy letter from Assistant Secretary of the Treasury stating that after careful consideration and with much reluctance Treasury Department has decided not to place on sale War Savings Certificate Stamps of Series of 1919 at any points outside mainland of United States which do not have postal service under direct jurisdiction of Postmaster General."

This decision to sell War Savings Stamps next year only in the United States will affect several thousand investors on the Isthmus who have bought War Savings Stamps as a safe, simple, and profitable method of putting away their savings. Over \$500,000 worth were sold here during the past eight months. The 1918 stamps will continue to be sold at all Canal Zone post offices during the rest of this month, and it is expected that the supply on hand will be exhausted as only a few days are left to buy them here. The fact that War Savings Stamps will not be sold here after December 31 should not cause anyone to cash his certificates. The Government still needs the money.

Continue to Buy War Savings Stamps.

The Hon. W. G. McAdoo, Secretary of the Treasury, has sent the following cable to Mr. C. H. Calhoun, Director of War Savings for the Panama Canal Zone:

"I most earnestly urge upon you that your organization make every possible effort to the end that pledges for the purchase of War Savings Stamps be fulfilled before the close of the year.

The Government's monetary requirements were never greater nor more pressing than they are to-day. Expenditures for November were greater than in any similar period. These expenditures growing out of the war must be met by borrowing from the people, and their magnificent response heretofore to the Government's requirements makes me confident that they will not fail to continue their support, to the end that all payments resulting from war necessities will be promptly met.

Much remains to be done. Our brave troops must be maintained and paid until their work is fully accomplished and they are returned to their homes. This is not a time for us to relax our efforts, and the Treasury Department is making plans for larger and even more important work during the coming year. Please make every effort to bring this statement before the people in your district, and to urge upon them the continued holding of their War Savings Certificates, the fulfillment of their pledges, and additional purchases as their means permit."

Christmas with the Lepers.

Christmas gifts (books in English or Spanish, toys, games, candies, phonograph records, musical instruments, novelties, etc.) or cash donations, for the Palo Seco Leper Asylum will be received by the Chaplain, Rev. H. R. Carson, Ancon, C. Z., or may be sent direct to the asylum, via Pier 19.

Comparative Wind Records—Balboa Heights and Sosa Hill, November, 1918.

The wind movement for the month of November was 71 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity being 10.7 miles on Sosa Hill and 6.3 miles at Balboa Heights.

Northwest winds prevailed at both stations. The prevailing wind direction was from the northwest or north 84 per cent of the time at Balboa Heights and 85 per cent of the time on Sosa Hill.

The maximum wind velocities recorded during the month were 28 miles an hour from the northwest on the 15th at Balboa Heights, and 37 miles an hour from the northwest on the 23d on Sosa Hill.

NOTE—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level, and Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level.

Weather Conditions in November, 1918.

Rainfall for the month in the Canal Zone and vicinity was everywhere below normal. The deficiency was greatest at Trinidad—10.17 inches, and least at the Pacific Coast stations. Miraflores, Pedro Miguel, Juan Mina, Vigia, Trinidad, and Gatun recorded the least November rainfall of record.

Monthly totals ranged from 4.03 inches at Taboga to 15.37 inches at Monte Lirio. The greatest amount of precipitation recorded in any one day was 3.88 inches at Colon on the 5th.

The estimated average rainfall over the Gatun Lake watershed was 9.73 inches or 38 per cent below the 8-year mean, and the average rainfall over the Chagres River basin above Alhajuela was 10.74 inches, or 43 per cent below the 17-year mean.

Average air temperatures were approximately 1 degree Fahrenheit above normal. The wind movement also was generally above normal, while the atmospheric pressure, relative humidity, and cloudiness were slightly below normal.

The evaporation from the surface of Gatun Lake was the highest November evaporation of record since the creation of the lake.

Elevations of Gatun Lake (feet above mean sea level), maximum, 86.94 on the 29th; minimum 86.21 on the 2d; monthly mean, 86.54.

Evaporation from Gatun Lake surface, 4.621 inches.

The following table gives a summary of the weather conditions for the month:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.				
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles.)	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
*Balboa Heights....	29.835	80.2	92	Nov. 3	70	Nov. 11	90	9.61	10.33	16	4,533	N.W.	28	N.W.	Nov. 15
Colon.....	29.843	79.8	86	Nov. 4	72	Nov. 20	84	14.23	21.34	24	6,783	N.	27	N.W.	Nov. 15
Gamboa.....	79.2	90	Nov. 3	68	Nov. 14	.....	5.56	12.10	21	3,195	NE.	26	NE.	Nov. 19	
Gatun.....	0.61	90	Nov. 29	72	Nov. 20	.....	11.49	20.53	23	3,495	N.	15	N.W.	Nov. 14	

*Formerly Ancon.

Official Circulars.

Intoxicating Liquors to Soldiers.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 6, 1918.

To all concerned—For your information the following is quoted from War Department Bulletin No. 35, dated July 3, 1918:

"Under authority of Section 12 of the Act of Congress 'To authorize the President to increase temporarily the Military Establishment of the United States,' approved May 18, 1917, which section reads as follows:

"Sec. 12. That the President of the United States, as Commander-in-Chief of the Army, is authorized to make such regulations governing the prohibition of alcoholic liquors in or near military camps and to the officers and enlisted men of the Army as he may from time to time deem necessary or advisable: *Provided*, That no person, corporation, partnership, or association shall sell, supply, or have in his or its possession, any intoxicating or spirituous liquors at any military station, cantonment, camp, fort, post, officers' or enlisted men's club, which is being used at the time for military purposes under this Act, but the Secretary of War may make regulations permitting the sale and use of intoxicating liquors

for medicinal purposes. It shall be unlawful to sell any intoxicating liquor, including beer, ale, or wine, to any officer or member of the military forces while in uniform, except as herein provided. Any person, corporation, partnership, or association violating the provisions of this section or the regulations made thereunder shall, unless otherwise punishable under the Articles of War, be deemed guilty of a misdemeanor and be punished by a fine of not more than \$1,000 or imprisonment for not more than twelve months, or both; the following regulations are established by the President and the Secretary of War, to continue during the present emergency, and shall supersede all former regulations issued under the aforesaid authority except the regulations of March 2, 1918, relating to the Island of Oahu, Territory of Hawaii:

"1. Around every military camp at which officers and enlisted men, not less than two hundred and fifty in number, have been or shall be stationed for more than thirty consecutive days, there shall be for the purposes set forth in this regulation a zone five miles wide, except that within the existing limits of an incorporated city or town, within which the sale of alcoholic liquor shall not be prohibited by the State or local law, the zone shall not include any territory more than one-half mile from the nearest boundary of such camp. Alcoholic liquor, including beer, ale, and wine, either alone or with any other article, shall not, directly or indirectly, be sold, bartered, given, served, or knowingly delivered by one person to another within any such zone, or sent, shipped, transmitted, carried, or transported to any place within any such zone: *Provided*, That this regulation shall not apply to the giving or serving of such liquor in a private home to members of the family or *bona fide* guests, other than members of the military forces, or to the sending, shipping, transmitting, carrying, or transporting of such liquor to a private home for use as aforesaid: *Provided also*, That this regulation shall not apply to the sale or gift of such liquor by registered pharmacists to licensed physicians or medical officers of the United States for medicinal purposes, or to the sending, shipping, transmitting, carrying, or transporting of such liquor to registered pharmacists, licensed physicians, or medical officers of the United States for use as aforesaid.

"2. Alcoholic liquor, including beer, ale, and wine, either alone, or with any other article, shall not, directly or indirectly, be sold, bartered, given, served, or knowingly delivered to any officer or member of the military forces, within the United States, their territories or possessions, or any place under their control, except to medical officers for medicinal purposes or when administered by or under the direction of a licensed physician or medical officer.

"3. The sale or supply of intoxicating liquors to licensed physicians and medical officers for medicinal purposes, and the possession, use, and administration thereof by such physicians and officers for medicinal purposes, at any military station, cantonment, camp, fort, or post is permitted.

"4. All prior violations of former regulations and all penalties incurred thereunder shall be prosecuted and enforced in the same manner and with the same effect as if these superseding regulations had not been established.

The White House, WOODROW WILSON,
June 27, 1918. NEWTON D. BAKER,
Secretary of War."

The attention of employees is especially directed to the heavy penalty provided for persons who are instrumental in supplying to officers or enlisted men intoxicating liquors of any kind.

CHESTER HARDING, Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 2, 1918.
CIRCULAR No. 661-68:
Surgeon S. B. Grubbs, U. S. Public Health Service, is appointed Chief Quarantine Officer,

effective November 24, 1918, *vice* Surgeon M. C. Guthrie, U. S. Public Health Service, relieved from duty with The Panama Canal.

CHESTER HARDING,
Governor.

Act of Congress—Deficiency Appropriation, 1918 and 1919.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 3, 1918.
CIRCULAR No. 600-58:

The extract from an Act of Congress quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT Making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1919, and prior fiscal years, on account of war expenses, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in appropriations for the fiscal year ending June 30, 1919, and prior fiscal years, on account of war expenses, and for other purposes, namely:

FORTIFICATIONS

* * * * *
PANAMA CANAL.
* * * * *

For the purchase, manufacture, and test of ammunition for seacoast and land defense cannon, including the necessary experiments in connection therewith, and the machinery necessary for its manufacture, \$350,000.

For the purchase of submarine mines and nets and the necessary appliances to operate them for closing the channels leading to the Panama Canal, \$2,000, to be available for the fiscal years 1918 and 1919.

For alteration, maintenance, and repair of submarine-mine material, \$6,866, to be available for the fiscal years 1918 and 1919.

* * * * *
Approved, November 4, 1918.

Expediting Mail Deliveries.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
BUREAU OF POSTS,

BALBOA HEIGHTS, C. Z., December 7, 1918.

To all concerned—Attention is again directed to the fact that all mail for the Balboa Radio station, the Balboa quarantine station, and the Palo Seco Leper Asylum should be addressed to Fort Amador, Canal Zone. Such mail addressed to Balboa will be subject to delay incident to its forwarding to Fort Amador.

C. H. CALHOUN,
Director of Posts.

Saturday and Sunday Stops at Bohio.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., December 7, 1918.
TRANSPORTATION BULLETIN No. 569:

Conductors and engineers, P. R. R.—Effective this date and until further notice, trains Nos. 7 and 8 will stop at Bohio siding Saturdays and Sundays for the accommodation of pasture clearing laborers. Second-class coaches should be stopped just opposite Bohio signboard.

W. F. FOSTER,
Master of Transportation.

Amendment to Section 17, P. R. R. Time-keeping Rules.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., November 27, 1918.

To all concerned—The following additional paragraph to Section 17, Panama Railroad Time-keeping Rules, will govern the time lost on account of rain by the silver hourly employees of the maintenance of way department, Panama Railroad Company:

Silver hourly employees of the maintenance of way department losing an hour or less in a 4-hour period will be allowed full time. In case they lose more than an hour, the whole time lost will be deducted.

S. W. HEALD,
Superintendent.

Approved:
CHESTER HARDING,
President.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., December 3, 1918.

To all concerned—The following changes, involving additions and removals, have been made, effective November 29, 1918, in the United States Enemy Trading List by the War Trade Board:

ADDITIONS**CHILE**

Alhaisa Insurance Company.....
Compañia de Tranvias Electricas Valparaiso.
de Valparaiso.
Deutsche Presse (newspaper)..... Santiago.
El Submarino (newspaper)..... Santiago and Valparaíso.

GUATEMALA

Gross, Federico N..... Guatemala City.
Hoepfner, Carlos..... Guatemala City.
Hoepfner, Herman..... Guatemala City.

HONDURAS

Boehm, Francisco..... San Pedro Sula.

MEXICO

"El Liberal" Fabrica de Tabacos
(Jose R. Puente)..... Monterrey.
Hamburgo Plantation..... Tapachula.
Huaschilt, Rickardt..... Mazatlan.
Hotel Grande Sociedad..... Toluca.
Joya, La (Enrique Schaefer)..... Mexico City.
Kobe, O. S..... Puerto Ancon.
"Liberal, El," Fabrica de Tabacos
(Jose R. Puente)..... Monterrey.
Makrinius, Emilio..... Pochutla.
Palama, La (Richard Hermanos) Orizaba.
Pommereneke, Frederick..... San Pedro Tuxtla.
Schultze, Carlos..... Mexico City.
Wilkens, Pablo..... Mexico City.

REMOVALS**CHILE**

Haverbeck & Co. (Albert Haverbeck and Carlos Haverbeck)..... Valdivia.
Rodriguez, Gumerindo..... Antofagasta.
Sagnauer & Co., Blanco..... 122 Valparaiso.
Wiegand & Co..... Valparaiso and Huasco

COLOMBIA

Cristo, Jorge, & Co..... Cucuta.

ECUADOR

Balda, Cesar A..... Guayaquil.

MEXICO

Ayub, Felipe (La Palestina)..... Chihuahua.
Ayub, G. & Co., (La Casa Blanca) Chihuahua.
Ayub Hermanos (La Ciudad de Constantinople)..... Chihuahua.
Ayub, Salamon (La Violeta)..... Chihuahua.
Brun, E. Y. Cia..... Colima.
Canavati Hermanos..... Torreon.
Canavati, A. Hermanos..... Chihuahua.
Casa Blanca La (Ayub, G. & Co) Chihuahua.
Ciudad de Constantinople La Chihuahua.
(Ayub Hermanos).

Fatuch Y Nogaim (La Palma)..... Chihuahua.
Fatuch, Salim..... Chihuahua.
Palestina, La (Felipe Ayub)..... Chihuahua.
Palma, La (Fatuch y Nogaim)..... Chihuahua.
Sundberg, Gustavo..... Mexico City.
Violeta, La (Salamon Ayub)..... Chihuahua.

SALVADOR

Gastearazoro, Dr. Jose C..... San Salvador.
C. H. CALHOUN,
Chief, Division of Civil Affairs.

French Bread and Rolls.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., December 9, 1918.

MEMORANDUM 757-28:

To commissary managers—Orders may be placed up until 9 o'clock Wednesday morning for Thursday morning delivery for French bread at 9 cents per loaf and French rolls at 18 cents per dozen. In addition dinner rolls will be added to the list at 15 cents a dozen.

Ancon, Balboa, Gatun, and Pedro Miguel will order the latter from the hotels; Cristobal will order from the bakery.

J. J. JACKSON,
General Manager.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., December 4, 1918.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Davis, John W..... McKeown, William
Drake, Miss Gladys..... Markey, Matt.
Gutierre, Antonio..... Nieves, Julio†
Harris, John W.*..... Stevenson, Charles A.
Kendal, Leon..... Voss, Harry J.

* Special delivery. † Paper.

Band Concert Schedule.

16th Band, Coast Artillery Corps.

Army and Navy Club, Cristobal—December 5, 12, 19, and 26.
Fort Sherman movies—December 3, 10, 17, 24, and 31.
Fort Randolph movies—December 4, 11, 18, and 25.
Fort de Lesseps, afternoon—December 4, 11, 18, and 25.
Fort Randolph, afternoon—December 5, 12, 19, and 26.
Enlisted men's dance at Fort Sherman or Fort Randolph—December 7 and 21.

33d Infantry Band.

Cristobal bandstand—December 3, 10, 17, 24, and 31.
New Gatun—December 2, 9, 16, 23, and 30.
Gatun clubhouse—December 6 and 20.
Sibert's Curve—December 4, 11, 18, and 25.
Officers' club dance—December 13 and 27.
Porto Rican Infantry Band.
Corozal—December 3, 10, 17, 20, 24, and 31.
Empire movies—December 2, 4, 9, 11, 16, 18, 23, 25, and 30.
Camp Otis movies—December 5, 12, 19, and 26.
Officers' dance, Camp Gaillard—December 13 and 27.

5th Band, Coast Artillery Corps.

Quarry Heights—December 4, 11, 18, and 25.
Fort Amador, concert—December 5, 12, 19, and 26.
Fort Amador movies—December 3, 6, 10, 13, 17, 20, 24, 27, and 31.
Officers' dance—December 6.
Enlisted men's dance—December 7 and 21.
U. S. Naval Air Station and Submarine Band.
Cristobal bandstand—December 20.

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, December 7, 1918.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour									Gross	Net
<i>Trenton</i>	29	20.20	1	6.35	1	13.31	1	13.31	American.	Standard Oil Company.	419.0	57.0	18.0	Cristobal.	Ballast.	10,407	7,556	5,561
<i>Armore</i>	1	7.23	1	8.00	1	18.07	1	18.07	American.	Standard Oil Company.	449.6	50.0	97.0	Tampico.	Crude oil.	8,514	6,234	6,234
<i>Stocondo</i>	1	7.10	1	9.10	1	18.51	1	18.51	Dutch.	Rotterdamse Lloyd.	444.0	54.3	34.2	New York.	General.	8,188	7,226	5,129
<i>Imperial</i>	27	17.50	2	7.45	2	15.25	2	15.25	Chilean.	South American Line.	336.0	41.0	17.0	Cristobal.	General.	1,856	3,621	2,397
<i>Sequerra</i>	1	22.00	2	8.25	2	15.59	3	4.30	British.	Standard Transportation.	385.0	51.7	25.6	Kingston.	Ballast.	5,430	3,798	3,798
<i>La Brea</i>	2	11.37	2	12.10	2	19.54	3	11.51	American.	Union Oil Co.	435.0	56.0	29.0	Point Lobos.	Crude oil.	11,023	7,221	4,971
<i>Elizabeth Ruth</i>	2	13.30	3	16.25	3	22.03	4	20.58	American.	Lever Transportation Co.	190.0	40.0	19.0	Havanna.	General.	1,300	914	603
<i>Kronstad</i>	3	18.35	4	11.43	4	19.59	4	20.58	Norwegian.	B. I. Grostrand.	313.0	47.0	19.0	Baltimore.	Coke.	3,200	2,948	2,091
<i>Peru</i>	29	17.46	5	7.05	5	15.03	5	16.50	British.	Pacific Steam Nav. Co.	350.0	43.0	19.0	Cristobal.	General.	4,144	2,632	2,632
<i>Serie (hark)</i>	6	14.30	7	6.53	7	16.53	7	16.53	French.	A. D. Berdes & Fils.	312.0	45.0	25.0	Norfolk.	Coal.	3,807	3,904	3,915

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	30	13.30	1	6.30	1	14.28	1	16.25	American...	U. S. Shipping Board.	340.5	48.0	22.6	Liquique...	Jacksonville...	Nitrate...	5,070	4,367	2,900
Ozaukee.....	1	7.00	1	9.38	1	17.27	2	11.15	British.	New Zealand S. S. Co.	457.7	58.2	24.0	Wellington.	London.	Frozen and gen.	4,918	9,186	6,972
Rimutaka.....	1	6.00	1	9.47	1	18.12	2	13.55	American.	U. S. Shipping Board.	273.0	48.9	24.3	San Francisco.	Brooklyn.	General.	2,000	6,304	6,656
Kas Kas Kia.....	1	11.30	1	14.02	1	22.50	4	17.57	American.	U. S. Shipping Board.	423.9	54.0	24.3	Seattle.	New York.	Flour.	6,992	8,296	5,897
West Madaket.....	30	16.30	2	16.53	2	15.00	2	17.00	American.	U. S. Shipping Board.	440.0	56.0	29.0	San Francisco.	New York.	Flour.	1,697	4,604	2,476
Victorinus.....	30	14.30	3	7.58	3	16.00	4	12.30	Peruvian.	Peruvian Line.	360.0	44.7	22.6	Callao.	Cristobal.	General.	5,785	6,410	4,917
Huallaga.....	3	1.30	3	10.13	3	18.15	4	12.30	British.	Pacific Steam Nav. Co.	401.3	52.2	23.6	Port Stanley.	Liverpool.	General.	8,082	5,877	5,877
Kensia.....	3	8.30	3	10.42	3	18.50	4	12.30	American.	Union Oil Co.	471.9	55.0	17.0	Antofagasta.	Tampico.	Ballast.	8,800	6,062	5,877
Coalinga.....	3	2.30	3	10.42	3	18.50	4	12.30	American.	U. S. Shipping Board.	409.5	54.2	23.6	Seattle.	New York.	Red Cross supp.	8,800	6,222	4,857
West Mead.....	1	23.13	4	6.39	4	14.40	4	18.20	Chilean.	Chilean Line.	350.0	42.1	22.0	Talcahuano.	Cristobal.	General.	1,151	3,619	2,537
Patena.....	4	1.00	4	7.51	4	15.35	4	22.05	Costa Rican.	C. R. Manganese Mining Co.	103.6	22.5	9.6	Plaza Real.	Cristobal.	Manganese ore.	175	230	83
Isabel.....	4	3.00	4	8.12	4	16.20	4	22.05	American.	U. S. Shipping Board.	350.0	42.1	22.0	Mejillones.	Panama.	Nitrate.	10,587	7,556	5,561
Challenger.....	4	8.30	4	10.55	4	19.30	4	20.30	American.	Standard Oil Co.	419.4	57.2	27.0	Panama.	Tampico.	Wool, meat, etc.	5,668	12,726	9,457
Trenton.....	1	13.31	4	13.35	4	23.05	5	15.18	British.	White Star Line.	500.3	63.3	27.0	Auckland.	London.	Nitrate.	8,400	3,266	2,094
Lonic.....	2	9.50	5	7.32	5	16.40	5	16.40	American.	U. S. Shipping Board.	402.6	53.0	27.0	Talcahuano.	Valparaiso.	Nitrate.	4,012	3,266	2,094
Zirkel.....	2	3.00	5	8.01	5	16.40	5	16.40	American.	U. S. Shipping Board.	309.0	48.0	20.0	Calela Colera.	Nitrate.	General.	6,468	5,075	3,614
Guano.....	4	7.05	5	8.28	5	17.53	5	18.50	Japanese.	U. S. Shipping Board.	380.4	49.0	24.6	Calela Colera.	Cristobal.	Ceife, rubber.	6,881	728	346
Nippon.....	4	7.00	5	8.28	5	18.50	5	18.50	American.	Colman Marine Co.	180.0	29.1	12.3	Pueraventura.	Cristobal.	Nitrate.	4,227	3,299	1,930
Bolboa.....	5	8.00	5	11.08	5	18.50	5	18.50	American.	U. S. Shipping Board.	310.0	48.0	20.0	Antofagasta.	Wilmington.	Nitrate.	681	728	346
Garibaldi.....	6	15.15	7	6.45	7	14.55	7	14.55	American.	U. S. Shipping Board.	284.0	43.0	23.6	Antofagasta.	Jacksonville.	Nitrate.	3,706	810	1,217
Wallowa.....	6	15.00	7	6.50	7	15.05	7	15.05	American.	U. S. Shipping Board.	284.0	43.0	23.6	Antofagasta.	Jacksonville.	Nitrate.	3,706	810	1,217
Saltador.....	6	2.00	7	10.44	7	16.53	7	16.53	British.	Pacific Steam Nav. Co.	215.0	33.5	13.3	Guayquil.	General.	General.	810	1,217	692

Hours are expressed on the 24-hour basis, and all hours greater than 12 are past midnight.

EXPECTED ARRIVALS FROM ATLANTIC.

Date	Ship	From	Date	Ship	From
Dec. 10...	<i>Paraiso</i>	Swayne and Hoyt	Dec. 23...	<i>Cluny Castle</i>	London.
Dec. 10...	<i>Ingeborg</i>	Alfa S. S. Company	.....	<i>Alice A. Leigh</i>	New York.
Dec. 10...	<i>Tecumseh</i>	Standard Transportation Co.	.....	<i>Thara (Bark)</i>	Norfolk.

EXPECTED ARRIVALS FROM PACIFIC.

Date	Ship	From	Date	Ship	From
.....	<i>War Charger</i>	British Government	.....	<i>Bancroft</i>	Unknown.
.....	<i>War Storm</i>	British Government	.....	<i>Western Bille</i>	Unknown.
.....	<i>War Chief</i>	British Government	.....	<i>Bovric</i>	Unknown.
.....	<i>Luise Brun</i>	Unknown	.....	<i>A. Weir & Co.</i>	Unknown.
.....	<i>Mojave</i>	Unknown	.....	<i>Pan-American Line</i>	Unknown.
.....	<i>Suzanne</i>	Standard Oil Company	.....	<i>Oceanic Steam Navigation Co.</i>	Unknown.

PORT OF CRISTOBAL.

*ARRIVALS

*DEPARTURES

Date	Vessel	Line	From	Date	Vessel	Line	For
Dec. 1...	<i>El Capitan</i>	Standard Oil Company	San Domingo.	Dec. 2...	<i>Caribbean</i>	Panama Railroad Steamship Line.	Cartagena.
Dec. 2...	<i>Geo. W. Barnes</i>	Pan-Amer. Petroleum Trans. Co.	Panama.	Dec. 3...	<i>Culebra</i>	Panama Railroad Steamship Line.	Cartagena.
Dec. 3...	<i>Nassau</i>	Leyland Line	Liverpool and Cartagena.	Dec. 4...	<i>Colon</i>	Pan-Amer. Petroleum Trans. Co.	New York and Haiti.
Dec. 4...	<i>Jose</i>	Datlav-Simonsen	New York.	Dec. 5...	<i>Geo. W. Barnes</i>	Pan-Amer. Petroleum Trans. Co.	Tampico.
Dec. 5...	<i>Culebra</i>	Panama Railroad Steamship Line.	Cartagena.	Dec. 6...	<i>Europa</i>	La Veloce S. S. Line.	Puerto Cabello.
Dec. 6...	<i>Caribbean</i>	Panama Railroad Steamship Line.	Cartagena.	Dec. 6...	<i>Nassau</i>	Leyland Line.	New Orleans.
Dec. 7...	<i>Advance</i>	Panama Railroad Steamship Line.	New York.	Dec. 6...	<i>Jose</i>	Datlav-Simonsen.	Port Limon, C. R.

*EXPECTED ARRIVALS.

*EXPECTED DEPARTURES.

Date	Vessel	Line	From	Date	Vessel	Line	For
Dec. 8...	<i>Lake Wilson</i>	Panama Railroad Steamship Line.	New York.	Dec. 9...	<i>Caribbean</i>	Panama Railroad Steamship Line.	Cartagena.
Dec. 9...	<i>Coppanama</i>	United Fruit Company	New Orleans and Havana.	Dec. 9...	<i>Culebra</i>	Panama Railroad Steamship Line.	Cartagena.
Dec. 10...	<i>Elizabeth</i>	Panama Railroad Steamship Line.	New York via Haiti.	Dec. 9...	<i>Coppanama</i>	United Fruit Company	New Orleans and Bocas.
Dec. 10...	<i>Paratima</i>	United Fruit Company	New Orleans.	Dec. 10...	<i>Paratima</i>	United Fruit Company	New Orleans and Bocas.
Dec. 10...	<i>Managua</i>	United Fruit Company	New Orleans.	Dec. 10...	<i>Saramacca</i>	United Fruit Company	New Orleans and Bocas.
Dec. 11...	<i>Saramacca</i>	United Fruit Company	New Orleans.	Dec. 14...	<i>Advance</i>	Panama Railroad Steamship Line.	New York.
Dec. 12...	<i>Oranian</i>	Leyland Line	Liverpool and way ports.	.....	<i>Lake Wilson</i>	Panama Railroad Steamship Line.	Unknown.
.....	.....	.....	.....	.....	<i>Elizabeth</i>	Panama Railroad Steamship Line.	Unknown.
.....	.....	.....	.....	.....	<i>Oranian</i>	Panama Railroad Steamship Line.	Unknown.

*Other than ships passing through the Canal, and Panama Railroad and United Fruit Company's ships.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the week ending at midnight of Saturday, December 7, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gambboa	Gatun	
Sun., Dec. 1	127.85	92.63	86.81	86.76	54.05
Mon., Dec. 2	127.80	92.60	86.90	86.80	54.14
Tues., Dec. 3	127.40	92.21	86.90	86.81	54.13
Wed., Dec. 4	127.30	92.08	86.90	86.82	53.35
Thurs., Dec. 5	127.25	92.05	86.92	86.84	53.37
Fri., Dec. 6	127.50	92.15	86.89	86.88	53.41
Sat., Dec. 7	127.80	92.52	86.92	86.88	53.45
Height of low water to nearest foot.	126.0	91.0			

Joint Commission.

Rules of Dismissal.

In the matter of the claim of Las Cascadas Estates Company, Limited, a corporation. In which rule of default has been entered, rule of dismissal No. 400, docket No. 1760, November 2, 1918—On April 13, 1916, the Joint Commission, with the approval of the two Governments, parties to the Treaty, adopted a rule relative to the continuance or dismissal of claims in which the claimants are not ready for trial on the date their claims are set for hearing or who fail to appear for hearing. This rule provides for the entering of a rule of default against claimants who fail to appear when called.

The said rule also provides that:

"Upon the entry of such rule of default (at the end of each month) notice thereof shall be given by four successive publications, one each week, in the English and Spanish languages, in newspapers of general circulation in the Republic of Panama, notifying such claimants to appear in person or by attorney within sixty (60) days from the first of said publications and show good and sufficient cause why such default should be set aside, and take active steps to prosecute their claims, and failing to so appear within sixty days from said first publication their claims will be considered as having been either settled or abandoned and the same will be dismissed and forever barred."

In the claim of the Las Cascadas Estates Company, Limited, a corporation, docket No. 1760, set for hearing June 19, 1918, there was no appearance on the part of claimants nor counsel for claimants, and a rule of default was accordingly entered against them.

Due notice having been given as provided for in the above-quoted section of the rule of the Commission, and there having been no appearance by the claimants in person or by counsel during the 60-day period fixed in the rule referred to, which period began on June 27, 1918, the foregoing claim against the United States is hereby dismissed and forever barred.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, Commissioners.

In the matter of the claim of Gustavo Nezel, for property located near Empire, Canal Zone, rule of dismissal No. 401, docket No. 2979, November 2, 1918—The claim of Gustavo Nezel, docket No. 2979, is hereby disallowed and dismissed for lack of evidence sufficient to justify an award against the United States.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, Commissioners.

In the matter of the claim of Ernestina Carranza, for property located in Matachin, C. Z., rule of dismissal No. 402, docket No. 1876, November

30, 1918—The evidence before the Commission is that the property covered by the above-entitled claim has been paid for by the United States.

In view of this fact, the claim calls for no further action by the Commission, and it is accordingly hereby dismissed.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, Commissioners.

November Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1918.
	1916	1917	1918			
<i>Pacific Section—</i>						
Balboa.....	8.12	13.33	8.62	9.31	20	17
Balboa Heights.....	8.77	13.77	9.61	10.33	22	16
Miraflores.....	9.55	14.65	5.98	10.87	11	18
Pedro Miguel.....	13.39	19.38	7.16	11.26	11	16
Rio Grande.....	14.05	24.79	7.75	11.59	14	18
<i>Central Section—</i>						
*Culebra.....	17.04	21.62	7.28	12.42	30	15
*Camacho.....	15.07	25.3	8.63	13.40	13	21
Empire.....	16.53	23.79	7.19	11.88	14	20
Gambao.....	9.84	22.05	5.86	12.10	36	21
*Juan Mina.....	12.94	22.23	6.78	12.95	9	20
Alhajuela.....	14.77	19.83	6.94	14.35	20	21
*Vigia.....	12.26	20.89	8.40	14.89	11	22
*Frijoles.....	12.02	28.10	14.14	16.64	7	22
*Trinidad.....	13.66	28.84	7.73	17.90	11	23
*Monte Lirio.....	18.42	27.04	15.37	21.52	11	20
<i>Atlantic Section—</i>						
Gatun.....	19.15	30.94	11.49	20.53	14	23
*Brazos Brook.....	21.49	24.86	15.04	22.39	13	20
Colon.....	14.08	20.49	14.23	21.34	48	24

* Standard rain gauge readings at 4 p. m. daily.

Automatic register at unstarred stations—values midnight to midnight.

Rainfall from Nov. 1 to 30, 1918, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
<i>Pacific section—</i>			
Taboga	Ins.	5	4 03
Balboa	1.25	23	8 62
Balboa Heights	2.28	8	9 61
Miraflores	2.46	17	5.88
Pedro Miguel	.94	7	7.16
Rio Grande	1.37	6	7.75
<i>Central section—</i>			
*Culebra	1.65	8	7.28
*Camacho	1.70	8	8.63
Empire	1.76	5	7.19
Gambboa	1.27	19	5.88
*Juan Mina	1.12	1	6.78
Alhajuela	1.04	24	6.94
*El Vigia	1.73	6	8.40
Darien	1.99	1	9.97
*Prijoles	1.43	5	14.14
*Trinidad	2.14	21	7.73
*Monte Lirio	1.51	16	15.37
<i>Atlantic section—</i>			
Gatun	2.38	5	11.49
*Brazos Brook	2.77	5	15.04
Colon	3.45	5	14.23

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values midnight to midnight.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Additions to Commissary Stock.

Dresses, women's house, assorted, rolled collars, ea.....	\$1.70	Suits, bathing, ladies', navy and orange, suit.....	\$6.55
Dresses, women's house, assorted, rolled collars, ea.....	1.70	Suits, bathing, ladies', navy and red, suit.....	6.55
Dresses, women's house, assorted, V-neck, collarless, ea.....	1.70	Fishing tackle:	
Embroidery, floral dress trimming, yd....	.17	Boxes, tackle, No. 11, ea.....	.67
Embroidery, floral dress trimming, yd....	.24	Boxes, tackle, No. 44, ea.....	1.40
Embroidery, floral dress trimming, yd....	.23	Wire leader, phosphor-bronze, No. 25, 12 pieces, pkg.....	.26
Ribbon, for underwear, yd.....	.07	Hinges, strap, light std., galvanized, with brass pins, 4", pr.....	.15
Ribbon, for underwear, yd.....	.12	Scissors, all nickel, 6 1/2", ea.....	.73
Ribbon, for underwear, yd.....	.22	Scissors, all nickel, 7 1/2", ea.....	.82
Ribbon, for underwear, yd.....	.32	Scissors, all nickel, 8 1/2", ea.....	.90
Soap, castile, cake.....	.37	Community silver:	
Suits, bathing, ladies', navy and green, suit.....	6.55	Tongs, sugar, Patrician, small, ea.....	.78
		Tongs, sugar, Sheraton, small, ea.....	.78
		Dressing, Palm Beach, shoe, liquid, bot. .	.08

COMMISSARY NOTES.

War Savings Stamps Christmas Cards.

A supply of Christmas Greeting cards, which provide for the insertion of War Savings Stamps, has been received and will be placed on sale at all commissaries, at 3 cents each.

Cleaning Aluminum Ware.

A cleaner that will positively remove all traces of soot and burned grease from aluminum ware is on sale at the commissaries. It is carried under the name of "Brillo," retails for 20 cents a package, and is guaranteed to be absolutely harmless either to the ware or to the hands of the housekeeper. It is composed of small pads of steel wool with a cake of special soap with which the utensils are scrubbed. They are then rinsed in clear water and present a clean and polished surface.

War Maps.

A supply of war maps covering the entire western front from Ostend to the Swiss border was placed on sale by retail stores last week.

The map is divided into 12-mile squares and for ready reference carries a complete alphabetical list of all cities and towns in the battle area, together with the number of the square in which they are situated so that any city or town can be located on the map immediately. The correct pronunciation of the names of all cities, towns, rivers, etc., is also given.

These maps will sell at 15 cents each, which is considerably less than the retail price in the States.

Floral Dress Trimmings.

Floral dress trimmings, in a number of dainty color combinations, have been received from the States and will be placed on sale in the commissaries.

Gingham House Dresses.

Gingham house dresses in plaids and checks of various colors, have recently been received from the States and will be placed on sale in the line stores.

Christmas Suggestions.

A pleasing gift for the housekeeper that may be purchased at the commissaries, is known as Kleverkraft ware, consisting of the following pieces: Candlesticks, casseroles, custard cup holders, ramekins and optic vases.

Presents of a more serviceable nature consist of electric grills, hot plates, and percolators.

Novelty leather purses, the new style umbrellas with the wrist holders, and toilet mirrors of the best quality in natural ebony are also on sale.

Presses for Tennis Rackets.

With climatic conditions as they are on the Isthmus a tennis racket press is almost indispensable. A new supply has recently been received from the States and is on sale at the various commissaries.

Bathing Suits.

The ladies' bathing suits recently placed on sale in the commissaries are meeting with ready sale. They are obtainable in navy trimmed with green, navy trimmed with red, and navy trimmed with orange. The style is attractive and the quality excellent.

Wedgwood.

The Commissary Division is just in receipt of advice from England to the effect that prices on Wedgwood china will be increased for all future orders from 10 to 100 per cent.

Fudge.

A small shipment of chocolate and maple coconut fudge, manufactured by the Commissary Division was shipped to Ancon, Balboa, Cristobal, Pedro Miguel, and Gatun commissaries last week, where it met with prompt sale. If the demand continues manufacture will be increased and arrangements made to supply stores with a fresh stock two days a week.

Fishing Tackle.

A supply of fishing tackle has been received and distributed among Balboa, Cristobal, and Gatun commissaries. The supply is complete and will fill the wants of the fishermen for almost any conceivable use in this section.

Ribbons.

A supply of ribbons in various widths and designs, including self-colored brocades, flowered taffetas and plain satins, has been received and is now in stock in the line stores. Since these ribbons are in demand for the making of camisoles, silk bags, and purses, boudoir caps, and other similar articles, which make very acceptable Christmas gifts, they are meeting with ready sale.

Hats.

The Commissary Division recently received a shipment of men's soft felt hats in three different styles and colors. These shapes and colors were selected from the most popular now being worn in the States and it is believed will meet the demand for an attractive, snappy hat. The popular battle-smoke gray is included in this shipment, also two shades of brown. These hats are now on sale at Balboa, Ancon, Cristobal, Gatun, and Pedro Miguel commissaries.

Cigars.

The stock of Jamaica cigars is again exhausted due solely to the lack of shipping facilities. As soon as it was learned that transportation between Jamaica and Cristobal had been discontinued, manufacturers were requested, if possible, to ship their cigars to Haiti to connect with the Panama Railroad steamers, and they advised this could not be done, as there are no boats sailing between these two points. Routing the cigars by Havana to connect with steamers from New Orleans was also out of the question, and latest cable advice was to the effect that suppliers would endeavor to ship via New York to connect with steamer from there. It is believed that a consignment is now in transit.

RECIPE.

Old-Fashioned Cranberry Pie.

Line a pie plate with short pastry. Sprinkle over this a little sugar, then fill with raw cranberries. Pour over them molasses, in proportion of $\frac{1}{2}$ -cup molasses to each cup cranberries, and sift over 2 level tablespoons flour. Wet edges of pie crust; cover cranberries with an upper crust and press edges closely together. Cut three slits in top and bake in moderate oven about 30 minutes.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

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Volume XII. Balboa Heights, C. Z., December 18, 1918. No. 18.

Rates of Pay, Gold Roll.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 11, 1918.

CIRCULAR NO. 669-24:

The following rates of pay are established effective November 1, 1918, superseding rates heretofore published for these ratings. Ratings not covered in this circular are not affected.

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Anglesmith (special).....	\$1.13				
Apprentice:					
1st year.....	.20				
2d year.....	.30				
3d year.....	.43				
4th year.....	.55				
Battery repairman.....	.95	\$197.60	\$212.80		
		187.20	194.80		
	.85	176.80	190.40		
Boatbuilder, cabinetmaker, caulker (wood), fleet carpenter, planingmill hand, ship joiner, shipwright.	1.03	214.24	230.72		The \$1.03 rate for cabinet-maker will apply only on marine work. Coach cabinetmakers will be paid 93, 83, 77, 72, and 67 cents.
	.98	203.84	219.52		
		190.32	204.96		
	.85	176.80	190.40		
	.80	166.40	179.20		
	.75	156.00	168.00		
Boilermaker, blacksmith, machinist, molder, pipe-fitter, plumber (ship), shipfitter, shipsmith, wireman, ironworker.	1.00	208.00	224.00		"Machinist, fleet," and "machinist, automobile repairer," are included in this class. A shipfitter working as loftsmen will be paid 5 cents additional to the first class rate. Blacksmith, heavy fire, \$1.20. Shipsmith, heavy fire, \$1.20.
	.95	197.60	212.80		
		187.20	194.80		
	.85	176.80	190.40		
	.80	166.40	179.20		
	.75	156.00	168.00		
Cablesplicer, electric.....	1.00	208.00	224.00		
	.95	197.60	212.80		
		187.20	194.80		
Chipper and calker, riveter.....	1.00				
	.95				
	.85				
	.80				
	.75				
Craneman, shop.....	.78	162.24	174.72		
	.72	149.76	161.28		
	.61	126.88	136.64		
Coppersmith.....	1.08				
	1.02				
	.91				
	.86				
Diver.....	1.88				\$15.00 a day.
Electrician.....	1.00	208.00	224.00		Coaling plants only.
	.95	197.60	212.80		
		187.20	194.80		
Electroplater.....	1.00				
	.95				
	.85				
Engineer, steam.....	1.00	208.00	224.00		These rates apply to any equipment run by steam engines, including locomotive cranes, gantry crane, ditcher, hoist, pile driver, track-shifter, compressors, etc.
	.95	197.60	212.80		
		187.20	194.80		
	.85	176.80	190.40		
	.80	166.40	179.20		
	.75	156.00	168.00		

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Engineer, steam—Continued.				\$234.00	
Derrick barge and 50-ton dry dock crane.....				187.20	
Oil pump.....				176.80	
				166.40	
Cristobal refrigerating plant; power plant; engineer and machinist.		\$208.00	\$224.00		
		197.60	212.80		
		187.20	194.80		
Flangeturner.....	\$1 10 1 05				Five cents more than first class boilermaker when working at flange fire; 5 cents more than regular flangeturner rate when working from a furnace on bending slabs.
Forger, heavy, hydraulic press.....	1.85				
General mechanic.....		208.00	224.00		
		197.60	212.80		
		187.20	194.80		
Helper.....	.73 .70 .67 .64				
Inspector:				\$234.00	
Boiler.....				224.00	
Finished material.....	1.00	208.00	224.00		
Meter, electric.....	.95	197.60	212.80		
		187.20	201.60		
Scale.....	.95	197.60	212.80	224.00	
Telephone.....	.85	187.20	194.80		
		176.80	190.40		
Instrument maker.....	1.05				
Instrument repairman.....	1.00 .95	208.00 197.60	224.00 212.80		
Layerout.....	1.05				Five cents more than first class machinist and boilermaker rate.
Lineman, transmission.....		213.00	229.00		
Light and power.....		208.00	224.00		
		197.60	212.80		
Operator.....	1.00 .95 .85 .80 .75	208.00 197.60 187.20 176.80 166.40 156.00	224.00 212.80 201.60 190.40 179.20 168.00		These rates may be applied to operators of electric engines, except as otherwise specified. Operator and machinist, and operator and wireman take the first rates.
Coaling plants—			264.00		
General.....			224.00		Operators of De Mayo barges who are steam engineers will be rated on the "Engineer, Steam" schedule.
Reloader, crane, tower, viaduct.....			212.80		
			201.60		
			190.40		
			179.20		
			168.00		
Berm crane.....			234.00		Balboa Plant.
Lock—					
Control.....			234.00		
General.....			234.00		
Towing.....		208.00	224.00		The 26-day rate for towing operator is used as an entrance rate or until operator is qualified.
Gamboa sand crane, Gamboa pump plant, floor operator, switchboard operator.		208.00 197.60 187.20	224.00 212.80 201.60		
Balboa refrigerating plant.....		187.20 176.80 166.40	201.60 190.40 179.20		
Painter.....	.86 .81 .76 .71	178.88 168.48 158.08 147.68	192.64 181.44 170.24 159.04		

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Painter—Continued.					
Letterer and grainer.....	\$0 96				
Sign.....	1.07				
Patternmaker.....	1 11				
	1.05				
	.93				
Rigger.....	.88	\$183.04	\$197.12		
	.83	172.64	185.92		
		161.16	172.48		
	.71	147.68	159.04		
	.66	137.23	147.84		
Sheet-metal worker ..	1.03				A sheet-metal worker on coppersmith work will be paid the coppersmith rates.
	.93				
	.85				
	.80				
	.75				
Signal maintainer.....	.95	197.60	212.80		
		187.20	201.60		
	.85	176.80	190.40		
Typewriter and adding machine repairman.....				\$221.00	
				197.60	
Welder, electric.....	1.03				
	.98				
	.85				
Gas.....	1.00				
	.95				
	.85				

A Leadingman rate 23 cents in excess of the first class rate of a trade is authorized for the Mechanical Division and for Electrical Division employees on ship work.

The hourly rates will be increased by 5 per cent in the case of employees of the Mechanical Division working on night shifts whose pay is based on Navy Yard rates. This does not apply to men on day shifts working overtime, nor to employees whose compensation is not based on Navy Yard rates.

CHESTER HARDING,
Governor.

The Red Cross Magazine.

The Red Cross Magazine publishers have advised that it will be impossible to furnish a magazine to every Red Cross member, on account of the extreme shortage of paper. They advise that every magazine subscriber may have their subscription renewed. In the past the Chapter has made every person contributing as much as \$2 a year to the War Relief Fund a magazine member, which has resulted in two or more copies sometimes being sent to one family, and sometimes to one person. It is impossible for the Chapter to maintain a correct address record of its members unless the members advise the secretary of address changes, which they heretofore have not done. This has resulted in several hundred magazines being undelivered in the Canal Zone post offices.

Effective at once the Chapter secretary will not renew magazine subscriptions of members unless requested to do so by the member. The expiration date of your magazine is shown on the wrapper each month below the name and address, and next to the last issue you will receive will contain a yellow slip stating "Your subscription expires with the NEXT issue." Unless you request the renewal through the secretary the magazine will be discontinued. Anyone contributing as much as \$2 per year to the War Relief Fund may request the magazine without additional charge.

The Christmas roll call campaign ordered by headquarters wants to secure annual members as they can not guarantee to furnish over a small percentage of the Christmas roll call new members with the magazine.

If you are a subscriber and you move from one town to another, or resign and go to the United States it would be a kindness to the Chapter if you would phone (Balboa 955) or write the secretary your new address. Much waste of the magazines would be eliminated in this way. Leaving your forwarding address with your postmaster is not sufficient, for second class mail matter is not forwarded without additional payment of postage.

Books.

The sale of books by the Commissary Division continues to meet with favor on the part of patrons, and sales have been uniformly good. With the approach of Christmas, and the appropriateness of books as gifts, it is believed that many will wish to take advantage of the large stock on hand, some of which has just been received. The following titles, while by no means representing a complete list of those on hand, present a good variety from which selections may be made for gifts:

Life in a Tank.....	Captain Richard Haigh
Face to Face with Kaiserism.....	James W. Gerard
In the Fourth Year.....	H. G. Wells
High Adventure.....	James Norman Hall
Headquarters Nights.....	Vernon Kellogg
My Four Years in Germany.....	James W. Gerard
Outwitting the Hun.....	Lieutenant O'Brien
Home Fires in France.....	Dorothy Canfield
Fragments from France.....	Bruce Bairnsfather
The Unpardonable Sin.....	Rupert Hughes
The City of Masks.....	George Barr McCutcheon
The Prophet of Berkeley Square.....	Robert Hichens
You No Longer Count.....	Rene Boylesvie
Belinda of the Red Cross.....	R. W. Hamilton
Little Journeys Toward Paris.....	Simeon Strunsky
A Diversity of Creatures.....	Rudyard Kipling
Over Here.....	Hector MacQuarrie
The Earthquake.....	Arthur Train
Towards Morning.....	I. A. R. Wylie
The Emma Gees.....	Capt. Herbert McBride
The Blond Beast.....	Robert Ames Bennet
The Ladies from Hell.....	Douglas Pinkerton
His Second Wife.....	Ernest Poole
The Zeppelin's Passenger.....	E. Phillips Oppenheim
Philo Gubb, Correspondence School Detective.....	Ellis Parker Butler
The First Hundred Thousand.....	Ian Hay
The First Shot for Liberty.....	Corp. Osborne de Varila
Germany, the Next Republic.....	Carl W. Ackermann
Fighting for Peace.....	Harry Van Dyke
General Foch—An Appreciation.....	Major Johnson
Keeping up with William.....	Maurice Barres
Making Life Worth While.....	Douglas Fairbanks
Out to Win.....	Coningsby Dawson
Kings, Queens, and Pawns.....	Mary Roberts Rinehart
Winged Warfare.....	Major Bishop
The Rough Road.....	W. J. Locke
Uncle Remus Returns.....	Joel Chandler Harris
J'ai Accusé.....	A German

In this connection, a requisition has recently been placed with the commissary purchasing agent for a further supply of books, embracing all that is new in fiction, humor, etc., The following are among the titles ordered:

The Red One, and other stories.....	Jack London
A Princess of Mars.....	Edgar Rice Burroughs
The God of Mars.....	Edgar Rice Burroughs
A Daughter of the Land.....	Gene Stratton Porter
The Laughing Girl.....	Robert W. Chambers
Shavings.....	Jos. C. Lincoln
Ashton-Kirk, Criminologist.....	John T. McIntyre
Josselyn's Wife.....	Kathleen Norris
Firebrand Trevison.....	C. A. Seltzer
Treat 'em Rough.....	Ring Lardner
My Four Weeks in France.....	Ring Lardner
From Baseball to Boches.....	H. C. Witwer
The Island Mystery.....	G. A. Birmingham
The Clutch of Circumstance.....	Majorie Benton Cooke
The Money Maker.....	Irving R. Allen
Gaslight Sonatas.....	Fannie Hurst
The Cross of Fire.....	Robert G. Anderson
Virtuous Wives.....	Owen Johnson
Dere Mable.....	E. Streeter
The House of Torchy.....	Sewell Ford
The Valley of the Giants.....	Peter B. Kyne

Notice will be given through the columns of THE PANAMA CANAL RECORD when the above books are received, together with a short review which will serve as a guide to purchasers in making selections.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Joseph Bell.....	25728	Barbados.....	La Boca.....	Mechanical Div.....	December 5, 1918.
Emily Daley.....	169494	Jamaica.....	Panama.....	Health Department..	December 1, 1918.
Ernest Harper.....	130924	Barbados.....	Panama.....	Supply Department..	December 2, 1918.
Pedro Hernandez.....	115702	Colombia.....	Colon.....	Panama Railroad....	December 4, 1918.

Official Circulars.**Acting Governor.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 14, 1918.

All concerned—Effective December 14, 1918, and during my absence on leave, Mr. W. J. Douglas, Engineer of Maintenance, will be Acting Governor.

CHESTER HARDING,
Governor.

Acting President on the Isthmus.

PANAMA RAILROAD COMPANY,

OFFICE OF PRESIDENT.

BALBOA HEIGHTS, C. Z., December 14, 1918.

All concerned—Effective December 14, 1918, and during my absence on leave, Mr. W. J. Douglas, 2d vice president, will exercise such duties of the president as relate to the operations of the company on the Isthmus.

CHESTER HARDING,
President Panama Railroad Co.

Acting Superintendent, Coaling Plants.

PANAMA RAILROAD COMPANY,

OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., December 11, 1918.

All concerned—Effective December 14, and during the absence on leave of Mr. T. W. McFarlane, the duties of the Superintendent of the Coaling Plants will be performed by Mr. C. W. Morgan as Acting Superintendent, in addition to his regular duties.

S. W. HEALD,
Superintendent.

Approved:

CHESTER HARDING,
Governor.

Acting Quarantine Officer.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 11, 1918.

All concerned—Effective this date, Dr. H. C. Watts will act as Quarantine Officer, Balboa-Panama, during the absence on leave of Dr. M. J. Hoey.

A. T. MCCORMACK,
Chief Health Officer.

Hunting in Forbidden Areas.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 12, 1918.

All concerned—Referring to my circular of October 30, reading as follows:

"Effective November 15, 1918, all hunting will be prohibited on Bohio Peninsula and the country south from the Cocoli River to the coast. This due to the fact that a large force of men will be

engaged in pasture clearing work in these areas from that date."

The foregoing circular is hereby modified so as to permit of hunting in these areas on Sundays and holidays only. However, as pasture camps have been established, and men will be living in them at all times, extreme caution must be exercised by all hunters to avoid injury to pasture employees or property.

CHESTER HARDING,
Governor.

Rates for Floating Cranes.

THE PANAMA CANAL,

EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 7, 1918

CIRCULAR NO. 686-7 (Superseding Circular No. 686-4 and paragraph 2 (a) of Circular No. 686-5):

Effective December 1, 1918, the following rates are established for services rendered by floating cranes:

1. To departments and divisions of The Panama Canal and Panama Railroad, or other branches of the United States Government:

Per hour.

Ajax.....\$35.00
Hercules.....35.00
La Valley.....20.00

2. To individuals and companies:

Ajax.....42.00
Hercules.....42.00
La Valley.....25.00

3. These rates include only the regular crew of the cranes; any additional force, as well as all towing and similar charges, will be extra at the usual rates.

4. Charge will be made for all working time and time in transit, and time held at working point by request of the interest for which the crane is working.

5. The minimum charge shall be for 1 hour. Each succeeding half hour or fraction thereof will be charged at one-half the rate per hour.

CHESTER HARDING,
Governor.

Cable Messages for Belgium.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., December 13, 1918.

CIRCULAR NO. 1194:

Agents and operators—The following telegram received from the Central and South American Cable Company:

"As Belgium is practically, if not entirely liberated, messages can now be accepted for practically entire country."

W. F. FOSTER,
Master of Transportation.

Meeting of Local Inspectors.

The Board of Local Inspectors will meet in room 237, Balboa Heights Administration Building, Thursday, December 26, 1918, at 9 o'clock a. m.

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, December 14, 1918.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
<i>Seine (Bark)</i> ...	6	14 34	7	6 55	8	12 16	9	18 05	French.	Ant. Dem. Bordes & Fils	312	0	45	0	25	0	3,800	3,900	2,745
<i>Atlante</i> ...	7	7 48	8	6 15	8	15 55	9	18 05	American.	Gulf Mail S. Co.	164	0	36	0	14	6	60	985	612
<i>Balboa</i> ...	5	18 50	8	6 20	8	13 48	8	18 30	American.	White Star Line	190	0	29	0			105	728	346
<i>Svevia</i> ...	7	7 05	8	8 18	8	17 10	8	18 10	British.	Colombian Star Line	550	0	63	0	28	6	4,900	13,488	10,171
<i>Oradina (Sch.)</i> ...	30	7 50	9	6 40	9	16 27	9	17 05	American.	P. Wilson	93	0	22	0	6	0	3,369	6,860	4,566
<i>Victoria</i> ...	8	16 15	9	9 20	9	16 25	9	17 05	British.	Pacific Steam Navigation Co.	401	0	52	0			2,144	3,039	2,537
<i>Palma</i> ...	4	15 35	9	11 12	9	18 06	10	16 03	Chilean.	South American Line	350	0	42	0	24	0	3,486	3,028	2,168
<i>Negus</i> ...	9	14 30	10	6 25	10	14 44	10	16 03	Norwegian.	Brugsgaard A. Line	314	0	47	0	21	0	2,059	4,694	2,476
<i>Huatloga</i> ...	7	16 00	10	6 25	10	16 36	11	8 00	Peruvian.	Peruvian S. Line	300	0	45	0	20	0	1,92	1,768	1,419
<i>Salador</i> ...	3	16 53	10	6 42	10	16 44	10	18 05	British.	S. O. Stray and Company	215	0	33	0	13	0	9,000	7,235	5,267
<i>Pauline C. Hall</i> ...	10	12 15	10	15 55	11	10 06	12	19 25	American.	Pacific Metals Corporation	248	0	44	0	21	0	7,300	5,592	3,749
<i>La Haba</i> ...	26	14 42	11	6 15	11	14 42	13	7 27	British.	W. Wilhelmssen	81	0	25	0	11	0			
<i>Topia</i> ...	12	15 23	13	6 25	13	14 59	13	15 55	Norwegian.	South Pacific Company	430	0	57	0	27	0			
	13	6 58	13	7 48	13	15 42	13	6 45	American.		375	0	59	0	24	0			

THROUGH THE CANAL—PACIFIC TO ATLANTIC

<i>Kuwa</i> ...	3	1 06	8	6 32	8	15 43	8	20 25	American.	U. S. Shipping Board	272	9	46	1	22	6	3,006	3,093	1,961
<i>Santa Isabel</i> ...	6	20 06	8	6 42	8	15 50	8	19 25	American.	W. R. Grace & Co.	215	5	42	6	20	6	1,811	1,691	1,312
<i>Nasara</i> ...	7	21 26	8	8 00	8	17 28	8	21 05	Norwegian.	Asker Joint Stock Co.	380	0	52	5	21	0	7,311	5,400	3,422
<i>War Wella</i> ...	8	0 02	8	8 47	8	17 20	12	82 20	British.	British Shipping Controller	249	5	43	4	19	8	1,161	2,315	1,443
<i>Cadiz</i> ...	8	9 30	8	11 12	8	19 28	9	15 58	British.	Standard Oil Company	415	0	55	2	19	0	6,459	4,435	
<i>Andes</i> ...	9	9 30	9	11 04	9	18 40	10	5 24	Spanish.	A. Navajas	370	0	41	2	25	6	3,934	3,687	2,565
<i>Australiad</i> ...	9	11 23	9	13 22	9	21 43	10	12 04	American.	Commonwealth Government	370	1	51	1	26	0	6,636	5,483	3,996
<i>Hesperos</i> ...	9	18 15	10	7 51	10	15 49	10	16 58	Norwegian.	Brugsgaard Klostert	349	8	54	1	24	4	8,046	5,678	4,214
<i>Kiska-poo</i> ...	10	9 45	10	11 03	10	19 55	11	12 45	British.	U. S. Shipping Board	275	2	46	0	23	0	3,006	3,090	1,888
<i>Silverado</i> ...	30	8 30	10	11 19	10	20 06	10	21 10	American.	U. S. Shipping Board	248	6	42	0	21	4	3,000	2,459	1,760
<i>War Rabine</i> ...	10	15 00	10	6 37	11	14 40	13	7 05	British.	British Government	249	8	43	3	13	5	1,850	2,344	1,510
<i>Sub-chasers 279 and 283</i>	11		11	6 40	11	12 30			American.	U. S. Navy									
<i>Limari</i> ...	11	4 00	11	7 47	11	15 20			Chilean.	Chilean Line	351	8	42	1	21	0	1,472	3,631	2,421
<i>Guipue</i> ...	11	23 49	11	8 27	11	16 20	11	21 30	British.	Pacific Steam Navigation Co.	361	6	46	2	18	6	2,008	3,987	2,294

Hours are expressed on the 24-hour basis, and all hours greater than 12 are past meridian.

<i>Japia</i>	11	6 35	11	8 51	11	13 03	11	19 40	Swedish.....	Swe. fish East Asiatic Co.....	425 0	54 1	26 6	Mejillones.....	Savannah.....	Nitrate.....	8,650	6,536	4,550
<i>Submarine R-17, R-18 and D-16</i>	8	15 55	11	9 10	11	16 03			American.....	U. S. Navy.....				Bahona.....	Cristobal.....				
<i>Thann</i>	29	14 30	13	6 56	13	16 20			French.....	French Government.....	235 2	44 8	21 0	Seattle.....	Havana.....	Rice.....	2,584	2,184	1,545
<i>Archer</i>	13	0 03	13	8 43	13	17 02	13	19 15	British.....	Lloyds Royal Barge Co.....	332 8	50 9	22 0	Samaco.....	England.....	Sugar.....	5,817	4,342	3,221
<i>Santa Clara</i>	13	7 00	13	9 23	13	17 01	14	6 40	American.....	American & Cuban S. S. Line.....	312 6	41 2	21 6	Iquique.....	Savannah.....	Nitrate.....	1,660	3,018	2,239
<i>Hogyeon Maru</i>	13	16 00	11	7 22	14	16 43	14	18 30	Japanese.....	Mitsui Co.....	407 2	50 8	25 0	Kobe.....	Havana.....	Rice.....	7,453		
<i>West Loquauck</i>	14	6 00	14	7 31	14	18 03	14	22 35	American.....	U. S. Shipping Board.....	403 6	54 2	21 0	Caleta Colosa.....	Cristobal.....	Nitrate.....	8,008		
<i>Orkild</i>	14	6 00	14	7 54	14	16 30	14	20 35	Danish.....	C. K. Hansen.....	281 7	42 1	21 0	Caleta Buena.....	Brunswick.....	Nitrate.....	3,841	2,627	1,881
<i>San Joaquin</i>	14	7 30	14	8 36	14	18 05	14	22 03	Norwegian.....	W. Wilhelmsen.....	425 5	37 1	18 0	Tocapilla.....	Tampoco.....	Ballast.....	7,020	5,042	
<i>Jamaica</i>	13	3 15	14	9 21	14	18 53			British.....	Pacific Steam Navigation Co.....	229 0	34 0	12 8	Guayaquil.....	Cristobal.....	General.....	665	1,170	620
<i>Sub-chasers 284 and 285</i>	10		14	11 40	14	17 20			American.....	U. S. Navy.....	233 0	37 0	21 0	Bahona.....	Cristobal.....	General.....	623	2,369	1,578
<i>San Juan</i>	13	17 30	14	14 28	14	22 21			American.....	Pacific Mail S. S. Co.....				San Francisco.....	Cristobal.....				

PORT OF CRISTOBAL

* ARRIVALS.

* DEPARTURES.

Dec. 8.....	Lake Wilton.	Panama Railroad Steamship Line.	New York.	Dec. 9.....	Caribbean.	Panama Railroad Commissary.	Carliagena.												
Dec. 9.....	Coppename.	United Fruit Company.	New Orleans.	Dec. 9.....	Culebra.	Panama Railroad Commissary.	Carliagena.												
Dec. 9.....	Parimania.	United Fruit Company.	New Orleans.	Dec. 9.....	Coppename.	United Fruit Company.	Carliagena.												
Dec. 10.....	Managua.	Managua Navigation Company.	New Orleans.	Dec. 12.....	Parimania.	Managua Navigation Co.	New Orleans and Bocas.												
Dec. 10.....	Culebra.	Panama Railroad Commissary.	Carliagena.	Dec. 12.....	Managua.	Managua Navigation Co.	New Orleans and way ports.												
Dec. 12.....	Mercutia.	U. S. Government.	Port-au-Prince.	Dec. 12.....	Lake Wilton.	Panama Railroad Steamship Line.	New Orleans and Bluefields.												
Dec. 12.....	Elisabeth.	Panama Railroad Steamship Line.	Port-au-Prince.	Dec. 14.....	Adenae.	Panama Railroad Steamship Line.	New York.												
Dec. 13.....	Caribbean.	United States Navy.	Carliagena.				New York.												
Dec. 13.....	Chame (tug).	United States Navy.	Port Limon.																
Dec. 13.....	Kilpatrick.	United States Government.	New Orleans.																
Dec. 12.....	Porpoise (launch).	United States Navy.	Carliagena.																

PORT OF BALBOA.

* ARRIVALS.

* DEPARTURES.

Date	Vessels	Line	From	Date	Vessels	Line	For
Dec. 7.....	Guardian.	Central and S. A. Tel. Co.	Callao, via Santa Elena.	Dec. 10.....	Adenae.	International Petroleum Co.	Pisagua.
Dec. 8.....	4201.	International Petroleum Co.	High seas.	Dec. 12.....	Guardian.	Pan-American Line.	San Francisco via C. A. ports
Dec. 9.....	San Antonio.	Pan-American Line.	San Francisco, via P. Arenas.	Dec. 12.....	Guardian.	Central and S. A. Tel. Co.	High seas.
Dec. 13.....	Marte de Rionde.	Donald S. S. Co.	Caleta Buena.				

*Other than ships passing through the Canal.

Launch Porpoise was towed from Carliagena by the S. S. Culebra.

Shipping Statistics.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 13, 1918.

Circular No. 679-5:

1. For the purpose of securing uniform data, for statistical purposes only, effective January 1, 1919, each vessel entering a Canal Zone port, or transiting the Canal, will be required to furnish to the boarding officer a full manifest of the cargo on such vessel, in writing, signed by the master, and specifying the marks, kinds, and quantities thereof, the port or ports where the cargo was shipped, the different ports to which it is consigned or at which intended to be entered, and the names of the consignors and consignees. This is in addition to the two copies required by paragraph 2 of Circular No. 679-2.

2. Any form of manifest in substantial compliance with these requirements will be accepted, and it may be in English or in the language of the nation to which the vessel belongs. If in a foreign language other than French, Spanish, or Italian, the master or agent of the vessel must furnish a translation.

3. Information of cargo thus given will be held to be strictly confidential, and no details of consignor, consignee, or carrier will be given out. Publication or other dissemination of

statistics of shipping via the Canal will be in the same manner as is followed by the Department of Commerce, Washington, D. C.

4. The manifest should be a copy of that usually made up to cover the entire cargo of the vessel, in complete detail as to description of the commodities, and particularly as to weight (or cubic displacement) of the items. If the regular manifest does not substantially comply with the requirements, then a statement shall be furnished for statistical purposes containing the information specified.

5. Article 6 of Circular No. 679 (revised) and paragraph 2 of Circular No. 679-2 are amended accordingly.

CHESTER HARDING,
Governor.

Chicks and Hatching Eggs.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., December 14, 1918.

All concerned—Effective December 15, 1918, and until further notice, the sale of young chicks, also the sale of eggs for setting purposes, from the Summit poultry farm, will be discontinued.

W. B. BROWN,
Superintendent Cattle Industry.

COMMISSARY NOTES.**Ginghams.**

A well-known brand of ginghams in all popular shades of plain colors and in a variety of patterns in plaids and checks, was recently received and is now on sale at the line commissaries.

Wash Satins.

A stock of high-grade wash satin in silver gray, steel gray, navy blue, old rose, and black, has recently been received and forwarded to the line stores. Inasmuch as this is exceptionally desirable for dresses, skirts, etc., it should meet with ready sale.

Grape Juice.

Recent advices from the commissary purchasing agent relative to our order for grape juice, which the contractors have been unable to fill, is to the effect that the stock at their plant was completely exhausted and that they would not know what could be furnished the trade until the pressing of the season's crop was over.

Belt Buckles.

Of interest to the Christmas shopper who has still a few gifts to buy will be the announcement that the Commissary Division is just in receipt of a supply of sterling silver belt buckles for men. These are in artistic designs and provide space for the engraving of a monogram and will make a very pleasing gift.

Silk Stockings.

A shipment of ladies' silk hosiery in black and white has just been received and distributed among the line commissaries. Considerable difficulty has been experienced in keeping a complete line of ladies' silk hosiery in stock due to the fact that the manufacturers have insufficient for their home trade, and do not care to export any.

Towel Sets.

Still another article which would make desirable Christmas gifts is the novelty Turkish towel sets recently received. These sets consist of one Turkish bath towel, one Turkish guest towel, and one wash cloth, with embroidered scalloped ends in various colorings. They are particularly attractive and sell at a very reasonable price.

RECIPE.**Cranberry Sauce.**

One quart cranberries, 1 pint of water, $\frac{1}{2}$ level teaspoon salt, 1 cup sugar.

Bring the water and salt to a boiling point. Pick over and wash the cranberries, put them into a pint of boiling water and cook rapidly for 5 minutes, or until the skins of the berries have broken. Cool slightly, add the sugar, bring to boiling point and cook slowly for an additional 5 minutes.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., December 25, 1918. No. 19.

Rates of Pay, Gold Roll.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 23, 1918.

CIRCULAR No. 669-24—Corrected:

The following rates of pay are established effective November 1, 1918, superseding rates heretofore published for these ratings. Ratings not covered in this circular are not affected.

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Anglesmith (special).....	\$1.13				
Apprentice:					
1st year.....	.20				
2d year.....	.30				
3d year.....	.43				
4th year.....	.55				
Battery repairman.....	.95	\$197 60	\$212 80		
	.84	186 16	203 43		
		174 72	188 16		
Boatbuilder, cabinetmaker, caulker (wood), fleet carpenter, planingmill hand, ship joiner, ship- wright.	1.03	214 24	230 72		
	.93	203 84	219 52		
		191 36	216 08		
	.86	178 83	192 61		
	.81	168 48	181 44		
	.76	158 08	170 24		
Boilermaker, blacksmith, machinist, molder, pipe- fitter, plumber (ship), shipfitter, shipsmith, wire- man, ironworker.	1.00	203 00	224 00		"Machinist, fleet," and "machinist, automobile repairer," are included in this class. A ship- fitter working as lefts- man will be paid 5 cents additional to the first class rate. Blacksmith, heavy fire, \$1.15, \$1.20; ship- smith heavy fire, \$1.15, \$1.20.
	.95	197 60	212 80		
		186 16	200 43		
	.84	174 72	188 16		
	.79	164 32	176 96		
	.74	153 92	165 76		
Cablesplicer, electric.....	1.00	203 00	224 00		Blacksmith, heavy fire, \$1.15, \$1.20; ship- smith heavy fire, \$1.15, \$1.20.
	.95	197 60	212 80		
		186 16	200 43		
Chipper and calker, riveter.....	1.00				
	.95				
	.84				
	.79				
	.74				
Coppersmith.....	1.08				
	1 03				
	.91				
	.86				
Diver.....	1.88				\$15.00 a day.
Electrician.....	1.00	203 00	224 00		Coaling plants only.
	.95	197 60	212 80		
		186 16	200 43		
Electroplater.....	1.00				
	.95				
	.84				
Engineer, steam.....	1.00	203 00	224 00		There enter only to any equipment run by steam engine, includ- ing locomotive cranes, gantry crane, ditcher, hoist, pile driver, track- shifter, compressors, etc.
	.95	197 60	212 80		
		186 16	200 43		
	.84	174 72	188 16		
	.79	164 32	176 96		
	.74	153 92	165 76		

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day	Month.	
Engineer, steam—Continued.					
Derrick barge and 50-ton dry dock crane.....	\$1.05			\$234.00	
Oil pump.....				186.16	
				174.72	
				164.32	
Cristobal refrigerating plant; power plant; engineer and machinist.		\$208.00	\$224.00		
		197.60	212.80		
		186.16	200.48		
Flangeturner.....	1.10				Five cents more than first class boilermaker when working at flange fire, 5 cents more than regular flangeturner rate when working from a furnace or bending slabs.
	1.05				
Forger, heavy, hydraulic press.....	1.85				
General mechanic.....		208.00	224.00		
		197.60	212.80		
		186.16	200.48		
Helper.....	.69				
	.66				
	.63				
	.60				
Inspector:					
Boiler.....				234.00	
Finished material.....				224.00	
Meter, electric.....	1.00	208.00	224.00		
	.95	197.60	212.80		
		186.16	200.48		
Scale.....				224.00	
Telephone.....	.95	197.60	212.80		
		186.16	200.48		
	.81	174.72	188.16		
Instrument maker.....	1.05				
Instrument repairman.....	1.00	208.00	224.00		
	.95	197.60	212.80		
Layout.....	1.05				Five cents more than first class machinist and boilermaker rate.
Lineman, transmission.....		213.00	229.00		
Light and power.....		208.00	224.00		
		197.60	212.80		
Operator.....	1.00	208.00	224.00		These rates may be applied to operators of electric engines, except as otherwise specified. "Operator and machinist," and "operator and wireman" take the first rates.
	.95	197.60	212.80		
		186.16	200.48		
	.84	174.72	188.16		
	.79	164.32	176.96		
	.74	153.92	165.76		
Coaling plants—					
General.....			264.00		
Reloader, tower, viaduct.....			224.00		
			212.80		
			200.48		
			188.16		
			176.96		
			165.76		
Berm crane.....			234.00		
Lock—					Balboa Plant.
Control.....			234.00		
General.....			234.00		
Towing.....		208.00	224.00		
Gamboa sand crane, Gamboa pump plant, floor operator, switchboard operator.		208.00	224.00		The 26-day rate for towing operator is used as an entrance rate or until operator is qualified.
		197.60	212.80		
		186.16	200.48		
Balboa refrigerating plant.....		186.16	200.48		
		174.72	188.16		
		164.32	176.96		
Painter.....	.86	178.88	192.64		
	.81	168.48	181.44		
	.76	158.08	170.24		
	.71	147.68	159.04		

DESIGNATION OR RATING.	RATE.				REMARKS.
	Hour.	26-day.	28-day.	Month.	
Painter—Continued.					
Letterer and grainer.....	\$0.96				
Sign.....	1.07				
Patternmaker.....	1.11				
	1.06				
	.95				
Planner.....					Rates of 3 cents and 6 cents an hour in excess of the maximum of a trade are established for Planner.
Rigger.....	.88	\$183.04	\$197.12		A sheet-metal worker on coppersmith work will be paid the coppersmith rates.
	.83	172.64	185.92		
		161.20	173.60		
	.72	149.76	161.28		
	.67	139.36	150.08		
Sheet-metal worker.....	1.03				
	.98				
	.86				
	.81				
	.70				
Signal maintainer.....	.95	197.60	212.80		
		186.16	200.48		
	.81	174.72	188.16		
Typewriter and adding machine repairman.....				\$221.00	
				197.60	
				174.72	
Welder, electric.....	1.03				
	.98				
	.86				
Gas.....	1.00				
	.95				
	.84				

A Leadingman rate 23 cents in excess of the first class rate of a trade is authorized for the Mechanical Division and for Electrical Division employees on ship work.

The hourly rates will be increased by 5 per cent in the case of employees of the Mechanical Division working on eight shifts whose pay is based on Navy Yard rates. This does not apply to men on day shifts working overtime, nor to employees whose compensation is not based on Navy Yard rates.

W. J. DOUGLAS,
Acting Governor.

Reestablishment of Radio Service in Canal Zone Waters.

The restrictions which were placed on radio service in Canal Zone waters during the war have been removed. Ships are authorized to use their radio in the Canal Zone waters as outlined under Radio Regulations, page 42 of "Sailing Directions and General Information, The Panama Canal" (edition revised to October, 1916).

The Canal Zone radio stations are as yet open to commercial traffic only with United States, British, and neutral vessels, though official messages addressed to the captains of the ports may be handled from vessels of all the allied nations.

Diesel Oil.

The price of Diesel oil on the Isthmus when sold to vessels is \$4 a barrel at this time.

This announcement corrects the statement made in THE PANAMA CANAL RECORD of November 13, in Supplement, No. 5, Tariff No. 2, and the statement there made should read as follows:

Diesel oil is not sold by The Panama Canal, but may be obtained from private concerns at approximately \$4 per barrel. Cable arrangements should be made in advance of arrival of vessel.

Exemption from Payment of Customs Duties.

An article appeared in THE PANAMA CANAL RECORD of October 2, 1918, on the subject of complaints made by employees of The Panama Canal who were compelled to pay customs duty on piece goods of wool, linen, or other material intended to be made up into suits, even when the total value of merchandise taken into the United States by them came within the \$100 exemption allowed certain passengers. A specific case where an employee had to pay duty on such material was submitted recently to the Chief, Division of Customs, U. S. Treasury Department, and it has been found upon investigation that the reason such duty was collected was because the employee declared he was a nonresident of the United States upon arrival at the port of entry. It is now stated by the division above referred to that the \$100 exemption is allowed residents of the United States returning, and may consist of articles of any description, with the exception of foodstuffs and cigars. Paragraph 642 appearing in the free list of the Tariff Act of October 3, 1913, upon which the above is based, reads as follows:

Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in the United States; but this exemption shall include only such articles as were actually owned by them and in their possession abroad at the time of or prior to their departure from a foreign country, and as are necessary and appropriate for the wear and use of such persons and are intended for such wear and use, and shall not be held to apply to merchandise or articles intended for other persons or for sale: *Provided*, That in case of residents of the United States returning from abroad all wearing apparel, personal and household effects, taken by them out of the United States to foreign countries shall be admitted free of duty, without regard to their value, upon their identity being established under appropriate rules and regulations to be prescribed by the Secretary of the Treasury: *Provided further*, That up to but not exceeding \$100 in value of articles acquired abroad by such residents of the United States for personal or household use or as souvenirs or curios, but not bought on commission or intended for sale, shall be admitted free of duty.

C. H. CALHOUN,
Chief Division of Civil Affairs.

Automobile and Motorcycle License Tags.

New automobile and motorcycle license tags for 1919 have now arrived on the Isthmus and may be obtained from the Division of Civil Affairs, room 301, Administration Building, Balboa Heights. The 1919 personal and commercial tags have a dark blue ground with white raised letters and figures. In addition to the serial number and letters "C. Z." the figures "1919" appear from top to bottom between the left-hand margin and the letters "C. Z." Personal tags begin with the serial No. 001, and commercial tags with No. 5001.

A special license tag will be issued this year for official motorcycles owned by either the United States or the Republic of Panama. These tags, 6¼ by 4 inches in size, are the same in design and color as the tags at present in use on official automobiles, and begin with the serial number 501.

Official licenses do not expire; however, no tag should be changed from one car to another.

In making remittances by mail, it is requested that money be forwarded by registered letter, money order, or check. Checks or money orders should be made payable to "The Collector, The Panama Canal, Balboa Heights, C. Z."

Insurance of Ships' Crews.

The following self-explanatory cablegram has just been received from Washington:

The Secretary of the Treasury has this day issued a notice announcing that he no longer requires owners of American merchant vessels to insure their masters, officers, and crews in cases of vessels sailing on and after December 20, 1918, and you are requested to give this notice the widest local publicity.

For your information you are advised that the insurance of masters, officers, and crews of American vessels against loss of life or personal injury by the risks of war, and for compensation during detention by an enemy of the United States following capture, as provided by the Act of Congress of June 12, became effective June 26, 1917. Pending the receipt of the necessary forms, however, this law was not made effective in the Canal Zone until August 15, 1917, and it was decided at that time that the work of insuring masters, officers, and crews of American vessels should be handled in the Canal Zone by the Chief Customs Inspectors at Balboa and Cristobal, as was being done in the United States by Collectors of Customs. From that time until August 12, 1918, insurance was mandatory only for the crews of American vessels clearing for European ports and ports on the Mediterranean coast of Africa, and vice versa. Under date of August 12, 1918, the area in which war risk insurance for seamen on American vessels was mandatory was extended to include vessels proceeding from United States ports situated on the Atlantic and Gulf of Mexico coasts to foreign ports, and vice versa, and from United States ports situated on the Atlantic or Gulf of Mexico coasts to other United States ports where the voyage included not less than 100 miles of ocean navigation and vice versa.

Under the date of August 17, 1918, the Act of Congress of July 11, 1918, to amend the War Risk Insurance Act (*supra*), was made effective in the Canal Zone. This law broadened the scope of the Bureau of War Risk Insurance so as to authorize it to insure vessels of foreign friendly flags, their freights (monies), effects of the masters, officers, and crews, the crews themselves, and cargoes against war risks under certain conditions.

C. H. CALHOUN,
Chief Division of Civil Affairs.

Australia Thanks Canal People for Courtesies to Soldiers.

WAR DEPARTMENT, WASHINGTON, December 2, 1918.

THE HONORABLE, THE SECRETARY OF STATE.

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo (file WE 763.7211414169) inclosing a copy of a note received from the British Charge d'Affaires at this capital in which he conveys the cordial thanks of the Government of the Commonwealth of Australia on account of the generous treatment received by Australian invalids while passing through the Panama Canal.

This expression of thanks is appreciated and I am taking pleasure in forwarding copies of your letter and its inclosure to the Governor of The Panama Canal.

For the Secretary of War.

Very respectfully,

BENEDICT CROWELL,
The Assistant Secretary of War.

DEPARTMENT OF STATE, WASHINGTON, November 30, 1918.
THE HONORABLE, THE SECRETARY OF WAR.

SIR: I have the honor and the pleasure to enclose, for your information, copy of a note received from the British Charge d'Affaires at this capital conveying the cordial thanks of the Government of the Commonwealth of Australia on account of the generous treatment received by Australian invalids while passing through the Panama Canal.

I have the honor to be, Sir, your obedient servant,
For the Secretary of State.

WILLIAM PHILLIPS,
Assistant Secretary.

WAR DEPARTMENT, WASHINGTON, November 13, 1918.

SIR: I have the honor to inform you that His Majesty's Government have been informed by the Government of the Commonwealth of Australia, of the generous treatment experienced by Australian invalids while passing through the Panama Canal. Invalidated Australian soldiers on their arrival in the Dominion have expressed their very deep appreciation of their reception at the Canal, and the Commonwealth Government have requested that their cordial thanks may be conveyed to the Government of the United States for the kindly and thoughtful action which has consistently been taken by the authorities of the Canal Zone for the comfort of the returning men. The Australian Government and public appreciate the action of the American authorities no less than the men themselves, and it is felt that the relations between the two countries can not but be most happily affected by the remembrance of the kindness uniformly experienced by the Australians during this part of their passage home.

I have the honor to be, with the highest consideration, Sir, your most obedient, humble servant,

COLVILLE BARCLAY.

The Honorable

ROBERT LANSING,
Secretary of State of the United States.

Sale of War Savings Stamps Discontinued on Isthmus After December 31, 1918.

The Director of War Savings for the Panama Canal Zone again desires to call attention to the fact that after the 31st of December War Savings Stamps will not be sold outside of the United States, in accordance with a ruling of the Treasury Department.

Owners of thrift cards which are partially filled should complete the card and exchange it for a War Savings Stamp at once, as there will be no stamps here to exchange for the card next year and money can not be realized on a thrift card otherwise.

There is a small supply of the 1918 series of War Savings Stamps still available at each Canal Zone post office, and the next few days will be the last opportunity to invest in this best small security issued by the United States Government and paying 4 per cent compound interest.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal Zone post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Copyst draftsman (male and female); \$1,100 a year; No. 350—amended; form 1312; age, 17 years and over.†§

This announcement cancels announcement No. 607, issued October 12, 1918, of the examination for ordnance copyst draftsman (female).

Chauffeur (male and female); \$720 to \$900 a year; No. 466—amended; form 1800; age, 18 years and over.†

Junior engineer, Grade 2 (male and female); civil, electrical, mechanical, signal, structural, telegraph, and telephone; No. 184—amended—supplemental; \$720 to \$1,200 a year; form 1312.†

Junior engineer, Grade 1 (male and female); civil, electrical, mechanical, signal, structural, telegraph, and telephone; No. 345—amended—supplemental; \$1,320 to \$1,680 a year; form 1312.†

Junior architect (male and female); No. 345—amended—supplemental; \$1,320 to \$1,680 a year; form 1312.†

Veterinarian (male); No. 448—amended; \$1,500 a year; form 1312; January 26, 1919; February 23, 1919; age 21 years and over.

Biological assistant (male); \$1,200 to \$1,800 a year; No. 611—amended; form 2118; age, within reasonable age limits; January 7, 1919.*

Assistant observer, Weather Bureau (male); \$1,080 a year; No. 1; form 304; age, 18 but not 60 years; January 12, 1919; February 9, 1919.

Automatic scale expert (male); \$1,600 a year; No. 2; form 1312; age, 18 years and over; January 12, 1919.

Laboratory aid in chemistry and physics (male and female); \$900 to \$1,020 a year; No. 3; form 1312; age, 18 years and over; January 12, 1919.

Specialist in animal husbandry and dairying (male and female); \$1,800 to \$2,500 a year; No. 4; form 2118; January 7, 1919.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

‡ Male applicants of draft age should state in their applications their draft classification. The Commission will sustain objections of appointing officers to the certification or appointment of men in Class I-A.

§ In view of the needs of the service, and until further notice, subjects of countries allied with the United States will be admitted to this examination, provided they are otherwise qualified. Such persons may not be certified for appointment, however, so long as there are United States citizens in the eligible list.

Official Circulars.

Small Boats.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 4, 1918.

All accountable officials—On or before January 1, 1919, you will please forward to the office of the Board of Local Inspectors, Balboa Heights, C. Z., a list, in duplicate, of all small boats (those propelled by gasoline, as well as wooden barges and floats less than 50 feet long, pangas, cayucas, and other rowing and paddling craft) for which you are accountable, showing the following information:

- (a) Accountable official.
- (b) Responsible official.
- (c) Location of boat.
- (d) Serial number or name of boat.
- (e) Description (type) of boat.
- (f) Dimensions of boat.

In event you have any unnumbered small boats, their location, type, and dimensions shall be given.

After receipt of such information, the Local Board's representative will, as early as practicable and on dates of which he will notify you, meet you or your authorized representative, and he will remain in your presence, or that of your representative, until every small boat on your list, submitted as above directed, shall have been inspected, measured, had its old number effaced, its old and new numbers noted on his (the Board's representative's) list, its new number branded conspicuously inside its hull in characters approximately 1½" high, and painted upon its bows in characters not less than 2" high and of a color in marked contrast to that of the outside of the hull. Craft which are the property of the Panama Railroad Company shall bear the letters "PRR" before the serial number

or name; those which are the property of The Panama Canal shall bear the letters "US" before the serial number or name. The accountable official concerned shall provide any material or labor which the Board's representative may request for this purpose.

The notes taken by the Board's representative at such meetings shall be the basis of its new record of small boats owned by The Panama Canal and Panama Railroad Company.

Responsibility shall rest with the accountable officials for keeping plainly decipherable, so long as the craft shall remain the property of the Canal or railroad company, the numbers and names applied as above provided for.

Small boats constructed, rebuilt, or otherwise acquired by The Panama Canal or Panama Railroad Company after the assignment of numbers and names as above provided for to craft then in service shall, upon written application to the Board of Local Inspectors by the accountable officials concerned, be assigned numbers by the Local Board, but only after personal inspection of the craft by the Board's representative; and the numbers so assigned shall in all cases be actually applied to the craft in the presence of the accountable official or his representative and the representative of the Local Board, before the craft may operate.

Hereafter, each accountable official shall cause to be furnished to the Local Board a list of all floating craft, of whatever size and type, on hand on March 31 and September 30 of each year, as well as a copy of every approved survey request and of every invoice covering transfer of floating craft from one division to another.

All regulations in conflict herewith are hereby annulled.

CHESTER HARDING,

Governor The Panama Canal.

President The Panama Railroad Co.

Conduct and Workmanship of Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 20, 1918.
HEADS OF DEPARTMENTS AND DIVISIONS:

It is desired that in each instance where an employee's conduct and workmanship are marked, whether for promotion, demotion, transfer, termination of service, or otherwise, the rating given should represent the actual degree of efficiency of the employee at the time in question.

W. J. DOUGLAS,
Acting Governor.

Fishing in Vicinity of Gatun Spillway.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 18, 1918.

To all concerned—Effective this date, the prohibition contained in circular dated September 27, 1917, against fishing in the vicinity of Gatun Spillway during other than the daylight period is removed, and the following regulations covered by circular of January 22, 1916, will remain in full force and effect:

1. Fishing in the Chagres below the Gatun Spillway, and on the spillway apron, east of the railroad bridge across the spillway, between the bridge and the hydroelectric station, will be permitted only with a rod and reel; and the use of hand lines, spears, nets, seines, dynamite, or any other means, is prohibited. Nets and seines may be used, however, for the purpose of obtaining bait.

2. All other than gold employees in Canal service will be required to have a pass, unless accompanied by a gold employee. The superintendent of Gatun Locks is authorized to issue passes.

W. J. DOUGLAS,
Acting Governor.

Official Business Tickets.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., December 11, 1918.
CIRCULAR NO. R. A. 619:

To all concerned—The going and returning parts of round trip railroad passes must correspond as to names and number of passengers, and stations between which transportation is desired.

For example, round trip passes have been filled out as follows:

Going portion: "For John Jones, from Summit to Panama."

Returning portion: "For John Jones and 6, from Panama to Colon."

For transportation of this kind two separate one-way passes should be issued.

Panama Railroad conductors and collectors have instructions not to honor trip passes when the going and returning portions do not agree. Such passes will be lifted and cash fare collected.

H. A. A. SMITH,
Auditor.

Approved:
S. W. HEALD,
Superintendent.

Railroad Stops at Rio Grande.

THE PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., December 17, 1918.
TRANSPORTATION BULLETIN NO. 570:

Conductors and Engineers, P. R. R.

Effective Sunday, December 22, and each Sunday until further notice, trains Nos. 36 and 38 will stop at south end of Rio Grande bridge for Cattle Industry laborers, who are working near that point, to detain.

W. F. FOSTER,
Master of Transportation.

School Tickets in "Holiday" Time.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., December 20, 1918.
CIRCULAR NO. 1197:

Conductors and Collectors:

Public schools of the Canal Zone will be closed for the Christmas holidays from Saturday, December 21, 1918, to Sunday, January 5, 1919.

During this period school passes will not be honored for transportation on Panama Railroad trains.

W. F. FOSTER,
Master of Transportation.

Holiday Trains.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., December 21, 1918.
TRANSPORTATION BULLETIN NO. 571:

All concerned—The Panama Railroad will operate regular Saturday schedule on main line and Las Cascadas branch, Tuesday, December 24 and Tuesday, December 31, and regular Sunday schedule Wednesday, December 25 and Wednesday, January 1.

Local freights will not run December 25 and January 1.

Approved: W. F. FOSTER,
S. W. HEALD,
Superintendent.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the two weeks ending at midnight of Saturday, December 21, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gamboba	Gatun	
Sun., Dec. 8.....	127.40	92.24	86.96	86.91	53.44
Mon., Dec. 9.....	127.25	92.05	86.98	86.92	53.36
Tues., Dec. 10.....	127.20	92.06	86.96	86.93	53.26
Wed., Dec. 11.....	127.20	92.01	87.02	86.92	53.23
Thurs., Dec. 12.....	127.10	91.92	86.94	86.94	53.30
Fri., Dec. 13.....	127.35	92.07	87.00	86.94	53.40
Sat., Dec. 14.....	127.30	92.05	87.01	86.97	53.41
Sun., Dec. 15.....	127.05	91.87	87.04	86.98	53.50
Mon., Dec. 16.....	127.00	91.83	87.05	86.96	53.46
Tues., Dec. 17.....	126.95	91.78	87.00	86.95	53.43
Wed., Dec. 18.....	127.00	91.79	87.02	86.97	53.30
Thurs., Dec. 19.....	127.20	92.00	86.99	86.96	53.14
Fri., Dec. 20.....	127.20	92.00	87.03	86.95	53.11
Sat., Dec. 21.....	127.00	91.86	86.98	86.96	53.17
Height of low water to nearest foot.	126.0	91.0			

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., December 13, 1918.

To all concerned—The following changes, effective this date, involving additions and removals, have been made in the United States Enemy Trading List by the War Trade Board:

ADDITIONS**CHILE**

Hellwig, Guillermo..... Santiago.
Kahn, Herzheimer & Co..... Santiago.

MEXICO

Antigua Garage Protas..... Mexico City.
Moler Hermanos..... Mexico City.
Such Universal Supply Company. Mexico City.

REMOVALS**MEXICO**

Nyssen, Rafael & Co..... Mexico City.
C. H. CALHOUN,
Chief, Division of Civil Affairs

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., November 26, 1918.

The following changes in the Enemy Trading List will be made as of date November 29, 1918:

ADDITIONS.

BRAZIL.

Abrns, Eduardo..... Bahia.
Calux, E. L..... Rio de Janeiro.
Garcia, A. & Company..... Rio de Janeiro.
Meissner, Arthur..... Sao Paulo.
Menassa, T..... Rio de Janeiro.
Rawlinson, Muller & Company, Villa Americana, Sao Paulo.
Rizkallah, Jorge, Florencio de Abreu 11, Sao Paulo.
Stender & Company..... Bahia.
Tettamenti, Joao..... Rio de Janeiro.
Vasconcelos, P..... Bahia.
Weinheber, Oscar..... Rio de Janeiro.

CHILE.

Allianz Insurance Company..... Valparaiso.
Compañia de Tranvias Electricos de Valparaiso.
Deutsche Presse (newspaper)..... Santiago.
Submarino, El (newspaper)..... Santiago.
Valparaiso, Compañia de Tranvias Electricos de, Valparaiso.

DENMARK.

Baltisk Union..... Copenhagen.
Dansk Electricitets A/S, A. E. G. Copenhagen.
Moller Soren & Company (Det Danske Saltkompagni), Copenhagen.
Danske Saltkompagni (Moller Soren & Co.), Copenhagen.
Gammeistrands Fiskeimport A/S, Copenhagen.
Martini, A. E. O..... Copenhagen.
Sanatogen Company, A. E. O..... Copenhagen.
Sanatogen Company, A/S, Copenhagen.
Skanlinavisk Pølsfabrik, Copenhagen.
Wisloff, Jacob Emanuel, Copenhagen.

GUATEMALA.

Gross, Frederico..... Guatemala City.
Hoepfner, Carlos..... Guatemala City.
Hoepfner, Herman..... Guatemala City.

HONDURAS.

Boehm, Francisco..... San Pedro Sula.

MEXICO.

Fabrica de Tabacos "El Liberal" (Jose R. Puente), Monterey.
Hamburgo Plantation..... Tapachula.
Hauschildt, Rickardt..... Mazatlan.
Hotel Grande Sociadad, Toluca.
Joya, La (Enrique Schaefer), Mexico City.
Kebe, O. S., Puerto Angel.
"Liberal, El," Fabrica de Tabacos (Jose R. Puente), Monterey.
Makrinus, Emilio..... Pochutla.
Palma, La (Richard Hermanos), Orizaba.
Pommerencke, Federico, San Pedro Tuxtla.
Schultz, Carlos..... Mexico City.
Wilkins, Pablo..... Mexico City.

MOROCCO.

Bustel, Jose..... Ceuta.
Ramos Espinosa de los Monteros Antonio, Ceuta.
Manzano, Francisco..... Ceuta.

NETHERLANDS.

Nederlandsche Petroleum and Asphalt Mij., Vlissingen & Rotterdam.
Sinemus, F., Leidschestr. 22, Amsterdam.
Walsam Handel & Transport Mij., Rotterdam.
N/V.

NETHERLANDS EAST INDIES.

Bierman, Daniel..... Batavia & Bandoeng.
Cor, G. J., Sourabaya.
Hauw Hin, Sibolga.
Hezewyk, H. van (S. S. Michael), Cheribon.
Hostagoolong, Ernest, Belawan.
Kamboegiong (alias K. B. T.), Medan.
Kim Tuan Chop (Kim Hin), Medan.

Kwie Liong Thwan..... Sourabaya.
Lim Gwan, Th. Jien, Sourabaya.
Lim Kim Hok (Oa Oie Kim Hok), Sourabaya.
Meyer, L. F., & Zonen, Batavia.
Oa Oie Kim Hok (Lim Kim Hok), Sourabaya.
Oei Djie Sien, Samarang.
Panz Tiang Bouw, Medan.
Said Achmet Bin Zein al Djoeiri, Sourabaya.
Said Aloei Bin Zein al Djoeiri, Sourabaya.
Sjeh Oemar Bin Joerssoef Manggoej, Batavia.

Sjeh Roebaya Bin Ambarek Bin Talip, Batavia.

Winkelman, A., Pedang.

PARAGUAY.

Nurnberg, Juan, Encarnacion.

SPAIN.

Bien Publico, El, Mahon, Isle de Minorca.
Bruch y Soltau, Consejo de Ciento 286, Barcelona.
Cervia, Balsomero, Santa Cruz de Tenerife.
Gaceta de Tenerife, Santa Cruz de Tenerife.
Grafitos de Espana, S. A., Luchana, Erancio, near Bilbao.
Garcia Gutierrez, Jose, Santa Cruz de Tenerife.
Garsobol, Sociedad Anonima, Ayala 70 and Fortuny 31, Madrid.
Gomez, Juan, Ayala 70 and Fortuny 31, Madrid.
Kattwinkel, Hugo, Nunez de Balboa 8, Madrid.
Kinder, Carlos, Calle de 5 Marzo 11, Saragossa.
Largo, Modesto, Puerto del Sol 11, Madrid, and Calle Alameda 15, San Sebastian.
Lindermann y Cia, Antonio, Nunez de Balboa 8, Madrid.
Lindermann, Antonio, Nunez de Balboa 8, Madrid.
Loewe, Enrique, Calle del Principe 29, Madrid, and Calle Fernando 30, Barcelona.
Meyer, Hans, Colon 64, Valencia.
Milla Vasquez, Adolfo, Apartado 462, Madrid.
Morales Garcia Coyena Luis, Gran Via Colon 24, Granada.
Morales Garcia Herreros, Luis, Calle de la Pisas 2, Granada.
Noticiero Montagnes El, Santander.
Pelteria Espagnola, Consejo de Cientos 286, Barcelona.
Rotger Manuel Sintes, Plaza de Principe 11, Mahon, Isle de Minorca.
Schachtzabel Alfred, Colon 64, Valencia.
Trust Joyero, El (or Joyero, El Trust), Puerto del Sol 11, Madrid, and Calle Alameda 15 San Sebastian.
Waschmann, Rodolfo, Calle Nunez de Arce 14 and 17, Madrid.
Wasnau, Rodolfo, Calle Nunez de Arce 14 and 17, Madrid.

SWEDEN.

Initiative Company, Stockholm.

REMOVALS.

BRAZIL.

Guimares, F. & Company, Bahia.

CHILE.

Hagner & Company, Blanco 122, Valparaiso.
Haverbeck & Company (Alberto Haverbeck and Carlos Haverbeck), Valdivia.

Rodriguez, Gumercindo, Antofagasta.
Wiegand & Company, Valparaiso and Huasco.

COLOMBIA.

Cristo, Jorge & Company, Cucuta.

ECUADOR.

Balda, Cesar A., Guayaquil.

HAITI.

Brun, Pascual A., Jacmel.

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, December 21, 1918.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
James S. Whitney	15	2 20	15	12 45	15	19 45	21	9 32	278 0	43 0	22 0	New York	Callao	General	1,800	2,636	1,894
Limari	11	15 20	16	8 20	16	13 36	12	14 35	351 0	42 0	23 6	Cristobal	Valparaiso	General	1,218	3,660	2,421
Tacoma	10	10 52	16	8 20	17	10 39	12	14 35	231 0	44 0	19 0	Port Arthur	Sydney	Case oil	1,885	1,622	1,343
Jungshoved	16	6 20	16	11 35	16	19 57	16	21 30	350 0	46 0	23 6	New York	Valparaiso	General	4,060	4,203	3,133
Janica	14	18 53	17	6 10	17	13 27	17	15 07	220 0	81 0	12 0	Cristobal	Guayaquil	General	360	1,170	620
Mary Jones	18	6 15	17	18 45	18	8 45	17	15 07	18 2	5 9	2 4	Cristobal	Monte Lirio	Ballast	1	1	1
Chile (M/S)	18	6 15	17	17 10	17	14 56	18	16 00	425 0	55 0	29 0	Norfolk	Tocopilla	Coal, general	9,200	7,379	5,659
Plainfield	18	6 56	18	10 5	18	13 12	18	20 06	299 0	42 0	21 6	Norfolk	Antofagasta	Coal	2,832	3,150	1,820
Maunagani	18	12 50	19	6 2	19	13 34	19	14 45	430 8	55 7	26 0	Liverpool	New Zealand	General, salt	415	7,986	5,540
San Juan	14	22 20	19	6 2	19	17 18	20	8 07	283 0	37 0	18 0	Cristobal	San Francisco	General	2,359	1,578	
Tecumseh	19	11 47	19	12 2	19	19 03	20	7 56	440 0	59 0	21 0	Kingston	San Francisco	Ballast	8,278	5,359	
Mars (collier)	19	7 15	19	12 5	19	20 37	19	21 44	386 0	53 0	27 0	Norfolk	San Diego	Coal	7,000	5,804	3,197
Gen. de Negrier	18	6 35	19	6 4	20	11 33	19	16 45	277 0	40 0	19 10	Baltimore	Antofagasta	Coke	2,018	2,271	1,977
Condinga	20	3 45	20	6 4	20	15 44	20	16 45	471 0	55 0	30 0	Pt. Lobos	Antofagasta	Oil	10,000	8,062	5,877
Peru (M/S)	20	1 6 20	20	9 0	20	17 46	20	17 46	425 0	55 0	28 0	New York	Callao	General	7,500	7,404	5,653
Tahiti	20	6 05	21	6 25	21	13 17	21	14 35	460 0	55 0	27 0	Liverpool	Pt. Chalmers	General	390	8,142	4,533

Hours are expressed on the 24-hour basis, and all hours greater than 12 are post meridiem.

PORT OF CRISTOBAL.

* ARRIVALS.

* DEPARTURES.

Dec. 16.....	Lake Hemlock.....	Panama Railroad Steamship Line.	New York.	Dec. 16.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.....
Dec. 17.....	Aviator (sch.).....	T. Welcome.....	Port Limon.	Dec. 16.....	Culebra.....	U. S. Government.....	Cartagena.....
Dec. 19.....	Panama.....	Panama Railroad Steamship Line.	New York and Haiti.	Dec. 16.....	Kilauea.....	U. S. Government.....	New Orleans.....
Dec. 19.....	Alliance.....	Panama Railroad Steamship Line.	New York.	Dec. 16.....	Elisabeth.....	Panama Railroad Steamship Line.	New York and Haiti.
Dec. 19.....	Culebra.....	Panama Railroad Commissary.....	Covenas, Colombia.	Dec. 17.....	Mercurius.....	U. S. Government.....	New York.
Dec. 20.....	Express (sch.).....	J. S. Webster.....	Kingston.	Dec. 18.....	Avia'or (sch.).....	T. Welcome.....	Colon waters.
Dec. 20.....	Caribbean.....	Panama Railroad Commissary.....	Ciudad, Colombia.	Dec. 20.....	Lake Hemlock.....	Panama Railroad Steamship Line.	New York.
Dec. 20.....	Saramacca.....	United Fruit Company.....	New Orleans and Havana.	Dec. 20.....	Saramacca.....	United Fruit Company.....	New Orleans and Port Limon.
Dec. 21.....	Teguigalpa.....	Vacarero Brothers & Company.....	New Orleans.	Dec. 21.....	Oregon.....	Wilson Brothers.....	New Orleans.
Dec. 21.....	Oregon.....	Wilson Brothers.....	Cape Gracias.				
Dec. 21.....	Oranien.....	Leyland S. S. Line.....	Cartagena.				

*Other than ships passing through the Canal.

PANAMA RAILROAD PASSENGER TRAIN TIME TABLE NO. 27, EFFECTIVE JULY 5, 1918.

MAIN LINE STATIONS.										DAILY.										MAIN LINE STATIONS.										DAILY.										Sat'day only.		Sunday only.	
										Daily except Sat'day																				Daily										Sat'day only.		Sunday only.	
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All train stop where time is shown except f indicates stop on signal only.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
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Volume XII. Balboa Heights, C. Z., January 1, 1919. No. 20.

Executive Order.—Transfer of War Trade Funds for Expenditure in Canal Zone.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 27, 1918.

CIRCULAR NO. 601-87:

The Executive Order quoted below is published for the information of all concerned.

W. J. DOUGLAS,
Acting Governor.

Under authority conferred by "An Act authorizing the President to coordinate or consolidate executive bureaus, agencies, and offices, and for other purposes, in the interest of economy and the more efficient concentration of the Government," approved May 20, 1918, it is hereby directed that Fifty Thousand Dollars (\$50,000) appropriated by "An Act making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and nineteen, and for other purposes," approved July 1, 1918, "For expenses of the War Trade Board created under authority contained in the Act entitled 'An Act to punish acts of interference with the foreign relations, the neutrality, and the foreign commerce of the United States, to punish espionage, and better to enforce the criminal laws of the United States, and for other purposes,' approved June fifteen, nineteen hundred and seventeen, and the 'Trading with the enemy Act,' approved October sixth, nineteen hundred and seventeen, including personal and other services and rent of offices in the District of Columbia and elsewhere, traveling expenses, per diem in lieu of subsistence not exceeding \$4, law books, books of reference, periodicals, rent of grounds, supplies and equipment, printing and binding, maintenance, operation and repair of motor propelled vehicles, \$3,500,000," be transferred from said appropriation and allotted to the Secretary of War for expenditure in the Canal Zone during the fiscal year ending June 30, 1919, under the direction of said Secretary of War for the purpose for which it was appropriated.

This sum will be deducted from the appropriations made for the War Trade Board for the current fiscal year and charged to the War Department.

THE WHITE HOUSE,
November 27, 1918.

WOODROW WILSON

Panama Railroad Freight Classification.

The Panama Railroad Company has issued Freight Classification and Tariff No. 30, which gives Class and Commodity Rates from New York to Central American and Mexican ports.

Registration of Citizens of Draft Age.

The following cable message has been received from the Washington office of the Panama Canal:

"Washington, D. C., December 24, 1918. Referring to Executive Secretary's letter of the 29th ultimo Provost Marshal General advises that section 53 Selective Service Regulations Second Edition has not been rescinded and until rescinded citizens of draft age should register within five days after they return to the United States."

New Rainfall Stations.

A new rainfall station was established on the Pequini River at the mouth of the Rio Boqueron, about 25 miles above Alhajuela, on December 20, 1918. Rainfall measurements will be made twice monthly. The records will be used in estimating the average monthly rainfall over the Chagres River drainage basin.

The rainfall station at Porto Bello was reestablished on December 23, 1918, after having been closed since August, 1914. Rainfall measurements will be made daily at this station.

Porto Bello is favorably located on the Atlantic Coast near the headwaters of the Boqueron branch of the Chagres River. During the six years that rainfall records were kept at Porto Bello, the average annual rainfall amounted to approximately 172 inches. This is the heaviest average rainfall of any station on the Isthmus, and it is exceeded in only a few known regions of the earth, in certain sections of India, the Philippines, the Atlantic Coast of Central America, the Amazon basin, and perhaps in a few other restricted areas within the tropics.

January Weather Probabilities.

The following weather conditions may be expected during the month of January, 1919. Predictions are based on the weather records at Colon and Balboa Heights for the past 11 and 13 years, respectively.

Winds—January is normally a dry season month. Fresh northerly trade winds will prevail, and there will be an increase in the average wind velocity on both coasts, compared with December conditions. The hourly wind velocity will average from 12 to 16 miles on the Atlantic Coast, north and northeast winds prevailing. The maximum velocity is not likely to exceed 35 miles an hour.

The prevailing winds will continue from the northwest on the Pacific Coast, and the average hourly velocity will range from about 8 to 12 miles. The maximum velocity on the Pacific side may not be expected to exceed 30 miles an hour.

Rain—January is a dry season month, but occasional light showers may be expected. The dry season rainfall is usually heavier on the Atlantic side. The average January rainfall at Colon for the past 48 years is 3.85 inches, and the January average at Balboa Heights for the past 20 years is 1.03 inches. No heavy rains are likely to occur during the month on the Pacific side, and probably none on the Atlantic Coast.

Fogs—No fogs are likely to occur during the month on either coast, but occasional night and early morning fogs may be expected over the interior. All fogs should lift or become dissipated by 8.30 a. m.

Temperature—There is little change in the average air temperature on the Isthmus from month to month. The average shade temperature should be about 80° Fahrenheit on both coasts.

On the Atlantic Coast the temperature is not likely to rise higher than 88° F. nor to fall lower than 70° F. while on the Pacific side the maximum temperature may be as high as 93° F. and the minimum may be as low as 63° F.

The average daily range in temperature is about 18° F. on the Pacific Coast and over the interior, and but approximately 7° F. on the Atlantic coast. The small daily range in temperature on the Atlantic Coast is due to the effects of the prevailing equable trade winds.

Barometric pressure—The atmospheric pressure during the month of January should be slightly higher than the pressure in December. The average sea level pressure will be about 29.88 inches. The maximum pressure for the month is not likely to exceed 30.04 inches, nor the minimum to be lower than 29.70 inches.

Relative humidity—The relative humidity of the atmosphere will be lower with the arrival of settled dry season weather conditions. The humidity should average about 80 per cent over both coasts, but the daily range will be greater on the Pacific Coast, where the nighttime humidity is higher and the daytime humidity much lower than on the Atlantic Coast.

Storms—No severe general storms are likely to occur during the month, although so-called "northers" occasionally reach as far south as the Atlantic entrance of the Canal at this season of the year. Few, if any, local thunderstorms, are likely to occur on either coast, and smooth seas and fair weather may be expected at the Pacific entrance.

Tides—Tidal fluctuations need not be considered in navigating the Atlantic entrance to the Canal, as the average tidal range on the Atlantic side is but about 1 foot and the maximum range is approximately 2 feet.

Panama (Balboa) tide tables are given below:

Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.			
W	1	2:41 13.7	9:23 1.9	3:17 13.5	9:38 2.7	S	12	5:52 2.0	11:54 13.1	6:19 2.7	.....	Th	23	2:27 2.4	8:21 12.8	2:40 2.7	8:42 13.2
Th	2	3:25 14.2	10:04 1.2	4:00 14.1	10:22 2.0	M	13	0:22 14.2	7:00 1.7	1:04 13.5	7:26 2.5	F	24	3:15 3.0	9:03 12.0	3:28 2.5	9:24 12.6
F	3	4:08 14.6	10:42 0.6	4:43 14.7	11:00 1.4	Tu	14	1:26 14.5	8:03 1.2	2:07 14.0	8:30 1.9	S	25	4:08 3.5	9:53 11.4	4:22 4.1	10:16 12.0
S	4	4:51 14.9	11:20 0.2	5:25 15.2	11:39 1.0	W	15	2:24 14.9	8:59 0.5	3:04 14.8	9:24 1.2	S	26	5:07 3.8	10:55 11.0	5:21 4.5	11:17 11.8
S	5	5:35 15.1	12:00 0.1	6:08 15.5	.....	Th	16	3:19 15.2	9:49 -0.1	3:57 15.1	10:11 0.7	M	27	6:09 3.8	12:04 11.1	6:26 4.5	.....
M	6	0:20 0.8	6:18 15.2	12:40 0.2	6:47 15.7	F	17	4:11 15.4	10:33 -0.4	4:47 15.4	10:56 0.3	Tu	28	0:22 11.9	7:10 3.4	1:05 11.5	7:28 4.0
Tu	7	1:05 0.9	7:01 15.0	1:24 0.5	7:30 15.7	S	18	5:00 15.4	11:14 -0.5	5:32 15.5	11:38 0.4	W	29	1:20 12.4	8:06 2.7	1:59 12.3	8:24 3.2
W	8	1:52 1.1	7:48 14.7	2:11 1.0	8:12 16.4	S	19	5:43 15.2	11:54 -0.2	6:14 15.4	.....	Th	30	2:10 13.0	8:55 1.8	2:43 13.2	9:13 2.2
Th	9	2:45 1.4	8:38 14.2	3:05 1.6	9:03 15.0	M	20	0:19 0.6	6:26 14.8	12:34 0.3	6:52 15.1	F	31	2:58 13.8	9:37 0.8	3:30 14.0	9:56 1.2
F	10	3:43 1.7	9:36 13.6	4:05 2.1	10:06 14.6	Tu	21	1:00 1.1	7:05 14.2	1:15 1.0	7:28 14.5						
S	11	4:46 2.0	10:42 13.2	5:10 2.6	11:12 14.3	W	22	1:42 1.7	7:42 13.5	1:57 1.9	8:04 13.9						

The tides are placed in the order of their occurrence; the *times* of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The *elevations* of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sea level is included in the predictions.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Aid qualified in radio (male and female); \$900 a year; January 28, 1919; form 1312; age, reasonable age limits.*

Assistant in agricultural technology, qualified as instrument maker (male); \$1,200 to \$1,800 a year; January 28, 1919; forms 304 and 2029.*

Truck crop specialist (male); \$1,600 to \$2,400 a year; January 26, 27, 1919; form 1312; age, 25 but not 55 years.

Preparator in entomology (male and female); \$720 to \$960 a year; February 5-6, 1919; form 304; age, 18 years and over. Same as examination of May 22-23, 1918; described in announcement No. 292, issued April 13, 1918.

Wood technologist (male); \$1,800 to \$3,000 a year; February 4, 1919; form 1312; age, reasonable age limits.*

Cotton classer's helper (male); \$600 to \$900 a year; March 16, 1919; form 1312; age, 16 but not 25 years; No. 6.

Stenographer-typewriter; stenographer; typewriter (male and female); No. 807-supplemental; Field and Departmental Service.

After December 20, 1918, competitors taking the above examinations will be required to take the subjects of spelling, arithmetic, letter-writing, and penmanship.

Receipt of applications to close December 21, 1918:

No. 306, issued April 16, 1918; expert in textile products (male).

No. 349, issued May 4, 1918; military storekeeper (male).

No. 430-amended, issued September 4, 1918; master computer (male and female).

Computer, Grades 1 and 2 (male and female).

No. 465, issued July 17, 1918; photostat foreman (male and female); photostat operator (male and female).

No. 490—amended, inspector of plant construction (male); issued September 25, 1918. Assistant inspector of plant construction (male).

No. 1683—amended, issued October 31, 1917, finger print classifier (male and female).

No. 2014—amended, issued September 19, 1918; balance of stores clerk (male and female); for duty in Washington, D. C.

No. 2184—amended, issued July 9, 1918, gauge designer (male).

No. 2262, issued December 8, 1917; automobile draftsman (male).

No. 404, issued June 5, 1918; field examiner (male and female).

Clerk to commercial attaché (male); \$1,800 a year with expenses for travel and subsistence from Washington, D. C., to place of employment and return; January 19, 1919; form 1312 and 2226; No. 5.

Ceramic assistant (male); \$1,200 a year; form 1312; age, reasonable age limits; No. 647.†

Associate technologist (male and female); \$2,000 to \$2,800 a year; form 1312; age, reasonable age limits; No. 648.†

Assistant technologist (male and female); \$1,400 to \$1,800 a year; form 1312; age, reasonable age limits; No. 648.†

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Official Circulars.

Steamboat Inspection Service—Equipment of the Floating Plant of the Canal and Panama Railroad Company.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., December 11, 1918.

CIRCULAR No. 644-1:

1. Paragraph 79 of Circular No. 644, dated May 1, 1914, is amended to read as follows:

79. The following equipment shall be carried by the vessels and floating plant of the Canal and the Panama Railroad Company:

A) *Seagoing Dredges (Type "Corozal," "Culebra," "Caribbean").*

- 1 steering compass.
- 1 standard compass.
- 2 suitable anchors and at least 90 fathoms of chain for each anchor; chain to be shackled to anchor and to be ready for service at all times.
- 1 hand lead and line, properly marked.
- 1 set running lights, oil.
- 1 set anchor lights, oil.
- 1 set red and white globular lights.
- 1 set black shapes or balls.
- 1 Lyle gun, with proper accessories for same, as per U. S. Steamboat-Inspection Rules.
- 12 life rings (properly distributed in suitable beackets); of which four shall be luminous. One life ring on each side of the vessel shall have attached to it a life line at least 15 fathoms in length.
- 1 life preserver for each person on board; in suitable racks, properly distributed.
- 300 feet of 2½" standard fire hose (with 6 nozzles); properly connected to hydrants at all times.
- 24 fire buckets, in suitable racks, properly located; to be kept filled with water at all times.
- 8 chemical fire extinguishers, each of 2½ gallons capacity; in suitable racks, properly distributed.
- 8 fire axes; in suitable racks, properly distributed.
- 1 mechanical foghorn.
- 1 fog bell.
- 1 can containing not less than 12 Coston's distress signals, or rockets showing stars, or both.
- 1 code book and set of International Signal flags of standard size.

Suitable life boats and rafts to carry all persons on board; equipped in accordance with U. S. Steamboat-Inspection Rules.

Also, any additional equipment that may be required by U. S. Steamboat-Inspection Rules for ocean-going steamers of same tonnage while on the high seas.

(B) *Tugboats.*

- 1 steering compass.
- 1 standard compass.

1 suitable anchor and chain; properly shackled and ready for immediate service at all times.

1 hand lead and line; properly marked.

1 set running lights, oil.

1 set anchor lights, oil.

4 life rings (properly distributed, in suitable beackets); of which two must be luminous. Two life rings must be fitted with not less than 15 fathoms of suitable life line apiece.

1 life preserver for each person on board; in suitable racks, properly distributed.

100 feet of 2½" standard fire hose (with 2 nozzles); properly connected to hydrants at all times.

12 fire buckets, in suitable racks, properly located; to be kept filled with water at all times.

3 chemical fire extinguishers, each of 2½ gallons capacity; in suitable racks, properly distributed.

4 fire axes; in suitable racks, properly distributed.

1 mechanical foghorn.

1 fog bell.

1 can containing not less than 12 Coston's distress signals, or rockets showing stars, or both.

1 code book, and set of International Signal flags.

1 duplex double-acting, long-lever hand pump, with 2½" suction; should be installed on lower deck and properly connected with the bilges.

Suitable life boats and rafts to carry all persons on board; equipped in accordance with U. S. Steamboat-Inspection Rules.

Also any additional equipment that may be required by U. S. Steamboat-Inspection Rules for seagoing tugs.

(C) *Clapets.*

1 steering compass.

1 suitable anchor and chain; properly shackled and ready for service at all times.

1 hand lead line, properly marked.

1 set running lights, oil.

1 set anchor lights, oil.

4 life rings (properly distributed, in suitable beackets); of which two must be fitted with not less than 15 fathoms of suitable life line apiece.

1 life preserver for each person on board, in suitable racks, properly located.

100 feet of 2½" standard fire hose (with 2 nozzles); properly connected to hydrants at all times.

9 fire buckets, in suitable racks, properly located; to be kept filled with water at all times.

3 chemical fire extinguishers, each of 2½ gallons capacity; in suitable racks, properly distributed.

2 fire axes; in suitable racks, properly located.

1 mechanical foghorn.

1 fog bell.

1 can containing not less than 12 Coston's distress signals.

Suitable life lines on both sides, to be stretched at all times when clapet is underway.

Suitable life boats and rafts to carry all persons on board; equipped with oars and rowlocks, and ready for immediate launching.

(D) Pipe-Line Suction and Dipper Dredges; Crane Boats "Ajax" and "Hercules."

4 life rings, one on each corner of boat on lower deck; with not less than 15 fathoms of life line attached to each alternate ring.

1 life preserver for each person on board; in suitable racks, properly located.

4 fire hydrants on berth deck; to be spaced to best advantage to sweep entire deck; and 200 feet of 2½" standard fire hose in 50-foot lengths; one length of hose with nozzle attached to be connected to each hydrant at all times.

2 fire hydrants on main deck; with one 50-foot length of 2½" standard fire hose with nozzle attached connected at all times to each hydrant.

12 fire buckets, in suitable racks, distributed throughout berth deck; to be kept filled with water at all times.

4 chemical fire extinguishers, each of 2½ gallons capacity; in suitable racks, properly distributed throughout berth deck.

4 fire axes; in suitable racks, properly distributed throughout berth deck.

4 barrels of dry sand, stowed in suitable place on main deck.

Suitable anchors and cables; with proper facilities for operating the same.

Sufficient life boats or rafts, equipped with oars and rowlocks, to accommodate all persons on board.

(E) Ladder Dredges (French Type); Drill Boats; Rock Breakers.

4 life rings, distributed one on each corner of dredge on main deck, in a conspicuous and convenient position on hooks; and with not less than 15 fathoms of life line attached to each alternate ring.

1 life preserver for each person on board; in suitable racks, properly located.

100 feet 2½" standard fire hose (with 2 nozzles), properly connected to hydrants at all times.

12 fire buckets, in suitable racks, properly located; to be kept filled with water at all times.

4 chemical fire extinguishers, each of 2½ gallons capacity; in suitable racks, properly distributed.

4 fire axes; in suitable racks, properly distributed.

Sufficient life boats or rafts to accommodate all persons on board; equipped with suitable oars and rowlocks, and so placed on board or alongside, as to be ready for immediate use.

(F) Floating Pile Drivers.

2 life rings, on suitable hooks, with not less than 15 fathoms of life line attached to each.

1 life preserver for each person on board; in suitable racks, properly located.

2 fire axes, kept in suitable racks, properly located.

6 fire buckets, in suitable racks, properly located; to be kept filled with water at all times.

2 300-pound anchors, with suitable cables, properly shackled; ready for immediate use at all times.

Working boats or rafts of sufficient capacity to hold all persons on board; equipped with oars and rowlocks.

(G) Barges, Lighters, and Mud Scaws, of all Classes.

1 life ring, placed on a convenient hanger; with not less than 15 fathoms of life line attached.

1 heaving line.

1 anchor light.

When employed off shore—suitable anchors, chain, life-saving equipment, and regulation lights

(H) Steam Launches (Type 85-foot or less).

1 steering compass.

1 suitable anchor and chain, properly shackled at all times.

1 hand lead and line, properly marked.

1 set running lights, oil.

1 set anchor lights, oil.

2 life rings, placed in suitable buckets, with not less than 15 fathoms of life line attached to each.

1 life preserver for each person on board; in suitable racks, properly located.

1 fire axe, placed in suitable rack in pilot house

3 fire buckets, in suitable racks, properly located, to be kept filled with water at all times.

1 mechanical foghorn.

1 fog bell.

1 can containing 12 Coston's distress signals. Suitable life boats or rafts to carry all persons on board.

(I) General.

Fire equipment designated in the foregoing must be distinctively marked and must be used for fire purposes only.

Life rings and life preservers must never be locked in place, nor fastened in such manner as to cause delay in releasing them for immediate use in an emergency.

The number of life preservers presented for routine inspections by any vessel must not be less than the number of persons that the vessel is licensed to carry on board.

CHESTER HARDING,
Governor.

Sick Leave for Alien Silver Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., December 19, 1918.

CIRCULAR NO. 602-18:

By virtue of the authority vested in me by the Executive Order of November 14, 1918, regulations providing for the payment of compensation for time lost on account of illness, to alien employees on the silver rolls of The Panama Canal and the Panama Railroad Company, receiving not more than \$75 per month or 40 cents per hour, are hereby prescribed, effective January 1, 1919.

1. No compensation shall be paid to an employee where the illness is due to the fault of the employee, as in the case of venereal disease, alcoholism, etc.

2. Not more than 30 days' compensation shall be allowed in any calendar year and not more than 15 days' compensation shall be allowed in the first six months of service.

3. Compensation may be granted only when the illness is of more than three days' duration. Compensation will start on the fourth day of disability as certified by a Panama Canal physician.

4. The time lost must be covered by a certificate of disability issued by an authorized physician in the service of The Panama Canal.

5. Employees with dependent wives or children living on the Isthmus will be granted 50 per cent of their regular compensation. Employees not having dependent wives or children on the Isthmus will be granted 25 per cent of their regular compensation.

6. The larger allowance of 50 per cent will be paid only upon the production by the employee of evidence that he has a dependent wife or children, or both, living on the Isthmus. The evidence should be submitted with the certificate of disability and may consist of a statement of occupancy of Government family quarters, showing house and apartment number, or a marriage certificate together with a current rent receipt showing occupancy of family quarters outside of the Canal Zone, or of an affidavit sworn to by the employee before a notary public of the Canal Zone to the effect that he has a dependent wife or children, or both, residing on the Isthmus. The affidavit will contain the address of the dependents and such other facts as may be required.

7. The compensation herein authorized shall be computed on the basis of the rate of pay at which such employee is carried on the rolls at the time of illness, and in the case of an employee working on an hourly basis, shall be calculated on the basis of a day of 8 hours.

8. Employees who work irregularly, such as dock laborers, coal handlers, *et al.*, will be allowed only 2½ days' sick leave with pay for each 200 hours' service rendered, subject to the general conditions herein stated.

9. The employee must deliver to his foreman immediately upon his reporting for duty, his disability certificate together with such other

evidence as may be necessary to support his claim to the 50 per cent allowance of wages.

10. Employees furnished subsistence will be paid at the rate of pay for that class of employees.

11. Form 1700, Silver Employees Disability Certificate, will be given to the employee by the physician when the employee is discharged as well, able to work.

12. Piecework employees will be paid sick leave at the monthly or hourly rate fixed for the class of work nearest that performed by the employee at time of illness.

13. Payment for sick leave will not be made until the employee has actually returned to work, unless he is sick for over 30 days, in which case payment of the entire amount due will be made as soon thereafter as is practicable.

W. J. DOUGLAS,
Acting Governor.

Trespassing on Watersheds of Reservoirs.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 20, 1918.

To all concerned—There is quoted hereunder, for the information and guidance of all concerned, an Ordinance enacted by the Isthmian Canal Commission at its 160th meeting, April 15, 1911, approved by the Secretary of War, April 26, 1911, and ratified and confirmed as valid and binding by the provisions of Section 2, Panama Canal Act, published as Panama Canal Circular 600, April 1, 1914:

"Prohibiting Hunting and Other Trespassing upon Reservoirs and Watersheds of the Canal Zone."

"Be it ordained by the Isthmian Canal Commission:

Section 1. It shall be unlawful for any person to hunt on any of the reservoirs of the Canal Zone, from which water is drawn for the use of the inhabitants of any city, municipality, district or settlement or on any of the established watersheds of any such reservoirs; and no person, except under authority of the Isthmian Canal Commission or the Panama Railroad Company, shall enter upon any of said reservoirs or watersheds for any purpose."

"Section 2. Any person who violates any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and shall be punished as prescribed by Section 16 of the Penal Code.

"Section 3. This ordinance shall take effect thirty days after its approval by the Secretary of War."

W. J. DOUGLAS,
Acting Governor.

Leave of Absence.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 26, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Attention is called to paragraph 35 of Circular 601-59, which reads as follows:

"After accumulating leave of all kinds amounting to 120 days, an employee ceases to earn additional leave until he is granted all or part of the cumulative leave already earned, unless he shall enter on cumulative leave within two months thereafter, or be ordered by the Governor to defer taking leave for official reasons."

A number of employees will have earned leave amounting to 120 days and over on February 1, 1919, and in order to continue to earn cumulative leave it will be necessary to reduce such leave to a number of days less than 120 by entering on leave of absence within two months after the expiration of the current service year. Information regarding amount of leave due can be procured by calling up the Leave Clerk, Personnel Bureau, telephone Balboa 168.

By direction of the Acting Governor.

C. A. McILVAINE,
Executive Secretary.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., December 10, 1918.

The following changes in the Enemy Trading List will be made as of date December 13, 1918.

ADDITIONS.

ARGENTINA.	
Bruning, Guillermo.....	Pozo del Molle, Province of Cordoba.
Regensburger, E., y Cia.....	Arias and Isla Verde, Province of Cordoba.
Widenbrueck, Pablo.....	Rosario.
BOLIVIA.	
Kreidler, Jose.....	San Ignacio.
CHILE.	
Hellwig, Guillermo.....	Santiago.
Kahn, Herzheimer & Company.....	Santiago.
CUBA.	
Armbrecht, W.....	Amistad 124, Habana.
MEXICO.	
Antigua Garage Protas.....	Mexico City.
Moler Hernandez Sues.....	Mexico City.
Universal Supply Company.....	Mexico City.
SPAIN.	
Deutsche Zeitung fur Spanien.....	253 Consejo de Cien-te, Barcelona.
Moldenhauer, Federico.....	Carrucha, Almeria.
Rived y Cholz.....	Saragossa.
Drogueria Rived (Rived y Cholz)	Saragossa.
Reither, Karl.....	Rambla Cataluna 72, Barcelona.
Roeb y Cia.....	Moreto 8, Madrid.
Roeb, Jose.....	Moreto 8, Madrid.
Scherdel (or Sterdel).....	Balmes 47, Barcelona.
Sociedad Anonima Vidal.....	Paseo de San Juan 20, Barcelona.
Sterdel (or Scherdel).....	Balmes 47, Barcelona.
Vidal, Sociedad Anonima.....	Paseo de San Juan, 20, Barcelona.

URUGUAY.	
Compañia Transatlantica de Tran-vias.	Montevideo.
"Transatlantica, La," Compañia de Tranvias.	Montevideo.

REMOVALS.

ARGENTINA.	
Cattaneo, Constantino.....	Buenos Aires
MEXICO.	
Nysen, Rafael, & Company.....	Mexico City.
SPAIN.	
Garcia, Gumersindo Cuervo.....	Calle Marques de San Estaban 50 Dijon.

C. H. CALHOUN,
Chief, Division of Civil Affairs

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., December 28, 1918.

To all concerned—The following changes, involving additions and removals, have been made in the United States Enemy Trading List by the War Trade Board effective December 27, 1918:

ADDITIONS.

CHILE.	
Aachener y Muechener de Aachen (Insurance Company).....	Valparaiso.
Albinga de Hamburger (Insurance Company).....	Valparaiso.
Frankfurter de Frankfurt (Insurance Company).....	Valparaiso.
Mannheimer de Mannheim (Insurance Company).....	Valparaiso.
Norddeutsche de Hamburger (Insurance Company).....	Valparaiso.

MEXICO.	
Graus German.....	Mexico City
Liberia Alemana (Muller Hermanos).....	Mexico City

REMOVALS.

CHILE.	
Trillo, Victor.....	Antofagasta.
ECUADOR.	
Arcem, Pedro P.....	Guayaquil.
Cuevo, Teofilo Vivar.....	Quito.
Riera, Martin.....	Guayaquil.
Sierra, Jose.....	Guayaquil.
MEXICO.	
Casamano, Nicolas (La Prensa del Dia).....	Orizaba.
Cavazos, Manuel, Jr.....	Nuevo Laredo.
Cavazos, Manuel, Sr.....	Nuevo Laredo.
Coppel, Isaac.....	Mazatlan.
Garcia, Manuel Cavazos.....	Nuevo Laredo.
Iberri & Company.....	Guaymas.
Iberri, W. E., Hijos Suers.....	Guaymas.
Rinns, Eduardo.....	Chihuahua.
Lowenberg & Wisburn.....	Torreón.
Prensa del Dia La (Casamano, Nicolas).....	Orizaba.
PERU.	
Dalmau, Juan.....	Salaverry.
Delgado, O. A.....	Paíta.
Knell, H.....	Callao.
Umlauff, B.....	Lima.
Umlauff, Fernando.....	Lima.
VENEZUELA.	
Bossio Marquez Lino.....	Ciudad Bolívar.
Urdanema, Ezequiel.....	Trujillo.
C. H. CALHOUN, Chief, Division of Civil Affairs.	

Circular No. 8. Scaled Proposals for Supplying Fresh Fish to the Commissary Division.

Scaled proposals are invited for furnishing the Commissary Division, Supply Department, The Panama Canal, with forty-five thousand (45,000) pounds of first and second class fresh fish monthly, in accordance with the following specifications:

Bids will be received until 4 p. m., Saturday, January 10, 1919, in the office of the General Manager, Commissary Division, Cristobal Canal Zone, enclosed in a sealed envelope addressed to the General Manager, and marked "Proposals for furnishing fresh fish, to be opened January 10, 1919."

Spanish Mackerel	} To be considered first class fish.
Red or black snapper	
Corbina	
Snook (<i>Robalo</i>)	
Jack (<i>Ojo-can del la</i>)	} To be considered second class fish.
Green Jack	
Shad (<i>Morara</i>)	
Angel fish (<i>Pojera</i>)	
Sarporel	
Dalphine	
Bonito	
Albacora	

Not less than 60 per cent of the total quantity furnished under this contract to be first class and the balance second class fish.

In submitting bid, prices should be quoted on both cleaned and uncleaned fish. Cleaned fish will be understood to mean "fish with the gills and entrails removed."

Deliveries on this contract to begin January 30, 1919, and to be made in quantities varying from 500 to 2,500 pounds, as called for daily, except Sundays and holidays, unless otherwise specified.

Deliveries are to be made at the office of the local buyer of the Commissary Division at Panama, the cold storage plant at Balboa, or to the Panama Railroad station at Panama, and at such times as may be directed by the local buyer.

All containers will be furnished by the local buyer at Panama, representing the Commissary Division, and fish supplied on this contract must be put up in these containers, in such quantities as he may direct.

The contractor agrees to provide sufficient ice to keep the fish in first class condition while in transit from the fishing grounds to point of delivery.

The Commissary Division agrees to furnish ice to the contractor at point of delivery, in such quantities as may be required to pack the fish in the containers furnished by the local buyer.

The Commissary Division agrees to furnish boat supplies that may be in stock, gasoline and kerosene, at prevailing prices plus a surcharge of ten per cent (10%), with the understanding that any or all material so supplied is to be used exclusively in the performance of procuring fish for the Commissary Division, and not for any other purpose whatsoever.

It is agreed that, if at any time the contractor is unable to supply the total quantity called for daily up to 2,500 pounds so that it may become necessary for the Commissary Division to purchase fish from other suppliers at a higher cost, the difference between the higher cost and price at which the contractor agrees to furnish the fish in accordance with the terms of this contract, together with any extra expense that may be incurred by the Commissary Division in making such purchase, will be charged against contractor. Should the Commissary Division be unable to procure fresh fish from other suppliers, when the contractor is not able to furnish the quantity called for, a penalty of 2 cents per pound will be charged against the contractor for each pound of fish that the Commissary Division is unable to obtain.

Notice of quantity required for delivery each day will be furnished by the local buyer not later than 4 p. m. on the day previous to that on which delivery is to be made.

The Commissary Division reserves the right to call for quantities in addition to those specified when the order is given at 4 p. m., and in excess of 2,500 pounds, in any one day, but no penalty will be imposed for failure to supply such additional fish.

Bids must be accompanied by guaranty bond, secured by sufficient surety or by certified check on or certificate of deposit in a bank or trust company agreeable to The Panama Canal and made payable to the Collector of The Panama Canal in the amount of one thousand dollars (\$1,000 U. S. C.; such check or certificate to be held, deposited, or collected by the Collector of The Panama Canal, as may be directed by the general manager of the Commissary Division; the same or their proceeds to be returned to the unsuccessful bidders on rejection of their bids, or termination of the contract.

This agreement may be terminated by either party on 10 days' notice in writing.

The right is reserved to reject any or all bids.

Board of Local Inspectors.

A meeting of the Board of Local Inspectors will be held Wednesday, January 8, 1919, room 237, Administration Building, Balboa Heights, C. Z.

Administrator's Sale.

The Administrator of Estates, Room 301, Administration Building, Balboa Heights, will accept bids up to noon Saturday, January 11, 1919, for the purchase of a portion of the personal effects belonging to the estate of Allen Swan, deceased American. The property which is offered for sale consists of 2 trunks, 1 valise, an assortment of clothing and personal articles and a tool chest containing a considerable number of carpenter's tools.

Bids may be made for the entire lot of effects to be sold, or limited to individual articles. Prospective bidders desiring to examine the effects should apply at the Administrator's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Administrator of Estates. The cover should also be marked "Bid on effects of Allen Swan, deceased."

The Administrator reserves the right to reject any or all bids.

Balboa Heights, C. Z.

December 30, 1918.

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, December 28, 1918.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons		Panama Canal tonnage
	Day	Hour	Day	Hour	Day	Hour	Day	Hour									Gross	Net	
Havraise	21	8:25	22	6:25	22	13:18	22	14:15	French	Cie. Havraise Pen de Nav.	372.0	47.0	17.0	La Pallise	Valparaiso	General	3,025	4,878	3,576
Panama Maru.	21	16:12	22	6:43	22	13:43	22	16:15	Japanese	Osaka Shosen K. Kaisha	400.0	51.0	26.0	New Orleans	San Francisco	General	5,789	5,995	4,535
Eurydamas	29	15:50	22	6:48	22	15:42	22	17:15	British	Alfred Holt & Company	410.0	49.0	25.0	Glasgow	West Coast	General	5,372	5,697	4,186
Sijan	22	1:20	22	8:35	22	17:20	23	8:05	Swedish	Rederikabsbolaget Transatlantic	347.0	50.0	21.0	New York	Sydney	General	4,000	4,133	3,145
Ayacu	18	16:15	22	11:15	22	18:03	22	18:35	Chilean	South American S. S. Line	380.0	44.0	23.0	Cristobal	Valparaiso	General	1,264	4,134	3,033
Maravi	19	14:20	22	11:20	22	18:54	22	19:55	British	Pacific Steam Navigation Co.	216.0	35.0	12.0	Cristobal	Tumaco	General	235	1,241	759
Ucayali	17	14:50	23	13:00	23	19:40	24	9:20	Peruvian	Peruvian S. S. Line	374.0	46.0	20.0	Cristobal	Callao	General	4,278	2,244	
Rosalie Mahoney	23	12:20	23	12:40	23	20:25	24	14:57	American	Fred Linderman	201.0	40.0	23.0	Baltimore	Callao	Coke	1,404	1,493	980
Salvador	22	17:57	24	6:40	24	13:05	24	22:15	British	Pacific Steam Navigation Co.	215.0	33.0	12.0	Cristobal	Bahia	Ballast	1,778	1,213	692
Chile	20	19:51	25	6:15	25	13:42	25	14:38	British	Pacific Steam Navigation Co.	350.0	44.0	19.0	Cristobal	Valparaiso	General	1,786	1,040	2,628
Caddo	25	16:25	27	6:05	27	17:05	27	18:32	American	Standard Oil Company	415.0	55.0	29.0	Pl. Lobos	Pesagua	Fuel oil	8,916	6,459	4,435
Rualine	25	16:22	27	6:30	27	14:09	27	18:41	British	New Zealand Shipping Co.	490.0	60.0		London	Auckland	General	3,299	11,197	8,322
Balboa	18	18:30	27	6:50	27	14:41	28	1:10	American	Colombian Maritime	190.0	21.0		Cristobal	Buenaventura	General	107	728	346
Tsuruga Maru	25	17:20	27	8:55	27	15:50	27	17:10	Japanese	Nippon Yusen Kabushiki Kaisha	445.0	58.0	26.0	New York	San Francisco	General	8,398	7,591	5,404
Faith	28	7:03	28	10:27	28	14:50	29	9:05	American	San Francisco Shipping Co.	325.0	41.0	21.0	New York	Valparaiso	General	2,010	3,528	2,247
Espana	26	12:35	28	6:38	28	14:50			Colombian	D. Borbor	57.0	27.0	3.0	Cartagena	Buenaventura	Ballast	3,548	4,722	2,986
Macedon	28	6:25	28	12:10	28	18:55	28	20:12	British	Howard Smith, Ltd.	365.0	51.4	20.0	New York	Tahiti	General	3,548	4,722	2,986
Terosas	27	23:05	28	12:58	28	21:18	28	21:18	British	Alfred Holt & Company	455.0	56.0	23.0	New York	Honolulu	General	4,750	7,806	5,582

THROUGH THE CANAL—PACIFIC TO ATLANTIC

21	5	00	21	8	16	21	16	35	21	20	American	U. S. Shipping Board	410 5	54 0	24 0	San Francisco	New York	Flour	7 05	6 688	4 922	
Nantahala	21	11	25	21	12	45	21	13	27	16	20	British	British Government	219 8	43 4	20 5	Victoria	United King	Spelter, lumber	11	2 306	1 428
War Tyce	21	15	00	22	6	34	22	14	51	22	45	American	U. S. Shipping Board	409 8	54 2	21 4	San Francisco	Cristobal	General	6 225	4 494	
West Coast	21	18	00	22	9	09	22	10	24	7	00	French	A. D. Bordes & Sons	392 2	45 7	24 0	San Francisco	Barbot	Nitrate	3 806	2 999	2 658
Rhone	22	23	27	23	10	00	23	17	00	24	9	30	U. S. Shipping Board	379 1	53 1	22 7	Anflogasia	Tampa	Nitrate	6 506	5 361	3 858
Puget Sound	20	21	30	26	7	20	26	14	55	26	17	45	Standard Oil Company	412 0	53 0	17 0	Iquique	Tamapo	Ballast	6 193	4 193	
Bent Brewster	23	6	00	23	8	52	23	17	00	23	23	30	U. S. Shipping Board	422 9	46 4	22 0	Iquique	New Orleans	Nitrate	3 019	3 093	1 961
Biloxi	23	13	30	24	6	37	24	15	04	26	17	05	U. S. Shipping Board	409 8	54 2	26 0	Portland	New York	Flour	7 704	6 222	4 489
Western Belle	23	19	00	23	8	32	23	17	00	24	16	00	U. S. Navy	390 0	51 0	22 8	Valparaiso	New York	Wheat, beans, etc	5 800	6 385	4 572
Maipo	22	19	00	23	8	32	23	17	00	24	16	00	Chilean Government	390 0	51 0	22 8	Valparaiso	New York	Wheat, beans, etc	5 800	6 385	4 572
Independence	22	1	45	22	8	25	22	16	30	23	2	40	U. S. Shipping Board	440 5	56 0	28 6	San Francisco	New York	Flour, barley	10 663	8 295	5 915
Salvador	22	6	00	22	11	21	22	17	57	24	6	40	U. S. Shipping Board	440 5	56 0	28 6	San Francisco	New York	Flour, barley	10 663	8 295	5 915
Corcovado	24	4	00	24	9	38	23	16	38	25	4	30	Pacific Steam Navigation Co.	215 0	47 0	16 11	Buenaventura	Cristobal	General	887	1 213	692
Poplar Branch	25	7	00	25	13	20	25	16	38	25	4	30	Pacific Steam Navigation Co.	390 0	47 2	23 6	Falkland Isl.	United King	Wool, sugar, etc	4 778	4 797	3 348
Elder Branch	25	7	00	25	8	15	25	15	42	27	12	52	F. & W. Wilson	396 2	56 2	23 6	Guayaquil	London	General	7 247	6 570	5 117
Democrat	25	7	00	25	8	15	25	15	42	27	12	52	F. & W. Wilson	396 2	56 2	23 6	Guayaquil	London	General	7 247	6 570	5 117
West Cape	25	7	30	25	8	45	25	17	21	29	10	10	French Government	380 3	49 7	22 6	Anflogasia	Liverpool	General	6 640	4 955	3 653
Democrat	25	7	30	25	8	45	25	17	21	29	10	10	French Government	380 3	49 7	22 6	Anflogasia	Liverpool	General	6 640	4 955	3 653
West Cape	26	8	30	26	9	45	26	17	36	27	17	25	U. S. Shipping Board	258 8	44 8	22 0	San Francisco	Rio de Janeiro	Coal	2 500	2 202	1 574
Democrat	26	8	30	26	9	45	26	17	36	27	17	25	U. S. Shipping Board	258 8	44 8	22 0	San Francisco	Rio de Janeiro	Coal	2 500	2 202	1 574
West Cape	26	8	30	26	9	45	26	17	36	27	17	25	U. S. Shipping Board	409 5	52 2	23 0	Tacoma	New York	Flour	6 778	6 222	4 487

Barbas.....	27	6.10	27	9.19	27	18.00	.....	266.9	46.1	22.6	Pisagua.....	Norfolk.....	Nitrate.....	2,805	2,637	1,688
Clony Castle.....	27	6.45	27	8.17	27	15.37	27	419.1	50.2	19.11	Lyttleton.....	London.....	General.....	2,543	.....	.....
Leersum.....	27	10.20	27	12.22	27	19.40	28	360.0	48.3	21.6	Pisagua.....	Mobile, Ala.....	Nitrate.....	5,200	3,978	3,913
John Ludw.....	27	13.00	28	6.18	28	15.37	28	314.0	46.5	19.9	Iquique.....	Savannah.....	Nitrate.....	4,300	.....	.....
Mowinkel.....	27	17.30	28	6.38	28	16.57	28	460.0	58.2	24.0	Sydney.....	London.....	Meat, general.....	6,000	.....	.....
Suffolk.....	28	6.00	28	8.35	28	17.08	.....	268.0	46.0	24.0	San Francisco.....	New York.....	General.....	1,805	.....	.....
Quinault.....	28	6.00	28	8.35	28	17.08	.....	239.6	40.0	21.3	Iquique.....	Boston.....	Nitrate.....	3,540	2,835	1,795
Santa Tecla.....	27	22.00	28	10.06	28	18.03	29	.....	.....	.....	.....	.....	.....	.....	.....	.....

Hours are expressed on the 24-hour basis, and all hours greater than 12 are *postmeridien*.

PORT OF CRISTOBAL

* ARRIVALS.

* DEPARTURES.

Dec. 22.....	San Ramon.....	San Ramon S. S. Company.....	New Orleans.....	Dec. 23.....	Culebra.....	Panama Railroad Commissary.....	Cartagena.....
Dec. 24.....	Acapulco (schr.).....	B. Fernandez & Company.....	High seas.....	Dec. 23.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.....
Dec. 25.....	Lake Allen.....	Panama Railroad Steamship Line.....	New York.....	Dec. 23.....	Express (schr.).....	J. S. Webster.....	Colon waters.....
Dec. 25.....	Coppenhame.....	United Fruit Company.....	New Orleans.....	Dec. 23.....	Oranien.....	Leyland Line.....	New Orleans.....
Dec. 26.....	El Paso (schr.).....	H. J. Cambridge.....	Colon waters.....	Dec. 23.....	Togurialpa.....	Vacarro Brothers & Co.....	Santa Maria.....
Dec. 26.....	Culebra.....	Panama Railroad Commissary.....	Covadonga.....	Dec. 24.....	Panama.....	Panama Railroad Steamship Line.....	New York and Haiti.....
Dec. 26.....	San Jose.....	United Fruit Company.....	New York.....	Dec. 25.....	San Ramon.....	San Ramon S. S. Company.....	Bluefields.....
Dec. 26.....	Colon.....	Panama Railroad Steamship Line.....	New York.....	Dec. 26.....	Coppenhame.....	United Fruit Company.....	Bluefields.....
Dec. 27.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.....	Dec. 27.....	El Paso (schr.).....	H. J. Cambridge.....	New York.....
Dec. 27.....	Lake Hurst.....	Panama Railroad Steamship Line.....	New York.....	Dec. 28.....	Allanca.....	Panama Railroad Steamship Line.....	Puerto Colombia.....
Dec. 28.....	.....	.....	.....	Dec. 28.....	San Jose.....	United Fruit Company.....	.....

*Other than ships passing through the Canal.

COMMISSARY NOTES.

Gold Dust.

Recent advice from the commissary purchasing agent is to the effect that the order for Gold Dust was canceled in accordance with manufacturer's advice that all of their soap products have been withdrawn from the market for export and that they were unable to entertain any business at this time.

Sheet Music.

A supply of sheet music comprising a number of the latest and most popular titles was received last week and distributed to the line stores. If sales warrant, this will be made a regular item of stock and every endeavor made to have the latest music on sale as soon after publication as possible.

Unusual Values.

Retail stores are featuring at the present time a number of items in all departments representing unusually good bargains. Among these may be mentioned the following: Meat platters, large, 80 cents; Doulton fruit dishes, \$1.15 each; women's kid pumps, \$4 per pair; lettuce forks, \$1.15 each; oyster forks, 28 cents each; bouillon spoons, 51 cents each; men's khaki pants, \$2 per pair; P. C. chili sauce, 15 cents per jar; men's ties, batwing, 45 cents each; ironing boards, 28 cents each; women's kid Oxfords, \$4.40 per pair; women's gun-metal pumps, \$3.45 per pair. These represent some of the best values in the various lines and were the Commissary Division to attempt purchase of these items in the open market to-day, it would have to pay considerably in excess of the retail price quoted above. When the stock of these items is exhausted, replacement stock will have to be purchased at a considerably higher figure.

A Day's Baking.

The equivalent of 36,396 16-ounce loaves of bread and 3,684 rolls were turned out in the bakery on the Monday preceding Christmas. There was also turned out on the same day 2,238 pounds of fruit cake, making a total of 2½ tons of fruit cake which was baked for the Christmas trade.

The entire bake for this day was handled by 36 men, averaging 1,000 loaves of bread, 100 rolls, and 62 pounds of fruit cake to the man. In addition to the above, only 12 packers were required to handle this output.

Although the present bakery is crowded to some extent due to increased operations, it is thought that within a short time they will be able to turn out a variety of extras, such as coffee cake, cinnamon rolls, macaroons, etc. Due notice of this will be given at a later date.

It is also intended to begin the manufacture of crackers when the cracker machinery is received from the United States.

RECIPES.

Stuffed Rolled Round Steak.

Have a three-quarter inch slice of steak cut from the round. Season well and make a bread crumb stuffing, seasoned with salt, pepper, butter, chopped parsley, and onion juice, and one-half cup of English walnut meats. Spread this mixture on the steak and roll up and tie securely. Put bits of suet over the top and roast until thoroughly cooked. Make a gravy from the juice in the pan, adding flour and allowing it to brown before the water is added. After it boils until thick enough, strain it and add a dozen or more chopped olives. A few whole olives will garnish the dish prettily.

Tomato and Peanut Soup.

Peanut butter is a wholesome and highly nutritious food not nearly as much used as it should be. Pound for pound it possesses higher food value than round steak, though it sells for a lower price. Peanut butter, added to any dish, raises its protein, fat, and carbohydrate value.

1½ cups seeded and strained tomatoes	¼ level teaspoon of paprika
½ cup peanut butter	2¼ cups boiling water.
1 level teaspoon of salt	

Add tomatoes gradually to the peanut butter and when smooth add the seasoning and water. Simmer for 10 minutes and serve with croutons. Well-seasoned soup stock may be substituted for the water; but, if used, the quantity of salt should be reduced.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., January 8, 1919. No. 21.

Commercial Business with Canal Radio Stations.

The Canal radio stations have been authorized to accept commercial messages to and from all foreign vessels.

Coast Guard Cutter Manhattan.

The U. S. coast guard cutter *Manhattan* was satisfactorily completed in all respects by the Mechanical Division and sailed under its own steam for New York, December 31, 1918, at 11.30 a. m.

Length over all 120 feet 3 inches
Length on water line 110 feet
Beam, molded 24 feet
Depth at side, top of keel to lowest point of main-deck sheer 13 feet 6 inches
Displacement at 10 feet 6 inches mean draft, salt water, with 11,100 gallons
fuel oil, 3,600 gallons fresh water, 6 tons stores, 13 tons salt-water ballast
in peak tanks about 379 tons
Main engine, triple-expansion, 13 by 21 by 34 by 26 inch stroke.
Indicated horsepower, estimated 600
Boiler, water tube, 200 pounds working pressure.

The construction of this vessel represents the first sea-going vessel completed in all respects, ready for sea, from start to finish by the Mechanical Division of The Panama Canal.

This vessel is built for the manifold use of ice-breaking and wrecking and can be used as well for a fireboat. It is equipped with wireless and a motor launch, and is seaworthy for long trips at sea. It has accommodations for 2 commissioned officers, 4 warrant officers, and 26 petty officers and men.

Notice to Mariners.

The following dispatch, dated January 3, 1919, from the Navy Department to the Commandant, 15th Naval District, and transmitted by the latter to this office, is quoted for the information of all concerned:

"Department contemplates closing all routing offices January 15. Information regarding mined areas now being issued by hydrographic office as notices to mariners. Inform shipping that these notices may be obtained through regular channels after January 15, 1919. 23002."

CANAL WORK IN NOVEMBER.

The report of the Governor to the Secretary of War of Canal operations in November, 1918, is printed below:

BALBOA HEIGHTS, C. Z., December 26, 1918.

The Honorable, the Secretary of War,
Washington, D. C.

SIR: I have the honor to submit the following report of the Panama Canal for the month of November, 1918.

CANAL BUSINESS.

The number of ocean-going ships passing through the Canal for the month was 185, not including 3 U. S. Navy destroyers, 1 U. S. Navy submarine, 1 subchaser, and 1 Army tug. Net tonnage of the 185 ships aggregated 524,682 tons, Panama Canal

measurement. Total cargo carried was 633,848 tons of 2,240 pounds. Ships of 12 different nations were included in the month's traffic.

Tolls collected amounted to \$512,848.45. Deposits of \$345,863.90 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against ships using the Canal. Storehouse and commissary sales of supplies to ships aggregated \$279,388.65, including \$149,922.23 worth of fuel oil.

Of the total of 405,391 tons northbound cargo, there were 48 full cargoes of nitrates aggregating 223,327 tons; six cargoes of nitrates and other commodities, 30,793 tons; and 11 cargoes consisting of flour, wheat, rice, and other foodstuffs, 67,534 tons. Eleven of the 14 vessels northbound in ballast were oil tankers.

Business transacted at the Atlantic and Pacific ends of the Canal, respectively, for the month of November, is presented in the following tabulation:

Item	Cristobal	Balboa	Total
Ships making transit of Canal.....	71	114	185
Net tonnage of ships through Canal.....	199,696	324,986	524,682
Cargo through Canal..... tons.....	228,457	405,391	633,848
Nationality of ships through Canal:			
United States.....	29	52	81
British.....	17	21	38
Chilean.....	3	3	6
Costa Rican.....	1	1	2
Danish.....	8	8	16
Dutch.....	1	1	2
Ecuadorian.....			
French.....	4	9	13
Japanese.....	1	4	5
Norwegian.....	4	8	12
Peruvian.....	3	2	5
Swedish.....		4	4
Total.....	71	114	185
Ships through Canal without cargo, but not in ballast.....	8		8
Net tonnage of ships without cargo.....	12,122		12,122
Ships through Canal in ballast in addition to above.....	7	14	21
Net tonnage of ships in ballast.....	15,846	58,994	74,840
Total transits without cargo.....	15	14	29
Net tonnage of all ships without cargo.....	27,968	58,994	86,962
Motor ships through Canal.....	3	4	7
Net tonnage of motor ships.....	6,943	6,122	13,065
Sailing ships through Canal.....	5	4	9
Net tonnage of sailing ships.....	10,597	7,413	18,010
Tolls levied on ships entering Canal.....	\$195,789.04	\$317,059.41	\$512,848.45
Total ships entering port.....	193	194	387
Total ships clearing from port.....	181	186	367
Net tonnage of vessels entering.....	460,822	452,206	913,028
Net tonnage of vessels clearing.....	441,980	429,199	871,179
Total net tonnage.....	902,802	881,405	1,704,207
Vessels entering port, not passing through Canal.....	23	7	30
Net tonnage of above.....	57,373	15,679	73,052
Vessels clearing port, not passing through Canal.....	21	4	25
Net tonnage of above.....	48,848	11,081	59,929
Vessels passing through Canal, which handled passengers or cargo at port, entering.....	18	43	61
Net tonnage of above.....	25,937	79,309	105,246
Vessels passing through Canal, which handled passengers or cargo at port, clearing.....	21	43	64
Net tonnage of above.....	29,864	79,309	109,173
Local cargo arriving..... tons.....	21,963	25,436	47,399
Local cargo shipped..... tons.....	5,728	151	5,879
Total local cargo..... tons.....	27,691	25,587	53,278
Cargo received by Receiving and Forwarding Agency of P. R. R..... tons.....	68,664	1,401	70,065
Cargo dispatched by Receiving and Forwarding Agency of P. R. R..... tons.....	47,830	830	48,660
Cargo rehandled by Receiving and Forwarding Agency of P. R. R..... tons.....	4,130	118	4,248
Total cargo handled..... tons.....	120,624	2,349	122,973
Cargo stevedored, included in above..... tons.....	51,454	452	51,906
Fuel oil received during the month..... bbls.....		163,636.99	163,636.99
Fuel oil sold to commercial steamships from Canal tanks..... bbls.....	12,414.20	41,844.03	53,958.23
Fuel oil issued to U. S. Navy vessels..... bbls.....	359.94	1,187.45	1,547.39
Fuel oil issued to U. S. war vessels..... bbls.....		462.94	462.94
Total issues of fuel oil from Canal tanks..... bbls.....	12,774.14	43,194.42	55,968.56
Fuel oil on hand, November 1, 1918..... bbls.....	76,190.07	151,676.95	227,867.02
Diesel oil on hand, November 1, 1918..... bbls.....		3,099.29	3,099.29
Coal received during November..... tons.....	6,558		6,738
Coal supplied Panama R. R. Steamship Line..... tons.....	1,311	2	1,313
Coal supplied Panama R. R. department..... tons.....	1,276	11	1,287
Coal supplied individuals and companies..... tons.....	1,160		1,160
Coal supplied to other steamship lines..... tons.....	27,184	4,162	31,346
Coal supplied the Army and Navy..... tons.....	476	310	786
Coal supplied The Panama Canal..... tons.....	2,336	197	2,533

Item	Cristobal	Balboa	Total
Coal on hand, December 1, 1918.....tons..	238,459	31,280	269,739
Vessels supplied with water.....	128	122	250
Water sold to ships.....galls..	4,451,577	2,179,800	6,631,377
Vessels dry docked.....	9	11	20
Passengers arriving:			
First cabin.....	1,151	707	1,858
Other than first cabin.....	3,378	3,593	6,971
Total.....	4,529	4,300	8,829
Passengers departing:			
First cabin.....	1,165	663	1,828
Other than first cabin.....	3,330	3,592	6,922
Total.....	4,495	4,255	8,750
Total movement of passengers.....	9,024	8,555	17,579
Services to American seamen:			
Seamen shipped.....	210	113	323
Seamen discharged.....	230	141	371
Seamen deceased.....	1		1
Seamen deserted.....	3	1	4
Seamen's identification certificates issued.....	1,002	230	1,232
Seamen's wages received.....	\$4,386.94	\$663.27	\$5,050.21
Seamen's wages disbursed.....	3,868.27	1,106.84	4,975.11
Balance on hand, December 1, 1918.....	2,118.21	481.71	2,599.92
Commissary sales to commercial vessels:			
Ice.....	\$1,180.67	\$572.73	\$1,753.40
Wholesale groceries.....	8,364.62	4,042.72	12,407.34
Wholesale cold storage.....	25,211.42	17,810.37	43,021.79
Laundry.....	1,066.83	3.60	1,070.52
Miscellaneous.....	2,360.70	1,360.35	3,721.05
Total.....	\$38,184.24	\$23,789.86	\$61,974.10
Commissary sales to Government and Panama Railroad ships:			
Ice.....	\$1.04	\$309.68	\$310.72
Wholesale groceries.....	4,003.44	2,940.13	6,943.57
Wholesale cold storage.....	29,053.30	9,880.02	38,933.32
Laundry.....	155.85	.70	156.55
Miscellaneous.....	48.30	109.49	157.79
Total.....	\$33,261.93	\$13,240.02	\$46,501.95
Grand total of commissary sales.....	\$71,446.17	\$37,029.88	\$108,476.05

LOCKS.

Lockages of commercial vessels for the month were as follows:

	Number of lockages	Number of vessels
Gatun.....	177	183
Pedro Miguel.....	181	182
Miraflores.....	178	182

In addition to the above, 73 lockages were made of vessels of the U. S. Army and Navy and floating equipment of The Panama Canal; 25 at Gatun, 25 at Pedro Miguel, and 23 at Miraflores.

There were no unusual incidents of operation at any of the locks during the month. The military guard was removed from all locks on November 19 and the temporary buildings erected for their use are in process of demolition. At Gatun the west chamber was used for lockages from the 1st to the 18th, inclusive, the east chamber being also utilized for 11 days of this period. The east chamber was used for the balance of the month, during which time it was also necessary to utilize the west chamber on the 20th, 25th, 26th, 27th, 28 h, and 30th. The greatest delay in lockage at Gatun occurred to the sailing vessel, *Admiral Cecille*, which was held up 4 minutes due to the breakage of a bow chock and rail. Work on the new primary feeders from the hydroelectric station to the locks was approximately 95 per cent completed at the end of the month. Lockages consumed a total of 847,810,000 cubic feet of water.

Lockages at Pedro Miguel consumed 746,110,000 cubic feet of water from Gatun Lake; those at Miraflores, 626,680,000 cubic feet from Miraflores Lake. The level of Miraflores Lake, ordered lowered during October by the Health Department, has been restored to the normal elevation, the regular inflow into the lake being sufficient for this purpose. Grading of the site to which the old Cocoli shed is to be removed was completed, part of the material in the old building was removed to the north-west wing wall of the locks preparatory to shipping to the new site.

Hydroelectric station and substation—The net output of the Gatun hydroelectric station for November was 4,169,277 KWH on a computed water consumption of 3,105,626,000 cubic feet. Generating unit No. 1 was placed in regular operation on

the new 6,600-volt bus on the 23d. This is the last of the machines to be changed over from 2,200 volts, and completes this phase of the change-over work. The entire station is now in regular operation at the new bus voltage. Operation of the old units with the new belt-driven governor has proven satisfactory and a considerable improvement upon the original gear drive.

No work on the 11,000-volt improvements at Cristobal and Miraflores substations was performed during the month. The principal item of work remaining at Gatun substation is the installation of an improved type of barrier on the secondary switches of the power transformers. Delay in this work has been due to failure to receive the necessary material on order in the States. This work can be completed within a few days after arrival of the material required. The installation of 6,600-volt transformers at the Balboa substation was practically completed during November; the only work remaining being that of placing the equipment in actual service.

Transmission line—There were five interruptions to transmission line service, and three failures on idle lines during the month, none of the latter causing any interruption in service. The greatest interruption from failure of the transmission line occurred on the 14th, due to broken conductor on line 2. This line broke leaving Gatun end clear and grounding Balboa end, resulting in interrupting service at Balboa station for 31 minutes. There were 11 insulators replaced during the month, 7 due to electrical failure and 4 on account of mechanical injury.

Miraflores power plant—The order under which this plant has been operating on stand-by pressure on account of the change-over work at the hydroelectric station was canceled on the 11th. It was necessary to consume 880 barrels of fuel oil in maintaining the pressure required for stand-by purposes in this period. The total amount of fuel oil consumed during the month was 3,479.42 barrels. The gross output of the plant was 57,560 KWH, 47,300 KWH, of which were used for excitation and operation of generators as synchronous condensers to improve the power factor of the system. The net output of 10,260 KWH was used to help out the hydroelectric station.

Total power output—The total net output of both generating stations was 4,179,537 KWH and the total amount of power distributed to feeders by substations and generating plants was 3,628,769 KWH. Total loss in transmission and transformation amounted to 550,768 KWH, representing an energy loss of 13 per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary. Cu. yds.
Pacific entrance channel.....	62,700	5,200	67,900	49,400	19,500	.....
Inner harbor at Balboa.....						
Gaillard Cut:						
Paraiso P. I. impr. work.....	300	1,200	1,500	1,500		
East Culebra Slide.....	47,300	161,100	208,400	208,400		
West Lirio Slide.....	1,800	4,200	6,000	6,000		
Total from Gaillard Cut.....	49,400	166,500	215,900	215,900		
Auxiliary works:						
Atlantic terminals.....	34,900		34,900			34,900
Margarita Bay fill.....	105,800	12,000	117,800			117,800
Coco Solo fill.....	3,000	900	3,900			3,900
Grand total.....	255,800	184,600	440,400	264,300	19,500	156,600

On December 1 the following excavation remained to be done, quantities being expressed in cubic yards:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....		25,000	25,000
Pacific Entrance.....	170,100	79,000	249,100
Total, Canal prism.....	170,100	104,000	274,100
Cristobal Coaling Station.....		2,073	2,073
Balboa, Inner Harbor.....	288,160	174,750	462,910
Total Cristobal Coaling Station and Balboa Inner Harbor.....	288,160	176,823	464,983
Grand total—Ocean to ocean.....	458,260	280,823	739,083

Cucaracha and West Culebra slide showed no unusual movement during the month, while East Culebra slide continued to show some movement during the first part of the month. Two 15-yard dipper dredges worked nearly the entire month in this area, between stations 1774-00 and 1789-50 east, excavating 208,400 cubic yards

of earth and rock; making a total of 259,200 cubic yards removed from this area since the date of the first slide movement, October 23, 1918. An adequate channel has been maintained and navigation in no way interfered with.

All material excavated from Gaillard Cut was dumped in Gatun Lake north of Gamboa. Spoil taken from the Pacific entrance was deposited as follows: 12,100 yards on the sea dump west of the Canal channel; 16,100 yards in the Rio Grande River bed; and the balance, 41,200 yards, on the San Juan fills. The 34,900 yards excavated at the Atlantic Terminals were deposited on Telfer's Island, along the main track of the Panama Railroad Company leading into the coaling station. Material dredged from Margarita Bay, 117,800 cubic yards, was pumped on the Navy Base fills at Coco Solo in the following amounts: Field "B," 110,200 yards; Field "C," 4,000 yards; magazine crib and vicinity, 3,600 yards. Dredge No. 86 pumped 3,900 yards of material from borrow pit "A," depositing this on the seaplane shed. The usual work of surveys and inspection was maintained during the month.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The Mechanical Division had 782 uncompleted job orders at Balboa on the 1st of the month; 761 additional orders were issued; and 920 remained uncompleted December 1. There were 262 blanket orders in force during the month. The Cristobal shops issued 177 individual and company job orders in November, 13 of which were for work on submarines and 17 on other U. S. Navy craft; 54 covered repairs to ships touching at Cristobal or in transit of the Canal, exclusive of Panama Railroad vessels.

Output of the foundry for the month was as follows: Iron, 124,915 pounds; steel, 20,098 pounds; brass, 14,150 pounds.

The cessation of the war had the effect of terminating the Army orders previously in effect for the repair and delivery of cars and locomotives. The work of repairing the locomotives had, however, been completed prior to receipt of orders terminating the contract; and practically all the cars were in readiness for delivery at that time. Of the cars ordered by the Alaskan Engineering Commission, 175 Lidgetwoods which have been in readiness for delivery for a considerable time are expected to be moved about February 1.

Work on the 5 ex-German vessels, *Sierra Cordoba*, *Rhakotis*, *Luxor*, *Uarda*, and *Anubis*, progressed very satisfactorily during the month, although the division was greatly handicapped in the lack of men and materials from the States ordered for this particular work. The following vessels were at the Balboa shops for repairs during the month: Steamships *Advance*, *Allianca*, *Alvarado*, *Anubis*, *Azov*, *Barabos*, *Boxley*, *Caddo*, *Calala*, *Captaine Beauchamp*, *Chame*, *City of Para*, *Claremont*, *Columbia*, *Cristobal*, *Culebra*, *Forse*, *General Hodges*, *S. D. Harkness*, *La Habra*, *Luxor*, *Magdalena*, *Mineola*, *Noord Brabant*, *Quoque*, *Republic*, *Rhakotis*, *Salvador*, *Santa Clara*, *Santa Tecla*, *Henry T. Scott*, *Sierra Cordoba*, *Silverado*, *Tacoma*, *Topila*, *Tronioli*, *Uarda*, *Ucayali*, *War Cariboo*, *War Tatla*, *West Escasco*, and *Westerner*; U. S. S. *Gen. G. W. Getty*, *Major Wheeler*, and *Western Star*; bark *Chateau D'if*; schooners *Chiriqui*, *Constance*, *Dunkerque*, *Espana*; motor schooners *Commandant Roisin*, *Guanacaste*, *Santa Elena*, *Santino*, and *James Timpson*; mine planter *Gen. W. M. Graham*; destroyer *Ringgold*; submarine chaser No. 286; submarines C-1 to C-5, P-1841, O-16, R-15, R-16, and R-17; and sailing vessel *Vinga*. The following vessels were in dry dock at Balboa: Steamships *Luxor*, *Uarda*, *Azov*; tug *Cocoli*; coast guard cutter No. 30; mine planter *Graham*; destroyer *Ringgold*; scows Nos. 109, 135, 118, and 119. The U. S. Destroyer *Ringgold* was docked for straightening a badly bent propeller and proceeded on her way to the east coast. Work on the coast guard cutter *Manhattan* during the month completed its actual construction. Final trials of the vessel were delayed on account of the nonarrival of its crew.

The following vessels were at Cristobal shops for repairs: Steamships *Balboa*, *Claremont*, *Henry T. Scott*, *Culebra*, *Heredia*, *Abangarez*, *Colon*, *Panama*, *Gen. H. F. Hodges*, *Allianca*, *Advance*, *Caribbean*, *Europa*, *Noord Brabant*, *Columbia*, *Kenoa*, *Hehalem*, *Ucayali*, *Florence*, *Santa Clara*, *Cayala*, *War Comax*, *Newport*, *Ville de Paris*, *North Bend*, *Magdalena*, *Pollux*, *Siam*, *Danamarie*, *Mexico*, *Dalana*, *Maryanne*, *Huasco*, *War Cariboo*, *Bacchus*, *Peru*, *Saramacca*, *Commandant de Rose*; U. S. T. *Kilpatrick*; U. S. S. *Champlin*, *Farragut*; subchasers Nos. 279, 280, and 287; submarine patrol boats Nos. 1841, 2232, and 2235; submarines C-5, R-15, R-16, R-17, R-18, O-16, and C-1; tugs *San Juan*, *Porto Bello*, U. S. *Mariner*, U. S. *Chame*, and *Engineer*; steamer *Albert G. Force*; launch F-1, *Naos*, *Barbacoas* No. 2, *Isthmian*, *Activo*, No. 11, *Margarita*; dredges Nos. 84 and 86; clapet No. 7; barge No. 71; derrick barge No. 157; pile driver No. 198; supply boat No. 1; boat *McKie*; launch *Azimulh*; motor ship *Tacoma*; and motor boat No. 1242. The following vessels were in Cristobal dry dock for repairs: Steamships *Balboa*, *Claremont*, *Henry T. Scott*, and *Culebra*; tugs *San Juan* and *Porto Bello*; pile driver No. 198; Submarine C-3; and steamer *Albert G. Force*.

BUILDING CONSTRUCTION.

Passageway No. 5 of the Ancon Hospital buildings was completed during November, Ward groups Nos. 7 and 8 were 70 per cent and 56 per cent completed, respectively, at the end of the month. The oil-handling equipment at Balboa oilhouse, and one 12-stall garage at Pedro Miguel were completed. The material was assembled and general preparatory work begun on the completion of the cement block walls of the lumber shed, Balboa. One type-17 house was completed at Punta Mala radio station; one tower was erected and the other started. This work as a whole was 75 per cent completed. Both the ice plant building and cold storage building at Mt. Hope were brought to 96 per cent completion during the month. Equipment of the machinery was 75 per cent completed. Various repair jobs were in progress during the month. Progress on practically all construction work was considerably handicapped on account of delayed receipt of materials from the States.

Terminal construction—Progress of the work on Pier No. 6, Cristobal, is shown in the following tabulation:

Item.	Accomplished during month.	Total in place, November 30.	Percentage of completion.
Floor system:			
Forms placed.....square feet..	73,281	513,048	83.0
Reinforcing placed.....pounds..	592,911	5,241,067	83.4
Concrete poured.....cubic yards..	2,777	24,320	84.0
For shed:			
Forms placed.....square feet..	7,455	13,165	3.6
Reinforcing placed.....pounds..	34,298	59,000	3.9
Concrete poured.....cubic yards..	132	228	4.0

MUNICIPAL DIVISION.

The regular inspection and repair work of the division was carried on as usual during the month. In the northern district the greater part of the construction work was performed at the Army aviation and submarine bases, principally at the former. Work on the relocation of the Mt. Hope road, excavating and grading, was 50 per cent completed. During the month 4,110 cubic yards were excavated, and 2,756 yards graded. With the exception of the construction of a few small drainage ditches in the Mindi swamp area, no work was done on this project; neither on the renewal of the discharge line from the Colon sewage pump. Road and sidewalk construction in the Ancon-Balboa district was confined to work within the Ancon Hospital grounds, the road from Ancon post office to the old Administration Building, and various pieces of sidewalk construction in this district. The depressed track at Building No. 5, Balboa, was completed during the month. Practically all the municipal work at Punta Mala was completed with the exception of the sinking of the well. Several holes were put down to depths varying up to 70 feet without securing water; the work is, however, being continued.

A total of 717,728,500 gallons of water was pumped at the various stations; 170,218,000 gallons in the northern district, and 547,510,500 gallons in the southern district. Panama City consumed 72,115,000 gallons; Colon 44,355,125 gallons; and 6,631,377 gallons were sold to ships. A total of 432,908,000 gallons was filtered for domestic purposes.

WORKING FORCE.

Effective November 20, 1918.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	30	46	76
Building Division.....	260	2,307	2,567
Municipal Division.....	80	1,395	1,475
Electrical Division.....	195	339	534
Lock operation.....	133	592	725
Dredging Division.....	121	1,025	1,146
Mechanical Division.....	628	1,707	2,335
Marine Division.....	99	343	447
Fortifications.....	45	478	523
Total.....	1,591	8,237	9,828
Supply:			
Quartermaster.....	115	1,803	1,918
Subsistence.....	21	452	473
Commissary.....	198	1,546	1,744
Cattle industry—plantations.....	27	1,109	1,136
Total.....	361	4,910	5,271

Department or Division.	Gold.	Silver.	Total.
Accounting.....	214	12	226
Health.....	210	902	1,112
Executive.....	488	212	700
Panama Railroad—			
Superintendent and coaling stations.....	129	1,226	1,355
Transportation.....	142	244	386
Receiving and Forwarding Agent.....	77	2,234	2,311
Total Panama Railroad.....	348	3,704	4,052
Grand total.....	3,212	17,977	21,189

The total gold force is an increase of 28 over the 3,184 employed on October 23; the latter total having been incorrectly stated in the October report as 2,846, the discrepancy existing in the number of gold employees shown for the Executive Department, properly 474 instead of 136. The silver force is an increase of 1,313 over the 16,664 shown on that date.

The occupation of Canal quarters, November 30, was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,033	2,026	2,216	7,275
Europeans.....	196	25	61	282
West Indians.....	5,470	2,060	3,472	11,002
Total.....	8,699	4,111	5,749	18,559

RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, November 30, exclusive of Fortifications, was \$15,071,694.89; the balance in Fortifications was \$4,117,218.76. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$868,643.87, and by the Paymaster on the Isthmus to \$1,309,849.68. Payment to the Panama Railroad Company for commissary books amounted to \$285,717.70. Total Panama Canal collections on the Isthmus were \$1,457,464.67; and collections by the Disbursing Clerk, Washington \$102,980.29. Deposits of \$345,863.90 were made with the Assistant Treasurer of the United States in payment of tolls and other charges against vessels using the Canal. Requisitions for the purchase of material in the United States amounted to \$458,974.29. Receipts from Canal Zone and miscellaneous funds amounted to \$203,912.39, and disbursements from the same source, \$167,155.84.

Respectfully,

W. J. DOUGLAS,
Acting Governor.

Executive Order—Sick Leave for Alien Employees.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., December 9, 1918.

CIRCULAR NO. 601-86:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

Authorizing the Granting of Sick Leave to Alien Employees in Panama Canal and Panama Railroad Service.

By virtue of the authority vested in me by law, the Governor of The Panama Canal is authorized to grant to alien employees of The Panama Canal and the Panama Railroad Company who are not entitled to leave privileges under the conditions of employment now in effect, compensation for time lost due to illness, with such restrictions as to time and rates of pay as may be prescribed by him in regulations in regard thereto, which he is hereby authorized to issue.

WOODROW WILSON

THE WHITE HOUSE,
November 14, 1918.

Executive Order.

The names of persons in the competitive classified service with unrestricted status who were appointed, either permanently or provisionally prior to the date hereof, and who have served less than three

years, and who are separated from the service because of a reduction of force, and who are recommended for further employment by the Government because of demonstrated efficiency in the office from which they are separated, will, upon request, be entered by the Civil Service Commission upon appropriate eligible registers for reappointment, eligibility thereon to continue for one year from date of separation.

Such reemployment registers will be separate and apart from the registers of the Commission resulting from current examinations, and eligibility thereon, and certifications and appointments therefrom, shall in all respects conform to the usual practice and procedure, except that certifications of persons formerly in the apportioned service shall be made without regard to the apportionment.

The departments in making requisition on the Commission for certifications of eligibles shall state whether they prefer certification to be made from a reemployment register or from a regular register of the Commission.

It is desirable that the Departments in making requisitions request certification from the reemployment registers so far as practicable, having in view the efficient performance of Government work.

WOODROW WILSON

THE WHITE HOUSE,
29 November, 1918.

[No. 3011.]

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Specialist in household science and calorimetry (female); \$1,400 to \$1,800 a year; February 9, 1919; form 1312; age, 20 years or over.

Aid in paleobotany (male and female); \$1,200 a year; February 9, 1919; form 1312; age, under 50 years.

Tabulating mechanician (male); \$1,200 to \$1,600 a year; No. 512-amended; form 1800; age, 20 years and over.

In the absence of further notice applications for this examination will not be received after February 26, 1919.*

Truck crop specialist (male); \$1,600 to \$2,400 a year; No. 11; January 26-27, 1919; form 1312; age, 25 but not 55 years.

Assistant in agricultural technology, qualified as instrument maker (male); \$1,200 to \$1,800 a year; No. 10; April 1, 1919; forms 304 and 2029; age, within reasonable age limits.*

Lithographer (male); \$1,200 a year; No. 16; February 4, 1919; form 304; age 20 years and over.*

RECEIPT OF APPLICATIONS TO CLOSE DECEMBER 30, 1918:

No. 1551, issued July 6, 1917. Dairy manufacturing specialist (male); \$1,800 to \$2,500 a year. Assistant dairy manufacturing specialist (male); \$1,500 to \$1,740 a year.

No. 572, issued September 19, 1918. Industrial specialist in forest products (male); \$1,500 to \$3,500 a year.

No. 383, issued May 16, 1918. Industrial examiner in forest products (male); \$1,500 to \$3,500 a year.

No. 206-amended, issued September 4, 1918. Assistant chemist in forest products (male and female), \$1,200 to \$1,800 a year.

No. 110-amended, issued October 15, 1918. Engineer in forest products (male); \$1,860 to \$3,000 a year. Assistant engineer in forest products (male); \$1,200 to \$1,800 a year.

No. 133, issued February 7, 1918. Assistant in direct marketing (male); \$1,200 to \$1,800 a year.

No. 332-amended, issued August 3, 1918. Supervising or traveling accountant (male); \$2,100 to \$4,200. Construction cost accounting supervisor (male).

No. 552, issued September 4, 1918. Library assistant (male and female); \$900 to \$1,200 a year.

No. 89-amended, issued April 13, 1918. Senior statistical clerk (male and female); \$1,800 a year. Statistical machine operator (male and female); Grades 1 and 2, \$1,000 to \$1,500 a year.

No. 464, issued July 16, 1918. Auditing clerk, Internal Revenue Service (female); \$1,200 to \$1,400 a year.

No. 1486-amended, issued May 11, 1918. Index and catalogue clerk (male and female); \$1,000 to \$1,200 a year (for duty in Washington, D. C.).

No. 1514-amended, issued August 13, 1918. Schedule clerk (male and female); \$1,400 to \$1,600 a year (for duty in Washington, D. C.).

No. 2147-amended, issued September 16, 1918. Statistical expert (male); \$1,800 to \$4,500 a year. Statistician (male and female); \$1,800 to \$3,000 a year. Clerk qualified in statistics (male and female) \$1,000 to \$1,800 a year (for duty in Washington, D. C.).

No. 2246-amended, issued January 31, 1918. Passenger rate clerk; freight rate clerk; tariff clerk (male and female); \$1,200 to \$1,500 a year.

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Thomas Brown.....	24453	Jamaica.....	Panama.....	Panama Railroad....	December 8, 1918.
Perey Carter.....	86289	Barbados.....	Colon.....	Panama Railroad....	December 22, 1918.
James Hughes.....	136682	Anguilla.....	Panama.....	Dredging Division..	December 17, 1918.
Robert Kelly.....	96061	Jamaica.....	Panama.....	Panama Railroad....	December 11, 1918.
Samuel Lynch.....	166283	Jamaica.....	Colon.....	Municipal Eng.....	December 11, 1918.
Walter Mitchell.....	158690	Grenada.....	Colon.....	Commissary Div.....	December 16, 1918.
Charles Robinson.....	140077	Jamaica.....	Colon.....	Building Division..	December 26, 1918.
Nathaniel Thompson.....	170719	Jamaica.....	Panama.....	Supply Department..	December 19, 1918.
Donato Agrasol.....	169080	Panama.....	Panama.....	Supply Department..	December 19, 1918.
Henry George.....	38926	St. Vincent.....	Panama.....	Supply Department..	December 29, 1918.
George Goldson.....	158791	Jamaica.....	Colon.....	Supply Department..	December 24, 1918.
George Thelwell.....	142433	Jamaica.....	Colon.....	Fortifications.....	December 21, 1918.

Official Circulars.

Use of Gatun Lake by Small Boats.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 27, 1918.

CIRCULAR No. 683-3:

1. Effective this date Circular No. 683-1, prohibiting the operation of privately owned power boats on Gatun Lake and its tributaries between the hours of 6 p. m. and 6 a. m., is revoked.

2. This does not modify the provisions of Paragraph 94, Circular No. 601-17, prohibiting the operation of privately owned craft in Gaillard Cut.

W. J. DOUGLAS,
Acting Governor.

Purchase of Half-rate Mileage Books for Cash.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 18, 1918.

CIRCULAR No. 608-6:

1. Effective at once Panama Railroad station agents will accept photo-metal checks as authority to sell mileage books to employees. This does not cancel the privilege of using commissary authority cards as a means of identification, provided for in Circular No. 608-4.

2. Photo-metal checks may also be used as a means of identification to purchase the \$1.50 round-trip Sunday and holiday tickets. Accounting Department circular No. RA 603 is modified accordingly.

W. J. DOUGLAS,
Acting Governor, The Panama Canal.
Second Vice President, Panama Railroad Co.

Restricted Area Permits.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 3, 1919.

To all concerned—By authority of the commanding general restricted area permits authorizing admission to fortifications and fortification posts on official business during the year 1918 will be continued in force for the year 1919.

W. J. DOUGLAS,
Acting Governor.

Acting Auditor.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 30, 1918.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and during the absence of Mr. H. A. Smith on leave, Mr. Elwyn Greene will act as Auditor of The Panama Canal.

W. J. DOUGLAS,
Acting Governor.

Publications Concerning Fortifications.

Corrected Copy.

GENERAL ORDERS } HEADQUARTERS,
No. 48 } PANAMA CANAL DEPT.,
ANCON, C. Z., November 18, 1918.

Memorandum No. 1, these headquarters, c. s., is revoked, and in lieu thereof commanding officers of posts and stations will cause strict compliance with paragraph 348, Army Regulations, which reads as follows:

"The taking of photographic or other views of permanent works of defence will not be permitted. Neither written nor pictorial descriptions of these works will be made for publication without the authority of the Secretary of War, nor will any information be given concerning them which is not contained in the printed reports and documents of the War Department."

By command of Brigadier General BLATCHFORD,
HUGH T. JOHNSTON,
Major, A. G. Dept.,
Acting Department Adjutant.

Army Transportation.

PANAMA RAILROAD COMPANY.

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., January 3, 1919.

CIRCULAR No. 203:

Conductors and Collectors:

Circular No. 1147 of October 9 is amended as follows:

1. When the Army is furnished a special train for the transportation of troops, an official Army pass will be issued to cover the men to be transported. If others want to ride on such trains they must have the same kind of transportation as required on regular trains, except that officers

accompanying the troops will not be required to have any form of transportation. The conductor will simply show on his trip report card the number thus carried.

2. Officers accompanying men transferred on regular trains will be furnished regular Army transportation requests.

3. Officers furnished complimentary or other kinds of Panama Canal or Panama Railroad passes, independent of the Army, will be allowed to ride on such passes without the application of the rules regarding annual and Army official passes.

W. F. FOSTER,
Master of Transportation.

Approved:
S. W. HEALD,
Superintendent.

Changes in P. R. R. Organization.

PANAMA RAILROAD COMPANY,
PANAMA RAILROAD STEAMSHIP LINE,
BALBOA HEIGHTS, C. Z., January 7, 1919.

All concerned—The following changes in the organization and personnel of the Panama Railroad Company, effective on Monday, January 6, 1919, are announced:

Mr. C. H. Mann, having reported for duty, has resumed his former position as Receiving and Forwarding Agent in charge of both the Atlantic and Pacific terminals.

Mr. R. B. Walker is transferred to his former position as Local Agent, Panama.

Mr. A. B. Goodenow is transferred to his former position as Local Agent, Balboa.

Mr. W. M. White is transferred to the Transportation Department.

Effective on the same date Mr. R. B. Walker is granted a leave of absence, during which period Mr. A. B. Goodenow will act as Local Agent, Panama, and Mr. W. M. White as Local Agent, Balboa.

S. W. HEALD, *Superintendent.*

Animal and Motor Transportation.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., December 31, 1918.

All concerned—Effective January 1, the following rates for animal and motor transportation furnished by the Supply Department will be charged against departments and divisions of The Panama Canal:

ANIMAL TRANSPORTATION.

	Per day.	Per hour.
Team service.....	\$4.86	\$0.54
Cart service.....	4.05	.45
Saddle service.....	1.26	.16

MOTOR TRANSPORTATION.

	Per hour.
Jitneys.....	\$0.75
Ford 1-ton delivery truck.....	.60
Ford and Form A 1-ton truck.....	.75
Kelly-Springfield, White, and Velie 11-ton truck.....	2.00
Kelly-Springfield 31-ton truck.....	2.50
Ford trucks without chauffeur, deduct 25 cents per hour.	
Others, deduct 75 cents per hour.	

Approved:
W. J. DOUGLAS,
Acting Governor.

R. K. MORRIS,
Chief Quartermaster.

Annual Passes.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., December 26, 1918.
CIRCULAR NO. 1199:

Conductors and collectors—Annual passes for the year ending December 31, 1918, will be honored thereafter until further notice.

W. F. FOSTER,
Master of Transportation.

Motor Vehicle Tags.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,
BALBOA HEIGHTS, C. Z., December 31, 1918.

To all concerned—Due to the late arrival of the motor vehicle tags for the calendar year 1919, tags for the year 1918 will be honored for a period of 7 days after December 31, 1918. Police officers will not molest cars running under 1918 license tags prior to January 8, 1919.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

Small Vessels in Limon Bay.

THE PANAMA CANAL,
OFFICE OF THE CAPTAIN OF THE PORT,
CRISTOBAL, C. Z., January 1, 1919.

To all concerned—Referring to the restriction issued at this office under date of February 5, 1917, which reads as follows:

"Effective Monday, February 5, no small vessels will be allowed to navigate the waters of Limon Bay or Cristobal Harbor, the American or French canals between the hours of 6 p. m. and 6 a. m. Any small vessels that contemplate making movements or shifts will do so during daylight."

"This order will be strictly enforced and any violation may possibly result in serious damage to the boat and injury to the occupants."

The above restriction is hereby canceled, effective this date.

JOHN G. FELS,
Captain of the Port.

Stops at Bohio and Rio Grande.

THE PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., January 3, 1919.
TRANSPORTATION BULLETIN NO. 573:

Conductors and engineers—Transportation Bulletin No. 569, dated December 7, directing that trains Nos. 7 and 8 stop at Bohio siding Saturdays and Sundays is canceled.

Effective Saturday, January 4, and until further notice, the following arrangement will be in effect:

Trains Nos. 5 and 6 stop at Bohio siding on Saturdays.

Trains Nos. 7 and 8 stop at Bohio siding on Sundays.

Train No. 35 stop at south end Rio Grande bridge on Saturdays.

Trains Nos. 36 and 38 continue stopping at south end Rio Grande bridge, Sundays, as at present.

W. F. FOSTER,
Master of Transportation.

Band Concert Schedule.

16th Band, Coast Artillery Corps.

Army and Navy Club, Cristobal—January 2, 9, 16, 23, and 30.

Fort Sherman movies—January 7, 14, 21, and 28.

Fort Randolph movies—January 1, 8, 15, 22, and 29.

Fort de Lesseps, afternoon—January 1, 8, 15, 22, and 29.

Fort Randolph, afternoon—January 2, 9, 16, 23, and 30.

Enlisted men's dance at Fort Sherman or Fort Randolph—January 4 and 18.

33d Infantry Band.

Cristobal bandstand—January 7, 14, 21, and 28.

New Gatun—January 6, 13, 20, and 27.

Gatun Clubhouse—January 3 and 17.

Sibert's Curve—January 1, 8, 15, 22, and 29.

Officers' Club dance—January 10 and 24.

Porto Rican Infantry Band.

Corozal—January 7, 14, 17, 21, and 28.

Empire movies—January 1, 6, 8, 13, 15, 20, 22, 27, and 29.

Camp Otis movies—January 2, 9, 16, 23, and 30.
Officers' dance, Camp Gaillard—January 10 and 24.

5th Band, Coast Artillery Corps.

Quarry Heights—January 1, 8, 15, 22, and 29.
Fort Amador, concert—January 2, 9, 16, 23, and 30.

Fort Amador movies—January 3, 7, 10, 14, 17, 21, 24, 28, and 31.

Officers' dance—January 3.

Enlisted men's dance—January 4 and 18.

U. S. Naval Air Station and Submarine Band.

Cristobal bandstand—January 17.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the two weeks ending at midnight of Saturday, January 4, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake.
	Vigia	Alhajuela	Gamboa	Gatun	
Sun., Dec. 22	126.95	91.79	87.00	86.95	53.20
Mon., Dec. 23	127.05	91.90	87.00	86.92	53.20
Tues., Dec. 24	127.05	91.88	86.97	86.91	53.30
Wed., Dec. 25	127.25	92.00	86.92	86.86	53.27
Thurs., Dec. 26	127.25	92.00	87.00	86.85	53.22
Fri., Dec. 27	127.15	91.90	87.00	86.86	53.23
Sat., Dec. 28	127.05	91.84	87.01	86.87	53.65
Sun., Dec. 29	127.15	91.90	86.91	86.88	53.63
Mon., Dec. 30	127.00	91.80	86.94	86.88	53.90
Tues., Dec. 31	126.90	91.69	86.94	86.86	53.86
Wed., Jan. 1	126.85	91.66	86.92	86.84	53.73
Thurs., Jan. 2	126.85	91.60	86.96	86.82	53.68
Fri., Jan. 3	126.80	91.57	86.92	86.80	53.60
Sat., Jan. 4	126.75	91.61	86.94	86.80	53.51
Height of low water to nearest foot.	126.0	91.0			

Additions to Commissary Stock.

Soap, Life Buoy, 12-oz. twin bar.	\$0.19
Cigarettes, Princesses, Haitian, pkg.	.10
Chambray, Imperial, yd.	.42
Purses, leather, ea.	1.05
Sheeting, bleached, Pequot, 90", yd.	.93
Suiting:	
Drill, white union, 27", yd.	.79
Drill, brown linen, 26", yd.	.63
Drill, brown linen, 26", yd.	.71
Ties, white silk, batwing, ea.	.45
Ties, black batwing, ea.	.28
Yarn:	
Khaki, hank.	1.15
Dark Oxford, hank.	1.15
Cases:	
Cigarette, ea.	2.05
Cigarette, ea.	2.05
Cigarette, ea.	1.85
Mats, straw, Haitian, ea.	.32
Community Plate:	
Spoons, berry or preserve, Patrician, ea.	1.10
Spoons, berry or preserve, Sheraton, ea.	1.10
Child's gun metal ankle tie, sizes 8½ to 11, pr.	2.45

Child's tan kid button boot, sizes 8½ to 11, pr.	\$2.85
Theo ties:	
Misses', black kid, sizes 12 to 2, pr.	1.70
Misses', patent, sizes 12 to 2, pr.	2.20
Women's black kid, pr.	2.50
Women's patent, pr.	2.35
Laces, shoe, brown or black, Cordo-Hyde: 27", pr.	.07
36", pr.	.09
Blouses, Middy, plain white, ea.	1.50
Dress goods:	
Suiting, cotton, tropical, fabric, 32", yd.	.54
Voile, colored, novelty, large plaid, 36" yd.	.75
Dyes, Tintex, assorted colors, box.	.19
Hose:	
Men's silk, black.	.67
Men's silk, white.	.67
Children's white mercerized, pr.	.51
Knickerbockers, boys':	
Khaki, pr.	1.35
Tweed, pr.	2.00
Lace, cotton, tatting, assorted colors, yd.	.05
Petticoats, white, ea.	1.45
Ribbon:	
Black, with white edge, width No. 2, yd.	.0
Wash, width No. 1½, yd.	.00
Wash, width No. 2, yd.	.00
Shirts, men's negligee, Madras, plain, ea.	1.85
Thread, linen, olive drab, 560-yd. spool.	.72
Ties, silk, batwing, assorted patterns, ea.	.52
Automobile and motorcycle accessories:	
Cement, rim gasket, 2-oz. bot.	.14
Inside parts of valve, Schrader's, ea.	.06
Shellac, liquid, 2-oz. bot.	.14
Beaters, egg, wire, ea.	.05
Collanders, aluminum, ea.	1.50
Fishing tackle:	
Brakes, leather, thumb, No. 3, ea.	.37
Drag handles—	
Pfeuger-Williams, ½", ea.	5.05
Rabbit, ½", ea.	5.05
Spoons, Pfeuger Record—	
No. 5, ea.	.32
No. 6, ea.	.41
No. 7, ea.	.50
Swivels, connecting link barrel—	
No. 1/0 for 3/0, ea.	.03
No. 2/0 for 3/0, ea.	.04
No. 1/0 for 3/0, ea.	.03
No. 2/0 for 3/0, ea.	.04
Japalac—	
Gloss, white, ½-pt. tin.	.43
Mahogany, 1-pt. tin.	.68
Mahogany, ½-pt. tin.	.41
Gold, ½-pt. tin.	.29
Knives:	
Bread, 9", ea.	.68
Pocket, 2 blades, stag handle, ea.	.93
Mats, straw, Haitian, ea.	.32
Pans:	
Dish, aluminum, 12-qt., ea.	2.20
Double roasting, aluminum, 10 x 14½, ea.	3.20
Pipes, Briar, ea.	1.50
Strainers, soup, ea.	.09
Traps, rat, E. Z. Ketch, ea.	.09
Oil, Pompeian Virgin Peanut:	
½-pt. tin.	.22
Qt. tin.	.80

COMMISSARY NOTES.

Butter.

Colombian butter is now being packed in 1-pound cartons and is on sale at all stores.

Minton.

Due to the greatly increased prices of Minton china, it has been decided to cancel all outstanding orders and not to reorder any items until a decided reduction in price is effected. For those patrons who desire, however, to complete their sets or obtain certain pieces in the meantime, orders will be accepted if accompanied by a deposit. Latest advices indicate that on all shipments made after November 1, an increase of from 80 per cent to 100 per cent will obtain.

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, January 4, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Tons water draft	To	Cargo	Panama Canal tonnage							
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Gross	Net						
Sommelsdijk	28	15	43	29	6	40	29	13	48	29	14	34	Dutch	Holland-American Line	422.0	52.0	27.0	New York	General	6,596	6,370	4,644	
Juncue	28	22	50	29	7	25	29	14	43	29	43	27	0	New York	Alaska Steamship Co.	241.0	43.2	27.0	New York	General	2,600	2,541	1,927
Tatsuno Maru	29	10	01	29	11	37	29	18	15	29	21	04	Japanese	Nippon Yusen K. Kaisha.	445.0	58.0	26.0	New York	General	8,652	7,056	5,416	
Houston	29	17	00	30	7	03	30	16	30	30	16	30	American	U. S. Navy	392.0	51.0	25.6	Newport News	Coal and stores.	4,600			
Montreal	30	6	55	30	8	55	30	17	00	30	17	30	American	U. S. Shipping Board	372.0	57.0	25.0	Puerto Lobos	Fuel oil	8,600	7,514	5,514	
Peter H. Crowell	30	11	31	31	6	30	31	14	49	American	Crowell & Thurfell	328.0	46.0	22.0	Norfolk	Coal	3,408	3,345	2,360				
San Joaquin	31	7	28	31	8	25	31	16	06	31	16	53	Norwegian	W. Wilhelmsen	425.0	57.0	27.0	Tampico	Fuel oil	9,300	7,020	5,032	
Waimarino	31	10	40	31	12	48	31	20	34	British	Union S. S. Co. of New Zealand.	375.0	48.5	27.6	Newport News	Ballast	4,739	3,926	3,480				
Nordlys	31	23	32	1	10	25	1	18	19	1	19	10	Danish	Northern S. S. Co.	365.0	51.0	24.0	New York	General	5,900	4,919	3,811	
Port Augusta	28	18	36	2	13	10	2	20	34	2	22	10	British	Commonwealth & Dominion L.	390.0	49.0	26.0	New York	General	5,600	5,160	3,811	
Col. E. L. Drake	3	7	05	3	7	45	3	14	28	3	15	10	American	Standard Oil Company	360.0	50.0	26.0	New York	Ballast	5,600	4,355	3,280	
Otterstad	2	18	20	3	10	55	3	18	31	3	19	45	Norwegian	Bentix J. Grefstad	340.0	46.0	22.0	Baltimore	Coke	3,378	3,175	2,322	
Diana (oh)													American	Cristobal Hunting Club	21.8	5.1		Cristobal			3	3	
Ruby T. (oh)													American	Cristobal Hunting Club	23.2	6.2		Cristobal			3	3	
Guanaeste	3	7	05	4	6	20	4	13	58	4	15	16	American	Guanaeste Ship Corporation	165.5	36.5	12.0	Kingston	General	8,644	644	453	
Bradford													American	Standard Oil Company	427.0	51.6	27.6	Puerto Lobos	Cr. oil	8,226	7,318	5,435	

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

War Cayuse	17	22	00	30	7	07	30	15	16	31	7	05	British	British Government	249.5	43.4	19.0	Vancouver	United King...	Lumber, spelter.	2,324	1,445		
War Canchin	21	20	30	4	7	35	4	17	32	.....	250.0	42.0	21.0	British	British Government	250.0	42.0	21.0	Vancouver	United King...	Lumber, spelter	1,922	2,343	1,483
R. Pontopidan	29	17	10	30	16	32	30	14	34	30	18	20	Danish	Swensen & Christensen	300.3	45.1	19.6	Talal	New Orleans	Nitrate	3,850	5,136	3,874	
Williamette	29	19	25	30	8	56	30	16	48	30	18	25	American	U. S. Shipping Board	379.4	53.0	23.0	San Francisco	New York	Flour, mot. boats	6,437	5,704	4,174	
Jamaica	30	3	00	30	8	30	30	15	48	5	6	20	British	Pacific Steam Navigation Co.	220.0	34.0	12.9	Guayaquil	Cristobal	General	693	1,170	620	
Hudson Maru	30	6	00	1	7	00	1	15	05	2	9	00	Japanese	Tateyama Kisen K. K.	356.0	45.2	22.0	Hongkong	Havanna	Rice, and general	4,825	4,134	2,966	
Iualaga	31	1	40	31	10	28	31	17	35	.....	360.0	41.7	23.0	Peruvian	Peruvian S. S. Line	272.9	46.1	23.0	Callao	Cristobal	General	2,948	4,604	2,476
Blandson	31	7	10	31	18	31	15	35	2	0	55	American	U. S. Shipping Board	409.8	54.2	23.0	San Francisco	New York	General	3,000	3,093	1,961		
West Wyska	31	8	05	31	12	30	31	20	30	1	6	05	American	U. S. Navy	409.8	54.2	23.0	Portland	New York	Flour	7,200	6,693	4,868	
Princ Ingeborg	31	9	30	31	11	13	31	19	20	31	1	35	Swedish	Johnson Line	359.6	49.0	22.0	Gothenburg	Göteborg	Wheat	4,680	4,149	3,200	
Henry T. Scott	31	18	00	1	9	15	1	18	35	.....	234.5	42.7	18.0	Alaska S. S. Co.	U. S. Shipping Board	234.5	42.7	18.0	Antioquia	Cristobal	Nitrate	2,000	1,814	951
West View	31	20	00	1	9	10	1	18	00	2	6	20	American	South American S. S. Line	409.8	54.2	23.0	Portland	New York	Flour	6,702	6,603	4,868	
Huasco	1	8	00	1	10	30	1	19	55	.....	379.7	44.2	23.0	Chilean	U. S. Shipping Board	379.7	44.2	23.0	Valparaiso	Cristobal	General	2,324	4,563	3,121
Columbia	1	8	15	1	10	10	1	18	45	.....	238.7	41.2	18.6	American	U. S. Shipping Board	238.7	41.2	18.6	Junin	Cristobal	Nitrate	2,200	2,174	1,898
Salvador	1	12	00	1	13	40	1	20	25	.....	215.0	33.5	15.10	British	Pacific Steam Navigation Co.	215.0	33.5	15.10	Bahia	Cristobal	Cocoa	743	1,213	692
La Habra	1	15	00	2	8	16	2	15	10	.....	424.0	57.0	19.0	Norwegian	W. Wilhelmsen	424.0	57.0	19.0	Tocopilla	Tampico	None	7,235	5,267	4,767

City of Karachi	2	10	40	2	13	37	2	21	10	3	11	45	British	413	6	51	5	20	0	Sydney	London	Wool, general	6,009	6,405	4,602
West Eldara	3	8	45	3	10	24	3	19	02	4	6	10	American	409	6	54	2	23	6	Seattle	New York	Salmon, flour	7,038		
Remuera	3	15	10	4	6	49	4	14	28	5	6	05	British	485	0	62	3	26	0	Wellington	London	General	6,039	11,604	
Malaska	3	20	40	4	8	05	4	15	35				U. S. Shipping Board	265	0	46	6	17	0	San Francisco	New Orleans	Ballast		8,776	
P. Christoph n	3	21	50	4	13	28	4	21	25				Johnson Line	360	0	51	6	22	10	Talal	Gothenborg	Nitrate	5,717	5,136	
Wahkiakum	3	22	40	4	9	01	4	19	55				U. S. Shipping Board	268	0	46	0	20	0	Honolulu	New York	Can. pineapples	22,000	3,874	
Azov	4	20	34										International Petroleum Co.	285	0	38	5						2,388	1,768	

Hours are expressed on the 24-hour basis, and all hours greater than 12 are *postmeridian*.

PORT OF CHRISTOBAL.

* ARRIVALS

Dec. 30.	Cristobal	Panama Railroad Steamship Line.	New Orleans.	Dec. 30.	Caribbean	Panama Railroad Commissary.	Cartagena.																		
Dec. 31.	San Mateo	San Mateo S. S. Corp.	New York and Haiti.	Dec. 31.	Lake Allen	Panama Railroad Steamship Line.	New York and Haiti.																		
Jan. 3.	Lake Oden	Panama Railroad Steamship Line.	Cispatia, Col.	Jan. 1.	Colon	Panama Railroad Steamship Line.	Port Limon.																		
Jan. 3.	Caribbean	Panama Railroad Commissary.	New Orleans and Havana.	Jan. 2.	San Mateo	Panama Railroad Steamship Line.	New York.																		
Jan. 4.	Paristina	United Fruit Company		Jan. 4.	Lake Hurst	United Fruit Company	New Orleans and wayports.																		

* DEPARTURES

PORT OF BALBOA.

* ARRIVALS

Dec. 30.	Nippon Maru	Toyoko Kisen Kaisha	Hongkong.	Jan. 3.	Vessels	Line	From																		
Jan. 2.	J. B. Stetson	Pacific Mercantile Marine Co.	Eureka.	Jan. 4.	Nippon Maru	Toyoko Kisen Kaisha	Pac. Mercantile Marine																		

* DEPARTURES

• Other than ships passing through the Canal.

COMMISSARY NOTES.

Coffee.

Authoritative advices from the United States indicate that despite a total of approximately 23,000,000 bags of coffee, exclusive of the 1919-20 crops now growing, awaiting shipment to the consuming countries, the coffee trade finds itself facing higher prices than any prevailing since December, 1911, and previous to that, 1895. Various reasons are given for the increased prices, among them being scarcity of transportation but the main reason is said to be the reduction of stocks brought about by the regulations of the Food Administration. While there is a strong demand, buyers are unable to secure coffee in needed amounts. Prices, while high, are irregular and there is little chance of their declining for the next 60 days, while it is possible that they may advance still further.

Woolen Situation.

The situation in the United States as regards woollens is, of course, greatly improved with the cessation of hostilities. Whereas but a few months ago there was an alarming shortage of woollens for civilian requirements, large stocks are now being released and sold at public auction by the Government. In addition to these, a large stock has also been offered at auction by one of the largest woolen manufacturers in the country.

While some manufacturers believe that this will mean reduced prices on clothing of all kinds, this opinion is not held by the War Service Committee of the clothing industry. This body expresses their belief that prices will continue at their present level on the fact that the releases by the Government will be limited in quantity for some time to come and will be released only as they can be absorbed by the market. This will mean that sufficient quantities will be available only for immediate and urgent requirements and any reduction in price made possible thereby will be offset by the greatly increased cost of labor.

Ice Cream Manufacture.

A brief description of the work of the ice cream plant at Cristobal follows:

The custard is mixed in batches of 100 gallons each, which is composed of equal amounts of milk and cream together with 15 dozen eggs, four pounds of gelatin and 70 pounds of sugar. Extracts and crushed fruits are added to make the different flavors in accordance with standard formulas. The eggs, cream, and sugar are first mixed together and cooked into a custard. The custard is then placed in the motor-driven mixer and mixed thoroughly. It then flows from the mixer into the ice cream freezers on the first floor where it takes about 10 minutes to freeze 40 gallons of ice cream. The cream is drawn from the freezers in a semi-frozen condition into molds and containers, and placed in the hardening room with a temperature of about 8 degrees below zero, where it remains for 24 hours. It is then taken out and cut into quart, pint, and half-pint bricks, wrapped in tissue papers, packed in paste-board cartons and placed in containers for shipment to the line stores.

During the month of November there was consumed 14,227 gallons of bulk ice cream, 41,139 half-pint bricks, 4,674 quart bricks of ice cream. A stock of about 3,000 gallons of ice cream is maintained at all times, to take care of any unusual demand.

Milk.

In addition to ice cream, the Cristobal ice cream plant pasteurizes and bottles all the milk from Mindi dairy farm, less than an hour after milking. The milk is received from the farm in 10-gallon cans and is poured from them into the receiving tank; it flows by gravity through the clarifier into the pasteurizer where it is heated to about 145 degrees F. This temperature is maintained for about 20 minutes. At the end of this period it is pumped from the pasteurizer over a cooler where the temperature is reduced to 38 degrees F., and from there the milk flows on down in the bottler where it is bottled and capped automatically. The milk is not exposed to the air after leaving the receiving vat until opened by the customer.

Sheffield Farm milk is also handled at the ice cream plant being received from the States in 10-gallon cans in a frozen condition. This milk is handled in the same manner as the milk from the dairy farm with the exception of the pasteurizing.

All milk bottles are washed in an automatic bottle-washing machine where the bottles are put through an alkali solution, and are then rinsed in hot water of 160 degrees; then they are sterilized with live steam at a heat of 210 degrees.

All empty bottles are inspected before being placed in the bottling machine and all full bottles go over the inspection table when they come out. All machines used in connection with milk bottling and ice-cream making are washed and sterilized twice each day with hot water and live steam.

THE PANAMA CANAL RECORD



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Volume XII. Balboa Heights, C. Z., January 15, 1919. No. 22.

Theodore Roosevelt.

Theodore Roosevelt, in whose administration as President of the United States work was begun by the American Government on the Panama Canal, and carried far toward completion, died at his home at Oyster Bay, Long Island, on January 6, 1919.

On January 8, 1919, the following cable message was sent to Mrs. Roosevelt:

MRS. THEODORE ROOSEVELT,
OYSTER BAY, NEW YORK.

The employees of The Panama Canal send to you and your family their deep sympathy in your bereavement. Colonel Roosevelt's great services in connection with the building of the Canal assure him an enduring place in our affectionate memory.

ACTING GOVERNOR DOUGLAS.

On January 9, the following cable message was received by the Acting Governor:

Mrs. Roosevelt sends her thanks for the sympathy of those employed on that great work so loved by Colonel Roosevelt.

A. B. ROOSEVELT,
Captain, Infantry.

On Sunday afternoon, January 12, memorial services were held at the Masonic Temple in Cristobal under the auspices of the Veterans of Foreign Wars.

On Sunday night, at Balboa Stadium, memorial services were held at which 2,000 Canal men and women were present. Addresses were made by the Acting Governor, Mr. W. J. Douglas; by the Hon. Frank Feuille, Special Attorney for The Panama Canal; and the Hon. William J. Price, the American Minister to Panama.

Cable Service to Philippines and China.

The following telegram has been received from the Central and South American Telegraph and Cable Company under date of January 11:

Communication with Philippines and China via Commercial Pacific interrupted. Messages may be sent via Eastern at rates quoted in tariff book or via British Pacific at following rates in addition to the rate to Australia:

Philippines to Manila.....	\$0.86
To other places on Luzon.....	.90
Iloilo, Bacalod, Cebu.....	.96
To other islands.....	1.14
China to Hongkong.....	.70
Macao.....	.76
Shanghai, Amoy, Foochow, Canton, Chefoo, Kiouchow, Weichow, Weihai- weo, Swatow.....	.80
To other places.....	.90

Delivery of Radiograms to Residents of the Canal Zone.

The Canal Zone radio stations have at times experienced considerable difficulty in delivering radiograms addressed to employees of The Panama Canal and other residents on the Canal Zone, due to insufficient address.

Prompt delivery of radiograms addressed to persons on the Canal Zone will be insured if messages are properly addressed. Persons expecting radiograms from friends or relatives on incoming or outgoing ships, which they desire to have delivered promptly, should previously inform the officer in charge of Colon or Balboa radio stations of their address and vessel from which message is expected. This information should be given in writing, and is only required in case of messages received with insufficient address.

Hotel Aspinwall.

A dance will be held at Hotel Aspinwall, Taboga, on the night of January 18.

Information as to rates and launch service follows:

Employees: Dinner, lodging, and breakfast.....	\$1.75
Employees	per day.. 2.25
Children under 12 years of age.....	per day.. 1.00
Servants of employees.....	per day.. 1.25
Employees for stay of 7 days.....	per day.. 1.75
Reduction of 10 per cent for employees on above rates for stay of 30 days. Reduction of 10 per cent for families of four or more for over 7 days' stay.	
Nonemployees.....	per day.. 3.00
Children of nonemployees.....	per day.. 1.25
Servants of nonemployees.....	per day.. 1.50
Meals without room:	
Breakfast.....	.75
Luncheon.....	1.00
Dinner.....	1.00

Patrons desiring to send trunks should arrange to have them delivered at the launch landing by 9.30 a. m., addressed to themselves, care of Hotel Aspinwall. Freight will be transported on the morning trip on Mondays, Thursdays, and Saturdays.

LAUNCH SERVICE.

Daily:

Leave Taboga.....	7.00 a. m.
Leave Port Captain's boat landing, near dock 19.....	9.40 a. m.
<i>Sundays and holidays.</i>	
Leave dock 19, Balboa.....	9.40 a. m.
Leave Taboga.....	11.00 a. m.
Leave dock 19, Balboa.....	4.30 p. m.
Leave Taboga.....	6.00 p. m.
<i>Saturdays and days preceding holidays.</i>	
Leave Balboa.....	6.00 p. m.
Leave dock 19, Balboa.....	9.40 a. m.
Leave Taboga returning.....	11.00 a. m.
Returning from Taboga the following day.....	7.30 a. m.
<i>Fares (each way)</i> —Employees, 30 cents; nonemployees, 60 cents; children of employees over 6 and under 12 years old, 20 cents; nonemployees, 40 cents.	

Dangerous Sport of Children.

Parents are requested to warn their children against the dangerous practices referred to in the following memorandum from the district quartermaster at Balboa Heights:

There are a great many children who play around, under, and on top of our wood platform at this office. There are also a great number of them in this district who jump on our trucks and hang on to the ice trailers.

These are very dangerous practices on their part, and it is believed that their parents should be asked to warn them.

February Weather Probabilities.

The following weather conditions may be expected to prevail at the Canal entrances during the month of February, 1919. Predictions are based on the weather records at Colon and Balboa Heights for the past 11 and 13 years, respectively.

Winds—Fresh northerly dry season winds will prevail throughout the month. The average hourly velocity on the Atlantic Coast will be about 16 miles, north and northeast winds prevailing. The maximum velocity is not likely to exceed 35 miles an

hour, although a maximum velocity of 39 miles an hour was recorded during the "Norther" of February, 1915.

North and northwest winds will prevail on the Pacific Coast and over the interior, with an average velocity of 10 or 12 miles per hour. The maximum velocity is not likely to exceed 32 miles per hour.

Rain—Dry season weather may be expected to prevail in February, but occasional light showers may be expected. The average February rainfall at the Pacific entrance is 0.84 inch, and the average on the Atlantic side is 1.67 inches.

Fogs—No fogs are likely to occur during the month at either Canal entrance, but occasional night and early morning fogs may be expected over the interior. The average number of nights in February with fogs over the Gaillard Cut section of the Canal has been 5. Practically all of these are light, and clear away before 8.30 a. m.

Temperature—Air temperatures should average about 80° F. on both coasts. The temperature at the Pacific entrance is not likely to exceed 94° F. or to fall below 65° F., while at the Atlantic entrance the maximum temperatures should not be above 90° F., or the minimum below 70° F. The average daily range in temperatures is about 18° F. on the Pacific Coast and but 7° F. on the Atlantic side.

Barometric pressure—The sea-level atmospheric pressure averages slightly higher in the dry season. The average pressure should be about 29.90 inches in February. The maximum for the month is not likely to exceed 30.05 inches, nor the minimum to be lower than 29.70 inches.

Relative humidity—The relative humidity of the atmosphere is lower in the dry season. The humidity should average 80 per cent or under on both coasts, but the daily range will be greater on the Pacific side where the nighttime humidity is higher and the daytime humidity much lower than on the Atlantic Coast.

Storms—No severe general storms are likely to occur at either Canal entrance during the month, unless the Isthmus should be visited by storms of the "Norther" type, which occasionally reach as far south as Colon at this season of the year.

No local thunderstorms are likely to occur and generally fair weather may be expected at both Canal entrances. Smooth to moderate seas may be expected at the Pacific entrance.

Tides—Tidal fluctuations on the Atlantic side are too small to affect navigation. Panama (Balboa) tide predictions for the month are given below:

Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.				Day of- W. Mo.		Time and Height of High and Low Water.			
S	1	3:46	10:19	4:16	10:37	Tu	11	0:09	6:43	12:53	7:13	F	21	1:48	7:43	2:00	7:53
		14.5	0.0	14.8	0.4			13.2	1.9	12.8	2.5			1.7	12.6	2.4	12.9
S	2	4:30	10:58	4:59	11:12	W	12	1:17	7:47	1:56	8:16	S	22	2:32	8:21	2:46	8:36
		15.0	-0.7	15.5	-0.4			13.4	1.5	13.3	1.9			2.4	11.9	3.2	12.2
M	3	5:15	11:38	5:42	.....	Th	13	2:15	8:43	2:51	9:03	S	23	3:23	9:06	3:41	9:24
		15.4	-1.0	16.0	.....			13.8	0.8	13.9	1.2			3.1	11.2	3.8	11.6
Tu	4	0:00	6:00	12:12	6:26	F	14	3:07	9:31	3:39	9:55	M	24	4:21	10:06	4:40	10:26
		-0.7	15.5	-1.0	16.2			14.2	0.2	14.4	0.6			3.5	10.7	4.2	11.2
W	5	0:44	6:46	1:03	7:10	S	15	3:54	10:13	4:24	10:35	Tu	25	5:25	11:10	5:48	11:39
		-0.7	15.3	-0.6	16.0			14.5	-0.2	14.8	0.1			3.6	10.7	4.8	11.3
Th	6	1:31	7:33	1:52	7:57	S	16	4:38	10:52	5:04	11:15	W	26	6:30	12:25	6:54	.....
		-0.3	14.9	0.1	15.5			14.6	-0.4	14.9	-0.1			3.3	11.3	3.6	.....
F	7	2:23	8:23	2:44	8:49	M	17	5:19	11:29	5:42	11:51	Th	27	0:42	7:29	1:24	7:53
		0.3	14.2	1.0	14.8			14.5	-0.3	14.3	0.1			11.9	2.6	12.2	2.7
S	8	3:21	9:19	3:45	9:48	Tu	18	5:56	12:05	6:17	.....	F	28	1:42	8:22	2:14	8:44
		1.0	13.4	1.8	14.0			14.2	0.1	14.6	.....			12.7	1.5	13.2	1.5
S	9	4:25	10:25	4:52	10:56	W	19	0:28	6:32	12:41	6:50						
		1.6	12.7	2.4	13.4			0.4	13.9	0.7	14.1						
M	10	5:33	11:39	6:03	.....	Th	20	1:06	7:07	1:20	7:23						
		1.9	12.5	2.7	.....			1.0	13.2	1.5	13.6						

The tides are placed in the order of their occurrence; the time of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; ante meridian figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sealevel is included in the predictions.

Bathing at Farfan Beach.

A bathing pavilion has been erected on the beach at Farfan across the Canal from Balboa, for use of both sexes. The spring has been concreted and roofed, and quarters for a watchman have been provided.

Persons desiring to use the beach can secure permission from the Bureau of Clubs and Playgrounds, phone Balboa 200 or 800. No charge is made for use of the beach or equipment. Before leaving the beach, patrons are requested to see that fires are extinguished. Any case of malicious mischief should be reported to Mr. Guy Johannes, Chief of Police and Fire Division, or to the General Secretary, Bureau of Clubs and Playgrounds.

Comparative Wind Records, Balboa Heights and Sosa Hill, December, 1918.

The wind measurement for the month of December was 66 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity being 15.5 miles on Sosa Hill, and 9.4 miles at Balboa Heights.

Northwest wind prevailed on Sosa Hill, and north winds at Balboa Heights. The prevailing wind direction was from the northwest or north 98 per cent of the time on Sosa Hill, and the same per cent of the time at Balboa Heights.

The maximum wind velocities recorded during the month were 35 miles an hour from the northwest on the 16th on Sosa Hill, and 28 miles an hour from the northwest on the same date at Balboa Heights.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Guard (male); Penitentiary Service; \$840 a year; February 18, 1919; form 1800; age, 21 years but not 60 years.*

Drummaster (male); \$100 to \$140 a month; form 1800; age, 21 years and over.†

Veterinary bacteriologist (male and female); \$1,500 to \$2,000 a year; March 2, 1919; form 1312; age, 21 years but not 40 years.

* Not assembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Not assembled. Applications will be received at any time until further notice.

Official Circulars.

Acting Chief, Police and Fire Division.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 6, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective January 7, 1919, and during the absence on leave of Mr. Guy Johannes, Police Inspector Arthur W. Kennedy will act as Chief of the Police and Fire Division.

W. J. DOUGLAS,
Acting Governor.

Office Equipment in "Quarters."

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 9, 1919.

To all concerned—The use of office equipment at residences of employees will be restricted to desks and bookcases, and then only when necessary for official use upon approval of the Executive Secretary. In exceptional cases where other equipment is absolutely necessary for official use, the temporary use of other items of office equipment may be approved.

All office equipment used in quarters must be carried on the property records of the district

quartermasters, who will be furnished with a list of office equipment now in quarters the retention of which is approved.

All accountable officials will invoice to district quartermasters all items the retention of which is approved, and all other items of office equipment now in quarters must be returned to the offices from which secured.

The desks and chairs which are removed from quarters will be returned to stock at Balboa storehouse for reissue.

W. J. DOUGLAS, Acting Governor.

Inspection for Intoxicants.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 9, 1919.

To all concerned—Attention is called to the fact that automobiles passing through New Gatun on the way to Gatun must pass the sentry, whose orders require him to inspect for intoxicants.

It is directed that all employees of The Panama Canal and the Panama Railroad Company who have occasion to drive through the military post at New Gatun cooperate in the execution of these orders. Heads of departments having employees in Gatun will furnish a copy of this circular to each employee.

W. J. DOUGLAS,
Acting Governor.

Cattle Industry.**THE PANAMA CANAL,
SUPPLY DEPARTMENT.**

CRISTOBAL, C. Z., January 11, 1919.

All concerned—Effective January 20, 1919, and until further notice, during my absence in Colombia on business, Mr. L. A. Byrnes will act as Superintendent of the Cattle Industry Division.

Mr. J. T. Leavell will act as supervisor of all cattle and pastures at Mandingo, Pedro Miguel, Venado, Miraflores, and Summit. It will be the duty of Mr. Leavell to see that the cattle in all of these pastures are properly dipped, and if the necessity arises, to change them from one pasture to another as deemed advisable.

Mr. Middleton will have charge of all the cattle in the Mt. Hope-Atlantic pastures, all of the dairy cattle with the exception of those under the immediate supervision and control of Mr. Van Huystee at Mendi Dairy, also all cattle at the Monte Lirio and Camito pastures.

It is expected that all foremen in charge of immediate units of the Cattle Industry will see that cattle are dipped and given proper care during my absence, and any instructions given by Mr. Leavell or Mr. Middleton, as indicated above, will be carried out.

Doctor Casserly will be in absolute charge of the Hog Farm and Mendi Dairy, using as his assistant Dr. H. L. Casey who it is expected will give his thorough attention to the immunizing and care of the Holstein cattle recently imported from the United States.

W. B. BROWN,

Supt. Cattle Industry.

Approved:

R. K. MORRIS,

Chief Quartermaster.

Enemy Trading List.**THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.**

The following changes, in the Enemy Trading List will be made as of date December 27, 1918:

ADDITIONS.**ARGENTINA.**

Bleck, Classon y Compania,..... Classon and Hersillia.
Drincovich Hermanos,..... Peyrano and Acebal.
Goetz, Otto,..... Rosario.
Nordenholz, Dr. A.,..... Las Rosas.

CHILE.**Insurance Companies.**

Aachener y Munchener de Aachen. Valparaiso.
Allianza de Hamburgo. Valparaiso.
Frankfurter de Frankfurt. Valparaiso.
Mannheimer de Mannheim. Valparaiso.
Norddeutsche de Hamburg. Valparaiso.

MEXICO.

Graus, German,..... Mexico City.
Liberia Alemana (Muller Her-
manos),..... Mexico City.

NETHERLANDS.

Accumulatorenfabrik,..... Amsterdam.
Boereckhardt, Mrs. F. Amsterdam.
Karschney and Company,..... Amsterdam.
Koffie Hag Maatschappij N/V. Amsterdam.
Miersmann, K. W. Amsterdam.
Salmon, Gaston, and Company,.... The Hague.
Wulff, E.,..... Utrecht.

NETHERLANDS EAST INDIES.

Fabrik Van Bouwmateriellen de Sourabaya.
Zon 2 Fabsum.
Guernard, G. W. Th Von Tebing Sumatra.
Tiugzi.
Ham, W. W. Van,..... Banjoewangi.
Insuline Handels Agentuur Kan-
toor,..... Medan.
Kam Boon Tong,..... Medan.
Londt, Miss C. E.,..... Sourabaya.
Merkuur Handles Agentuur Kan-
toor,..... Medan.
Minerva Mineraal Water Fabrik,..... Medan.
Scholter, A,..... Padang.

Straits Sumatra Estate Supplies Medan.

Agency.

Sumatra Handel Mij,..... Medan.
Tong Boen Pong Menado Yap Seze
Kim,..... Sourabaya.

SPAIN.

Domeck Cervara, Frederico, Calle- Valencia.
delmar 39.
Freya, Sociedad Anonima, Alfonso Malaga.
14.
Fruitera Canaria,..... Teneriffe.
Grane, Johannes, Alfonso 14,..... Malaga.
Grosch, F. S. A., Diagonal 355,..... Barcelona.
Guzman, Arturo Ruiz de, S en C.,..... Barcelona.
Halfiter, Ernesto, Loh Madraoz 16,2 Madrid.
Las Provincias,..... Valencia.
Lopez y Becerra, Aurelado, Calle Bilbao.
Rioja 6.
Marx, Adolfo, Calle Valencia 292,..... Barcelona.
Numax, S. A. (or Sociedad Anonima Barcelona.
Numax).
Salininas de la Trinidad, San Carlos Tarragone.
de la Rapita.
Sociedad Anonima Freya, Alfonso Malaga.
14.
Torebadella Ricardo, Deras Placic Barcelona.
G.
Unger, Walter, Alfonso 14,..... Malaga.
Union Colonial,..... Teneriffe.
Vermuth, Karl, Alfonso 14,..... Malaga.
Weber, Juan,..... Barcelona.
Wunsch, Alfredo,..... Santander.

REMOVALS.**BRAZIL.**

Pinto de Souza & Company,..... Bahia.
Wachneldt, Bertholdo, Sr.,..... Rio de Janeiro.

CHILE.

Trillo, Victor,..... Antofagasta.

ECUADOR.

Arcam, Pedro P.,..... Guayaquil.
Cuevo, Teofilo Vivar,..... Quito.
Riera, Martin,..... Guayaquil.
Sierra, Jose,..... Guayaquil.

HAITI.

Dambreville, H.,..... Petit Goave and
Gonaives.
Delhoux, Lorrain,..... Petit Goave.

MEXICO.

Caamano, Nicolas (La Prensa del Orizaba.
Dia).
Cavasos, Manuel, Jr.,..... Nuevo Laredo.
Cavasos, Manuel, Sr.,..... Nuevo Laredo.
Coppel, Isaa,..... Mazatlan.
Gzrcia, Manuel Cavasos,..... Nuevo Laredo.
Iberri & Company,..... Guaymas.
Iberri, W., e Hijos Sucs,..... Guaymas.
Lluns, Eduardo,..... Chihuahua.
Lowenberg & Wisburn,..... Torreón.
Prensa del Dia, La (Caamano, Nic-
olas,..... Orizaba.

NETHERLANDS.

Groensvelt, D. J.,..... Macassar and Gor-
ontalo.

NETHERLANDS EAST INDIES.

Harkand Kantoor,..... Batavia.
Keil, K. E.,..... Buitenzorg.
Niker, J.,..... Sourabaya.

NORWAY.

Didrichsen Moy and Company,..... Christiania.
Lifschutz, A.,..... Bergen.

PERU.

Dalmau, Juan,..... Salaverry.
Delgado, O. A.,..... Paiza.
Knell, H.,..... Callao.
Umlauff, B.,..... Lima.
Umlauff, Fernando,..... Lima.

SPAIN.

Dubois y Cia,..... Bilbao.

SWEDEN.

Frykbergs, J. E. Handles A/B,..... Stockholm.

VENEZUELA.

Bossio Marquez, Lino,..... Ciudad Bolivar.
Urdaneta, Ezequiel,..... Trujillo.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,
BALBOA HEIGHTS, C. Z., January 10, 1919.

The following changes, involving removals only, in the United States Enemy Trading List have been made by the War Trade Board, Washington, effective January 10, 1919:

REMOVALS.

Polanco, Julio U.....	CHILE.	Valparaiso.
Wong & Co., Eugenio.....	GUATEMALA.	Guatemala City.
Segundo & Co., Alonso.....	MEXICO.	Mexico City.
Luria & Company.....	PANAMA.	Panama City.
	C. H. CALHOUN,	
	Chief Division of Civil Affairs.	

Changes—Trains Nos. 65 and 12.

THE PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., January 6, 1919.

CIRCULAR No. 1205:

To all concerned—Effective January 5 and on each date that train No. 12 runs, No. 65 will wait at Tower "B" for Randolph branch passengers from No. 12; No. 12 to stop at Tower "B" for passengers to detain.

W. F. FOSTER,
Master of Transportation.

Pastry.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., January 10, 1919.

MEMORANDUM No. 757-34:

To all concerned—Commencing to-day, doughnuts will be shipped from the bakery in cartons of 1 dozen each.

Layer cakes and fruit cakes may also be ordered at \$1, \$2, and \$3 each, weighing approximately 2½, 5, and 7½ pounds, respectively. This eliminates the 41 cents a pound price; however, should a larger cake than those listed above be required it may be obtained through special order.

J. J. JACKSON, General Manager.

Rainfall from Dec. 1 to 31, 1918, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
	Ins.		Ins.
<i>Pacific section—</i>			
Taboga.....	0	0	0
Balboa.....	.96	10	1.42
Balboa Heights.....	.24	10	.55
Miraflores.....	.83	13	1.93
Pedro Miguel.....	.63	14	1.09
Rio Grande.....	.13	14	.31
<i>Central section—</i>			
*Culebra.....	.35	1	.39
*Camacho.....	.23	1	.35
Empire.....	.25	1	.38
Gamboa.....	.74	1	1.25
*Juan Mina.....	.36	1	.48
Alhajuela.....	.18	1	.27
*El Vigia.....	.05	6	.13
*Frijoles.....	.40	7	1.35
Trinidad.....	.30	1	.91
*Monte Lirio.....	.47	1	1.04
*Darien.....	.55	1	1.29
<i>Atlantic section—</i>			
Gatun.....	.49	26	1.92
*Brazos Brook.....	.30	31	1.73
Colon.....	.41	1	1.90

*Standard rain gauge—readings at 5 p. m. daily.
Automatic rain gauge at unstarred stations—values, midnight to midnight.

Board of Local Inspectors.

A meeting of the Board of Local Inspectors will be held at 9 a. m., Wednesday, January 22, 1919, room 237, Administration Building, Balboa Heights, C. Z.

Misdirected Letters.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Alexander, E. H.*	Matthew, H. J. Li.
Carr, L. B.	Montano, Antonio
Dotton, Inza (3)	Peters, John R.
Franklin, Durrant	Regnier, Miss Elise
Fuller, B. H. May	Romy, J. H.
Grant, Mrs. Katherine*	Sterling, Mrs. Rebekah*
Hernandez, Cornelio	Traverso, Mrs. Amalia
Honell, Clide R.	R. de (2)
Hughes, Mrs. Thruston	Vargas, Pedro
Lansdale, Francis X.	Wincoff, Franklin F.†
Mahar, Mrs. James P. (2)	Wenz, Wm.

*Special delivery.

†Paper.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the week ending at midnight of Saturday, January 11, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gamboa	Gatun	
Sun., Jan. 5.....	127.35	92.08	86.92	86.79	53.60
Mon., Jan. 6.....	127.50	92.36	86.85	86.75	53.56
Tues., Jan. 7.....	126.80	91.65	86.85	86.73	53.38
Wed., Jan. 8.....	126.35	91.68	86.88	86.74	53.48
Thurs., Jan. 9.....	126.80	91.67	86.85	86.72	53.56
Fri., Jan. 10.....	126.80	91.59	86.89	86.70	53.54
Sat., Jan. 11.....	127.20	91.83	86.83	86.72	53.60
Height of low water to nearest foot.	126.0	91.0			

December Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1918.
	1916	1917	1918			
<i>Pacific Section—</i>						
Balboa.....	4.94	4.49	1.42	5.51	20	5
Balboa Heights.....	5.86	4.09	.55	4.28	22	5
Miraflores.....	6.36	6.13	1.93	6.56	11	5
Pedro Miguel.....	4.85	7.00	1.09	5.62	11	4
Rio Grande.....	5.52	7.41	.31	5.31	14	4
<i>Central Section—</i>						
*Culebra.....	5.55	5.84	.39	6.90	29	5
*Camacho.....	5.35	8.70	.35	5.60	13	4
Empire.....	5.11	7.71	.38	4.97	13	6
Gamboa.....	4.75	8.31	1.25	6.62	36	6
*Juan Mina.....	3.82	7.06	.48	4.73	9	4
Alhajuela.....	3.29	6.41	.27	5.94	20	7
*Vigia.....	3.36	4.21	.13	4.57	11	12
*Frijoles.....	3.82	10.15	1.35	5.62	7	12
Trinidad.....	3.16	9.14	.91	7.95	11	12
*Monte Lirio.....	6.49	9.97	1.04	8.87	12	11
<i>Atlantic Section—</i>						
Gatun.....	4.21	11.59	1.92	10.33	14	19
*Brazos Brook.....	4.92	11.93	1.73	11.11	13	15
Colon.....	5.71	11.66	1.90	11.69	48	19

*Standard rain gauge readings at 4 p. m. daily.
Automatic gauge at unstarred stations—value, midnight to midnight.

REFUNDS OF TOLLS.

Paid August 31, 1918.

Name of ship.	Date of transit.	Original tolls charged.	Corrected charge.	Amount refunded.	Payment made to.
Protesilaus.....	January 19, 1915....	\$3,577.60	\$7,813.75	\$763.85	Accountant General of the Navy, England.
Crown of Navarre.....	April 23, 1915.....	2,815.20	2,212.50	602.70	W. Andrews & Co.
Concha.....	December 8, 1914....	5,214.00	4,738.75	485.25	Anglo-Saxon Pet. Co., Ltd.
Concha.....	June 3, 1915.....	4,662.50	4,492.50	170.00	Anglo-Saxon Pet. Co., Ltd.
Melania.....	July 8, 1915.....	5,196.00	4,492.50	703.50	Anglo-Saxon Pet. Co., Ltd.
Eburna.....	July 26, 1915.....	3,891.25	3,876.25	15.00	Anglo-Saxon Pet. Co. Ltd.
Inverkip.....	May 4, 1915.....	2,691.75	2,606.40	85.35	Payne & Wardlaw.
Inverkip.....	June 14, 1915.....	4,344.00	3,511.25	832.75	Payne & Wardlaw.
Totals.....		37,392.30	33,733.90	3,658.40	

Paid October 31, 1918.

Name of ship.	Date of transit.	Original tolls charged.	Corrected charge.	Amount refunded.	Payment made to.
Isabella.....	July 11, 1915.....	2,471.25	2,443.75	27.50	Sudden & Christensen.
Ardgarry.....	April 22, 1915.....	4,444.80	3,618.75	826.05	Payne & Wardlaw.
Inverervie.....	May 12, 1915.....	4,322.40	3,937.50	384.90	Payne & Wardlaw.
Mantaro.....	October 3, 1918.....	2,792.50	2,780.00	12.50	Cia Peruana de Vapores y Dique.
Hartington.....	April 20, 1915.....	4,158.75	3,798.75	360.00	J. & C. Harrison.
Boyne.....	May 6, 1915.....	4,531.20	3,491.25	1,039.95	Accountant General of the Navy, Admiralty, London.
Dunraven.....	April 3, 1915.....	3,192.00	2,486.25	705.75	Accountant General of the Navy, Admiralty, London.
Braunton.....	April 21, 1915.....	2,793.00	2,607.84	185.16	Accountant General of the Navy, Admiralty, London.
Eggesford.....	June 3, 1915.....	3,120.00	2,954.16	165.84	Accountant General of the Navy, Admiralty, London.
Eggesford.....	March 22, 1915.....	4,923.60	3,505.00	1,418.60	Accountant General of the Navy, Admiralty, London.
Otto Trechmann.....	June 4, 1915.....	4,341.60	3,006.25	1,335.35	Accountant General of the Navy, Admiralty, London.
Totals.....		41,091.10	34,629.50	6,461.60	

Paid November 30, 1918.

Name of ship.	Date of transit.	Original tolls charge l.	Cor- rected charge.	Amount refunded.	Payment made to.
Crown of Navarre.....	July 8, 1915.....	2,806.80	2,212.50	594.30	W. Andrews & Co.
Cardium.....	June 15, 1915.....	5,057.50	5,001.25	56.25	Anglo-Saxon Pet. Co., Ltd.
Hurst.....	May 5, 1915.....	4,663.00	3,753.75	914.25	Anglo-Amer. S. S. Agency.
Rhodesia.....	March 23, 1915.....	4,114.80	3,311.25	803.55	East Asiatic Co., Ltd.
Capae.....	January 22, 1915....	2,647.20	2,566.25	80.95	W. R. Grace & Co.
Victoria.....	March 17, 1915.....	5,424.00	4,353.75	1,070.25	Pacific Steam Navigation Co.
Peru.....	April 16, 1915.....	3,151.20	2,003.00	1,146.20	Pacific Steam Navigation Co.
Cricket.....	December 31, 1914...	1,091.40	1,073.00	19.40	Fred Linderman.
Oakland.....	July 1, 1918.....	5,332.80	5,329.20	3.60	U. S. Shipping Board.
Cricket.....	November 7, 1914...	1,662.00	1,075.00	587.00	Fred Linderman.
Cape Corso.....	June 21, 1915.....	2,745.75	2,599.84	155.91	Payne & Wardlaw.
Cape Corso.....	July 22, 1915.....	3,661.25	3,637.50	23.75	Payne & Wardlaw.
Aikoku Maru.....	September 12, 1918..	2,912.80	2,908.80	4.00	M. E. Kinsley.
Totals.....		45,278.50	39,819.09	5,459.41	

Paid December 31, 1918.

Name of ship.	Date of transit.	Original tolls charge l.	Cor- rected charge.	Amount refunded.	Payment made to.
Queen Maud.....	April 10, 1915.....	4,153.20	3,513.75	639.45	Payne & Wardlaw.
Queen Amelia.....	June 22, 1915.....	2,565.00	2,435.04	129.96	Payne & Wardlaw.
Totals.....		6,718.20	5,948.79	769.41	

COMMISSARY NOTES.

Dyes.

Tintex dyes, in assorted colors, are now carried in stock in the line stores.

Cotton Plaid Suitings.

Tropical cotton suiting for women in plaids of various colors has recently been received and is now on sale in the commissaries.

MOVEMENTS OF OCEAN VESSELS.
(Week ending at Midnight, January 11, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port	Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
		Day	Hour	Day	Hour										Gross	Net
Jamaica.....	30	15.40		5	14.34		Pacific Steam Navigation Co....	220.0	34.0	...	Cristobal	Buenaventura.	General		1,170	620
Marama.....	4	6.15		5	13.35		Union S. S. Co. of New Zealand.	438.0	53.0	23.6	England	New Zealand.	No cargo		7,127	4,458
Farnworth.....	5	17.05		6	13.44		R. S. Daglish	400.0	51.6	15.0	St. Vincent.	Sydney	Ballast		5,991	4,288
Quernstad.....	6	7.00		6	17.18		Berndt J. Greisdad	300.0	42.0	19.0	Norfolk	Liquique	Coal		2,918	1,689
Huallaga.....	31	17.30		6	16.20		Pacific Steamship Line	360.0	44.0	26.0	Cristobal	Callao	General		958	4,604
Huasco.....	1	19.55		6	18.00		South American S. S. Line.	379.0	44.0	24.0	Cristobal	Valparaiso	General		2,047	3,121
Tacoma.....	6	12.35		7	13.39		Standard Transportation Co....	440.0	53.0	21.0	Kingston	San Francisco	Ballast		8,346	5,316
War Castle.....	1	11.03		7	15.22		British Government	425.0	56.0	15.6	Gibraltar	Sydney	Ballast		5,887	4,138
Maritopa.....	7	17.30		7	16.10		W. Wilhelmson	400.0	51.0	24.0	Norfolk	Tocopilla	Fuel oil		9,000	6,996
Norina.....	7	13.35		8	14.28		United States Shipping Board.	530.0	60.0	27.0	Plymouth	Mexico	Coal		5,994	5,019
Briton.....	7	13.35		8	16.55		Union Castle S. S. Line.	530.0	61.0	27.0	Cristobal	Littleton	No cargo		10,600	5,895
Henry T. Scott.	1	18.3		8	15.37		Alaska Steamship Company	234.0	42.0	17.0	Cape de Verdi	Antofagasta	Coal		1,506	1,815
Devon City.....	7	13.52		8	15.18		St. Just S. S. Company	390.0	52.0	16.0	Glascow	Sydney	Ballast		5,563	4,310
Lime Branch.....	7	21.20		8	11.13		F. & W. Ritson	396.0	56.0	21.6	Cristobal	Callao	General		5,657	5,091
Salvador.....	7	21.20		8	13.22		Pacific Steam Navigation Co....	215.0	33.0	15.6	Beaumont	Guayaquil	General		1,213	692
Acme.....	10	9.01		10	17.58		Standard Transportation Co....	305.0	45.0	22.6	New York	San Francisco	Ref'd petroleum		8,104	7,165
Alice A. Leigh.	10	19.4		11	16.2		W. R. Grace & Co.	305.0	45.0	22.6	Cristobal	Arica	General		5,600	3,033
Guatemala.....	7	21.30		11	18.32		Pacific Steam Navigation Co....	359.0	43.0	18.6	Cristobal	Valparaiso	General		4,249	2,790

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port	Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
		Day	Hour	Day	Hour										Gross	Net
War Maset.....	21	20.80		8	15.40		British Government	250.0	43.4	20.3	Vancouver	United King.	Spelter		1,922	2,351
Cedar Branch.....	5	16.00		7	18.15		Gulf Line	390.5	51.0	21.0	Valparaiso	Cristobal	General		5,292	3,660
Panama.....	5	11.30		5	21.40		East Asiatic S. S. Co.	410.0	55.2	27.6	Colima Colosa	Pensacola	Nitrate		7,021	5,336
Paparoa.....	5	16.00		6	14.25		New Zealand Shipping Co.	430.0	54.2	24.6	Wellington	London	General		5,039	7,858
Rajah.....	6	6.00		6	12.14		Turner & Company	420.0	51.2	21.0	Sydney	London	General		6,000	5,963
Point Loma.....	6	11.00		6	19.07		U. S. Shipping Board	251.0	43.5	16.2	Honolulu	Philadelphia	Sugar		2,321	2,230
Orotuna.....	9	16.27		6	18.58		George Wilson	393.0	43.0	17.9	Valparaiso	Port Limon	No cargo		102	65
Guatemala.....	6	21.40		7	13.45		Pacific Steam Navigation Co....	330.0	43.3	17.9	Valparaiso	Cristobal	General		1,952	4,249
Oshkosh.....	7	9.30		7	21.30		U. S. Navy	340.0	48.0	21.0	San Francisco	New York	Beans and peas		5,285	4,367
Urubamba.....	7	22.00		8	17.37		Peruvian Line	331.0	46.0	23.0	Callao	Cristobal	General		3,488	5,018
Dracor.....	8	7.10		8	19.10		Wonsild & Son	335.0	30.0	12.0	Mejillones	New York	Tin ore		600	392
Imperial.....	8	15.00		9	15.00		South American S. S. Line.	336.8	41.2	22.0	Talcahuano	Cristobal	General		1,707	3,621
Bahoa.....	9	2.00		9	15.55		Colombian Maritime Co.	190.0	29.1	12.3	Buenaventura.	Cristobal	Coffee, hides, etc		675	728

Geo. W. Elder..	9	17.00	10	7.49	10	14.36	13	7.52	American..	Thomas Crowley, et al.	250.0	38.5	16.0	Valparaiso...	Cristobal	Ballast	2,213	1,535
Laura C. Hall..	9	18.00	10	13.15	10	22.04	11	1.20	British..	Anglo-Colombian Dev. Co.	81.0	25.6	8.1	Buenaventura	Cristobal	Coffee, hides, etc	69	69
East Wind.....	10	3.30	10	9.30	10	16.50	11	1.20	American..	United States Shipping Board..	384.0	51.2	25.6	Seattle	New York...	Four	7,270	5,998
Beloit.....	10	11.30	10	12.47	10	21.40	12	6.20	American..	United States Shipping Board..	266.6	40.2	19.6	San Francisco	New York...	Can. pineapples..	1,857	2,636
Manavi.....	10	18.50	11	8.44	11	16.25	12	7.45	British..	Pacific Steam Navigation Co.	216.0	35.0	13.9	Guayaquil..	Cristobal	General	709	1,241
Point Adams..	11	10.00	11	8.47	11	17.27	12	7.45	American..	United States Shipping Board..	289.0	44.0	21.6	San Francisco	New York...	Sugar, pineapples	3,100	2,896

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

• ARRIVALS

Date	Vessels	Line	From
Jan. 5.....	Advance.....	Panama Railroad Steamship Line.	New York.
Jan. 5.....	Saramacca.....	United Fruit Company.....	New Orleans.
Jan. 8.....	El Paso (sch.).....	D. L. Lynton.....	Port Limon.
Jan. 9.....	Catalina.....	Spanish Steamship Line.....	Habana.
Jan. 9.....	Senator.....	Harrison Line.....	Cartagena.
Jan. 9.....	Culebra.....	Panama Railroad Commissary.....	Sapota.
Jan. 10.....	Caribbean.....	Panama Railroad Steamship Line.	Norfolk.
Jan. 10.....	Quistoneck.....	Panama Railroad Shipping Board..	High seas.
Jan. 10.....	Parabos†.....	United States Shipping Board..	New Orleans.
Jan. 10.....	Kilpatrick.....	United States Government.....	New Orleans.

†Parabos returned from sea to undergo repairs.

PORT OF BALBOA.

• ARRIVALS

Date	Vessels	Line	From
Jan. 4.....	Azov.....	International Petroleum Co.....	Iquique.
Dec. 28.....	Toul.....	French Government.....	Seattle.
Jan. 6.....	City of Para.....	Pacific Mail Steamship Co.....	San Francisco.
Jan. 8.....	Anyo Maru.....	Toyo Kisen Kaisha.....	Valparaiso.

•Other than ships passing through the Canal.

• DEPARTURES.

Date	Vessels	Line	From
Jan. 6.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.
Jan. 6.....	Culebra.....	Panama Railroad Commissary.....	Port Limon.
Jan. 7.....	Saramacca.....	United Fruit Company.....	New York via Haiti.
Jan. 7.....	Lake Ogden.....	Panama Railroad Steamship Line.	New York.
Jan. 8.....	Cristobal.....	Panama Railroad Steamship Line.	Colon waters.
Jan. 9.....	El Paso (sch.).....	D. L. Lynton.....	New York.
Jan. 10.....	Advance.....	Panama Railroad Steamship Line.	New York.
Jan. 11.....	Senator.....	Harrison Line.....	Mobile, Ala.

• DEPARTURES

Date	Vessels	Line	From
Jan. 7.....	Toul.....	French Government.....	Callao.
Jan. 11.....	City of Para.....	Pacific Mail Steamship Co.....	Sao Francisco.
Jan. 9.....	Anyo Maru.....	Toyo Kisen Kaisha.....	Hongkong.

COMMISSARY NOTES.

Boys' Knickerbockers.

Boys tweed knickerbockers at \$2 per pair and boys khaki knickerbockers at \$1.45 per pair are two exceptionally good values now on sale in the line commissaries.

Lace Tatting.

Lace tatting in pink, blue, lavender, and many other colors is now on sale in the commissaries. This is a very desirable trimming for handkerchiefs, waists, dresses, and any article requiring a dainty, washable trimming.

Soap.

After publication in these columns recently of advices from the commissary purchasing agent in regard to cancellation by manufacturers of orders for Fairy Soap and Gold Dust, information of a change in the policy of the suppliers was received and these products will be shipped to the Canal Zone regularly again in the near future.

Petticoats.

Recently received by the Commissary Division are white sateen petticoats with hemstitched hems and floral embroidery in dainty color combinations, and plain white sateen petticoats with scalloped edges. These are now on sale in the line stores.

Hosiery.

Manufacturers of a brand of hosiery in much request on the Isthmus state that mills are still more than three months to one year behind their deliveries because of the big demand of civilian consumers, especially from the export trade. The present prices, it is believed, will prevail for at least six months.

Uniforms.

The commissary tailoring shops are now engaged in working on an order for 110 uniforms for members of Scottish Rite Masonic bodies on the Isthmus. This contract is being handled in such a manner as not to interfere with the customary service rendered to Panama Canal and Panama Railroad Company employees. Patrons visiting either the Ancon or Cristobal establishments are invited to inspect the workmanship on these uniforms which is characteristic of the clothes developed by them.

Flaxon Cloth.

Flaxon cloth in fancy woven colored patterns has for some little time enjoyed a good sale in the retail commissaries, orders having been placed for 4,500 to 6,000 yards at a time. It is absolutely impossible to obtain any more of this cloth at the present time except in white. Just as soon as this item is again available in assorted designs it will be restocked by the commissaries.

Dried Beef.

The dried beef put up in the wholesale cold storage plant and sold at 40 cents per pound has met with big sales in the line commissaries. This meat is cut from the rump and does not come in shreds and chips as do nearly all brands of tinned dried beef except the fancy grades, but is cut in slices varying but little in size. The clean, attractive appearance and the color earn it a place on any luncheon table where cold meats are served.

Wool and Cotton Goods.

Anticipated conditions in the knit goods industry are summarized in an article in one of the leading wool and cotton trade journals. It is stated that despite the release of stock by the Government, there has been no developments to warrant the prediction that there will be a reduction in price, although there is no question but that there will be greater movements of finished products. Underwear manufacturers, while in some cases in possession of stock which they may have to carry over for another year, are slow to dispose of their products pending some definite knowledge as to what next year's goods can be sold for. The same is true of the hosiery market although in some directions there is a conviction that the price of yarns will decline with the consequent slight reduction in the price of the finished product. In general conditions are unsettled and unstable and no accurate prediction is possible as regards the amount of stock which will be available or as to the price.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.



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Volume XII. Balboa Heights, C. Z., January 22, 1919. No. 23.

Postal Savings.

The report of the Postmaster General of the operations of the Postal-Savings system for the fiscal year ended June 30, 1918, has just been received. The Postal-Savings system of the Canal Zone is operated on a simpler basis than in the United States, by the use of deposit money orders on which interest is paid at the rate of 2 per cent per annum. There are 20 States that do not have deposits in as large an amount as the Canal Zone and of these States Nevada, with total deposits of \$493,748, and Kentucky, with \$456,154, are nearest the Canal Zone in amount deposited.

The total amount on deposit in the Canal Zone at the close of the fiscal year ended June 30, 1918, was \$499,490. This has been reduced during the present year, due to Liberty Bond and War Savings Stamp sales, to \$478,341 on deposit December 31, 1918.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

- Shop apprentice (male); \$720 a year; No. 653; form 1312; age, 16, but not 20 years.†
- Electrician's helper (male); \$720 a year; No. 654; form 1312; age, 18 years and over.†
- Chief, Smith-Sears Division (male); \$5,000 a year; No. 7; age, 25 but not 60 years; form 2118; February 4, 1919.*
- District vocational officer (male); \$2,500 to \$4,000 a year; No. 7; form 2118; age, 25, but not 60 years; February 4, 1919.*
- Supervisor for advisement and training (male); \$2,500 to \$4,000 a year; No. 7; form 2118; age, 25, but not 60 years; February 4, 1919.*
- Vocational advisor (male); \$2,500 to \$3,600 a year; No. 7; form 2118; age, 25, but not 60 years; February 4, 1919.*
- Placement officer (male); \$2,500 to \$3,600 a year; No. 7; form 2118; age, 25, but not 60 years; February 4, 1919.*
- Aid in paleobotany (male and female); \$1,200 a year; No. 20; February 9, 1919; form 1312; age not 50 years.
- Assistant curator (male); \$1,800 a year; No. 17; February 9-10, 1919; form 1312; age, within reasonable age limits.
- Bookkeeper (male and female); \$1,000 a year; No. 2175-amended; every Sunday; form 304; age, 18 years and over.
- Bookkeeper-typewriter (male and female); \$1,000 a year; No. 2175-amended; every Sunday; form 304; age, 18 years and over.
- Calculating-machine operator (male and female); \$900 to \$1,200 a year; No. 223-amended; February 9, March 9, and April 13, 1919; form 304; age, 18 years and over.
- Multigraph and writer press operator (male and female); \$1,000 to \$1,200 a year; No. 223-amended; February 9, March 9, and April 13, 1919; form 304; age, 18 years and over.
- Operative (male and female); \$720 to \$1,000 a year; No. 223-amended; February 9, March 9, and April 13, 1919; form 304; age, 18 years and over.
- Statistical clerk (male and female); \$900 to \$1,200 a year; No. 223-amended; February 9, March 9, and April 13, 1919; form 1312; age, 18 years and over.
- Mineral examiner (male); \$1,380 to \$1,500 a year with an allowance of \$3.50 a day while away from designated field headquarters on official duty; March 2, 1919; form 1312; age, 25 years and over.
- Specialist in household science and calorimetry (female); \$1,400 to \$1,800 a year; No. 22; February 9, 1919; form 1312; age, 20 years and over.
- Tabulating mechanician (male); \$1,200 to \$1,600 a year; No. 512-amended; supplemental, form 1800.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Weather Conditions in December, 1918.

Rainfall for the month was below normal at all stations in the Canal Zone and vicinity, but heavy rains occurred at Bocas del Toro on the Atlantic Coast during the first half of the month. The rainfall was the lightest of record for the month of December at Taboga, Balboa Heights, Pedro Miguel, Rio Grande, Camacho, Juan Mina, Alhajuela, Vigia, Frijoles, Trinidad, Bohio, Monte Lirio, Gatun, and Brazos Brook, while the rainfall at Colon was the least December rainfall of record since 1873.

Monthly totals ranged from no rain at Taboga to 3.35 inches at the Indio station on the upper Chagres. The greatest amount of precipitation recorded on any one day in the Canal Zone and vicinity, was 0.96 inch at Balboa on the 10th.

The estimated average rainfall over the Gatun Lake watershed was 1.15 inches, or 77 per cent below the 8-year mean, and the average rainfall over the Chagres River basin above Alhajuela was 1.62 inches, or 83 per cent below the 17-year mean.

The total yield of the Chagres River basin above Alhajuela and of the entire Gatun Lake drainage basin was 74 per cent and 51 per cent, respectively, below normal, being the lowest of record for the month of December.

Air temperature averaged from 1 to 2° F. above normal and the wind movement at Colon and Balboa Heights was the highest of record for the month of December.

The atmospheric pressure, relative humidity, and cloudiness were generally below normal.

Evaporation from the surface of Gatun Lake was the highest December evaporation of record since the creation of the lake.

Stations.	Pressure (reduced to mean of 24 hours.)	Temperature.						Precipitation.				Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.	Mean relative humidity.	Total inches.	Station average.	Days of .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
Balboa Heights...	29.816	81.0	91	Dec. 14	71	Dec. 30	85.6	0.55	4.28	5	6,986	N.	28	N.W.	Dec. 16
Colon.....	29.835	80.6	85	Dec. 29	72	Dec. 31	81.0	1.90	11.69	19	11,269	N.	28	N.E.	Dec. 5

Official Circulars.

Gang Passes on Passenger Trains.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
BALBOA HEIGHTS, C. Z., January 11, 1919.

All concerned—To facilitate the collections of fares on passenger trains, foremen and employees holding gang passes, shall, immediately upon boarding the train, locate the collector and deliver to him the pass for the gang. They shall also assist the collector in identifying and delivering hat checks to the men riding on the pass, and have it understood that such hat checks must be kept in view.

Instructions similar to these have been published from time to time by the Superintendent's Office, but numerous complaints are being received from collectors to the effect that such instructions are being disregarded. Any further violations or lack of cooperation on the part of foremen or employees will be reported to this office for disciplinary action.

W. J. DOUGLAS,
Acting Governor The Panama Canal.
2d Vice President Panama Railroad Co.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 11, 1919.
CIRCULAR No. 661-69:

Honorable John W. Hanan was appointed District Judge of the Canal Zone by the President on November 18, 1918, and assumed the duties of that office by executing the oath of office on November 23, 1918.

W. J. DOUGLAS,
Acting Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 15, 1919.
CIRCULAR No. 661-70:

1. Mr. C. J. Embree, having within the authorized period presented his honorable discharge from the military forces of the United States, is hereby reinstated as Office Engineer, effective January 5, 1919.

2. Mr. F. W. Blackwood will resume his duties as assistant engineer, reporting to the Resident Engineer, Building Division, effective January 5, 1919, and is designated acting office engineer to noon January 11, 1919, when Mr. Embree reported for duty.

W. J. DOUGLAS,
Acting Governor.

Absence of Acting Municipal Engineer.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 20, 1919.
Memorandum for all concerned:

Effective this date, and during the absence of Mr. R. C. Hardman on leave, the Municipal Engineering Division will report to Mr. Hartley Rowe, Resident Engineer of the Building Division.

W. J. DOUGLAS,
Acting Governor.

Selective Service Registrants.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 16, 1919.
HEADS OF DEPARTMENTS AND DIVISIONS:

For the information of all concerned, there is quoted hereunder an extract from a letter addressed to the Chief of Office, The Panama Canal,

by the Provost Marshal General, U. S. Army, relative to informing local boards of changes of status of registrants under the Selective Service Act:

"Inasmuch as the classification of registrants has been stopped by order of the President, it is not now necessary to report to local boards changes of status of registrants. Such reports were only necessary during the period when the classification and reclassification of registrants was in progress, in order that boards might be at all times aware of a registrant's availability for service should he cease to occupy a status that made his deferred classification advisable."

C. A. McILVAINE,
Executive Secretary.

"Jitney" Service.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 15, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The demand for jitney service at Ancon and Cristobal is greater than the service available. It is thought that jitneys are used by employees and held at their disposal more often than is necessary.

Heads of departments are requested to submit a new list of employees authorized to use Government jitneys, such list to cover employees whose duties require local transportation.

Upon receipt of revised lists, card passes will be issued to such employees authorizing them to use official jitneys for themselves, but not for employees who do not hold passes.

R. K. MORRIS,
Chief Quartermaster.

Saddle Horses.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 15, 1919.

All concerned—Please refer to circular issued by this office under date of December 31, 1918, showing the rates for animal and motor transportation furnished by the Supply Department, which will be charged against departments and divisions of The Panama Canal, and change the rate shown for saddle horses to 14 cents per hour instead of 16 cents as shown.

R. K. MORRIS,
Chief Quartermaster.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading List will be made as of date January 10, 1919:

ADDITIONS.

GREECE.

Damalas, Paul.....	Piraeus.
Kallimasiotis, Demetrios.....	Piraeus.
Karo, Georg.....	Athens.
Vazirantzakis, Joseph.....	Piraeus.

SPAIN.

Faber, Heinrich (or Enrique)....	Las Palmas.
Freunthal, L.....	Barcelona.
*Ohlson, Olof.....	Passages.
Prom & Company.....	Barcelona.

REMOVALS.

CHILE.

Polanco, Julio U.....	Valparaiso.
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GUATEMALA.

Wong, Eugenio & Company.....	Guatemala City.
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MEXICO.

Segundo, Alonso & Company.....	Mexico City.
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PANAMA.

Luria & Company.....	Panama City.
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SPAIN.

Anibara Arana y Cia.....	Vergara.
Barcelo, Hijos de Antonio.....	Malaga.
Barcelo, Luis and Juan.....	Malaga.
Ventosa, Enrique.....	Tarragona.

SWEDEN.

Industri Banken A/B. (Industri	Göteborg and
Bank).	Stockholm.
Svenska Finans Institutet A/P ..	Göteborg and
	Stockholm.
Vardeforvaltning A/B	Göteborg (Vardeforvaltning, Stockholm).

*Not to be confused with Swedish Vice Consul of the same name at San Sebastian.

Beef Cattle.

Proposals for furnishing Beef Cattle to be opened February 15, 1919—Sealed bids are invited for furnishing The Panama Canal with 50,000 to 70,000 head of cattle during the year beginning with May, 1919, or for 2,000 head or more during any part of the above period. Proposals will be received until 3 p. m., February 15, 1919. Form of proposal, conditions of contract, and full information may be secured upon application to the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone.

Appointment.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., January 21, 1919.

MEMORANDUM No. 761-20.

To all concerned—Effective at noon, January 21, Mr. D. M. Deshauteurs is appointed Acting Manager, Gamboa Commissary, vice Mr. O. G. Hansler, who will report to Empire Commissary January 24 as Manager, relieving Mr. Fred J. Metzger, Jr., transferred to other duties.

J. J. JACKSON,
General Manager.

Joint Commission.

Award.

In the matter of the claim of Guillermo Patterson for property located near Panama known as Mata Redonda, award No. 188, docket No. 2,565, January 16, 1919.—With reference to the above-entitled claim, and the claims of Domingo Diaz, et al., Adolfo Aleman, et al., and Ernesto Arosemena, et al., in conflict therewith, there was filed with the Joint Commission on January 10, 1919, a stipulation signed by Frank Feuille, Counsel for the Government of the United States; Harmodio Arias, attorney for Domingo Diaz, et al., and for Adolfo Aleman, et al., and Stevens Ganson, attorney for Guillermo Patterson and for Ernesto Arosemena, et al., showing to the Commission that counsel for the Government and counsel representing the claimant in each case have agreed on the following matters, to wit:

1. That the value of the improvements exclusive of pastures on the 1,101 hectares of land is the sum of \$6,000.

2. That of this amount three thousand dollars (\$3,000) or one-half thereof pertains to the area in dispute between the above-named Domingo Diaz, et al., Adolfo Aleman, et al., Ernesto Arosemena, et al., and Guillermo Patterson, and should be deposited in the District Court of the Canal Zone, Balboa Division.

3. That the remaining three thousand dollars (\$3,000) by award of the Joint Commission may be paid direct to Guillermo Patterson as owner of the land upon which said improvements are situated.

In view of the stipulation an award is hereby made against the United States in the total sum of six thousand dollars, U. S. currency (\$6,000), for all rights, title, and interest which Guillermo Patterson, Domingo Diaz, et al., Adolfo Aleman, et al., and Ernesto Arosemena, et al., may possess or may have possessed in and to the improvements, exclusive of pastures, on the 1,101 hectares of land described in the claim of Guillermo Patterson, docket No. 2,565, including any and all damages sustained by claimants on account of

expropriation of these improvements by the United States of America.

One-half of this \$6,000, or three thousand dollars, U. S. currency (\$3,000), is hereby ordered paid to the District Court of the Canal Zone, Balboa Division, until such time as that court shall have determined the conflict existing as to the ownership of the land.

The remaining three thousand dollars, U. S. currency (\$3,000), is hereby ordered paid to Guillermo Patterson as owner of the lands upon which the improvements are situated.

Total.....\$6,000

This award shall be paid on or before the 16th day of February, 1919, and if payment or tender of payment is not made on or before that date said award shall thereafter bear interest at the rate of six per centum per annum until paid.

The above stipulation and award are in no way to be considered as effecting the value of the lands which form the basis of this claim nor of the pastures thereon.

Done at the National Palace, Republic of Panama, this 16th day of January, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, RICARDO J. ALFARO, BURT NEW, Commissioners.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the week ending at midnight of Saturday, January 18, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gamboa	Gatun	
Sun., Jan. 12.....	129.85	94.52	86.90	86.81	53.58
Mon., Jan. 13.....	128.10	93.02	86.98	86.88	53.50
Tues., Jan. 14.....	127.80	92.58	86.99	86.90	53.38
Wed., Jan. 15.....	127.15	92.02	87.00	86.90	53.33
Thurs., Jan. 16.....	127.00	91.85	87.00	86.89	53.30
Fri., Jan. 17.....	126.80	91.68	87.00	86.88	53.27
Sat., Jan. 18.....	126.80	91.60	87.00	86.87	53.20
Height of low water to nearest foot.	125.0	91.0			

Additions to Commissary Stock.

Batting, cotton, 5-lb. roll.....	\$1.75
Cloth, cheese, yd.....	.07
Coats, boys' rain, with hat, ea.....	4.70
Hose, men's, mercerized, black or white, pr.....	.34
Lace, net, silk, dress, 40", yd.....	.64
Muslin, white twill, jean, yd.....	.39
Petticoats, white, ea.....	1.30
Suiting:	
Alpaca, yd.....	1.35
Alpaca, blue, yd.....	1.65
Serge, blue, yd.....	4.10
Drill, bleached cotton, 26 3/4", yd.....	.66
Duck, shrunk, linen, 24", yd.....	.39
Union, brown, 30", yd.....	.35
Union, shrunk, 27/28", yd.....	.83
Linen, shrunk, 27/28", yd.....	1.00
Towels, union, huck, 20" x 37", ea.....	.42
Water, Florida, Colgate's, bot.....	.28
Dress goods:	
Voile, fancy, colored, 40", yd.....	.52
Voile, 36", yd.....	.41
Handkerchiefs, h. s., linen cambric, ea.....	.17
Needles, embroidery, Barbants, 10s. pkg.....	.05
Perfumes:	
Lotion, Iris, Violet, bot.....	.44
Lotion, Violet Aime, bot.....	.48
Extract, Styba, Nacional, bot.....	.26
Extract, Lily of the Valley, Nacional, bot.....	.48
Extract, Larkis, Nacional, bot.....	.26
Extract, Iris Violet, Nacional, bot.....	.39
Flowers:	
Flowers of May, Nacional, box.....	.35
Quelques Roses, Nacional, box.....	.31
Sheets, 54" x 90", ea.....	1.15
Soap:	
Family, Nacional, cake.....	.03
Soap, Castile, Nacional, cake.....	.12
Soap, hotel, Nacional, cake.....	.03
Suiting:	
Cloth, Palm Beach, 30", yd.....	1.65
Duck, bleached cotton, 27", yd.....	.47
Tweed, cotton, yd.....	.53
Towels, glass, linen, ea.....	.52
Water:	
Kananga, Nacional, bot.....	.11
Colonial, 600, Nacional, bot.....	.33

COMMISSARY NOTES.

Brassieres.

Fancy brassieres, which were ordered especially for the Christmas trade, only recently arrived, are now on sale at Ancon, Balboa, Cristobal, Pedro Miguel, and Gatun commissaries.

Lobster.

The commissary purchasing agent advises that it has been impossible to secure canned lobster of the quality desired and that since it seems to be scarce at present, he will wait awhile before trying again to secure an amount sufficient for our requirements.

Clocks.

Authoritative information from the United States is to the effect that for some time to come there is liable to be a shortage of alarm clocks. Sales have been heavy and are continuing so with the consequence that jobbers are finding it difficult to supply the demand. Manufacturers continue to be far behind with their orders and there are few clocks available for immediate use.

Minton.

From bills just received from the manufacturers of Minton china, covering a small shipment of this ware which was en route to the Isthmus before notice of the latest price advance reached the Commissary Division, it is clear that the increase in price, notice of which was published in these columns recently, was to apply only to the surcharge and not to the base price. The advices originally received did not make this plain, and all shipments of this porcelain were suspended. Resumption of shipments has been arranged for. The line in question has been stocked by this division for a long time and few complaints have been received.

Salad Dressing.

Recent advices from the commissary purchasing agent are to the effect that it was necessary to cancel our requisition for a certain salad dressing due to the fact that the brand ordered is prepared with olive oil and since an embargo has been placed on olive oil, this item can not be manufactured.

Doulton Ware.

A shipment of Royal Doulton ware has recently been received and will be distributed to the line stores for sale this week. This assortment includes rose bowls, jugs, mugs, individual sugar bowls, beakers, and a few vases in the hunting and coaching designs; and tea and coffee pots and various sizes of plates in the blue Watteau pattern.

Cloth.

A trade journal states that the War Industries Board has left the woolen restriction schedule to be decided by the various branches of the tailoring industry. It is the opinion of the president of the National Association of Merchant Tailors of America that double-breasted coat suits and Norfolk coat suits, which have been taboo while the war was on, will now come rapidly into popularity again.

Tripe.

The commissaries report that comparatively few customers are availing themselves of the low price at which tripe may be purchased. Only 3 cents per pound is charged for plain tripe and 6 cents per pound for honeycomb. Retail stores in the States charge from two to three times as much for this product, which is easily digested and of agreeable flavor. The honeycomb variety is considered the best but this is largely a matter of individual opinion.

Fancy Baked Goods.

Indications are that sales of fancy baked goods, the making of which was recently resumed, will soon exceed all previous records. Retail commissaries are already increasing their orders to keep pace with the demand and it is believed that this is more than a temporary reaction from the time when delicacies of this nature could not be supplied. The present personnel of the commissary bakery includes men who have specialized in this work and, now that they have practically all the necessary materials for turning out the highest grade products, patrons may expect cakes, rolls, raisin loaf, etc., of superior quality.

Shoes.

A survey of the after-the-war situation among prominent shoe manufacturers develops the belief that there will be no immediate recession in prices, mainly because of the shortage of material and labor, partly also because it is anticipated that there will be world-wide needs which will keep the prices of manufactured products high. At the same time factory directors are figuring their costs closely on the basis of materials as conditions alter weekly and are planning to keep in line with whatever changes may occur.

Foodstuffs.

In a recent address before a conference of Federal Food Administrators, held in Washington, United States Food Commissioner Hoover outlined clearly the requirements and anticipated production of the world under the coming peace in various groups of the most important commodities. It is anticipated that, with economy in consumption, there will be sufficient supplies of wheat, rye, beans, peas, rice and dairy feeds (exclusive of high protein feeds, of which there will be a shortage of about 3,000,000 tons). On pork products, dairy products, and vegetable oils, it is believed that there will be a shortage of about 3,000,000,000 pounds. There will be a sufficient supply of beef to load all refrigerating ships to capacity. As regards sugar, there will be sufficient to supply the normal consumption of the United States if other nations retain their present short rations. If they increase their rations, there will be a shortage. Despite the present shortage in coffee, with consequent high prices, it is believed that the coming year will see a surplus, inasmuch as there are large stocks on hand in the producing countries. It will be seen from the foregoing, therefore, that there is still great need of economy in the use of certain foodstuffs and it is believed that commissary patrons will be glad to cooperate to the utmost, and thus give every aid possible to the efforts of the Federal Food Administration in handling their part of the world's reconstruction program.

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, January 18, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	Pro m	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Balboa.....	9	15.55	12	6.15	12	13.09	12	15.32	American...	Colombian Maritime Company	190.0	29.0	13.4	Cristobal	Tunaco.....	General.....	.....	728	346
Yorktown (gun-boat).....	12	8.10	13	8.45	12	16.03	13	15.53	American...	United States Navy	230.0	36.0	.....	Guantanamo	Balboa.....	No cargo.....	.....	2,213	1,535
(Geo. W. Elder).....	10	14.30	13	7.52	13	14.52	13	15.53	American...	Thos. Crowley and others	250.0	38.0	17.0	Cristobal	San Francisco	General.....	.....	2,021	1,554
Imperial.....	9	15.00	13	9.45	13	17.00	13	18.00	Chilean...	South American S. S. Line	330.0	41.0	24.0	Cristobal	Valparaiso	General.....	1,370	3,621	2,397
Isomaria.....	13	12.05	14	6.35	14	16.33	14	17.42	American...	United States Shipping Board	349.0	49.0	24.0	Baltimore	Coquimbo.....	Coal and coke.....	5,083	4,248	2,946
Laura C. Hall.....	10	22.03	14	6.15	14	14.38	15	14.35	British...	Anglo-Colombian Company	81.0	25.0	9.2	Cristobal	Buenaventura	Not given.....	130	69	.....
Benj. Brewster.....	13	20.00	14	7.07	14	18.07	15	19.20	American...	Standard Oil Company	411.0	53.0	25.6	Tuxpan.....	Pisagua.....	Crude oil.....	7,250	6,174	4,193
Ordnanza.....	8	17.37	14	17.20	15	10.15	15	20.46	Peruvian...	Peruvian Steamship Line	381.0	46.0	20.0	Cristobal	Callao.....	General.....	5,018	3,215	.....
Port Lincoln.....	14	6.45	14	17.43	15	9.15	15	10.07	British...	Commonwealth and Dom. Line	426.0	54.0	29.0	New York	Auckland.....	General.....	9,000	7,500	5,425
Manxvi.....	11	16.25	15	6.10	15	13.59	15	15.25	British...	Pacific Steam Navigation Co.	216.0	35.0	12.0	Cristobal	Tunaco.....	Not given.....	1,241	759	.....
2235 (patrol).....	7	21.40	14	9.15	14	13.38	15	15.25	American...	United States Navy	590.0	68.0	28.6	Cristobal	Balboa.....	Passengers.....	17,462	10,248	.....
Empress of Asia.....	14	6.20	15	7.03	15	15.56	15	16.55	British...	Canadian-Pacific Ocean Services	300.0	46.0	20.0	Liverpool	Vancouver.....	Coal.....	3,013	2,985	1,993
Point Bonita.....	15	23.20	16	7.37	16	13.10	17	7.30	American...	United States Shipping Board	419.0	57.0	26.0	Norfolk	Pearl Harbor	Crude oil.....	8,768	7,560	5,696
S. V. Harkness.....	17	3.00	17	6.40	17	13.17	17	16.22	American...	Standard Oil Company	371.0	51.0	24.6	Palo Blanco	Pisagua.....	General.....	3,454	5,694	3,975
Santa Luisa.....	18	4.17	18	12.40	18	19.26	20	8.46	American...	U. S. A-Pacific S. S. Company	.....	.....	.....	New York	Valparaiso.....	.....	.....	.....	.....

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	Pro m	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Annam.....	12	2.30	12	8.04	12	15.15	13	6.30	Danish...	East Asiatic S. S. Co.	410.0	55.2	26.3	Calcutta	New York.....	Yute and linned flour, copper, etc.	8,100	7,063	5,315
Republique.....	12	6.30	12	8.41	12	18.12	16	15.25	French...	French Government	259.2	44.9	22.0	Tacoma	United King	Barley.....	2,510	2,205	1,554
Hesloide.....	12	10.30	12	11.36	12	19.40	13	6.43	British...	Charlton S. S. Co.	363.0	50.0	22.0	San Francisco	San Francisco	General.....	5,068	4,319	3,272
Mojave.....	13	15.30	13	7.01	13	16.30	16	11.28	American...	United States Shipping Board	266.6	46.3	22.0	San Francisco	New York.....	General.....	2,800	2,653	1,689
East Port.....	13	17.30	14	6.41	14	15.42	18	10.00	American...	United States Navy	344.5	49.9	25.0	Pisagua	Jacksonville	Nitrate.....	6,100	4,472	3,659
North Dakota.....	11	14.47	14	10.32	14	18.10	15	14.32	American...	United States Navy	510.0	85.0	30.0	Balboa	Guantanamo	None.....	.....	.....	.....
Ludlow.....	14	14.21	15	6.47	15	13.00	15	15.33	American...	United States Navy	326.0	38.2	23.9	High seas	High seas.....	None.....	229	3,173	2,163
Newport.....	14	7.30	16	7.02	16	13.30	17	15.15	Chilean...	South American S. S. Co.	350.0	42.1	22.0	San Francisco	Cristobal	General.....	1,150	3,039	2,537
Palena.....	15	4.00	15	7.30	15	15.15	15	15.15	Chilean...	Peruvian Steamship Line	360.0	46.0	22.0	Lata	Cristobal	General.....	3,631	4,639	2,761
Tamara.....	15	23.35	17	6.41	17	14.40	17	16.35	Japanese...	Nippon Yusen Kaisha	441.4	58.2	26.10	Kobe	New York.....	General.....	8,088	7,436	5,220
Tanishima Maru.....	15	16.10	16	9.37	16	20.10	18	6.20	French...	Graud	280.2	40.2	20.0	Anofagasta	Mobile, Ala.	Nitrate.....	3,120	2,577	2,324
Rene.....	16	1.00	16	8.18	16	16.00	16	22.28	American...	United States Shipping Board	273.4	45.4	20.0	San Pedro	San Pedro.....	General.....	2,455	2,314	2,059
Catawba.....	16	1.00	16	8.18	16	16.00	16	22.28	American...	Pacific Steam Navigation Co.	220.0	34.0	13.3	Buenaventura	Cristobal	General.....	719	1,170	620
Janetia.....	17	7.00	17	9.40	17	17.05	19	9.35	British...	United States Army	.....	.....	.....	Balboa	Colon.....	None.....	.....	.....	.....
E. J. Bricker-ridge.....	17	.....	17	8.15	17	17.00	.....	.....	American...	United States Army	.....	.....	.....	Balboa	Colon.....	None.....	.....	.....	.....

	17	1 00	17 10 32	17 18 25	17 22 25	American...	United States Shipping Board...	267.5	46.4	19.0	Antofagasta...	Norfolk...	Ballast...	2,660	1,712
Bonnafon.....	8	1 00	18 12 49	18 22 30	...	American...	Pacific M. S. Corporation.....	188.0	30.0	16.0	Portland.....	Buenos Aires.....	Lumber.....	2,837	849
Louise Bryn.....	10	18 00	18 10 46	18 20 30	...	French.....	French High Commission.....	238.0	44.9	21.6	Namaimo B.C.....	Rio de Janeiro.....	Coal.....	2,640	2,022
Ameos.....	17	19 40	18 8 16	18 16 43	18 20 27	American...	United States Shipping Board.....	409.6	54.2	26.0	Portland.....	New York.....	Flour.....	7,400	6,389
West Zeda.....	17	20 00	18 8 39	18 17 50	19 16 15	American...	United States Shipping Board.....	409.6	54.2	23.5	Tacoma.....	New York.....	Flour.....	8,800	4,835
Edenton.....	18	10 30	18 12 25	18 21 50	...	British...	John Cook & Son.....	249.6	43.5	20.0	Victoria.....	United King.....	General.....	2,500	...
War Edensaw.....	18	10 30	18 12 25	18 21 50	...	British...	John Cook & Son.....	249.6	43.5	20.0	Victoria.....	United King.....	General.....	2,500	...

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

* ARRIVALS						* DEPARTURES					
Date	Vessels	Line	From	Date	Vessels	Date	Vessels	Line	For		
Jan. 13.....	Haiti.....	French Steamship Line.....	San Nazaire and wayports.	Jan. 12....	Cataluna.....	Spanish Steamship Line.....	Puerto Colombia.				
Jan. 13.....	Orotina.....	P. Wilson.....	Port Limon.	Jan. 13....	Culebra.....	Panama Railroad Commissary.....	Cartagena.				
Jan. 13.....	Fager.....	United Fruit Company.....	New York.	Jan. 13....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.				
Jan. 13.....	Tallac.....	Alfred S. S. Corporation.....	Cape Gracias.	Jan. 15....	Haiti.....	French Steamship Line.....	Cartagena.				
Jan. 14.....	Manchioneal.....	O. & A. Irgens.....	New York.	Jan. 15....	Fager.....	United Fruit Company.....	Puerto Colombia.				
Jan. 15.....	Norvan.....	Levyland Line.....	Liverpool, via wayports.	Jan. 15....	Novian.....	O. & A. Irgens.....	Cartagena.				
Jan. 17.....	Culebra.....	Panama Railroad Commissary.....	Covanas.	Jan. 16....	Kipatrik.....	United States Government.....	New Orleans.				
Jan. 17.....	Caribbean.....	Panama Railroad Commissary.....	Ciapaia.	Jan. 16....	Orotina.....	P. Wilson.....	Port Limon.				
Jan. 17.....	Panama.....	Panama Railroad Steamship Line.....	New York, via Haiti.	Jan. 16....							
Jan. 17.....	Norman Bridge.....	Mexican Petroleum Company.....	Tampico.	Jan. 16....							
Jan. 18.....	Lake Hemlock.....	Panama Railroad Steamship Line.....	New York.	Jan. 16....							

PORT OF BALBOA.

* ARRIVALS						* DEPARTURES					
Date	Vessels	Line	From	Date	Vessels	Date	Vessels	Line	For		
Jan. 16....	Governor Forbes.....	O. A. Linding.....	Talcabano.	Jan. 16....	Governor Forbes.....	O. A. Linding.....	Liverpool via Newport New				

*Other than ships passing through the Canal.

COMMISSARY NOTES.

Cashiers—Cristobal Commissary.

The cashier's cage at Cristobal commissary has been moved from the mezzanine floor to the first floor just inside the 11th street entrance, which will make it much more convenient and accessible both for gold and silver customers.

To provide further accommodation, another cashier has been added, this being necessary to prompt service because of the constantly growing business at that store.

Safety Razor Blades.

The attention of commissary patrons has been called several times to the possibility of a shortage of safety razor blades occasioned by the heavy orders on the part of the Government for the Army and Navy. Restrictions have now been lifted and manufacturers assert that there will shortly be plenty of blades on hand to meet all future requirements.

Galvanized Ware.

According to an article in a recent issue of a States' publication, it is expected that the temporary shortage experienced last fall in all lines of galvanized ware will be alleviated this spring and that the normal supply will be ready for delivery. There is a general feeling, however, that prices which have been uniformly high, have not reached their proper level and as a consequence orders for future delivery are not so heavy as usual.

Oranges, Cauliflower, Etc.

A shipment of California oranges of extra fine quality was received ex steamship *Panama* Saturday and the price being low, sold very rapidly in the line stores.

The commissary purchasing agent writes that Brussels sprouts have gone so high in price that he thought it inadvisable to make shipment.

Cauliflower, grapes, and pears are not in shipping condition.

Four hundred and fifty boxes of apples were received by this same boat.

Coffee.

Authoritative advices from the United States state that the situation in the coffee industry referred to in these columns a few weeks ago is steadily growing worse. Supplies have decreased until now there is an alarmingly low stock and prices have ascended to heretofore unheard of levels. Besides the shortage of stock, another reason for increased prices is the increased cost of shipping. Before the war coffee could be shipped from Rio de Janeiro to New York for 35 cents per bag, this price subsequently rising to as high as \$4 a bag. The visible supply of Brazilian coffee at this time is about one-third of that of a year ago.

White Flannel Trousers.

An issue of *Men's Wear* just received states that white flannel trousers are selling at \$30 and \$35 a pair in the United States. Flannel is undeniably scarce; the commissaries have been unable to purchase any quantities of it abroad for the past 18 months and quotations from American mills were abnormally high and deliveries uncertain; however, the stores are well supplied with white serge at \$3.50 a yard, which although a little lighter than flannel will answer practically every requirement at a considerably lower cost.

Knives.

One of the classes of trade which suffered considerably through shortage of material due to war demands was the cutlery trade. Material was available only in much smaller quantities than usual and in most cases a considerable part of the finished product was requisitioned by the Government. The situation just at present is somewhat better and manufacturers are finding themselves able to make small shipments.

They maintain, however, that there have been no developments to indicate lower quotations for several months and as the trade is at present buying eagerly for future deliveries it is unlikely that lower prices will result. One large manufacturer has already contracted for delivery of his entire 1919 production, and other firms state they can not possibly fill for 5 or 6 months to come all orders now on their books.

Directory of The Panama Canal.

Executive Department.

Headquarters, Balboa Heights.

COLONEL CHESTER HARDING, U. S. A., Governor.

M. B. Stevens, Secretary.

C. A. McILVAINE, Executive Secretary.

W. P. COPELAND, Chief Clerk, Executive Office.

GUY JOHANNES, Chief, Police and Fire Division.

CREDE H. CALHOUN, Chief, Division of Civil Affairs.

A. R. LANG, Superintendent, Division of Schools.

T. S. BOOZ, General Secretary, Bureau of Clubs and Playgrounds.

FRANK FEUILLE, Special Attorney, Ancon.

WALTER F. VAN DAME, Assistant to the Special Attorney and Land Agent, Ancon.

J. W. BLACKBURN, Acting District Attorney, Ancon.

Department of Operation and Maintenance.

(Under immediate direction of the Governor as Head of the Department.)

Headquarters, Balboa Heights.

W. J. DOUGLAS, Engineer of Maintenance.

W. L. HERSH, Electrical Engineer, Electrical Division.

W. R. HOLLOWAY, Superintendent, Pacific Locks, Pedro Miguel.

E. D. STILLWELL, Superintendent, Gatun Locks, Gatun.

C. J. EMBREE, Office Engineer.

F. R. FITCH, Assistant Engineer, Section of Surveys.

H. G. CORNTHWAITE, Chief Hydrographer, Section of Meteorology and Hydrography.

R. C. HARDMAN, Acting Municipal Engineer, Division of Municipal Engineering.

JOËL M. PRATT, Superintendent, Dredging Division, Paraiso.

C. L. VANDEBURGH, Assistant Superintendent, Dredging Division, Paraiso.

F. E. HOLLERAN, Assistant Engineer, Fortifications Division, Balboa Heights.

HARTLEY ROWE, Resident Engineer, Building Division.

T. C. MORRIS, Assistant Engineer, Building Division.

SAMUEL M. HITT, Architect.

CAPT. LEONARD R. SARGENT, U. S. N., Marine Superintendent, Marine Division.

LIEUT. COM. J. G. FELS, U. S. N. R. F., Captain of the Port, Cristobal.

LIEUT. COM. CHAS. SVENSSON, U. S. N. R. F., Captain of the Port, Balboa.

Board of Local Inspectors—LIEUT. COM. J. G. FELS, U. S. N. R. F., *Chairman*;

LIEUT. COM. CHAS. SVENSSON, U. S. N. R. F., and LIEUT. M. S. DAVIS, U. S. N.

George J. Vanderslice, Recorder.

F. KARIGER, Pilot in charge, Lighthouse Subdivision, Gatun.

R. D. GATEWOOD, Naval Constructor, U. S. N., Superintendent of Mechanical Division, Balboa.

WM. J. AUTEN, Mechanical Engineer, Mechanical Division, Balboa.

WM. J. DAGLISH, General Foreman, Cristobal Shops, Cristobal.

Supply Department.

Headquarters, Balboa Heights.

R. K. MORRIS, Chief Quartermaster.

ROY R. WATSON, Superintendent.

J. J. JACKSON, General Manager, Commissary Division, Cristobal.

M. D. SMITH, General Storekeeper, Balboa.

B. C. POOLE, District Quartermaster, Ancon-Balboa, Balboa Heights.

J. M. KING, District Quartermaster, Cristobal.

STANLEY FORD, District Quartermaster, Gatun.

C. PETERS, District Quartermaster, Pedro Miguel.

Accounting Department.

Headquarters, Balboa Heights.

H. A. A. SMITH, Auditor.

ELWYN GREENE, Assistant Auditor on the Isthmus.

JOHN H. MCLEAN, Paymaster.

E. P. SINE, Collector.

Health Department.

Headquarters, Balboa Heights.

- COL. A. T. MCCORMACK, U. S. A., Chief Health Officer.
 MAJOR HENRY HANSON, U. S. A., Assistant Chief Health Officer.
 CAPT. DALFERES P. CURRY, U. S. A., Chief Sanitary Inspector.
 DR. S. B. GRUBBS, U. S. P. H. S., Chief Quarantine Officer.
 MAJ. ROBERT L. LOUGHRAN, U. S. A., Superintendent, Ancon Hospital, Ancon.
 CAPT. ROBERT L. BOWEN, U. S. A., Superintendent, Colon Hospital, Cristobal.
 DR. LOUIS WENDER, Superintendent, Corozal Hospital, Corozal.
 DR. W. B. PIERCE, Superintendent, Santo Tomas Hospital (Panama), Ancon.
 CAPT. HENRY GOLDTHWAITE, U. S. A., Health Officer of Panama, Ancon.
 CAPT. JESSE L. BYRD, U. S. A., Health Officer of Cristobal-Colon, Cristobal.

Courts.

- J. W. HANAN, District Judge, Ancon.
 E. M. GOOLSBY, Clerk, Ancon.
 WM. B. CHEATHAM, Clerk, Cristobal.
 D. W. GENAC, Acting Magistrate, Balboa.
 JOHN W. THOMPSON, Magistrate, Cristobal.

The Panama Canal in the United States.

Headquarters, Washington, D. C.

- A. L. FLINT, General Purchasing Officer and Chief of Office, Washington, D. C.
 E. D. ANDERSON, Chief Clerk, Purchasing Department, Washington, D. C.
 RAY L. SMITH, Assistant to the Chief of Office, Washington, D. C.
 B. F. HARRAH, Assistant Auditor, Washington, D. C.
 R. E. RUTHERFORD, Assistant Purchasing Agent, 24 State Street, New York, N. Y.
 A. S. PERRY, Assistant Purchasing Agent, New Orleans, La.
 W. A. E. DOYING, Inspecting Engineer, Washington, D. C.

Panama Railroad Company.

- COL. CHESTER HARDING, U. S. A., President, Balboa Heights.
 W. J. DOUGLAS, Second Vice President, Balboa Heights.
 SAMUEL W. HEALD, Superintendent, Balboa Heights.
 ROBERT BEVERLEY, Assistant to Superintendent.
 W. F. FOSTER, Master of Transportation, Balboa Heights.
 C. H. MANN, Receiving and Forwarding Agent, Cristobal.
 T. W. MCFARLANE, Superintendent, Coaling Plant, Cristobal.
 FRANK FEUILLE, Counsel, Ancon.
 WALTER F. VAN DAME, Assistant to the Counsel and Land Agent, Ancon.

Office in the United States, 24 State Street, New York City.

- E. A. DRAKE, First Vice President, New York, N. Y.
 SYLVESTER DEMING, Treasurer, New York.
 T. H. ROSSBOTTOM, Secretary and Assistant to Vice President, New York.
 V. M. NEWTON, Auditor, New York.
 A. E. PATERSON, Freight Agent, New York.
 C. C. VAN RIPER, Passenger Agent, New York.
 H. I. BAWDEN, Terminal Superintendent, New York.
 R. E. RUTHERFORD, Commissary Purchasing Agent, New York.
 A. S. PERRY, Assistant Commissary Purchasing Agent, New Orleans, La.

Joint Commission.

- HON. MANUEL WALLS Y MERINO, Umpire, Panama City and Ancon.
 FEDERICO BOYD, Member, Panama City.
 GEORGE A. CONNOLLY, Member, Ancon.
 JULIO J. FABREGA, Member, Panama City.
 BURT NEW, Member, Ancon.
 Miss G. E. Bliss, Secretary.

THE PANAMA CANAL RECORD



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Volume XII. Balboa Heights, C. Z., January 29, 1919. No. 24.

War Services Rendered by Canal Force.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 16, 1919.

All concerned—The letter, quoted below, from the Secretary of War, expressing appreciation of the services rendered by the Canal force during the war, together with reply thereto, are published for your information:

W. J. DOUGLAS, *Acting Governor*.

“WASHINGTON, D. C., December 29, 1918.

“MY DEAR COLONEL HARDING:

“I have just read with interest and appreciation your report to me of December sixth, showing the work performed and services rendered by the Panama Canal contributory to the prosecution of the war with the Central European Empires. It was wise to prepare this special report in order that the services rendered by the Canal to the nation may be a matter of permanent record, and I feel that it would be wise to give the matter to the newspapers now in order that the people of the United States may properly value both the importance of the Panama Canal and the splendid loyalty shown by the Canal force during the recent emergency.

“Please permit me to thank and congratulate you for your zeal, judgment and success. I would like to have you publish in some way to the Canal force my deep appreciation of their services and of the spirit in which they have performed them. They were holding as trustees for their country an important and key position in our national defense. More than unusual labor, and more than unusual alertness were required. These they gave with fine loyalty and devotion, and though they were too far away from the United States to have their work seen at close range, I would be glad to have them know that they are appreciated and that they too, in common with their fellow citizens at home and in France, served the nation in the great war.

“With cordial regards, believe me,

Sincerely yours,

(Sgd.) NEWTON D. BAKER, *Secretary of War*.”

“BALBOA HEIGHTS, C. Z., January 16, 1919.

“THE HONORABLE,
THE SECRETARY OF WAR,
Washington, D. C.

“MY DEAR MR. SECRETARY:

“In the absence of Governor Harding, who is now in Washington, I beg to thank you most heartily for your splendid letter of appreciation of the work done and the loyalty shown by the entire Canal force during the war.

“It is a great privilege to transmit such inspirational appreciation to those, who, while far from the scenes of action, rendered service for the great cause in which all Americans had their hearts. It will be a pleasure to give as much publicity to your kind letter as our local papers permit, and to distribute a copy to each employee.

“Again thanking you for your high appraisal of the services of the Canal employees, I have the honor to be,

Very sincerely,

(Sgd.) W. J. DOUGLAS, *Acting Governor*.”

Civil Service Examinations.

The United States Civil Service Commission announces an open competitive assembled examination for clerk for The Panama Canal service, to be held at Balboa Heights, Canal Zone, on March 2, 1919.

The usual entrance salary for this position is \$106 a month.

To attain eligibility for appointment applicants must have a general average of 70 per cent in the basis subjects and 70 per cent in one or more of the following optional subjects:

1. Typewriting. Tests prescribed in form 2226, a copy of which may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

2. Bookkeeping. Practice of booking, embracing tests in journalizing and preparation of balance sheet in mercantile transactions. Applicants must show that they have had experience with revenue or disbursing accounts of the United States Government, or experience with the accounts of large corporations or business concerns doing a large business.

3. General business training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references. Applicants must file with their applications at least one and not more than three letters of recommendation from recent employers under whom the experience claimed has been gained, written on business letterhead.

4. Timekeeping training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references.

Applicants must state in answer to question 1 which optional or optionals they desire.

Applicants must have reached their twentieth but not their forty-fifth birthday on the day of the examination.

American citizens only are admitted to this examination and to the examinations for stenographer and typewriter and for postal clerk, which are announced to be held on March 9, 1919.

Applications should be filed at once in time to arrange for the shipment of questions from the United States. Testimonials to apply on the subject of general business training and experience should state clearly the kind or nature of the clerical duties that have been performed.

Posters will be published at all post offices, clubhouses, and army posts on the Isthmus giving fuller information.

Application form No. 1312 may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

Payment of Bills at Hotel Aspinwall, Taboga Island.

Employees of The Panama Canal or the Panama Railroad who wish to spend a vacation at Hotel Aspinwall, on Taboga Island, may have their bills paid by payroll deduction. A number of employees with their families are spending their vacation at the hotel.

On the occasion of the dinner dance held on Saturday evening, January 18, the hotel was filled to capacity.

Another dance will be held on Saturday, January 25.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Jeremiah Blackman...	114146	Barbados.....	Colon.....	Panama Railroad...	January 8, 1919.
Ernest Caput.....	56669	Martinique.....	Colon.....	Mechanical Division.	January 16, 1919.
William Green.....	162723	Jamaica.....	Panama.....	Cattle Industry.....	January 15, 1919.
William Ross.....	116404	Grenada.....	New Providence.	Schools Division...	October 25, 1918.
William C. Knight...	1785	U. S. A.....	Balboa.....	Police and Fire Div..	October 13, 1918.
Belfield Cumberbatch.	95254	Barbados.....	Colon.....	Panama Railroad...	December 27, 1918.
John Hunt.....	137838	Barbados.....	Colon.....	Municipal Eng. Div.	January 2, 1919.
John Rodney.....	79896	Jamaica.....	Colon.....	Panama Railroad...	December 24, 1918.
Francois Silvagouli...	23706	France.....	Panama.....	Dredging Division...	December 21, 1918.

United War Work Campaign.

The Executive Committee of the Canal Zone United War Work Campaign, held last November, submits for publication the following statement of the results of the campaign:

January 27, 1919.

Mr. J. H. STEVENSON,
Chairman, United War Work Campaign Committee,
Balboa Heights, Canal Zone.

SIR: As requested by you the following data is furnished in connection with funds for the United War Work as of this date:

RECEIPTS.

Tag sales.....	\$3,958.75
Season tickets.....	6,724.00
Entertainments, receipts in addition to season tickets:	
Pavlowa performances.....	2,222.58
Baseball games, dances, and other entertainments.....	1,862.04
Balboa carnival.....	5,186.67
Cristobal carnivals.....	7,069.01
Proportion of profits by clubhouses during campaign.....	1,699.19
Contributions:	
City of Panama.....	5,000.00
City of Colon.....	1,044.97
Employees, cash donations.....	1,443.49
Employees, pay roll deductions.....	2,548.93
Total.....	\$38,759.63

EXPENDITURES.

Expenses Pavlowa troupe.....	\$2,190.00
Miscellaneous carnival bills.....	5,068.71
Printing.....	1,062.18
Electrical bills.....	763.36
Making signs, stands, platforms; hauling and miscellaneous.....	715.78
Miscellaneous expenses.....	156.62
Total.....	\$9,956.65
Remitted to General Treasurer, New York.....	\$28,749.25
Cash on hand.....	53.73
	\$38,759.63

Pay roll deductions for the month of December were as follows:

Canal pay rolls.....	\$1,223.26
Panama Railroad pay rolls.....	309.05

In connection with receipts and expenditures for the Pavlowa performances it must be borne in mind that a considerable percentage of the season ticket sales were directly due to the Pavlowa performances, as a special coupon of the season ticket coupons was good for one of these performances. Twelve or fourteen hundred people attended each of the four performances on the Balboa dock, so that the Pavlowa troupe was of great assistance to the campaign in raising funds, although it is impossible to show in money how much these performances actually made for the fund.

It should also be borne in mind that the heavy expenses were due to the purchase of supplies and materials for the Balboa and Cristobal carnivals. There were no payments whatever to the performers for the carnival entertainments, all services being donated.

Respectfully,

J. H. McLEAN,
Treasurer United War Work Campaign.

The Executive Committee, appreciating the energy, talent, and zeal which were so freely given by the numerous participants in the active conduct of the campaign, and finding it impossible to thank them all individually, has requested that the thanks of the committee be conveyed through THE PANAMA CANAL RECORD to the people of the Canal Zone and of the cities of Panama and Colon for their hearty support.

Official Circulars.

Prohibition of Liquor, Opium, Prostitution, Etc.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 24, 1919.

All concerned—The Order of the Commanding General of the United States troops stationed on the Canal Zone quoted below is published for the information of all concerned.

W. J. DOUGLAS,
Acting Governor.

ORDER AND DECREE No. 3.

HEADQUARTERS, COMMANDING OFFICER,
UNITED STATES TROOPS STATIONED IN
THE CANAL ZONE,

ANCON, C. Z., January 13, 1919.

By virtue of and under the authority conferred upon me as Commanding Officer of the United States Troops stationed in the Canal Zone by Section 12 of the Act of Congress approved August 24, 1912, entitled "An Act to Provide for the opening, maintenance, protection and operation of The Panama Canal, and the sanitation and government of the Canal Zone," and the order of the President dated April 9, 1917, and published in paragraph 1, General Orders, No. 44, War Department, 1917, it is hereby ordered:

1. That it shall be unlawful for any person, firm, company or corporation, its officers, employees or agents, to import or introduce into, transport through or into, sell, manufacture, dispose of, give away, or have in its or his possession or under its or his control within the Canal Zone, except for sacramental, scientific, pharmaceutical or medicinal purposes, any alcoholic, fermented, distilled, vinous, malt, or spirituous beverages, liquors or spirits of whatsoever kind or nature, or any intoxicating beverages, liquors, or spirits by whatsoever name they are called, provided that this section shall not apply to the shipment of intoxicating liquor in the usual course of business, received at either of the terminal ports of the Panama Canal and consigned to points without the Canal Zone.

2. That it shall be unlawful for any person, firm, company, or corporation, its officers, employees or agents, to import or introduce into, transport through or into, sell, manufacture, dispose of, give away, or have in its or his possession or under its or his control within the Canal Zone, except for scientific, pharmaceutical or medicinal purposes, any opium or cocaine, or any salt, derivative, or preparation of opium or cocaine, or any other habit-forming drug.

3. The term "opium" shall cover all forms of opium known to the trade and the medical profession, such as gum opium, powdered opium, denarcotized opium, granular opium, smoking opium, cooked opium, etc. The term "smoking opium" and "opium prepared for smoking" have one and the same meaning.

4. The term "derivative" shall include the following alkaloids, their salts or combinations, obtained either directly or indirectly and such other derivatives obtained from opium or cocaine as it may be found necessary to include in the future: morphine, codeine, dionin, diacetyl morphine, heroin, peroin, their chlorides, sulphates, etc., and all mixtures, compounds or preparations containing any of the foregoing.

5. The term "preparation" shall mean any product, mixture, or compound containing or representing opium or cocaine.

6. The term "pharmaceutical or medicinal purposes" shall mean the use of the articles, preparations and solutions for the treatment, mitigation or prevention of disease of man or other animal by proper authority.

7. Any article, preparation, or solution mentioned herein which may be found within the territorial limits of the Canal Zone shall be forthwith seized and confiscated summarily without judicial proceedings.

8. That it shall be unlawful for any person who heretofore has been, who now is, or who may hereafter be practicing prostitution or pandering, or who heretofore has been, who now is or who may hereafter be registered or licensed as a prostitute, to be or remain upon, to enter upon or pass through the territory or waters of the Canal Zone.

9. Any person violating any of the provisions of sections 1 and 8 of this order shall be punished by a fine not to exceed Five Hundred Dollars (\$500) or by imprisonment not exceeding a year, or both, in the discretion of the Court, for each and every violation thereof.

10. Any person violating any of the provisions of Section 2 of this order shall be punished by a fine not to exceed Five Thousand Dollars (\$5,000) nor less than Fifty Dollars (\$50), or by imprisonment not exceeding two years, or both, in the discretion of the Court, for each and every violation thereof.

11. Any chauffeur found guilty under any of the provisions of this order shall immediately forfeit his license and the same shall be revoked and canceled at once, and no new license shall be issued to him for a period of one year.

The license for any automobile or other vehicle requiring license under the laws of the Canal Zone, used as a means of conveyance in bringing intoxicating liquor or other prohibited articles mentioned in this order into the Canal Zone in violation of any of the provisions of this order, shall be immediately forfeited, canceled, and revoked, and the person, firm, or corporation in whose name such license was held shall immediately forfeit all automobile or other vehicular licenses whatsoever held by him or it in the Canal Zone on any and all automobiles or other vehicles whatsoever, and no license shall be issued to such person, firm, or corporation for a period of one year on any automobile or other vehicle whatsoever requiring license.

A description of each and every automobile or other vehicle used as a means of bringing intoxicating liquors or other articles mentioned in this order into the Canal Zone in violation of any of the provisions hereof, together with the make of the car or vehicle and the number of its engine, motor, etc., shall be taken and the same shall be entered upon the records, and such automobile or other vehicle shall not again be subject to registration or license in the Canal Zone for a period of one year thereafter, regardless of ownership or possession.

12. All orders and decrees and modifications and changes thereof previously published and promulgated and in conflict herewith are hereby superseded by this order and decree.

13. This order shall be in force and take effect on and after the 14th day of January, 1919.

R. M. BLATCHFORD,
*Brigadier General,
Commanding Officer, United States Troops
Stationed in the Canal Zone.*

Acting Chief Health Officer. Acting Superintendent, Ancon Hospital.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 24, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, Major R. L. Loughran, is appointed Acting Chief Health Officer, vice Lieutenant Colonel A. T. McCormack, resigned.

Dr. R. C. Connor is appointed Acting Superintendent of Ancon Hospital, in addition to his other duties, vice Major R. L. Loughran transferred to other duties.

W. J. DOUGLAS,
Acting Governor.

Meeting of Local Inspectors.

The Board of Local Inspectors will meet in room 237, Balboa Heights Administration Building, February 5, 1919, at 9 o'clock a. m.

Acting Chief Quartermaster.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 16, 1919.

All concerned—Effective Monday, January 20, and continuing during the absence of Mr. R. K. Morris on official business, Mr. Roy R. Watson will be in charge of the Supply Department as Acting Chief Quartermaster.

W. J. DOUGLAS,
Acting Governor.

Correction in Estimates as Printed.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 21, 1919.

To all concerned—Referring to printed copies of "Estimates for The Panama Canal, 1920," recently distributed, the following changes should be noted:

Corrections (Totals, bottom of page 687).

Wages. . . \$348,033.20, instead of \$358,033.20.

Total, Electrical Division, \$58,000.00 instead of \$568,000.00.

Transpositions:

Five column table beginning just above middle of page 708 and that following on page 709 (which is a part of the same statement), should follow in the blank space after the summary figures printed on page 707.

The remaining matter printed at top of page 708 will thus precede the Health Department table beginning at top of page 710.

The two lines constituting second paragraph on page 721 should follow the four-column table on that page, the latter belonging immediately after the paragraph in italics.

Please indicate these changes in your copy.

C. A. McILVAINE,
Executive Secretary.

Sale of Hoisting Engine, Two Cylinder, Double Drum, 6 x 10, with Boiler.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10 a. m., February 16, 1919, and then opened, for the purchase of one hoisting engine as described above. Engine is located at Cristobal store and may be inspected by prospective purchasers during week days between the hours of 8 a. m. and 4 p. m. Detailed information with form of bid may be had upon application to the office of the Chief Quartermaster, Balboa Heights. The Panama Canal reserves the right to reject any or all bids.

Beef Cattle.

Proposals for furnishing Beef Cattle to be opened February 15, 1919—Sealed bids are invited for furnishing The Panama Canal with 50,000 to 70,000 head of cattle during the year beginning with May, 1919, or for 2,000 head or more during any part of the above period. Proposals will be received until 3 p. m., February 15, 1919. Form of proposal, conditions of contract, and full information may be secured upon application to the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone.

Joint Commission.**Award.**

In the matter of the claim of Guillermo Patterson, for property located near Panama and known as Mata Redonda, Award No. 189, docket No. 2565, January 24, 1919—Claimant above named on the 9th day of November, 1914, filed his claim before the Joint Commission in which he asked for a judgment against the United States in the sum of \$625,000 for certain property expropriated under the terms of the treaty between the United States and the Republic of Panama.

During the trial of the claim the attention of the Commission was called to the fact that a large

portion of the lands in claim was also claimed by other claimants in other claims now pending before the Joint Commission. All of these claimants were notified of the proceedings and appeared by counsel during the trial of the case.

It is stipulated by counsel that the entire area known as "Mata Redonda," subject of the present claim, consists of 1,101 hectares. Of this area 565 hectares are the undisputed property of Guillermo Patterson, the above-named claimant. The remaining 536 hectares are the subject of a dispute between the following parties:

1. Guillermo Patterson, the claimant above named.

2. The Aleman family consisting of Josefina Vallarino de Aleman, Jose Maria Aleman and Adolfo Aleman V., heirs of Adolfo Aleman, who are claimants in claim docket No. 3257 covering the property known as "La Gloria."

3. The Arosemena family consisting of Ernesto Arosemena, Carlos C. Arosemena, Florencio Arosemena, Dolores H. Arosemena, Hereilia D. Arosemena, Delia Arosemena de Uribe, who are claimants in claim docket No. 2757 covering the property known as "San Jose."

4. Domingo Diaz A., in his own name and as attorney in fact for Mrs. Elicia A. vda. de Diaz, and Isabel Diaz de Jimenez, heirs of Domingo Diaz, claimant in claim docket No. 3260, covering the property known as "Lo de Caceres."

After the termination of the trial of the case, and while the matter was still under submission before the Joint Commission, our attention was called to a stipulation signed by counsel for the interested parties, agreeing to the making of an award in the total sum of \$6,000 for the improvements on the lands above referred to, exclusive of pastures, and in accordance with this stipulation an award in the sum of \$6,000 was made by the Commission on the 16th day of January, 1919.

The Commission, after carefully considering the evidence submitted both by the claimant and by the Government, and the awards heretofore made by the Commission as at present constituted, has unanimously decided upon an award in the sum of \$37,285 United States currency. This amount is hereby directed by the Commission to be paid as follows:

To Guillermo Patterson, claimant above named, the sum of \$14,125 United States currency, for all right, title, and interest the said Guillermo Patterson may possess or may have possessed in and to the 565 hectares of the Mata Redonda estate not in dispute, described in claim docket No. 2565 including any and all damages sustained on account of the expropriation of this property by the United States of America.

The sum of \$23,160 United States currency, representing the value of the lands embraced in the disputed area, consisting of 536 hectares, including any and all damages sustained on account of the expropriation of this property by the United States of America, is hereby ordered deposited in the District Court of the Canal Zone, Balboa Division to await the decision of said court as to the ownership thereof.

If payment or tender of payment of this award is not made on or before the 24th day of February, 1919, said award shall thereafter bear interest at the rate of six per centum (6%) per annum until paid.

Done at the National Palace, Panama, this 24th day of January, 1919.

FEDERICO BOYD, R. J. ALFARO, GEORGE A. CONNOLLY, BURT NEW, Commissioners.

Additions to Commissary Stock.

Children's Nubuck, plain toe, high cut lace shoes, sizes 4 to 8, pr.	\$2.75
Children's Nubuck, plain toe, high cut lace shoes, sizes 8½ to 11, pr.	3.15
Boys' tony red calf balls, sizes 3 to 5½, pr.	5.00
Boys' tony red calf Oxfords, sizes 3 to 5½, pr.	4.30
Drills, hand, No. 5, ea.	2.80
Pipes, briar, ea.	.98
Razors, black handle, 1/2", ea.	1.15
Screwdrivers, Yankee, ratchet, No. 10, 3", ea.	.48

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight January 25, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
La Habra.....	18	13 45	19	5 20	19	13 28	19	15 03	430 0	57 0	27 0	Puerto Lonos.	Antofagasta.	Crude oil	9,006	7,395	5,267
Persia Maru.....	18	7 10	19	5 25	19	14 53	19	15 05	430 0	43 0	24 0	New York.	San Francisco.	Ballast.	4,777	3,242	3,242
Australia.....	18	9 38	19	6 19	19	16 02	19	16 48	482 0	62 0	25 0	New York.	Melbourne.	General.	7,800	6,699	6,878
Jamaica.....	17	17 10	19	9 35	19	16 53	19	18 05	220 0	34 0	11 0	Cristobal.	Balboa.	General.	1,170	1,170	920
7th Co., 188, lch.	19	9 10	19	10 05	20	9 28	22	12 28	250 0	44 0	21 6	Norfolk.	Caleta Buena.	Coal.	2,019	1,638	1,949
Palma.....	15	15 20	17	03 21	19	01 01	22	7 45	350 0	42 0	24 6	Cristobal.	Balboa.	No cargo	4	4	3
Hesperos.....	20	16 17	21	6 00	21	14 27	21	15 25	389 8	54 0	24 8	Cristobal.	Valparaiso.	General.	1,301	3,639	2,532
Newport.....	19	13 30	21	6 19	21	14 45	22	7 40	326 0	39 0	18 0	Cristobal.	Antofagasta.	Coal.	7,313	5,678	4,214
Manitara.....	15	13 00	21	11 50	21	14 25	22	8 55	360 0	46 0	18 0	Cristobal.	San Francisco.	General.	4,639	2,761	2,163
Tropic.....	20	11 55	21	12 28	21	20 25	22	8 20	476 0	55 0	20 0	New York.	Callao.	General.	6,222	8,420	6,185
Indo Maru.....	21	11 55	21	16 22	22	9 02	23	10 07	400 0	49 0	23 0	Norfolk.	Wellington.	General.	5,748	5,330	3,937
Alaska Maru.....	22	1 46	23	6 45	23	13 12	23	16 29	370 0	42 0	25 5	Norfolk.	San Francisco.	Coal.	4,305	4,091	2,715
Crocket.....	23	7 00	23	7 43	23	13 23	24	7 31	210 0	41 0	16 0	Covenas.	Callao.	Coke	1,560	1,395	895
Culebra.....	23	9 07	23	9 40	23	13 32	24	7 31	288 0	47 0	16 0	Covenas.	Camito.	Steers (470)	11,200	11,731	8,488
Tyndareus.....	23	6 30	23	11 50	23	20 12	23	21 58	507 0	63 0	32 0	New York.	Manila.	General.	6,599	5,903	4,243
Lake Copely.....	23	7 10	24	6 20	23	20 00	24	17 56	407 0	32 0	25 0	San Juan.	Balboa.	Petroleum.	3,793	3,050	2,683
Madrono.....	24	7 10	24	8 27	24	16 40	24	17 56	321 0	45 0	23 0	Curacao.	Shanghai.	Coal	.....	.....	.....
Loire (dark).....	24	9 20	24	9 30	.....	.....	.....	.....	.....	.....	.....	.....	Iquique.	Coal	.....	.....	.....
Albany U. S. S.....	24	14 00	25	6 15	25	13 22	.....	.....	.....	.....	.....	.....	Balboa.	No cargo	.....	.....	.....
New Orleans.....	24	14 00	25	6 25	25	14 05	.....	.....	.....	.....	.....	.....	Balboa.	No cargo	.....	.....	.....
Minneapolis.....	23	9 47	25	8 03	25	17 25	.....	.....	.....	.....	.....	.....	Balboa.	No cargo	.....	.....	.....
Sub-chaser 279.....	22	6 35	25	7 15	25	16 15	.....	.....	294 0	44 0	.....	Cristobal.	Balboa.	No cargo	2,331	2,650	1,630
Noord Brabant.....	24	18 37	25	11 05	25	18 35	25	20 10	404 6	52 0	.....	Norfolk.	Antofagasta.	Coal	6,648	6,986	5,066
Sayo Maru.....	24	17 12	25	11 05	25	19 54	.....	.....	400 6	53 0	.....	Norfolk.	San Francisco.	Coal	6,000	5,775	4,779
Zuiderdijk.....	23	15 10	25	12 38	25	20 35	.....	.....	377 0	52 0	23 9	Newport News	Callao.	Coal	7,300	5,213	3,753
Nonmouth.....	23	15 10	25	12 38	25	20 35	.....	.....	.....	.....	.....	New York.	Honolulu.	General.	.....	.....	.....

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Montrolite.....	19	1 30	19	7 52	19	15 05	19	20 52	American.....	United States Shipping Board.....	419 0	57 6	21 0	Iquique.....	Tampico.....	Ballast.....	7,514	5,514	
Sub-chaser 282.....	19	8 00	19	9 14	19	16 18	20	6 35	American.....	United States Navy.....	300 0	45 0	18 0	Balboa.....	Cristobal.....	No cargo.....	2,500	3,150	1,820
Planchard.....	19	8 00	19	9 30	19	18 00	20	6 35	American.....	United States Shipping Board.....	313 0	46 5	19 6	New York.....	New York.....	Copper.....	2,242	2,948	2,091
Kronstad.....	17	12 45	19	13 50	19	22 45	20	12 10	Norwegian.....	B. J. Grafsaad.....	251 0	43 5	17 0	Caleta Colosa.....	Philadelphia.....	Sugar.....	2,638	2,273	1,454
Point Arena.....	17	14 00	20	6 51	20	24 57	21	6 50	American.....	United States Shipping Board.....	359 4	51 3	22 0	Honolulu.....	Philadelphia.....	.....	6,116	5,055	3,518
Eastern Cross.....	14	7 30	20	7 21	20	17 25	27	6 28	American.....	United States Shipping Board.....	425 0	53 9	26 0	Tacoma.....	Mobile.....	Nitrates.....	9,208	5,086	5,086
Eastern Shore.....	19	17 19	20	8 22	20	16 50	21	2 30	American.....	United States Navy.....	.....	.....	.....	New York.....	New York.....	Flour, salmon.....	.....	.....	.....

Gen. Baratter.	19	18	30	20	9	08	20	18	35	French	French Government.	259	6	45	5	21	0	Porthead	Nantes	Guns, copper.	2,500
Cruso.	20	7	45	20	13	18	20	22	30	23	12	15	20	40	2	21	0	Seattle.	Norfolk	Lumber	1,560
Fraternite.	2	7	45	21	6	50	21	13	20	22	8	02	25	9	43	2	0	Tacoma.	Nantes	Flour, copper	3,600
Uruguay.	20	14	00	21	7	46	21	18	10	27	6	30	374	7	46	3	19	Callao.	Cristobal	Copper, sugar	2,202
Martha E.	20	12	05	20	12	05	21	21	05	21	05	21	216	0	35	2	16	Barboa.	Cristobal	No cargo	1,037
Cauca.	20	16	00	21	13	40	21	17	25	23	16	14	216	0	35	2	16	Valparaiso.	Cristobal	Beans, coffee.	5,900
Thordis.	21	6	00	22	8	18	22	17	25	23	17	50	376	0	52	0	23	Loilo.	New York	Sugar.	5,133
Verite.	21	23	00	22	9	16	22	18	50	25	17	50	259	2	45	1	21	Tacoma.	Dunkerque.	Copper, flour.	2,200
Selandia.	21	16	00	23	6	43	23	16	40	23	18	17	370	4	53	7	23	Loilo.	New York	Sugar.	2,200
Peru Casco.	22	12	03	23	13	42	23	16	40	23	18	17	350	0	43	1	19	Valparaiso.	Cristobal	General	2,112
War Casco.	23	5	00	23	7	45	23	17	00	23	17	00	250	0	43	5	19	Vancouver.	United King	Soelter, lumber.	2,168
Lieut. Granier.	23	7	00	23	9	05	23	20	25	23	17	00	250	0	45	5	21	McGillones.	Savannah	Nitrate.	2,399
Ouland.	23	7	15	23	8	50	23	18	27	24	8	45	231	0	38	0	14	New Calidonia	Nantes	General.	1,400
Arava.	23	14	00	23	15	05	23	22	40	24	11	55	460	0	60	0	25	Wellington.	London	General.	5,595
Barboa.	23	14	13	24	6	20	24	15	08	26	6	10	190	0	29	1	12	Buenaventura.	Cristobal	Rubber, hides	624
Peru.	23	9	50	24	6	39	24	15	12	27	6	12	336	0	45	9	23	San Francisco.	Cristobal	General.	580
Culebra.	23	17	30	24	7	14	24	15	35	24	6	12	288	0	47	6	0	Darien.	Cristobal	No cargo	2,245
War Storm.	23	8	50	25	10	45	25	19	35	25	19	46	300	0	45	0	22	Vancouver.	United King	Flour, grain	4,680
San Joaquin.	22	8	50	25	10	45	25	19	35	25	19	46	425	5	57	1	17	Antofagasta.	Tampico.	Ballast	7,020
General Serrat	24	6	00	24	11	06	24	21	10	24	20	37	259	6	45	5	23	Portland.	Savannah	Flour, copper	2,319
Caddo.	24	8	00	24	10	27	24	18	32	24	20	37	415	0	55	2	28	Telara.	New York	Naptha	7,845
West Cressey	24	17	00	25	6	53	25	17	20	25	20	40	402	6	54	2	25	Seattle.	New York	Flour	5,582
Runic	25	0	25	25	8	03	25	18	45	26	5	07	503	2	63	3	30	Sydney.	Liverpool	General.	9,367

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

* ARRIVALS				* DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Jan. 20	Copenname.	United Fruit Company	New Orleans and Habana.	Jan. 20	Culebra.	Panama Railroad Commissary	Cartagena.
Jan. 20	Orotina.	P. Wilson.	Port Limon.	Jan. 20	Caribbean.	Panama Railroad Commissary	Cartagena.
Jan. 21	Parismina.	United Fruit Company	Port Limon.	Jan. 20	Copenname.	United Fruit Company	New Orleans and wayports.
Jan. 21	P. de Sarustegui.	Spanish Line.	Barcelona via Habana.	Jan. 20	Norman Bridge.	Mexican Petroleum Co.	Tampico.
Jan. 22	San Jose.	United Fruit Company	New York.	Jan. 23	Panama.	Panama Railroad Line.	New York via Haiti.
Jan. 24	Caribbean	Panama Railroad Commissary	Cartagena via Cigata.	Jan. 23	Parismina.	United States Shipping Board.	New Orleans via Bocas.
Jan. 24				Jan. 23	Barabos.	United States Shipping Board.	Norfolk.
				Jan. 23	Lake Hemlock.	Panama Railroad Line.	New York.
				Jan. 25	San Jose.	United Fruit Company.	Puerto Colombia.
				Jan. 25	P. de Sarustegui.	Spanish Steamship Line.	Puerto Colombia.

PORT OF BALBOA.

* ARRIVALS				* DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Jan. 21	Aviateur de Terlines	French Government.	Eureka.	Jan. 24	La Primera.	Standard Oil Company.	San Francisco.
Jan. 21	La Primera	Standard Oil Company.	San Francisco.	Jan. 25	Aviateur de Terlines	French Government.	Méjillones.

*Other than ships passing through the Canal.

COMMISSARY NOTES.

Graham Bread.

Graham bread is again being made at the Commissary bakery.

Community Silverware.

A new shipment of Community silverware was distributed to the line stores last week.

Ginger Ale.

Cliquot Club ginger ale shipments, which were suspended by the manufacturers because of war conditions, have been resumed and this brand is again on sale in the line stores.

Vegetables and Fruits.

A cable just received from the New York office contains the information that several items, including Brussels sprouts, cauliflower, celery, lettuce, and grapes were in poor condition and high priced, and therefore, will not be shipped on the steamer *Advance*.

Books.

There are left in the line stores a very few copies of "Wheatless and Meatless Days." Now that the necessity for conservation is not so urgent, their sales have gradually fallen off and reduction to cost has been made in order to close out. These books contain a number of good recipes and hints on household economies.

Women's Handkerchiefs.

A shipment of ladies' pure linen hemstitched handkerchiefs recently received has been distributed to the line commissaries, price 17 cents. It is doubtful whether another consignment will be received for some time owing to the scarcity of linen yarns in Belfast.

Tobacco.

Many customers, particularly among the silver trade, have inquired when Bull Durham smoking tobacco will again be available in small packages. The manufacturers have written that this brand is still being put up only in the 1 $\frac{3}{4}$ -ounce size but that the matter of changing the package is now under consideration.

Shredded Wheat.

Recent advices from the commissary purchasing agent relative to requisitions for Shredded Wheat are to the effect that at the present time contractors are unable to fill the order, having practically cut out all export business. They expect, however, to take up this branch of work more extensively within a short time and state they will then be able to fill our orders.

Tuna and Salmon.

An item in a recent issue of a publication devoted to the interests of the canning industry states that the tuna canning season for 1918 closed with the smallest pack in years. This publication is also authority for the statement that the demand for American canned salmon is running ahead of production and the main problem at present is to prevent decrease of the raw fish supply rather than to add to the popularity of the product.

Shoes.

At a recent meeting of the Council of National Service of the shoe and leather industry, the following recommendations covering styles in women's shoes, for the fall of 1919 were adopted, it being believed that they will tend toward the conservation of leather in view of the shortage, at the same time being considered broad enough to bring the industry back to normal, prosperous conditions. Color restricted to three shades of brown, two shades of gray, bronze, white, black, and patent; height restricted to 8 $\frac{1}{2}$ inches, regardless of type of heel. Numerous other minor recommendations were adopted among them being that the sale of women's button boots be discouraged as much as possible, and the use of needle-toed women's lasts also be discouraged. Styles are to be confined to pieced and boxed effects insofar as possible.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., February 5, 1919. No. 25.

Notice to Mariners—Entrance to Limon Bay.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 27, 1919.

CIRCULAR No. 643-49:

The prohibition against the use of the channel lying between the East Breakwater and Margarita Island, contained in Circular No. 643-34, dated February 10, 1917, is hereby revoked.

CHESTER HARDING,
Governor.

CANAL WORK IN DECEMBER.

The report of the Governor to the Secretary of War of Canal operations in December, 1918, is printed below:

BALBOA HEIGHTS, C. Z., January 20, 1919.

The Honorable, the Secretary of War,
Washington, D. C.

Sir: I have the honor to submit the following report of The Panama Canal for the month of December, 1918:

CANAL BUSINESS.

The number of ocean-going ships passing through the Canal for the month was 166, not including 33 U. S. Navy craft, 2 British cruisers, and 3 privately owned launches. Net tonnage of the 166 ships aggregated 535,868 tons, Panama Canal measurement. The total cargo carried amounted to 465,463 tons of 2,240 pounds. Ships of 13 different nationalities were included in the month's traffic.

Tolls collected amounted to \$537,057.08. Deposits of \$479,003.74 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal. Sales of storehouse and commissary supplies to ships aggregated \$236,651.83, including \$88,899.09 worth of fuel oil.

Of 11 northbound vessels in ballast, 9 were oil tankers, and 2 were Panama Railroad craft transiting the Canal for repairs. Included in the northbound cargoes, totalling 236,213 tons, there were 35 full cargoes of nitrates aggregating 174,670 tons; 6 cargoes of flour, 41,741 tons; 4 cargoes of mixed flour and other food supplies, 35,892 tons; and 45,706 tons of various other food commodities.

Business transacted at the Atlantic and Pacific terminals of the Canal, for the month of December, is presented in the following tabulation:

Item	Cristobal	Balboa	Total
Ships making transit of Canal.....	61	105	166
Net tonnage of ships through Canal.....	204,491	331,467	535,868
Cargo through Canal..... tons.....	229,250	236,213	465,463
Nationality of ships through Canal:			
United States.....	19	49	68
British.....	18	26	44
Chilean.....	4	5	9
Costa Rican.....	0	1	1
Colombian.....	1	0	1
Danish.....	3	4	7
Dutch.....	2	1	3
French.....	3	5	8
Japanese.....	3	1	4
Norwegian.....	5	7	12
Peruvian.....	2	3	6
Spanish.....	.....	1	1
Swedish.....	1	2	3
Total.....	61	105	166

Item	Cristobal	Balboa	Total
Ships through Canal without cargo, but not in ballast.....	4		4
Net tonnage of ships without cargo.....	7,146		7,146
Ships through Canal in ballast in addition to above.....	5	11	16
Net tonnage of ships in ballast.....	11,743	45,912	57,655
Total transits without cargo.....	9	11	20
Net tonnage of all ships without cargo.....	18,889	45,912	64,801
Motor ships through Canal.....	6	1	7
Net tonnage of motor ships.....	14,750	1,312	16,062
Sailing ships through Canal.....	3	1	4
Net tonnage of sailing ships.....	4,788	2,658	7,446
Tolls levied on ships entering Canal.....	\$205,261.45	\$337,212.50	\$542,473.95
Total ships entering port.....	202	185	387
Total ships clearing from port.....	202	180	382
Net tonnage of vessels entering.....	524,754	465,377	990,131
Net tonnage of vessels clearing.....	513,441	456,971	970,412
Total net tonnage.....	1,038,195	922,348	1,960,543
Vessels entering port, not passing through Canal.....	28	10	38
Net tonnage of above.....	54,730	13,725	68,455
Vessels clearing port, not passing through Canal.....	29	8	37
Net tonnage of above.....	55,981	7,979	63,960
Vessels passing through Canal, which handled passengers or cargo at port, entering.....	10	29	39
Net tonnage of above.....	12,714	45,841	58,555
Vessels passing through Canal, which handled passengers or cargo at port, clearing.....	11	29	40
Net tonnage of above.....	14,415	45,841	60,256
Local cargo arriving..... tons.	21,236	9,607	30,843
Local cargo shipped..... tons.	3,822	150	4,002
Total local cargo..... tons.	25,058	9,787	34,845
Cargo received by Receiving and Forwarding Agency of P. R. R. tons.	60,419	5,282	65,701
Cargo dispatched by Receiving and Forwarding Agency of P. R. R. tons.	54,426	3,771	58,197
Cargo rehandled by Receiving and Forwarding Agency of P. R. R. tons.	2,737	218	2,955
Total cargo handled..... tons.	117,582	9,271	126,853
Cargo stevedored, included in above..... tons.	66,177	7,839	74,016
Fuel oil received during the month..... bbls.		49,139.70	49,139.70
Fuel oil sold to commercial steamships from Canal tanks..... bbls.	5,186.94	24,972.75	30,159.69
Fuel oil issued to U. S. Navy vessels..... bbls.	209.75	4,773.78	4,983.53
Fuel oil issued to U. S. war vessels..... bbls.		439.15	439.15
Other sales, issues, and consumption.....	5,526.91	21,419.00	26,945.91
Total furnished from Canal tanks..... bbls.	10,923.60	51,604.68	62,528.88
Fuel oil on hand, January 1, 1919..... bbls.	65,266.47	149,211.97	214,478.44
Diesel oil on hand, January 1, 1919..... bbls.		1,997.27	1,997.29
Coal received during December..... tons.			
Coal supplied Panama R. R. Steamship Line..... tons.	1,570.00		1,570.00
Coal supplied Panama R. R. department..... tons.	2,165.00		2,165.00
Coal supplied individuals and companies..... tons.	747		747
Coal supplied to other steamship lines..... tons.	30,744	1,590	32,334
Coal supplied the Army and Navy..... tons.	2,089	605	2,694
Coal supplied The Panama Canal..... tons.	2,857	209	3,066
Coal on hand, January 1, 1919..... tons.	180,846	28,876	209,722
Vessels supplied with water.....	110	141	251
Water sold to ships..... galls.	4,484,732	1,780,100	6,264,832
Vessels dry docked.....	11	13	24
Passengers arriving:			
First cabin.....	1,122	729	1,851
Other than first cabin.....	3,655	4,526	7,330
Total.....	4,777	5,257	10,034
Passengers departing:			
First cabin.....	644	707	1,351
Other than first cabin.....	2,804	4,526	7,330
Total.....	3,448	5,233	8,681
Total movement of passengers.....	8,225	10,490	18,715
Services to American seamen:			
Seamen shipped.....	182	32	214
Seamen discharged.....	166	69	235
Seamen deceased.....	1		1
Seamen deserted.....	4		4
Seamen destitute.....	1,124	697	1,821
Seamen's identification certificates issued.....			
Seamen's wages received.....	\$2,449.60	\$2,603.19	\$5,052.79
Seamen's wages disbursed.....	2,324.50	1,727.99	4,052.49
Balance on hand, January 1, 1919.....	2,243.31	1,356.91	3,600.22
Commissary sales to commercial vessels:			
Ice.....	\$ 754.22	\$ 556.86	\$1,311.08
Wholesale groceries.....	6,472.68	6,055.82	14,528.50
Wholesale cold storage.....	25,397.82	24,550.78	49,948.60
Laundry.....	798.88	14.45	813.33
Miscellaneous.....	1,115.73	2,875.38	3,991.11
Total.....	\$36,539.33	\$34,053.29	\$70,592.62

Item	Cristobal	Balboa	Total
Commissary sales to Government and Panama Railroad ships:			
Ice.....	\$51.57	\$425.64	\$477.21
Whol-sale groceries.....	3,334.56	2,968.58	6,303.14
Wholesale cold storage.....	30,747.14	9,642.77	40,389.91
Laundry.....	100.70	.....	100.70
Miscellaneous.....	158.48	67.19	245.67
Total.....	\$34,592.45	\$13,124.18	\$47,516.63
Grand total of commissary sales.....	\$70,931.78	\$47,177.47	\$118,109.25

LOCKS.

Lockages of commercial vessels for the month were as follows:

	Number of lockages	Number of vessels
Gatun.....	163	169
Pedro Miguel.....	165	171
Miraflores.....	166	171

In addition to the above, 118 lockages were made of vessels of the U. S. Army and Navy and floating equipment of The Panama Canal; 34 at Gatun, 41 at Pedro Miguel, and 43 at Miraflores.

Lockages at Gatun consumed 825,340,000 cubic feet of water; the ratio of water used for hydroelectric power and that for lockage purposes being 2.39 to 1. No unusual delays or accidents occurred in lock operations. Due to the simultaneous passing of north and south bound traffic at this point, it was necessary on a majority of the days of the month to utilize both the east and west chambers. The ordinary repair and maintenance-work of the locks was performed during the month.

At Pedro Miguel 675,440,000 cubic feet of water were used for the lockages, and at Miraflores, 681,180,000 cubic feet. In addition to the ordinary work of repair and maintenance, the emergency dams and lock gates at Pedro Miguel were painted; the east dam with one coat of battleship gray paint (locally manufactured), the top sheets of the gates with one coat of "Tockolith," this covered with a coat of black paint (also manufactured on the Isthmus). Painting of the west emergency dam at Miraflores was also started.

METEOROLOGY.

Rainfall for the month was below normal at all stations in the Canal Zone and vicinity; and was the lightest of record for the month at Taboga, Balboa Heights, Pedro Miguel, Rio Grande, Camacho, Juan Mina, Alhajuela, Vigia, Frijoles, Trinidad, Bohio, Monte Lirio, Gatun, and Brazos Brook, while at Colon this was the dryest December of record since 1873. The estimated rainfall over the Gatun Lake watershed was 1.15 inches (average), or 77 per cent below the 8-year mean; that over the Chagres River basin above Alhajuela was 1.62 inches, or 83 per cent below the 17-year mean. Evaporation from the surface of Gatun Lake was the highest December evaporation of record since the creation of the lake.

Hydroelectric station—There were no interruptions to service at the hydroelectric station during the month. The net output for December was 4,416,700 KWH, and the computed water consumption was 3,593,226,000 cubic feet. There were 10 spillway gate operations in this period. Generator No. 3 was taken out of service for about 36 hours on the 3d of the month on account of trouble developing in thrust bearing. This was remedied by replacing the spring bearing with one original roller type bearing. The unit has since been available for service.

Transmission line—Under an order issued to cover the addition of a fourth unit to insulators on the transmission line, work was started on December 15, and line No. 2 between Cristobal and Gatun has been completed. There were 336 units installed on this section of the line.

Miraflores power plant—The gross output of this plant was minus 105,030 KWH; the net output, 151,730 KWH, on a consumption of fuel oil amounting to 2,605.46 barrels. This station was held in stand-by service throughout the month.

Total power output—The total net output of both generating stations was 4,294,970 KWH; and the total amount of power distributed to feeders by substations and generating plants was 3,750,905 KWH. The total loss in transmission and transformation was 544,065 KWH, representing an energy loss of 12½ per cent.

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary. Cu. yds.
Pacific entrance channel.....	129,200	9,600	138,800	108,000	30,800	.....
Inner harbor at Balboa.....	44,300	19,200	63,500	29,500	.....	34,000
Gaillard Cut:						
Paraiso P. I. impr. work.....	6,100	70,200	76,300	76,300	.....	.....
East Culebra Slide.....	1,800	5,400	7,200	7,200	.....	.....
Total from Gaillard Cut.....	7,900	75,600	83,500	83,500	.....	.....
Auxiliary works:						
Atlantic terminals.....	38,600	3,600	42,200	.....	.....	42,200
Grand total.....	220,000	180,000	328,000	221,000	30,800	76,200

Excavation in Area No. 9, Cristobal Harbor, was completed during the month with the dredging of 26,600 cubic yards of material.

The 42,200 yards of material taken from Atlantic terminals was all deposited on Telfer's Island, west of Cristobal coaling station; that from Balboa inner harbor, 63,500 yards, was dumped at sea. Part of the material dredged from the Pacific entrance channel was utilized in reinforcing the San Juan dyke, a portion was pumped behind the dyke, and 16,000 yards removed by the dredge *Corozal* was placed in the sea dump west of the channel. All material taken from Gaillard Cut was dumped in Gatun Lake, north of Gamboa.

On January 1, 1919, the following excavation remained to be done, quantities being expressed in cubic yards:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	148,900	69,400	218,300
Total, Canal prism.....	148,900	94,400	243,300
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa, Inner Harbor.....	264,560	164,350	428,910
Total Cristobal Coaling Station and Balboa Inner Harbor.....	264,560	166,423	430,983
Grand total—Ocean to ocean.....	413,460	260,823	674,283

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The Mechanical Division had 920 job orders, uncompleted, at Balboa on December 1; 813 additional orders were issued; and 844 remained unfinished at the end of the month. There were 269 blanket orders in force during this period. The Cristobal shops issued 157 individual and company job orders in December, 9 of which were for work on submarines, and 16 on other U. S. Navy craft; 45 covered repairs to ships touching at Cristobal or in transit of the Canal, exclusive of Panama Railroad vessels.

All trials of the Coast Guard Cutter *Manhattan* were completed during the month, and the vessel left Balboa shops in all respects complete and ready for sea, December 31.

Output of the foundry for the month was as follows: Iron, 151,085 pounds; steel, 24,108 pounds; brass, 16,068 pounds.

Satisfactory progress has been made during the month on the five ex-German vessels, the *Rhakotis*, *Sierra Cordoba*, *Luxor*, *Uarda*, and *Anubis*. The working force engaged on these ships has been considerably increased, and the machine work advanced beyond the boiler work, the latter being the item which will delay the vessels at the plant most. No material was received during the month from the Shipping Board authorities for these vessels. The boilers of the *Luxor* and *Uarda* were removed and both vessels fully stripped of engine parts and auxiliary needing repairs.

One of the largest jobs completed at the Balboa shops during the month was the repairs to the steamship *Heina*, damaged by grounding. Six new plates were installed, several others straightened, a number of frames were also straightened, in addition to a thorough cleaning of all main engines and auxiliaries.

Work was begun at Balboa on ten 61-foot steel underframe passenger coaches for the Panama Railroad. The completion of this work at the end of the month was estimated as 15 per cent.

The following vessels were at the Balboa shops during the month for repairs: Steamships *Advance*, *Allianca*, *Anubis*, *Azov*, *Benjamin Brewster*, *Caddo*, *Caribbean*, *Coalinga*, *Colon*, *Culebra*, *Colonel Driant*, *Fair Haven*, *Albert G. Forse*, *Gen. Goethals*, *Heina*, *Huasco*, *Jamaica*, *Ludw. Mowinkel*, *Juncan*, *Kuwa*, *La Bila*, *Luxor*, *Mazama*,

Montrolite, Ozankee, Panama, Vinault, Quoque, Rhakotis, San Joaquin, San Antonio, Sierra Cordoba, Silverado, Topila, Toul, Trontolite, Uarda, War Camachin, War Carjuse, War Masset, West Mahomet, West Mead, James S. Whitney; U. S. S. Zirkel, Alert, Major Wheeler, Marblehead, Mariner, Victorious; Schooners Chiriqui, Elizabeth Ruth; M. S. Dunkerque, Marie de Ronue, Mount Chasta, Orotina, Pauline, Santa Elena, Tacoma, Thann; M. P. Gen. Wm. H. Graham; Cable Steamer Guardian; Bark Inverchylde; U. S. Submarines C-2, C-4, C-5, L-6, O-15, R-15, R-17, R-18; U. S. Submarine Chasers 280, 281, 285, 286, SP-2232. The following vessels were in dry dock at Balboa during December: Steamships Montrolite, Anubia, Heina, and Benjamin Brewster; U. S. Submarines O-15, O-16, R-17, and R-18; Scows Nos. 102, 116, 117, and 122.

The following vessels were repaired at Cristobal shops: Steamships *Advance, Allianca, Balboa, Barabos, Bradford, Caribbean, Colon, Cristobal, Culebra, Democratic, Elizabeth, Gleaner, Guara, Havraise, Huallaga, Independence, Isabel, Kaskaskie, Lake Allen, Lake Hemlock, Lake Hurst, Lake Wilson, Major A. G. Forse, Mineola, Panama, Parismina, Poplar Branch, Quinault, San Juan, Santa Isabel, Santa Tecla, Ucayali, War Haida, War Nicola, Westpool, West Cape, West Madeket, West Wyska, and Western Belle*; Schooners *Laura C. Hall, Acapulco, and Thann*; Tugs *Balboa and Porto Bello*; Launches *Azimuth, Capron, Isthmian, and F-1*; Barges Nos. 50, 56, and 132; Dredge No. 86; Pile Driver No. 198; House Boat No. 179; U. S. S. *Alert and Chame*; U. S. Coast Torpedo Boat No. 5; U. S. *SP-1841 and SP-2232*; Submarines *C-2, C-3, C-5, O-16, R-15, R-16, and R-17*. Of these vessels the following were dry docked at Cristobal: Steamship *Culebra*; Schooner *Laura C. Hall*; Steamship *Isabel*; Barges Nos. 50 and 56; Dredge No. 56; Tug *Balboa 86*; House Boat No. 179; U. S. *SP-1841 and SP-2232*, and Submarine *C-3*.

BUILDING CONSTRUCTION.

The three Ancon Hospital buildings under construction, ward groups Nos. 7 and 8, and the superintendent's house, were 80 per cent, 60 per cent, and 45 per cent completed, respectively, on December 31. The larvaeicide plant was completed during the month. Construction of the Punta Mala radio station was also finished, with the exception of procuring a water supply. The wells sunk at this site failed to produce water, and this method was therefore abandoned. A sufficient supply will be secured by constructing a dam across a small stream near by. The ice plant and cold storage buildings of the ice and cold storage plant at Mount Hope were each 98 per cent completed at the end of the month; installation of the equipment in these buildings being 80 per cent completed. The abattoir was 94 per cent completed, and the canning plant, 38 per cent completed. An arrangement has been entered into with the Central and South American Cable Company to construct 10 type-17 houses for them in the vicinity of Ancon; and work preliminary to starting actual construction of these houses was commenced during the month.

Terminal construction—Progress of the work on Pier No. 6, Cristobal, is shown in the following tabulation:

Item.	Accomplished during month.	Total in place, December 31.	Percentage of completion.
Floor system:			
Forms placed.....	square feet.. 36,975	554,749	89.0
Reinforcing placed.....	pounds.. 266,472	5,507,542	93.0
Concrete poured.....	cubic yards.. 1,987	26,307	91.0
For shed:			
Forms placed.....	square feet.. 18,681	31,756	8.0
Reinforcing placed.....	pounds.. 99,084	158,067	11.0
Concrete poured.....	cubic yards.. 317	540	9.0

MUNICIPAL DIVISION.

The construction work of this division of the northern district was mainly confined to the Army Aviation Base, Submarine Base, relocation of the Mount Hope road, and installation of water lines at the ice and cold storage plant. No work was done on either of the Mindi swamp area or renewal of the discharge line from Colon sewage pump. In the southern district, road construction and grading within Ancon Hospital grounds were continued; the resurfacing of the road from Ancon post office to the old Administration building, completed; also the municipal work at the Punta Mala radio station. In connection with the resurfacing of the Paraiso-Gamboia road, 4,666 square yards were repaired; 3,708 square yards oiled, swept, and sanded; 662 cubic yards of rock placed in the roadway; and 38 cubic yards excavated for culvert. Resurfacing of the streets in Pedro Miguel was 80 per cent completed. The concrete road at Panama Arsenal, Corozal, was completed, and work begun on filling the old

diversion and concreting the railroad track at the Arsenal. On December 1, the operation of the Gaviland Island incinerator was taken over by this division. In addition to the ordinary operation of this plant, experiments were conducted with a view to lessening the amount of smoke produced. There were 1,037 tons of garbage burned during the month.

A total of 780,104,750 gallons of water was pumped at the various stations; 174,265,750 gallons in the northern district, and 605,839,000 gallons in the southern district. Panama City consumed 79,965,000 gallons; Colon, 50,128,950 gallons; and 6,264,832 gallons were sold to ships. There were 457,693,000 gallons filtered for domestic purposes.

WORKING FORCE.

Effective December 18, 1918.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	30	47	77
Building Division.....	274	2,088	2,362
Municipal Division.....	79	1,463	1,542
Electrical Division.....	221	355	576
Lock operation.....	134	619	753
Dredging Division.....	129	948	1,077
Mechanical Division.....	661	1,730	2,391
Marine Division.....	94	308	402
Fortifications.....	47	537	584
Total.....	1,669	8,095	9,764
Supply:			
Quartermaster.....	119	1,795	1,914
Subsistence.....	23	450	473
Commissary.....	204	1,601	1,805
Cattle industry—plantations.....	30	1,699	1,729
Total.....	376	5,545	5,921
Accounting.....	226	12	238
Health.....	215	932	1,147
Executive.....	488	220	708
Panama Railroad—			
Superintendent and coaling stations.....	130	1,170	1,300
Transportation.....	143	264	407
Receiving and Forwarding Agent.....	72	1,421	1,493
Total Panama Railroad.....	345	2,855	3,200
Grand total.....	3,319	17,659	20,978

The total gold force is an increase of 107 over the 3,212 employed on November 20; the silver force is a decrease of 318 from the 17,977 shown on that date.

The occupation of Canal quarters, December 31, was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,119	2,038	2,271	7,428
Europeans.....	201	27	68	296
West Indians.....	5,664	2,067	3,635	11,366
Total.....	8,984	4,132	5,974	19,090

RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, December 31, 1918, exclusive of Fortifications, was \$13,726,693.92; the balance in Fortifications was \$3,893,213.70. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$657,165.42, and by the Paymaster on the Isthmus to \$1,275,093.17. Payments to Panama Railroad Company for commissary books amounted to \$273,157. Total Panama Canal collections on the Isthmus were \$1,986,318.01; and collections by the Disbursing Clerk, Washington, \$164.41. Deposits amounting to \$479,003.74 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal. Requisitions for the purchase of material in the United States amounted to \$302,019.69. Receipts from Canal Zone and miscellaneous funds were \$178,134.28, and disbursements from the same source, \$203,531.41. Payrolls of the force on the Isthmus totaled \$1,083,935.21 for December, representing an increase of \$54,221.81 over the preceding month.

Respectfully,

W. J. DOUGLAS,
Acting Governor.

Amendment to Travel Regulations.—Visa of United States Consul not required for travel on United States vessels between foreign ports.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 30, 1919.

The diagram of outgoing travel from the Canal Zone on page 8, of Information and Instructions Regarding Entry Into and Departure From the Canal Zone, published November 1, 1918, is amended as follows:

The visa of the American Consul on passports of aliens traveling on American vessels will no longer be required for travel to or between foreign ports. The visa will be required only for aliens traveling on United States vessels to United States ports. Permit Officers and Departure Control Officers will be governed accordingly.

CHESTER HARDING, *Governor.*

New Telephone Directory.

The old blue-covered Panama Canal telephone directory, issued July 1, 1918, has been superseded by a green-covered directory, revised to January 1, 1919.

No change in the arrangement of the book has been made. The first few pages of the directory contain the rules, regulations, and suggestions for the use of telephones, and the telephone exchanges on the Isthmus, as well as the hours of service of the various offices, retail commissaries, dispensaries, Ancon Hospital clinics, Ancon Hospital dentist, post offices, and restaurants, and the Hotel Aspinwall launch schedule. In the back of the book is the latest Panama Railroad timetable, and some blank pages for memoranda.

Attention is invited to the fact that the old "Terminal" board at Balboa exchange has been discontinued, and calls should be made by number on the general Balboa exchange.

Distribution is being made by the forces of the telephone section, and all subscribers will be furnished with a copy. Additional copies may be obtained from the Supervisor of Telephones and Telegraphs, or from the Executive Office, telephone Balboa 176.

Reduced Rates on Cable Messages.

Employees of The Panama Canal and Panama Railroad Company will be granted the usual reduced rates allowed Canal employees for personal cable messages over the lines of the "All America Cables" upon presentation of their photo-metal checks at the local offices of the Central and South American Telegraph Company.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Accounting and statistical clerk (male and female); Interstate Commerce Commission; \$1,200 to \$1,620 a year; form 1312; age, 21 years but not 50 years; March 16; April 13, and May 11, 1919.
Aid (male); \$1,000 to \$1,100 a year; No. 142-amended; form 1312; age, 20 years but not 25 years.†
Aid, Division of Reptiles (male); \$1,200 a year; form 1312; March 16, 1919.
Assistant superintendent of drug and oil plant station (male); \$1,200 to \$1,500 a year; form 1312; age, 21 years but not 45 years; March 16, 1919.
Clerk-translator (male and female); \$1,200 to \$1,800 a year; age, 18 years and over; March 6-7; April 13-14; and May 11-12, 1919; form 301.
Dairy husbandman (male); \$1,800 to \$2,500 a year; No. 37; form 2118; age, 21 years but not 50 years; February 25, 1919.*

Observer and meteorologist (male); \$1,440 to \$1,800 a year; No. 38; form 1312; age, 21 years but not 45 years; March 16, 1919.

Teacher (male and female); \$1,000 to \$1,500 a year; No. 31; form B. I. A. 2; age, 24 years but not 40 years.†

Receipt of Applications to close January 21, 1919.

- No. 242-amended. Mechanical draftsman (male and female); \$800 to \$2,500 a year.
 No. 790-amended. Subinspector of ordnance (male); \$4.48 to \$5.92 a day.
 No. 795. Assistant superintendent, artillery ammunition (male); \$2,500 to \$3,000 a year.
 No. 801-amended. Mechanical engineer (male); \$2,000 to \$3,500 a year.
 No. 810. Apprentice draftsman (male); \$480 a year.
 No. 836-amended. Expert radio aid (male); \$6 to \$8 a day.
 No. 872. Special mechanic qualified in submarine construction (male); \$5.04 a day.
 No. 890. Topographic and subsurface draftsman (male); \$4.48 to \$5.04 a day.
 No. 964. Metallurgist (male); \$3,000 a year.
 No. 1020. Superintendent of high explosive and acid plant (male); \$1,500 to \$1,800 a year.
 No. 1023. Aeronautic draftsman (male); \$4 to \$5.04 a day.
 No. 1053. Mechanical draftsman (male); \$1,320 a year.
 No. 1401. Junior land classifier (male); \$1,080 to \$1,200 a year.
 No. 1402-amended. Assistant land classifier (male); \$1,500 to \$1,800 a year.
 No. 1517. Aeronautical mechanical draftsman (male); \$1,200 to \$1,400 a year.
 No. 1617-amended. Metallurgical chemist, \$1,600 to \$2,400 a year; assistant metallurgical chemist, \$1,000 to \$1,600 a year (male and female).
 No. 1798-amended. Land classifier (male); \$1,800 to \$2,400 a year.
 No. 1938. Metallographist (male); \$1,500 to \$2,000 a year; assistant chemist (male); \$1,800 to \$2,000 a year.
 No. 2020. Mechanical draftsman, armor and steel plant (male); \$4 to \$8 a day.
 No. 2086. Metal furniture draftsman (male); \$4 to \$6 a day.
 No. 2233-amended. Production clerk (male); \$125 a month.
 No. 107-amended. Clerk qualified in business administration (male and female).
 No. 108-amended. Powder and explosives chemist, \$1,600 to \$2,400 a year; assistant powder and explosives chemist, \$1,000 to \$1,600 a year (male and female).
 No. 169. Assistant material engineer (male); \$4.48 to \$6.40 a day.
 No. 174. Apprentice draftsman (male); \$60 a month.
 No. 185-amended. Automotive engineer (male); \$2,400 to \$5,000 a year. Automotive designer (male); \$1,800 to \$3,000 a year. Automotive draftsman (male and female); \$1,400 to \$2,000 a year. Automotive tracer (male and female); \$1,000 to \$1,400 a year.
 No. 186-amended. Statistical draftsman (male and female); \$1,200 to \$1,600 a year.
 No. 259. Superintendent of equipment (male); \$2,400 to \$2,800 a year.
 No. 307-amended. Tulou expert (male); \$1,800 to \$3,000 a year.
 No. 313-amended. Inspector of construction (male); \$4 to \$7.52 a day.
 No. 316-amended. Draftsman (male and female); \$3.04 to \$7.04 a day.
 No. 346. Superintendent of nitrate and chemical plants, \$2,400 to \$6,000 a year. Assistant superintendent of nitrate and chemical plants, \$1,600 to \$2,400 a year (male).
 No. 360. Junior mechanical engineer on high-pressure apparatus (male); \$1,600 to \$2,400 a year. Mechanic experienced on high-pressure apparatus (male); \$3 to \$5 a day.
 No. 362. Chemical engineer (male); \$1,600 to \$6,000. Assistant chemical engineer (male); \$1,200 to \$1,600 a year.
 No. 363. Operative in gas manufacture (male); \$1,600 to \$2,400 a year. Assistant operative in gas manufacture (male); \$3 to \$5 a day.
 No. 378. Engineer in charge of power house (male); \$1,800 to \$2,400 a year. Foreman of machine shop (male); \$1,800 to \$2,400 a year.
 No. 379. Operator of acid and chemical apparatus (male); \$3 to \$5 a day.
 No. 409. Transit man (male); \$900 to \$1,200 a year.
 No. 463-amended. Production expert (male and female); \$4.48 to \$8.32 a day.
 No. 553. Inspector of telephone equipment, \$1,800 a year. Inspector of telegraph equipment, \$1,800 a year. Inspector of radio equipment, \$1,800 a year. Inspector of vehicles, \$1,500 a year. Inspector of field glasses, \$1,500 a year (male).
 No. 565. Assistant engineer of tests (male and female); \$3.76 to \$4.96 a day.
 Assistant horticulturist (male and female); \$1,800 to \$2,200 a year; March 18, 1919; age, 24 years but not 45 years.*
 Railway mail clerk (male and female); \$1,100 a year; about March 8, 1919; form 304; age, 18 years but not 35 years.
 Mechanical engineer (male and female); \$2,000 a year; No. 46; March 11, 1919; form 2118; age 21 years and over.*
 Elevator machinist (male); \$900 a year; No. 45; March 4, 1919; form 1800; age, 21 years and over.*
 Guard (male); Penitentiary Service; February 18, 1919; No. 28-amendment.
 In connection with announcement No. 28 of the open competitive nonassembled examination for guard in the Penitentiary Service, for which applications must be filed with the Civil Service Commission, Washington, D. C., prior to the hour of closing business on February 18, 1919, the Commission calls attention to the fact that the salary of this position is \$840 a year for the penitentiaries at Leavenworth, Kans., and Atlanta, Ga. For the penitentiary at McNeil Island, Wash., the salary is \$1,080 a year.
 The statement in announcement No. 28 that one of the United States penitentiaries is at Fort Leavenworth, Kans., is a mistake, as the penitentiary is located at Leavenworth, Kans.

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Civil Service Examinations.

The United States Civil Service Commission announces an open competitive assembled examination for clerk for The Panama Canal service, to be held at Balboa Heights, Canal Zone, on March 2, 1919.

The usual entrance salary for this position is \$106 a month.

To attain eligibility for appointment applicants must have a general average of 70 per cent in the basis subjects and 70 per cent in one or more of the following optional subjects:

1. Typewriting. Tests prescribed in form 2226, a copy of which may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

2. Bookkeeping. Practice of booking, embracing tests in journalizing and preparation of balance sheet in mercantile transactions. Applicants must show that they have had experience with revenue or disbursing accounts of the United States Government, or experience with the accounts of large corporations or business concerns doing a large business.

3. General business training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references. Applicants must file with their applications at least one and not more than three letters of recommendation from recent employers under whom the experience claimed has been gained, written on business letterhead.

4. Timekeeping training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references.

Applicants must state in answer to question 1 which optional or optionals they desire.

Applicants must have reached their twentieth but not their forty-fifth birthday on the day of the examination.

American citizens only are admitted to this examination and to the examinations for stenographer and typewriter and for postal clerk, which are announced to be held on March 9, 1919.

Applications should be filed at once in time to arrange for the shipment of questions from the United States. Testimonials to apply on the subject of general business training and experience should state clearly the kind or nature of the clerical duties that have been performed.

Posters will be published at all post offices, clubhouses, and army posts on the Isthmus giving fuller information.

Application form No. 1312 may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

Official Circulars.

Sale of Commissary Books to Silver Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 25, 1919.

CIRCULAR NO. 663-7:

After the close of the present month no sales of commissary books to silver employees who are able to secure books by payroll deduction will be authorized. This will not apply to such silver employees as are unable to secure books by payroll deduction and who are obliged to purchase them for cash, but in these cases those who are responsible for the sale of commissary books will take special care to see that no employee purchases an excessive number of books. In such cases it will be considered that an employee should not purchase books in excess of the amount of his usual monthly wage.

W. J. DOUGLAS,
Acting Governor.

Photo-Metal Checks.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 27, 1919.

CIRCULAR NO. 722-1:

Paragraph 10 of Circular No. 722, dated July 16, 1918, is hereby amended to read as follows:

10. When duplicate photo-metal checks are issued, \$1 will be deducted from any pay due the employee. If the original metal check is subsequently recovered, and the duplicate returned to the Executive Office, 50 cents will be refunded to the employee to whom issued. One dollar will be deducted by paymaster for failure to surrender

photo-metal check on termination of service, but employees will not be permitted to retain checks as souvenirs, and will be required to surrender them if they are in their possession.

CHESTER HARDING,
Governor.

Permanent Property Board.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 29, 1919.

To all concerned—A permanent Property Board is hereby appointed, consisting of the Surveying Officer, Chief, Property Bureau, Executive Department, and Chief, Property Inspection Bureau, Accounting Department.

All matters relative to the designation of supplies as either expendable material or nonexpendable property, and the proper nomenclature of same, will be referred to this board.

They shall submit periodically to the Auditor for publication any additions to or corrections of the list of nonexpendable property.

CHESTER HARDING,
Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 1, 1919.

CIRCULAR NO. 661-71:

Mr. O. E. Malsbury, having within the authorized period presented his honorable discharge from the military forces of the United States, is hereby reinstated as Assistant Engineer in charge of the Section of Surveys, effective this date, *vice* Mr. F. R. Fitch, assigned to other duties.

CHESTER HARDING,
Governor.

(Week ending at Midnight, February 1, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Anthochoos	25	15	47	26	6	10	26	14	12	British	Alfred Holt and Company	486.0	53.0	29.0	Pensacola	Yokohama	9,248	9,435	6,614
Balboa	24	15	08	26	6	10	26	14	45	26	Colombian Maritime Company	190.0	57.0	21.0	Cristobal	Buenaventura	8,553	728	346
Slave Prince	26	6	35	28	15	55	27	9	52	27	Princess Line	448.0	50.0	11.8	New York	China	9,121	9,121	6,704
Ugualy	21	18	10	27	6	10	27	14	20	27	Pacific Steam Navigation Co.	216.0	35.0	15.0	Cristobal	Tamaco	728	1,582	1,023
Ugualy	21	18	10	27	6	10	27	14	08	27	Pacific Steam Navigation Co.	395.0	40.0	19.9	Cristobal	Callao	4,278	2,244	2,244
Ruapetu	26	0	57	27	6	4	27	15	19	27	New Zealand Shipping Co.	457.3	58.2	23.0	Plymouth	New Zealand	9,000	6,770	6,770
Matatua	26	1	35	27	10	5	27	17	53	27	Slaw Sail & Albion Company	448.0	56.0	21.0	London	Wellington	8,535	6,044	6,044
Peru	23	1	32	27	13	31	27	20	53	28	Pacific Steam Navigation Co.	350.0	43.0	19.0	Cristobal	Valparaiso	1,792	4,144	2,632
A. D. Bordes	27	9	37	27	17	0	28	9	26	28	Ant. Dom. Bordes & Fils.	294.0	43.0	23.0	Newport News	Mejillones	3,068	2,379	2,172
Walton Hall	26	8	10	27	18	25	28	15	04	28	Hall Line, Ltd.	401.0	50.0	25.0	Liverpool	Hongkong	7,136	5,523	3,840
Ojato Maru	28	12	08	28	7	06	28	15	28	28	Yamashita S. S. Co.	300.0	41.0	16.6	Norfolk	San Diego	3,029	2,423	2,423
No. 2	28	9	44	28	10	10	28	18	28	28	G. Katsuda S. S. Co.	400.6	45.0	26.0	Norfolk	San Francisco	4,739	4,795	3,563
Wade Maru	27	18	25	28	12	30	28	10	30	28	Weymouth Ship Building Co.	165.0	35.0	16.4	Boston	Melbourne	800	637	544
Speedway (sch.)	28	19	22	28	6	37	29	10	45	29	International Petroleum Oil Co.	165.0	35.0	16.4	New York	Talara	500	713	352
Lady Sybil	28	19	22	28	6	37	29	10	45	29	Pacific Steam Navigation Co.	215.0	33.0	13.0	Cristobal	Buenaventura	940	1,213	692
Salvador	20	13	42	20	9	20	20	15	42	20	Pacific Mail Steamship Company	330.0	45.0	21.0	Norfolk	San Francisco	1,448	3,968	2,441
Peru	23	15	12	30	6	30	30	15	25	30	Yamashita Steamship Company	329.0	41.0	15.0	Norfolk	San Diego	3,205	2,019	2,019
Komakata Maru	30	7	02	30	9	28	30	17	24	30	Panama Railroad Commissary	288.0	47.0	25.0	Chapala	San Diego	2,245	684	684
Culebra	30	8	44	30	9	43	30	13	40	30	W. R. Grace & Company	225.0	43.0	21.0	Chapala	Guayquil	1,318	2,123	1,447
Santa Flavia	30	9	24	30	10	10	30	19	20	30	Mitsui and Company	225.0	43.0	21.0	Galveston	New York	3,450	1,859	4,440
Hoyesman Maru	30	2	10	30	12	30	30	12	30	30	French High Commission	407.0	51.0	25.0	Galveston	Melbourne	3,000	2,140	1,997
Almendra	30	8	50	30	17	43	31	10	34	31	Anglo-Colombia Company	278.0	41.0	22.0	New York	Buenaventura	3,000	2,140	1,997
Laurea C. Hall	28	21	40	31	7	22	31	14	51	31	J. M. Carrizo	81.0	25.0	9.0	Cristobal	Valparaiso	130	69	69
Irene (yacht)	29	14	17	31	11	26	31	17	37	31	United States Navy	155.0	18.0	7.6	Havana	Balboa	3	108	106
Set-Pa-trol 1841	16	7	35	1	8	10	1	15	4	1	Ellerman's Wilson Line	385.0	49.8	21.0	New Orleans	San Francisco	3,500	4,739	3,654
Basano	1	7	35	1	8	30	1	16	01	1	Hall Line Ltd.	456.5	56.4		New York	Melbourne	6,300	8,310	6,276
City of New Castle	1	6	58	1	11	10	1	19	08	1	Hall Line Ltd.	456.5	56.4		New York	Melbourne	6,300	8,310	6,276

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

25	13	30	26	6	46	26	13	42	29	9	24	British.....	Pacific Steam Navigation Co.....	215	0	33	5	15	4	Guayaquil.....	Cristobal.....	General.....	780	1	213	692
25	14	00	26	6	48	26	15	50	27	16	41	American.....	United States Shipping Board.....	427	0	54	0	24	0	San Francisco.....	Barley.....	Barley.....	6,942	6	593	4,909
16	9	00	26	7	53	26	16	50	27	11	25	American.....	United States Shipping Board.....	266	8	46	1	19	0	Portland.....	Ballast.....	Ballast.....	2,600	1	647	
25	22	00	26	8	05	26	8	05	26	22	40	Norwegian.....	Olaf Orvig.....	314	0	46	5	20	6	Iquique.....	Baltimore.....	Nitrato.....	4,300	3	028	2,168
25	14	30	28	13	36	28	13	36	28	21	31	British.....	Pacific Metal Corporation.....	81	0	25	6	9	0	Buenaventura.....	Cristobal.....	General.....	53	130	69	

Mount Hood...	24	12.25	29	7.03	29	15.27	29	17.30	American...	Globe Line.	285.5	44.8	22.3	Pisagua...	Mobile...	Nitrate...	4.043	2.984
Yseldijk...	29	1.04	29	7.50	29	16.00	29	17.12	Dutch...	Holland-American Line.	425.4	54.2	23.1	Batavia...	New York...	General...	5.728	7.371
Roslie Mahoney	29	6.04	29	8.01	29	17.15	30	2.15	American...	Fred Lindeman	201.1	41.0	20.0	Janin...	New York...	Nitrate...	1.500	1.403
War Sumas...	29	1.36	29	9.08	29	19.05	30	2.15	British...	British Government	250.0	43.0	20.0	Vancouver...	United King...	Spelter, lumber...	1.459	2.309
Aysen...	29	10.10	29	11.08	29	18.37	2	10.50	Chilean...	Chilean Steamship Line.	379.6	44.3	22.0	Valparaiso...	Cristobal...	General...	1.453	4.384
Acajutla...	29	15.06	30	6.36	30	16.30	3	6.57	British...	Pacific Steam Navigation Co.	215.7	33.5	15.3	Guayaquil...	Cristobal...	Cocoa...	716	1.231
Montomorency	29	17.22	30	12.10	31	10.35	3	6.15	French...	A. D. Bordes & Sons	321.1	43.0	24.0	Iquique...	Wilmington...	Nitrate...	4.000	3.068
Zaca...	26	21.11	30	14.28	30	22.15	31	6.20	American...	United States Shipping Board.	402.6	53.0	24.0	San Francisco...	New York...	Flour...	7.446	6.568
Culebra...	30		30	18.35	3	6.20	British...	30	American...	Panama Railroad Commissary	288.0	47.6	25.0	Camito...	Cristobal...	None...	651	1.170
Jamaica...	30	2.04	31	8.58	31	17.35	1	5.05	British...	Pacific Steam Navigation Co.	220.0	34.0	12.6	Guayaquil...	New York...	Cocoa, ivory nut...	9.814	620
Eastern Light...	19	11.01	31	10.37	31	19.00	1	5.05	American...	United States Navy.	415.0	56.0	26.6	Seattle...	France...	Flour...	1.935	2.191
Nancy...	14	14.34	1	6.34	1	16.52	2	15.42	French...	French High Commission.	259.6	45.5	20.0	Portland...	United King...	Lumber, spelter...	1.070	1.589
War Narouose...	31	18.36	1	8.05	1	16.56	1	16.56	British...	Easton & Greig Co.	249.8	43.4	19.6	Victoria...	France...	Hides, nitrate...	2.432	4.578
Harriette...	1	6.30	1	8.19	1	17.25	3	6.50	French...	Cie Havraise Por de Nav a Vap.	372.3	46.7	20.0	Valparaiso...	Cristobal...	None...	2.432	4.578
Sub Chas r 279			1	9.05	1	16.57			American...	United States Navy	110.0	15.0	5.0	Balboa...	Cristobal...	None...		
Gen. Grallan...	9	16.17	1	9.40	1	17.00			American...	United States Army					Cristobal...	None...		
Manavi...	1	11.00	1	12.29	1	19.57			British...	Pacific Steam Navigation Co.	216.0	35.0	13.6	Guayaquil...	Cristobal...	General...	652	1.241

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS

*DEPARTURES

Date	Vessels	Line	From	Date	Vessels	Line	For
Jan. 26	Colon	Panama Railroad Steamship Line.	New York and Haiti.	Jan. 27	Culebra	Panama Railroad Commissary	Cartagena.
Jan. 27	Pascagoula	United States Shipping Board.	Cartagena.	Jan. 29	Limon	United Fruit Company	Port Limon.
Jan. 27	Achilles	Panama Railroad Steamship Line.	New York via Norfolk.	Jan. 29	Banan	J. P. Pedersen and Son.	Santa Marta.
Jan. 27	Limon	United Fruit Company.	New Orleans.	Jan. 29	Achilles	Panama Railroad Steamship Line.	Norfolk.
Jan. 28	Banan	J. P. Pedersen and Son.	New York.	Jan. 30	Colon	Panama Railroad Steamship Line.	New York.
Jan. 29	Quillota	Pacific Steam Navigation Co.	Kingston, Jamaica.	Jan. 30	Alliance	Panama Railroad Steamship Line.	New York.
Jan. 30	Legazpi	Spanish Steamship Line.	Itabana.	Jan. 30	Orotina	P. Wilson.	Port Limon.
Feb. 1	Lake Willson	Panama Railroad Steamship Line.	New York and Haiti.	Feb. 1	Quillota	Pacific Steam Navigation Co.	Kingston.
Feb. 1	Eliaaleth	Panama Railroad Steamship Line.	New York and Haiti.	Feb. 1	Legazpi	Spanish Steamship Line.	Puerto Colombia.
				Feb. 1	Pascagoula	United States Shipping Board.	Cape Gracias.

*Other than ships passing through the Canal.

Revised List of Nonexpendable Property.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., January 1, 1919.

All accountable officials—As prescribed in paragraph 1, Circular 656-1, issued by the Governor of The Panama Canal and the President of the Panama Railroad, April 1, 1914, a revised list* of nonexpendable property is published herewith, to be effective as of January 1, 1919. An abstract of the more important rules for the actual handling of the several matters in connection with property accounting is also included in this booklet.

The list as published must be considered as the only authorized nomenclature for Panama Canal and Panama Railroad property, and foremen's orders and requisitions must be prepared in accordance with this list. Accountable officials will arrange to have adjustment vouchers prepared at once, eliminating from their records all items which may be carried thereon under a different name or description than that covered by the list, and should any article now appear on the property records for which a proper name or description can not be found on the new list, authority must be secured through this office to carry such items in addition to the revised list. It is further directed that no new articles be taken up on the property records under a name or description not appearing on the list, without first securing authority from this office. Particular attention is invited to the elimination of such terms as "common," "general," "ordinary," "various," "miscellaneous," "assorted," etc., as only specific terms will be used in future in describing items of property.

Notations appearing opposite items on revised list, such as "show serial number," "show make and capacity," "show weight," etc., indicate that this information must be shown on the property returns, and on all vouchers, and property returns will not be approved unless these instructions are complied with.

You will please be guided accordingly.

H. A. A. SMITH,
Auditor.

Approved:

CHESTER HARDING,
Governor The Panama Canal.
President Panama Railroad Co.

Superseding list of nonexpendable property accompanying Circular 656, April 1, 1914.

*The revised list referred to in paragraph No. 1 is now being printed and will be distributed by the Auditor as soon as practicable.

Employee's 24-Trip Tickets Lost.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., January 29, 1919.

CIRCULAR No. 1213:

Conductors and collectors—The following employee's 24-trip tickets have been reported lost: P.C. 1660, James S. Vance, physician, Health Department.

P.R.R. 285, William H. Dean, checker, Commissary.

P.R.R. 607, Thomas P. Phillips, clerk, Commissary.

Should the above tickets be presented for passage, lift, collect full fare and send report to this office. If the holder is unable to furnish proof that he is the rightful owner the matter should be placed in the hands of the police.

W. F. FOSTER,
Master of Transportation.

Joint Commission.**Certificates of Disagreement.**

In the matter of the claim of Manuel Espinosa B., for property near Panama known as La Union, Certificate of Disagreement, rule No. 406, docket No. 3337—Pursuant to the provisions of Article XV of the Treaty between the United States of

America and the Republic of Panama, ratified February 26, 1914, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 29th day of January, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, BURT NEW, JULIO J. FABREGA, Commissioners.

In the matter of the claim of Mario Galindo, for property known as El Chorrillo del Manglar, certificate of disagreement, rule No. 403, docket No. 3002—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1914, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Questions of Title, Area, and Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this fourteenth day of December, 1918.

FEDERICO BOYD, JULIO J. FABREGA, GEORGE A. CONNOLLY, BURT NEW, Commissioners.

Sale of Hoisting Engine, Two Cylinder, Double Drum, 6 x 10, with Boiler.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10 a. m., February 16, 1919, and then opened, for the purchase of one hoisting engine as described above. Engine is located at Cristobal store and may be inspected by prospective purchasers during week days between the hours of 8 a. m. and 4 p. m. Detailed information with form of bid may be had upon application to the office of the Chief Quartermaster, Balboa Heights. The Panama Canal reserves the right to reject any or all bids.

Beef Cattle.

Proposals for furnishing Beef Cattle to be opened February 15, 1919—Sealed bids are invited for furnishing The Panama Canal with 50,000 to 70,000 head of cattle during the year beginning with May, 1919, or for 2,000 head or more during any part of the above period. Proposals will be received until 3 p. m., February 15, 1919. Form of proposal, conditions of contract, and full information may be secured upon application to the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., February 1, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Aftowski, A. S.	Robbins, Sidney J.
Lloyd, William	Shonds, W. G.
Mahar, James P.	Talbot, Mrs. Henry
Meixell, Mrs. B. B.	Waters, Miss Margaret
Pierce, Lamar R.	

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., February 12, 1919. No. 26.

The Canal and the War.

The full text of the Governor's report to the Secretary of War on the part played by The Panama Canal in the war, which was referred to by the Secretary of War in his letter to the Governor published in THE PANAMA CANAL RECORD of January 29, is given below:

BALBOA HEIGHTS, C. Z., December 6, 1918.

THE HONORABLE,
THE SECRETARY OF WAR,
Washington, D. C.

SIR: I wish to submit, for purposes of record, the following special report of the work performed and services rendered by The Panama Canal contributory to the prosecution of the war with the Central European Powers.

Due to the geographical location of the enemy and other conditions, the full strategic value of the Canal was not demonstrated in this war. There was no occasion for the passage through it of large fleets of the navies of the United States or her allies. No condition arose similar to that which led to the memorable voyage of the *Oregon* during the war with Spain, which would have emphasized by contrast the value of the Canal as a military asset. Similarly, there was at no time the danger of attack upon the Canal by the enemy in force, and the only cause of anxiety was the possibility of surreptitious damage to the Canal channel and structures through the instrumentality of enemy agents. This danger was fully realized in the beginning and was possibly greatest at the outbreak of the war or during the period immediately preceding the declaration of war and following the severance of diplomatic relations with Germany. At this time the responsibility for the protection of the Canal was vested in the Governor, in accordance with Executive Order of the President dated May 17, 1916. Many precautions were taken to detect and prevent the execution of any plans laid by the enemy for effecting injury to the Canal. A list was compiled by agents of the Canal Zone police of all Germans and Austrians resident in the Canal Zone or the Republic of Panama, and their movements were closely watched. At a conference with the President of the Republic of Panama and his cabinet, a few days before the declaration of war, confidential arrangements were made for the arrest and internment of all German subjects residing in the cities of Panama or Colon or in the vicinity of the Canal Zone, if upon declaration of war request for such action was made by the Canal authorities. Passengers and members of crews of ships transiting the Canal who were of German citizenship were removed from the vessels before entering the Canal and transported under guard over the railroad to reboard the vessels after their transit of the Canal. The operating tunnels of the locks and spillways, the electrical generating stations at Gatun and Miraflores, the radio stations, dry docks and shops, bridges, piers, dynamite magazines, water reservoirs, and, in general, essential Canal properties liable to damage, were guarded by the Canal Zone police and details of the enlisted men of the Army.

At the beginning of the war in Europe four steamers of the Hamburg-American Line took refuge in Canal waters at Cristobal. They remained there with officers and crews aboard, who were German, and some of whom were members of the German Naval Reserve. As the entrance of the United States into the war became imminent, there was a reasonable probability that the presence of these ships so officered and manned would become a menace to the Canal, in that they could raise steam and attempt to ram the gates of the Gatun Locks, or failing in that effort, might sink themselves in the Canal prism and thus block the channel. On the date when relations were severed with Germany the Governor was on the ocean returning to the Canal, and the Acting Governor, Col. J. J. Morrow, Corps of Engineers, U. S. Army, removed the officers and crews from these ships and made provision for their living under surveillance ashore, and took charge of the vessels. This action was later sanctioned by the Secretary of War on the ground that, as a civil procedure, the Governor of the Canal has ample authority to regulate the movement of ships in Canal

waters and to remove from a vessel any of its personnel whose presence thereon is a source of danger to the Canal. Having been deprived of their quarters and subsistence aboard their vessels, the Canal provided them ashore at its expense, under such conditions as were deemed necessary for the safety of the Canal. If these conditions were unsatisfactory to the men, they were advised that they were free to go, but that unless the conditions were accepted the Canal would not be liable for their support. The fact that these four ships were available for our service after the declaration of war, free of damage to hull or machinery, while German ships in our harbors elsewhere and in harbors of neutral countries, suffered extensive damage at the hands of their officers and crews, is evidence of the wisdom of the energetic act of the Acting Governor. Furthermore, the actions of Germans similarly situated elsewhere furnished ample justification for the belief that if opportunity had presented itself the German officers would not have hesitated to inflict damage to the Canal at the sacrifice of their vessels. By direction of the Secretary of War these four vessels were put in operating condition at the dry-dock shops of the Canal and placed in the service of the Panama Railroad under the names respectively of the *General G. W. Goethals*, *General W. C. Gorgas*, *General O. H. Ernst*, and *General H. F. Hodges*. So far as I am informed they were the first of the German merchant ships put into the United States' service after the declaration of war.

Upon the eve of the declaration of war, the Governor being at that time in charge of the protection of the Canal, authority was requested from the Secretary of War to take the following measures of precaution:

Sequestration of all German subjects and their families who are in Canal Zone territory or who may come to Canal Zone territory, intention being to transfer them at first opportunity for detention in such camps in the United States as may be designated, as permanent detention in proximity to the Canal considered unwise. Arrange with Panama Government to turn over to us for similar disposition all German subjects and their families in Panama or who may come to Panama.

Censorship of all mail regarded as suspicious, and all cable messages.

Closing of Canal ports at night and thorough patrol of harbors and harbor entrances.

Extinguishment of harbor lights after due notice to mariners.

The detention of ships in suspicious cases for inspection of cargo before permitting transit. Notice of arrival and departure of all ships to be suppressed.

On account of danger to our own and neutral vessels suggest delay in planting mines at Canal entrances until events indicate necessity therefor. Submarine nets already installed across secondary entrance channels and in position to swing across main channels every night, and in day when desired.

These recommendations were approved, with the exception of the proposed action toward alien enemies in the Canal Zone and Panama, and this action was later authorized after the promulgation of the Executive Order of April 9, 1917, giving jurisdiction and control over the Canal Zone to the Commanding Officer, U. S. Troops, in conformity with Section 13 of The Panama Canal Act. With the issuance of this order the responsibility of the Governor for the protection of the Canal ceased, but by arrangement with the Commanding Officer, continued by his several successors, the civil forces of the Canal have assisted in such measures of precaution as their functions in time of peace made convenient and advisable. The Canal Zone police assisted in the protection of Canal structures, and in securing information leading to the detection and apprehension of individuals in the Canal Zone and in the Republic of Panama engaged in enemy activities. The censorship of cables was conducted by agents of the Division of Civil Affairs* until that work was placed under the control of the Navy. The censorship of mails was conducted by the head of the Division of Civil Affairs and his assistants, under the supervision of Mr. R. L. Maddox, Chairman, Censorship Board, Washington, D. C. The administration of the Trading with the Enemy Act and of the regulations of the War Trade Board was placed by the heads of the various bureaus in Washington in the hands of the Governor, and these functions were satisfactorily performed by the Division of Civil Affairs and by the Marine Superintendent assisted by the Captains of the Ports. The regulations of the Fuel Administrator and the Food Administrator were enforced on the Canal by the Governor, so far as the regulations were applicable. By Executive Order of the President dated July 9, 1918, the Governor was authorized to exercise, within the territory and waters of the Canal Zone, all the powers mentioned in Section 1, Title II, of the Espionage Act, having reference to the rules and regulations governing the anchorage and movement of vessels in harbors, to the same extent as conferred on the Secretary of the Treasury with regard to territorial waters of the United States;

* Executive Office.

and the Secretary of State delegated to the Governor authority within the Canal Zone to make and enforce regulations concerning the departure and arrival of all persons from and at the Canal Zone. All of these added duties, peculiar to a state of war, were diligently performed by the employees of the Canal delegated for the purpose, with patriotic zeal and without murmur or complaint about the greatly extended hours of labor or increased volume of work.

I am fortunate in being able to report that the Canal was operated and maintained during the period of the war without mishap or delay to vessels using its facilities; that no acts of injury or destruction were committed against the Canal or any of its structures; that there have been no strikes or other significant labor troubles; and it is gratifying to state that throughout the period of the war the Canal and Panama Railroad employees in general maintained a highly patriotic attitude and showed by every means within their power their willingness and desire to give the best that was in them in support of the war policies of the administration. Their contributions to Red Cross funds and to other organizations under Government auspices for welfare work for the benefit of our troops at home and abroad, and in particular the generous subscriptions to the various Liberty Bond issues, were highly commendable. Their contributions and subscriptions to these several activities were as follows:

Liberty Bond Issues—First Loan.....	\$326,900
Liberty Bond Issues—Second Loan.....	549,880
Liberty Bond Issues—Third Loan.....	909,050
Liberty Bond Issues—Fourth Loan.....	1,100,800
War Savings Stamps.....	*473,815
Red Cross War Relief Fund.....	†95,723
United War Work Campaign.....	†34,000

The following data will show the extent to which the Canal was utilized by our Government and our allies for the transportation of war supplies and the movement of naval vessels and auxiliaries, and also the extent to which the facilities of the dry dock and shops, coaling plants, and commissaries, were availed of:

Cargo records of vessels through the Canal for the period April 1, 1917, to November 1, 1918, show the following war material shipped in the quantities indicated:

	Tons.		Tons.
Borax.....	21,376	Lead.....	67,806
Cotton (crude).....	46,501	Nitrates.....	3,644,443
Explosives.....	24,429	Tungsten (ore).....	1,881
Iodine.....	1,380	Wolfram (ore).....	27,421

Statement of naval and auxiliary vessels of the United States Government and its allies transiting the Canal, April 1, 1917, to November 1, 1918, and amount of fuel furnished such vessels:

Vessels.	Fuel furnished.		
	Coal, tons	Fuel oil, barrels	Diesel oil
Northbound.			
99 U. S. naval.....	34,217	6,563	965
37 U. S. auxiliary.....	13,454	17,475	.....
4 allied naval.....	103	.....	.....
48 allied auxiliary.....	32,485	.....	.....
Government vessels stationed at Balboa.....	3,113	1,043	.....
Totals.....	83,372	25,081	965
Southbound.			
28 U. S. naval.....	2,454	.....	.....
1 U. S. auxiliary.....	200	.....	.....
46 allied auxiliary.....	29,388	.....	.....
Government vessels stationed at Cristobal.....	11,221	875	.....
Totals.....	43,263	875	.....
Grand totals.....	126,635	25,956	965

Due to the congested condition of shipping yards in the United States, considerable response was made to the suggestion that the facilities of the Canal dry dock and shops were available for repair work, with a probable saving in time and cost. The force of men organized for normal conditions was small for the increased volume of work, and recruitment of additional men from the States was difficult and at times impossible, on account of the demand for men in the shipbuilding trades. In many instances, therefore, overtime work was necessary in large amount, and the employees responded without complaint, as they realized the work they were doing was a help in the prosecution of the war.

* Includes all purchases through Canal Zone post offices.

† Not all contributors were employees.

The work of converting the former Dutch passenger steamer *Koningen der Nederlanden* into a troop transport was performed at Balboa shops, the vessel having arrived there May 16, 1918. The ship was outfitted to carry 125 troop officers and 1,700 troops, with a complement of 187, including 24 in gun crew.

The U. S. S. *Frederick* was docked on December 5, 1917, and extensive repairs were made to the docking keels, which were damaged in grounding.

The following ex-German steamships were extensively overhauled and placed in service: *General G. W. Goethals*, *General O. H. Ernst*, *General H. F. Hodges*, and *General W. C. Gorgas*.

The first of these vessels left Balboa shops in all respects ready for taking cargo in less than one month after the declaration of war. The last of these vessels left the Isthmus loaded with cargo, in all respects ready for sea, before any similar vessels were ready in the United States, all of these having been completed within 10 weeks after the declaration of war.

Extensive repairs and docking were completed on the armored cruiser squadron of the Pacific Fleet, namely U. S. S. *St. Louis*, *Pueblo*, *Pittsburgh*, *Frederick*, and *South Dakota*.

The destroyer *Hopkins* was damaged by running aground and the vessel was docked and about 25 shell plates fitted in addition to extensive repairs to floor and framing.

Contract was taken for Coast Guard Cutter No. 30 at \$180,000, and work of construction is now well advanced.

Work of greater or less extent has been performed from time to time on 55 vessels of the U. S. Navy and 50 vessels of the Shipping Board.

About September 10, 1918, there arrived from Peru two large ex-German merchant vessels, and about November 10, 1918, three more similar vessels arrived. These vessels had been badly damaged in the engine and boiler departments and required a very extensive overhauling. The total estimated cost of the work on these vessels is \$1,500,000. The work will involve the removal of all boilers and the repair or renewal of these boilers in all vessels, the new boilers to be purchased in the United States. Practically all the main engines and cylinders were severely damaged and the auxiliary machinery of these ships was damaged or destroyed. This work is proceeding very satisfactorily, and when completed will result in the addition of over 40,000 tons displacement tonnage to the fleet of the Shipping Board.

The transport *Von Steuben* arrived at the shops on December 30, 1917, with a badly damaged bow, and also serious damage to the stern. This damage was completely repaired and extensive changes and alterations effected throughout this vessel. All work was completed by the evening of January 19. It has been estimated that this job would require at least 50 working days in one of the large Navy Yards in the United States.

The steamship *Ancon* was given a thorough overhauling involving the installation of new boilers and all work was completed with practically no overtime in a period of four months at a cost of approximately \$400,000.

There have been constructed for the Army for the purpose of transporting troops and supplies within the Zone and to neighboring outlying points four 40-foot motor sailing launches and three barges 45 feet long.

There were manufactured and completed during the fiscal year ended June 30, 1918, a total of 578 anchors for the new destroyers building for the Navy, these anchors weighing 1,800 pounds each. The Canal shops were able to quote the Navy a price of 7 cents per pound less on this contract than could be obtained from private manufacturers in the States and were able to make materially better deliveries than could be obtained in the States.

There were manufactured for the Navy Department a total of about 84,000 pounds steel castings for use in connection with the boat cranes of the new battleships.

During the fiscal year ended June 30, 1918, there were overhauled and shipped from the Isthmus for the Alaskan Engineering Commission and for private firms the following railroad equipment: 70 locomotives, 500 flat cars, 30 Rodger ballast cars, and 80 dump cars.

In addition to the above there have been overhauled for the use of the Quartermaster Department of the Army the following: 30 locomotives, 150 flat cars, 2 rock barges, 2 tugs (*Miraflores* and *La Boca*), and 3 locomotive cranes.

There were constructed for the Army a searchlight barge about 110 feet long and three searchlight towers upon which to mount disappearing searchlights.

There were constructed by Canal forces submarine nets at the eastern and western entrances to Colon harbor, at the entrance to Balboa harbor, and at the mouth of the Chagres River. During the first six months of the war no nets were available from any other source for use at these entrances.

There has been manufactured and shipped to various Navy Yards on the east coast about 60,000 lineal feet of boat fenders (almendra wood) for use on all the small boats of the Navy now being built in these yards.

There has been cut from the Gatun Lake area and shipped to the Emergency Fleet Corporation or to the Navy 75,000 feet of seasoned lignum vitæ, which is used for lining the bearings of ships.

On account of the high prices of lumber from the States and difficulty of arranging transportation, the native lumber field has been developed and approximately 4,000,000 feet of lumber has been obtained from the jungles and sawn into serviceable lumber, a considerable proportion of which has been used on the jobs mentioned herein.

To prevent a drain on the food supplies in the United States, a determined effort has been made to obtain such supplies for the Canal Zone by local production and by imports from near-by markets. The local production of vegetables and fruits has been considerable; and there have been imported cattle from Colombia, flour from Chile, sugar and coffee from various countries, and quantities of hogs, sheep, chickens, fruit and vegetables from Colombia, Costa Rica, and Haiti. This has resulted in economy as well as conservation; it is estimated that in beef alone, during the period of the war, our operations have resulted in a money saving of approximately \$2,000,000.

There were slaughtered on the Zone during the period from April 1, 1917, to December 1, 1918, 36,425 head of beef, a total of 18,516,986 pounds, which not only met the local demand from employees, the Army and Navy establishments, and shipping, but enabled us to send 4,480,305 pounds to the United States for the use of the Army. Flour was imported from Chile to the extent of 3,000,000 pounds.

After the entrance of the United States into the war sales to steamships by our Commissary Division increased steadily. During the period of the war such sales to United States naval and auxiliary vessels amounted to \$680,733.62, and to similar vessels of allied nations, \$68,776.97.

In addition to the foregoing, it is proper to note that the steamers in the control of the Panama Railroad and the marine equipment of The Panama Canal have been utilized with a view to rendering the greatest possible assistance in the conduct of the war. The larger steamers were sent through to Chilean ports for nitrate cargoes, and from time to time several of them were diverted temporarily to over-seas service. Essential communication with Haiti, not served by any other steamship line, was maintained. In June, 1917, the Canal tugs *Gorgona* and *Tavernilla* were loaned to the Navy Department; and in April, 1918, the Canal tugs *Miraflores* and *La Boca* and two barges, were loaned to the Quartermaster Department of the Army. This equipment, which has not yet been returned, was needed by the Canal, but it was considered that the need of the Army and Navy was greater. In addition, the Canal has loaned three tugs and two large launches to the local Navy forces, without which assistance the local Navy Patrol would, at times, have been without means of performing its functions with efficiency. The two ex-German vessels from Peru and the three from Chile, referred to in the foregoing were towed to Balboa by the *Culebra*, a Canal ocean-going dredge; and native cattle, for our beef supply, have been brought from Colombia ports by the dredges *Culebra* and *Caribbean*, which were refitted for the purpose. In January of this year, on account of the coal crisis in the United States, the colliers *Achilles* and *Ulysses* were released to the Shipping Board for the purpose of transporting coal from Norfolk to New England. In November of this year the *Achilles* and *Ulysses*, together with the Panama Railroad steamers *Ancon*, *General G. W. Goethals*, *General W. C. Gorgas*, *General O. H. Ernst*, and *General H. F. Hodges*, were released to the War Department for over-seas service, and in place of the last five named steamers the Panama Railroad will operate small cargo-carrying vessels assigned to it by the Shipping Board, which are unsuited for service over-seas.

Respectfully,

CHESTER HARDING,
Governor.

Cashing of War Savings Stamps.

According to the records of paid War Savings Stamps, it appears that a number of purchasers of these stamps are not keeping their pledges to retain them until maturity. It is noted that the amount of stamps cashed during the past two months, December and January, combined, was \$3,000 more than the total cashed during the preceding 9 months, March to November, inclusive, which apparently

indicates that the public is under the impression that the Government no longer needs funds.

The \$5,000,000,000 Victory Loan, scheduled for April, which will be the second largest loan ever floated, is evidence of the Government's urgent need of funds to pay war expenses. The United States Government is appealing to holders of War Savings Stamps to retain them until maturity, unless it is absolutely necessary that cash be realized upon them. The fact that hostilities have ceased does not relieve any one of his or her patriotic pledge, and it is hoped that the holders of stamps will bear this in mind and will not seek at this time to turn them into cash, unless, of course, absolutely compelled to do so.

Unregistered War Savings Stamps purchased in the Canal Zone may be cashed at any money order post office in the United States or any of its possessions, so that it is not necessary that stamps purchased in the Canal Zone be cashed in the Canal Zone. Registered War Savings Stamps can be cashed only at the office at which registered, but the registration of them is a protection against loss or theft, and if the holder takes or sends the stamps to the United States, at any future date, payment thereof can be arranged by mail with no expense to the holder except postage charges to the Canal Zone.

Civil Service Examinations.

The United States Civil Service Commission announces an open competitive assembled examination for clerk for The Panama Canal service, to be held at Balboa Heights, Canal Zone, on March 2, 1919.

The usual entrance salary for this position is \$106 a month.

To attain eligibility for appointment applicants must have a general average of 70 per cent in the basis subjects and 70 per cent in one or more of the following optional subjects:

1. Typewriting. Tests prescribed in form 2226, a copy of which may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

2. Bookkeeping. Practice of booking, embracing tests in journalizing and preparation of balance sheet in mercantile transactions. Applicants must show that they have had experience with revenue or disbursing accounts of the United States Government, or experience with the accounts of large corporations or business concerns doing a large business.

3. General business training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references. Applicants must file with their applications at least one and not more than three letters of recommendation from recent employers under whom the experience claimed has been gained, written on business letterhead.

4. Timekeeping training and experience. The rating on this subject is determined upon the statements made in the application and testimonials, corroborated, if need be, by the persons named as references.

Applicants must state in answer to question 1 which optional or optionals they desire.

Applicants must have reached their twentieth but not their forty-fifth birthday on the day of the examination.

American citizens only are admitted to this examination and to the examinations for stenographer and typewriter and for postal clerk, which are announced to be held on March 9, 1919.

Applications should be filed at once in time to arrange for the shipment of questions from the United States. Testimonials to apply on the subject of general business training and experience should state clearly the kind or nature of the clerical duties that have been performed.

Posters will be published at all post offices, clubhouses, and army posts on the Isthmus giving fuller information.

Application form No. 1312 may be obtained from the Secretary of the Civil Service Board of Examiners, Balboa Heights, Canal Zone.

REFUNDS OF TOLLS.

Paid January 31, 1919.

Name of ship.	Date of transit.	Original tolls charged.	Corrected charge.	Amount refunded.	Payment made to.—
Tongosan Maru	June 2, 1915	\$5,031.60	\$4,942.50	\$89.10	Mitsui & Co.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Charles Blackwood....	159598	Jamaica.....	Panama.....	Plantation Div.....	January 30, 1919.
George Byner.....	156097	Barbados.....	Colon.....	Coaling Station.....	February 2, 1919.
Julio Barrios.....	146725	Nicaragua.....	Panama.....	Supply Department..	January 24, 1919.
Eugene Fontenelle..	129049	St. Lucia.....	Panama.....	Supply Department..	January 26, 1919.
Louis Najare.....	175206	Colombia.....	Panama.....	Supply Department..	January 25, 1919.
Richard Taylor.....	33938	Jamaica.....	Panama.....	Municipal Eng.....	January 23, 1919.
St. Hill Ubal.....	89662	Guadeloupe....	Colon.....	Panama Railroad....	January 16, 1919.
Benjamin Williams..	158955	Antigua.....	Panama.....	Commissary Dept....	January 27, 1919.
John Rodney.....	78896	Jamaica.....	Colon.....	Panama Railroad....	December 24, 1918.
Claudius Parsons....	171887	St. Vincent....	Colon.....	Municipal Eng.....	January 16, 1919.
Neavis De Leon.....	167666	Costa Rica.....	Chorrera.....	Cattle Industry.....	January 29, 1919.
James Alleyne.....	156674	Barbados.....	Colon.....	Panama Railroad....	January 31, 1919.
George de Haney.....	79974	Jamaica.....	Colon.....	Panama Railroad....	February 2, 1919.
Roy N. H. Mitchell..	11251	United States..	Cristobal.....	Marine Division....	December 9, 1918.

INSANE.

Name.	Check No.	Native of	Isthmian residence.	Employed by	Date of commitment.
Albert Sears.....	72331	Barbados.....	Pedro Miguel...	Municipal Eng.....	January 25, 1919.

Weather Conditions in January, 1919.

Rainfall for the month, while not unusually deficient, was below normal at most stations in the Canal Zone and vicinity. Monthly totals ranged from .07 inch at Taboga to 4.31 inches at Porto Bello. The greatest amount of precipitation on any one day was 1.52 inches at Monte Lirio on the 13th.

The estimated average rainfall over the Gatun Lake watershed was 1.73 inches, or 6 per cent below the 9-year mean; and the average over the Chagres River basin above Alhajuela was 1.99 inches or 37 per cent below the 18-year mean.

The air temperature was approximately normal, while the air pressure was slightly below the average. Relative humidity was below normal, and the wind movement considerably above on both coasts. The degree of cloudiness was about normal on the Pacific side and considerably above the average on the Atlantic side.

Evaporation on the Pacific side was the highest on record for this month, while it was slightly below normal over Gatun Lake and on the Atlantic side.

Elevation of Gatun lake (feet above mean sea level): Maximum, 86.90 on the 14th and 15th; minimum, 86.50 on the 31st; monthly mean 86.75.

Evaporation from Gatun lake surface, 5,690 inches.

The following table presents a summary of weather conditions for the month:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Precipitation.					Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.	Mean relative humidity.	Total inches.	Station aver- age.	Days with .01 inch or more.	Total move- ment (miles.)	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
Colon Heights.....	29.841	79.8	90	Jan. 2	70	Jan. 6	77.8	0.28	1.00	7	8,573	N.	32	N.W.	Jan. 10
Colon.....	29.860	79.6	84	Jan. 8	74	Jan. 12	80.1	1.82	3.81	20	11,359	N.	32	N.	Jan. 12
Tabasco.....	79.0	90		Jan. 24	68	Jan. 15		0.55	1.73	10	4,996	N.E.	30	N.E.	Jan. 18
Gatun.....	80.2	89		Jan. 25	71	Jan. 2		1.42	3.09	20	5,165	N.	21	N.W.	Jan. 20

*Formerly Ancoo.

S. S. Cristobal Returns to P. R. R. Service.

The steamship *Cristobal* has returned to the Panama Railroad service between New York and Cristobal, for freight service only. Under no circumstances can passengers be carried for the present, or until certain changes have been made in the vessel's construction.

Official Circulars.

Acting Storekeeper, Cristobal Stores.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 3, 1919.

All concerned—Effective at noon to-day, February 3, 1919, Mr. L. J. Stapleton will be in charge of the Cristobal Stores, as Acting Storekeeper.

R. R. WATSON,
Acting Chief Quartermaster.

Accountable Officials.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 3, 1919.

CIRCULAR No. 184:

Effective January 23, 1919, Major Robert L. Loughran is designated an accountable official of The Panama Canal, vice Lieut. Col. A. T. McCormack, and as such will account for all nonexpendable property in use by the Health Department.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

CIRCULAR No. 183:

Effective as of noon this date, Mr. L. J. Stapleton is designated an accountable official of The Panama Canal, vice Mr. R. B. Groves, and as such will account for all stock carried at the Cristobal Storehouse.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

CIRCULAR No. 185:

Effective as of February 1, 1919, Mr. O. E. Malsbury is designated an accountable official of The Panama Canal, vice Mr. F. R. Fitch, and as such will account for all nonexpendable property in use by the Section of Surveys.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., January 28, 1919.

To all concerned—The following changes, involving removals, have been made in the United States Enemy Trading List by the War Trade Board:

REMOVALS.

MEXICO.

(Effective January 10, 1919.)

Eppstein, Martin..... Mazatlan and Nogales.

(Effective January 24, 1919.)

Bach, S..... Mexico City.

(Effective January 24, 1919.)

Galtan, Juan..... Mexico City

(Effective January 24, 1919.)

Hess, Edward..... Tepic/Jalapa

PANAMA.

(Effective January 24, 1919.)

Chiari (of Chiari & Kohpeke). Panama City.
(NOTE—The name of "Kohpeke, Arturo" (of Chiari & Kohpeke, in liquidation) Panama, remains on the Enemy Trading List.)

This is to correct a circular letter from this office under date of January 23, 1919, in which it appears that Arturo Kohpeke has been removed from the Enemy Trading List.

C. H. CALHOUN,
Chief Division of Civil Affairs.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading List will be made as of date January 24, 1919:

ADDITIONS.

DENMARK.

Arn, Hansenk..... Copenhagen.
Lassen, Th..... Copenhagen.
Mumm & Zaums Filial..... Copenhagen.

NETHERLANDS.

Boest, Gips D..... Rotterdam.
Bratt, Mc. Jr..... Flushing.
Breda, Ganz & Company..... Amsterdam.
Hollandia Pelter Ijenfabriek..... Rotterdam.
Delhalle, Felix..... Reyen.
Irhharpv, B..... Wagonburg.
Irhharpv, Carl, Wiemeijer..... Amsterdam.
Irhharpv, Oscar, Wiemeijer..... Amsterdam.
Niestern Gebroeders N/V..... Oisterwijk.
Petroleum Handels Mij..... Amsterdam.
Raab, Hand Company Chemische Werke, Herkenbosch..... near Roermond.
Stoomlader Fabriek N/V..... Farnsum.

NETHERLANDS EAST INDIES.

Beckman, A..... Weltevredse.
Bekit Sariboe Estate..... Sumatra.
Cheistern, L. E..... Balikpapan, Borneo.

Djoekakarta Handels Mij..... Djocjakarta, Java.
Eyck, Johann Maria Julia Van..... Magelang, Java.
Gijsbertse, Charles..... Medan.
Lie Tak Hong, Sibolga..... Sumatra.
Schreutelskamp, J..... Bandong.
Sje Boen Tiong..... Menado.
Soei Tjeng Hoen..... Gorontalo.
Tapperwijn, B. C..... Samarang.
Tjick Tjiong King..... Sourabaya.

NORWAY.

Jordabergs Scandinavian Linien..... Christiania.

SPAIN.

Berthold, Ricardo, Calle Coello..... Barcelona.
Blassberg, Pedro..... Santa Cruz de Tenerife.

Ligler, Hermann..... Barcelona.

Massenez, Dr. Otto..... Hotel Malaga, Madrid; Fontanello Po, Barcelona; and Alcala de Henares.

Mirpena, Juan..... Acera de Darro 78, Granada.

Ohliger, Ernesto..... Barcelona.

Stach, Adam..... Paseo del Retling Malaga.

Striechardt, Otto..... Barcelona.

SWEDEN.

Benzol Import Autb..... Stockholm.

Beijer, G. and L. Autb..... Stockholm.

Brun, Carl & Company..... Gothenburg.

Holm, A. V..... Stockholm.

Jordaborgs Skandinavien Linien..... Gothenburg.

REMOVALS.

GREECE.

Karo, George..... Athens.

MEXICO.

Bach, S..... Mexico City.
 Gaitan, Juan..... Mexico City.
 Hess, Edward..... Tepiculapa.

MOROCCO.

Abitol, Moise, & Sons (Joseph M., Larache.
 Samuel M., Rafael M.)

NETHERLANDS.

Kruthoffer & Doll..... Rotterdam.

NETHERLANDS EAST INDIES.

Bandoengsche Tegelfabriek, N/V..... Bandoeng, Java.
 Begeer Koninklyke Utrechtshe Fab-
 riek Van Juweelen Zilverwerken en
 Penningen van C. J.

Fenjan..... Macassar.
 Mendels, J..... Samarang.
 Metsch, H. von..... Padang.
 Vries, J. R., de & Company, Maat-
 schappij tot voortzetting der zaken
 v/h.

NORWAY.

Gronseth, Johs., & Company A/S.... Skoien, Christi-
ania.

PANAMA.

Chiari (of Chiari & Kolpeke)..... Panama.
 (Name should now read: Kolpeke, Arturo (of Chiari
 & Kolpeke, in liquidation), Panama.)

SPAIN.

Castillo (or Costillo), Louis, y Com- Bilbao.
 pany (Sucesores de Manuel Bilbao)
 Ramos y Montilla..... Malaga.

SWEDEN.

Hamren, J. S..... Stockholm.
 Tidan A/B., Tidan..... Mariestad.
 C. H. CALHOUN,
 Chief Division of Civil Affairs.

Band Concert Schedule.

16th Band, Coast Artillery Corps.

Army and Navy Club, Cristobal—February 6,
13, 20, 27.

Fort Sherman movies—February 4, 11, 18, 25.

Fort Randolph movies—February 5, 12, 19, 26.

Fort de Lesseps, afternoon—February 5, 12, 19,
26.Fort Randolph, afternoon—February 6, 13, 20,
27.Enlisted men's dance at Fort Sherman or Fort
Randolph—February 1, 15.

33d Infantry Band.

Y. M. C. A. bandstand, Cristobal—February 4,
11, 18, 25.

New Gatun—February 3, 10, 17, 24.

Y. M. C. A., Gatun—February 7, 21.

Sibert's Curve—February 5, 12, 19, 26.

Officers' Club dance—February 14, 28.

5th Band, Coast Artillery Corps.

Quarry Heights—February 5, 12, 19, 26.

Fort Amador concert—February 6, 13, 20, 27.

Fort Amador movies—February 4, 7, 11, 14, 18,
21, 25, 28.

Officers' dance—February 7.

Enlisted men's dance—February 1, 15.

U. S. Naval Air Station and Submarine Band.

Y. M. C. A. bandstand Cristobal—February 21.

Sale of Unclaimed and Insufficiently
Addressed Mail.

THE PANAMA CANAL,
 BUREAU OF POSTS,
 DEAD LETTER DIVISION,
 BALBOA HEIGHTS, C. Z., February 8, 1919.

The following articles contained in unclaimed
 mail parcels originating in and addressed to post
 offices in the Canal Zone will be offered for sale
 by the Bureau of Posts on Tuesday, February
 18, 1919, at 9 a. m. Verbal or written bids will
 be received, and the right is reserved to reject
 any or all bids. The articles may be inspected,
 during office hours, at Room 301, Administration
 Building, Balboa Heights:

Pair ladies' high shoes, brown, size 4E, lot No. 1.
 Pair ladies' low shoes, black, size 4E, lot No. 2.
 Pair ladies' low shoes, black, size 4½C, lot No. 3.
 Pair ladies' high shoes, black, size 5, lot No. 4.
 Pair ladies' high shoes, black, size 4C, lot No. 5.
 Pair ladies' low shoes, black, size 4½C, lot No. 6.
 Pair ladies' low shoes, black, size (about) 5½,
 lot No. 7.

Pair ladies' high shoes, black, size 4C, lot No. 8.
 Pair ladies' pumps, white, buckskin, size 4A,
 lot No. 9.

Pair ladies' high shoes, black, size 5, lot No. 10.
 Pair ladies' rubbers, size 5.
 5 pair of black shoe laces.

One lot containing 3 medallions, 2 doilies,
 ladies' collar, 2 cuffs, 2 corset covers, 1 satin
 camisole, 1 piece lace.

3 men's four-in-hand ties, silk.

1 men's silk striped shirt, size 15.

2 men's soft shirts with collar, size 16.

1 men's soft shirt with collar, size 15½.

1 pair ladies' cotton stockings, brown.

2 girls' ready-made wash dresses, about age 6.

13 cotton handkerchiefs.

5 silk souvenir handkerchiefs.

1 table napkin.

1 baby blanket, white flannel, embroidered.

1 large blanket, red.

2 small flags, silk.

1 fancy hatband.

6 teaspoons, Oneida Community Plate.

1 sugar spoon.

1 pack whist cards in leather case.

3 books—1 of views, 1 of hymns, 1 miscella-
 neous.

Assortment of cheap jewelry, about 100 pieces.

1 vaporator treatment for catarrh.

1 comfort kit containing 3 packs cigarettes, 1

can tobacco, 2 packs Dukes' Mixture, 1 pipe, 1

pack cigarette papers.

1 prophylactic toothbrush.

4 tubes nasal cream.

1 roll of 25 pictures.

1 roll of 12 pictures.

1 match box.

1 box stationery.

1 can "Cutrite" oil, for machinery.

25 rubber tips.

1 frying pan.

Sale of Holsting Engine, Two Cylinder,
Double Drum, 6 x 10, with Boiler.

Sealed bids will be received in the office of the
 Chief Quartermaster, The Panama Canal, Balboa
 Heights, up to 10 a. m., February 16, 1919, and
 then opened, for the purchase of one hoisting
 engine as described above. Engine is located at
 Cristobal store and may be inspected by prospec-
 tive purchasers during week days between
 the hours of 8 a. m. and 4 p. m. Detailed informa-
 tion with form of bid may be had upon applica-
 tion to the office of the Chief Quartermaster,
 Balboa Heights. The Panama Canal reserves
 the right to reject any or all bids.

Beef Cattle.

Proposals for furnishing Beef Cattle to be opened
 February 15, 1919—Sealed bids are invited for
 furnishing The Panama Canal with 50,000 to
 70,000 head of cattle during the year beginning
 with May, 1919, or for 2,000 head or more during
 any part of the above period. Proposals will be
 received until 3 p. m., February 15, 1919. Form
 of proposal, conditions of contract, and full in-
 formation may be secured upon application to the
 Chief Quartermaster, The Panama Canal, Balboa
 Heights, Canal Zone.

Additions to Commissary Stock.

Brooms, corn, medium, ea..... \$0.91
 Cups, straight, aluminum, ea..... .37
 Cups and saucers, set..... .67
 Tubs, bath, infants', japanned, ea..... 3.40
 Bands:
 Infants', mercerized, ea..... .37
 Infants', mercerized, ea..... .42

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, February 8, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Thiers (bark)...	30	9 00	2	10 16	4	11 45	French	French Government...	282.8	44.0	22.0	New York...	Valparaiso...	General	3,200	2,752	2,345
St. Francis...	2	9 58	2	12 15	2	19 36	American...	U. S. Steel Products...	420.0	52.0	24.6	New York...	Peru...	General	6,900	6,156	4,449
Mexico...	1	1 57	2	12 30	2	20 30	British	Pacific Steam Nav. Co.	401.0	52.3	25.6	Liverpool...	Valparaiso...	General mlse.	2,307	6,551	4,402
Tuyana Maru...	2	13 52	2	16 21	3	9 59	Japanese	Nippon Yusen Kabushiki Kaisha	460.0	58.0	23.6	New York...	San Francisco...	General	8,915	7,651	5,410
Veneta (gunb't)	2	22 00	3	6 55	3	13 34	American	U. S. Navy...	217.0	28.0	41.0	Santo Domingo	San Francisco	No cargo	2,648	4,554	3,033
Aysen...	29	18 35	3	10 50	3	18 01	Chilean	South American S. S. Line.	379.0	41.0	23.6	Cristobal	Valparaiso	General	3,617	3,266	2,094
Guaro...	2	18 25	3	11 27	3	9 14	American	U. S. Shipping Board	322.0	46.0	21.0	Baltimore...	Callao	Coal	7,000	5,708	4,367
Lowther Castle...	2	6 38	3	15 4	4	13 07	British	James Chambers & Company	400.0	51.0	24.0	New York...	Shanghai	General	3,735	4,028	2,893
Acapulco...	30	16 30	4	6 41	4	13 20	British	Pacific Steam Nav. Co.	215.0	33.0	13.0	Cristobal	Guayaquil	General	6,500	6,221	4,484
Kirin Maru...	3	23 40	4	7 04	4	15 11	Japanese	Nippon Yusen Kabushiki Kaisha	360.0	45.0	24.0	Norfolk	San Francisco	Coal	5,500	4,633	3,372
Zealandia...	3	18 15	4	16 21	5	10 02	British	White Star Line...	477.5	63.1	19.0	London	Wellington	Passengers	...	...	...
Aradun...	4	7 07	4	16 30	5	11 07	British	Australian Government	420.0	55.0	26.0	Port Arthur...	Brisbane...	Case oil	...	...	...
Republic...	4	22 25	5	15 07	7	18 30	American	Chile S. S. Company	340.0	50.0	23.0	Santiago...	Valparaiso	General	...	...	...
Taverilla (tug)	4	6 05	6	6 25	5	12 38	American	U. S. Navy...	430.0	54.0	19.0	Norfolk	Balboa	No cargo	...	...	...
Euryplus...	6	12 05	6	6 30	6	14 45	British	Alfred Holt and Company	423.0	52.0	21.0	Liverpool...	San Francisco	General	8,000	6,634	4,763
Westland...	6	6 57	6	11 50	6	20 53	American	U. S. Shipping Board	216.0	34.0	11.6	Cristobal	Melbourne	General	9,820	7,405	5,219
Manayi...	1	19 57	7	6 32	7	15 52	British	Pacific Steam Nav. Co.	450.0	56.0	27.0	Tampico...	Guayaquil	Crude oil	...	...	...
Wilhelm Jensen	7	9 32	7	10 10	7	17 34	American	U. S. E. Fleet Corporation	424.0	56.0	18.0	Norfolk	Balboa	Ballast	...	...	...
Virgilio...	7	6 55	7	11 58	7	19 14	British	Gow Harriess & Company	340.0	49.0	21.6	New York...	Australia	General	3,959	4,539	3,486
Hannarhus...	7	7 00	7	12 25	7	20 07	Danish	C. K. Hansen.	392.0	50.0	20.3	St. John...	Callao	General	6,318	4,992	3,787
Middleham	7	18 12	8	6 30	8	14 32	British	James Chambers & Company	216.0	42.0	22.6	New York...	Auckland	General	1,962	1,901	1,312
Castle...	7	13 57	8	6 55	8	18 06	American	W. R. Grace and Company	412.0	55.0	19.0	New York...	Etien...	General	3,617	6,750	4,861
Santa Isabel...	7	13 45	8	9 00	8	18 33	British	Thomas Law and Company	452.0	56.6	28.6	New York...	Auckland	General	9,227	8,052	6,186
War Oran...	8	10 22	8	12 45	8	20 40	British	Ellerman & Bucknall...	...	...	...	...	Yokohama...	General	...	...	...
City of Bristol...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port	Entered Canal	Completed transit	Cleared for sea	Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage
Wiskab...	9 19 00	2 6 47	2 17 27	3 6 48	American...	U. S. Shipping Board	272.8	49.2	17.9	San Francisco	Norfolk	Ballast	...	3,052
West Cobalt...	31 20 10	2 7 11	2 17 15	3 16 48	American...	U. S. Shipping Board	410.0	54.2	23.7	Portland	New York	Flour	7,023	6,571
La Brea...	31 18 40	3 7 12	3 15 45	4 15 40	American...	Union Oil Company	433.0	56.6	28.6	San Francisco	Tampico	Fuel oil	7,224	4,971
Dunkerque...	3 15 00	6 45	4 15 40	5 17 25	French...	French Government	258.8	41.5	22.6	Mejillones...	Beaumont	Nitrates	802	3,334
Colonel Driant...	4 7 05	4 8 20	4 17 10	6 18 12	French...	French Government	239.6	43.5	18.2	Mejillones...	France	Nitrates	800	2,191

COMMISSARY NOTES.

Ice Cream.

Pistachio ice cream will be on sale on Washington's Birthday.

Mango Ice Cream.

The manufacture of mango ice cream has been resumed.

Pipes.

The new lot of Italian briar pipes, at \$1.05, seems to be meeting with favor with smokers as they are selling rapidly in the line stores.

Jap-a-lac.

Among the late additions to stock are Jap-a-lac, in white, mahogany, and gold. This item is selling well, with the gold color in special demand.

Straw Mats.

Haitian straw mats, at 32 cents, considered useful for kitchen or porch use, are meeting with good demand in the line commissaries.

Fancy Bakery Products.

On February 5, the commissary bakery began daily delivery of ginger snaps, ginger bread, and almond macaroons.

Powdered Sugar.

It is still impossible to obtain powdered sugar for export. However, information has been received that the Commissary Division's order for this article has been placed and that in all probability a shipment can soon be made.

Cheese.

A small shipment of "Herkimer County" cheese has been received and is on sale at all line commissaries. It is the intention to stock this cheese regularly as soon as it is available in sufficient quantities.

Books.

Books of December publication are selling well in a number of the line stores. Commissary patrons who read the current book reviews and publishers' advertisements in the leading magazines will find most of the volumes to which special attention is devoted represented in the stocks carried in the retail stores.

Khaki Color "Palm Beach."

During the past season Palm Beach suiting in khaki color achieved popularity in the United States; many dealers placed heavy repeat orders for this year, and the manufacturers have produced considerable quantities of suiting in this color. The commissaries have received a shipment of it which is now on sale at \$1.65 per yard. The material is 30 inches in width.

Sausage Factory Products.

Sales of products manufactured in the sausage factory are steadily increasing. At present hamburger steak, bloodwurst, bologna sausage, frankfurters, head cheese, liver sausage, pork sausage, and minced ham are being made in this department. The Commissary Division, which two years since was importing all kinds of sausages from the United States, now produces every variety sold over its counters with the exception of the Italian Salami.

Crackers, Etc.

Necessary machinery having arrived at the bakery, the manufacture of soda biscuits, butter crackers, cream biscuits, water crackers, etc., will be started on or about February 19. These products are of excellent quality and just as attractive in appearance as those received from the United States. Moreover, the crackers locally made will have the advantage of being fresh and available at all times. Another important consideration from the consumer's standpoint is price, and it will be possible to sell goods from Cristobal bakery for considerably less than similar imported items.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1913, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., February 19, 1919. No. 27.

PROCLAMATION.

Cancelling Certain Regulations for Conduct of Alien Enemies.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 14, 1919.

CIRCULAR NO. 608-88:

The Proclamation of the President quoted below is published for
the information of all concerned.

CHESTER HARDING,
Governor.

Abrogating, Annulling, and Rescinding Certain Regulations Prescribing the Conduct of Alien Enemies.

WHEREAS under and by virtue of the authority vested in me by the Constitution of
the United States and by Sections four thousand and sixty seven, four thousand and
sixty eight, four thousand and sixty nine, and four thousand and seventy, of the
Revised Statutes, I declared and established by proclamations dated April 6th, 1917,
November 16th, 1917,* December 11th, 1917, and April 19th, 1918, certain regulations
prescribing the conduct of alien enemies;

I, WOODROW WILSON, President of the United States of America, do hereby proclaim
to all whom it may concern that as of Christmas Day, December 25, 1918, Regulations
numbered one to eight inclusive and Regulation eleven of the Proclamation of April
6th, 1917; Regulations numbered thirteen to twenty inclusive, of the Proclamation
of November 16th, 1917;* and all of said Regulations as extended to women by the
Proclamation of April 19th, 1918, shall be and they are hereby abrogated, annulled,
and rescinded;

PROVIDED that the abrogation, annulment, and rescission of the Regulations afore-
said shall not affect the disposition of the case of any alien enemy detained, arrested,
confined, or interned for the violation of any of said regulations, or release any alien
enemy from the obligations of a parole imposed upon him by or with the authorization
of the Attorney General.

This Proclamation shall extend and apply to all land and water, continental or
insular, to which the above-mentioned sections of the Revised Statutes extend and
apply.

In Witness Whereof I have hereto set my hand and caused the seal of the United
States to be affixed.

DONE at the City of Paris in the Republic of France, this 23d day of
December, in the year of our Lord one thousand nine hundred and eighteen,
[SEAL] and of the independence of the United States the one hundred and forty-
third.

WOODROW WILSON

By the President:

FRANK L. POLK,

Acting Secretary of State.

* Published as Panama Canal Circular No. 691-69.

Notice to Steamship Lines.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 12, 1919.

The State Department has requested by cable that the attention of
all masters of vessels bound for the United States be called to the fact
that they must deliver to the proper immigration officer of the port

of arrival, lists on form 680 containing the names of all aliens employed on such vessels, stating the positions they respectively hold in the ship's company, when and where they were respectively shipped or engaged, and specifying those to be paid off and discharged in the port of arrival, as required by Section 36 of the Immigration Act of February 5, 1917. Failure to submit such lists may subject the owner, agent, consignee or master to a fine of \$10 for each violation.

CHESTER HARDING,
Governor.

Control of Exports.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 15, 1919.

To all Steamship Agents, Exporters, and others concerned:

My circular of July 1, 1918, relative to export control, is hereby revoked and superseded by the following regulations, to take effect at once:

SECTION I.—CLASSIFICATION OF CARGO AND EXPORT LICENSES.

All cargo not destined to European neutral countries will be covered by Special Export License RAC-74, and no individual export licenses will be required for such cargo. Transit cargo originating in, or destined to the United States, Great Britain, France, Italy, Belgium, or Japan, or their colonies, possessions, or protectorates, may be unladed, transferred, and laded without reference to export control. An Accountable Receipt or Bill of Lading covering all other transit cargo shall be submitted to the office of the Chief Customs Inspector for approval before such cargo is laded.

Cargo destined to European neutral countries must be covered by individual export licenses as heretofore. Applications for such licenses will be made in the usual way, and will be granted or refused by the Chief, Division of Civil Affairs. Before accepting cargo of this class, carriers should request consignor to make application for export license on the form provided for that purpose. For transit shipments the carrier may make application for export license only in the absence of a regularly accredited agent of the consignor or the consignee on the Isthmus. If license is granted, all copies of the Bill of Lading must be marked with the Panama Canal license number. The original license will be delivered to the applicant, who should hand it to the carrier's agent with the completed Bill of Lading.

SECTION II.—SHIPPERS' EXPORT DECLARATIONS.

All cargo originating in the Canal Zone, or originating in or re-exported from the Republic of Panama, must be covered by Shippers' Export Declaration.

(a) *Exports to Countries Other than the United States.*—Excepting for cargo destined to European neutrals, this declaration must be presented to the Chief Customs Inspector, in quadruplicate, fully filled out and signed, the oath to be taken on the original, and authority for export under Special Export License RAC-74 will be endorsed thereon by the Chief Customs Inspector.

Export licenses must be obtained before the presentation of export declarations for cargo destined to European neutrals. Such license must be presented with the declaration covering the shipment to the Chief Customs Inspector, who will compare the license with all copies,

put his serial number on all declarations, and return the quadruplicate to the shipper. The shipper shall deliver his copy to the steamship company, to accompany the bill of lading with the goods to their foreign destination, and to be delivered to the American Consular Officer at the port of discharge. All copies of the Bill of Lading must show export declaration numbers. The triplicate copy of the declaration will be furnished by the customs office to the Receiving and Forwarding Agent, whose representative will note upon his copy the facts of lading, short-shipments, etc., and return it to the customs office with the manifest of the vessel when presented at the customs house for clearance.

For each shipment of goods originating in the Canal Zone, or originating in or reexported from the Republic of Panama, the customs house number of the Shipper's Export Declaration must be shown on the manifest of the vessel. When the balance of any short-shipment noted on the Shipper's Export Declaration is ready to go forward, the shipper will prepare a new declaration marked "Short-Shipment Declaration," which will take the same procedure as outlined above.

(b) *Exports to the United States.*—For exports to the United States only three (3) copies of the Shipper's Export Declaration need be filed, the oath to be taken upon the original. For shipments originating at any point on the Panama Railroad line, two copies (2) of the declaration will be returned to the shipper with instructions to deliver them to the Local Agent at the point of shipment, who will forward one copy with the bill of lading to the Receiving and Forwarding Agent at Cristobal. The latter official will have this copy delivered to the Chief Customs Inspector at Cristobal after the goods have been loaded and the copy of the declaration so endorsed. The Steamship Company need not have a copy in order to load the goods, as the loading will only be done with the authorization of the Receiving and Forwarding Agent. No export license is required for shipment to the United States, but import licenses are required for certain commodities originating in the Republic of Panama. Most commodities have been covered by general import licenses, about which information may be obtained from the Chief Customs Inspectors at Balboa and Cristobal. All cargo originating in the Republic of Panama, destined to the United States, must be covered by American consular invoices.

SECTION III.—CARGO LICENSES FOR VESSELS.

At least one hour prior to the departure of a vessel lading cargo at Canal ports the Receiving and Forwarding Agent shall hand to the Chief Customs Inspector a complete manifest of all cargo together with all individual export licenses and shippers' export declarations in his possession relating to such vessel's cargo. The Receiving and Forwarding Agent shall also hand the Chief Customs Inspector a special shipper's export declaration to the effect that all cargo shown in the manifest has been properly passed upon in accordance with the foregoing regulations.

This procedure will not apply to cargo destined direct to continental United States.

The Receiving and Forwarding Agent shall prevent the lading of any cargo destined to foreign countries for which the Accountable Receipts or the Bills of Lading do not show the particulars of export license number and Shipper's Export Declaration number *where required*.

If all papers appear to be in order the Chief Customs Inspector will O. K. the vessel's clearance or if any part of the cargo is destined to a European neutral, he will issue a cargo license to the vessel and place the license number on the clearance. The Receiving and Forwarding Agent will make application to the Chief Customs Inspector for such cargo licenses as heretofore.

SECTION IV.—CARGO LICENSES FOR VESSELS TRANSITING THE CANAL.

Export Licenses will not be necessary for vessels transiting the Canal or stopping at Canal ports without discharging or lading cargo unless part or all of the cargo on such vessels is destined to a European neutral in which case the customs officer at the port of entry will take up application for a cargo export license.

SECTION V.—TRADING WITH THE ENEMY.

Nothing in this circular shall be interpreted to conflict with the laws, rules, and regulations regarding trading with the enemy.

SECTION VI.—EXPORTS OF COIN, BULLION, AND CURRENCY.

The rules regarding the export of coin, bullion, and currency are covered in separate regulations, and remain unchanged.

CHESTER HARDING,
Governor.

Extension of Cable Service.

The following notice has been received from the Central and South American Cable and Telegraph Company, dated February 8:

Commercial messages may be accepted for places in Alsace, Lorraine, at same rates as to France. Commercial as well as personal and domestic messages may be accepted for places in Palestine and Mesopotamia, and also for Bayrout, Damascus, Ballbec, Homs, Aleppo, Bagche and other places in Syria occupied by allied troops. Rates to Palestine and Syria 27 cents per word more than the rates to London. Rates to Mesopotamia same as rates quoted in tariff book. Messages of a domestic or personal nature may be accepted for places in Luxemburg. Rates same as rates quoted in tariff book. All above messages are subject to censorship and must be in plain language—English or French.

Annual Report for 1918.

The supply of the annual report of the Governor of The Panama Canal for the fiscal year ended June 30, 1918, has been received. Free distribution will be limited for official use only.

A small supply of these reports is available for sale to employees desiring copies; \$1.50 for the report bound in blue cloth, or \$1 for a paper-bound copy. Applications should be mailed to the Collector of The Panama Canal, Balboa Heights. In making application, indicate address to which report should be mailed, whether on Isthmus or to United States.

The report for 1918 contains 392 pages, 18 charts and graphs, and 11 half-tone photographs.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Dental interne (male); \$600 a year; No. 53; March 12, April 9, and May 7, 1919; form 1312; age 20 years and over.

Medical interne, St. Elizabeth's Hospital; (male and female); \$900 a year; No. 50; March 12, April 9, and May 7, 1919; form 1312; age 20 years and over.

Oil gauger (male); \$1,200 to \$1,800 a year; No. 65; March 25, 1919; form 1312; age, 20 years and over.*

Chief physicist, qualified in aeronautics (male); \$3,000 a year; March 25, 1919; form 1312; age, reasonable age limits.*

Physicist (male); \$2,100 a year; March 25, 1919; form 1312; age, reasonable age limits.*

Laboratory and field assistant in plant introduction (male); \$1,440 a year; March 26, 1919; form 1312; age, 20 years and over.

Special agent, social hygiene (female); \$1,200 to \$1,800 a year; March 26, 1919; form 1312; age, 21 years and over.

Superintendent of road construction (male); \$150 to \$250 a month; March 25, 1919; form 1312; age, under 50 years and for Class A 25 years and over and Classes B and C, 30 years.*

Supervisor, social hygiene (female); \$2,000 to \$2,500 a year; March 25, 1919; form 2118; age, 25 years and over.*

Assistant special agent, social hygiene (female); \$600 to \$1,000 a year; March 25, 1919; form 1312; age, 21 years and over.*

Calculating machine operator, multigrapher and writer press operator, operatives, statistical clerk (male and female); No. 32-amended; February 26, March 19, and April 23, 1919; instead of February 19, 1919, as previously announced.

Senior land appraiser (male); \$1,800 to \$2,700 a year; No. 49; form 1312; age, within reasonable age limits under 60 years.†

Junior land appraiser (male); \$900 to \$1,500 a year; No. 49; form 1312; age, within reasonable age limits under 60 years.†

Assistant horticulturist (male and female); \$1,800 to \$2,200 a year; No. 55; form 2118; age 24 years but not 45 years.*

Assistant dairy husbandman (male); \$1,500 to \$1,740 a year; No. 58; form 1312; age, under 45 years; March 30, 1919.

Statistical clerk (male and female); Public Health Service; Grade 1, \$1,000 to \$1,400 a year; Grade 2, \$1,400 to \$1,800 a year; No. 59; form 1312; age, 18 years and over; March 30, 1919.

United States game warden (male); \$1,500 a year; No. 60; form 1312; age, 21 years but not 50 years; May 7, 1919.

Apprentice fish culturist (male); \$600 to \$960 a year; No. 61; March 16, April 13, May 11, and June 8, 1919; form 1312; age, 18 years but not 45 years.

Coder (male and female); \$900 to \$1,200 a year; No. 62; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

Graphotype operator (male and female); \$660 to \$1,200 a year; No. 63; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

F1 addressograph operator (male and female); \$900 to \$1,200 a year; No. 63; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

Automatic 3 addressograph operator (male and female); \$1,200 to \$1,600 a year; No. 63; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

Mimeograph operator (male and female); \$720 to \$1,200 a year; No. 63; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

Proof reader (male and female); \$900 to \$1,200 a year; No. 63; March 16, April 13, May 11, and June 8, 1919; form 304; age, 18 years and over.

Physical laboratory helper (male and female); \$600 to \$900 a year; No. 64; March 16, April 13, May 11, and June 8, 1919; form 1312; age, 18 years and over.

Stenographer, typist, and stenographer-typist, Departmental Service (male and female); \$900 to \$1,200 a year; No. 807-amended; every Sunday; age, 18 years and over; form 304.

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Keeping of Chickens.

The attention of all residents of the Canal Zone is called to Board of Health Ordinance No. 7, published in Governor's circular 708-2, which prohibits the keeping of chickens, turkeys, and other small fowls or animals, without a permit therefor from the Board of Health. Permits are issued only under the following conditions:

To keep fowls healthy for any considerable period of time, it is necessary to provide a runway for them, and as runways are not permitted in the residential districts of the Canal Zone, no permits are issued for raising chickens in such districts. However, if the applicant has provided a rat-proof portable coop, elevated at least two feet from the ground, permits are issued for the keeping of chickens a few days before eating.

Outside of town limits fowls may be kept in rat-proof buildings of approved construction, and runways provided.

All permits issued by the Board of Health are subject to final approval or rejection by the district quartermasters, their action depending on neatness and location of coop, and whether complaints have been received from neighbors as to noise or nuisance created by fowls or animals.

The ordinance is primarily a preventive measure against bubonic plague. This is primarily a disease of rats and secondarily a disease of man, being conveyed to man by the fleas which rats harbor. The Canal brings the Canal Zone in close communication with many countries in which rat plague is epidemic. It is highly important, not only for residents of the Zone, but for the commerce which will pass through the Canal, that the Zone be kept free from infection by rats which have plague. This can be accomplished by banishing rats from the Zone and preventing the landing of rats from ships. The Panama Canal is going to great expense to bring about both these objects.

It is necessary to do away with nesting places for rats and to make food for them inaccessible. Young chickens, chicken food, and eggs are well known to afford food for rats, and ordinary chicken coops are a favorite rendezvous for them. It would be poor policy to expend large sums of money in rat-proofing wharves and buildings, and at the same time permit individual employees to maintain conditions which defeat that end. Therefore, permission to keep chickens is granted only under conditions which do not favor sheltering or feeding of rats.

Comparative Wind Records, Balboa Heights and Sosa Hill, January, 1919.

The wind measurement for the month of January was 56 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity being 17.9 miles on Sosa Hill and 11.5 miles at Balboa Heights.

Northwest winds prevailed on Sosa Hill and north winds at Balboa Heights. The prevailing wind direction was northwest or north 99 per cent of the time at Sosa Hill, and 98 per cent of the time at Balboa Heights.

The maximum wind velocities recorded during the month were 41 miles an hour from the northwest on the 10th at Sosa Hill, and 32 miles an hour from the northwest on the same date at Balboa Heights.

NOTE—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level, and Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level.

Official Circulars.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 13, 1919.
CIRCULAR No. 661-72:

Commander Edwin Graham Kintner, U. S. N., is appointed Assistant Superintendent, Mechanical Division, effective this date.

CHESTER HARDING,
Governor.

Employment of Men Who Have Become U. S. Citizens by Reason of Military Service.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 15, 1919.
HEADS OF DEPARTMENTS AND DIVISIONS:

The following instructions will be followed with respect to the employment of those aliens who enlisted on the Isthmus in the United States Army who have been honorably discharged, and who have been made citizens of the United States by special authority of Congress.

In the case of those men who have satisfactory clearances from The Panama Canal or Panama Railroad dated less than one month prior to their enlistment, they shall be restored to the same class of employment previously performed by them; and, if necessary, an alien employee must be discharged to give them such employment.

In the case of those men who were not employed by The Panama Canal at the time of their enlistment or within one month prior thereto, they shall be given preference over alien applicants for any vacancy which arises and which they are qualified to fill.

CHESTER HARDING,
Governor.

Transportation for Employees to Hospitals.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 15, 1919.

All concerned—When it is necessary to send sick or injured employees to the hospitals or dispensaries from points located where it is impossible to obtain an official business trip pass, 2 copies of form 8821, Request for Medical Treatment, should be furnished the employee by his foreman. Conductors and collectors will honor one copy of this form for transportation on the railroad.

CHESTER HARDING,
Governor The Panama Canal,
President Panama Railroad Company.

Gang Passes.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 11, 1919.

All concerned—Effective at once, gang passes shall be issued so as to include only the number of employees who are to board the train at the point from which transportation is desired. Separate trip passes will be required from other mem-

bers of a gang who board a train at any station other than that at which the train is boarded by the person holding gang pass.

CHESTER HARDING,
Governor The Panama Canal,
President Panama Railroad Company.

Annual Passes.

THE PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., February 14, 1919.

CIRCULAR No. 1220:

All concerned—On and after February 21, 1919, 1918 annual passes will not be honored for transportation.

The 1919 annual passes, which are being distributed, will be honored effective at once.

W. F. FOSTER,
Master of Transportation.

Trading with the Enemy.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,
BALBOA HEIGHTS, C. Z., February 8 1919.

To all concerned—The following changes in involving additions and removals, have been made, effective February 7, 1919, by the War Trade Board in the United States Enemy Trading List:

ADDITIONS.

CHILE.

Payot, Jorge D. Arica and Antofagasta.

GUATEMALA.

Finea Armenia (Herman Wundram) Pie de la Cuesta.
Wundram, Herman (Finea Armenia) Pie de la Cuesta.

MEXICO.

Botica del Leon (R. A. Bremer & Co.) Monterey.
Fabrica Rio Florida (Ketelsen & Santa Rosalia de
Degetau) Camargo.
Fernandez y Compania. Mexico City.

PERU.

Gamboa, B. E., y Hijos. Trujillo.

REMOVALS.

COSTA RICA.

Pages, Geronimo. San Jose.

ECUADOR.

Caltan, Hermanos. Quito.
Patrel, J. y Hermanos. Bahia de Caraquez.
Patrel, Juan. Bahia de Caraquez.
Patrel, Luis. Bahia de Caraquez.

GUATEMALA.

Alvarado and Company. Quezaltenango and
Guatemala City.

HONDURAS.

Andoine, Jorge. Puerto Cortes.

MEXICO.

Ciudad de Mexico (A. Salmany & Cia.) San Luis Potosi.
Compania Tugumapan. Vera Cruz.
Garcia, Alvaraz Hermanos. Mexico City.
Legaspi, Pedro Sanchez. Mexico City.
Salaman, A. y Cia. (Ciudad de Mex-
ico). San Luis Potosi.
Segura, Ricardo. Vera Cruz.

NICARAGUA.

"Imparcial, El" Managua.
"Tribuna, La" Managua.

PERU.

Castellano, D. W., y Hnos. Lima.

VENEZUELA.

Hess, Carlos. Caracas.
La Duquesa. Caracas.
Valweider & Company. Caracas.

C. H. CALHOUN,
Division of Civil Affairs.

Meals at Pasture and Plantation Camps.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 11, 1919.

All concerned—Effective February 1, the following rates for meals furnished at pasture and plantation camps will be charged to other than employees living in the camps:

Employees on official business.	\$0.40
Employees and their families not on official business.	.60
Nonemployees.	.80

R. R. WATSON,
Acting Chief Quartermaster.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., February 15, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Bashner, J. F. (card)	Hall, Mrs. H.
Chamberlain, Mrs. A. V.	Harper, John
Davis, John L.	Rivers, Mrs. Evarista
Floyd, Wm. (Special delivery)	Watkins, John C.
Grau, Theodore	(paper)

Joint Commission.

Certificate of Disagreement.

In the matter of the claim of Ernesto Arosemena, Carlos C. Arosemena, Florenio Arosemena, Dolores H. Arosemena, Hereilia D. Arosemena, Delia Arosemena de Uribe, for property near Panama known as San Jose, certificate of disagreement, rule No. 497, docket No. 2757—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said treaty, that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 30th day of January, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, JULIO J. FABREGA, BURT NEW, Commissioners.

Rule of Dismissal.

In the matter of the claim of R. S. Arcia, Eusebio Morales, Ricardo Arias, et al., for the lands of Rio Indio and Mindi, rule of dismissal No. 408, in docket No. 3277, February 12, 1919—The claim of R. S. Arcia, Eusebio Morales, Ricardo Arias, et al., for the lands known and designated as "Rio Indio" and "Mindi," was filed with the Commission on December 26, 1914.

On January 30, 1919, the Commission received a motion filed by counsel for Eusebio Morales and Ricardo Arias requesting that claim docket No. 3277 be dismissed as to the said Eusebio Morales and Ricardo Arias for the reason that settlement has been made direct with the agents of the United States.

On February 3, 1919, motion was filed by Lorenzo Bracho requesting that his interest in claim docket No. 3277 be dismissed for the reason that settlement has been effected by him direct with the agents of the United States.

In view of the above motions the claims of Eusebio Morales, Ricardo Arias and Lorenzo Bracho for property described in claim docket No. 3277 call for no further action on the part of this Commission and said claims are therefore hereby dismissed.

It is understood that this dismissal refers only to the claims of Eusebio Morales, Ricardo Arias.

and Lorenzo Bracho, covered by claim docket No. 3277 and is without prejudice to the rights of the other claimants mentioned therein.

FEDERICO BOYD, GEORGE A. CONNOLLY, JULIO J. FABREGA, BURT NEW, *Commissioners*.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the four weeks ending at midnight of Saturday, February 15, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gamboua	Gatun	
Sun., Jan. 19	126.75	91.57	86.96	86.88	53.03
Mon., Jan. 20	126.75	91.53	86.94	86.86	52.42
Tues., Jan. 21	126.70	91.47	86.92	86.83	52.40
Wed., Jan. 22	126.70	91.43	86.88	86.80	52.33
Thurs., Jan. 23	126.65	91.42	86.90	86.79	52.30
Fri., Jan. 24	126.65	91.40	86.90	86.77	52.50
Sat., Jan. 25	126.60	91.36	86.81	86.73	52.60
Sun., Jan. 26	126.60	91.34	86.80	86.70	52.70
Mon., Jan. 27	(*)	91.33	86.72	86.64	52.93
Tues., Jan. 28	126.55	91.31	86.72	86.60	53.90
Wed., Jan. 29	126.60	91.33	86.71	86.59	54.00
Thurs., Jan. 30	126.60	91.45	86.61	86.57	53.89
Fri., Jan. 31	126.55	91.31	86.61	86.55	53.76
Sat., Feb. 1	126.55	91.30	86.70	86.54	53.69
Sun., Feb. 2	126.55	91.34	86.60	86.51	53.55
Mon., Feb. 3	126.55	91.33	86.57	86.49	53.61
Tues., Feb. 4	126.55	91.24	86.58	86.46	53.95
Wed., Feb. 5	126.35	91.22	86.51	86.40	53.90
Thurs., Feb. 6	126.30	91.20	86.50	86.39	53.80
Fri., Feb. 7	126.30	91.18	86.48	86.36	53.90
Sat., Feb. 8	126.25	91.15	86.41	86.33	54.00
Sun., Feb. 9	126.25	91.12	86.36	86.29	53.97
Mon., Feb. 10	126.35	91.17	86.28	86.25	53.95
Tues., Feb. 11	126.35	91.16	86.35	86.21	54.01
Wed., Feb. 12	126.45	91.26	86.30	86.20	54.00
Thurs., Feb. 13	126.50	91.36	86.25	86.15	54.00
Fri., Feb. 14	126.35	91.26	86.21	86.13	54.00
Sat., Feb. 15	126.25	91.11	86.20	86.09	53.09
Height of low water to nearest foot.	126.0	91.0			

*Phone line out of order.

Rainfall from Jan. 1 to 31, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total for period.
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Taboga	.03	5	.07
Balboa	.08	5	.13
Balboa Heights	.12	5	.28
Miraflores	.05	3	.16
Pedro Miguel	.20	18	.48
Rio Grande	.25	10	.64
<i>Central section—</i>			
*Culebra	.30	10	.62
*Camacho	.45	10	1.03
Empire	.21	10	.50
Gamboua	.24	10	.55
*Juan Mina	.36	10	.97
Alhajuela	.36	10	.75
*El Vigia	.30	11	.93
*Frijoles	.35	31	1.61
Trinidad	.94	12	2.47
*Monte Lirio	1.52	13	4.03
*Darien	.75	12	1.41
<i>Atlantic section—</i>			
Gatun	.41	11-12	1.42
*Brazos Brook	.92	12	2.43
Colon	.63	11-12	1.82
†Bocas del Toro	4.09	11	10.59

*Standard rain gauge—readings at 5 p. m. daily.
Automatic rain gauge at unstarred stations—values, midnight to midnight.

†Standard rain gauge—Readings at 8 a. m. daily.

January Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919.
	1917	1918	1919			
<i>Pacific Section—</i>						
Balboa	.31	1.02	.13	1.02	20	4
Balboa Heights	.13	1.78	.28	1.00	21	7
Miraflores	.37	3.37	.16	1.73	11	7
Pedro Miguel	.30	3.08	.48	1.16	12	7
Rio Grande		1.48	.64	1.15	15	7
<i>Central Section—</i>						
*Culebra		1.75	.62	1.56	29	10
*Camacho		1.04	1.03	1.03	13	10
Empire	.01	1.50	.50	.78	14	9
Gamboua	.09	3.07	.55	1.73	35	10
*Juan Mina	.04	1.35	.97	.72	9	7
Alhajuela	.11	.93	.75	1.02	20	10
*Vigia	.13	1.37	.93	.82	11	9
*Frijoles	.17	3.03	1.61	1.89	8	22
Trinidad	.58	3.96	2.47	2.70	12	24
*Monte Lirio	.68	3.92	4.03	2.86	12	19
<i>Atlantic Section—</i>						
Gatun	1.11	4.03	1.42	3.09	15	20
*Brazos Brook	1.28	4.72	2.48	3.13	13	15
Colon	1.10	3.28	1.82	3.81	49	20

*Standard rain gauge readings at 5 p. m. daily.

Automatic gauge at unstarred stations—values, midnight to midnight.

Additions to Commissary Stock.

Button molds, doz.	\$0.04
Button molds, doz.	.04
Button molds, doz.	.05
Button molds, doz.	.07
Cord, silk, yd.	.07
Dress goods:	
Voile, fancy, white, 36", yd.	.42
Voile, fancy, white, 36", yd.	.45
Voile, white rompa, 39/40", yd.	.38
Laces, Val., yd.	.06
Laces, Val., yd.	.09
Laces, Val., yd.	.12
Needles for Singer sewing machine, ea.	.02
Shirts, men's negligee, ea.	1.70
Screwdrivers, Yankee, ratchet, No.10, 5", ea.	.55
Strainers, soup, ea.	.15
Trunks, Neverbreak, 36", ea.	21.60
Jacks, auto, Weed chain, 10", ea.	5.10
Bench stones, carborundum, 4", ea.	1.20
Bicycles, Iver Johnson, model 882, 20", ea.	40.50
Bicycles, Iver Johnson, model 882, 22", ea.	40.50
Chisels, B. P. X., 1", ea.	.48
Chisels, B. P. X., 1", ea.	.48
Chisels, B. P. X., 1", ea.	.48
Chisels, B. P. X., 1", ea.	.54
Chisels, B. P. X., 1", ea.	.63
Files, mill saw, 1 square 1 rounded edge, 8", ea.	.22
Files, taper, saw, single cut, 6", ea.	.15
Handles, chest, brass, 3", pr.	.62
Polish, metal, Electro Silicon Cream, tin.	.08
Squares, combination, 12", ea.	2.25

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

COMMISSARY NOTES.

Commissaries on Washington's Birthday.

The grocery and cold storage sections of the retail commissaries will be open from 8 a. m. to 9 a. m. on Saturday, Washington's Birthday.

Ice Bills for March.

All commissary customers are requested to pay their ice bills for March not later than the morning of the 24th of this month. It is necessary to ask that this be done in order to save considerable overtime on the part of the clerks handling the ice accounts in the General Manager's office; February being the shortest month, these employees have two days less than usual in which to do this work.

Button Molds.

Button molds, in various sizes and prices, are now on sale in the line commissaries.

Flour Sifters—Can Openers.

A large shipment of flour sifters and can openers, which it has been practically impossible to obtain for export because of war conditions, was recently received.

Suitings.

Suitings recently received are proving very satisfactory, this being especially true of brown Palm Beach cloth, at \$1.65, white duck at 47 cents and cotton tweed at 53 cents a yard.

Walnuts—Ice Cream.

Owing to the inability to obtain a good grade of walnuts in the New York markets at the present time, the manufacture of maple walnut ice cream has been temporarily discontinued.

Negligee Shirts.

Men's negligee shirts with laundered cuffs, at \$1.70, have been stocked in a number of attractive patterns, and since there have been many inquiries concerning them, it is expected the demand will be good.

Tailoring Shop, Cristobal Commissary.

The tailoring shop at Cristobal Commissary has been moved from the second floor into commodious and well-lighted new quarters downstairs with entrance on 11th Street.

Bicycles.

One of the best known makes of bicycles has been placed on sale in the line stores at \$40.50, and is to be had in both the boys' and girls' models. It is believed that there will be a considerable demand for this article by parents who wish to provide healthy recreation for their children.

Dates.

It is still impossible for the New York office to obtain dates. On the Commissary Division's latest requisitions, it is stated that no bids were received and there are no dates in the market. Furthermore, until shipping conditions improve, dealers do not know when they will be available.

Wafers.

Recent advices from the commissary purchasing agent are to the effect that the manufacturers of Nabisco wafers will be unable to supply this item in the large size tins because of lack of tin plate on hand. They will, however, be able to furnish these wafers in the small size tins, and have been asked to do this.

Costa Rican Cheese.

A number of customers have inquired why Costa Rican cheese can not be obtained in the commissaries. The Commissary Division has been endeavoring since March, 1918, to obtain shipments of cheese from Costa Rica but its exportation is still inhibited by the government of that country and it can not be definitely ascertained when this embargo will be lifted.

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, February 15, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port	Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
		Day	Hour	Day	Hour										Gross	Net
Sydney	8 13 32	9	6 27	9	14 19	9	16 40	355 0	53 7	22 0	New York	Sydney	General	5,000	5,418	4,056
San Joaquin	9 9 50	9	10 15	9	17 57	9	19 08	425 0	57 0	27 0	Puerto Lobos	Antofagasta	Crude oil	9,000	7,020	5,042
Fernley	10 7 54	10	8 35	10	19 31	11	13 33	340 0	49 0	23 0	Jamaica	Callao	Coal, naval st's	5,466	4,143	3,071
Balboa	8 14 15	11	6 05	11	16 35	11	21 30	100 0	29 0	11 0	Cristobal	Buenaventura	General	728	728	346
War Courage	10 18 23	11	6 19	11	15 58	11	17 14	411 5	55 8	25 0	New York	Melbourne	General	7,500	6,703	4,735
Santa Tecla	11 8 30	11	15 10	12	11 40	12	14 22	300 0	49 0	20 0	New York	Mollendo	General	1,668	2,535	1,795
Port Melbourne	11 13 40	12	6 50	12	14 13	12	15 35	501 0	63 0	23 4	London	Auckland	Passengers	12,297	9,503	
Los Angeles	12 7 35	12	8 21	13	15 02	16	12 05	435 0	56 9	28 6	Puerto Lobos	Tocopilla	Crude oil	10,000	7,143	4,901
Point Loma	11 20 40	12	11 55	12	19 32	12	21 00	231 0	43 5	17 0	Norfolk	Pearl Harbor	Coal	2,150	2,230	1,448
Methven	12 12 16	12	12 54	12	20 24	12	21 45	390 0	52 7	23 0	Norfolk	Vancouver	General, explos s.	2,100	6,282	4,669
Achilles	12 14 07	12	16 40	13	11 47	13	11 47	514 0	65 0	31 5	Norfolk	Balboa	Coal	1,241	1,112	6,410
Chile	8 19 19	13	11 42	13	20 26	13	21 27	360 0	43 0	20 0	Cristobal	Valparaiso	General	4,040	2,628	
Rangoon Maru	13 13 45	13	16 30	14	16 35	14	17 50	331 0	46 0	23 6	Cristobal	San Diego	Ballast	5,356	4,197	
Urubamba	8 20 35	14	7 15	14	17 20	14	23 05	400 0	51 0	23 0	Cristobal	Callao	General	5,018	3,213	
Hazel Branch	14 13 20	14	13 25	14	22 00	15	21 46	400 0	51 0	23 6	Cardiff	Salaverry	General mds.	5,570	5,167	3,583
British Empress	14 18 17	15	6 25	15	13 45	15	21 45	430 0	57 0	28 6	Port Arthur	Shanghai	Kerosene	8,962	7,082	5,100
Sstania	14 22 12	15	6 55	15	14 42	15	19 05	386 0	51 7	19 0	Liverpool	San Francisco	Ballast	5,436	3,731	
H. Pontoppidan	15 3 50	15	10 20	15	18 27	15	19 38	300 0	45 0	19 0	Norfolk	Caldera	Coal	3,360	2,785	2,015

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port	Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
		Day	Hour	Day	Hour										Gross	Net
La Habra	9 1 00	9	7 56	9	15 24	9	17 43	421 0	57 0	17 0	Antofagasta	Tampon	Ballast	7,235	5,267	
Salvador	9 4 10	9	8 16	9	16 35	9	18 35	215 0	33 5	14 6	Tunuco	Cristobal	General	1,213	692	
Wilhelm Jensen	7 17 34	9	14 50	9	22 25	9	23 50	435 0	56 0	18 6	Balboa	Port Arthur	None	7,465	5,219	
Junghed	11 1 30	11	7 49	11	16 05	13	15 20	350 0	46 5	24 0	Talcahuano	Wilmington	Beans, nitrate	4,775	4,303	3,133
Hualaga	11 2 40	11	8 27	11	16 15	17	6 10	360 0	44 7	22 10	Callao	Cristobal	General	2,636	4,093	2,476
Wan Stukine	11 10 15	11	13 30	11	19 55	13	11 16	249 4	43 4	19 0	Vancouver	United King.	Lumber, speller	971	2,943	1,483
Vally	15 15 30	11	12 08	11	21 53	12	15 19	335 5	44 9	19 8	Seattle	Gulport	Copper bars	650	2,217	1,570
Orator	15 53 00	12	7 53	12	19 20	12	15 17	385 5	52 0	20 0	Littleton	London	General mds.	5,000	5,178	3,870
Callabaoas	12 5 30	12	7 53	12	17 35	13	12 26	300 0	44 0	19 0	Astoria	Hampton Rls.	Flour	2,881	2,989	2,024
Huasco	12 15 00	12	8 36	12	17 45	17	10 05	379 7	44 3	23 0	Lota	Cristobal	General	2,021	4,563	3,121
San Juan	12 15 00	13	6 41	13	13 55	17	6 15	283 0	37 0	17 7	San Francisco	Cristobal	General	468	2,369	1,578

Baldan	12	6 31	13	7 39	13	16 40	American	United States Shipping Board	275 2	46 0	20 6	San Francisco	New York	General	2 337	3 089	1 884
Harding (destr)	13	10 30	13	11 39	13	18 03	American	United States Navy	315 0	39 0	10 6	San Francisco	Newport, R.I.	None	8 218	7 500	5 096
S. V. Harkness	13	16 30	14	6 53	14	14 35	American	Standard Oil Company	420 0	57 0	24 6	Talara	New York	Crude naphtha	6 556	3 100	2 322
West Carnifax	13	16 15	14	9 36	14	18 15	American	United States Shipping Board	410 5	54 0	23 8	San Francisco	Norfolk	Flour, launches	7 796	3 175	2 322
Osterstad	14	7 45	14	9 38	14	19 15	Norwegian	B. Grefstad	410 0	46 5	17 6	Valparaiso	New York	Copper	2 804	2 544	1 927
West Grana	13	22 00	14	11 30	14	20 57	American	United States Shipping Board	224 0	43 2	19 6	San Pedro	Hampton Rds	Flour, etc.	998	1 582	1 023
Juneau	14	5 00	14	13 23	14	22 16	American	Alaska S. S. Co.	246 0	35 2	18 0	Valparaiso	New York	General	6 018	5 298	4 001
Canea	13	16 00	14	13 39	14	22 04	British	Pacific Steam Navigation Co.	362 0	51 2	24 0	Guayaquil	Cristobal	Nitrate	4 100	5 694	3 976
San Francisco	14	11 00	15	6 46	15	14 21	Scotch	Johnson Line	360 1	51 0	24 0	Mejillones	Palmouth	General			
Santa Luisa	15	10 45	15	12 10	15	19 21	American	W. R. Grace & Co.				Valparaiso	New York	General			

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Feb. 9.	Orotina	P. Wilson	Port Limon.	Feb. 9.	Tallac	Alfred S. S. Corporation	New York and Colorado Bar
Feb. 10.	Esparita	Esparita S. S. Corporation	New York.	Feb. 10.	Caribbean	Panama Railroad Commissary	Cartagena.
Feb. 10.	Ulysses	Panama Railroad Steamship Line.	Norfolk.	Feb. 10.	Culebra	Panama Railroad Commissary	Cartagena.
Feb. 12.	Cristobal	Panama Railroad Steamship Line.	New York and Haiti.	Feb. 11.	Orotina	P. Wilson	Port Limon.
Feb. 12.	Panama	Panama Railroad Steamship Line.	New York.	Feb. 11.	Esparita	Esparita S. S. Corporation	New York via Port Limon.
Feb. 12.	Panama	Panama Railroad Steamship Line.	New Orleans via Havana.	Feb. 12.	Parismina	United Fruit Company	New Orleans and way ports.
Feb. 12.	Parismina	United Fruit Company	New Orleans.	Feb. 12.	Saramacca	United Fruit Company	New Orleans via Bocas.
Feb. 12.	Saramacca	United Fruit Company	New Orleans.	Feb. 13.	Ulysses	Panama Railroad Steamship Line.	Norfolk.
Feb. 12.	Belfort (aux. sch.)	French Government	High seas for repairs.				
Feb. 13.	Culebra	Panama Railroad Commissary	Cartagena via Covenas.				
Feb. 13.	Culebra	Panama Railroad Commissary	Cartagena via Cispata.				
Feb. 14.	Caribbean	Panama Railroad Commissary	New Orleans.				
Feb. 15.	Kuwa	United States Shipping Board.	Port Limon.				
Feb. 15.	Orotina	P. Wilson	Port Limon.				
Feb. 15.	Lake Hurst.	Panama Railroad Steamship Line.	New York via Haiti.				

*Other than ships passing through the Canal.

COMMISSARY NOTES.

Hosiery.

Recent advices received from the commissary purchasing agent are to the effect that the fashioned hosiery situation to-day is much upset; it would seem that the cotton-fashioned stocking has been put out of business, due to cost of labor with the already high prices paid operatives in mills, and impending strikes.

Porto Rican Cigars.

Due to the cigar makers' strike in Porto Rico the Commissary Division will be unable to obtain shipment of a supply of a well-known brand manufactured there; the manufacturers, however, advise that our order will be filled as soon as they resume work.

Economy Expense Book.

There is still on hand in the retail stores a number of copies of the economy expense book, which was prepared especially for Panama Canal and Panama Railroad employees in order that they might be better enabled to keep their personal accounts. It is not likely that these books can be reprinted to sell at the price of 50 cents each, which is all that is asked for them at present, and employees interested are requested to make their purchases now.

Tropical Suitings.

Men's tropical suitings recently received are now on sale in the line commissaries. In this shipment were included cotton Tissore suitings, tropical weights, some in plain colors and others in stripes, cotton and linen ducks, and Coolkeny crash suiting in a wide range of patterns.

Another new cloth which is expected to sell readily is a Japanese pongee silk suiting for women's wear, 33 inches wide, at 48 cents a yard.

Wooden Heels.

In a recent shipment of shoes, the manufacturers inserted in boxes containing shoes which covered wood heels the following notice:

"We do not guarantee wood heels. They are made of wood and put on in the best possible manner, but if subjected to unusual conditions of wear, they will break and can be pulled off. We are putting them on to supply a demand from the consumer, and the consumer must assume all of the responsibility."

Such shoes will be sold by the commissaries with the understanding that heels are not guaranteed.

Syrup.

The mapleine syrup manufactured by the Panama Railroad commissary is a very good substitute for the genuine maple syrup and is greatly relished on hot cakes. The simple ingredients entering into its manufacture are of the highest grade obtainable and cleanliness is insisted upon in every detail of its production. Each bottle before being used is washed in a strong lye solution, thoroughly rinsed with a patent water sprayer, which gives clean water for every bottle, then dried and sterilized by hot air from a pressure tank. The quality of this product has always been good but it has been found possible during the past year to improve it somewhat and increased sales have resulted.

Books.

The February issue of *The Bookman* publishes the following list of the 10 books most in demand in the public libraries of the United States during December, this list having been compiled from reports made from 200 representative libraries in every section of the country:

Fiction—A Daughter of the Land, The Four Horsemen of the Apocalypse, Joan and Peter, The Magnificent Ambersons, and The Rough Road.

Non-fiction—The Education of Henry Adams, A Minstrel in France, Out to Win, Over the Top, and Ambassador Morgenthau's Story.

Of these 10 books, 8 are already in stock in the commissaries; the other 2 are on order and should arrive in the near future.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address

The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

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Volume XII. Balboa Heights, C. Z., February 26, 1919. No. 28.

Executive Order—Control of Canal and Canal Zone.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 23, 1919.

CIRCULAR NO. 601-89:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

By virtue of the authority and power vested in and conferred upon me by the Panama Canal Act approved August 24, 1912, (37 Statutes at Large, 560,569), the Executive Order, dated April 9, 1917, placing the Panama Canal and all its adjuncts, appendants, and appurtenances, including the entire control and government of the Canal Zone, under the jurisdiction and authority of the Officer of the Army commanding the United States Troops stationed in the Canal Zone, is hereby terminated and shall be no longer in force.

WOODROW WILSON

January 25, 1919.

Passenger Train Transportation.

The following extracts from the Rules for the Guidance of Conductors and Collectors in the Handling of Passenger Transportation, are quoted below for general information:

BASIS OF FARES OF LOCAL PASSENGERS.

12. Adults, full fare; children, 5 to 12 years of age, half fare; children under 5 years of age, free, when accompanied by their parents or guardians. Children under 5 years of age when traveling alone must pay their fares at the half-rates.

EVIDENCE OF THE RIGHT OF PASSAGE.

13. A ticket, or duly authorized pass, must be presented for each passenger, or fares collected, except that no transportation will be required from the President of this company, or employees on train duty. The Commanding Officer of the United States Troops, Panama Canal Zone, will not be required to show his annual pass. The number, however, must be secured, and reported.

* * * * *

TRANSPORTATION REQUIRING PERSONAL SIGNATURE.

15. All transportation which requires personal signature as means of identification or to make it effective, must be signed before the conductor or collector will accept same as valid. All 24-trip, 120-trip, or other form of passes to be made out and signed by holder must be filled out completely before the holder boards the train or presents same to the gate collector at terminal stations, except Panama Government passes, which must be signed in the presence of the collector. One hundred-twenty trip tickets, with detachable coupons, are to be honored between stations indicated by punch marks on the inside front cover. Care should be taken to see that the coupons are not filled out beyond stations so indicated. Coupons may be detached from 24-trip and 120-trip books for presentation to the collector, but the holder must produce the book from which detached if the collector desires to examine it.

* * * * *

CASH FARES.

17. Fares will be collected according to the rates given in tariff of local fares in current use. No fares to be less than ten (10) cents gold, for first class, or five (5) cents gold for second class, excepting that first-class fares between the following points are, as per tariff, five (5) cents gold:

Pedro Miguel and Paraiso, or *vice versa*.

Culebra and Empire, or *vice versa*.

18. Ten (10) cents gold (whether first or second class) in addition to the regular tariff rate will be collected from passengers who get on trains without tickets at stations where tickets are on sale. On night trains after ticket office has been closed at any station, treat the same as for nonagency stations. Passengers entering the train at nonagency stations will be required to pay tariff rate only and if no tariff is published for either the point of origin or destination station, or both, the tariff first preceding point of origin or next beyond destination will apply.

19. A passenger who refuses to pay the excess demanded because of not having a ticket is guilty only of a breach of the railroad's regulations and not of a breach of any law of the Canal Zone, for which reason there is no ground upon which to base the arrest of any such intruder, and to do so would lay the company liable to a suit for damages. The only recourse the railroad has in such an instance is to eject the intruder at the first station. A passenger who refuses to obey a reasonable regulation of a carrier forfeits his right to be carried, and at once places himself in the position of an intruder, and the only obligation due him on the part of the railroad is that he shall not be ejected from a moving train and with no more force or violence than is absolutely necessary to effect his ejection. Employees of the railroad should also have due regard for the age, sex, and condition of the passenger and the surrounding circumstances.

HALF RATE AND HALF FARE.

20. The amount to be collected for half rate or half fare is: One-half tariff rate, plus an amount to make the fare the nearest higher amount that is divisible by five without a remainder.

EXAMPLES—Full fare, 25 cents; half fare, 15 cents.

Full fare, 35 cents; half fare, 20 cents.

Full fare, 40 cents; half fare, 20 cents.

FARES PAID IN CARS.

22. Upon the collection of each and every cash fare, a simplex cash fare receipt, must be issued in every instance *immediately the fare is collected*, and the receipt canceled in accordance with instructions; viz: insert train and date for which issued, names or numbers of stations from and to, and if excess not collected, so indicate by pencil notation, stating reasons. If half rate or half fare is collected, pencil notation of particulars will be required, supported by proper authority.

24. When mileage books are presented for transportation in which there are not sufficient coupons to carry passengers to destination, cash fare will be collected for the actual number of miles traveled in excess of mileage coupons detached, at five (5) cents per mile, without excess. Employees' children under 12 years, $2\frac{1}{2}$ cents per mile. Passengers presenting transportation and desiring to travel beyond destination of same will be required to pay cash fare from the station to which they hold transportation, at full tariff without excess fare. In case passengers get on train between stations the tariff rate from the next preceding station which train has passed will be charged.

TICKETS OR PASSES NOT HONORED.

26. Tickets or passes (except 24-trip tickets) that should not be honored for transportation on account of alterations, erasures, improperly made out or signed, expired, presented by other than the one to whom issued, or other causes, must be taken up and fare collected. Report must be made in each case, giving cause for not honoring, and attach pass or ticket to statement in regard to same, indicating train number, coach number, class, date, and any other particulars obtainable, such as name, occupation, and department; these reports to be made to the Master of Transportation.

27. A receipt stating facts in case will be given passenger for fare collected in such cases when demanded.

PASSES.

PANAMA CANAL OFFICIAL BUSINESS PASSES, FIRST AND SECOND CLASS.

29. This form of transportation is good on Sundays or holidays and stop-over privilege is allowed. When same is taken, conductors and collectors must punch ticket and mark on the back of transportation "Off No. at Date" and sign his initials. This endorsement should be made with indelible pencil.

COMPLIMENTARY TRIP PASSES, FIRST AND SECOND CLASS.

30. These passes are good on Sundays and holidays without being so marked, but are not good for stop-over unless stamped on face of pass. If stop-over privilege is allowed, indicate as shown above.

31. A coupon detached from a trip pass may be honored when the pass to which it belongs is presented with it, but not otherwise.

PANAMA RAILROAD EMPLOYEES' TRIP PASSES.

32. This form of transportation is good on Sundays or holidays and stop-over privilege is allowed. Indicate stop-over as shown in paragraph 29.

GANG PASSES.

35. Foremen or employees holding gang passes are required, immediately upon boarding the train, to locate the collector and to deliver to him the pass for the gang and also assist the collector in identifying and delivering hat checks to the men riding on the pass. Failure to comply with this procedure should be reported with full particulars, giving pass number, name of foreman, number of persons, etc.

Gang passes shall be issued so as to include only the number of employees who are to board the train at the point from which transportation is desired. Separate trip passes will be required from other members of a gang who board a train at any station other than that at which the train is boarded by the person holding gang pass.

REQUESTS FOR TRANSPORTATION.

36. Requests on officials or agents of this company, or The Panama Canal, for transportation, must not be honored for passage on trains, except at nonagency stations or where ticket offices are closed. U. S. Army and Navy requests accepted for transportation from nonagency stations or where ticket offices are closed must be signed by passengers in space provided for that purpose.

PASSES TO BE SIGNED.

37. Passes should be signed or countersigned by the person specified thereon and must not be honored if not properly signed, or if signed or countersigned "per" another, or over the initials of another.

PASSES FOR WOMEN.

38. Passes issued to women must bear the prefix "Mrs." or "Miss" and should not be honored for women unless so indicated.

COMPLIMENTARY TRIP PASSES.

40. Complimentary trip passes issued for more than one person, without definitely specifying all of the persons for whom passage is intended, such as "Mrs. Jones and two," "Mrs. Smith and three," should not be accepted for transportation. Complimentary passes for more than one must show the name of each person for whom transportation is intended, with the exception that passes issued may be accepted when reading "John Jones and ten," etc., provided same are properly endorsed by the Superintendent, the Executive Secretary, or Chief Clerk, Executive Office.

PANAMA GOVERNMENT COMPLIMENTARY PASSES.

41. Articles 6 and 7 of Law 21, providing penalty for the misuse of railroad passes issued upon Panama Government transportation requests, read as follows:

Article No. 6.

"Every person who may sell, give or convey in any manner, as compensation or gratuitously, a railroad pass made out in his favor in accordance with the contract concluded with the Panama Railroad Company, July 5, 1867, shall pay to the Treasury of the proper district a fine of twenty-five balboas for the first offense. In case of repetition he shall incur a double fine and detention of from 10 to 30 days and shall lose whatever employment he may have.

"When by virtue of the authority herein provided a person is condemned to lose the position he is filling, the functionary who imposes the penalty shall proceed immediately to dismiss the guilty party from the service, if he legally may; if not, he shall immediately report his sentence to the one who is legally competent, who shall immediately order his dismissal as decreed."

Article No. 7.

"Every person who may use or try to use or acquire or accept as compensation or as a gratuity, a railroad pass issued in favor of another person in accordance with the contract before cited, shall incur, according to the circumstances of the case, the same penalties which are provided in the preceding section."

Under the agreement with the Panama Government, first and second-class trip passes are being countersigned and turned over to officials of the Panama Government.

for direct issue, and the practice of issuing such passes at Panama and Colon stations is discontinued. When passes are issued by officials of the Panama Government, the person receiving pass is required to sign same in the presence of the issuing official. When these passes are presented at the ticket gate conductors and collectors will insist upon the persons presenting such passes to again countersign them in order to make a comparison of the signatures. Passes issued for the transportation of San Blas Indians will be accepted without being signed on the back. Passes issued for the transportation of Panama prisoners will be countersigned by the policeman in charge. Provided signatures agree conductors and collectors will simply punch the pass and return it. (Do not issue a hat check.) These passes will be lifted by conductors and collectors on trains after leaving terminal and hat check issued at the time pass is lifted. It will not be necessary for conductors and collectors to insist upon another signature on the train. It is desired that all train crews do everything possible in their power to detect abuse of the pass privilege, and when they have sufficient evidence to show intent to defraud, such passengers should be turned over to the train guard.

SCHOOL CHILDREN TRANSPORTATION.

42. Passes held by school children will be honored only on week day trains (Mondays to Fridays inclusive), except when properly endorsed by the Superintendent, and will be taken up and reported to the Master of Transportation if presented by other than persons to whom issued, or if holders persist in disobeying instructions as they refer to the rules governing conduct and order on our trains.

43. As a penalty for the loss of school passes, pupils will be required to pay regular transportation for three (3) round trips before a new pass is issued. School children without proper transportation must not be carried.

ZONE AND PANAMANIAN POLICE.

44. When in uniform, policemen of the Canal Zone wearing badge and traveling on official business, will not be required to have transportation, but collectors will report the badge numbers on their train reports to the Auditor. When traveling on official business not in uniform, official business pass will be required and furnished. Panama policemen must have special card passes: RED for transportation toward Colon; YELLOW toward Panama. These cards are good for one trip only, on date of issue, and will be lifted and sent to Auditor by conductors and collectors. Gatemen will pass these policemen through the gates when they have card passes without lifting the passes and without "hat-checking" the passengers. Panama Government policemen in handling prisoners will be called upon to furnish Panama Government trip pass to cover the transportation of such prisoners.

* * * * *

TICKETS—GENERAL.

SECOND-CLASS PASSENGERS.

64. Passengers holding second-class tickets or passes may be allowed to ride in first-class coaches by paying the difference in fare without excess.

TICKETS GOOD IN ONE DIRECTION.

65. Tickets will be honored for passage in direction shown only and must not be honored in opposite direction.

TICKETS, EXPIRATION OF.

66. One-way tickets are good on date of sale only, as indicated by station stamp, except as otherwise printed on face of ticket; and except local tickets sold on Saturday for trains leaving terminals Sundays between 12.01 and 3 a. m.

The return portions of round trip tickets are good for 10 days unless otherwise specified.

ONE HUNDRED AND TWENTY TRIP TICKETS.

67. Panama Canal and Panama Railroad 120-trip passes, first and second class, are not good on Sundays and holidays, unless so stamped. Stop-over privilege is not allowed on this form of transportation.

TWENTY-FOUR TRIP TICKETS.

68. Panama Canal and Panama Railroad 24-trip tickets are good on Sundays and holidays without being so marked. Stop-over privilege will be allowed on this form of transportation.

If this form of ticket is made out in error and then corrected, same may be accepted, provided conductors or collectors are satisfied that the person presenting such ticket is the legal owner of the book. This rule, however, applies to 24-trip tickets only, and all other forms of transportation bearing alterations, erasures, etc., must be refused.

* * * * *

ORDERS ON AGENTS.

70. Half rate requests issued to employees of connecting steamship lines must not be honored at the terminal gates. Such requests must be exchanged for tickets at the ticket offices.

THROUGH PASSENGERS.

71. Through tickets issued by connecting steamship lines must not be honored at terminal gates, but must be presented to ticket agent, by whom they will be exchanged for special ticket. If by chance one of these orders should get by the terminal gate, and be presented on train, it will be honored for passage, provided it is valid in all other respects. Passengers holding rail orders issued by the Panama Railroad Steamship Line for passage over the Panama Railroad will be carried on boat special only according to the classification indicated on the order, but on regular trains these orders must be exchanged for special ticket, at the ticket office. Stop-over privileges are allowed on all Panama Railroad Steamship Line rail orders, if requested, the passengers to remain responsible for making their respective connections.

* * * * *

73. Tickets presented by passengers for points where train is not scheduled to stop will be honored to the point nearest to designation in same direction and ticket endorsed "Used to" and passengers allowed to retain same for completion of trip. Do not confuse this with "flag stop" instructions, which provide that conductor will be at once advised so that he may arrange to make stop. See the time card and familiarize yourself with the flag stations on the proper trains.

* * * * *

IMPERFECT TICKETS OR ERRONEOUSLY ISSUED.

75. Erasures and alterations of tickets or passes, or dates on same, are not allowable, and such tickets or passes must not be honored.

* * * * *

BAGGAGE ALLOWANCE IN COACHES.

77. Passengers are allowed to carry with them in coaches baggage not exceeding fifty (50) pounds for first-class and not exceeding twenty-five (25) pounds for second-class. All baggage in excess of these amounts must be delivered to and shipped in baggage cars. Collectors should call attention to any excess baggage being carried in any coach to the conductor, who will have train baggagemaster take care of same and handle in baggage car as provided for by instructions.

MILEAGE—COMMERCIAL AND EMPLOYEES'.

78. Employees' 200 and 400-mile books are good for the use of employees and any member of their immediate family to whom the books are issued and servants when traveling with employee or as a member of his family. The names of each member of his family who will use the book must be indicated in the space provided for that purpose; and the books are not transferable. Employees' mileage privilege is also extended to nonresident guests of employees, provided that same is authorized by the Executive Office, in which case this information will be placed under the front cover of mileage book. Commercial mileage books will be handled as per contract on this form of mileage, with which collectors should make themselves familiar.

* * * * *

80. When employees travel on mileage, or others entitled to mileage privilege, and their servants accompany them, mileage may be taken out for the servants' fare, but under no circumstances should mileage be honored when presented by servant without members of the family by whom they are employed.

COMMERCIAL MILEAGE BOOKS.

Commercial mileage books may be sold to companies for the use of their employees or members of the firm, without a special authority in each case. Not more than five persons will be allowed to use the same book.

Companies desiring to purchase such books must furnish the signatures of the persons who are to use them, and the paper containing these signatures must be attached to the Auditor's stub and forwarded to this office with the monthly accounts.

Station agents will write the name of the company, and the names of the persons who are to use the book on the front cover as well as on both stubs, and the party making the purchase must sign the name of the Company to the contract inside the back cover, per his own name, before the book is delivered.

When such books are presented for transportation, the conductors and collectors will require the passengers to sign their names on the back of the mileage, and those signatures will be compared with the signatures on file in this office. The contract must be complied with, and any attempt to misuse these books will result in their

confiscation, and the cancellation of the privilege to purchase book under the above conditions.

Books must not be sold to more than one individual except in the name of a company as above.

When an individual purchases a mileage book he must also be required to sign the contract before the book is delivered. When he desires to use the book for the transportation of himself, wife, and children, that information must appear on the front cover, as well as on both stubs.

EMPLOYEES' MILEAGE BOOK.

Half-rate mileage books may be sold to employees and those entitled to employees' rates, when identified by the Commissary Authority Cards, or photo-metal check, or by special authority from the Executive Office. The Special Commissary Authority Cards issued by the Executive Office are not sufficient authority to grant the half-rate mileage privilege unless they specifically state it.

When these books are sold the contract must be signed, and when issued for the use of the immediate members of families and servants that information must appear on the front cover, as well as on both stubs, and in the contract. The use of these books may be extended to nonresident guests visiting employees and others entitled to this privilege by sending the books to the Executive Office in accordance with the Governor's Circular No. 508-5.

* * * * *

81. The minimum number of miles to be torn from commercial mileage books is *five*, regardless of whether the passenger travels one, two, three, four, or five miles.

82. When children between the ages of 5 and 12 years travel on mileage, full mileage must be torn the same as for adults.

83. The following rules govern the lifting of mileage from Colon to Pedro Miguel and Paraiso, and from Panama to the same points:

* * * * *

87. When a special or private car is attached to a regular train for the exclusive use of the occupants, all persons traveling in such cars should be provided with regular transportation, or fares collected at regular rates, unless special instructions to the contrary are given by competent authority. This rule will apply to special trains in the absence of special instructions. No one, other than the members of the party for which special or private coach is authorized, will be permitted to ride in such coach, except persons who may be invited by the party to whom coach is assigned—such persons to be provided with first class transportation. Conductors will be responsible for the transportation of all parties in special or private cars.

* * * * *

U. S. TICKETS.

92. Tickets stamped "U. S." are issued for the use of members of the Army and Navy on the Isthmus, who are entitled to the employees' rates. These tickets must only be accepted when presented by members of the Army or Navy in uniform. Members of their families and nonresident guests will also be granted the half rate privilege, but will be required to furnish the usual half-rate request countersigned by some designated officer. These half-rate requests must not, however, be accepted on trains when ticket offices are open for business but may be accepted by conductors and collectors when ticket offices are closed or from nonagency stations. Where these half-rates are accepted for members of families they should be so marked before submitting to the Auditor.

93. Soldiers of the various garrisons have been notified that they should purchase U. S. tickets during the time ticket offices are open for business at agency stations. However, in case these men board our trains after ticket offices are closed for the day or from nonagency stations, they will be allowed one-half the tariff rate without excess. The stub end of cash receipts issued to officers, soldiers, and sailors should be marked "Officer, soldier, or sailor in uniform."

U. S. tickets purchased on the day previous to departure of trains Nos. 30 and 42 will be honored for passage on trains Nos. 30 and 42 by conductors and collectors. These, however, are the only trains where an exception of this kind will be made overruling the regular 24-hour period. Half-rate requests will be accepted by conductors and collectors from passengers in civilian clothes when originating at or terminating at Darien. Radio officers are entitled to the half-rate privilege, and, on account of their traveling in civilian clothes, these half rates will be accepted from and to Darien without question unless there is some seemingly irregularity regarding such half rates.

* * * * *

HOSPITAL CARS.

97. Stewards in charge of hospital cars, and bona fide hospital patients who ride in hospital cars, are not required to have transportation. These cars are to be used exclusively for hospital patients and no other passengers will be allowed to travel or pass through the cars. Violation of this rule must be reported. Conductors will show on wheel report the number of hospital cars handled in train on such trip.

Reinstatement of Civil-Service Employees Who Entered the Army or Navy.

The United States Civil Service Commission makes the following announcement concerning the reinstatement of civil-service employees who entered the military or naval service and have been honorably discharged:

The President promulgated the following Executive Order on July 18, 1918:

"A person leaving the classified civil service to engage in the military or naval service of the Government during the present war with Germany and who has been honorably discharged, may be reinstated in the civil service at any time within five years after his discharge, provided that at the time of reinstatement he has the required fitness to perform the duties of the position to which reinstatement is sought."

For persons outside the class affected by this order the privilege of reinstatement has been open only in the particular department or independent office from which one was separated; and since reinstatement is always discretionary with the head of the office concerned, it has been unnecessary for the Commission to exercise any initiative, as the person desiring reinstatement and the head of the office in which he desired reemployment must first come to an agreement, otherwise the opportunity was closed to him. Under the Executive Order of July 18, 1918, however, a former civil-service employee who left the civil service to enter the military or naval service and who has been honorably discharged may be reinstated to a suitable position in any part of the civil service at any time within five years from the date of his honorable discharge, and, therefore, the fact that his services can not be utilized in the department or establishment from which he was separated does not close the opportunity.

In recognition of the services rendered by civil-service employees who entered the military or naval service during the present war, the Commission will make special effort to assist these men in securing suitable positions in the Government service rather than to leave upon them the entire burden of finding suitable vacancies. Therefore, men who are eligible for reinstatement under this Executive Order may apply direct to the office or establishment from which they entered the military service if they desire reinstatement there, or to any office or establishment under which they desire reinstatement. This procedure is preferable to seeking reemployment through entry of the applicant's name on a reinstatement list. If a person fails to secure reinstatement through direct application, or if he prefers to do so, he may request the Civil Service Commission at Washington or the district secretary of the territory within which he lives to enter his name upon a reinstatement list which will be called to the attention of appointing officers. If a person desires reinstatement at an establishment which has a board of civil-service examiners which maintains registers, such as navy yards, arsenals, engineer offices, etc., he may make request directly to such board. Such boards are authorized to approve reinstatements to positions for which they establish registers or to enter names on reinstatement lists to be brought to the attention of appointing officers.

An applicant will expedite action if he will be careful to address his request properly. If entry on the list in Washington is desired, request should be addressed to the Civil Service Commission. If in some field branch of the service in a position for which qualified persons are found in most localities, request should be addressed to the proper district secretary. If the person filed his application for the examination through which he was appointed with the Civil Service Commission at Washington, ordinarily he should address his request to the Commission. *Definite information can be obtained by consulting the Commission's local secretary at any first or second class post office.* The name of an applicant can be entered on the reinstatement list corresponding to the register from which he entered the service. Reinstatement may not be made to a position requiring qualifications different from those tested in the examination through which the person was originally appointed unless the person shall first pass the required examination.

The person's discharge certificate or a certified copy thereof should usually be presented with a request for a certificate of reinstatement or for entry of a name on a reinstatement list, as a verification of military service, honorable discharge, and as showing physical condition. Physical condition as stated in a man's discharge from the military service will be accepted if it is good or excellent, unless there is reason to

doubt that his present condition is the same as when discharged, when further physical examination may be required. If there is doubt that a person is physically fit, the case with the man's previous record will be reported through the Commission for reference to the Board for Vocational Education. If unfitness exists, the Vocational Education Board will be requested to take up the case with a view to the applicant's possible rehabilitation. Discharge certificates will be returned by registered mail when they have served the purpose for which furnished.

An appointing officer acting under proper authority of his department or establishment may temporarily employ at once a person whose reinstatement is officially initiated pending action of the Commission or its representative on the request for certificate of reinstatement. This authority is granted with the understanding that the services of a person thus temporarily employed shall be discontinued if it is found that he is ineligible for reinstatement.

By direction of the Commission:

JOHN A. McILBENNY,
President.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Dental interne (male); \$900 a year with maintenance; No. 53-amended; March 12, April 9, and May 7, 1919.

The United States Civil Service Commission announces that the entrance salary of above is \$900 a year with maintenance, instead of \$600 a year with maintenance as stated in the original announcement No. 53, issued January 25, 1919.

Wireless operator (male); No. 415-supplemental.

The United States Civil Service Commission announces that, as sufficient eligibles to meet the needs of the service have been obtained from the continuous nonassembled open competitive examination for wireless operator, for men only, until further notice no applications for this examination will be accepted unless filed with the Commission at Washington; D. C., prior to the hour of closing business on February 21, 1919.

Assistant examiner, Patent Office (male and female); \$1,500 a year; No. 72; March 26, 27, 28, 1919; May 21, 22, 23, 1919; July 23, 24, 25, 1919; No. 72; form 1312; age, 20 years or over.

Scientific assistant (male and female); \$1,000 to \$1,800 a year; No. 54; April 22-23, 1919; form 1312; age, 20 years and over.

Oil and gas inspector (male); \$1,500 to \$1,800 a year; No. 74; March 25, 1919; form 2118; age, 20 years but not 45 years.

Aviation engine mechanic (male); \$1,500 to \$2,400 a year; April 1, 1919; form 1312; age, reasonable age limits.*

Aviation engine mechanic's helper (male); \$900 to \$1,500 a year; April 1, 1919; form 1312; age, under 26 years.*

File clerk (male and female); \$1,000 to \$1,200 a year; No. 77; March 12, April 9, and May 7; 1919; form 1312; age, 18 years and over.

Geologic aid (male and female); \$90 a month to \$1,800 a year; No. 78; March 12 and 13, 1919; form 1312; age, 20 years and over.

Assistant geologist (male and female); \$90 a month to \$1,440 a year; No. 78; March 12 and 13, 1919; form 1312; age, 20 years and over. Combined geologic aid and assistant geologist \$1,500 a year and up.

Instrument maker (male); \$5.84 a day; April 1, 1919; form 1312; age, 21 years and over.*

Machine shop foreman, qualified in gasoline engine repairing (male); \$2,100 to \$2,800 a year; April 1, 1919; form 1312; age, under 50 years.*

Senior highway bridge engineer (male); \$2,400 to \$3,400 a year; April 1, 1919; form 1312; age, 30 years but not 50 years.*

Marine engineer (motor) (male); \$100 to \$140 a month; No. 86; April 1, 1919; form 1800; age, 25 years and over.*

Chief physicist, qualified in aeronautics (male); \$3,000 a year; No. 75; March 25, 1919; form 1312; age, within reasonable age limits.*

Physicist (male); \$2,100 a year; No. 75; March 25, 1919; form 1312; age, within reasonable age limits.*

Supervisor, social hygiene (female); \$2,000 to \$2,500 a year; No. 71; March 25, 1919; form 2118; age, 25 years and over.*

Assistant special agent, social hygiene (female); \$600 to \$1,000 a year; No. 71; March 25, 1919; form 1312; age, 21 years and over.*

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Canal Record to Canal Service Men.

American citizens who have served on the Panama Canal and are now in the military service of the United States will be sent a copy of THE PANAMA CANAL RECORD each week if they make application for this privilege.

Official Circulars.**Leave Regulations.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 15, 1919.

CIRCULAR NO. 602-19:

1. Effective at once, employees of The Panama Canal and The Panama Railroad Company on the Isthmus, who at the close of their service year will have more than 120 days' leave to their credit, may in writing, addressed to the Executive Secretary, at any time within two months after the close of their service year, waive their right to a portion of the cumulative leave to their credit from prior years' service, so as to reduce their total leave credits below 120 days.

2. When applications for leave of absence are made by an employee, whether on Form 484 or Form 194, such employee may designate whether such leave shall be charged to his current annual leave or to leave previously accumulated. Illness and injury leaves will be charged under present rules.

CHESTER HARDING,
Governor.

Papers and Metal Checks to be Surrendered When Leaving Service or Going on Leave.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 18, 1919.

CIRCULAR NO. 675-3 (Superseding all previous Circulars of 675 series):

1. All employees of The Panama Canal and Panama Railroad Company on the Isthmus, prior to receiving payment, either at termination of service or when going on leave, must deliver the following to the Paymaster, or to his representative at Balboa Heights, Cristobal, on the pay car, or pay boat:

(a) *Quarters release*—In case an employee does not occupy Panama Canal quarters, the release must so state. Releases for gold employees may be secured from the District Quartermaster in charge of the district in which the employee resides.

(b) *Property release*—Releases to responsible officers will be issued by accountable officers, and releases to all other gold employees will be issued by responsible officers. Responsible officers will be required to see that property for which they are responsible and which may be in the possession of silver employees, is satisfactorily accounted for before such employees leave the service. Final payments to accountable officers will be withheld in the Auditor's office until such time as an audit of property accounts is made or a transfer effected to some other accountable officer, after which a release will be issued by the Auditor.

(c) *24-trip tickets with unused coupons (on termination of service)*—Employees leaving the Isthmus at termination of service will be furnished single trip passes for themselves and dependent members of their families from the place of employment to port of embarkation by the department or division in which they are employed.

(d) *Photo-metal checks (on termination of service)*—For failure to surrender check on termination of service, \$1 will be deducted from any pay due the employee, but employees will not be permitted to retain checks as souvenirs, and will be required to surrender them if they are in their possession. Old metal checks may be retained by employees. Paragraphs 4 and 9 of Circular No. 722, dated July 16, 1918, are amended accordingly.

2. *Laundry release (on termination of service)*—An employee having a charge account at a Panama Canal laundry must secure upon termination of service a release from the manager of the commissary at which the account therefor is payable and must present same to the Auditor's Office (Claims Bureau) before final pay papers

are released by that office. Employees desiring to draw their final pay at Cristobal should forward the release with request for time voucher.

CHESTER HARDING,
Governor The Panama Canal.
President Panama Railroad Company.

Photo-Metal Check System.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 17, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Before photographs of silver employees will be taken by the photo-metal check studios, they must submit a copy of form 8997, Report of Physical Examination, approved by a Panama Canal physician, in addition to two approved copies of form 23. In the case of new male silver employees, form 8997 may be secured at the Panama Canal dispensary nearest to their place of employment, and for new female silver employees from the Chief of Surgical Clinic, Ancon Hospital, or from Colon Hospital.

Any employees who are not examined by the board now conducting physical examinations must report for the examination the same as new employees. Silver employees who are out of the service more than 6 months must be reexamined before being put to work, but need not be photographed again.

C. A. McILVAINE,
Executive Secretary.

Hunting Dogs.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., February 19, 1919.

CIRCULAR NO. RA-638.

To all station agents—The Superintendent has authorized free transportation as baggage, for hunting dogs belonging to the Gorgona Hunting Club, with the understanding that the Panama Railroad Company will not be responsible in case of loss or injury. This privilege to expire on December 31, 1919.

H. A. A. SMITH,
Auditor.

Shipping Commissioner's Sale.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., February 18, 1919.

The Shipping Commissioner, Room 305, Administration Building, Balboa Heights, will accept bids up to noon March 7, 1919, for the purchase of a portion of the personal effects belonging to the estate of John Bergstadt, deceased American seaman.

The property which is offered for sale consists of one suit case and an assortment of clothing, including one overcoat, two coats, two pairs of trousers, two pairs of shoes, two vests, etc.

Bids may be made for the entire lot of the effects to be sold or limited to individual articles. Prospective bidders desiring to examine the effects should apply at the Commissioner's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Shipping Commissioner. The cover should also be marked, "Bid on effects of John Bergstadt, deceased." The Shipping Commissioner reserves the right to reject any or all bids.

C. H. CALHOUN,
Shipping Commissioner.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Panacanal, Panama;" in the United States, "Panacanal, Washington."

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, February 22, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Jamaica.....	31	17 35	16	11 20	16	18 35	16	21 15	British	Pacific Steam Navigation Co.	293	0	34	0	12 3	Cristobal	238	2,369	1,578
San Juan.....	13	13 55	17	6 15	17	14 05	17	18 19	American	Pacific Mail S. S. Company	290	0	27	0	16 8	Cristobal	2,009	2,174	1,398
Columbia.....	16	15 10	17	6 21	17	14 45	20	18 55	American	United States Shipping Board	238	0	41	0	20 0	Norfolk	2,009	4,604	2,476
Hualtago.....	11	16 45	17	6 10	17	15 55	18	7 50	Peruvian	Peruvian Steamship Line	300	0	45	0	20 0	Cristobal	2,973	2,895	1,967
Point Lobos.....	16	20 52	17	6 35	17	16 24	18	9 58	American	United States Shipping Board	300	0	41	0	20 0	Norfolk	2,410	4,563	3,121
Huasco.....	12	17 45	17	10 05	17	16 54	17	17 43	Chilean	South American S. S. Line	330	0	44	0	24 0	Cristobal	10,971	9,867	6,823
Sylvan Arrow.....	17	20 40	18	7 05	18	15 16	18	16 30	American	Standard Transportation Co.	407	0	63	0	26 6	Subic	2,973	2,895	1,967
Point Adams.....	18	11 15	18	12 03	18	15 50	19	7 41	American	United States Shipping Board	298	0	44	0	19 0	Norfolk	7,500	6,130	4,345
Scandagua.....	18	12 30	18	13 15	18	21 16	19	15 42	American	United States Shipping Board	390	0	50	0	25 6	New York	510	1,382	1,023
Salvador.....	9	16 25	19	6 15	19	12 50	19	18 05	British	Pacific Steam Navigation Co.	215	0	33	0	13 2	Cristobal	9,928	7,224	4,971
Caica.....	14	22 00	19	6 30	19	13 25	19	15 55	British	Union Oil Company	435	0	56	0	27 6	Tampico	3,785	3,334	2,873
La Brea.....	19	12 28	19	7 00	19	15 45	21	15 00	American	Companie Francaise	327	8	45	0	25 0	Norfolk	7,922	12,540	8,515
Dunkerque (Ok).....	18	17 45	19	10 50	20	01 00	21	18 55	French	New Zealand Shipping Co.	511	0	64	0	23 6	London	375	4,030	2,846
Hororata.....	19	12 28	20	12 45	20	01 00	20	22 05	British	Harrison S. S. Line	341	0	47	0	18 0	Baltimore	1,500	4,250	3,248
Professor.....	19	14 23	20	13 22	21	10 15	21	11 25	British	Japanese Government	425	0	54	0	26 4	New York	8,260	4,971	6,711
Kunairi Maru.....	20	11 55	21	0 23	21	13 53	21	15 00	Japanese	Illermain Lines	374	0	46	0	17 6	Cristobal	1,255	1,273	706
City of Colombo.....	17	20 50	22	6 15	22	13 57	22	19 00	Peruvian	Peruvian S. S. Line	374	0	46	0	17 6	Cristobal	2,500	2,699	1,721
Ucayali.....	18	18 20	22	9 20	22	16 03	22	17 25	British	Pacific Steam Navigation Co.	231	0	33	0	18 0	Cristobal	8,682	7,050	5,123
Acapulco.....	21	6 40	22	Noon	22	30 22	23	7 50	Canadian	Maple Leaf Shipping Co.	450	0	57	0	27 3	Puerto Lobos			
St. Mihiel.....	22	12 23	22	12 50	22	20 53	23	7 50	Norwegian	W. Wilhelmsen	450	0	57	0	27 3	Puerto Lobos			
Belridge.....	22	12 23	22	12 50	22	20 53	23	7 50	Norwegian	W. Wilhelmsen	450	0	57	0	27 3	Puerto Lobos			

THROUGH THE CANAL—PACIFIC TO ATLANTIC

Ship	Arrived at port	Entered Canal	Completed transit	Cleared for sea	Nationality	Line	Length	Beam	Salt water draft	From	To	Cargo	Tons
Bobbing.....	16 4 00	16 8 04	16 15 25	17 17 43	American	United States Shipping Board	282	0	46	0	19 9	Seattle	2,571
De Zeven Pro- vinden.....	14 23 30	17 7 14	17 15 25	18 11 00	Dutch	Dutch Government	336	0	52	5	21 2	San Francisco	4,000
Orange Branch.....	18 0 05	17 7 56	17 16 05	18 13 50	British	Nautilus Steam Shipping Co.	345	0	45	0	22 0	Puntarenas	3,801
Itasca.....	19 0 17	17 9 09	17 16 55	18 13 35	American	United States Shipping Board	267	0	46	1	18 2	San Francisco	2,153
Ucayali.....	17 6 00	17 12 05	17 20 50	22 7 05	Peruvian	Peruvian S. S. Line	374	0	46	3	20 0	Cristobal	2,650
West Wana.....	14 8 00	17 14 04	18 13 55	18 15 55	American	United States Navy	409	8	54	2	24 7	Portland	6,927
Lake Copley.....	24 20 00	18 6 37	18 17 40	19 19 40	American	United States Shipping Board	265	0	43	0	12 0	Ballast	64
Laura C. Hall.....	15 10 00	18 9 15	18 17 35	19 19 40	British	Pacific Metal Corporation	215	7	33	5	19 6	Ballast	64
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4	Guayaquil	700
Acapulco.....	18 6 15	18 11 02	18 18 20	22 9 20	British	Pacific Steam Navigation Co.	215	7	33	5	15 4		

	18	10 00	18	12 13	18	20 35	18	22 20	British.		Federal Steam Navigation Co.	460 0	62 5	26 0	Sydney	London.	General.	10,500	10,503	8,121
Kent.	18	8 30	19	6 58	19	15 48	19	17 47	American.		United States Shipping Board.	410 0	54 2	22 5	Portland.	Norfolk.	Flour.	7,400	6,571	4,839
West Waunakee	18	15 22	19	7 09	19	17 23	19	20 12	American.		United States Shipping Board.	440 0	56 0	28 0	San Francisco.	New York.	Barley.	+10,598	8,293	6,078
Triumph.	18	17 40	19	7 15	19	16 30	20	7 15	American.		Crowell & Thurlow.	313 5	46 1	20 0	Richmond.	New York.	Wool, flax seed.	3,243	3,345	2,360
Peter R. Crowell	18	17 40	19	7 15	19	16 30	20	7 15	American.		Crowell & Thurlow.	313 5	46 1	20 0	Richmond.	New York.	Wool, flax seed.	3,243	3,345	2,360
Imperial	19	12 00	19	13 07	19	20 09			Chilean.		Chilean S. S. Line.	338 8	41 2	22 0	Talcahuano.	Cristobal.	General.	998	3,621	2,397
Chinook	19	9 15	20	6 53	20	14 14	20	15 30	American.		United States Army.	460 0	49 0	17 5	Portland.	Charleston.	Noue.	5,873	3,853	
Western Ally.	19	4 00	21	6 35	21	14 35	21	20 10	American.		United States Shipping Board.	426 6	54 0	24 0	Seattle.	New York.	Flour.	6,600	6,541	4,533
Mars.	21	6 00	21	7 36	21	15 00	22	6 35	American.		United States Navy.	403 0	37 0	20 0	San Francisco.	Hampton Ruls.	Lumber.	4,096	5,804	3,197
San Jose.	20	17 00	21	12 36	21	15 00	22	6 35	American.		Pacific Mail Steamship Co.	253 0	37 0	15 2	San Francisco.	Cristobal.	General.	340	2,337	1,817
Achilles.	13	11 39	22	6 40	22	17 02	22	17 25	American.		Panama Railroad Steamship Line	514 0	65 0		Balboa.	Norfolk.	Ballast	11,519	6,988	
Alberdeen.	21	14 00	22	6 39	22	15 45	23	7 27	American.		United States Shipping Board.	273 0	49 1	22 0	San Francisco.	New York.	Tallow hemp	2,100	519	346
Balboa	22	6 15	22	9 10	22	18 35			American.		Columbian Maritime S. Co.	190 0	29 1	15 6	Buenaventura	Cristobal.	General.	3,000	728	
Moraine	22	8 10	22	9 28	22	20 15	23	19 05	American.		United States Shipping Board.	266 9	46 1	21 6	San Francisco.	New York.	General.	3,160	2,562	2,206
Chateau D'If	22	8 30	22	10 49	22	22 45			French.		Corbiset & Co.	278 4	40 3	21 9	Iquique.	Charleston.	Nitrate.			

†Short tons.

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Feb. 18.	Jen Eva (schooner)...	Surgeon Brothers.	Port Limon.	Feb. 17.	Caribbean.	Panama Railroad Commissary	Cartagena.
Feb. 18.	Virgine.	French S. S. Line.	Bordeaux and waypoints.	Feb. 17.	Culebra.	Panama Railroad Commissary	Cartagena.
Feb. 20.	Lake Homlock.	Panama Railroad Steamship Line.	New York.	Feb. 17.	Orotina.	P. Wilson.	Port Limon.
Feb. 20.	Culebra.	Panama Railroad Commissary.	Covenas.	Feb. 18.	Jen Eva (schooner).	Surgeon Brothers.	Colon.
Feb. 20.	Allianca.	Panama Railroad Steamship Line.	New York.	Feb. 21.	Lake Hurst.	Panama Railroad Steamship Line.	New York.
Feb. 20.	Asian.	Leyland Line.	Liverpool and waypoints.	Feb. 21.	Kuwa.	United States Shipping Board.	Cienfuegos.
Feb. 21.	Caribbean.	Panama Railroad Commissary.	Gispatz, Col.				
Feb. 22.	Lake Ogden.	Panama Railroad Steamship Line.	New York and Haiti.				
Feb. 22.	Colon.	Panama Railroad Steamship Line.	New York and Haiti.				

PORT OF DALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Jan. 26.	James S. Whitney.	Aene S. S. Co.	Antofagasta.	Feb. 18.	Nippon Maru.	Toyo Kisen Kaishiki Kaisha.	Hongkong.
Jan. 17.	Nippon Maru.	Toyo Kisen Kaishiki Kaisha.	Valparaiso.	Feb. 20.	James S. Whitney.	Aene S. S. Co.	Valparaiso.

*Other than ships passing through the Canal and United Fruit Company's vessels.

COMMISSARY NOTES.

Silver Chests.

Mahogany chests for Community silverware are among the new hardware items recently received. These may be obtained in 26, 32, 50, 72, and 140 piece sizes.

Shaving Brushes.

It is difficult to obtain rubberset shaving brushes at the present time due to the fact that the plant where this article has been manufactured was recently destroyed by fire and has not yet been restored.

Pyrex.

The commissary purchasing agent has been advised by the manufacturers of Pyrex cooking ware that delivery of pudding pans, ordered last November, could not be promised for another 90 days, owing to manufacturing difficulties which they have been experiencing.

Automobile Supplies.

A shipment of automobile accessories and supplies, consisting of pumps, hand Klaxon horns, oil tail lamps, tire talc, rubber cement, cementless patches, etc., has been received and is now on sale in the commissaries.

Guernsey Earthenware.

A new shipment of Guernsey earthenware, consisting of mixing bowls, casseroles, chocolate and custard cups, salt, spice, and cereal jars, cream jugs, chocolate, tea, and mustard pots and bakers dishes, has recently been received by the Commissary Division and is now on sale in the line stores.

Apples.

The commissary purchasing agent advises that owing to the continued high prices of apples in Europe and the reduced freight rates it has become a question of being able to get apples at any price. It seems that almost 75 per cent of all apples now in storage are owned by exporters.

Being unable to obtain barrel apples of desirable shipping quality for the steamship *Colon*, the New York office shipped box apples instead. From present indications, it is not likely that prices will fall during the remainder of the season.

Coffee.

Nearly all the coffee sold in the Panama Railroad commissaries comes from nearby sources. A large part of this product is purchased in Colombia, Costa Rica, Nicaragua, Guatemala, Haiti, and Panama. The exceptions to this rule are Mocha coffee, from Arabia, and Java coffee, which is imported from the East Indies, via New York, and Santos, which comes from Brazil.

The coffee roasting plant, operated by the Commissary Division, is located on the second floor of the wholesale groceries warehouse, at the Cristobal depot. When green coffee is received there, it is first placed in a roaster, the capacity of which is 400 pounds, where it remains for a period of approximately 30 minutes. After this process, called dry roasting, is concluded, the coffee is conveyed to a cooling machine in which all foreign matter is removed by compressed air. It is then passed into barrels, ready for blending.

Costa Rica, Haiti, Tolima, and Guatemala coffees are used in the No. 1 blend, and the No. 2 (or Tivoli Special), is composed of the Santos, Mocha and Java, Guatemala and Costa Rica varieties. Mocha and Java only are used in the No. 3 blend, and in the No. 5 Special are Haiti and Colombia coffees.

When the blending has been finished, the coffee is again passed through the cooling machine for cleaning before being ground. Next it is placed in a large granulating mill and is steel ground. From the mill it passes directly into a galvanized hopper ready for packing. Correct measure is assured by the automatic weighers, the coffee falling down from the hopper into the cartons. This machine has a capacity of 20 cartons a minute. The method employed in the handling of coffee is entirely sanitary as the product is never touched by the hands after leaving the roaster. The daily output of coffee is almost 1,000 pounds.

All coffee is shipped to the line commissaries not later than one day after it has been packed. The date on which it is received at the retail store is stamped on each carton and managers are instructed not to keep coffee on hand longer than one week after its receipt in order that customers may obtain fresh coffee at all times.

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Volume XII.

Balboa Heights, C. Z., March 5, 1919.

No. 29.

CANAL WORK IN JANUARY.

The report of the Governor to the Secretary of War of Canal operations in January, 1919, is printed below:

BALBOA HEIGHTS, C. Z., February 20, 1919.

The Honorable, the Secretary of War,
Washington, D. C.

SIR: I have the honor to submit the following report of The Panama Canal for the month of January, 1919:

CANAL TRAFFIC.

The number of oceangoing commercial ships passing through the Canal for the month was 171, exclusive of the U. S. Government and other vessels on which no tolls were levied; these being shown in the tabulated statement on this and following page. Net tonnage of the 171 commercial ships aggregated 472,977 tons, Panama Canal measurement. The cargo carried amounted to 561,268 tons of 2,240 pounds. Ships of 10 different nationalities were included in the month's traffic.

Tolls collected amounted to \$506,175.12. Deposits of \$406,868.20 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels either transiting the Canal during January, or for which arrangements to transit at a later date had been effected and the tolls prepaid. Sales of storehouse and commissary supplies to ships aggregated \$284,772.30, including \$118,339.50 worth of fuel oil.

An analysis of both the northbound and southbound traffic for January shows a gradual change or departure from war-time conditions. For the first time in a considerable period there were five freight ships northbound in ballast, and but three oil tankers. Likewise, there were two cargoes northbound destined for South American ports; one of 2,640 tons of coal from Manaimo to Rio de Janeiro, the other of 732,632 feet of lumber from Portland, Oreg., to Buenos Aires. Northbound traffic also included 12 full cargoes of nitrates aggregating 51,201 tons; 7 cargoes of flour (53,023 tons); 4 cargoes of sugar (17,719 tons); and 11 cargoes (50,981 tons) of various food supplies.

Five British troopships, southbound, brought 4,459 Canadian, Australian, and New Zealand officers and soldiers through the Canal on their return home from the front. There were five cargoes of coal (24,453 tons) for the U. S. Navy, from Norfolk to San Francisco and Pearl Harbor, included in the month's southbound traffic.

A detail of the business transacted at the Atlantic and Pacific terminals of the Canal is shown in the following tabulation:

Item	Cristobal	Balboa	Total
Ships making transit of Canal.....	77	94	171
Net tonnage of laden ships through Canal.....	227,585	245,392	472,977
Cargo through Canal..... tons..	243,729	317,539	561,268
Nationality of ships through Canal:			
United States.....	23	38	61
British.....	33	26	59
Chilean.....	4	4	8
Danish.....	1	3	4
Dutch.....	0	1	1
French.....	3	9	12
Japanese.....	4	2	6
Norwegian.....	5	7	12
Peruvian.....	4	3	7
Swedish.....	0	1	1
Total.....	77	94	171
Vessels transiting Canal free of tolls:			
U. S. battleships.....	5	3	8
U. S. scout patrol.....	1	.....	1
U. S. subchasers.....	1	2	3
U. S. submarines.....	4	1	5
U. S. Navy launch.....	1	.....	1

Item	Cristobal	Balboa	Total
Vessels transiting Canal free of tolls—Continued.			
U. S. ships with coal for Navy	1		1
Japanese ships with coal for Navy	4		4
Total	17	6	23
Ships through Canal without cargo, but not in ballast	14		14
Net tonnage of ships without cargo	47,265		47,265
Ships through Canal in ballast in addition to above	9	8	17
Net tonnage of ships in ballast	30,330	22,464	52,794
Total transits without cargo	23	8	31
Net tonnage of all ships without cargo	77,595	22,464	100,059
Motor ships through Canal	4	8	12
Net tonnage of motor ships	1,940	23,132	25,072
Sailing ships through Canal	5	2	7
Net tonnage of sailing ships	10,225	4,991	15,216
Tolls levied on laden ships entering Canal	\$215,076.25	\$263,028.30	\$478,104.55
Tolls levied on ships in ballast entering Canal	\$21,987.69	\$16,174.03	\$38,161.72
Total tolls levied on ships entering Canal	\$237,063.94	\$279,202.33	\$516,266.32
Total ships entering port	195	192	387
Total ships clearing from port	193	193	386
Net tonnage (registered) of vessels entering	533,837	460,493	994,330
Net tonnage (registered) of vessels clearing	541,652	458,009	999,661
Total net tonnage of vessels entering and clearing	1,075,489	918,502	1,993,991
Vessels entering port, not passing through Canal	37	7	44
Net tonnage of above	62,257	13,334	75,591
Vessels clearing port, not passing through Canal	36	12	48
Net tonnage of above	76,062	23,678	99,740
Vessels passing through Canal, handling passengers or cargo at port, entering	27	39	66
Net tonnage of vessels passing through Canal, handling passengers or cargo at port entering	39,812	58,406	98,218
Vessels passing through Canal, handling passengers or cargo at port, clearing	25	39	64
Net tonnage of above	37,048	58,406	95,454
Local cargo arriving	40,681 tons.	11,950	52,631
Local cargo shipped	5,544 tons.	3,553	9,137
Total local cargo	46,225 tons.	15,543	61,768
Cargo received by Receiving and Forwarding Agency of P. R. R.	67,461	4,437	71,898
Cargo dispatched by Receiving and Forwarding Agency of P. R. R.	51,105	3,951	55,056
Cargo rehandled by Receiving and Forwarding Agency of P. R. R.	4,822	68	4,890
Total cargo handled	123,388 tons.	8,456	131,844
Cargo stevedored, included in above	62,722 tons.	3,106	65,828
Fuel oil received during the month	40,897.68 bbls.		40,897.68
Fuel oil sold to commercial steamships from Canal tanks	8,305.98 bbls.	31,019.03	39,325.01
Fuel oil issued to U. S. Navy vessels	102.30 bbls.		102.30
Fuel oil issued to U. S. war vessels		55.14	55.14
Other sales, issues, and consumption	5,289.07 bbls.	28,571.56	33,860.63
Total fuel oil furnished from Panama Canal tanks	13,697.35 bbls.	59,645.73	73,343.08
Fuel oil on hand, February 1, 1919	94,192.32 bbls.	91,027.03	185,319.35
Diesel oil on hand, February 1, 1919		918.63	918.63
Coal received during January	23,873 tons.		23,873
Coal supplied Panama R. R. Steamship Line	810 tons.		810
Coal supplied Panama R. R. department	2,155 tons.	15	2,170
Coal supplied individuals and companies	827 tons.		827
Coal supplied other steamship lines	39,593 tons.	2,807	42,400
Coal supplied the Army and Navy	2,611 tons.	248	2,859
Coal supplied The Panama Canal	3,095 tons.	244	3,339
Coal on hand, February 1, 1919	155,623 tons.	25,562	181,190
Vessels supplied with water	148 galls.	141	289
Water sold to ships	7,489,125 galls.	2,444,500	9,933,625
Vessels dry docked	18	10	28
Total passengers arriving including transit passengers:			
First cabin	1,823	1,884	3,707
Other than first cabin	4,518	3,970	8,488
Total	6,341	5,854	12,195
Total passengers departing including transit passengers:			
First cabin	1,450	1,925	3,375
Other than first cabin	3,322	4,046	7,368
Total	4,772	5,971	10,743
Total movement of passengers	11,113	11,825	22,938
Passengers disembarking:			
First cabin	913	165	1,078
Other than first cabin	332	61	393
Total	1,245	226	1,471
Passengers embarking:			
First cabin	713	212	925
Other than first cabin	337	155	492
Total	1,050	367	1,417

Item	Cristobal	Balboa	Total
Services to seamen:			
Seamen shipped (American).....	385	83	468
Seamen discharged (American).....	255	19	274
Seamen deceased (American).....	2	0	2
Seamen deserted (American).....	7	1	8
Seamen lodged, subsisted and repatriated (American).....	2	0	2
Seamen's identification certificates issued (American and alien).....	1,134	421	1,555
Seamen's wages received (American).....	\$2,623.26	\$5,101.65	\$7,724.91
Seamen's wages disbursed (American).....	\$3,377.52	\$4,183.47	\$7,560.99
Balance on hand, February 1, 1919 (American).....	\$1,489.05	\$2,275.09	\$3,764.14
Commissary sales to commercial vessels:			
Ice.....	\$ 851.46	\$ 821.14	\$ 1,672.60
Wholesale groceries.....	11,101.24	7,568.67	18,669.91
Wholesale cold storage.....	31,254.29	22,911.41	54,165.70
Laundry.....	1,004.06	.....	1,004.06
Miscellaneous.....	1,295.77	1,572.06	2,867.83
Total.....	\$45,506.82	\$32,873.28	\$78,380.10
Commissary sales to Government and Panama Railroad ships:			
Ice.....	\$26.23	\$ 275.83	\$ 302.06
Wholesale groceries.....	5,433.08	3,848.02	9,281.10
Wholesale cold storage.....	43,300.59	8,893.34	52,202.93
Laundry.....	165.29	.....	165.27
Miscellaneous.....	1,258.19	283.08	1,541.27
Total.....	\$50,192.36	\$13,300.27	\$63,492.63
Grand total of commissary sales.....	\$95,699.18	\$16,173.55	\$141,872.73

LOCKAGES.

Lockages of commercial vessels for the month were as follows:

	Number of lockages			Number of vessels		
	North	South	Total	North	South	Total
Gatun.....	88	77	165	98	84	182
Pedro Miguel.....	93	78	171	95	78	173
Miraflores.....	89	78	167	95	78	173

In addition to the above, 90 lockages were made of vessels of the U. S. Army and Navy and various floating equipment of The Panama Canal; 19 at Gatun, 34 at Pedro Miguel, and 37 at Miraflores.

Lockages at Gatun consumed 745,650,000 cubic feet of water; those at Pedro Miguel, 671,470,000 cubic feet; and at Miraflores, 655,522,000 cubic feet. The total lockage draft from Gatun Lake was 1,417,120,000 cubic feet; the ratio of water used for power and lockages was 2.68 to 1.

The largest vessel handled during the month was the first-class battleship *North Dakota* on a visit to the Canal and Balboa. This was the first battleship of the dreadnaught class to have transited the Canal. With a displacement of 20,000 tons, mean draft of 26 feet, 11 inches, and beam of 85 feet, 2½ inches, it was necessary on account of the excessive beam, to utilize 8 locomotives at each lockage. The transits of the *North Dakota*, both north and southbound, were without accident and required but little more than the usual time in lockage.

In order to complete the painting of the gates and make other minor repairs, it was necessary to keep the west chambers of Gatun Locks out of service from the 11th to the end of the month; the entire traffic for this period being handled through the east chambers without any considerable delay or difficulty.

METEOROLOGY.

Rainfall for the month was below normal at most stations in the Zone and vicinity, although greater than for December. The estimated average rainfall over the Gatun Lake watershed was 1.73 inches, or 6 per cent below the 9-year mean; that over the Chagres River basin above Alhajuela was 1.99 inches, or 37 per cent below the 18-year mean. Evaporation on the Pacific side was the highest on record for this month; but was slightly below normal over Gatun Lake. It was necessary to draw 44,770,000 cubic feet of water from Gatun Lake into Miraflores Lake, and 107,130,000 cubic feet were taken from the same source for Brazos Brook Reservoir and Gamboa pumping plant. The elevation of Miraflores Lake was 53.69 feet at the end of the month; and that of Gatun Lake, 86.54 feet.

Hydroelectric station—There were no interruptions to service at this plant during the month. The net output was 4,653,300 KWH, and the computed water consumption, 3,806,386,000 cubic feet. An inspection was made of generating units Nos. 3 and 4, disclosing no conditions requiring other than minor adjustments. The interiors of penstocks Nos. 3 and 6 were also inspected and were found to be in

good condition. All of the spillway gates were overhauled and moving parts cleaned and oiled. Work was also started on overhauling the machinery in the tunnel.

Miraflores power plant—This station was held in stand-by service during the entire month, no trouble occurring on the system that necessitated its picking up any load. On account of work in progress on the transmission lines, 2,000 KW additional stand-by was maintained throughout the month; this additional service necessitating an estimated consumption of 600 barrels of fuel oil. The total amount of fuel oil consumed by the plant was 3,180.26 barrels; the gross output being minus 38,350 KWH, 47,500 KWH having been used for excitation and operation of generators as synchronous condensers for the improvement of the power factor of the system.

Total power output—The total net output of both generating stations was 4,567,450 KWH, and the total amount of power distributed to feeders by substations and generating plants was 4,047,860 KWH. The total loss in transmission and transformation was 519,590 KWH, equivalent to an energy loss of 11.4 per cent.

New construction—Electrical Division—All important work at the Gatun hydro-electric station has been completed. The 11,000-volt improvements at the Cristobal substation were 90 per cent completed at the end of the month. Gatun substation construction work was finished during the month. The only item remaining uncompleted at Balboa substation is the installation of the motor-generator set and its control panel, these not having been received from the States; their installation completing the work in connection with the extension of 6,600-volt service to Fort Amador. The 11,000-volt improvements at Miraflores substation were 90 per cent completed on January 31.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The Mechanical Division forces, especially at Balboa, were largely concentrated on several important jobs of heavy ship repairs, while both the Cristobal and Balboa shops had rather more than the usual amount of routine work to handle. The Balboa shops had 844 job orders uncompleted on the 1st of the month; 794 additional jobs were authorized during January; and 792 completed in this period, leaving 846 uncompleted at the end of the month. No blanket orders were issued at Balboa; 14 were completed; and 248 uncompleted on January 31. There were 174 individual and company job orders issued at the Cristobal shops, 9 of which were for work on submarines and other U. S. naval craft; and of the remaining 155, 69 covered repairs to ships making the port of Cristobal or in transit of the Canal, exclusive of Panama Railroad ships.

The output of the Balboa foundry for January was as follows: Iron, 161,144 pounds; steel, 25,042 pounds; brass, 13,238 pounds.

The principal items of work done at Balboa were the installation of three new furnaces in the boilers of the U. S. S. *Yorktown*, the practical rebuilding of the engines of the schooner *Elizabeth Ruth*, and the completion of the manufacture of new cylinders for the ex-German steamship *Marie* for the Peruvian Government. A considerable quantity of material received from the Shipping Board authorities together with an increased force of mechanics enabled the division to make satisfactory progress in the repairs to the 5 ex-German vessels, *Rhakotis*, *Sierra Cordoba*, *Luxor*, *Uarda*, and *Anubis*. Final completion of the repairs on these vessels, particularly the first three mentioned, will be seriously delayed on account of the nonarrival of new boilers.

The following vessels were at the Balboa shops during the month for repairs: U. S. S. *Albany*, *New Orleans*, *Alert*, *Eastern Light*, *Minneapolis*, *North Dakota*, *Yorktown*, *Zaca*; U. S. destroyer *Chew*; nine planter *Gen. Wm. M. Graham*; U. S. submarines *C-2*, *C-4*, *L-5*, and *O-15*; submarine chasers *281* and *P-2232*; steamships *Anubis*, *Aviateur de Terlines*, *Azov*, *Caribbean*, *City of Para*, *Coalinga*, *Culebra*, *Eastern Cross*, *Jamaica*, *Lake Copley*, *La Habra*, *Las Santos*, *Luxor*, *Marie*, *Maricopa*, *Nancy*, *Nippon Maru*, *Okaloosa*, *Panama*, *Peru*, *Point Arena*, *Point Bonito*, *Rhakotis*, *San Joaquin*, *Santa Louise*, *Henry T. Scott*, *Sierra Cordoba*, *Tropic*, *Uarda*; *War Masset*, *James S. Whitney*, *Zuiderijk*; motor ship *Chiriqui*, *Fraternite*, *Louise Bryn*, *Marie de Ronde*, *Mount Hood*, *Mount Shasta*, *Orotina*, *Risor*, *Tacoma*; steam schooners *Adjutante Dorme*, *Amiens*, *General Baratier*; French bark *General de Hegrier*; auxiliary schooners *Egalite* and *Elizabeth Ruth*; steamer *Poe*; and schooner *Speedway*. The following vessels were in Balboa drydock: U. S. S. *Yorktown*, U. S. submarine *C-4*; steamships *Anubis* and *Zuiderijk*; tug *Empire*; wrecking barge *No. 91*; dredge *Paraiso*; scows *Nos. 134* and *137*; and steamship *Lake Copley*.

The following vessels were repaired at Cristobal shops: U. S. S. *North Dakota*, *Alert*; U. S. *P-1841*, *P-2235*, *P-2*; U. S. submarine *C-2*, *C-5*, *L-6*, *L-7*, *O-2*, *O-4*; H. M. N. Z. H. S. *Marama*; steamships *Acajulla*, *Achilles*, *Advance*, *Allianca*, *Balboa*, *Barabos*, *Bonafon*, *Brebant*, *Caribbean*, *Catawba*, *Colon*, *Columbia*, *Culebra*, *Eastport*,

Eastern Cross, Eastern Shore, Guanacaste, Geo. W. Elder, General Barakit, Huallaga, Henry T. Scott, Isonomia, Lake Copley, Lake Hemlock, Lieut. Grenier, Louise Bryn, Mahaska, Mantaro, Mojave, Monmouth, Odland, Panama, Pascagoula, Peru, Point Adams, Quistoonck, Salvador, Santa Lucia, Tallac, Ucayali, Urubamba, Vereki, Wakkiasum, War Camachin, War Casco, War Castle, War Cayuse, War Edensaw, War Masset, War Sumas; steamers Field and Forsee; motor boat Orotina; schooners Laura C. Hall, and Acapulco; auxiliary schooners Centinela and General Serrett; Barges 15, 18, 20, 21, 36, 56, and 96; clapets No. 4 and No. 7; derrick barge No. 157; dredge No. 86; houseboat No. 179; launches M-105, F-1, 252, Atlantic, Azimuth, Cruces, Dixie, Nard, and Psyche; pile driver No. 102, and tugs Balboa, Engineer, and Porto Bello. Of these vessels the following were dry-docked at Cristobal: U. S. P-2235; steamships Caribbean, Culebra, Salvador, and Henry T. Scott; schooner Acapulco; clapets Nos. 4 and 7; barges No. 18, 20, 36, 56, 96, and 98; houseboat No. 179; and tugs Balboa and Engineer.

There were 233 Lidgerwood cars, of the 400 ordered for the Alaskan Engineering Commission, ready for shipment on January 31, 105 having already been delivered. The 10 new passenger coaches under construction for the Panama Railroad were approximately 25 per cent completed.

BUILDING CONSTRUCTION.

The construction work of this division had the following status on January 31:

	Per cent completed
Ancon Hospital buildings:	
Ward group No. 7.....	90
Ward group No. 8.....	75
Superintendent's house.....	55
Pedro Miguel hotel.....	99
Tivoli hotel kitchen.....	100
Cement block walls, lumber shed, Balboa.....	40
Ice and cold storage plant, Mount Hope:	
Ice plant building.....	99
Cold storage building.....	99
Abattoir.....	96
Canning plant.....	96
Boiler house and exterior steam lines, Mount Hope cold storage plant.....	25
Ten type-17 houses for Central and South American Telegraph Co., Ancon:	
6 cottages.....	17
1 cottage.....	27
2 cottages.....	32
1 cottage.....	37

The installation of equipment for the Mount Hope ice and cold storage plant was 95 per cent completed during the month; and that at the abattoir, 5 per cent.

Terminal construction—Construction of Pier No. 6, Cristobal, progressed to the following status, January 31:

Item.	Accomplished during month.	Total in place, January 31.	Percentage of completion.
Floor system:			
Forms placed.....square feet..	35,796	590,545	95.3
Reinforcing placed.....pounds..	253,468	5,761,010	97.5
Concrete poured.....cubic yards..	1,261	27,567	95.5
For shed:			
Forms placed.....square feet..	25,818	57,574	15.3
Reinforcing placed.....pounds..	171,435	329,502	22.9
Concrete poured.....cubic yards..	435	975	16.7

DREDGING DIVISION.

Dredging excavation for the month was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary. Cu. yds.
Pacific entrance channel.....	208,400	15,500	223,900	191,400	32,500	.....
Inner harbor at Balboa.....	23,100	15,400	39,500	23,100	15,400	.....
Gaillard Cut:						
Paraiso P. I. impr. work.....	4,400	39,400	43,800	43,800	.....	.....
West Culebra Slide.....	1,700	29,100	30,800	30,800	.....	.....
Total from Gaillard Cut.....	6,100	68,500	74,600	74,600	.....	.....

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary Cu. yds.
Atlantic Terminals:						
Area No. 1, Cristobal Harbor.....	110,100	8,000	118,100			118,100
Barge slip, Coaling Station	7,200	1,900	9,100			9,100
New Cristobal fill.....	4,200	500	4,500			4,500
Total Atlantic Terminals.....	121,300	10,400	131,700			131,700
Coco Solo.....	8,000	600	8,600		8,600	
Grand total.....	366,900	110,400	477,300	289,100	56,500	131,700

Excavation in the barge slip at the Cristobal coaling station was completed during the month. All material taken from Atlantic terminals, with the exception of the 4,500 yards at the New Cristobal fill, was deposited on Telfer's Island, west of the coaling station. The 38,500 yards from Balboa inner harbor, and 46,600 yards of the material from the Pacific entrance (total of 85,100 yards) was placed in the sea dump, west of the channel. Of the balance of the Pacific entrance spoil, 83,000 yards was dumped on San Juan fill, and 94,300 yards into the old river bed west of the channel. All material from Gaillard Cut was dumped in Gatun Lake, north of Gamboa. The 8,600 yards excavated from the cove near the seaplane hangar, Coco Solo, was placed on the hangar site and in storage piles on adjoining areas.

On February 1 there remained to be excavated from the Canal prism, ocean to ocean, 210,800 cubic yards of earth and rock; and from the Cristobal coaling station and Balboa inner harbor, a total of 415,583 cubic yards. Distribution of the remaining excavation is shown in the following table:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....		25,000	25,000
Pacific Entrance.....	131,900	53,900	185,800
Total, Canal prism.....	131,900	78,900	210,800
Cristobal Coaling Station.....		2,073	2,073
Balboa, Inner Harbor.....	264,560	148,950	413,510
Total Cristobal Coaling Station and Balboa Inner Harbor.....	264,560	151,023	415,583
Grand total—ocean to ocean.....	*396,460	*229,923	*625,383

* All quantities are expressed in cubic yards.

MUNICIPAL DIVISION.

In addition to the usual routine work of repair and inspection of the division, the following construction work was under way; its status of progress at the end of the month being as shown.

	Per cent completed
Northern District:	
1. Relocation of Mount Hope road.....	75
2. Renewal of discharge line from sewage pump, Colon.....	70
3. Installation of water line at ice and cold storage plant.....	95
4. Construction of tennis court, Colon Beach.....	100
5. Construction of baseball grounds for Panama Canal League.....	100
6. Fort de Lesseps dock construction work.....	5
7. Construction of road to Mount Hope ice plant.....	75
Southern District:	
1. Road construction, Ancon Hospital grounds.....	(*)
2. Grading, Ancon Hospital grounds.....	(*)
3. Installation of fire hydrants, Balboa.....	100
4. Resurfacing Paraiso-Gamboa road.....	25
5. Resurfacing streets, Pedro Miguel.....	85
6. Resurfacing streets, Paraiso.....	45
7. Water line on oil crib, Balboa.....	60
8. Walks and drains, Balboa shops.....	5
9. Box drains, 25th Street, Panama City.....	10
10. Storm sewer, 24th Street, Panama City.....	75

* Completed as far as authorized.

The construction work performed for the U. S. Army on the Isthmus is not included in the above, but is summarized in a separate report of this date.

There were 814,584,500 gallons of water pumped at the various stations; 172,818,000 gallons in the northern district, and 641,766,500 gallons in the southern district.

Panama City consumed 80,688,000 gallons; Colon, 50,260,725 gallons; and 9,933,625 gallons were sold to ships. There were 480,347,000 gallons filtered for domestic purposes. The smoke abatement experiments were continued during the month at the Gavilan Island incinerator; there were 1,804 tons of garbage consumed at this plant. Rather more than the usual amount of repair and maintenance work was performed during the month under blanket authorities from different divisions of The Panama Canal.

WORKING FORCE.

Effective January 22, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office	30	46	76
Building Division	259	1,944	2,203
Municipal Division	8	1,538	1,623
Electrical Division	225	385	610
Lock operation	135	856	991
Dredging Division	123	1,002	1,125
Mechanical Division	729	1,679	2,408
Marine Division	100	338	438
Fortifications	52	297	349
Total	1,738	8,085	9,823
Supply:			
Quartermaster	119	1,735	1,854
Subsistence	22	444	466
Commissary	208	1,586	1,794
Cattle Industry—Plantations	33	2,470	2,503
Total	382	6,235	6,617
Accounting	216	11	227
Health	213	877	1,090
Executive	492	219	711
Panama Railroad—			
Superintendent and coaling stations	126	1,139	1,265
Transportation	141	270	411
Receiving and Forwarding Agent	121	1,355	1,476
Total Panama Railroad	388	2,764	31,52
Grand total	3,429	18,191	21,620

The total gold force is an increase of 110 over the 3,319 employed on December 18; the silver force is also an increase of 532 over the 17,659 employed on that date. As compared with the force employed on January 23, 1918, that of this month represents a decrease of 34 gold, and 1,511 silver employees.

The occupation of Canal quarters, December 31, was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans	3,229	2,234	2,283	7,746
Europeans	185	30	70	285
West Indians	5,503	2,051	3,660	11,219
Total	8,922	4,315	6,013	19,250

HEALTH DEPARTMENT.

There were 17 deaths among colored employees during the month, and none of American employees. Thirty-two cases of smallpox were admitted; 10 from Colon, and 22 from Panama. This makes a total of 165 cases admitted since August, 1918, when the outbreak occurred. Of this number 143 have been discharged well; the balance of 22 remaining in hospital at the end of the month.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

Material ordered on U. S. requisitions to the amount of \$498,750.31 was received during the month; \$411,836.45 of which was chargeable to Operation and Maintenance; \$65,448.06 to Construction and Equipment; and \$21,465.80 to miscellaneous departments. The total Isthmian cash sales of the storehouses and obsolete store amounted to \$164,370.69; of which \$162,332.23 was for stock; \$1,423.03 for scrap; and \$615.38 for obsolete and second-hand material. Deposits of \$25,413.24 were made with the Disbursing Clerk, Washington, on account of sales of materials in the States. The total credit sales of material for the month amounted to \$204,368.66. Sales of commissary supplies for the month aggregated \$1,038,041.65.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations, January 31, 1919, exclusive of Fortifications, was \$13,377,948.84; the balance in Fortifications was \$3,960,903.21. Payments from appropriations by the Disbursing Clerk, Washington, amounted to

\$682,324.21, and by the Paymaster on the Isthmus to \$1,338,204.65. Purchases of commissary books of the Panama Railroad Company amounted to \$337,390.34. Total Panama Canal collections on the Isthmus were \$1,963,046.50; and collections by the Disbursing Clerk, Washington, \$30,521.98. Deposits of \$406,868.20 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal. Receipts from Canal Zone and miscellaneous funds were \$204,134.70, and disbursements from the same source, \$201,998.85. Payrolls of the force on the Isthmus totalled \$1,108,375.41, representing an increase of \$24,449.23 over the preceding month.

Respectfully,

CHESTER HARDING, *Governor.*

Income Tax for the Year 1918.

Circular for the information of all concerned:

Every individual having a net income for the taxable year of \$1,000 or over if single or if married and not living with husband or wife, or of \$2,000 or over if married and living with husband or wife, shall make under oath a return stating specifically the items of his gross income and the deductions and credits allowed. If a husband and wife living together have an aggregate net income of \$2,000 or over, each shall make a return unless the income of each is in a single joint return.

Returns should be made to the Collector for the district in which is located the legal residence or the principal place of business of the person making the return, or, if he has no legal residence or principal place of business in the United States, then to the Collector of Internal Revenue at Baltimore, Md. No remittance for income tax should be made to the Collector of The Panama Canal. Payments may be made in four equal installments, the first of which must accompany the return, or the entire amount of the tax may be sent with the return.

Severe penalties are provided for failure to make returns.

The return and the tax due should be in the office of the Collector of Internal Revenue on or before March 15, 1919.

The Commissioner of Internal Revenue, in reply to a cable, directs that each individual in the Canal Zone submitting income tax return shall file with same a signed statement that the delay in forwarding the return was caused by the failure to receive forms sufficiently in advance owing to the distance from the United States. These statements will be accepted by the Commissioner of Internal Revenue without being sworn to as sufficient to justify the failure to file the return with the Collector by March 15. Employees are urged to forward return as soon as possible after the receipt of form.

Blank forms for returns of incomes of \$5,000 or less have been received and will be forwarded to employees through the Field Timekeepers, together with statement of amounts paid by The Panama Canal and the Panama Railroad Company to the employee during the last calendar year. Failure to receive one of these forms will not excuse such persons for failure to make return. Blank forms for return of incomes of more than \$5,000 will not be received on the Isthmus until about March 13.

Persons desiring information in regard to the income tax on points not covered by the printed instructions on the return may obtain same by addressing letter to the Auditor of The Panama Canal, who will endeavor to supply all information necessary for the completion of the return after the Treasury Regulations have been received on or about March 13.

H. A. A. SMITH, *Auditor The Panama Canal.*

Executive Order.

All Executive Orders heretofore issued for the establishment of Defensive Sea Areas are hereby revoked.

WOODROW WILSON.

THE WHITE HOUSE,
25 January, 1919.

(No. 3027)

Manifests of Cargo.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 25, 1919.

CIRCULAR No. 679-6:

Circular No. 679-5, of December 13, 1918, requiring each vessel transiting the Canal to furnish to the boarding officer a full manifest of the cargo on such vessel, and each vessel entering a Canal Zone port to furnish an additional copy of its manifest, for statistical purposes, is suspended pending more definite arrangements with shipping.

In the meantime, Article 6, of Circular No. 679 (Revised) and paragraph 2 of Circular No. 679-2, containing requirements for the submission of manifests by vessels entering Canal Zone ports, will be effective, and the use of cargo declaration form No. 4363 will be continued.

CHESTER HARDING, *Governor.*

Notice to Mariners—Miraflones Approach Beacons Temporarily Discontinued.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 12, 1919.

CIRCULAR No. 643-50:

1. Beacons numbered 9 and 11, Miraflones Approach, have been temporarily discontinued, owing to dredging operations.

2. A gas buoy, black, pyramidal superstructure, exhibiting a white flashing light, 1 second light, 1 second dark, will be maintained to mark the edge of the navigable channel.

3. The channel will be permanently marked when dredging operations are completed.

CHESTER HARDING, *Governor.*

Notice to Mariners—Gas Buoy Established, Miraflones Southern Approach.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 15, 1919.

CIRCULAR No. 643-51:

1. A gas buoy was established on February 11, 1919, to mark the edge of the navigable channel, Southern Approach, Miraflones Locks. It is located in 36 feet at mean low water, and on the intersection of the ranges of beacons numbered 5 and 7 in line; prolongation of center line, west wing wall, Miraflones Locks.

2. *Caution*—Mariners are cautioned to give this buoy a berth of at least 75 feet at low water, or when the ranges mentioned can not be seen. Owing to the rise and fall of the tide and the current produced by the tide, spilling of the lower chamber and the opening of the gates at Miraflones Locks, the mooring of this buoy was made of sufficient length to overcome these conditions.

CHESTER HARDING, *Governor.*

Notice to Mariners—Colon Harbor Gas Buoys Replaced.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 15, 1919.

CIRCULAR No. 643-52:

1. Gas buoys numbered 1 and 2, Colon Harbor, showing fixed white and red lights, respectively, were replaced on February 14, 1919.

2. These buoys were extinguished on April 6, 1917, as a precautionary war measure, and later removed as they formed a menace to authorized local night traffic.

CHESTER HARDING, *Governor.*

Notice to Mariners—Changes in Atlantic Entrance Buoys.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 14, 1919.

CIRCULAR No. 643-53:

1. Spar buoy No. 9, Colon Harbor, has been replaced by gas buoy No. 9, showing a fixed white light.

2. Spar buoy No. 10, Colon Harbor, has been replaced by gas buoy No. 10, showing a fixed red light.

CHESTER HARDING, *Governor.*

Notice to Mariners.—Defensive Sea Areas Abolished.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., February 25, 1919.

CIRCULAR No. 643-54:

By direction of the President, the Executive Orders dated August 27, 1917, and October 24, 1917, establishing Defensive Sea Areas for Canal Terminal Ports, have been revoked. Circulars Nos. 601-66 and 601-68, quoting such Orders, as well as Circular No. 643-36, advising that the terminal ports would be closed between sunset and sunrise, are accordingly cancelled.

CHESTER HARDING, *Governor.*

Statement of Subscriptions by Panama Canal Employees to the Expenses of Fourth Liberty Loan and Expenditures.**Expenditures:**

Buttons.....	\$97.37
Baseball game	8.46
Stationery, printing, pamphlets, etc.....	121.75
Flags.....	8.75
Blueprinting.....	3.75
Lumber.....	22.90
Flour for paste.....	8.53
Tacks and flour	1.81

Total bills..... \$273.32

Collections:

Subscriptions.....	\$306.77
Pedro Miguel dance	103.85

Total collections..... \$410.62

Less expenses..... 273.32

On hand for next loan

R. D. GATEWOOD,
ROY R. WATSON,
Committee.

Approved:

H. ROWE, *Chairman.*

Steamship Sailings.

The steamer *Allianca* will sail on Saturday, March 8, at 3 p. m., instead of Thursday, March 6, as heretofore announced.

The sailing date of the steamer *Alvince* has not yet been determined.

District Dentist at La Boca.

A new district dentist (Dr. R. E. Abadia) has been appointed, and has opened his office in the La Boca schoolhouse. He is well equipped with modern instruments and appliances, and will work on gold employees in addition to silver employees.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Elton Combs.....	150210	Barbados.....	Panama.....	Mechanical Division.	February 8, 1919.
James Frank.....	86942	Barbados.....	Colon.....	Panama Railroad....	February 12, 1919.
Fitz Linton.....	58944	Barbados.....	Panama.....	Mechanical Division.	February 15, 1919.
Felipe Rivera.....	175101	Panama.....	Panama.....	Supply Department..	February 16, 1919.
John Thomas.....	115234	St. Kitts.....	Colon.....	Panama Railroad....	February 18, 1919.
James Williams.....	171451	Jamaica.....	Colon.....	Building Division....	February 7, 1919.
John W. Davis.....	115537	Jamaica.....	Colon.....	R. & F. Agency.....	February 10, 1919.
Josiah Ward.....	34680	Barbados.....	Red Tank.....	Pacific Locks.....	February 5, 1919.
Eulalio Estrada.....	56997	Panama.....	San Juan.....	Sec. of Met. & Hydrol.	October 18, 1913.
Cristobal Osfino.....	119554	Panama.....	Santa Rosa, R. P....	Plantations.....	May 10, 1918.
Charles Chase.....	150252	Barbados.....	Panama, R. P....	Coaling Station.....	January 4, 1919.
Samuel Ramis (Ramos)	166556	Panama.....	Panama, R. P....	Plantations.....	February 13, 1919.
William Winston.....	152301	Dominica.....	Colon.....	Panama Railroad....	February 14, 1919.
Oscar Seales.....	171594	Barbados.....	Colon.....	Building Div.....	February 20, 1919.
Jonathan Williams.....	122479	Antigua.....	Panama, R. P....	Municipal Eng. Div..	February 20, 1919.
Steven Robertson.....	145118	Jamaica.....	Colon.....	Panama Railroad....	February 24, 1919.
Clayton Carter.....	31762	Barbados.....	Gatun.....	Gatun Locks.....	February 28, 1919.

INSANE.

Name.	Check No.	Native of	Isthmian residence.	Employed by	Date of commitment.
Reuben Armstrong...	95240	Jamaica.....	Panama.....	Commissary Div....	February 12, 1919.

March Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of March, 1919. These predictions are based on the weather records at Cristobal and Balboa Heights for the past 11 and 13 years respectively.

Winds—Dry season weather will prevail over the Isthmus throughout the month. There will be a continuation of February wind conditions with little change either in prevailing direction or average velocity. On the Atlantic Coast the prevailing direction will be north or northeast with an average hourly velocity of about 15 miles. The maximum velocity is not likely to exceed 35 miles per hour. On the Pacific Coast the prevailing direction will be northwest to north, with an average hourly velocity of about 11 miles. No winds above 30 miles per hour may be expected.

Rain—March is the month of least average rainfall on the Isthmus, and nothing more than an occasional light shower is probable. The 49-year average rainfall at Cristobal is 1.61 inches, and the 20-year average at Balboa Heights is 0.68 inch.

Fog—No fogs are likely to occur at either Canal entrance, but occasional night or early morning fogs may be expected in the interior. The average number of nights with fog over the Gaillard Cut section of the Canal is four. All fogs will probably be light and may be expected to clear away before 8.30 a. m.

Temperature—The monthly mean air temperature should average about 81° F. on the Pacific side, and about 80° F. on the Atlantic side. On the Atlantic side no temperatures lower than 67° or higher than 88° may be expected, while on the Pacific

side 65° to 96° are the extremes. The average daily range on the Pacific side is about 19° and on the Atlantic side about 7°.

Relative humidity—The average relative humidity is about 73 per cent on the Pacific side and about 79 per cent on the Atlantic side. The range is greater on the Pacific side than on the Atlantic side on account of higher night humidity and lower midday humidity.

Storms—Fair weather may be expected on both coasts during March. The effects of "Northers" may occasionally be felt as far south as the Atlantic entrance, and intensified Northeast Trades frequently cause rough seas and a heavy swell outside the breakwater. At the Pacific entrance the sea will be smooth to moderate.

Tides—Tidal fluctuations on the Atlantic side are too small to affect navigation. Balboa tide predictions for the month are given below. These are taken from "Tide Tables for 1919" published by the Department of Commerce, Washington, D. C.

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
S	1	2:31	9:08	3:00	9:29	W	12	6:26	12:42	7:00	.....	S	23	1:52	7:46	2:10	7:58
		13.6	0.4	14.3	0.2			2.1	12.5	2.5	.....			2.1	12.0	3.1	12.1
S	2	3:19	9:51	3:44	10:13	Th	13	1:07	7:29	1:42	8:01	M	24	2:46	8:30	3:02	8:42
		14.6	-0.7	15.3	-0.3			12.7	1.7	13.0	1.9			2.8	11.4	3.7	11.5
M	3	4:06	10:33	4:29	10:54	F	14	2:03	8:23	2:32	8:51	Tu	25	3:39	9:26	4:06	9:44
		15.3	-1.4	16.1	-1.6			13.1	1.2	13.6	1.1			3.3	11.0	4.1	11.1
Tu	4	4:53	11:16	5:15	11:37	S	15	2:50	9:09	3:15	9:32	W	26	4:43	10:37	5:14	11:00
		15.7	-1.8	16.5	-1.9			13.5	0.7	14.1	0.5			3.5	11.0	3.9	11.1
W	5	5:40	11:57	6:02	.....	S	16	3:33	9:50	3:54	10:12	Th	27	5:49	11:49	6:20	.....
		15.9	-1.7	16.5	.....			13.9	0.2	14.4	0.0			3.2	11.5	3.3	.....
Th	6	0:22	6:27	12:42	6:49	M	17	4:12	10:26	4:33	10:47	F	28	0:13	6:52	12:50	7:21
		-1.8	15.6	-1.2	16.1			14.1	0.0	14.5	-0.2			11.8	2.5	12.6	2.2
F	7	1:10	7:16	1:32	7:38	Tu	18	4:49	11:00	5:05	11:22	S	29	1:14	7:47	1:40	8:14
		-1.2	15.0	-0.3	15.4			14.1	0.0	14.5	-0.2			12.8	1.5	13.8	0.9
S	8	2:02	8:07	2:27	8:32	W	1	5:26	11:36	5:33	11:57	S	30	2:05	8:37	2:27	9:01
		-0.3	14.1	0.2	14.4			13.9	0.3	14.3	0.1			13.8	0.3	15.0	-0.4
S	9	3:01	9:05	3:29	9:32	Th	20	6:00	12:03	6:12	.....	M	31	2:54	9:23	3:14	9:47
		0.7	13.2	1.8	13.4			13.6	0.8	13.3	.....			14.9	-0.8	15.9	-1.8
M	10	4:06	10:13	4:39	10:42	F	21	0:33	6:31	12:45	6:44						
		1.5	12.4	2.5	12.6			0.7	13.1	1.5	13.4						
Tu	11	5:16	11:29	5:52	11:55	S	22	1:11	7:03	1:25	7:18						
		2.0	12.2	2.8	12.4			1.4	12.6	2.3	12.8						

The tides are placed in the order of their occurrence; the time of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; ante meridian figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sealevel is included in the predictions.

Official Circulars.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 21, 1919.

CIRCULAR NO. 661-73:

Commander Edwin Graham Kintner, U. S. N., is appointed Superintendent of the Mechanical Division, effective February 22, 1919.

CHESTER HARDING, Governor.

Acting Captain of the Port, Balboa.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., February 24, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective February 25, 1919, and during the absence of Lieutenant Commander Chas

Svensson, U. S. N. R. F., on leave, Mr. L. A. Helliksen will act as Port Captain, Balboa; Member, Board of Local Inspectors; and Special Agent, Bureau of Transportation, War Trade Board.

CHESTER HARDING, Governor.

Chief Hydrographer.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., February 21, 1919.

All concerned—Mr. R. Z. Kirkpatrick, having within the authorized period presented his honorable discharge from the military forces of the United States, is hereby reinstated as Chief Hydrographer, effective this date, vice Mr. H. G. Cornthwaite, assigned to other duties.

W. J. DOUGLAS,
Engineer of Maintenance.

Approved:

CHESTER HARDING, Governor.

Rates for Derrick Barges.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 14, 1919.

CIRCULAR No. 686-8:

Effective March 1, 1919, the following rates are established for services rendered by derrick barges:

1. To departments and divisions of The Panama Canal and Panama Railroad, or other branches of the United States Government:

	Per hour.
First hour.....	\$30.00
Each succeeding hour or fraction thereof, up to and including eight hours.....	20.00
Over eight hours.....	15.00

2. To individuals and companies:

First hour.....	40.00
Each succeeding hour or fraction thereof, up to and including eight hours.....	25.00
Over eight hours.....	20.00

3. These rates include tug service to and from point of service, where service is performed alongside Cristobal docks or coaling dock. For all service other than that performed alongside docks, an additional charge will be made for all tug service required in excess of one hour.

4. Charge will be made for all working time and time in transit, and time that barge and crew are held at working point by request of the interests for which the barge is working.

5. These rates cover both straight and overtime service. The minimum charge shall be for one hour.

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 24, 1919.

CIRCULAR No. 189:

Effective as of February 24, 1919, Mr. Ludwig A. Hellsen, Assistant Captain of the Port, Balboa, is designated an accountable official of The Panama Canal, vice Lieut. Com. Chas. Svensson, U. S. N. R. F., and as such will account for all nonexpended property in use by the Captain of the Port, Balboa.

H. A. A. SMITH,

Approved: Auditor The Panama Canal.
CHESTER HARDING,
Governor.

New Photo-metal Check Numbers.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 28, 1919.

ALL TIMEKEEPERS:

1. Photo-metal checks are now being issued to silver gangs as rapidly as possible, and it is desired to commence changing the check numbers on the rolls during the month of March, and complete the work during the month of April. Photo-metal check numbers assigned to silver employees whose time is kept by you should be entered in ink immediately below the old brass check number, as soon as photo-metal checks are received for each gang. In order to avoid confusion, where time books are not addressographed, the photo-metal check number should be prefixed by the letter P—thus:

179283 J. Jones
P-13145 Lab. 16c.

2. Pending the completion of the work of changing from old to new metal check numbers, silver employees will be paid by the paymaster upon presentation of number shown on pay certificate.

3. If any of your silver employees have not yet reported at the photo-metal check studios, they should do so at the earliest date possible.

C. A. McILVAINE,
Executive Secretary.

Safe-keeping of Specie and Valuable Cargo.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., February 21, 1919.

CIRCULAR No. RA-637:

To all concerned—Paragraph 2-J, item 18, Tariff 2, and that part of Supplement No. 3 to Tariff 2, relating to the charge for the "safe-keeping" of specie and valuable cargo on which freight is charged on the *ad valorem* basis, should be interpreted as follows:

1. On all specie and any other kind of cargo freighted on the bill of lading or other shipping papers on an *ad valorem* basis, landed on the docks at Balboa or Cristobal by one ship for delivery to another ship, a charge of $\frac{1}{4}$ of 1 per cent of the declared value will be made against the delivering carrier for the safe-keeping of such specie or valuable cargo pending its delivery to the receiving carrier.

2. On all inward or outward shipments of specie or *ad valorem* freight, handled over the Cristobal Docks, for or from Colon or Cristobal, a charge of 1 16 of 1 per cent will be made against the delivering or receiving carrier, as the case may be. This same rate also applies at the Balboa docks on such cargo if delivered at the docks or delivery is taken at the docks.

3. On all inward or outward shipments of specie or *ad valorem* freight, handled over the Balboa docks, for or from Panama City, a charge of 1 16 of 1 per cent will be made against the ship, in addition to the other handling and transferring charges. See Paragraph 3, Item 17, Supplement No. 3 to Tariff No. 2.

4. On inward and outward shipments of specie and *ad valorem* cargo handled over the docks at Cristobal, and over the railroad to or from Panama City or line points, on a through freight basis, where the railroad receives 45 per cent of the freight no charge for "safe-keeping" will be made against the ship, but Harbor Terminal Operations will be credited with 1 16 of 1 per cent for "safe-handling" out of the railroad's 45 per cent. On all other similar shipments, including through shipments where a combination of the two local freight rates is applied rather than the through rate, the charge of 1 16 of 1 per cent will be made against the delivering or receiving ship.

H. A. A. SMITH,
Auditor.

Handling Ice.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 28, 1919.

To customers of the commissaries and all concerned—Owing to the fact that ice delivery men have been requested by some families to do work which is not in accordance with the usual practice in the United States, it has become necessary to issue the following instructions to all ice deliverymen employed in ice delivery service of the Commissary Division.

"Ice will be placed in pans or other receptacles set out for the purpose, or into refrigerators, but no time must be taken up in washing ice for families or on account of the fact that the refrigerator is not properly prepared to receive the ice. Ice must at no time be placed on the ground before delivery to families."

These instructions are issued in the interest of a more rapid ice delivery, and the cooperation of all concerned is requested.

R. K. MORRIS,
Chief Quartermaster.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal," Panama; in the United States, "Pancanal, Washington."

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, March 1, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Athenic.....	21	15.00	23	6.26	23	14.07	23	15.47	Brish..	White Star Line.....	504.0	63.0	21.0	Liverpool.....	Wellington.....	General.....	2,343	12,697	9,407
Idaho.....	19	19.30	23	6.45	23	16.59	23	16.59	Amercan.	Wilson Brothers & Company.....	205.0	44.0	18.0	San Juan.....	San Francisco.....	General.....	1,008	1,151	555
Guantanamo.....	22	12.40	23	6.52	23	15.42	23	16.33	Amercan.	Ward Line.....	362.0	46.0	13.5	Cebu.....	Puntarenas.....	Ballast.....	3	682	2,522
Kronprinsessan.....	22	21.35	23	9.10	23	16.48	24	17.00	Swedish..	Johnson S. S. Line.....	360.0	50.0	13.0	Falmouth.....	Valparaíso.....	General.....	140	5,296	3,907
Margaret.....	19	30.35	23	17.49	24	11.18	24	11.18	Brish..	Union S. S. Co. of New Zealand.....	470.0	60.0	28.8	New York.....	Wellington.....	General mdse.....	10,050	6,834	6,834
Leitrim.....	23	20.09	25	6.15	25	13.37	25	14.28	Chilean..	South American S. S. Line.....	336.0	41.0	24.6	Crishol.....	Valparaíso.....	General.....	1,721	3,021	2,397
Imperial.....	23	18.35	25	6.20	25	13.58	25	22.18	Amercan.	Colombian Maritime Company.....	190.0	39.0	14.8	Crishol.....	Buenaventura.....	General.....	728	346	346
Bahia.....	22	15.15	25	9.10	25	17.58	26	16.12	Amercan.	United States Shipping Board.....	267.0	40.0	23.6	Balt more.....	Callao.....	Coal and coke.....	2,411	2,676	1,722
Buhian.....	24	16.10	25	11.00	25	19.01	25	20.20	Amercan.	United States Navy.....	387.0	42.0	23.6	Norfolk.....	San Diego.....	Coal, stores.....	5,004	4,125	3,143
Evansville.....	18	17.35	25	12.07	25	19.11	27	8.08	Brish..	Pac. W. Fishermen.....	81.0	25.6	9.0	Crishol.....	Buenaventura.....	General.....	9,000	7,235	5,267
Laura C. Hall.....	26	7.00	26	7.35	26	15.2	26	16.52	Norwegian.	Pac. W. Fishermen.....	425.0	57.0	27.0	Puerto Lobos.....	Antofagasta.....	Crude oil.....	10,000	8,189	5,605
La Habra.....	25	18.45	26	15.15	27	10.2	27	11.48	Brish..	Pac. W. Fishermen.....	479.0	57.0	24.0	New York.....	Antofagasta.....	General.....	1,360	2,337	1,617
San Jose.....	21	20.15	27	6.15	27	13.46	28	11.13	Amercan.	Pacific Mail S. S. Company.....	283.0	37.0	18.0	Crishol.....	San Francisco.....	General.....	2,176	2,154	1,593
J. A. McKee.....	26	16.10	27	6.30	27	14.53	27	15.57	Canad an.	Canad an Government.....	248.0	43.0	23.0	Norfolk.....	Las Vegas.....	Coal.....	9,380	9,159	6,063
Celtic Prince.....	27	7.06	27	15.45	28	10.19	28	11.56	Brish..	Prince Line, Ltd.....	451.7	57.2	27.0	New York.....	Honolulu.....	General.....	7,987	6,418	4,170
Saguache.....	26	22.20	28	6.20	28	13.45	28	14.41	Amercan.	United States Shipping Board.....	409.0	55.0	35.0	Norfolk.....	Antofagasta.....	Crude oil.....	6,728	6,109	4,370
Frank H. Buck.....	28	12.15	28	12.30	28	21.40	1	15.30	Amercan.	Assos O Company.....	409.0	55.0	35.0	New York.....	San Francisco.....	Crude oil.....	6,728	6,109	4,370
Jamaica.....	27	15.55	1	6.10	1	14.07	1	15.47	Brish..	Pac. Fish Steam Navigation Co.....	220.0	33.0	10.6	Crishol.....	La Union.....	Ballast.....	677	1,241	759
Manavi.....	25	15.56	1	6.12	1	14.10	1	15.30	Brish..	Pacific Steam Navigation Co.....	215.0	36.0	13.6	Crishol.....	Guayaquil.....	General.....	1,241	1,241	759
Atama.....	1	16.36	1	11.56	1	18.55	1	20.25	Brish..	Austral and Steam Shipping Co.....	454.0	56.0	23.6	Norfolk.....	Auckland.....	General.....	1,241	1,241	759

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Cricket.....	22	12.13	23	6.46	23	15.08	25	6.15	Amercan.	Cricket Steamship Co.....	210.0	41.0	16.0	Quebec.....	Port de France.....	Nitrate.....	1,604	1,330	805
East Cape.....	22	15.35	23	6.45	23	14.10	24	19.10	Amercan.	United States Shipping Board.....	385.0	51.0	25.6	San Francisco.....	Norfolk.....	Flour.....	8,093	5,944	4,433
Nordlys.....	24	0.05	24	8.11	24	16.22	24	20.25	Danish..	United States Shipping Board.....	362.0	51.0	23.6	Calla Colosa.....	Wilmington.....	Nitrate.....	6,470	4,919	3,480
West Etjeon.....	26	6.19	24	9.15	24	17.18	24	18.40	Amercan.	United States Shipping Board.....	409.6	54.2	23.0	Tacoma.....	Hampton Roads.....	Flour.....	7,282	6,649	5,006
Manavi.....	25	2.05	25	8.09	25	15.30	1	6.12	Amercan.	Pac. Fish Steam Navigation Co.....	216.0	35.0	13.6	Guayaquil.....	Crishol.....	General.....	633	1,241	759
Palena.....	26	6.05	26	8.18	26	15.15	2	10.45	Chilean..	South American Steamship Co.....	330.0	42.1	22.0	Talcahuano.....	Crishol.....	General.....	749	3,639	2,537
Manitara.....	26	11.06	26	12.34	26	20.30	1	6.10	Peruvian.	Peruvian S. S. Co.....	360.0	46.0	22.3	Buenaventura.....	Crishol.....	General.....	3,363	4,639	2,761
Jamaica.....	26	10.25	27	7.00	27	15.55	1	6.10	Brish..	Pacific Steam Navigation Co.....	220.0	34.0	13.3	Buenaventura.....	Crishol.....	General.....	490	1,170	866
Kamnet.....	26	11.17	27	8.46	27	16.31	28	16.55	Amercan.	United States Shipping Board.....	402.5	53.0	26.0	San Francisco.....	New York.....	Barley.....	7,468	6,571	4,866
Guatemala.....	26	18.20	27	9.32	27	17.55	28	16.00	Brish..	Pacific Steam Navigation Co.....	359.3	43.3	19.0	Valparaíso.....	Crishol.....	General.....	1,752	2,429	2,772
Lieut. de Lorme.....	27	14.00	27	12.15	27	22.05	28	18.20	French..	French Government.....	259.6	45.5	17.0	Eten.....	P. Colombia.....	Sugar.....	1,940	2,188	1,589
War Chief.....	27	14.00	28	6.41	28	15.45	28	18.20	Brish..	Brish Maritime Shipping Co.....	427.0	54.0	23.0	Vancouver.....	United Kingdom.....	General.....	6,536	6,236	4,595
Rotti.....	28	4.33	28	8.24	28	18.15	28	18.35	Dutch..	Netherlands S. S. Co.....	450.0	55.8	16.8	Java.....	New York.....	General.....	6,901	7,358	5,406

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
Feb. 24.....	Orotina.....	P. Wilson.....	Port L'mon.	Feb. 23.....	Virginie.....	French S. S. Line.....	Puerto Mexico.
Feb. 24.....	Lake Land.....	United States Shipping Board.....	Norfolk.....	Feb. 23.....	Cristobal.....	Panama Railroad Steamship Line.....	New York.
Feb. 24.....	Perou.....	French S. S. Line.....	Bordeaux and wayports.	Feb. 24.....	Caribbean.....	Panama Railroad Comm'ssary.....	Cartagena.
Feb. 24.....	Coppenname.....	United Fruit Company.....	New Orleans.	Feb. 24.....	Culebra.....	Panama Railroad Comm'ssary.....	Cartagena.
Feb. 26.....	Montevideo.....	Spanish Steamship Line.....	Habana.....	Feb. 24.....	Lake Ogden.....	Panama Railroad Steamship Line.....	New York and Haiti.
Feb. 26.....	Ulysses.....	Panama Railroad Steamship Line.....	Norfolk.....	Feb. 24.....	Coppenname.....	United Fruit Company.....	New Orleans and Bocas.
Feb. 27.....	Culebra.....	Panama Railroad Comm'ssary.....	Cartagena and wayports.	Feb. 25.....	Lake Land.....	United States Shipping Board.....	Centaguas.
Feb. 28.....	Advance.....	Panama Railroad Steamship Line.....	New York.	Feb. 25.....	Lake Humbolt.....	Panama Railroad Steamship Line.....	New York.
Feb. 28.....	Caribbean.....	Panama Railroad Comm'ssary.....	Cartagena and wayports.	Feb. 25.....	Orotina.....	P. Wilson.....	Port L'mon.
Feb. 28.....	Plainfield.....	Plainfield S. S. Co.....	New York.	Feb. 25.....	Asan.....	Leyland S. S. Line.....	Moble.
Feb. 28.....	Centinela (Sch.).....	Solas and Vaz.....	Colon waters.	Feb. 25.....	Bellfort A/S.....	French Government.....	Charleston.
Feb. 28.....	Orotina.....	P. Wilson.....	Port L'mon.	Feb. 27.....	Perou.....	French S. S. Line.....	Havre and wayports.
March 1.....				March 1.....	Montevideo.....	Spanish S. S. Line.....	Puerto Colombia.

PORT OF BALBOA.

*ARRIVALS			*DEPARTURES				
Feb. 24....	Fernando Oyar.....	Daniel Cespedes.....	La Bruja.	Feb. 27....	Fernando Oyar	Daniel Caspides	Panama.

*Other than ships passing through the Canal.

Official Circulars.**Accountable Official.**

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., February 19, 1919.

CIRCULAR No. 186:

Effective as of February 17, 1919, Commander Edwin Graham Kintner, U. S. N., is designated an accountable official of The Panama Canal, vice Mr. R. D. Gatewood, Naval Constructor, U. S. N., and as such will account for all non-expendable property in use by the Mechanical Division.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Empty Paste Jars.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 21, 1919.

All concerned—Please refer to circular issued by this office under date of December 15, 1917, addressed to heads of departments and divisions, requesting that all empty 6-ounce paste jars be returned to the Laboratory, instead of holding them until a large number have been accumulated, inasmuch as there is a scarcity of such jars. Offices in the Administration Building, Balboa Heights, were requested to send their empty jars to Storekeeper Bryan in the basement.

It now develops that a great many of these jars are being received without lids, and unless the cover is received in each instance these jars are of little value. It is therefore respectfully requested that an effort be made to see that the covers accompany empty jars when returned.

R. K. MORRIS,
Chief Quartermaster.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above

mean sea level, during the two weeks ending at midnight of Saturday, March 1, were as follows:

Date	Chagres River		Gatun Lake		Mira- flores Lake
	Vigia	Alhajuela	Gatun	Gatun	
Sun., Feb. 16.....	126.20	91.07	86.12	86.02	53.87
Mon., Feb. 17.....	126.20	91.04	86.14	86.00	53.90
Tues., Feb. 18.....	126.25	91.07	86.10	85.94	53.89
Wed., Feb. 19.....	126.15	91.05	86.01	85.91	53.86
Thurs., Feb. 20.....	126.25	91.07	85.98	85.88	53.80
Fri., Feb. 21.....	126.25	91.10	85.95	85.81	53.80
Sat., Feb. 22.....	126.20	91.07	85.97	85.80	53.80
Sun., Feb. 23.....	126.10	90.99	85.91	85.78	53.80
Mon., Feb. 24.....	126.15	90.97	85.85	85.72	53.70
Tues., Feb. 25.....	126.16	90.96	85.80	85.70	53.65
Wed., Feb. 26.....	126.10	90.95	85.78	85.66	53.52
Thurs., Feb. 27.....	126.05	90.93	85.78	85.62	53.40
Fri., Feb. 28.....	126.05	90.90	85.71	85.59	53.10
Sat., Mar. 1.....	126.05	90.91	85.63	85.54	53.08
Height of low water to nearest foot.	126.0	91.0			

Additions to Commissary Stock.

Automobile and motorcycle accessories:	
Lamps, Mazda, single contact, ea.....	\$0.18
Cloths, polish for metal, ea.....	.26
Cups and saucers, China, Steubenville, miscellaneous, heavy, set.....	.20
Knives, pocket, 2-blade, 3½", stag handle, ea.....	.91
Pans, cake, loose bottom, ea.....	.14
Silverware, Community plate:	
Patrician pattern—	
Ladles, punch, hollow handle, ea.....	6.00
Ladles, soup, medium, ea.....	3.70
Sheraton pattern—	
Ladles, punch, hollow handle, ea.....	6.00
Ladles, soup, medium, ea.....	3.70
Chests for Community silver:	
Chests, mahogany, extra heavy, 59-piece ea.....	21.60
Chests, mahogany, extra heavy, 72-piece, ea.....	26.00
Chests, mahogany, extra heavy, 140-piece, ea.....	40.85
Stroppler, razor blades, Twinplex, ea.....	4.10
Enamel, white heel and edge, 3-oz., bot..	.16
Heels, rubber, black, women's, French, pr	.18

COMMISSARY NOTES.**Fishing Tackle.**

A good supply of fishing tackle has just been received and will be placed on sale in the line stores within the next week.

Cigars.

Due to continued transportation difficulties, it is still impossible to get shipments of Jamaican cigars with any degree of regularity.

Khaki Shirts.

There has been shipped to the five larger stores a small lot of Army style officers' khaki color shirts which are priced at \$1.65. These are made of cotton khaki and are excellent bargains. In this first shipment the sizes are limited but another larger shipment is on the way and when received will be distributed to all commissaries.

Shoe Prices.

That shoe prices will at least remain on the present basis throughout 1919 is the conclusion reached by a prominent shoe and leather trade journal in a summary of the situation as it exists to-day. It is also possible that the coming year will see a shortage in shoes, and as a matter of fact, it is becoming increasingly difficult to secure deliveries of popular numbers.

Among the reasons set forth as being responsible for this condition are the scarcity of hides, brought about by the greatly decreased supply of cattle in ratio to the population and the fact that a shortage exists in Europe in hides, skins, leather and shoes. There is no surplus of sole or upper leather in good qualities, and kid skins are in short supply with indications of higher prices. Cost of production, including labor, is higher than ever before.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.
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Volume XII.

Balboa Heights, C. Z., March 12, 1919.

No. 30.

REFUNDS OF TOLLS.

Paid February 28, 1919.

Name of ship.	Date of transit.	Original tolls charged.	Cor- rected charge.	Amount refunded.	Payment made to—
Jean.....	February 1, 1915....	\$3,192 00	\$2,992 50	\$199 50	Luckenbach S. S. Co.
Frederick Luckenbach.....	April 1, 1915.....	2,940 00	2,378 75	561 25	Luckenbach S. S. Co.
Peru.....	March 28, 1915.....	3,151 20	2,005 00	1,146 20	Pacific Steam Navigation Co.
Jamaica.....	January 19, 1919.....	744 00	167 25	276 75	Pacific Steam Navigation Co.
Candidate.....	September 23, 1914.....	5,152 80	4,813 75	339 05	W. Andrews & Co.
Headley.....	September 29, 1914.....	5,487 60	5,000 00	487 60	Payne & Wardlaw.
Falls City.....	October 5, 1914.....	4,537 20	4,172 50	364 70	Payne & Wardlaw.
Falls City.....	June 8, 1915.....	4,173 75	3,707 50	466 25	Payne & Wardlaw.
Jersey City.....	April 27, 1915.....	4,603 20	3,731 25	871 95	Payne & Wardlaw.
Purley.....	June 30, 1915.....	5,308 80	3,562 50	1,746 30	Payne & Wardlaw.
Totals.....		39,290 55	32,831 00	6,459 55	

Chemical and Physical Testing Laboratory—Mechanical Division.

The Mechanical Division maintains a chemical and physical testing laboratory to control certain of its manufacturing operations, and to make examinations and reports upon the problems constantly arising in connection with the processes and materials in use at the Balboa Shops. The laboratory occupies the northern wing on the third floor of the shops' office building, a modern steel, concrete-covered structure centrally located among the various shops.

A considerable portion of the past work at the laboratory has consisted in research on metallurgical problems, the need of which in 1913 and 1914 was keenly felt. The beneficial effects of chemical control in foundry processes is well exemplified in the records of the mechanical tests on steel castings. In the year 1914 the average tensile strength of unannealed castings, expressed in pounds per square inch, was 62,700, and the percentage of elongation 8.7. In 1915 these figures had increased to 64,300 and 15.2 respectively, and in 1916 they had grown to 65,800 and 18.7, respectively. Later years also show further increases. In 1918, 115 tests on annealed anchors for the Navy Department gave a mean tensile strength of 65,116 pounds per square inch and an elongation of 31.1 per cent. Similar results with increased economy of operation have also been obtained in the iron and brass foundry.

The manufacture of acetylene and electrolytic hydrogen and oxygen, as carried on at Balboa, are other processes that must have adequate laboratory control to insure uniformity of gas and safe and efficient operation. The relative merits of the oxy-acetylene and various electric methods of autogenous welding have also been determined by special tests.

Decisions and reports have been required in connection with materials involved in accidents, as was the case when the drill barge *Teredo* exploded in 1914, and the collapse of the 250-ton floating crane *Ajax* in 1915. More recently an investigation has been begun

on the native woods of Panama to determine their mechanical properties, and their more efficient utilization by The Panama Canal.

The laboratory reports on a large number of products for the Supply Department and assists other departments of the Canal in the proper purchase and disposition of supplies and engineering material. The analytical and testing facilities are also available for individuals and companies, and work is frequently done for ships passing through the Canal. Of the many substances examined, there may be mentioned:

Fuel oil and petroleum distillates.	Steel and steel products.
Alloys.	Minerals.
Paints and varnishes.	Lubricating oils.
Water.	Asbestos and rubber goods.
Concrete.	Creosote.
Coal and coke.	Chemicals.
Fire bricks and fire clay.	Soaps.
Metallurgical and foundry materials.	Proprietary articles.

The laboratory is necessarily well fitted up, to handle such a large variety of work. The benches are of hard maple with drawers and closets beneath; efficient hoods carry off poisonous and acid vapors, and glass paneled cabinets are provided for books, records, and chemicals, as well as a dark room for microphotographic work. Alternating current is available up to 150 amperes at 110 or 220 volts, and direct current at low voltages for special work. Gas is also used for heating purposes. Weights may be directly taken on chemical balances from 1/20000 gram to a maximum of 100,000 pounds on a Riehle testing machine. Temperatures are obtained in electric furnaces up to 3,600° F., and thermometers for reading temperatures in calorimeters to 1/1000 of a degree.

The laboratory is also equipped with a metallographic apparatus for examining the microstructure of metals, an electrically operated water still, carbon combustion train, and other apparatus necessary for the chemical and electro-analysis and physical testing of engineering materials.

New Cold Storage Plant.

On Tuesday, February 25, the new cold storage plant at Mount Hope was used by the Commissary Division for the first time, 300 sides of beef being put into the chill rooms on that date. Three hundred additional have been put in each day since then with the exception of March 1, on which date 400 sides were placed in cold storage.

Two rendering tanks, with a daily capacity of 9,000 pounds of offal, were placed in operation on February 26.

On Saturday, March 1, the first hides were put down, and since that date additional hides have been put down at the rate of 200 daily.

On Monday, March 3, the initial shipment of eggs was put into storage.

It is expected that the new plant, one of the finest of its kind in the world, will soon be in complete operation.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at

Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Clerk (male and female); Panama Canal Service; \$106 a month; April 27, 1919; form 1312; age, 20 years but not 45 years.

Stenographer and typist (male and female); Panama Canal Service; \$137 a month; April 20, 1919; form 1312; age, 20 years but not 45 years.

The examination for stenographer and typewriter, Panama Canal Service, which was scheduled to be held on March 9, has been postponed to April 20, 1919. The conditions of this examination will be shown on the usual bulletin boards.

Addressograph file clerk (male and female); grade 1, \$1,400 to \$1,800 a year; grade 2, \$900 to \$1,200 a year; March 30, April 27, May 25, 1919; form 304; age, 18 years and over.

Assistant in fish investigations (male); \$1,200 to \$1,600 a year; April 15, 1919; form 2118; age, under 55 years.*

Junior inspector of radio apparatus (male and female); \$1,200 to \$1,500 a year; April 15, 1919; form 1312; age, under 55 years.*

Junior inspector of field glasses (male and female); \$1,200 a year; April 15, 1919; form 1312; age, under 55 years.*

Junior inspector of telephone equipment (male and female); \$1,200 to \$1,500 a year; April 15, 1919; form 1312; age, under 55 years.*

Junior inspector of telegraph equipment (male and female); \$1,200 to \$1,500 a year; April 15, 1919; form 1312; age, under 55 years.*

Land law clerk (male and female); \$900 to \$1,600 a year; April 27, 1919; form 1312; age, 18 years and over.

This announcement cancels announcement No. 304-amended, of the continuous nonassembled examination for land law clerk, issued July 18, 1918.

Junior metallurgist (male); \$1,500 a year; April 15, 1919; form 2118; age, 21 years but not 40 years.*

Junior mining engineer (male); \$1,200 to \$1,500 a year; April 15, 1919; form 2118; age, 21 years but not 40 years.*

Addressograph mechanician (male); \$900 to \$1,500 a year; No. 98; April 8, 1919; form 1800; age, 18 years and over.*

Automobile mechanic (male); \$1,200 to \$1,500 a year; No. 99; April 8, 1919; form 1800; age, 18 years and over.*

Bookkeeper and accountant, radio (male and female); \$1,800 a year; April 22, 1919; form 1312; age, 20 years but not 40 years.*

Assistant bookkeeper and accountant, radio (male and female); \$1,200 a year; April 22, 1919; form 1312; age, 20 years but not 40 years.*

Auditing clerk, radio (male and female); grade 1, \$1,800 a year; April 22, 1919; form 1312; age, 20 years but not 40 years.*

Auditing clerk, radio (male and female); grade 2, \$1,200 a year; April 22, 1919; form 1312; age, 20 years but not 40 years.*

Field agent (male); \$1,600 to \$2,400 a year; April 27-28, 1919; form 1312; age, 25 years but not 55 years.

Laboratory aid, motion picture laboratory (female); \$720 and \$840 a year; April 27, 1919; form 304; age, 17 years but not 45 years.

Pathologist in cereal disease investigations (male and female); \$2,040 to \$3,000 a year; April 22, 1919; form 2118; age, 25 years and over.*

Brass foundry helper (male); \$720 to \$1,020 a year; April 13, 1919; form 304; age, 21 years and over; No. 91.

Finger-print classifier (male and female); \$1,000 to \$1,400 a year; April 8, 1919; form 1312; age, 18 years and over; No. 1683-amended.*

Mineral geographic aid (male and female); \$1,200 to \$1,440 a year; April 13-14, 1919; form 1312; age, 20 years but not 45 years.

Mineral geographer (male and female); \$2,400 a year and higher; April 13-14, 1919; form 1312; age, 20 years but not 45 years.

Competitors who pass both parts 1 and 2 will be eligible for appointment to the positions of mineral geographer at \$2,400 a year and higher, associated mineral geographer at \$1,800 to \$2,340 a year and assistant mineral geographer at \$1,500 to \$1,740 a year.

Transitman (male); \$100 to \$125 a month and subsistence while engaged on field work; March 30-31, 1919; form 1312; age, 20 years but not 55 years; No. 87.

Surveyor (male); \$125 to \$200 a month and subsistence while engaged on field work; March 30-31, 1919; form 1312; age, 20 years but not 55 years; No. 87.

This announcement cancels announcement No. 544 of the continuous nonassembled examination for surveyor and transitman issued September 3, 1918.

Aeronautical engineering draftsman (male); \$1,500 a year; April 1, 1919; form 1312; age, within reasonable age limits; No. 90.*

Assistant superintendent (male); \$2,000 a year; March 25, 1919; No. 100; form 1312; age, 25 years and up, but under 45 years preferred.*

Machinist's helper (male); \$960 a year; April 1, 1919; No. 97; form 1800; age, 18 years and over.*

Soil biochemist (male and female); \$1,800 to \$2,400 a year; No. 88; form 2118; age, 25 years but not 45 years; April 1, 1919.*

Bookkeeper (male and female); \$1,000 a year; No. 2175-amended; every Sunday; form 304; age, 18 years and over.

Forest assistant (male); \$1,100 to \$1,500 a year; No. 81; March 30-31, 1919; form 1312; age, 20 years and over.

Assistant to the director of telephones (male); \$1,600 a year; No. 89; March 25, 1919; form 1312; age, 25 years but not 45 years.*

* Nonassembled: Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Libraries of Ancon and Balboa Clubhouses.

Branches of The Panama Canal Library have been opened in the Ancon and Balboa clubhouses, with about 400 volumes at Ancon and 500 at Balboa. New books will be added from time to time as available funds permit.

Library service is free to all who comply with certain regulations. The public is expected to cooperate with the library to protect all readers who may desire to use the books. To that end books must not be taken without having the proper record of withdrawal made at the cashier's desk. All books returned are to be discharged likewise at the cashier's desk. Failure to honor the library rules may result in withdrawal of the privilege to draw books.

Information for patrons and rules for drawing books are posted for information. The cashier will supply blank card on which to make application for a reader's card.

Rates at Hotel Aspinwall—American Plan.

Following are the rates and launch service for Hotel Aspinwall:

Employees: Dinner, lodging, and breakfast.....	\$1.75
Employees.....	per day.. 2.25
Children under 12 years of age.....	per day.. 1.00
Servants of employees.....	per day.. 1.25
Employees for stay of 7 days.....	per day.. 1.75
Reduction of 10 per cent for employees on above rates for stay of 30 days. Reduction of 10 per cent for families of four or more for over 7 days' stay.	
Nonemployees.....	per day.. 3.00
Children of nonemployees.....	per day.. 1.25
Servants of nonemployees.....	per day.. 1.50
Meals without room:	
Breakfast.....	.75
Luncheon.....	1.00
Dinner.....	1.00

Patrons desiring to send trunks should arrange to have them delivered at the launch landing by 9.30 a. m., addressed to themselves, care of Hotel Aspinwall. Freight will be transported on the morning trip on Mondays, Thursdays, and Saturdays.

LAUNCH SERVICE.

Daily.

Leave Taboga.....	7.00 a. m.
Leave Port Captain's boat landing, near dock 19.....	9.40 a. m.

Sundays and holidays.

Leave dock 19, Balboa.....	9.40 a. m.
Leave Taboga.....	11.00 a. m.
Leave dock 19, Balboa.....	4.30 p. m.
Leave Taboga.....	6.00 p. m.

Saturdays and days preceding holidays.

Leave Balboa.....	6.00 p. m.
Leave dock 19, Balboa.....	9.40 a. m.
Leave Taboga returning.....	11.00 a. m.
Returning from Taboga the following day.....	7.30 a. m.

Fares (each way)—Employees, 30 cents, nonemployees, 60 cents; children of employees over 6 and under 12 years old, 20 cents; nonemployees, 40 cents.

Weather Conditions in February, 1919.

Rainfall in the Canal Zone was everywhere below normal. Monthly totals ranged from zero at several stations to 1.53 inches at Porto Bello. The greatest amount of precipitation on any one day was 0.39 inch at Porto Bello on the 11th.

The estimated average rainfall over Gatun Lake watershed was 0.57 inch, or 71 per cent below the 9-year mean; and the average over the Chagres River basin above Alhajuela was 0.58 inch or 65 per cent below the 18-year mean.

The air pressure was about normal, while the air temperatures averaged about 1° F. above. The degree of cloudiness and the humidity were slightly below normal on the Pacific Coast and somewhat above on the Atlantic Coast. The wind

movement was slightly above the average on the Pacific side and over the interior, and below the average on the Atlantic side. Evaporation on the Pacific side was considerably above the average, while it was approximately normal over Gatun Lake and on the Atlantic side.

Elevation of Gatun Lake (feet above mean sea level): Maximum, 86.54 on the 1st; minimum, 85.51 on the 28th; monthly mean, 86.05.

Evaporation from Gatun Lake surface, 5.710 inches.

The following table gives a summary of the weather conditions for the month:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles.)	Prevailing direction.	Max. velocity in miles.	Direction.
*Balboa Heights.	29.870	81.4	94	Feb. 6	70	Feb. 14	74.4	T	0.80	0	7,867	N.	32	N.
Colon.	29.892	80.1	84	Feb. 26	72	Feb. 14	81.3	0.36	1.65	10	9,526	N.	28	N.
Gamboa.	29.894	80.4	91	Feb. 4	69	Feb. 14-15	81.3	0.21	0.85	2	5,017	NE.	25	NE.
Gatun	29.896	80.6	89	Feb. 7	71	Feb. 14	81.3	0.54	2.68	11	4,741	N.	19	N.W.

*Formerly Ancon.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
John Haynes.	175886	Barbados.	Panama.	Y. M. C. A.	February 27, 1919.
Ramon Balboa.	115890	Spain.	Panama.	Cattle Industry.	March 3, 1919.
Hubert Moss.	162966	Haiti.	Colon.	Panama Railroad.	March 2, 1919.
Felicio Vicente.	138018	Martinique.	Cocoli camp.	Supply Department.	March 2, 1919.
Allen Henry.	87336	Jamaica.	Colon.	Comm'ssary Div.	August 25, 1918.
Henry Niles (Noels).		St. Thomas.	Colon.	Panama Railroad.	January 11, 1919.

Official Circulars.

Acting Collector.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 8, 1919.

To all concerned—The designation of Mr. Thomas F. Roth to act for the Collector of The Panama Canal, Mr. E. P. Sine, during his absence on leave, effective March 1, 1919, is hereby announced.

Mr. Roth will also act as Treasurer of the Liberty Loan Committee.

CHESTER HARDING, Governor.

Furnishing or Serving Intoxicants to Military and Naval Personnel.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 4, 1919.

All concerned—Attention is invited to the fact that the restoration of civil government of the Canal Zone does not restore the same status with respect to the furnishing or serving of intoxicants to military and naval personnel that existed at the time war was declared.

The President's Proclamation of June 27, 1918, providing penalties up to \$1,000 fine and imprisonment for one year for selling, bartering, giving, serving or knowingly delivering by one person to another intoxicating liquor within certain zones, is still in force. Traffic in violation of this law will result in prosecution. The law is published by my circular of December 6, 1918

CHESTER HARDING,
Governor

Physical Examination of Silver Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 7, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

In order that silver employees for physical examination under the photo-metal check system, as required by circular of February 17, 1919, may not be unduly delayed in returning to work, they should be sent for examination, as far as practicable, only during the following hours on working days:

Female employees.

Administration Building, Ancon Hospital,
4 p. m.
(Should report to surgical clinic not later than 4 p. m.)
Colon Hospital, 12.30 to 3, and 5 to 6 p. m.

Male employees.

Ancon Dispensary, 8 to 9 a. m.
Balboa Dispensary, 8 to 9 a. m.
Colon Hospital Dispensary, 12.30 to 3 and 5 to 6 p. m.
Gatun Dispensary, 8 to 11 a. m., 3 to 5 p. m.
Pedro Miguel Dispensary, 8 to 11 a. m., 3 to 5 p. m.

C. A. McILVAINE,
Executive Secretary.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., February 28, 1919.

CIRCULAR No. 190:

Effective as of February 21, 1919, Mr. R. Z. Kirkpatrick, Chief Hydrographer, is designated

an accountable official of The Panama Canal, *vice* Mr. H. G. Cornthwaite, assigned to other duties, and as such will account for all nonexpendable property in use by the Section of Hydrography.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

New Expendable Items.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., January 30, 1919.

CIRCULAR NO. 182:

To all accountable officials—The items shown on attached list which are now considered as nonexpendable property will hereafter be expendable.

Accountable officials will submit expenditure vouchers dropping all of these items from their accountability as soon as possible, in any event not later than March 31, the end of the current property return period.

H. A. A. SMITH,
Auditor.

List of items on property records which should be expended.

Accumulators, gas, complete. Adjusters, clock, pinion. Aguajets. Alarm, fire, automatic. Ammeters, recording. Annunciators. Apparatus, fire alarm—battery rack; bell, electric; boxes, fire alarm, auxiliary; boxes, fire alarm, non-interfering; case, time clock, glass; gong and indicator; gong with cabinet; gong, electric; gong, electric, vibrating, double; gong, electric, vibrating, single; hydrometers, storage battery; registers, time and punch, automatic; relays; release trip, automatic; repeater, automatic; switchboard and cabinet; terminal auxiliary and cabinet. Apparatus, filtering, glass. Atomizers. Awls. Badges, chauffeurs. Bags—granulated cork; ornamenting, rubber; pastry, canvas; pastry, rubber; signal set; tool, bicycle. Bailers, boat, wooden. Baler, screw. Balls, tally. Bands, hat, leather. Barrels—water; wind. Bars, back, barbers'. Baskets, dishwashing. Batteries, storage, for motorcycle. Bears. Bearers, roller. Bells—automobile; bicycle; cow; fog; locomotive; school, large; signal, fog, brass. Bench—Chapel; common; locker room; manville, $\frac{1}{4}$ -rd; mission; park, iron frame, slat back and seat; passenger station, double; passenger station, single; pipe frame, divided into 6 seats; recitation; witness; wooden, special. Binders—banner; blueprint; loose-leaf, ring. Binnacles. Bins—clothes; steel, miscellaneous. Bits—drill, under $\frac{1}{4}$ -inch; drill, Star; for core machine; wire gauge. Blowers, tower. Boards—bulletin, glass front; key rack; planking steak; score, bowling; stadia. Booms, coal hoist. Bottles—aspirators; barber; flavoring, glass, with covers and bone spoons; ground glass stopper; phosphate; reagent; salt mouth (wide mouth); syrup; tincture. Boxes—coupon; grease; messenger; pastry; pipette; test tube; twine. Bridles, harness; brooms, rattan, for Acme sweeper. Brushes—bed, bowling alley; clothes; counter; crumb; file and card; floor; floor waxing; fountain; gutter; hair; neck, barber's; pool table; pneumatic; shaving. Bulbs, potash, miscellaneous. Burettes, glass. Burners—acetylene gas, Bunsen; alcohol; blast; gasoline; hot plate; illuminating; laboratory. Burnishers, china. Cans—ice cream; gasoline. Captains. Cards, eye test type. Carpet. Carriers—egg. Cases—barometer, leather; battery, leather; camera; chart; diagraph; drawing board, canvas; field, microscope; filter; instrument, leather; leather for watchman's clock; map, copper tube; nicked; for thermometers; shelf; time clock; trial lens; tripod, leather; voltmeter, leather. Chains—grab-sluing; sound; switch. Charts, canvas, "House Fly". Harbor; semaphore. Checkers. Checks—bag

gage room; hat room. Chess (men) sets. Chisels, lathe, shopmade; pneumatic, hexagon shank; pneumatic, round shank. Chutes—cargo; concrete; unloading. Cleaners—pot, chain; window. Combs—curry; hair; mane, horse; painter's. Compressors, air tank for. Condensers—steam; glass. Cones, signal. Containers—seismograph; syrup, Hires. Controllers—alum; effluent. Coolers, water, bubbling fountain. Counters, billiard, sets. Counter and urn stand. Counters, office, hotel. Covers—billiard table; bowling alley; cake, china; cake, nickel-plated; oil cloth (for Seal of Canal Zone); pan; platter, nickel-plated; screen; steak, silver-plated; tripod head, leather; wagon, canvas. Cupboards, kitchen, wood. Curtains, bed or berth. Cutters—clinch; doughnut; double angle; end mill spiral; flue, for pneumatic motor; mill, straight shank; mill end, straight shank; milling; money order, postal; biscuit tin; side milling. Cylinders—dictograph; glass. Dials astigmatic, paper. Disks—color, cardboard; Crova's optical, Harte; punching bag; shuffle board. Dispensers, soap, liquid. Doilies—blacksmith's; drill sharpener, Ajax. Dominoes, sets. Drainers, dish. Dressers, plumber's, wood. Dry rooms, metal. Dusters—counter; feather; iodiform; neck, barber's; powder; woolen; sulphur. Easels, paint shop. Elevators—foundry cupola; ice. Engines, towing. Erasers, steel. Eye-pieces, micrometer. Eye sets, New York Polyclinic. Fans, blast. Faucets. Fenders. Files—manicure; nail; newspaper, rod; optician. Fillers—cream puff; metallic tube. Filters, felt. Flags, electric. Flatters, blacksmith's. Floats, plasterer's. Folders, bone. Forges, stationary. Forms—concrete pipe; steel. Fountains—soda; wall, "Climax," galvanized steel. Frames—eye glasses; picture, wood; time card; trial lens; trial, for eyes. Fullers—blacksmith's; blacksmith's, bottom; blacksmith's, top. Gang planks. Gangways—cattle; passenger. Gloves, rubber, for medical and surgical use. Goals, basketball. Greasers, griddle, nickel-plated. Grips, cable. Guards—burner; shin. Hafts, sewing. Hammers, pile-driver, solid iron. Handles—axe; keyhole saw; sadorin; forceps, dental. Handpieces, dental. Flangers—coat; harness. Hardies, blacksmith. Headrests, barber. Headstalls, bridle. Holders—chalk; clart; Christmas tree; liquid soap; toilet paper. Hooks—packing; towel. Hoops, centrifugal. Horses—drafting board; tray. Hovers, chick. Hurdles, wooden. Hydrometers—acid; gasoline; glass; normal, sets. Hurdles, wooden. Hydrometers—acid; gasoline; glass; normal, sets. Incinerators. Indicators—alum measuring device; steam engine; steam recording; vacuum, recording. Instruments, electrical, telephone. Irons—clenching; packing. Jagers, pastry. Jars—bell; bleach; butter; cover; glass; hydrometer. Javelins. Keys—coach; drift; quoin; master. Knives, short-cutting, handles for. Knurls. Laboratory instruments—pad, flannel; pad, silk; prisms, equilateral. Lamps—auto; auto, tail; carriage; coach; station; street, Dictz. Laps, polisher, pivot. Letters, brass. Licenses, chauffeur. Lifters—thumb tack; valve tack. Lights—flood; stake. Liners blackboard. Lines, life, cotton. Lockers, store. Markers, billiard and pool. Matrices, dental. Mats—bowling; chair, rubber; cuspidor, rubber. Meters, current, electrical. Molds, forms for making snubbing posts. Needles—goiter; knife; larding, "Beef a la mode," magnetic; pedicle, curved; seton, veterinary. Nets—basketball; insect; laundry. Objective—apochromatic; microscope; oil immersion. Oculars—compensating; projection. Openers—envelope; letter. Outfit—charging soda fountain; gas charging. Paddles, cayuca. Pads, desk blotter; flannel, sweat collar. Parasols, Japanese. Patterns, clothing. Peels, baker's wooden. Pestles. Phones. Pictures, wall. Pipettes, double overflow. Platform, punching bag. Plugs, test, lead. Pokers, fire stoker. Polisher, bowling alley. Poles, pike range. Post, ping-pong. Pouches, mail. Pritchels, blacksmith's. Pullers—tack; tail; tire. Pumps, gas engine;

vinegar. Punches, solid No. 5. blacksmith's. Racks—Key; stamp, wall or strip; test tube; tally, billiard; time-table; wire; wooden bath. Rags, wash. Reflectors—bowling alley; electric. Refractors. Registers, current, meter, electric. Reservoir, soap. Rods—cleaning, gun, hickory; curtain; drill; socket wrench. Rolls, tool canvas. Rooms, dry. Rope, climbing. Runners, hall, each. Runners, hall, foot. Saws, band. Sets, dispensing. Scenery, stage—drop rolls; frame. Scoops, boat, wooden. Screens, dissolving. Screwdrivers, revolver, Colt's. Screws, bench. Separators, oil, steam exhaust. Shades, window. Shells, brass, loading, shotgun. Shelves—book; glass, bathroom. Shovels—coal, kitchen range; stove, small. Showers, barber's, rubber tube and sprinkler. Slickers, food. Slings—cable; wire rope. Sow, blacksmith. Spectacles—for fitting frames (sets); oxygraph. Springs—bed, double; bed, single; box, with mattress; bending. Staff, (Jacob's staff only). Stages, portable. Stakes, edging. Stands—barber, with mirror; for wire gauge drill bits; potato race; portable engine, with attachments; reel. Steps, portable. Sticks, single, fencing. Stilets. Stock, machine. Stones—emery; grind; oil. Straps—haversack; safety, lineman's. Sunshades, transit and level. Supporters, hose. Suspenders. Swages, blacksmith's. Swedge—bottom; top. Switchboard, telephone. Syringe, hydrometer. Tampers, concrete. Tanks—charging; tanks, soda storage. Tapes—linen; linen, in metallic case. Targets—range rod; surveyor's. Telephones. Testers, color blindness, yarn. Thermometers, clinic. Thumbs, devil's. Ticklers, D. & S. Ties, cow. Tills, money. Tongs, fire. Tools—blacksmith's heading; heading; knurling; lathe boring; lathe threading; lathe side; lathe cutting-off; offset. Tracers, harness. Traps—fly; steam. Trestles—painter's wood; drafting board. Trimmers, lamp; wick. Tripods, alcohol lamp. Tubes—pastry, set; stomach; X-ray. Turntables, locomotive. Type, eye-testing, porcelain. Units, heating, Cloverleaf electric range. Ventilating sets. Wanda, gymnasium. Wedges, iron. Wheels—caisson; jar; scale, extra. Wheels—carburendum; pastry. Whistles—locomotive; police; watchman's. Wreaths, C. Z. Customs, nickel.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

BALBOA HEIGHTS, C. Z., February 21, 1919.

The following changes in the Enemy Trading List will be made as of date of February 7, 1919:

ADDITIONS.

ARGENTINE.	
Breuer & Company.....	Buenos Aires.
BOLIVIA.	
Moises, Jacob, & Hermanos....	Cuzco.
CHILE.	
Payot, Jorge D., Arica.....	Antofagasta
CUBA.	
Promme, W. O.....	Sant'ago.
DOMINICAN REPUBLIC.	
Gassfy, Theodore.....	San Pedro de Macoris.
GUATEMALA.	
Finea Armenia (Hermann Wundram).....	P'e de la Cuesta.
Wundram, Hermann (Finea Armenia).....	Pie de la Cuesta
MEXICO.	
Botica del Leon (R. A. Bremer & Company).....	Monterey
Fabrica Rio Florida (Ketelsen & Degetau).....	Santa Rosal'a de Camargo.
Fernandez y Compania.....	Mexico City.
NETHERLANDS.	
Prohle, P.....	Amsterdam
Truyol Fabrick, Wanders.....	Arnhem

NETHERLANDS EAST INDIES.

Concessie Soeromi.....	Acheen.
Franz, A.....	Sourabaya.
Julana Constructie Winkel.....	Sumatra.
Potjewijt, A. P.....	Sumatra, West Coast.
Soengei Madang Cultuur Maatschappij.	Sourabaya.

PARAGUAY.

Industrial Meilecke.....	Asuncion.
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PERU.

Gamboa, B. El, y Hijos.....	Trujillo.
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SPAIN.

Cobalt Union.....	Barcelona.
Diario de Almeria, El.....	Conde de ofallia, 24 Almeria.
Diario de Viscaya.....	Bilbao.
Dummatzen, Pablo.....	Plaza Tetuan 4. Barcelona.
Gaceta del Sur.....	Gran via Colon, 26. Granada.
Gaceta del Sur.....	Calle Albareda 47 Sevilla.
Gimenez, Arturo.....	Conde de Ofallia 24 Almeria.
Hoeppel y Cia.....	Aduana 26, Madrid.
Independencia, La.....	Calle de Marin 16 Almeria.
Mesa de Leon, Juan Pedro.....	Cranada.
M ebel, Sanko.....	Barcelona.
M ret Joaquin.....	Calle Hospital 121. Barcelona.
Nacion, La.....	Serrano 35, Madrid.
Perez, Fructuoso.....	Calle de Marin, 16. Almeria.
Perez Perez, Jose.....	Calle de Marin, 16 Almeria.
Sociedad Anonima Hoeppel.....	Aduana 26, Madrid
Thieme y Edeler.....	E bar.
Wassner, Otto.....	Ayamante.
Zenker, Pablo.....	Calle Mariana Pineda 5 Madrid.

REMOVALS.

BOLIVIA.

Ferreccio, Horacio.....	La Paz.
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BRAZIL.

Chame, Jorge.....	R o de Janeiro.
Dunhofer, John.....	R o de Janeiro.
Hafer, E. Magalhaes.....	Santos.
Kanitz, R.....	R o de Janeiro.
Tavares, M., & Arruda.....	Corumbá.

COSTA RICA.

Pages, Geronimo.....	San Jose.
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ECUADOR.

Cattan Hermanos.....	Quito.
Patrel, J., & Hermanos.....	Bah'a de Caraquez
Petrel, Juan.....	Bah'a de Caraquez.
Petrel, Luis.....	Bahia de Caraquez.

GUATEMALA.

Alvaredo & Company.....	Quezaltenango and Guatemala City.
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HONDURAS.

Andone, Jorge.....	Puerto Cortes.
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ICELAND.

Andersen, H. & Son.....	Reykjavik.
Anderson, Hans.....	Reykjavik.
Kristoferson, Magnus.....	Hverfisgoti, Reykjavik.
Obenhaupt, A.....	Hverfisgoti, Reykjavik.
Runolfsson, Olafur.....	Hverfisgoti, Reykjavik.
Thomsen, H., Th. A.....	Ryekiav'k, Iceland, and Thorshavn, Faroe Islands.

MEXICO.

Ciudad de Mexico (A. Salman y Cia).....	San Lu's Potosi.
Compania Tugumapan.....	Vera Cruz.
Garcia Alvarez Hermanos.....	Mexico City.
Legaspi, Pedro Sanchez.....	Mexico City.
Salman, A., y Cia (Ciudad de Mexico).....	San Luis Potosi.
Segura, R eardo.....	Vera Cruz.

NICARAGUA.

El Imparcial la Tribuna.....	Managua.
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NORWAY.

Aalesund's Canning Company.... Aalesund.
 Aalesund's Packing Company.... Aalesund.
 Aalesund's Preserving Company.... Aalesund.
 Aas, Rolf S..... Christiania.
 Andersen's, Claus..... Stavanger.
 Andersen, Christ an..... Christiania.
 Bergen Packing Company..... Osoren per Bergen.
 Bergen Sardine Export Company A/S..... Bergen.
 Bergens Bl'kavlsverk..... Bergen.
 Bergens Brisl ngs Kompagni A/S..... Bergen.
 Bergensfjord Sardine Company.... Bergen.
 Blom, Frithjof..... Christiania.
 Bonnevie, Thomas..... Christiania.
 Braadland, John, & Company..... Stavanger.
 Braadlands Conservfabrik..... Hillevaag.
 Bryd, John..... Sandefjord.
 Christensen, Hjalmar..... Christiania.
 Christian's Textillfabrik..... Christiania.
 Comet Sardine Company, A/S..... Stavanger.
 Conradsen, Johs, A/S..... Stavanger.
 Dalen, Jarl..... Aalesund.
 Dorum, O., Bratoren..... Trondhjem and Oster-
 und.
 Engoens Sardine Company A/S.... Engoen.
 Exceelsor Limfabrik A/S..... Christ ania.
 Exportkontoret A/S..... Christiania.
 Falkum Lys & Saepefabrik..... Skien.
 Floraes, Krist'an K..... Christiania.
 Forsberg Sard ne Factory A/S.... Stavanger.
 Fosdalen's Bergverk A/S..... Trondhjem.
 Fosna Cann ng Company..... Christiansund.
 Garborg, Inge & Company..... Christiania.
 Grondal, Roar..... Chr st ania.
 Haak, L., & Company..... Christiania.
 Hagelen, Alfred..... Bergen.
 Halleland Canning Company..... Lervig, Stavanger.
 Hanan, T..... Hammerfest.
 Hanan's Materialhandel A/S..... Hammerfest.
 Hansen, A. C..... Larvik.
 Haugan, Chr., Lysosundet..... Sondre Trondhjems
 Amt.
 Hangesund Preserving Company. Hangesund.
 Hausvik, Einar & Company..... Bergen and Stavanger.
 Heilemann, A..... Christiania.
 Hermetikfabr.kernes Inkjopskon- Aalesund.
 tor
 Hillevaag Bl'kemballagfabrik, Hillevaag near Stav-
 A/S..... anger.
 Horth, Olaf..... Chr st ania.
 Holmens Company, A/S..... Sandnaes.
 Hordaland Sard ne Company A/S. Bergen.
 Husvaer Cann ng Company, Hus- Sondre Helgeland and
 vaer i Alstadhaug..... Stavanger.
 Ingolv, J..... Stavanger.
 Iseborn, Hans..... Berzen.
 Iversen, Carl M..... Bergen.
 Jaeger, Olav, (formerly of Hauge- Stavanger.
 sund)
 Jaeger Sard ne, Factor'es A/S.... Hangesund.
 Jensen, Hermann..... Christiania.
 Johnsen, A..... Skein.
 Johnsen, A., Meyer & Johan Heldal.
 Kaffeekompagn et
 Kavli & Saebjernsen..... Stenshavn, Haeroen.
 Romsdals Amt.
 Kleiberg, Berge T..... Stavanger.
 Kock, W..... Trondhjem.
 Kvie, Karl..... Stavanger.
 Lexow, E. B., A/S..... Chr st ania.
 Loftotens Hermetikfabrik, A/S.... Kabelvag.
 Londoner Bazar..... Bergen and Christi-
 ania.
 Lund & Brogger..... Chr st ania.
 Lunde, Ferdinand..... Christiania.
 Lysesund Cann ng Company, Lys-
 osune Jossund Herred, Sondre Trondhjems Amt.
 Midnatsol Preserving Company.... Harstad.
 Milberg, Daniel..... Christiania.
 Moe, J. M..... Hangesund.
 Moller, F. D..... Christiania.
 Mofield & Sanner..... Christiania.
 Mydland, L. A., Canning Co., A/S Stavanger.
 Neo, A/S..... Stavanger.
 Neptune Canning Company, A/S.... Stavanger and Har-
 stad.
 Nilsen, Olaf..... Trondhjem.
 Noitral, A/S..... Stavanger

Nordiske, Grube Kompagni A/S.. Trondhjem and Mel-
 ovar i Senjen.
 Norrig Sardinfabriken..... Stavanger.
 Noreng, Helge..... Christiania and Fred-
 erkstad.
 Norsk Forstoffabrik..... Trondhjem.
 Ogsfjordens Malmfelter A/S..... Trondhjem.
 Olsen, Carl O., & Kleppe..... Stavanger.
 Olsen, Edward..... Christiania.
 Olsen, Hans J..... Stavanger.
 Pettersen, Joh..... Frederikstad.
 Phoenix Packing Company, Ltd., Bergen.
 A/S.
 Pleyrn, Gottfried..... Christiania.
 Raagvaag Preserving Company Raakvaag, Sondre
 Trondhjems Amt.
 Riegen, H. F. von..... Christansand.
 Robertson, Charles..... Hammerfest.
 Robertson, G..... Hammerfest.
 Romso, I. and B..... Stavanger.
 Rubenstein, O..... Bergen and Christi-
 ania.
 Saltlager A/S..... Bergen.
 Sandaas and Sandaas..... Kopervik.
 Scholdborg, J..... Christiania.
 Schjolberg, Ragnar..... Bodo.
 Spandow, Otto..... Stavanger.
 Sporek & Company A/S..... Trondhjem.
 Stavanger Conserves Fabr.k..... Stavanger.
 Stavanger Sard ne Company A/S. Stavanger.
 Staw, iv., & Company..... Trondhjem.
 Steffensen, Chr. J..... Aalesund.
 Sunstad, M., A/S..... Christiania.
 Therksalen, A. H..... Christiania.
 Thiis, C., Houge..... Stavanger.
 Thorvaldsen, Hjalmar & Co..... Christiania.
 Troye, Axel Peter..... Bergen.
 Troye, Chr., A/S..... Bergen.
 Troye, & Iseborn..... Bergen.
 Troye, Johan Rudolf..... Bergen.
 Troye, Will am, A/S..... Bergen.
 Vestlandske Mask nagentur og Stavanger.
 Ingeniorforretning.
 Viking Sardine Factory, The.... Stavanger.
 West Coast Conserves Company. Bergen.
 West Norway Canning Company. Stavanger.
 Willer & Company..... Christiania.
 Witnes Brodrene..... Sarpsborg.
 Witnes, Iygvald..... Sarpsborg.
 Witnes, N. K..... Sarpsborg.
 Witze, Endre..... Christiansund.

PERU.

Castellano, F. W., y Hnos..... Lima.
 VENEZUELA.
 La Duquesa..... Caracas.
 Hess, Carlos..... Caracas.
 Volweider & Company..... Caracas.

C. H. CALHOUN,

Chief Division of Civil Affairs.

Enemy Trading List.

THE PANAMA CANAL,
 EXECUTIVE DEPARTMENT,
 DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., February 21, 1919.

To all concerned—The following removals have
 been made from the United States Enemy Trad-
 ing List by the War Trade Board, effective
 February 21, 1919:

CHILE.
 Antwanter & Bentjerdt..... Valdivia.
 COLOMBIA.
 Gomez Hermanos & Company..... Manizales.
 GUATEMALA.
 Chang, Antonio, & Company..... Guatemala City.
 Ton Ley Lon & Company..... Puerto Barrios and
 Guatemala City
 MEXICO.
 Garcia Fuentes, Sers..... Torreon.
 Nessar Hermanos..... Torreon.
 Princesa Teatro, La..... Tampico.
 Roeyer, Luis..... Mexico City.
 Rubio, Francisco G..... Mexico City.
 Ubaid y Badin..... Torreon.
 PANAMA.
 Heinrichsdorff, F..... Cristobal.
 Lutz, Richard..... Panama.
 Station Pharmacy..... Panama.

PERU.

Garcia Hermanos..... Caballo Cocha.

VENEZUELA.

Belloso Rossel Hermanos..... Maracaibo.
 Belloso Rossel, David..... Maracaibo.
 Belloso Rossel, Manuel..... Maracaibo.
 Belloso Vlasco, Jesus..... Maracaibo.
 Ferrer & Company..... Maracaibo.
 Losales, Carlos Miguel..... Ciudad Bolivar
 Rincon, Alfredo, Junior..... Maracaibo.
 Walshe, Frederico..... Ciudad Bolivar.
 Ramirez, Jose..... Ciudad Bolivar.

C. H. CALHOUN,

Chief Division of Civil Affairs

Enemy Trading List.

THE PANAMA CANAL,
 EXECUTIVE DEPARTMENT,
 DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading
 List will be made as of date February 21, 1919:

ADDITIONS.

MOROCCO.

Ahmed Ben Thaleb Amor..... Melilla.
 Ahmed Mekouar..... Melilla.
 Allan Ben Khebie..... Melilla.
 Mohammed Ben Khebil..... Melilla.
 Mohamed Benn's..... Melilla.
 Salama, Viuda de..... Melilla.
 Si Ahmed Slaqui..... Melilla.

NETHERLANDS.

Netherlands Cement Syndicate..... Rotterdam 62
 Rotterdam.

NETHERLANDS EAST INDIES.

Gerbracht, B..... Medan.
 Hoondamall, F. K. & Co..... Medan.
 Meerhem..... Medan.
 Soen Bie Seng Handel..... Maatschappij.
 Tan Pie Tong.....
 Wooley, H. W..... Sourabaya

SPAIN.

Aguilera, Diego Monteagudo..... Murcia.
 Belda, Novelda..... Alicante.
 Betancor Hernandez, Agustin..... Las Palmas.
 Betancor Hernandez, Dego..... Las Palmas.
 Betancor Hernandez, Lorenzo..... Las Palmas.
 Bulgaria, La..... Barcelona and Madrid.
 Cooperativa Agricola Archena..... Murcia.
 Echevarria Lopez, Bernardo..... Madrid.
 Echevarria, Roman..... Zaraus.
 Endres, Guillermo..... Lorrila 56, Barcelona.
 Garcia Coca, Juan..... Calle de la Cruz 1, Madrid.
 Kahn, German..... Calle Benito Cuatrecasas 4, Madrid.
 Lopez Garcia, Manuel, Espinardo..... Murcia.
 Lutter, Rudolph..... Calle Uria, Oviedo.
 Lutter y Teyschell (or Thetschell)..... Calle Uria, Oviedo.
 Martinez, Mariano..... Barrio de San Benito, Murcia.
 Martinez, Juan..... Espinardo, Murcia.
 Montigny, C. E. de..... Calle de Hortaza 14 and 16, Madrid.
 Ramirez y Cia..... Madrid and Logrosan.
 Klemm, Francisco..... Espinardo, Murcia.
 Hillers, Federico..... Alcala 40, Madrid.
 Teyschall (or Thetschell), Carlos..... Calle Uria, Oviedo.

REMOVALS.

ARGENTINA.

Bade, Jorge, e Hijos..... Buenos Aires.
 Orlioli, Fernando..... Buenos Aires.

BRAZIL.

Acosta Ferreira & Company..... Rio de Janeiro.
 Barroso, M. S., & Company..... Rio de Janeiro.
 Freire, Joao..... Rio de Janeiro.
 Lopes, Freire & Company..... Rio de Janeiro.
 Lopes, Jose..... Rio de Janeiro.

CHILE.

Antwanter & Benjerodt..... Valdivia

COLOMBIA.

Gomez Hermanos & Company..... Manizales

DENMARK.

Danske Fedtimport Kompagni..... Copenhagen.
 Enna, Carl..... Copenhagen.
 Fersk Sild Export A/S..... Copenhagen.
 Grauballe, Christian..... Copenhagen.
 Jensen & Fode..... Frederikssund.
 Jensen & Hoeck..... Copenhagen.
 Jappesen, K. T..... Copenhagen.
 Lorenzen's Christ an N., Eftf..... Copenhagen.
 Nord sk Vare import..... Copenhagen.
 Phoenix Agentur..... Copenhagen.

GUATEMALA.

Chang, Antonio & Company..... Guatemala City.
 Ton Ley Loa & Company..... Puerto Barrios and Guatemala City

HAITI.

Jabon, Joseph..... Miragoane.

MEXICO.

Garcia Fuentes Suers..... Torreon.
 Nassar Hermanos..... Torreon.
 Princesa Teatro..... Tampico.
 Roever, Luis..... Mexico City.
 Rubio, Francisco G..... Mexico City.
 Ubaid y Badin..... Torreon.

NETHERLANDS.

Amsterdamsche Export en Import..... Amsterdam.
 Maatschappij N.V.....
 Bella, M. de la..... Amsterdam.
 Bergsma Agentuur & Commissiehandel..... Amsterdam.
 Borleffs & Company..... Rotterdam.
 Bosnak, Herman..... Amsterdam.
 Bosnak, Michel..... Amsterdam.
 Buitenlandse Handels Maatschappij (Foreign Trading Company)..... Rotterdam.
 Catz Gebroeders..... Rotterdam and Amsterdam.
 Ceuvell, J. L..... Amsterdam.
 Cohen van Straaten, I. Th..... Amsterdam.
 Deventer Glas Maatschappij..... Deventer.
 Dijk, Jac P. M. van..... Rotterdam.
 Docter Gebrs..... Beverwijk.
 Dumonceau Freres, St. Pieter..... near Maastricht.
 Electrische Vleeschwaren Fabriek, Hillegersberg..... near Rotterdam.
 Emden, M..... Schiedam.
 Erdman & Hethey..... Amsterdam.
 Evangelische Broedergemeente..... Zeist and Haarlem.
 Fischer, J., & Company..... Scheveningen.
 Friedmann, F..... Amsterdam.
 Goudwaard, A. W. M., & Koff..... Rotterdam.
 Groen, Th. de, Technisch Handels Bureau..... The Hague.
 Grootkerk, S. Junior..... Amsterdam.
 Hall, H. van der..... Rotterdam.
 "Halve Mann, de," N/V., Handelssvereeniging..... Amsterdam.
 Hanno, Heinrich..... Rotterdam.
 Heck, A. M. v., Hillersberg..... near Rotterdam.
 Henz, J., N/V., Glas en Kristalhandel V/h..... Nieuw Buineo.
 Hertfield, L. H. van..... Rotterdam.
 Holland & America Import & Export Company (Gustav Cohn)..... Rotterdam.
 "Holland" Textielabriek..... Enschede.
 Hoog, H. de..... Rotterdam.
 Jacobs, H..... Rotterdam.
 Jordan, L., Maison C..... Amsterdam.
 Kan, Alfred Abraham, J. Lzn..... Amsterdam.
 Kersken, H., Junior..... Amsterdam.
 Klatzer & Company..... Amsterdam.
 Klop, P. W. H..... Amsterdam.
 Komeet, N/V., de v/h Dumonceau Freres, St. Pieter, near Maastricht.
 Kroon (de) Stoomzeepfabriek..... Haarlem.
 Lamm, Alo's..... Amsterdam.
 Lamm Brothers..... Amsterdam.
 Lecomte, Jules, & Company..... The Hague and Rotterdam.
 Lissauer, Jeza'a. & Zonen..... Amsterdam.
 Lucardie, Willem..... Rotterdam, Courtral, and Looswarden.
 Meiger & Company..... Velsoord.
 "Metropol" Gasloeihtfabriek (Gloeikousjesfabrik)..... Arnhem.

Meyer, Moritz.....	Amsterdam.	Priboen Cultuur Syndicaat.....	East Coast of Sumatra.
Monnickendam, D.....	Rotterdam.	Riviere, J. La.....	Java.
"Monopol" Automobiël Import Maatschappij.....	Rotterdam and Breda.	S'lau Doen a. Cultuur Maatschappij.....	Sourabaya.
"Monopol" Gasgloeilichtfabriek.....	Amsterdam.	Soetekouw Liu H. A., Batang Hari Estate.....	Djambi, Sumatra.
"Monopol" Thee-onderneming.....	Rotterdam.	St. Eloy Doug en Zilvermederij.....	Djocjakarta, Java.
Nederlandsche Maatschappij voor Overzee Commisshandel.....	Amsterdam.	Juyelen en Horlogenhedel, Strutt.....	Djocjakarta, Java.
Nievelt, Van, & Company.....	Dordrecht.	Vrijbergh de Coningh, A. J.....	Weltevreden.
Noord-Hollandsche Pulp-Jam, & Conservenfabriek N.V., v/h, Gebr. Doctor (or Dokter).....	Beverwijk.	Westhoff, W. R.....	Batavia.
Norden, J.....	Rotterdam.	Wouters, D.....	Bangoengo, Java.
Okon, Jos., Firms.....	Rotterdam.		PANAMA.
Oosterman & Lomans Zeepziederij de Kroon.....	Haarlem.	Heinrichsdorff, F.....	Cristobal.
Ouden, J. H. den.....	Amsterdam.	Lutz, Richard.....	Panama.
Post, Van der Burg & Company.....	Rotterdam.	Station Pharmacy.....	Panama City.
Pouwels Coelingh, J.....	Deventer.		PERU.
Prang Sgaar, S. van.....	Amsterdam.	Garcia Hermanos.....	Caballo Coach.
Priboen Cultuur Syndicaat.....	Amsterdam.		SWEDEN.
Prins, N.....	Amsterdam and and Ymu den.	Ahlenus, Gosta.....	Stockholm.
Rennel Freres.....	Scheveningen.	Almqvist, Carl.....	Ystad.
Romp, Hubert van.....	Terneuzen.	Appelboom, Nils.....	Stockholm.
Romp, J. van.....	Terneuzen.	Aquist, Ernst.....	Orebro.
Saater, A. F. M.....	Wolfsraat 32, Maastricht.	Bergman & Company.....	Stockholm.
Schmitt, F.....	Rotterdam.	Bexelus, Henrik G.....	Stockholm.
Schuyt, J. & A. van der.....	Rotterdam.	Blomquist, Olof, & Company, Brandsjo & Olycksfallsforsakrings, A. B.....	Oscarshamn.
Serena Metaal Gloeilampenfabriek N.V.....	Nijmegen.	Broms, Joh.....	Skandinavien.
"Sing'gar" Thee Plantage Maatschappij.....	Rotterdam.	Brun, Carl, & Company.....	Orebro.
Slavenburg, J. L.....	Rotterdam.	Christiernin, C.....	Gothenburg.
Spits, H., & Zoon.....	Dordrecht.	Ekner, Alb.....	Gothenburg.
Stollberg, Jr. (J. E.), & Company.....	Amsterdam.	Ekstrom, & Leffers A/B.....	Gothenburg.
Straaten's Van, Goederen-Handel N.V.....	Amsterdam.	Engstam, P. L., A/B.....	Stockholm.
Takken, G.....	Utrecht.	Equip A/B (or Equipment Company).....	Stockholm.
Telkamp, Gerard.....	Hillegom, near Lisse.	Fischer, Ellis A/B.....	Stockholm.
Thee Maatschappij "De Chinees," Thysen, J. W., & Company.....	Rotterdam.	Frederiksson, G.....	Stockholm.
Velde, Jac van der, & Company.....	Venlo.	Gotthardt, Herman.....	Malmö.
Versteegen, J. H.....	Amsterdam.	Gredt, Paul.....	Stockholm and Malmö.
Visser, E. E. & Zonen Handelsvereniging.....	Amsterdam.	Hakanson & Company.....	Stockholm.
Vies, S. A., & Zöden, Metaal Maatschappij.....	Rotterdam.	Hanson, Wilhelm, & Company.....	Stockholm.
Vogemann's Transport Company.....	Rotterdam.	Herrstrom, S. A. F. d.....	Malmö.
Vos, A. J., & Company.....	Scheveningen.	Hofstedt, Axel, A. B.....	Gothenburg.
Vries, J. & N. A. de.....	Rotterdam.	Hud & Skinnaffaren, Svenska (James Meyer).....	Malmö.
Vries, S. I. de.....	Nieuwsteeg, Hoorn, and Enkhusen.	Jordaborg Skandinavien Lin'en.....	Gothenburg.
Wallig Gebruder.....	Amsterdam.	Karlsdals A/B, Karlsdalsbruk.....	near Karlskoga.
Wetering, D. van den.....	Rotterdam.	Kassmann's Ex-Import Company.....	Stockholm.
Zekenoppasser, W.....	Amsterdam.	Kroek, E. J.....	Stockholm.
Zuid Holland Automobiël Maatschappij.....	Rotterdam.	Nordiske Gummifabrik A/B.....	Tralleborg.
Zuid Hollandse Blaudrukkerij Speelgoed en Emballage Fabriek.....	Rotterdam.	Nilsson, Hermod.....	Gothenburg.
		Norran Angfartygs A/B.....	Gothenburg.
		Oscaria Skofabrik.....	Stockholm, Gothenburg, and Sundbyberg.
		Prytz The import.....	Gothenburg.
		Robertson's Davy, Maskinfabrik, A/B.....	Gothenburg.
		Sandberg, O. A., & Sons.....	Gothenburg.
		Schlasberg, Hennig & Company.....	Landskrona.
		Snelar, Charles.....	Gothenburg.
		Snelar, James, & Son.....	Gothenburg.
		Stromehsten, A., & Company.....	Malmö.
		Svenska Hud & Skinnaffaren.....	Malmö.
		Waenerlund, H. Edward.....	Gothenburg.
		Wallenberg's L. O., Skofabrik (or Skomakare).....	Malmö.
			VENEZUELA.
		Belloso Rosell Hermanos.....	Maracaibo.
		Belloso Rosell, David.....	Maracaibo.
		Belloso Rosell, Manuel.....	Maracaibo.
		Belloso Velasco, Jesus.....	Maracaibo.
		Ferrer & Company.....	Maracaibo.
		Losales, Carlos Miguel.....	Ciudad Bolivar.
		Ramirez, Jose.....	Ciudad Bolivar.
		Rincon, Alfred, Jr.....	Maracaibo.
		Walther, Federico.....	Ciudad Bolivar.
			C. H. CALHOUN.
			Chief Division of Civil Affairs.

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

Commissary Hours.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., March 5, 1919.

BULLETIN No. 767-6:

To all concerned—Effective April 1, 1919, the following commissaries will be open for business in the afternoon from 2 to 5: Empire, Gamboa, Gatun, and Pedro Miguel.

J. J. JACKSON,
General Manager.

Misdirected Letters.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Bray, Mrs. Katharine C.	McLean, Mrs. Melinda Hall.
Griffith, Mrs. Edwin	Mitchell, Philip, care Colored Engineers.*
Hartbridge, Miss Dorothy E.	Sturcke, Mrs. J. L. Turner, Gene.
McKinney, Mrs. G. L.	

* Special delivery.

Sale of 250-ton Steel Barge.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 1, and then opened, for the purchase of a 250-ton steel barge, No. 56. Size over all length, 110'; beam, 24'. Size of hatchway: length, 86'; width, 24' 6"; depth, 7' 6". Detailed information and form of proposal may be had upon application to the office of the Chief Quartermaster. The Panama Canal reserves the right to reject any or all bids.

February Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919.
	1917	1918	1919			
Pacific Section—						
Balboa.....	.19		.06	.60	20	1
Balboa Heights.....	.19	T	T	.80	21	
Miraflores.....	.28			1.01	11	
Pedro Miguel.....	T	.02	T	.67	12	
Rio Grande.....	.04	.12	.02	.68	15	1
Central Section—						
*Culebra.....	.09	.10	.05	.65	29	2
*Camacho.....	.22	.02	.21	.84	13	1
Empire.....	.08	.02	.24	.73	14	2
Gamboa.....	.30	.07	.21	.85	34	2
*Juan Mina.....	.05	.96	.01	1.19	9	2
Alhajuela.....	.04	.14	.01	.74	20	1
*Vigia.....	.17	.30		1.51	11	
*Frijoles.....	.15	.34	.52	2.18	8	11
Trinidad.....	.45	.37	.34	2.51	12	11
*Monte Lirio.....	.55	.76	1.15	3.12	12	14
Atlantic Section—						
Gatun.....	.62	.53	.54	2.68	15	11
*Brazos Brook.....	1.11	1.00	.70	3.05	13	8
Colon.....	.45	.67	.36	1.65	49	10

*Standard rain gauge readings at 5 p. m. daily.
Automatic gauge at unstarred stations—values, midnight to midnight.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal," Panama, in the United States, "Pancanal, Washington."

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the week ending at midnight of Saturday, March 8, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gamboa	Gatun	
Sun., March 2.....	126.05	90.89	85.60	85.50	53.05
Mon., March 3.....	126.00	90.86	85.60	85.47	53.06
Tues., March 4.....	126.05	90.87	85.59	85.41	53.10
Wed., March 5.....	126.05	90.90	85.46	85.38	53.07
Thurs., March 6.....	126.05	90.89	85.45	85.34	53.10
Fri., March 7.....	126.00	90.86	85.42	85.31	53.20
Sat., March 8.....	126.00	90.85	85.42	85.26	53.20
Height of low water to nearest foot.	126.0	91.0			

Rainfall from Feb. 1 to 23, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total
Pacific section—	<i>Ins.</i>		<i>Ins.</i>
Balboa.....	.36	15	.08
Balboa Heights.....	T	†	T
Miraflores.....	0	-	0
Pedro Miguel.....	T	11	T
Rio Grande.....	.02	2	.02
Central section—			
*Culebra.....	.03	2	.05
*Camacho.....	.21	2	.21
Empire.....	.17	1	.24
Gamboa.....	.14	2	.21
*Juan Mina.....	.02	2 & 11	.04
Alhajuela.....	.04	11	.04
*El Vigia.....	0	-	0
*Frijoles.....	.12	20	.52
Trinidad.....	.13	11	.34
*Monte Lirio.....	.32	11	1.15
Atlantic section—			
Gatun.....	.17	11	.54
*Brazos Brook.....	.30	11	.70
Colon.....	.16	11	.36

*Standard rain gauge—readings at 5 p. m. daily.

†Several days.

Automatic rain gauge at unstarred stations—values midnight to midnight

‡Standard rain gauge—Readings at 8 a. m. daily.

Additions to Commissary Stock.

Aprons, Billie B. Amoskeag madras, ea.....	\$2.70
Dress goods:	
Cloth, lingerie, Wamsutta, 36", yd.....	.42
Gabardine, 36", yd.....	.65
Pique, white, 27", yd.....	.44
Poplin, silk, white and colored, 35-6", yd.....	1.30
Skirting, white, 36", yd.....	.65
Skirting, white, 36", yd.....	.45
Skirting, white, 36", yd.....	.52
Voile, fancy, 36", yd.....	.64
Voile, white, 44-45", yd.....	.45
Voile, Stratford, 39-40", yd.....	.47
Voile, Decauville, 39-40", yd.....	.41
Flags, U. S. standard wool bunting, 6' x 9', ea.....	15.00
Hats:	
Men's felt, brown, mink finish, ea.....	4.75
Men's felt, gray, mink finish, ea.....	4.75
Men's felt, green, ea.....	4.75
Felt, black, mixed, ea.....	1.50
Hose:	
Ladies', full fashioned, silk, black, pr.....	1.85
Ladies', full fashioned, silk, white, pr.....	1.85
Ribbon:	
Satin, yd.....	.31
Satin, yd.....	.36
Satin, yd.....	.41
Suting, drill, unbleached, navy blue, yd.....	.39

MOVEMENTS OF OCEAN VESSELS.

(Week ending at Midnight, March 8, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Point Arena.....	23	10.55	2	6.15	2	14.02	2	21.25	American	United States Shipping Board	251.0	43.5	18.0	Norfolk	Pearl Harbor	Navy coal	2,173	2,273	1,454
Palena.....	26	15.15	2	10.45	2	17.20	2	18.23	Chilean	South American S. S. Line	350.0	42.0	24.0	Cristobal	Valparaiso	General	3,639	2,557	3,639
Dalana.....	12	21.56	3	21.56	3	14.02	3	16.33	American	United States Shipping Board	286.0	44.9	21.0	Norfolk	Arica	Coal	2,755	2,882	1,917
Toromocho.....	2	11.27	3	6.33	3	14.56	3	16.33	British	Commonwealth of Australia	360.0	48.0	23.6	New York	Wellington	Fuel oil	5,673	4,601	3,310
Eurybates.....	2	18.20	3	7.07	3	15.50	3	16.57	British	Alfred Holt and Company	359.0	50.0	26.9	New York	Yokohama	General	7,300	6,220	4,521
Caacumala.....	27	17.53	3	19.30	4	16.57	3	16.57	British	Pacific Steam Navigation Co.	359.0	43.0	19.3	Cristobal	Valparaiso	General	4,349	2,772	4,349
Oreca.....	3	23.55	4	11.25	4	18.21	4	19.25	British	Pacific Steam Navigation Co.	465.0	56.0	24.6	New York	Callao	General	2,698	3,300	2,900
Mantaro.....	26	20.30	4	12.05	4	19.43	5	8.38	Peruvian	Peruvian Steamship Line	385.0	49.8	19.8	Glasgow	Callao	General	4,639	2,701	4,639
Oak Branch.....	3	16.55	5	10.55	5	17.02	5	18.15	British	White Star Line	385.0	49.8	19.8	St. John	San Francisco	General, fuel oil	4,800	4,816	3,741
Cufie.....	5	7.00	5	10.55	5	18.36	5	19.34	British	Nippon Yusen Kab. Kaisha	475.0	55.0	23.8	New York	New Zealand	General	9,914	7,436	5,220
Tushima Maru.....	5	15.42	6	6.10	6	15.21	6	16.33	Japanese	United States Navy	344.0	46.0	20.0	Norfolk	Puget Sound	General mdse.	3,300	3,901	2,556
Bath.....	6	6.30	7	11.40	7	18.52	6	19.35	American	Kishimoto Kisen Kab. Kaisha	360.0	51.0	24.0	New York	Vladivostok	General	5,615	4,754	3,516
Shinsei Maru.....	7	9.20	7	12.55	7	20.27	8	7.45	Japanese	F. & W. Ritson	340.0	43.5	18.0	Liverpool	Guayaquil	General	2,500	3,499	2,530
Elm Branch.....	7	9.55	7	13.00	7	21.25	7	21.35	British										

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
West Compo.....	28	21.00	2	6.49	2	15.00	2	16.50	American	United States Shipping Board	409.8	54.2	23.3	Portland	New York	Flour	7,205	6,589	4,838
Sao Joaquin.....	1	20.30	2	7.41	2	16.10	2	19.23	Norwegian	W. Wilhelmsen	425.5	57.1	17.0	Antofagasta	Tamayo	Ballast	7,020	5,042	7,020
Isaquina.....	3	23.30	4	8.07	4	16.55	8	7.57	American	Nippon Yusen Kab. Kaisha	266.5	46.0	26.0	San Francisco	New York	Wire, etc.	1,860	2,659	1,737
Toba Maru.....	4	9.30	4	10.34	4	19.02	4	20.39	Japanese	United States Navy	440.0	58.0	21.0	Chingwangtao	New York	General	4,036	7,656	5,416
Zuiderdijk.....	1	15.00	4	11.44	4	18.00	4	20.39	American	South American S. S. Line	351.8	42.1	21.3	Guayaquil	Havre	Cocoa	5,000	5,773	4,179
Limari.....	5	16.00	5	9.07	5	15.55	5	16.57	Chilean	Panama Government	110.0	21.0	5.6	Talcahuano	Cristobal	General	489	5,631	2,421
San Blas.....	5	16.00	6	6.37	6	15.20	6	21.08	Panamanian	United States Shipping Board	402.6	53.0	23.0	Panama	New Orleans	Ballast	7,000	6,501	4,837
Yam Hill.....	5	22.30	6	11.57	6	19.28	6	21.08	American	W. R. Grace & Co.	225.6	43.4	21.1	San Francisco	New York	General	1,900	2,122	1,447
Santa Flavia.....	6	11.00	6	13.40	6	22.50	10	5.40	American	Federal Steam Nav. Co.	225.6	43.4	21.1	Salaverry	New Orleans	Sugar	5,840	7,138	5,358
Dorham.....	6	18.00	7	8.26	7	17.16	7	17.48	British		420.7	54.0	25.8	Auckland	Liverpool	General			
General.....																			
Manoury.....	7	7.05	7	9.12	7	18.30	7	17.48	French	French Government	239.6	45.5	18.0	Seattle	Gulfport	Spelter	523	2,191	1,589
Los Angeles.....	6	9.00	7	13.13	7	20.05	7	20.13	American	Union Oil Company	455.0	56.0	17.0	Tacapilla	Tampico	Ballast	7,143	4,901	7,143
Noord Brabant.....	7	21.00	8	7.50	8	16.30	8	22.40	American	United States Shipping Board	294.0	44.2	17.0	Antofagasta	New York	Copper	2,616	2,650	1,630
Cauca.....	7	21.00	8	8.51	8	16.17	8	16.17	British	Pacific Steam Navigation Co.	246.0	35.2	15.6	Guayaquil	Cristobal	General	1,069	1,582	1,023
General Gallieni.....	18	15.00	8	10.25	8	18.55	9	5.30	French	French Government	259.0	45.5	17.0	Portland	France	Copper, etc.	850	2,191	1,589
War Kilmat.....	8	14.00	8	15.25	8	22.27	8	22.27	British	British Government	250.0	43.5	20.6	Victoria	United King.	Spelter, lumber	1,685		

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

ARRIVALS				DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
March 2	Parosmina	United Fruit Company	New Orleans.	March 2	Plainfield	Plainfield S. S. Company	Cartagena.
March 2	Herbert May (sch.)	Kunbart and Company	Cartagena.	March 2	Ulysses	Panama Railroad S. S. Line	Norfolk.
March 2	Lake Grats	United States Shipping Board	Norfolk.	March 3	Gulebra	Panama Railroad Commissary	Cartagena.
March 3	Esparita	United Fruit Company	New York.	March 3	Caribbean	Panama Railroad S. S. Line	Cartagena.
March 5	Lake Wilson	Panama Railroad S. S. Line	New York.	March 3	Colon	United Fruit Company	New York via Haiti.
March 5	Hancock	United States Government	Guantanamo.	March 4	Parosmina	P. Wilson	New Orleans.
March 6	Kilpatrick	United States Government	New Orleans.	March 4	Grotina	United Fruit Company	Port Limon.
March 6	Caribbean	Panama Railroad Commissary	Cartagena and wayports.	March 5	Esparita	Kunbart and Company	Porto Cortez.
March 7	Caribbean	Panama Railroad S. S. Line	Cartagena and wayports.	March 5	Herbert May	Solas and Vaz	Colon waters.
March 7	Achilles	Panama Railroad S. S. Line	Norfolk.	March 6	Centinela	United States Shipping Board	Cenuegos, Cuba.
March 7	Lake Allen	Panama Railroad S. S. Line	New York.	March 7	Lake Grats	United States Navy	San Juan, P. R.
March 8	John Lya (sch.)	Surgeon Brothers	Port Limon.	March 8	Hancock	Panama Railroad S. S. Line	New York.
March 8	Vestal	United States Government	Guantanamo.	March 8	Lake Wilson	Panama Railroad S. S. Line	New York.
March 8				March 8	Jen Eva	Surgeon Brothers	Colon waters.

*Other than ships passing through the Canal

Joint Commission.

Awards.

In the matter of the claim of Alberto Ibanez for property located in Balboa, award No. 190, docket No. 1929, February 28, 1919.—An award is hereby made against the United States in favor of Alberto Ibanez in the sum of eight hundred and fifty dollars (\$850), U. S. currency, for all right, title and interest the said Alberto Ibanez may possess or may have possessed in and to the property located in Balboa, subject of claim docket No. 1929 including any and all damages sustained on account of the expropriation of this property by the United States of America.

If the payment or tender of payment of this award is not made on or before the 30th day of March, 1919, said award shall thereafter bear interest at the rate of six per cent per annum until paid.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners.*

In the matter of the claim of The F. C. Herbruger Company, for property located in Balboa, award No. 191, docket No. 2850, February 28, 1918.—An award is hereby made against the United States in favor of The F. C. Herbruger Company in the sum of seven thousand, seven hundred and five dollars, (\$7,705), for all right, title and interest the said The F. C. Herbruger Company may possess or may have possessed in and to the property located in Balboa, subject of claim docket No. 2850, including any and all damages sustained on account of the expropriation of this property by the United States of America.

This award does not include compensation for the buildings described in this claim for the reason that said buildings had been constructed on ground held under revocable lease from the United States which lease provided for the removal by the lessee of any houses which might have stood on said land upon due notice from the United States, without any right to compensation from the lessor to the lessee.

If payment or tender of payment of this award is not made on or before the 30th day of March, 1919, said award shall thereafter bear interest at the rate of 6 per cent per annum until paid.

FEDERICO BOYD, RICARDO J. ALFARO, GEORGE A. CONNOLLY, BURT NEW, *Commissioners.*

In the matter of the claim of the heirs of Isidro de Icaza, for property known as Agua Buena, award No. 192, docket No. 2517, March 7, 1919.—An award is hereby made against the United States in the total sum of \$19,017 United States currency, in favor of the persons hereinafter named in the amounts specified, for all right, title and interest the said persons may possess or may have possessed in and to the estate known as "Agua Buena," located near Pedro Miguel, subject of claim docket No. 2517, including any and all damages sustained by them on account of the expropriation of this property by the United States of America:

To John J. Gibbons, the sum of \$121.30 United States currency, for an undivided one-half interest in 13.7 hectares of the estate of Agua Buena, the same being the portion in conflict between the said John J. Gibbons and the heirs of Isidro de Icaza, claimants above named, and said conflict having been adjusted by stipulation made by the parties in open court that the area in conflict, 13.7 hectares, be divided equally between them, John J. Gibbons receiving one-half and the heirs of Isidro de Icaza receiving the other half.

To the heirs of Isidro de Icaza, the balance of \$18,895.70 United States currency, the same to be paid to the following persons in the following amounts, to wit:

Dolores Icaza de Alba 90/400 thereof.....	\$4,251.53
Horacio Aleman 90/400 thereof.....	4,251.53
Julia R. de Garcia 20/400 thereof....	944.78
Mercedes I. de Espinosa 20/400 thereof	944.78
Carmen Luna 30/400 thereof.....	1,417.18
Carlota Luna 30/400 thereof.....	1,417.18
Enrique Luna 30/400 thereof.....	1,417.18
Sara Delgado de Jimenez 18/400 thereof.....	850.31
Julia Delgado 18/400 thereof.....	850.31
Armando Delgado 18/400 thereof.....	850.31
Aurelio Delgado 18/400 thereof.....	850.31
Raquel Saval 9/400 thereof.....	425.15
Ricaurte Saval 9/400 thereof.....	425.15

Total..... \$18,895.70

This award shall be paid to the persons above named on or before the 6th day of April, 1919, and if payment or tender of payment of any item of this award is not made on or before that date, such item shall thereafter bear interest at the rate of 6 per centum per annum until paid.

Done at the National Palace, Panama, March 7, 1919.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, *Commissioners.*

COMMISSARY NOTES.

Silk Poplin.

Silk poplin, 35 inches in width, at \$1.30 per yard, is on sale in the line stores.

Hosiery.

Women's full-fashioned, seam-in-back, silk hose in out sizes, an item which the Commissary Division has had on order for nearly a year, has just been received. These hose may be obtained in black and white at \$1.85 per pair.

Voiles.

A shipment of novelty printed colored voiles, in 1919 patterns, at 41 cents and 47 cents per yard, has recently been received and distributed to the line stores where they are meeting with good demand.

Onions and Cabbages.

The commissary purchasing agent has advised that because of the continued warm weather, he finds it somewhat difficult to obtain onions and cabbage in desirable shipping condition, especially the latter, making it impossible for him to supply at all times the total quantities ordered by the Commissary Division.

Lingerie Cloth.

There has recently been distributed to the line commissaries a supply of soft finished lingerie cloth, for ladies' undergarments and children's dresses. This item sells at 42 cents per yard and is 36 inches in width.

Steubenville Chinaware.

A large shipment of Steubenville chinaware has just been received and will be distributed to the line commissaries. This shipment is comprised of a large variety of items, many of which have been out of stock for some time.

Men's Hats.

Three new numbers of men's light weight felt hats in brown, gray, and green, at \$4.75 each, have recently been received; these, together with a gray and black mixture felt hat, selling at \$1.50, are meeting with much favor in the line commissaries.

Books and Music.

An attractive book balcony was opened recently at Cristobal Commissary in the space formerly occupied by the cashier's desk between the first and second floors. All books, stationery, etc., will be sold in this section; also sheet music, a shipment of which is expected by next arrival from the United States.

Skirtings.

The commissaries are offering customers a good range of skirting materials from which to make selections. Among several items recently received are white pique, 27 inches wide, at 44 cents per yard, and three patterns of novelty white skirting, 36 inches in width, and selling at 45, 52 and 65 cents per yard, are worthy of special notice.

Paraiso Commissary.

The remodeling at Paraiso Commissary is practically finished. The interior arrangement has been completely changed so that it is similar to that at Red Tank commissary, which has been found very convenient.

The cold storage section is behind mosquito wire, making it almost insect-proof and the construction of the grocery booths is such that handling of the trade is facilitated. In addition to these changes, the interior and exterior of the commissary have been painted.

Laundry—Rush Work.

Not all commissary customers are aware of the special service maintained at both Ancon and Cristobal laundries to handle rush work at any time.

Persons desiring this service may telephone the laundry and package will be called for, or bundles may be brought to the plant, with the understanding that they will be returned to customers not later than 36 hours after receipt at the plant; special deliveries being made when necessary. Preferred handling is given such work from the time it is received until it is shipped out and to cover the extra services rendered, the ordinary list prices are increased to the amounts charged for guests' laundry at the Tivoli and Washington Hotels, which are shown below:

Coats, khaki.....	\$0.25	Shirts, unstarched.....	\$0.15
Coats, white and tan.....	.25	Socks, pair.....	.05
Coats, other colors.....	.25	Suits, union.....	.20
Collars.....	.03	Ties.....	.05
Cuffs, pair.....	.06	Undershirts.....	.10
Drawers.....	.10	Vests.....	.20
Handkerchiefs, cotton.....	.03		
Handkerchiefs, silk.....	.05	<i>General List.</i>	
Hats, linen.....	.10	Bedspreads.....	.15
Jumpers.....	.15	Blankets.....	.20
Nightshirts.....	.12	Doilies.....	.01
Overalls.....	.15	Napkins.....	.01
Pants, khaki.....	.25	Pillow cases.....	.02
Pants, white and tan.....	.25	Rough dry, per pound.....	.06
Pants, other colors.....	.25	(Minimum charge, 18 cents)	
Robes, bath.....	.15	Scarfs.....	.03
Shirts, starched.....	.15	Sheets.....	.03
Suits, pajama.....	.20	Tablecloths.....	.01
Shirts, silk.....	.15	Towels.....	.01

PANAMA RAILROAD PASSENGER TRAIN TIME TABLE NO. 27, EFFECTIVE JULY 5, 1918.

MAIN LINE STATIONS.										MAIN LINE STATIONS.									
DAILY.					DAILY.					DAILY.					DAILY.				
Sat'day except					Sat'day					Sat'day					Sat'day				
3	5	7	101	Sunday only	3	5	7	101	Sunday only	3	5	7	101	Sunday only	3	5	7	101	Sunday only
Leave										Arrive									
P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
7 15	11 05	5 00	11 15	11 40	9 40	7 15	11 05	5 00	11 15	11 40	9 40	7 15	11 05	5 00	11 15	11 40	9 40	7 15	11 05
7 20	11 10	5 05	11 20	11 45	9 45	7 20	11 10	5 05	11 20	11 45	9 45	7 20	11 10	5 05	11 20	11 45	9 40	7 20	11 10
7 30	11 20	5 15	11 30	11 55	9 55	7 30	11 20	5 15	11 30	11 55	9 55	7 30	11 20	5 15	11 30	11 55	9 51	7 30	11 20
7 45	11 35	5 35	11 55	12 11	10 10	7 45	11 35	5 35	12 11	10 10	10 10	7 45	11 35	5 35	12 11	10 10	9 58	7 45	11 35
7 58	11 48	5 46	12 10	12 22	10 21	7 58	11 48	5 46	12 10	12 22	10 21	7 58	11 48	5 46	12 10	12 22	10 11	7 58	11 48
8 03	11 53	5 53	12 18	12 29	10 28	8 03	11 53	5 53	12 18	12 29	10 28	8 03	11 53	5 53	12 18	12 30	10 32	8 03	11 53
8 14	12 04	6 04	12 30	12 39	10 39	8 14	12 04	6 04	12 30	12 39	10 39	8 14	12 04	6 04	12 30	12 40	10 39	8 14	12 04
8 30	12 15	6 14	12 42	12 51	10 50	8 30	12 15	6 14	12 42	12 51	10 50	8 30	12 15	6 14	12 42	12 51	10 50	8 30	12 15
8 44	12 29	6 24	1 00	1 02	11 03	8 44	12 29	6 24	1 00	1 02	11 03	8 44	12 29	6 24	1 00	1 02	11 05	8 44	12 29
8 50	12 35	6 30	1 06	1 09	11 09	8 50	12 35	6 30	1 06	1 09	11 09	8 50	12 35	6 30	1 06	1 09	11 15	8 50	12 35
8 54	12 39	6 34	1 10	1 14	11 14	8 54	12 39	6 34	1 10	1 14	11 14	8 54	12 39	6 34	1 10	1 14	11 15	8 54	12 39
9 00	12 45	6 40	1 15	1 20	11 20	9 00	12 45	6 40	1 15	1 20	11 20	9 00	12 45	6 40	1 15	1 20	11 20	9 00	12 45
9 05	12 50	6 45	1 20	1 25	11 25	9 05	12 50	6 45	1 20	1 25	11 25	9 05	12 50	6 45	1 20	1 25	11 20	9 05	12 50
A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.
Arrive										Leave									
9 20	1 35	6 55	1 30	1 35	11 35	9 20	1 35	6 55	1 30	1 35	11 35	9 20	1 35	6 55	1 30	1 35	11 35	9 20	1 35
9 34	1 39	7 00	1 35	1 40	11 40	9 34	1 39	7 00	1 35	1 40	11 40	9 34	1 39	7 00	1 35	1 40	11 40	9 34	1 39
9 38	1 43	7 05	1 40	1 45	11 45	9 38	1 43	7 05	1 40	1 45	11 45	9 38	1 43	7 05	1 40	1 45	11 45	9 38	1 43
9 53	1 58	7 20	1 55	2 00	11 55	9 53	1 58	7 20	1 55	2 00	11 55	9 53	1 58	7 20	1 55	2 00	11 55	9 53	1 58
9 58	2 01	7 23	1 58	2 01	12 01	9 58	2 01	7 23	1 58	2 01	12 01	9 58	2 01	7 23	1 58	2 01	12 01	9 58	2 01
10 02	2 07	7 29	2 04	2 07	12 07	10 02	2 07	7 29	2 04	2 07	12 07	10 02	2 07	7 29	2 04	2 07	12 07	10 02	2 07
10 06	2 11	7 33	2 08	2 11	12 11	10 06	2 11	7 33	2 08	2 11	12 11	10 06	2 11	7 33	2 08	2 11	12 11	10 06	2 11
10 10	2 15	7 37	2 12	2 15	12 15	10 10	2 15	7 37	2 12	2 15	12 15	10 10	2 15	7 37	2 12	2 15	12 15	10 10	2 15
10 15	2 20	7 43	2 17	2 20	12 20	10 15	2 20	7 43	2 17	2 20	12 20	10 15	2 20	7 43	2 17	2 20	12 20	10 15	2 20
P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.
45	43	41	39	37	35	33	31	45	43	41	39	37	35	33	31	45	43	41	39
Sunday only.										Sunday only.									
44	42	40	38	36	34	32	30	44	42	40	38	36	34	32	30	44	42	40	38
Sunday only.										Sunday only.									
44	42	40	38	36	34	32	30	44	42	40	38	36	34	32	30	44	42	40	38
Sunday only.										Sunday only.									
44	42	40	38	36	34	32	30	44	42	40	38	36	34	32	30	44	42	40	38

All trains stop where time is shown except f indicates stop on signal only.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal, Washington, D. C.

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., March 19, 1919. No. 31.

Executive Order.

By virtue of the power and authority vested in and conferred upon me by the Panama Canal Act approved August 24, 1912 (37 Statutes at Large, 560, 569), the Executive Order, dated April 9, 1917, placing the Panama Canal and all its adjuncts, appendants, and appurtenances, including the entire control and government of the Canal Zone, under the jurisdiction and authority of the Officer of the Army commanding the United States Troops stationed in the Canal Zone, is hereby terminated and shall be no longer in force.

THE WHITE HOUSE,
25 January, 1919.

WOODROW WILSON

[No. 3032.]

Executive Order—Leave Due Employees Returning from Military or Naval Service.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 17, 1919.

CIRCULAR No. 601-90:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

By virtue of the authority vested in me I do hereby establish the following Executive Order for the Canal Zone:

Employees of The Panama Canal or Panama Railroad Company who have entered the Military or Naval service of the United States or Service overseas directly connected with the present war, including those who resigned to enter any of such services and failed to do so only because of the cessation of hostilities or on account of physical disability, and who were promised that they would be reinstated in the same or like positions within a period of ninety days after their honorable discharge from such service or within a period of 120 days after their resignation from The Panama Canal or Panama Railroad Company if unable to enter such service, shall, upon return to duty with The Panama Canal or Panama Railroad Company within the periods designated, be credited with leave at the rate of 1/12th of the year's allowance of leave, for each full month served prior to their separation from the service of The Panama Canal or Panama Railroad Company, where the loss of such leave resulted from the employee's separation from that service for the purposes named.

THE WHITE HOUSE,
January 25, 1919.

WOODROW WILSON

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant dairy husbandman (male); \$1,500 to \$1,740 a year; No. 58; March 30, 1919; form 1312; age, under 45 years.

Apprentice fish culturist (male); \$600 to \$960 a year; No. 61; March 16, April 13, May 11, and June 8, 1919; form 1312; age, 18 years but not 45 years.
 Assistant engineer of tests (male and female); grade 1, \$3.76, \$4, and \$4.24 a day; grade 2, \$4.48, \$4.72 and \$4.96 a day; form 1312; age, 20 years and over.†
 Bacteriologist (male and female); \$1,800 to \$2,500 a year; April 29, 1919; form 2118; age under 40 years.*
 Entomological laboratory assistant (male and female); \$1,080 to \$1,320 a year; April 23-24, 1919; form 1312; age, 18 years and over.
 Inspector of locomotives (male); \$1,800 a year; May 21-22, 1919; form 1892; age, 25 years but not 55 years.
 Investigator qualified in economics (male); \$1,800 to \$3,000 a year; April 22, 1919; form 2118; age, between 25 and 40 years.*
 Assistant in plant fumigation (male); \$1,500 to \$1,980 a year; April 23, 1919; form 1312; age, under 45 years.
 Land classifier (male); \$1,800 to \$2,400 a year; form 1312; age, 30 years but not 50 years.†
 Assistant land classifier (male); \$1,500 to \$1,800 a year; form 1312; age, 23 years but not 45 years.†
 Junior land classifier (male); \$1,200 to \$1,500 a year; form 1312; age, 20 years but not 35 years.†
 Law clerk and typewriter (male and female); \$1,400 to \$1,740 a year; April 23, May 21, and June 18, 1919; form 304; age, within reasonable age limits, 25 years and over preferred.
 Passenger rate clerk; freight rate clerk (male); \$1,200 to \$1,600 a year; form 1312; age, 20 years and over.†
 Storekeeper, with knowledge of automobile parts and accessories (male); \$1,200 a year; form 304; age, 18 years and over; April 23, 1919.
 United States game warden (male); \$1,500 a year; May 7, 1919; No. 60; form 1312; age, 21 years but not 50 years.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Augustus Kirton.....	113737	Barbados.....	Colon.....	Panama Railroad...	March 5, 1919.
Eustace Ramsey.....	49902	Barbados.....	Panama.....	Locks.....	March 7, 1919.
Charles McLawrence..	75210	Antigua.....	Gatun.....	Municipal Eng. Div.	January 18, 1919.

INSANE.

Name.	Check No.	Native of	Isthmian residence.	Employed by	Date of commitment.
Arnold Green.....	22207	St. Vincent.....	Panama.....	Dredging Division...	February 19, 1919.
Basil Monchierre (Moncherie)	170599	St. Lucia.....	Colon.....	Building Division...	February 28, 1919.

Official Circulars.

Acting Chief, Board of Health Laboratory.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 15, 1919.

SPECIAL ORDER No. 334:

Dr. Lewis B. Bates is designated Acting Chief of Board of Health Laboratory, effective this date, *vice* Dr. William L. McFarland, resigned.

ROBERT L. LOUGHRAN,
Acting Chief Health Officer.

Approved:

CHESTER HARDING,
Governor.

Present condition of instruments on hand.
Number actually required for present use.
Surplus instruments on hand, if any.

Will additional instruments be required at a later date and if so, when and what class?

When is it expected that instruments now in use can be released?

CHESTER HARDING,
Governor The Panama Canal.
President Panama Railroad Company.

Sign Painting.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 12, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Requests are received by the different district quartermasters from time to time covering sign painting work. Arrangements have been made with the Building Division that all such work be performed by them in future. It is respectfully requested, therefore, that work requests covering be made on that division.

R. K. MORRIS,
Chief Quartermaster.

Transits and Levels.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 13, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

It is requested that statement be furnished to the surveying officer, with as little delay as practicable, showing the following information with reference to transits and levels:

Number on hand (kind, make, and serial number).

Acting Superintendent, Pier 6.

THE PANAMA CANAL,

DEPT. OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., March 15, 1919.

All concerned—Effective March 15 and during the absence on leave of Mr. C. A. Nelson, Mr. O. A. Holstein will act as Superintendent in charge of construction work at Pier 6, Cristobal.

H. ROWE,
Resident Engineer.

Acting Commissary Manager.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., March 18, 1919.

MEMORANDUM No. 761-22:

To all concerned—Effective March 20, 1919, and to continue during the leave of absence of Mr. Albert Diamond, Mr. F. K. Pruner will act as manager of Pedro Miguel Commissary.

J. J. JACKSON,
General Manager.

Laundry—Rush Work.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., March 15, 1919.

BULLETIN No. 780-3:

To commissary managers—With reference to item published in THE PANAMA CANAL RECORD, issue of March 12, which stated that rush work will be returned to customers not later than 36 hours after receipt at plant.

This means, of course, that intervening Sundays and holidays are to be taken into consideration when such work is received, for it is obvious that a bundle received at Balboa commissary at 3.30 p. m. Saturday could not be returned to customer until it had been passed through Ancon laundry on the following Monday.

If any customer does not understand this, please make it plain to him.

J. J. JACKSON,
General Manager.

Enemy Trading List.

THE PANAMA CANAL,

EXECUTIVE DEPARTMENT,

DIVISION OF CIVIL AFFAIRS,

BALBOA HEIGHTS, C. Z., March 7, 1919.

To all concerned—The following removals, effective March 7, from the United States enemy trading list have been made:

REMOVALS.**CHILE.**

Arrigoriaga, Saturnino.....	Valparaiso and Santiago.
Bauer, Pablo.....	Antofagasta.
Benedetti, Juan B.....	Valparaiso.
Castillo, Angel C.....	Coquimbo.
Chaparra, Luis A.....	Iquique.
Chavez, Eliseo.....	Antofagasta.
Curtze, Walter.....	Punta Arenas.
Frey and Elkan.....	Punta Arenas.
Friedmann, Carlos.....	Santiago.
Gac, Samuel de.....	Valparaiso.
Herrera, Eduardo.....	Talmaal.
Jacac, Antonio.....	Antofagasta.
Pastor, Jose Molina.....	Santiago.
Riadi Constandil (or Constandil R.adi), E. & S.	Santiago.
Submarino, El (newspaper).....	Santiago.
Trede, H.....	Punta Arenas.
Ureta, Oscar.....	Punta Arenas.

MEXICO.

Aladro, Manuel.....	Vera Cruz.
Bujdub y Jaliffe.....	Torreón.
Calvo y Fernandez.....	Vera Cruz.
Calvo, J. B.....	Vera Cruz.
Carper & Eppstein.....	Mazatlan.
Damm, Hugo.....	Durango.
Damm, Jose Maximiliano.....	Durango.

Damm, Max.....	Durango.
Damm, Max & Company.....	Durango.
Degener, Hans.....	Saltillo and Piedras Negras.
Degener, Hermanos.....	Saltillo.
Jaliffe, Camilo.....	Torreón.
Linas, Antonio Moreno.....	Mexico City.
Linas, Rafael Moreno.....	Vera Cruz.

PERU.

Bustamente, Manuel J.....	Mollendo.
Hachmeister, Christian.....	Lima.

VENEZUELA.

Baralt, A. Miguel.....	Maracaibo.
Beuses, Francisco.....	Maracaibo.
Bocanegra, L.....	La Guaira.
Chacon, Emilio P.....	Maracaibo.
Garcia, C. M.....	Maracaibo.
Nuñez, Pompilio.....	Ciudad Bolívar.
Quintero, Ciro.....	Maracaibo.
Rincon, Angel Renato.....	Maracaibo.
Rodriguez, Diego.....	Trujillo.
Rodriguez, Luis M.....	Ciudad Bolívar.
Sanchez, Elias.....	Santana.
Schussler, Vicente K.....	La Guaira.
Uruitia, Rafael M.....	Maracaibo.
Vargas, T. Enrique.....	Maracaibo.

C. H. CALHOUN,
Chief Division of Civil Affairs.

Joint Commission.**Award.**

In the matter of the claim of Nicanor A. de Obarrio, for property located near Balboa, known as Venado Island, award No. 193, docket No. 2556, March 12, 1919—An award is hereby made against the United States in favor of Nicanor A. de Obarrio in the sum of \$2,000 United States currency, for all right, title, and interest the said Nicanor A. de Obarrio may possess or may have possessed in and to the island of Venado, located at the Pacific entrance of the Panama Canal within the limits of the Canal Zone, subject of claim docket No. 2556, including any and all damages sustained on account of the expropriation of this property by the United States of America.

This award shall be paid on or before the 12th day of April, 1919, and if payment or tender of payment is not made on or before that date, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEY, *Commissioners.*

Certificate of Disagreement.

In the matter of the claim of Francis Schuber, et al., for property in the District of Ancon, certificate of disagreement, rule No. 409, docket No. 1967—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire, duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to-wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 9th day of August, 1918.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEY, *Commissioners.*

Sale of 250-ton Steel Barge.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 1, and then opened, for the purchase of a 250-ton steel barge, No. 56. Size over all: length, 110'; beam, 24'. Size of hatchway: length, 86'; width, 24' 6"; depth, 7' 6". Detailed information and form of proposal may be had upon application to the office of the Chief Quartermaster. The Panama Canal reserves the right to reject any or all bids.

MOVEMENTS OF OCEAN VESSELS. (Week ending at Midnight, March 15, 1919.)

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Silverado.....	9	7.01	9	7.45	9	15.52	10	14.35	American...	United States Shipping Board...	245.6	42.0	18.0	Philadelphia...	Pearl Harbor...	Coal...	2,362	2,459	1,719
Calicut.....	9	12.20	10	7.28	10	13.49	10	14.49	British...	Commonwealth of Australia...	404.0	50.8	24.0	New York...	Wellington...	Cass oil...	6,500	5,638	4,135
Limar.....	5	15.55	10	11.00	10	18.02	11	16.29	Chilean...	South American S. S. Line...	352.0	42.0	24.3	Cristobal...	Valparaiso...	General...	2,054	3,660	2,421
Sub. Chasera																			
273, 275, 277,																			
278, 294, 297,																			
299, 301,	8	17.00	10	9.25	10	16.11	14	7.55	American...	United States Navy...	110.0	14.0	6.0	Guantanamo...	Balboa...	General...	6,640	6,466	4,427
Donnera.....	10	12.34	11	6.25	11	13.29	11	15.28	British...	Commonwealth of Australia...	422.0	55.0	25.0	New York...	Adelaide...	Cass oil...	8,000	6,926	5,062
Yang Tse.....	10	6.26	11	6.30	11	13.35	11	14.20	British...	Alfred Holt & Co...	483.0	53.0	25.5	New York...	Manila...	Cass oil...	5,000	6,926	5,062
Snotomist.....	15	7.30	11	6.50	11	13.20	14	8.36	American...	United States Government...	152.0	29.0	17.0	Cristobal...	Balboa...	General...	5,000	4,605	3,047
Bantu.....	10	17.10	11	8.20	11	16.09	11	16.54	American...	United States Steel Products Co.	376.0	49.0	24.0	New York...	Paita...	General...	5,000	4,605	3,047
Sub. Chasera																			
276, 291, 292,																			
293, 295, 298																			
300.....	8	17.00	11	9.40	11	15.35	14	7.55	American...	United States Navy...	110.0	14.0	6.0	Guantanamo...	Balboa...	Coal...	3,516	2,155	
Castle Point.....	8	17.00	12	6.30	12	13.38	14	7.55	American...	United States Navy...	110.0	14.0	6.0	Guantanamo...	Balboa...	Coal...	3,516	2,155	
Cleaner (achr.).....	7	16.35	12	6.35	12	13.53	12	14.42	American...	J. A. McDevitt...	322.0	50.0	22.0	Norfolk...	Antofagasta...	Ballast...	3,940	45	25
Geo. W. Elder.....	9	17.20	12	6.35	12	13.53	12	14.42	American...	Thomas Crowley...	250.0	39.0		Colon...	Panama...	Ballast...	2,313	1,535	
Cauca.....	8	16.17	13	6.10	13	13.26	13	16.00	American...	Pacific Steam Navigation Co.	248.0	35.0	16.6	Cristobal...	San Francisco...	General...	1,552	1,023	
Bolsford.....	12	6.30	13	6.10	13	14.13	13	15.05	American...	United States Shipping Board...	280.0	40.0	21.0	Kingston...	Brehaire...	Coal and coke...	1,565	2,514	1,470
Poonas.....	13	7.17	13	6.51	14	10.16	14	11.30	British...	Penninsular & Oriental S. N. Co.	479.7	57.2	26.5	New York...	Callao...	General...	2,400	7,837	5,115
Admiral Sebree.....	12	21.50	13	15.10	14	10.54	14	13.40	American...	Pacific Alaska Navigation Co.	242.0	43.0	20.0	New York...	San Francisco...	Coal, general...	5,558	2,593	1,980
Titaroen.....	13	7.35	14	6.16	14	13.30	14	14.22	British...	Gardals, London...	420.0	54.0	25.0	Rathmore...	Singapore...	Rails, tobacco...	2,772	6,761	4,914
Brazil (mr. sch.).....	14	6.45	14	7.45	14	15.07	15	17.47	Norwegian...	Fred Olsen & Co.	308.0	48.0	25.0	Rouen...	Acapulco...	Ballast...	7,300	3,588	2,698
Balboa.....	11	12.30	15	6.20	15	13.40	15	21.23	American...	Colombian Maritime Co.	190.0	29.0	12.6	Cristobal...	Buenaventura...	Not given...	5,163	4,037	
Malay Maru.....	15	7.10	15	6.25	15	15.24	15	23.15	Japanese...	Osaka Shosen Kaishiki Kaisha.	379.9	50.0	24.0	Philadelpia...	San Francisco...	General...	4,870	3,799	24.59
City of Para.....	10	22.45	15	10.20	15	17.18	16	11.40	American...	Pacific Mail Steamship Co.	345.0	48.6	19.4	Cristobal...	San Francisco...	General...	3,822	10,385	75.05
Westonland.....	15	7.14	15	10.15	15	20.15	15	21.23	British...	Federal Steam Navigation Co.	473.0	60.0	24.0	Liverpool...	Auckland...	General...	3,822	10,385	75.05
Sub. Chas. 295*									American...	United States Navy...				Cristobal...	Balboa...				
294* and 293*									American...	United States Navy...				Cristobal...	Balboa...				

*Arrived December 14, 1918.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Arrived December 28, 1918.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.																			
Faith.....	7	17.50	9	7.10	9	15.20	9	17.05	American...	Pacific Freres Co.	326.0	41.5	22.6	Valparaiso...	New York...	General.....	3,440	3,528	2,247
West Corum.....	8	20.16	9	8.40	9	16.20	11	11.45	American...	United States Shipping Board.....	410.0	54.2	24.0	Portland.....	Norfolk.....	Flour.....	8,120	8,571	4,839
Liberte.....	8	20.16	9	9.15	9	18.38			French.....	French Government.....	258.9	45.0	17.0	Tacoma.....	Gulport.....	Spelter etc.	8,615	2,225	1,603
Urubamba.....	9	14.40	10	6.26	10	15.05			Peruvian...	Peruvian S. S. Line.....	381.0	46.0	21.3	Callao.....	Cristobal.....	General.....	2,962	5,018	3,219
Geo. W. Elder.....	9	17.20	10	6.32	10	15.05	13	15.25	American...	Thomas Crowley.....	250.0	38.5	17.10	San Francisco...	Cristobal.....	Coffee, hides.....	1,454	2,213	1,535

Guaro.	10	1.00	10	8.47	10	16.10	10	18.17	American...	United States Shipping Board...	309.2	48.2	20.0	Calita Buena...	San Juan...	Nitrate...	4.113	3.266	2.094
Av. de Terlines.	9	20.00	10	10.30	10	18.05	11	10.00	French...	French High Commission...	259.3	45.5	15.2	Tecopilla...	La Pallice...	Nitrate...	8.800	2.191	1.589
Esmeraldas...	10	3.23	10	11.21	10	22.00	11	10.00	American...	United States Shipping Board...	384.3	49.3	25.3	Seattle...	Norfolk...	Flour...	8.253	5.967	4.449
Eurydamas...	10	11.30	10	12.36	10	20.05	11	14.37	British...	Alfred Holt & Co...	410.0	49.3	24.4	Talcahuano...	Liverpool...	General...	6.906	5.697	4.188
Hazlewood (des)	9	16.00	10	12.57	10	20.05	10	20.05	American...	United States Navy...	310.6	38.6	23.0	San Francisco...	Newport News...	None...	1.474	3.739	2.459
City of Para.	9	21.00	10	13.55	10	22.45	10	20.05	American...	United States Navy...	345.0	38.6	23.0	San Francisco...	Cristobal...	General...	1.685	5.019	3.731
Houston...	10	17.00	11	8.00	11	14.15	11	16.22	American...	United States Navy...	392.0	51.0	25.0	Puerto Sound...	Norfolk...	Lumber, boats...	6.820	5.019	3.731
Norlina...	10	17.00	11	8.00	11	16.15	11	19.30	American...	United States Navy...	385.0	51.0	28.3	Mejillones...	Cristobal...	Nitrate, copper...	991	1.213	692
Salvador...	10	19.00	11	8.22	11	15.17	12	12.50	British...	Pacific Steam Navigation Co...	215.0	33.5	16.6	Champetico...	Cristobal...	Coffee, hides, etc	573	728	346
Bahia...	11	12.30	12	6.31	12	13.50	15	6.20	American...	Colombian Maritime Co...	190.0	29.1	12.3	Buenaventura...	Cristobal...	General...	443	4.584	3.033
Ayacucho...	12	6.25	12	8.41	12	15.50	17	10.35	Chilean...	Chilean S. S. Line...	379.6	44.3	19.6	Valparaiso...	Cristobal...	Coffee, platinum...	105	130	69
Laura C. Hall...	9	18.30	12	9.02	12	17.45	10	16.35	British...	Pacific Metal Corporation...	81.0	25.6	9.6	Buenaventura...	New York...	General...	8,000	6,501	4,846
Yaguana...	12	6.00	12	9.26	12	17.30	12	18.50	American...	United States Shipping Board...	259.6	53.0	25.0	San Francisco...	Gulport...	Red Cross supp...	503	2,191	1,589
Soussou...	12	22.30	13	8.51	13	15.52	15	12.25	French...	French Government...	402.6	43.5	20.0	Punta Arenas...	Norfolk...	Coffee, horns...	3,800	3,682	2,522
McKenzie (des.)	13	23.00	14	7.31	14	15.25	15	14.45	American...	New York & Cuban Mail...	350.2	46.0	19.9	San Francisco...	Harve...	General...	626	1,231	706
Acapulco...	12	7.58	14	8.25	14	14.00	14	14.45	American...	United States Navy...	314.0	31.0	11.0	Antofagasta...	Tampoco...	Beans...	4,886	4,326	2,900
Bedroge...	13	9.30	14	9.48	14	16.30	14	12.52	Norwegian...	Pacific Steam Navigation Co...	215.7	33.5	15.6	Guayaquil...	Cristobal...	General...	639	3,173	2,163
Nagunok...	4	9.01	15	9.00	15	16.53	15	8.00	American...	W. Wilhelm...	425.1	57.0	22.0	Antofagasta...	New York...	None...	7,050	5,123	
Gen. Graham...	1	15.38	15	9.35	15	16.49	...	...	American...	United States Army...	326.0	38.2	23.9	Balboa...	Cristobal...	General...	4,326	2,900	
Newport...	14	10.18	15	10.52	15	18.03	...	...	American...	Pacific Mail S. S. Co...	324.5	42.7	16.0	San Francisco...	Baltimore...	Ballast...	1,814	561	
Henry T. Scott...	1	6.15	1	13.07	15	20.00	16	8.16	American...	Sudden & Christensen...	350.0	43.1	18.1	Antofagasta...	Cristobal...	General...	1,719	4,144	2,632
Peru...	14	5.38	15	13.30	15	20.50	...	...	British...	Pacific Steam Navigation Co...	350.0	43.1	18.1	Valparaiso...	Cristobal...	General...	1,719	4,144	2,632

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS

*DEPARTURES

Date	Vessels	Line	From	Date	Vessels	Line	For
March 9.	Lake Charles.	United States Shipping Board.	Norfolk.	March 9.	Caribbean.	Panama Railroad Commissary.	Cartagena.
March 10.	Saramacca.	United Fruit Company.	New Orleans, Habana, Bocas.	March 10.	Culebra.	Panama Railroad Commissary.	Cartagena.
March 10.	Orotina.	P. Wilson.	Port Limon.	March 10.	Saramacca.	United Fruit Company.	New Orleans.
March 10.	Lake Charles.	United States Shipping Board.	Norfolk.	March 11.	Kilpatrick.	Panama Railroad Steamship Line.	New Orleans and San Juan.
March 11.	Coppename.	United Fruit Company.	New Orleans.	March 11.	Achilles.	Panama Railroad Steamship Line.	Norfolk.
March 12.	Lake Desha.	United States Shipping Board.	Norfolk.	March 11.	Lake Charles.	United States Shipping Board.	Juaco, Cuba.
March 13.	Caribbean.	Panama Railroad Comm. ssary.	Cartagena and wayports.	March 12.	Lake Desha.	United States Shipping Board.	Juaco, Cuba.
March 14.	Panama.	Panama Railroad Steamship Line.	New York and Haiti.	March 12.	Lake Allen.	Panama Railroad Steamship Line.	New Orleans and Bocas.
March 14.	Culebra.	Panama Railroad Commissary.	Cartagena and wayports.	March 12.	Coppename.	United Fruit Company.	New Orleans and Bocas.
March 14.	Herbert May (sehr).	Kunhardt and Company.	High seas.	March 13.	Lake Desha.	United States Shipping Board.	Centegos, Cuba.
March 14.				March 13.	Orotina.	P. Wilson.	Port Limon.

PORT OF BALBOA.

*ARRIVALS

*DEPARTURES

Date	Vessels	Line	From	Date	Vessels	Line	For
Feb. 18.	Nanshan.	United States Navy.	San Diego.	March 13.	Nanshan.	United States Navy.	San Francisco.

•Other than ships passing through the Canal.

Sale of New and Second-hand Farm Implements on Hand at Cristobal Store.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 10, and then opened, for the purchase of a miscellaneous lot of farm implements at Cristobal store. Detailed information showing complete list of items for sale and form of proposal may be had upon application to the office of the Chief Quartermaster. Bids will be received on the entire lot, any single item, or group of items. The Panama Canal reserves the right to reject any or all bids.

Administrator's Sale.

BALBOA HEIGHTS, March 18, 1919.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept bids up to 10 a. m. Monday, April 7, 1919, for the purchase of a portion of the personal effects belonging to the estate of Captain John A. Roberts, deceased American employee. The property to be sold consists of the following:

One Conway upright piano (in good condition), with stool; 1 sewing machine; 1 trunk; 1 lot of wearing apparel and personal articles, men's and ladies' (83 items); 1 lot of Doulton and other china and glassware (54 pieces); 1 lot of kitchen utensils (54 pieces); 1 lot of other household furniture and furnishings and miscellaneous articles (29 items).

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects, with the exception of the piano, will be open to inspection every business day. The piano is located at Cristobal, where it may be examined upon arrangement with the Chief Customs Inspector, room 203, Terminal Building (phone 46, Cristobal).

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be in writing, and submitted in sealed envelopes to the Administrator of Estates. The cover should also be marked "Bid on effects of John A. Roberts, deceased." The right is reserved of rejecting any or all bids.

Additions to Commissary Stock.

Suits:

Union, children's, assorted sizes, suit... \$1.80
Wash, boys', assorted patterns, suit... 6.65
Toweling, crash, union, 17", yd..... .25
Butter, apple, 8-oz. jar..... .15
Orange Crush, bot..... .08
(Two cents refund for return of empty bottle.)

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the week ending at midnight of Saturday, March 15, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alba-juela	Gatun	Gatun	
Sun., March 9....	126.00	90.85	85.32	85.21	53.20
Mon., March 10...	126.00	90.84	85.35	85.15	53.30
Tues., March 11....	126.10	90.90	85.31	85.08	53.30
Wed., March 12....	126.25	91.08	85.17	85.00	53.21
Thurs., March 13...	126.25	91.08	85.17	84.97	53.20
Fri., March 14....	126.00	90.86	85.13	84.92	53.20
Sat., March 15....	126.00	90.81	85.12	84.90	53.26
Height of low water to nearest foot.	126.0	91.0			

COMMISSARY NOTES.

Laundering Tablecloths.

Due to an error in the preparation of copy, the price on laundering tablecloths specially handled was shown in THE PANAMA CANAL RECORD of March 12 as being only 1 cent instead of 3 cents, which is the prevailing price.

House Dresses.

In a recent shipment of dry goods items was received a new model apron or house dress, up to date in style and finish, and made of a good quality of Amoskeag gingham. It is attractively trimmed with white pearl buttons, white pique collar, and has short sleeves with pique trimming. This dress may be obtained in a liberal range of patterns in plaids and stripes and is an extremely good bargain at the price of \$2.70.

Tinned Goods.

The release from export license control by the War Trade Board recently of many important items of canned goods has, according to a prominent trade journal devoted to the canning industry, resulted in a big export demand for this class of goods. Canned peaches, pineapple, tomatoes, salmon, etc. are being purchased heavily by the export trade and it is feared that this, combined with the fact that a big percentage of the production has been taken by the Government, will create a shortage which will result in increased prices within 60 days, if the demand keeps up.

Sugar.

In a recent issue of a prominent trade journal, the prediction is made that increased or profligate use of sugar during the coming year will bring its own punishment in the form of a shortage which, toward the close of the year, may be acute. Although the present available supply is 25 per cent in excess of that of a year ago, due to the decreased consumption caused by the operation of the Food Administration, and despite the fact that the production of the United States, its possessions, and the Americas combined is somewhat more than that of a year ago, the total world production for this year will, it is stated, fall 75,000 tons short of last year's production.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., March 26, 1919. No. 32.

Fourth Liberty Loan Bonds.

The Fourth Liberty Loan Bonds will be sent to subscribers commencing early in April. A subscriber who has changed his address should advise the Collector's Office in writing and he will then receive his bonds without delay.

Comparative Wind Records—Balboa Heights and Sosa Hill, February, 1919.

The wind movement for the month of February was 52 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity on Sosa Hill being 17.8 miles and at Balboa Heights, 11.7 miles.

Northwest winds prevailed on Sosa Hill and north winds at Balboa Heights. On Sosa Hill the wind direction was north 2 per cent of the time, and northwest 93 per cent of the time, while at Balboa Heights the direction was north 64 per cent and northwest 31 per cent.

The maximum wind velocities recorded during the month were 39 miles an hour from the northwest on the 1st, at Sosa Hill, and 32 miles from the north on the 19th, at Balboa Heights.

NOTE.—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level, and Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level.

April Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of April, 1919. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 11 and 13 years, respectively:

Winds—April marks the end of the dry season and some change toward rainy season conditions may be expected the latter part of the month. There will be a general decrease in wind movement. At the Atlantic entrance northerly winds will prevail with an average hourly velocity of about 13 miles. On the Pacific Coast the prevailing direction will be from the northwest with an average hourly velocity of about 9 miles. A maximum velocity greater than 30 or 35 miles an hour is not likely to occur on either coast.

Rain—Light to moderate showers may be expected occasionally at both Canal entrances. The monthly average rainfall at Cristobal is 4.21 inches, and at Balboa Heights, 2.92 inches. About 16 days with rain (0.01 inch or more) may be expected on the Atlantic Coast and 9 on the Pacific Coast.

Fogs—No fogs are likely to occur at either Canal entrance. Occasional fogs may be expected over the Gaillard Cut section of the Canal, but these will probably be light and be dissipated before 8.30 a. m.

Temperature—The monthly mean temperature will average about 81° Fahrenheit on both coasts, but the daily range will be much greater on the Pacific side. On the Atlantic side, 90° F. is the highest and 72° F. the lowest that may be expected, but a maximum of 97° and a minimum of 64° may possibly occur on the Pacific Coast.

Relative humidity—The relative humidity will average about 80 per cent on the Atlantic side and about 78 per cent on the Pacific side, but the daily range is much greater on the Pacific side.

Storms—No general storms are likely, except an occasional "Norther" may occur during the month. The "Norther" of April 3-6, 1915, was the most severe storm since the American occupation. A maximum wind velocity of 46 miles an hour from the north was recorded, the highest wind velocity on record for the Atlantic side. However, this was a storm of unusual intensity. Intensified Northeast Trades frequently cause rough seas and a heavy swell outside the breakwater at Colon. Smooth and moderate seas may be expected on the Pacific side.

Tides—Tidal fluctuations on the Atlantic side are too small to affect navigation. Balboa tide predictions for April are given below. These are taken from "Tide Tables for 1919," published by the Department of Commerce, Washington, D. C.:

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
Tu	1	3:43	10:03	4:02	10:31	F	11	0:50	7:04	1:20	7:49	M	21	1:21	7:20	1:40	7:25
		15.6	-1.5	16.6	-2.3			12.4	2.3	13.1	2.1			2.0	12.4	3.1	12.4
W	2	4:30	10:51	4:49	11:15	S	12	1:43	7:58	2:05	8:27	Tu	22	2:09	8:04	2:32	8:13
		16.1	-1.9	16.9	-2.5			12.8	1.9	13.6	1.5			2.7	12.0	3.7	11.8
Th	3	5:18	11:35	5:33	.....	S	13	2:29	8:42	2:47	9:03	W	23	3:03	8:56	3:34	9:11
		16.2	-1.8	16.8	.....			13.2	1.4	14.0	0.8			3.2	11.8	3.9	11.5
F	4	0:01	6:09	12:22	6:29	M	14	3:07	9:22	3:22	9:45	Th	24	4:05	10:00	4:41	10:25
		-2.2	15.9	-1.1	16.2			13.6	1.0	14.3	0.3			3.4	11.9	3.7	11.5
S	5	0:48	7:00	1:13	7:21	Tu	15	3:44	9:58	3:56	10:21	F	25	5:10	11:09	5:47	11:39
		-1.5	15.2	-0.2	15.3			13.8	0.8	14.4	0.1			3.2	12.4	3.0	12.1
S	6	1:42	7:53	2:10	8:16	W	16	4:20	10:33	4:31	10:55	S	26	6:13	12:14	6:49	.....
		-0.4	14.3	1.0	14.2			13.9	0.7	14.4	0.0			2.5	13.3	2.0	.....
M	7	2:41	8:52	3:14	9:17	Th	17	4:55	11:08	5:03	11:29	S	27	0:44	7:12	1:09	7:44
		0.7	13.4	2.0	13.1			13.8	0.9	14.2	0.2			13.0	1.7	14.5	0.8
Tu	8	3:46	10:01	4:25	10:30	F	18	5:29	11:43	5:31	.....	M	28	1:38	8:05	1:59	8:35
		1.7	12.7	2.7	12.3			13.6	1.3	13.9	.....			14.2	0.6	15.6	-0.5
W	9	4:55	11:15	5:36	11:44	S	19	0:04	6:05	12:18	6:10	Tu	29	2:29	8:57	2:47	9:23
		2.3	12.4	2.8	12.1			0.7	13.3	1.9	13.5			15.2	-0.4	16.5	-1.5
Th	10	6:03	12:23	6:42	.....	S	20	0:41	6:41	12:57	6:45	W	30	3:18	9:43	3:37	10:10
		2.5	12.6	2.6	.....			1.3	12.9	2.5	13.0			15.9	-1.1	17.0	-2.2

The tides are placed in the order of their occurrence; the *times* of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The *elevations* of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from low mean seawater springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sealevel is included in the predictions.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Walter Kirtan.....	152157	Jamaica.....	Colon.....	Panama Railroad....	March 10, 1919.
Walter Kirtan.....	27839	Barbados.....	Panama.....	Balboa shops.....	March 15, 1919.
Philip Lamar.....	53423	Martinique.....	Colon.....	Municipal Eng. Div.	March 13, 1919.

Official Circulars.

Acting Chief Quartermaster.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 19, 1919.

All concerned—Effective to-day, March 19, and continuing during the absence of Mr. R. K. Morris on leave, Mr. Roy R. Watson is placed in charge of the Supply Department as Acting Chief Quartermaster.

CHESTER HARDING, Governor.

Tug Chamc.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 22, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The tug *Chamc* is out of commission, and in case it is not desired by some other department

or division of the Canal, or the Panama Canal Department of the Army, efforts will be made towards disposing of it by sale to private concerns. The Mechanical Division estimate that it will cost approximately \$5,000 to make the necessary repairs on this tug. This estimate does not include the cost of docking, repairs to outside of hull, or drawing tail shaft. A brief description of this tug follows:

Steel, single screw-tender; length, 105'; beam, 20' 3"; depth, 14'; draft, 11'; gross tonnage, 180; displacement, 438.4 tons; fuel oil capacity, 216.4 gallons; triple-expansion inverted propelling engine, 11", 17", and 30", stroke, 21"; horsepower, 300. Boiler, steel, 145 pounds pressure.

Will you please advise as soon as practicable whether or not you are interested in this tug.

ROY R. WATSON,
Acting Chief Quartermaster.

Acting Inspector, Hotels and Restaurants.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA, C. Z., March 25, 1919.

Effective April 1, and during the absence on leave of Mr. A. Johnston, Mr. Carl L. Reisinger will act as Hotel and Restaurant Inspector.

ROY R. WATSON,
Acting Chief Quartermaster.

Physical Examination of Silver Employees.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 20, 1919.

CIRCULAR No. 159:

To all Health Department physicians—When new (prospective) silver employees who are sent to you for physical examination, are found to be suffering with disabilities not the result of venereal disease or alcoholism, and which may be cured by surgical or hospital treatment, you will advise the employee's immediate superior that if the head of his department recommends it, the employee will be admitted to hospital and treated free of charge. In case such employee refuses operation or treatment, he may not be employed.

ROBERT L. LOUGHRAN,
Acting Chief Health Officer.

Stock Catalogue.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 21, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Referring to Governor's circular of September 16, 1918, relative standardization of Panama Canal material:

A standard stock catalogue is now being compiled and will be printed and distributed by classes as soon as each class is completed.

Please advise at the earliest possible date number of copies of this catalogue you will require, stating to whom same should be forwarded.

M. D. SMITH,
General Storekeeper.

Silver Employees' Physical Examination.

PANAMA RAILROAD COMPANY,

OFFICE OF THE ROADMASTER,

BALBOA HEIGHTS, C. Z., March 14, 1919.

CIRCULAR No. 210:

All foremen—Now that the physical examination of all silver employees has been completed, and photos taken for photo-metal checks, such men as are taken on in future and who have not at the time undergone physical examination or been photographed, will have to report at the local dispensary for physical examination before reporting to the nearer studio (Cristobal or Balboa), to be photographed.

New employees taken on at Monte Lirio, Corozal, and such places where there are no Panama Canal dispensaries, will be required to report to either the Colon Hospital or Balboa dispensary (the nearer point), for physical examination, after which they will go to the photo studio where they will be required to submit a copy of form 8997, Report of Physical Examination, approved by a Panama Canal physician, in addition to two approved copies of form 23, Application for Photo-Metal Check. Trip pass will be furnished such employees by this office on telephone request of the person hiring.

M. B. CONNOLLY,
Roadmaster.

Administrator's Sale.

BALBOA HEIGHTS, March 18, 1919.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will

accept bids up to 10 a. m. Monday, April 7, 1919, for the purchase of a portion of the personal effects belonging to the estate of Captain John A. Roberts, deceased American employee. The property to be sold consists of the following:

One Conway upright piano (in good condition), with stool; 1 sewing machine; 1 trunk; 1 lot of wearing apparel and personal articles, men's and ladies' (83 items); 1 lot of Doulton and other china and glassware (54 pieces); 1 lot of kitchen utensils (5 pieces); 1 lot of other household furniture and furnishings and miscellaneous articles (29 items).

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects, with the exception of the piano, will be open to inspection every business day. The piano is located at Cristobal, where it may be examined upon arrangement with the Chief Customs Inspector, room 203, Terminal Building (phone 46, Cristobal).

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be in writing, and submitted in sealed envelopes to the Administrator of Estates. The cover should also be marked "Bid on effects of John A. Roberts, deceased." The right is reserved of rejecting any or all bids.

Sale of New and Second-hand Farm Implements on Hand at Cristobal Store.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 10, and then opened, for the purchase of a miscellaneous lot of farm implements at Cristobal store. Detailed information showing complete list of items for sale and form of proposal may be had upon application to the office of the Chief Quartermaster. Bids will be received on the entire lot, any single item, or group of items. The Panama Canal reserves the right to reject any or all bids.

Misdirected Letters.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressee. Requests may be made by telephone, calling No. 182, Balboa:

Carpenter, Mrs. P. T. Patterson, A. F.
Connors, Mrs. John Paul, Mrs. Margaret
Dixon, Richard Augustus* Reimers, E. J.
Francis, Mrs. Anthony Slight, Wellesley*
Gilmore, Mrs. Louise Tracy, Frank M.
Hefferman, Leo

*Special delivery.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the week ending at midnight of Saturday, March 22, were as follows:

Date	Chagres River		Gatun Lake		Mira flores Lake
	Vigia	Alhajuela	Gambos	Gatun	
Sun., March 16 . . .	125.95	90.80	85.06	84.88	53.30
Mon., March 17 . . .	125.90	90.78	84.98	84.85	53.90
Tues., March 18 . . .	125.90	90.76	84.89	84.79	54.00
Wed., March 19 . . .	125.85	90.74	84.90	84.74	54.20
Thurs., March 20 . . .	125.85	90.72	84.85	84.67	54.21
Fri., March 21 . . .	125.85	90.69	84.78	84.63	54.18
Sat., March 22 . . .	125.85	90.68	84.74	84.59	51.50
Height of low water to nearest foot.	126.0	91.0			

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

MOVEMENTS OF OCEAN VESSELS.
Week ending at Midnight March 22, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
North Bend	15	14.55	16	6.15	16	15.58	16	17.36	American	United States Shipping Board	236.0	46.0	23.0	Norfolk	Arica	Coal	4,000	3,096	1,909
Taniguan	28	19.00	16	6.20	16	16.55	16	18.09	Japanese	Mitsui Bussan Kaisha	356.0	45.0	24.0	Norfolk	San Francisco	Coal	4,770	4,094	3,036
Naru	15	14.25	16	6.44	16	17.16	16	18.46	Norwegian	W. Wilhelmsen	410.0	56.0	29.0	New York	Auckland	General	9,000	8,244	6,289
Bessa	16	7.35	16	10.05	16	18.41	16	19.38	Japanese	Nippon Yusen Kaisha	445.0	58.0	26.0	Philadelphia	San Francisco	Petroleum	8,498	7,653	5,363
Tokwa Maru	16	7.35	16	10.05	16	18.41	16	19.38	American	United States Navy	380.0	44.0	23.9	Cristobal	Bahia	General	1,931	4,554	3,033
S. C. 287, 289	12	15.15	17	10.35	17	18.18	17	18.18	Chilean	South American S. S. Line	380.0	44.0	23.9	Cristobal	Valparaiso	General	1,931	4,554	3,033
Aysen	11	15.15	17	10.35	17	18.18	17	18.18	British	Pacific Steam Navigation Co.	215.0	33.0	12.7	Cristobal	Champerico	General	40	1,213	692
Salvador	21	16.00	17	12.40	17	14.30	17	14.30	American	W. C. Hietner	215.0	33.0	15.3	Cristobal	Bahia	General	2	2	2
Jeannette (tob)	14	16.30	19	6.20	19	14.09	19	16.05	British	Pacific Steam Navigation Co.	310.0	45.0	15.6	Cristobal	Guayaquil	Automobiles	759	3,145	2,361
Acajutla	18	6.35	19	6.25	19	14.14	19	15.30	Japanese	Mitsui Bussan Kaisha	310.0	45.0	15.6	Cristobal	San Francisco	General	759	3,145	2,361
Myosian Maru	17	15.45	19	10.32	19	17.35	19	20.10	British	Pacific Steam Navigation Co.	290.0	44.0	11.5	Cristobal	Buenaventura	General	1,170	1,170	620
Jamaica	19	13.14	19	16.45	20	11.15	21	9.32	Danish	Alpha Steamship Company	139.0	29.0	12.0	Baltimore	Catco	Coke and bricks	573	389	284
Ingeborg	19	13.14	19	16.45	20	11.15	21	9.32	Danish	Harrison S. S. Line	400.0	47.0	19.0	Liverpool	San Francisco	General	573	5,006	3,592
Musicien	19	13.14	19	16.45	20	11.15	21	9.32	British	W. Wilhelmsen	425.5	57.0	27.0	Puerto Lobos	Antofagasta	Crude oil	9,400	7,020	5,042
San Joaquin	19	11.20	20	6.32	20	15.52	20	17.47	Norwegian	Standard Oil Company	425.5	57.0	27.0	Tuxpan	Pasagua	Crude oil	8,719	6,459	4,397
Caddo	20	10.55	20	11.11	20	18.12	20	21.48	American	Pacific Steam Navigation Co.	330.0	43.0	18.8	Cristobal	Valparaiso	General	4,662	4,144	2,632
Peru	15	20.50	20	11.20	20	19.00	20	23.21	British	F. & W. Rison	380.0	49.7	22.0	Liverpool	Guayaquil	General fuel	4,662	4,955	3,653
Elder Branch	19	23.32	20	12.25	20	20.10	21	0.23	British	Ward Line	335.0	45.0	14.0	Cristobal	Corinto	Ballast	2,000	2,512	1,598
Antilla	20	6.08	20	12.42	20	20.51	20	21.48	American	United States Navy	280.6	41.8	19.0	Cristobal	Bahia	General	2,000	2,512	1,598
S. C. 288, 289	19	20.40	21	6.14	21	14.40	21	15.29	Russian	Russian Volunteer Fleet Assn.	381.0	41.8	19.0	New York	Vladivostok	General	2,000	2,512	1,598
Kshinev	12	17.45	21	6.25	21	14.40	22	7.59	British	Pacific Metals Corporation	310.0	45.0	9.6	Cristobal	Buenaventura	General	3,215	3,215	5,018
Laura C. Hall	12	17.45	21	6.25	21	14.40	22	7.59	British	Pacific Metals Corporation	310.0	45.0	9.6	Cristobal	Buenaventura	General	3,215	3,215	5,018
Urubamba	10	15.45	21	10.06	21	17.52	21	18.32	Peruvian	Peruvian Steamship Line	381.0	38.0	21.0	Cristobal	Callao	Coke	1,327	1,493	980
Rosalea	11	16.14	21	12.10	21	19.27	21	19.32	American	Fred Linderman and Company	201.0	41.0	20.0	Baltimore	Callao	Coke	1,327	1,493	980
Monney	15	18.03	22	6.10	22	13.55	22	19.22	American	Pacific Mail S. S. Co.	326.0	38.2	38.2	Cristobal	San Francisco	General	10,000	7,173	2,163
Newport	22	1.14	22	6.58	22	16.14	22	17.05	American	Union Oil Company	435.0	56.0	29.0	Puerto Lobos	San Francisco	Crude oil	10,000	7,173	2,163
Los Angeles	22	6.50	22	8.10	22	17.14	23	7.15	Danish	East Asiatic S. S. Co.	410.0	55.0	28.6	New York	Kobe	General, o.i.	9,136	7,013	5,317
Tongking (m.s.)	20	7.58	22	10.05	22	18.32	22	19.14	Chilean	Chilean Government	460.0	50.0	31.0	New York	Valparaiso	General	6,996	6,068	4,058
Rancagua	20	7.58	22	10.05	22	18.32	22	19.14	Chilean	Chilean Government	460.0	50.0	31.0	New York	Valparaiso	General	6,996	6,068	4,058

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Lime Branch ..	15	20.30	16	8.10	16	16.21	17	12.05	British.	F. & W. R'son.	396.0	56.2	23.0	Antofagasta.	Liverpool.	General.	7,511	6,566	5,091
Whaha.	15	20.00	16	8.34	16	17.25	17	1.50	American.	United States Shipping Board.	267.0	46.6	21.10	San Francisco.	New York.	General.	2,800	2,610	1,620
Kumier.	16	10.00	16	12.15	16	20.40	16	23.30	British.	Andrew Weir & Company	460.0	55.1	27.0	Talcahuano.	Liverpool.	General.	9,500	8,245	6,314
S. Patrol 2232	16	15.45	17	14.18	17	14.18	17	14.18	American.	United States Navy.	336.0	44.0	23.9	Bahoa.	High seas.	None.	732	732	620
S. Patrol 2235	16	15.45	17	14.45	17	14.45	19	10.32	American.	United States Navy.	336.0	44.0	23.9	Bahoa.	Gatun Locks.	None.	732	732	620
Jamaica.	16	13.40	17	6.27	17	15.45	19	10.32	British.	Pacific Steam Navigation Co.	220.0	34.0	12.6	Champerico.	Cristobal.	Coffee and honey	732	1,170	620

Mexico.	16	15	45	17	6	31	17	14	40	17	22	55	British.	Pacific Steam Navigation Co.	400	9	52	3	23	6	Valparaiso.	Liverpool.	Metal, hides, etc.	3,581	6,551	4,202
Waddick.	16	16	05	17	6	31	17	16	30	17	18	43	Dutch.	Holland-American Line.	400	9	50	2	25	6	San Francisco.	New York.	General.	6,300	5,714	4,013
S. C. 287, 289.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	110	0	16	0			Miraflores.	High seas.				
S. C. 284, 286.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	110	0	14	0			Baïboa.	High seas.				
S. C. 287, 289.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	289	0	44	2	19	0	Honolulu.	New York.	Sugar.	3,200	2,895	1,993
S. C. 284, 286.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	110	0	14	0			Baïboa.	Cristobal.				
S. C. 285.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	110	0	14	0			Baïboa.	Cristobal.				
S. C. 286.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	110	0	14	0			Baïboa.	Cristobal.				
S. C. 287.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	410	0	54	0	21	6	Pontacra.	Hampton Rds.	Barley.	7,323	0,451	4,755
S. C. 288.	15	19	57	17	13	09	17	17	36	17	17	24	American.	United States Navy.	165	5	38	16	0		Pontacra.	Hampton Rds.	Manganese ore.	832	644	453
S. C. 289.	15	23	00	20	6	53	20	18	20	18	58	American.	Guanaacate Ship Corporation.	389	8	54	1	23	3	Talal.	Wilmington.	Nitrate.	6,500	5,678	4,214	
S. C. 290.	19	16	30	20	7	06	20	17	10	19	25	Norwegian.	Brunsgaard Kosterud.	216	0	35	0	13	9	Guayaquil.	Cristobal.	General.	688	1,241	759	
S. C. 291.	21	5	00	21	7	33	21	15	50			British.	Pacific Steam Navigation Co.	315	0	35	0	11	0	San Francisco.	Norfolk.					
S. C. 292.	20	13	30	21	8	21	21	15	55	21	15	58	American.	United States Navy.	314	0	34	0	9	6	San Pedro.	Norfolk.				
S. C. 293.	20	16	30	21	8	21	21	15	55	21	17	08	American.	United States Navy.	405	0	52	0	15	0	Cuba.		Ballast.	6,186	4,449	
S. C. 294.	21	17	00	22	6	48	22	14	35	22	18	40	American.	United States Shipping Board.	206	5	40	0	50	0	San Francisco.	New York.	General.	2,230		
S. C. 295.	22	3	30	22	7	37	22	15	20	23	5	15	American.	British Ministry of Shipping.	236	0	42	0	21	0	Vancouver.	United King.	Spelter, lumber.	1,700		
S. C. 296.	22	6	10	22	6	26	22	17	15			British.	Peruvian Lne.	300	0	44	2	23	0	Calleao.	Cristobal.	General.	3,037	4,604	2,476	
S. C. 297.	22	1	00	22	10	41	22	18	42			Peruvian.	United States Shipping Board.	300	0	40	0	21	0	Iqu que.	Wilmington.	Nitrate, sugar.	3,277	2,835	1,795	
S. C. 298.	22	1	11	22	12	04	22	20	35	22	22	35	American.	United States Shipping Board.	300	0	40	0	21	0						

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

*Short tons.

PORT OF CRISTOBAL.

*ARRIVALS			*DEPARTURES				
Date	Vessels	Line	From	Date	Vessels	Line	For
March 15.	Crocket.	Crocket S. S. Company.	Martinique.	March 16.	Culebra.	Panama Railroad Commissary.	Cartagena.
March 16.	Bologna.	La Veloe S. S. Line.	Barbados.	March 16.	Crocket.	Crocket S. S. Co.	Bluefields.
March 16.	Ulysses.	Panama Railroad Steamship Line.	Norfolk.	March 17.	Advance.	Panama Railroad Steamship Line.	New York.
March 16.	Nortonau.	Levhaid S. S. Line.	Liverpool and waypoints.	March 18.	Panama.	Panama Railroad Commissary.	Cartagena.
March 18.	Orotuna.	P. Wilson.	Port L'mon.	March 19.	Ulysses.	Panama Railroad Steamship Line.	Norfolk.
March 18.	Culebra.	Panama Railroad Commissary.	Cartagena and Cispata.	March 20.	Panama.	Panama Railroad Steamship Line.	New York, via Haiti.
March 19.	Hancock.	United States Navy.	San Juan, P. R.	March 21.	Orotuna.	P. Wilson.	Port L'mon.
March 20.	Parissima.	United Fruit Company.	New Orleans.	March 21.	Nortonian.	Leyland S. S. Line.	New Orleans.
March 20.	Caribbean.	Panama Railroad Line.	Cartagena.	March 21.	Bologna.	La Veloe S. S. Line.	Cartagena.
March 22.				March 21.	Hancock.	United States Navy.	San Juan.
				March 22.	Parissima.	United Fruit Company.	New Orleans and Bocas.

PORT OF BALBOA.

*ARRIVALS		*DEPARTURES	
March 16..	Kiyo Maru.....	March 18..	Kiyo Maru.....
	Toyō Kisen Kabushiki Kaisha.....		Toyō Kisen Kabushiki Kaisha...
	San Francisco.		Valparaiso.

•Other than ships passing through the Canal.

San Francisco.

March 18. / Ki

Valparaiso.

Sale of 250-ton Steel Barge.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 1, and then opened, for the purchase of a 250-ton steel barge, No. 56. Size over all: length, 110'; beam, 24' 6"; Size of hatchway: length, 86'; width, 24' 6"; depth, 7' 6". Detailed information and form of proposal may be had upon application to the office of the Chief Quartermaster. The Panama Canal reserves the right to reject any or all bids.

Additions to Commissary Stock.

Youths' tan elk Blucher, play, sizes 11½ to 2, pr.	\$3.60
Childs' tan elk Blucher, play, sizes 8½ to 11, pr.	3.00
Youths' black elk Blucher, viscolized, play, sizes 11½ to 2, pr.	3.00
Childs' black elk Blucher, viscolized, play, sizes 8½ to 11, pr.	3.00
Boys' Ajax Bluchers, tan, heavy, sizes 2½ to 5½, pr.	2.10
Women's vici kid tip Blucher, pr.	4.60
Belts, men's, black leather, ea.	.60
Blouses, middy, jack tar togs with white collar, ea.	2.20
Blouses, middy, jack tar togs, ea.	1.70

Blouses, middy, with blue collar, ea.	\$2.20
Blouses, middy, jack tar togs with red collar, ea.	2.20
Bonnets, baby, ea.	.50
Bonnets, baby, ea.	.36
Bootees, baby, pr.	.22
Bootees, baby, pr.	.34
Brushes, shaving, ea.	.89
Cambric, Time and Tide, 36", yd.	.20
Canvas, No. 11, 36", yd.	.59
Dress goods:	
Calico prints, 24", yd.	.18
Cloth linen finish, white, 31½"-32½" yd.	.38
Cloth, linen finish, yd.	.53
Linen, brown, dress, yd.	.62
Voile, shadow dashed, colored, yd.	.32
Voile, Primavera, printed, 25", yd.	.23
Flannel, cotton, olive drab, yd.	.38
Handkerchiefs, linen, H. S., ea.	.20
Handkerchiefs, ladies', assorted, silk, white crepe, ea.	.28
Manicure sets, Cutex compact, set.	.38
Muslin, linen finish, yd.	.28
Rouge, lip, light and dark, stick.	.22
Sheets, H. S. linen, 72" x 108", pr.	12.60
Sheets, H. S. linen, 90" x 117", pr.	15.65
Skins, chamois, face, ea.	.13
Suits:	
Drill explorador, assorted patterns, yd.	.40
Duck, brown union, yd.	.52
Duck, white, yd.	.62

COMMISSARY NOTES.**Ice from New Cold Storage Plant.**

Delivery of ice from the new plant at Mount Hope to departments and residences at the Atlantic terminus began on Friday, March 21.

Sheet Music.

A supply of sheet music consisting of some of the latest and most popular "hits," was received from New York and distributed to the line stores last week where it met with ready sales.

Inventory.

Because of the quarterly inventory which will be taken in all line stores and the wholesale depot at the end of this month, some of the departments in the commissaries will not be ready for business on Monday, March 31. The grocery and cold storage sections will be opened not later than 10 a. m. on that date and sections of all other departments will be ready for business as soon thereafter as possible.

Gift Books.

A large shipment of the Mosher gift books has recently been distributed. These little volumes represent a notable achievement in the building of beautiful books. They are distinguished by their attractive type, wide margins, decorations, etc. Bindings are of flexible leather, decorated boards, limp cloth, Japan vellum, etc. Put up as they are in slide cases, they form a gift that is always appreciated. Among the titles may be mentioned:

Pippa Passes.	Robert Browning.
Rubaiyat of Omar Khayyam.	Edward Fitzgerald.
Poems.	Edgar Allen Poe.
A House of Pomegranates.	Wilde.
The Happy Prince and Other Tales.	Wilde.
Rab and His Friends.	Dr. John Brown.
The Young King; The Star Child.	Wilde.
Sonnets from the Portuguese.	Elizabeth Barrett Browning.
Sister Benvenuta and the Christ Child.	Vernon Lee.
The Child in the House.	Walter Pater.
A Defense of Poetry.	Shelley.
Nature Thoughts.	Walt Whitman.
The Lost Joy and Other Dreams.	Olive Schreiner.
A Little Garland of Celtic Verse.	
Proverbs in Porcelain and other Poems.	Dodson.
The Ballad of Reading Gaol.	Wilde.
The Land of Heart's Desire.	Yeats.
The Last Christmas Tree.	James Lane Allen.
An Idyl of First Love.	Meredith.
Hand and Soul.	Rosetti.
Wayfarer.	Fiona McLeod.

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Volume XII.

Balboa Heights, C. Z., April 2, 1919.

No. 33.

CANAL WORK IN FEBRUARY.

The report of the Governor to the Secretary of War of Canal operations in February, 1919, is printed below:

BALBOA HEIGHTS, C. Z., March 22, 1919.

*The Honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of February, 1919:

CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal for the month was 156, exclusive of the U. S. Government and other vessels on which no tolls were levied; these being shown in the following tabulation. Net tonnage of the 156 commercial ships aggregated 504,968 tons, Panama Canal measurement. The cargo carried amounted to 567,092 tons of 2,240 pounds. Ships of 11 different nationalities were included in the month's traffic. The number of commercial ships utilizing the Canal in February is less than for any month during the past year, and is 1 less than for February, 1918, when the tonnage aggregated 497,112 tons. The lowest tonnage record of the past year, however, was for October, when 189 vessels transiting the Canal totaled 425,141 tons.

The United States coastwise traffic, from west to east coast, was handled by 23 vessels of American registry, totaling 88,355 tons, Panama Canal measurement, the cargo amounting to 118,663 tons. This traffic, from east to west coast, was handled by 5 vessels, 3 of American registry and 2 Japanese ships under charter to the U. S. Shipping Board; the total tonnage being 20,277, and the cargo amounting to 29,197 tons. Twenty-three of the 28 vessels engaged in this coastwise traffic were operated by the U. S. Shipping Board. This board also operated 9 vessels engaged in other than coastwise traffic southbound through the Canal, with a total tonnage of 24,273 tons and cargo of 38,584 tons; likewise 3 vessels northbound of 2,950 tons aggregate tonnage, 2 in ballast and 1 with a cargo of 9,125 tons.

There were included in the month's northbound traffic 10 cargoes of flour, 63,539 tons; 7 cargoes of nitrates, 19,657 tons; 2 cargoes of barley, 18,067 tons; 2 cargoes of sugar, 10,165 tons; 3 cargoes of copper, 5,950 tons; the balance of this traffic consisting of mixed cargoes destined via the usual trade routes. Three oil tankers included in the northbound ballast traffic aggregated 15,457 tons. The principal commodities shipped southbound in bulk lots were crude oil, coal, and coke. Seven cargoes of crude oil totaled 64,417 tons, and 15 cargoes of coal and coke aggregated 59,928 tons. Six of these cargoes of coal, 18,403 tons, were shipped to U. S. Government Departments at San Francisco and San Diego, California, and Honolulu. Four British troopships, southbound, brought 4,724 New Zealand officers and soldiers through the Canal on their return home from the front. Thirty-eight vessels of the following registry, tonnage and cargo were bound from the Canal to South American west coast ports:

No.	Reg'stry.	Tonnage.	Cargo.
12	American.....	30,450	48,535
11	British.....	18,058	19,086
3	Chilean.....	8,551	6,779
3	Norwegian.....	15,432	26,682
3	Peruvian.....	7,935	1,765
2	French.....	5,218	6,985
2	Danish.....	5,501	7,339
1	Canadian.....	1,509	2,176
1	Swedish.....	3,967	140
38	Totals	96,621	119,487

SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made on 50 commercial vessels at Cristobal, and 32 at Balboa; 1 ship was drydocked at Cristobal, and 5 at Balboa. Eight vessels, 2

at Cristobal and 6 at Balboa, were supplied with 22,162 gallons of fuel oil. Eighty-four steamships at Cristobal and 13 at Balboa, a total of 97, were supplied with 35,069 tons of bunker coal. A total of 8,238,933 gallons of fresh water was supplied to 120 vessels at Cristobal, and 124 at Balboa; those at Cristobal taking 5,805,433 gallons, and those at Balboa, 2,433,500 gallons. Sales of commissary supplies to commercial vessels aggregated \$64,848.80; 96 ships were furnished with \$41,978.67 worth of such supplies at Cristobal, and 79 ships with \$22,870.13 worth at Balboa.

STATISTICS OF OPERATIONS.

A detail of the business transacted at the Atlantic and Pacific terminals of the Canal is shown in the following tabulation:

Item	Cristobal	Balboa	Total
Commercial ships making transit of Canal	80	76	156
Net tonnage of laden commercial ships through Canal	243,258	196,325	439,583
Cargo through Canal	321,232	245,860	567,092
Nationality of ships through Canal:			
United States	26	34	60
British	33	16	49
Canadian	2	0	2
Chilean	3	3	6
Danish	2	2	4
Dutch	0	2	2
French	2	11	13
Japanese	4	0	4
Norwegian	3	3	6
Peruvian	3	4	7
Swedish	2	1	3
Total	80	76	156
Panama Canal net tonnage of all ships by nationalities:			
United States	77,805	127,700	205,505
British	141,949	33,709	175,658
Canadian	3,230		3,230
Chilean	8,551	8,055	16,606
Danish	5,501	6,613	12,114
Dutch		5,466	5,466
French	5,218	20,035	25,253
Japanese	15,714		15,714
Norwegian	15,432	9,278	24,710
Peruvian	7,935	10,696	18,631
Swedish	8,023	4,001	12,024
Total	289,358	225,553	514,911
Cargo carried by nationalities, from—			
United States	122,820	146,456	269,276
British	124,876	37,335	162,211
Canadian	4,676		4,676
Chilean	6,779	3,767	10,546
Danish	7,339	11,245	18,584
Dutch		6,910	6,910
French	6,985	16,995	23,980
Japanese	14,170		14,170
Norwegian	26,682	5,300	31,982
Peruvian	1,765	11,827	13,592
Swedish	5,140	6,025	11,165
Total	321,232	245,860	567,092
Vessels transiting Canal free of tolls:			
U. S. Navy gunboat	1		1
U. S. Navy collier		1	1
U. S. Navy destroyer		1	1
U. S. Navy scout patrol	1		1
U. S. Navy tug	1		1
U. S. Army hopper dredge		1	1
Japanese ship with coal for U. S. Navy	1		1
Panama Government launch		1	1
Total	4	4	8
Panama Canal net tonnage on which no tolls were charged	2,893	6,928	9,821
Cargo on which no tolls were charged	3,735	4,096	7,831
Commercial ships through Canal without cargo, but not in ballast	10		10
Net tonnage of above	34,452		34,452
Commercial ships through Canal in ballast	4	6	10
Net tonnage of above	11,648	25,375	37,023
Total transits of commercial ships without cargo	14	6	20
Net tonnage of above	46,100	25,375	71,475
Motor ships through Canal	3	1	4
Net tonnage of above	7,074	69	7,143
Sailing ships through Canal	1	1	2
Net tonnage of above	2,345	2,206	4,551
Tolls levied on laden ships through Canal	\$277,602.50	\$214,044.70	\$491,647.20
Tolls levied on ships in ballast through Canal	\$8,389.32	\$18,511.05	\$ 26,900.37
Total tolls levied on ships through Canal	\$285,991.82	\$232,555.75	\$518,547.57

Item	Cristobal	Balboa	Total
Total ships entering port.....	191	158	349
Total ships clearing from port.....	189	161	350
Net registered tonnage of vessels entering.....	514,909	423,111	938,020
Net registered tonnage of vessels clearing.....	502,759	432,030	934,789
Total net registered tonnage of vessels entering and clearing.....	1,017,668	853,141	1,872,809
Vessels entering port, not passing through Canal.....	38	4	42
Net tonnage of above.....	69,258	5,966	75,224
Vessels clearing port, not passing through Canal.....	36	4	40
Net tonnage of above.....	55,083	5,966	61,049
Vessels passing through Canal, handling passengers or cargo at port, entering.....	18	42	60
Net tonnage of above.....	31,473	90,922	122,395
Vessels passing through Canal, handling passengers or cargo at port, clearing.....	19	42	61
Net tonnage of above.....	30,073	90,922	120,995
Transit cargo arriving..... tons.	582,329	537,033	1,119,362
Transit cargo cleared..... tons.	585,249	527,794	1,113,043
Total of transit cargo..... tons.	1,167,578	1,064,827	2,232,405
Local cargo arriving..... tons.	23,408	32,376	55,784
Local cargo shipped..... tons.	2,584	88	2,672
Total of local cargo..... tons.	25,992	32,464	58,456
Total local and transit cargo.....	1,193,570	1,097,291	2,290,861
Cargo received by Receiving and Forwarding Agency of P. R. R. tons.	76,063	1,233	77,346
Cargo dispatched by Receiving and Forwarding Agency of P. R. R. tons.	62,821	3,290	66,111
Cargo rehandled by Receiving and Forwarding Agency of P. R. R. tons.	3,091		3,094
Total cargo handled by Receiving and Forwarding Agency of P. R. R. tons.	141,973	4,573	146,551
Cargo stevedored, included in above.....	80,851	3,234	84,085
Commercial vessels furnished with fuel oil from Canal tanks.....	2	6	8
U. S. Government vessels furnished with fuel oil from Canal tanks.....	1	1	2
Fuel oil received during the month..... bbls.		133,104.52	133,104.52
Fuel oil sold to commercial ships from Canal tanks..... bbls.	6,260.12	15,901.52	22,161.64
Fuel oil issued to U. S. Navy vessels..... bbls.	2,878.66		2,878.66
Fuel oil issued to U. S. war vessels..... bbls.	603.35	935.59	1,538.94
Other sales, issues, and consumption..... bbls.	6,555.50	23,095.96	29,651.46
Total fuel oil furnished from Panama Canal tanks..... bbls.	16,297.63	39,933.07	56,230.70
Fuel oil on hand, March 1..... bbls.	77,894.69	184,198.48	262,093.17
Diesel oil on hand, March 1..... bbls.		1,777.61	1,777.61
Commercial vessels supplied with bunker coal.....	84	13	97
U. S. Government and Panama R. R. vessels supplied with bunker coal.....	15	1	16
Coal received during February..... tons.	27,384	18,033	45,417
Coal supplied Panama R. R. Steamship Line..... tons.	1,713		1,713
Coal supplied Panama R. R. department..... tons.	2,361	75	2,436
Coal supplied individuals and companies..... tons.	730		730
Coal supplied other steamship lines..... tons.	30,947	4,122	35,069
Coal supplied the Army and Navy..... tons.	1,351	22	1,373
Coal supplied The Panama Canal..... tons.	2,374	370	2,744
Coal on hand, March 1..... tons.	143,536	39,006	182,542
Vessels supplied with water.....	120	124	244
Water sold to ships..... galls.	5,805,433	2,433,500	8,238,933
Vessels dry docked.....	11	9	20
Commercial vessels furnished with commissary supplies.....	96	79	175
U. S. Government and Panama R. R. vessels furnished with commissary supplies.....	31	14	45
Commissary sales to commercial vessels:			
Ice.....	\$729.25	\$731.70	\$1,460.95
Wholesale groceries.....	8,940.64	3,992.32	12,932.96
Wholesale cold storage.....	30,073.25	15,438.17	45,511.42
Laundry.....	947.48	7.72	955.20
Miscellaneous.....	1,288.05	2,700.22	3,988.27
Total.....	41,978.67	\$22,870.13	\$64,848.80
Commissary sales to Government and Panama Railroad vessels:			
Ice.....	\$0.69	\$166.29	\$166.98
Wholesale groceries.....	2,369.25	2,377.85	4,747.10
Wholesale cold storage.....	18,880.84	5,564.13	24,441.97
Laundry.....	126.38		126.38
Miscellaneous.....	309.02	35.50	344.82
Total.....	\$21,686.18	\$8,144.07	\$29,830.25
Total passengers arriving including transit passengers:			
First cabin.....	1,978	860	2,838
Other than first cabin.....	4,336	4,025	8,361
Total.....	6,314	4,885	11,199
Total passengers departing including transit passengers:			
First cabin.....	1,753	792	2,545
Other than first cabin.....	5,339	4,001	9,340
Total.....	7,092	4,793	11,885

Item	Cristobal	Balboa	Total
Total movement of passengers.....	13,406	9,678	23,084
Passengers disembarking:			
First cabin.....	1,104	177	1,281
Other than first cabin.....	167	64	231
Total.....	1,271	241	1,512
Passengers embarking:			
First cabin.....	1,032	123	1,155
Other than first cabin.....	1,215	46	1,261
Total.....	2,247	169	2,416
Services to seamen:			
Seamen shipped (American).....	175	162	337
Seamen discharged (American).....	145	36	181
Seamen deceased (American).....			
Seamen deserted (American).....	4	0	4
Seamen lodged, subsisted, and repatriated (American).....	6	0	6
Seamen's identification certificates issued (American and alien).....	928	217	1,145
Seamen's wages received (American).....	\$985.48	\$5,113.31	\$6,098.79
Seamen's wages disbursed (American).....	1,765.62	5,335.10	7,100.72
Balance on hand, March 1, 1919.....	708.91	2,053.30	2,762.21

LOCK OPERATIONS.

The following lockages of commercial vessels were made during the month:

	Number of lockages			Number of vessels		
	North	South	Total	North	South	Total
Gatun.....	67	73	140	76	81	157
Pedro Miguel.....	76	82	158	76	82	158
Miraflores.....	76	82	158	77	83	160
Total.....	219	237	456	229	246	475

In addition to the above, there were 86 lockages made of vessels of the U. S. Army and Navy and various floating equipment of The Panama Canal, together with one lockage of a launch belonging to the Republic of Panama; 14 at Gatun, 36 at Pedro Miguel, and 36 at Miraflores.

The 154 lockages at Gatun consumed 680,520,000 cubic feet of water; those at Pedro Miguel, 659,010,000 cubic feet; and those at Miraflores, 622,950,000 cubic feet. No unusual delays and no accidents occurred in connection with any of the lockages. The ordinary repair and maintenance work at all locks was carried on as usual throughout the month. The east chamber at Gatun locks was out of commission from the 10th to the end of the month on account of unwatering for the painting of gates and overhauling valves. The traffic was handled through the west chamber without difficulty. Three locomotives at Gatun were transferred from the east to the west wall. Repair work was continued on locomotive No. 644 which was damaged on February 14 by descending the long incline, center wall, Gatun, to north approach and hitting the bumper. The cleaning and enameling of the gates at Gatun was approximately completed during the month. The reconstruction of the Cocoli shed at Miraflores was finished and its painting 50 per cent completed. The collapsed crib fender at Miraflores locks, north approach wall, was removed and the driving of piling for its reconstruction was completed on February 28.

METEOROLOGY.

Rainfall in the Canal Zone was everywhere below normal. February totals ranged from zero at several stations to 1.58 inches at Porto Bello. The estimated average rainfall over the Gatun Lake watershed was 0.57 inches, or 71 per cent below the 9-year February mean; the average over the Chagres River basin above Alhajuela was 0.59 inch, or 65 per cent below the 18-year February mean. Evaporation on the Pacific side was considerably above the average, while it was slightly below over Gatun Lake and on the Atlantic side. The Gatun Lake watershed total yield was 53 per cent below the 9-year February mean. The maximum February total yield since the existence of Gatun Lake was 5.077 c. f. s. in 1915, and the minimum total yield occurred this month, being 984 c. f. s. The maximum February net yield was 4,207 c. f. s. in 1915, and the minimum net yield occurred this month, being 73 c. f. s. Gatun Lake varied from a maximum elevation of 86.54 feet on the 1st to a minimum elevation of 85.51 on the 28th, and ended at elevation 85.52 feet at midnight on the 28th. There was a decrease in storage of 4,670,000,000 cubic feet. The draft on Gatun Lake for lockages and electric power was 1,951 c. f. s.; the ratio of water used for hydroelectric power and lockages was 2.46 to 1. Brazos Brook reservoir and the Gamboa pumping plant drew a total of 85,380,000 cubic feet from Gatun Lake during

the month. Miraflores Lake varied from a maximum elevation of 54.01 feet to a minimum elevation of 52.90 feet, ending at elevation 53.02 feet at midnight on the 28th.

ELECTRICAL DIVISION.

Gatun hydroelectric station—This station was operated throughout the month without the failure of any equipment or interruption in service. The operating machinery of the plant had the usual inspection and repair, and the overhauling of the spillway gate machinery was completed. The painting of the superstructure over the gates was continued and 85 per cent completed at the end of the month. The net output of this station for February was 4,325,500 KWH, and the computed water consumption was 3,357,465,600 cubic feet. There were no spillway gate operations during the month.

Miraflores steam plant—Additional boiler stand-by was carried in reserve at this plant during part of the month on account of transmission line work, but was not utilized. The gross output was minus 115,700 KWH, 43,700 KWH, having been used for excitation and operation of generators as synchronous condensers to improve the power factor of the system. The net output was minus 159,400 KWH. The total amount of fuel oil used was 2,330 barrels.

Total power output—The total net output of both generating stations was 4,166,100 KWH; and the total amount of power distributed to feeders by substations and generating plants was 3,727,260 KWH, representing an energy loss of 10.8 per cent.

Transmission line—Line No. 2, on which the fourth unit or insulator disk has been completely installed from Cristobal to Balboa, was in uninterrupted service throughout the month. There were four failures on idle line No. 1, each caused by insulator failure and all in that section of the line where the fourth insulator unit had not yet been installed.

Substations—The four substations received the usual repair and work of maintenance during the month. No additional equipment was installed. No service interruptions, due to failure of equipment or trouble on lines, occurred at the Cristobal and Gatun substations. There were three mechanical interruptions at the Miraflores substation, and two at the Balboa substation.

New construction, Electrical Division—Work on the installation of the fourth insulator unit on transmission line No. 1 has been completed from Balboa to Gatun; line No. 2 has been completed. The entire job was approximately 90 per cent completed on February 28. A temporary feeder at 2,200 volts from Cristobal substation to the new cold storage plant at Mount Hope was put in service; and the installation of the framework for switchboard and auxiliary electrical apparatus on the main floor of the plant was started. A 40-horsepower brine pump was put in service, and one 7½-horsepower meat saw motor installed. The electric wiring for lighting at the cold storage plant was 90 per cent completed. Erection of the elevator at the new slaughterhouse, Mount Hope, was 50 per cent finished; and the installation of a panel board on the first floor brought the lighting equipment of this building to 90 per cent completion. Various jobs of lighting installation on both new and old Panama Canal structures and ships at Balboa and Cristobal were in progress during the month.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

Ship repairs at Balboa constituted the most important work of the Mechanical Division this month. Eight new boilers for the ex-German ships were received; and their installation, together with the other repairs in progress on these vessels rushed as much as forces and material at hand permitted. All boilers for the *Sierra Cordoba* have been placed, and the entire repairs on this vessel being estimated as 85 per cent completed on February 28. Boilers for the *Rhakotis* and *Luxor* have also been installed since the end of the month; the balance of repairs on these two ships progressed favorably. Sufficient force has not been available to permit pressing the repairs on the *Uarda* and *Anubis*, although considerable progress was made on these vessels.

This division had 846 uncompleted jobs in hand on the 1st of the month, at Balboa; 729 additional were authorized during the month; 707 completed; with 863 uncompleted on February 28. At the Cristobal shops 174 individual and company job orders were issued during the month, 2 of which were for work on submarines and 14 on other U. S. Navy craft; and of the remaining 157, 49 covered repairs to ships touching at the port or in transit of the Canal, exclusive of Panama Railroad vessels.

The output of the foundry for February was as follows: Iron, 139,459 pounds; steel, 23,927 pounds; brass, 12,624 pounds.

From information received from the Alaskan Engineering Commission it appears that not more than 375 of the 400 Lidgerwood cars originally ordered by them will be

required. Accordingly, all work on the remaining 25 cars that were to have been furnished has been stopped. One hundred and five of these cars have been shipped; and 270, completing the required 375, are now ready for shipment.

The following vessels were at the Balboa shops for repairs during February: U. S. S. *Western Ally* and *Nanshan*; mine planter *Gen. W. M. Graham*; U. S. submarine C-2; U. S. subchasers Nos. 281, 1841, and 2232; steamships *Achilles*, *Adjutant Dorme*, *Allianca*, *Anubis*, *Balboa*, *Belfast*, *Buhisan*, *Caribbean*, *Circassian Prince*, *Colon*, *Columbia*, *Commandant Challes*, *Cristobal*, *Culebra*, *Edgefield*, *Guatemala*, *Wilhelm Judsen*, *La Brea*, *Lake Copley*, *Los Angeles*, *Luxor*, *J. A. McKie*, *Triumph*, *Panama*, *Point Lobos*, *Republic*, *Rhakotis*, *St. Mihiel*, *Sierra Cordoba*, *Uarda*, *Volunteer*, *James S. Whitney*, and *Zuideidijk*; schooners *Chiriqui* and *Egalite*.

The following vessels were dry-docked at Balboa: U. S. S. *Nanshan*; U. S. submarine C-4; Panama Canal air compressor barge No. 27 and house boat No. 176; schooner *Tacoma*; steamships *Achilles*, *Circassian Prince*, *Lake Copley*, and *Zuideidijk*.

At Cristobal the following vessels arrived for repairs: U. S. T. *Kilpatrick*; mine planter *Gen. W. M. Graham*; cable ship *C. W. Field*; U. S. subchasers Nos. 281, 285, 286, and 287; U. S. S. *Western Ally*; launches *Capron*, *Conroy*, *Q. M. C. No. 1*, and *Wilhelm*; Panama Canal barge No. 97, claret No. 7; dredge No. 86; graders Nos. 1 and 3; launches *Barbacoas II* and *Naos*; tug *Coco Solo*, *Engineer*, *Porto Bello*; *Supply No. 1*, and *Tavernilla*; motor boat *Orotina*; motorship *L. C. Hall*; schooners *Gen. Baratier*, *Belfort*, *Centinela*, *Dunkerque*, *Adjutant Dorme*, and *Nancy*; steamships *Acajula*, *Achilles*, *Advance*, *Allianca*, *Balboa*, *Braden*, *British Empress*, *Buhisan*, *Calabazos*, *Caribbean*, *Colon*, *Cristobal*, *Delana*, *Elizabeth*, *Guatemala*, *Huallaga*, *Itanca*, *Imperial*, *Jamaica*, *Jungshoved*, *Kuwa VI*, *Lieut. Delorme*, *Lake Allen*, *Lake Wilson*, *Lake Hurst*, *Lake Hemlock*, *Moraine*, *Manavi*, *Panama*, *Perou*, *Point Arena*, *Port Melbourne*, *Sakador*, *San Juan*, *San Jose*, *St. Miheil*, *Ucayali*, *Ulysses*, *Urubamba*, *Virginia*, *War Atlin*, *War Nanoose*, *West Grama*. Of these vessels the following were dry-docked at Cristobal: Cable ship *C. W. Field*; launch *Wilhelm*; subchasers Nos. 281, 285, and 287; Panama Canal, claret No. 7; barge No. 97; graders Nos. 1 and 3; tug *Engineer*; and steamship *Manavi*.

BUILDING CONSTRUCTION.

The construction work of the Building Division had the following status on February 28:

Ancon Hospital buildings:	Per cent completed.
Ward group No. 7	95
Ward group No. 8	78
Superintendent's house	60
Pedro Miguel hotel (building proper)	100
Tivoli Hotel kitchen	100
Cement block walls, lumber shed, Balboa	50
Punta Mala radio station	(*)
Las Palmas radio station	(†)
Ice and cold storage plant, Mount Hope:	
Ice plant building	99.5
Cold storage building	99.5
Abattoir	98
Canning plant	98
Boiler house and exterior steam lines, Mount Hope cold storage plant	96
Ten type-17 houses for Central and South American Telegraph Co., Ancon:	
3 cottages	95
3 cottages	80
3 cottages	70
1 cottage	75
Ten 12-family silver quarters, Mount Hope:	
Two buildings—	
Carpentry	75
Plumbing	40
Painting	10
Two buildings—	
Carpentry	60
Plumbing	20
Painting	10
Eight buildings	(‡)

* No work performed.

† Assembling started.

‡ Erection not begun.

The Pedro Miguel hotel was turned over to the Subsistence Department for operation during February; although the entire equipment for this building has not

arrived, and will be installed as soon as received. The installation of equipment for the ice and cold storage plant was 97 per cent completed at the end of the month. The refrigerating system was charged with ammonia on February 13, and on the 16th the rooms on the third floor were brought down to required temperature. Beef was placed in storage on the 21st, and by the end of the month 750 carcasses of beef were in storage at this plant. No work was done on the installation of equipment at the abattoir on account of failure in receiving the machinery from the United States.

The construction of the extension of the dock at Fort de Lesseps was turned over to this division during the month and was 30 per cent completed on February 28.

Terminal construction—Construction of Pier No. 6, Cristobal, progressed to the following status, February 28:

Item.	Accomplished during month.	Total in place, February 28.	Percentage of completion.
Floor system:			
Forms placed.....square feet..	28,508	619,053	100
Reinforcing placed.....pounds..	175,710	5,936,720	100
Concrete poured.....cubic yards..	1,281	28,848	100
For shed:			
Forms placed.....square feet..	41,559	99,133	26
Reinforcing placed.....pounds..	305,242	634,744	44
Concrete poured.....cubic yards..	719	1,694	29

DREDGING DIVISION.

Dredging excavation for February was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary. Cu. yds.
Pacific Entrance Channel.....	182,200	2,600	184,800	173,200	11,600	.....
Inner Harbor at Balboa.....	100,300	32,200	132,500	120,300	12,200	.....
Gaillard Cut:						
Paraiso P. I. impr. work.....	5,100	45,100	50,200	50,200	.....	.....
West Culebra Slide.....	3,700	18,100	21,800	21,800	.....	.....
Total from Gaillard Cut.....	8,800	63,200	72,000	72,000	.....	.....
Atlantic Terminal, New Cristobal fill.....	20,900	2,300	23,200	.....	.....	23,200
Grand total.....	312,200	100,300	412,500	365,500	23,800	23,200

The material excavated from the Pacific entrance channel was disposed of as follows: 146,500 yards deposited on the flats west of the Canal prism; 23,300 yards dumped at sea west of channel; and 15,000 yards pumped on the flats west of the Canal. Of the spoil from Balboa inner harbor 62,700 yards were dumped at sea west of the Canal channel, and 69,800 yards were pumped along the north harbor limit. All material from Gaillard Cut was dumped in Gatun Lake north of Gamboa. The 23,200 yards from Atlantic terminals were taken from the Panama Railroad borrow pit No. 2 and placed on the New Cristobal fill.

On March 1 there remained to be excavated from the Canal prism, ocean to ocean, 199,200 cubic yards of earth and rock; and from the Cristobal coaling station and Balboa inner harbor, 403,383 cubic yards. Distribution of the remaining excavation is shown in the following table:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	122,900	51,300	174,200
Total, Canal prism.....	122,900	76,300	199,200
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa, Inner Harbor.....	264,560	136,750	401,310
Total Cristobal Coaling Station and Balboa Inner Harbor.....	264,560	138,823	403,383
Grand total—ocean to ocean.....	*387,460	*215,123	*602,583

* All quantities are expressed in cubic yards.

MUNICIPAL DIVISION.

In addition to the usual routine work of repair and inspection of this division, the following construction work was underway; its status of progress at the end of the month being as follows:

Northern District:

	Per cent completed.
1. Relocation of Mount Hope road:	
Paving.....	25
Excavation and grading.....	80
2. Draining swamp area near Mindi.....	20
3. Renewal of discharge line from sewage pump, Colon.....	*70
4. Installation of water line at ice and cold storage plant.....	96
5. Construction of road to ice and cold storage plant.....	100
6. Tarviang Margarita road.....	(†)
7. Fort de Lesseps dock construction.....	‡30

*No work done during month. †Only preparatory work done. ‡Turned over to Building Division.

Southern District:

1. Road construction, Ancon Hospital grounds, additional authorization of \$11,500.....	20
2. Grading, Ancon Hospital grounds, additional authorization of \$13,500.....	10
3. Resurfacing Paraiso-Gamboa Road.....	30
4. Resurfacing street, Pedro Miguel.....	(*)
5. Resurfacing street, Paraiso.....	99
6. Water line on oil crib, Balboa.....	100
7. Walks and drains, Balboa shops.....	25
8. Box drains, 25th street, Panama.....	45
9. Storm sewer, 24th street, Panama City.....	75
10. Storm sewer, Higinio Duran Street, Panama City.....	100
11. Storm sewer, Mariano Arosemena Street, Panama City.....	99
12. Storm sewer, Southern Avenue, Panama City.....	10
13. Water line for cattle industry, at Dump 6.....	100
14. Concrete ditches for Health Department, Corozal.....	50

*Completed as far as authorized.

There were 795,779,000 gallons of water pumped at the various stations; 173,795,250 gallons in the northern district, and 621,983,750 gallons in the southern district. Colon consumed 42,884,400 gallons, Panama was furnished with 72,703,000 gallons, and 8,238,933 gallons were sold to ships. There were 462,089,000 gallons filtered for domestic purposes. The water supply at Camacho reservoir was drawn down to a low point during the month; and in order to insure a sufficient supply during the remainder of the dry season a pump was installed at Summit to add to the water supply on the west side of the Canal.

The experiments conducted at the Gavilan Island incinerator for the purpose of overcoming excessive smoke from the plant have resulted in the abatement of complaints from this source. There were 1,630 tons of garbage burned during February.

WORKING FORCE.

Effective February 19, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	34	50	84
Building Division.....	253	1,941	2,194
Municipal Division.....	86	1,606	1,692
Electrical Division.....	217	452	669
Lock operation.....	136	808	944
Dredging Division.....	123	910	1,033
Mechanical Division.....	625	1,634	2,259
Marine Division.....	109	432	541
Fortifications.....	51	275	326
Total.....	1,634	8,108	9,742
Supply:			
Quartermaster.....	127	1,758	1,885
Subsistence.....	24	145	475
Commissary.....	220	1,496	1,716
Cattle Industry—Plantations.....	35	1,742	1,777
Total.....	406	5,447	5,853
Accounting.....	205	11	216
Health.....	219	919	1,138
Executive.....	506	208	714

WORKING FORCE—continued.

Department or Division.	Gold.	Silver.	Total.
Panama Railroad:			
Superintendent and coaling stations.....	132	1,413	1,545
Transportation.....	144	267	411
Receiving and Forwarding Agent.....	126	2,308	2,434
Total Panama Railroad.....	402	3,988	4,390
Grand total.....	3,372	18,679	22,051

The total gold force is a decrease of 57 from the 3,429 employed on January 22; the silver force is an increase of 488 over the 18,191 employed on that date. As compared with the force employed on February 20, 1918, that of this month represents an increase of 157 silver employees and a decrease of 118 gold employees.

The occupation of Canal quarters, February 28, was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,100	2,041	2,249	7,390
Europeans.....	190	28	72	290
West Indians.....	5,323	2,003	3,665	11,081
Total.....	8,613	4,162	5,986	18,761

RECEIPTS AND SALES OF MATERIAL AND SUPPLIES.

Material ordered on U. S. requisitions to the amount of \$1,035,063.35 was received during the month; \$923,664.80 of which was chargeable to operation and maintenance; \$93,180.58 to construction and equipment; and \$18,217.97 to miscellaneous departments. Isthmian cash sales of the storerooms and obsolete store amounted to \$101,845.58; of which \$101,348.02 was for stock material; \$158.91 for scrap; and \$338.65 for obsolete and second-hand material. Deposits of \$48,192.61 were made with the Disbursing Clerk, Washington, on account of sales of materials in the United States. The total credit sales of material for the month was \$128,124.14. Sales of commissary supplies for February aggregated \$830,516.83.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on February 28, exclusive of fortifications, was \$12,180,301.27; the balance in fortifications was \$3,562,401.16. Payments from appropriations by the Disbursing Clerk, Washington, amounted to \$626,238.85, and by the Paymaster on the Isthmus to \$1,404,531.03. Purchases of commissary books from the Panama Railroad Company amounted to \$294,137.20. Tolls collected amounted to \$509,950.02. Deposits of \$528,395.10 (the largest in the history of the Canal) were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels either transiting the Canal during February, or for which arrangements had been effected to transit at a later date and the tolls prepaid. The total Panama Canal collections on the Isthmus were \$1,749,843.23; and collections by the Disbursing Clerk, Washington, \$80,235.02. Receipts from Canal Zone and miscellaneous funds were \$203,441.94, and disbursements from the same source, \$193,535.36. February payrolls on the Isthmus totaled \$1,068,839.47, as compared with \$1,108,635.32 for January, representing a decrease of \$39,795.85 from the previous month's payrolls.

Respectfully,

CHESTER HARDING, *Governor.*

EXECUTIVE ORDER.***To Amend the form of Panama Tonnage Certificate.**

The form of Panama Canal tonnage certificates heretofore provided for under Article XVIII of the rules for the measurement of vessels for The Panama Canal is hereby amended to correspond in form and substance to the sample certificate appended to this order.

This order shall be effective sixty days from and after this date.

THE WHITE HOUSE,
4 March, 1919.

WOODROW WILSON

[No. 3062.]

* Published as Panama Canal Circular 601-91. The new form will be issued to all vessels whose measurement for Panama Canal Tonnage Certificate takes place on or after May 3, 1919. Vessels already having Panama Canal Tonnage Certificate are not affected by the order.

Executive Order.

The Executive Order of April 2, 1917, requiring the assent of the head of a department or office to an employee's examination or certification under the civil-service rules, is hereby rescinded.

WOODROW WILSON

THE WHITE HOUSE,
2 March, 1919.

[No. 3054.]

Executive Order—Amendment to the Civil Service Rules.

Section I of Civil Service Rule XI is amended to read as follows:

1. A person separated without delinquency or misconduct from a competitive position, or from a position which he entered by transfer or promotion from a competitive position, may be reinstated in the department or office in which he formerly served, upon certificate of the Commission, subject to the following limitations:

(a) The separation must have occurred within one year next preceding the date of the requisition of the nominating or appointing officer for such certificate; but this limitation shall not apply to a person who served in the Civil War or the War with Spain and was honorably discharged, to an army nurse of either war or the War with Germany, or to the widow of a person who served in any of these wars and was honorably discharged.

(b) No person may be reinstated to a position requiring an examination different from that required for the position from which he was separated without passing an appropriate examination.

This amendment is recommended by the Civil Service Commission to make uniform the provisions applying to army nurses and widows of persons who served in any war and were honorably discharged.

WOODROW WILSON

THE WHITE HOUSE,
7 Feb'y, 1919.

[No. 3035.]

Executive Order—Tonnage Certificates.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 27, 1919.

CIRCULAR NO. 601-91:

The Executive Order quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

To Amend the Form of Panama Tonnage Certificate.

The form of Panama Canal tonnage certificates heretofore provided for under Article XVIII of the rules for the measurement of vessels for The Panama Canal is hereby amended to correspond in form and substance to the sample certificate appended to this order.*

This order shall be effective sixty days from and after this date.

WOODROW WILSON

THE WHITE HOUSE,
March 4, 1919.

* Copy of certificate can be obtained from offices of The Panama Canal at Balboa Heights or the Port Captains at Balboa and Cristobal.

Night Quarantine Service.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 26, 1919.

CIRCULAR NO. 626-2:

1. Vessels from ports not subject to a yellow fever quarantine arriving at the Atlantic entrance of the Canal and passing the breakwaters before 10 p. m., will be boarded promptly by the

quarantine officer of the port. Final disposition of vessels arriving after sunset may be deferred at the discretion of the quarantine officer.

2. Vessels from ports subject to a yellow fever quarantine will be inspected only by daylight.

CHESTER HARDING, *Governor*,

Annual Report for 1918.

The price of copies of the Annual Report for 1918 for sale to employees, as published in THE PANAMA CANAL RECORD for February 19, has been reduced 50 cents for both the cloth and paper bound copies, making the price now \$1 for cloth and 50 cents each for paper-bound copies. Applications should be mailed to the Collector of The Panama Canal, Balboa Heights, with remittance. In making application indicate address to which report should be mailed, whether on Isthmus or to United States.

The report for 1918 contains 392 pages, 18 charts and graphs, and 11 halftone photographs.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Apprentice plate cleaner (male); \$600 to \$939 a year; May 11, June 8, and July 13, 1919; form 304; age, 16 but not 18 years.

Apprentice transferrer (male); \$600 to \$939 a year; May 11, June 8, and July 13, 1919; form 304; age, 16 years but not 18 years.

Apprentice picture engraver (male); \$600 to \$939 a year; May 11, June 8, and July 13, 1919; form 304; age, 16 years but not 18 years.

Apprentice letter engraver (male); \$600 to \$939 a year; May 11, 1919; form 304; age, 16 years but not 18 years.

Correspondence clerk (male and female); grade 1, \$1,200 to \$1,400 a year; grade 2, \$1,400 to \$1,800 a year; May 11 and June 8, 1919; form 1312; age, under 50 years.

Dyer and colorist (male); \$1,440 to \$2,280 a year; May 6, 1919; form 1312; age, 21 years but not 40 years.*

Junior recreational engineer (male); \$1,800 to \$2,400 a year; May 6, 1919; form 2118; age, 24 years and over.*

Matron (female); \$500 to \$720 a year; May 11, July 13, and September 14, 1919; form 304; age, 21 years but not 48 years.

Mining engineer for metal and mineral mining investigations (male); grade 1, \$1,800 to \$2,400 a year; grade 2, \$2,400 to \$3,000 a year; grade 3, \$3,000 to \$4,000 a year; May 6, 1919; form 2118; age, under 45 years.*

Office manager (male and female); grade 1, \$1,800 to \$2,400 a year; grade 2, \$2,400 to \$3,600 a year; form 2118; age, 25 years and over.†

Supervising clerk (male and female); grade 1, \$1,200 to \$1,400 a year; grade 2, \$1,400 to \$1,800 a year; form 2118; age, 25 years and over.†

Practical optician and glass worker (male); \$1,000 to \$1,600 a year; May 20, 1919; form 1312; age, 20 years and over.*

Teacher (male and female); Indian Service, \$600 to \$720 a year plus increase; May 11, July 13, and September 14, 1919; form 1312; age, 20 years but not 50 years. No. 148.

Addressograph file clerk (male and female); grade 1, \$1,400 to \$1,800 a year, grade 2, \$900 to \$1,200 a year; No. 109; March 26, April 23, May 21, 1919; form 304; age, 18 years and over.

Assistant chief, office of extension work, north and west (male); \$3,600 a year; No. 137; April 22, 1919; form 2118; age, 30 years but not 45 years.*

Assistant engineer of tests (male and female); grade 1, \$3.76, \$4 and \$4.24 a day; grade 2, \$4.48, \$4.72 and \$4.96 a day; No. 124; form 1312; age, 20 years and over.†

Assistant fuel engineer (male); \$1,620 to \$2,160 a year; No. 140; April 29, 1919; form 2118; age, under 36 years preferred.*

Assistant in pharmacology (male and female); \$1,500 to \$2,000 a year; No. 146; April 29, 1919; form 1312; age, under 30 preferred.*

Assistant in plant fumigation (male); \$1,500 to \$1,980 a year; No. 131; April 23, 1919; form 1312; age, under 45 years.

Plant pathologist (male and female); class A, \$1,620 to \$2,400 a year; class B, \$1,200 to \$1,500 a year; No. 273-amended, supplemental; closed March 15, 1919.

Clerk qualified in accounting (male and female); \$1,000 to \$1,800 a year; No 155-amended; closed March 15, 1919.

Engineer draftsman (male); \$1,500 to \$1,800 a year; No. 128; April 22, 1919; form 1312; age, 22 years and over.*

Entomological laboratory assistant (male and female); \$1,080 to \$1,320 a year; No. 122; April 23-24, 1919; form 1312; age, 18 years and over.

Field agent (male); \$1,600 to \$2,400 a year; No. 116; April 23-24, 1919; form 1312; age, 25 years but not 55 years.

Hydrographic and topographic draftsman (male); \$900 a year; No. 375-amended; form 1312; age, 18 years and over but in Coast and Geodetic Service under 27 years preferred.†

Investigator qualified in economics (male); \$1,800 to \$2,500 a year; No. 130; form 2118; age, within reasonable limits, but between 25 and 40 years preferred; April 22, 1919.*

Land law clerk (male and female); \$900 to \$1,600 a year; No. 112; form 1312; April 23, 1919; age, 18 years and over.

This announcement cancels announcement No. 304-amended, of the continuous nonassembled examination for land law clerk, issued July 18, 1918.

Laboratory aid, motion-picture laboratory (female); \$720 to \$840 a year; No. 118; April 23, 1919; form 304; age, 17 years but not 45 years.

Passenger rate clerk (male); \$1,200 to \$1,600 a year; No. 123; form 1312; age, 20 years and over.†

Freight rate clerk (male); \$1,200 to \$1,600 a year; No. 123; form 1312; age, 20 years and over.†

Photostat operator (male and female); \$900 to \$1,000 a year; No. 129; form 1312; age, 18 years and over; April 22, 1919.*

Senior zoologist (male); \$3,000 a year; No. 139; form 2118; age, 25 years and over; April 29, 1919.*

Supervisor, social hygiene (female); \$2,000 to \$2,500 a year; No. 71; March 25, 1919, and assistant

special agent, social hygiene (female); \$600 to \$1,000 a year; No. 71; March 25, 1919, have been canceled and the examinations will not be held.

Special agent, social hygiene (female); \$1,200 to \$1,800 a year; No. 76; March 26, 1919, has been canceled and the examination will not be held.

Specialist in home economics (female); \$2,500 to \$3,000 a year; No. 138; April 29, 1919; form 2118; age, 30 years but not 50 years.*

Steward (male); Freedman's Hospital, Washington, D. C., \$720 a year plus increase, and meals. No. 127; April 22, 1919; form 1312; age, 20 years and over.*

Storekeeper, with knowledge of automobile parts and accessories (male); \$1,200 a year; No. 132; April 23, 1919; form 304; age, 18 years and over.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Beginners' Class in Spanish.

A beginners' class in Spanish, to meet Mondays and Thursdays, will commence at Balboa night school about April 21, provided 10 people signify their intention of joining. Those wishing to enroll should notify the principal of the Balboa High School either in writing or by telephone (48, Balboa).

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death
Ephraim Allen.....	28836	Jamaica.....	Panama.....	Mechanical Division.	March 20, 1919.
Edward Beckles.....	89479	Barbados.....	Colon.....	Marine Division.....	March 23, 1919.
Henry G. Ivens.....	135328	Barbados.....	Colon.....	Mechanical Division.	March 21, 1919.
Johnnie Greene.....	152157	Jamaica.....	Colon.....	Panama Railroad.....	March 10, 1919.

Official Circulars.

Minimum Charge for Water.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., March 24, 1919.

CIRCULAR No. 682-4:

Effective April 1, 1919, the minimum charge for water furnished those entitled to water at cost* shall be \$1.50 per quarter. Bills to be rendered quarterly.

CHESTER HARDING,
Governor.

* Applies to Canal Zone religious, charitable, and fraternal organizations, and dentists.

Sick Leave for Alien Silver Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., March 22, 1919.

CIRCULAR No. 602-20:

Paragraph 8, of Circular No. 602-18, dated December 19, 1918, is hereby amended to read as follows:

8. Employees who work irregularly, such as dock laborers, coal handlers, *et al.*, will be allowed

2½ days' sick leave with pay for each 200 hours service rendered, subject to the general conditions herein stated. Deck hands in the Marine Division who are paid by the trip may be allowed 2½ days' sick leave for each 20 trips accomplished.

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., March 26, 1919.

CIRCULAR No. 191:

Effective as of March 27, 1919, Mr. Homer L. Ewing is designated an accountable official of The Panama Canal, and as such will account for the quartermaster storehouse stock at Paraiso Store, relieving D. R. MacIntyre, assigned to other duties.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Acting Hotel and Restaurant Inspector.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 28, 1919.

All concerned—Effective April 1, and during the absence on leave of Mr. A. Johnston, Mr. Carl L. Reisinger will act as Hotel and Restaurant Inspector.

R. R. WATSON,
Acting Chief Quartermaster.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading List will be made as of date March 7, 1919:

ADDITIONS.**BRAZIL.**

Companhia Atlantica de Cafe..... Santos.
Scheliga, Henrique, & Company..... Sao Paulo.
Schlang, Emilio..... Bahia.
Trancanella, A..... Sao Paulo.

CUBA.

Berndes, Rene, Company..... Habana.

NETHERLANDS.

Ameje, Arnold Ruyschstr, I..... Amsterdam.
Chijis, H. van der, Van Breetstraat I
and 117, and Damrak 28-30..... Amsterdam.
Scheepvaer Bank..... Rotterdam.

NETHERLANDS EAST INDIES.

Gioekbie & Company..... Menado.
Kroessen, J. W..... Batavia.
Pohan, Varel..... Sumatra.
Weeke, B. O..... Menado.

NORWAY.

Andersen, Birger Arbingate 1..... Christiania.
"Columb" Norsk A/S, for Import av
Russiske Gummivarer..... Christiania.

SPAIN.

Aguilar y Medina, Maximiliano..... Oretava.
Bonet, Vose, Casanova 144..... Barcelona.
Claus, Luis..... Huelva.
Cloos, Wilhelm..... Vivero.
Cruze, La..... Tarragona.
Diario de Navarro..... Pamplona.
Editorial Bilbao, Calle Luskalduna 7..... Bilbao.
Escobar y Lopez, Esteban..... Oretava.
Fernandez Celis, Sebastian..... Oretava.
Fernandez Perdigon, Pedro y Sebastian.
Fries, Juan, Libertad 10..... Gijon.
Fuentes Gonzales, Saturio..... Oretava.
Golden (or Golder), Paseo del Garcia
and Casanova, 144..... Barcelona.
Graefenhain, Carlos Erella 13..... Bilbao.
Herbst, Rickardo, Princesa 60..... Madrid.
Hernandez, Correa, Jose..... Oretava.
Jannssen, Christopher, Lagasca 119..... Madrid.
Lopez Perera, Domingo..... Oretava.
Medez Ascanio, Agosto..... Oretava.
Palmer, Heredes del Conde..... Oretava.
Perez Gonzales, Francisco..... Oretava.
Radiola y Renovaes, Ceferino, Calle
Luskalduna 7..... Bilbao.
Revcon Oramas, Narciso..... Oretava.
Reyes Barroda, Tomas..... Oretava.
Rosemberg (or Rosemberger) Ern-
esto, Calle Menendez Pelayo 162..... Barcelona.
Walter, G. (or Walter Baudiss, Madrid.
Jorge), Alcala 28.
Milla y Martinez, Sandalio, Calle Bilbao.
Luskalduna 7

REMOVALS.**BRAZIL.**

Chavez, J. P..... Santos.

CHILE.

Arrigoriaga, Saturnino..... Valparaiso and
Santiago.
Bauer, Pablo..... Antofagasta.
Benedetti, Juan B..... Valparaiso.
Castillo, Angel C..... Coquimbo.
Chaparra, Luis A..... Iquique.
Chavez, Eliseo..... Antofagasta.
Curtze, Walter..... Punta Arenas

Frey & Elkan..... Punta Arenas.
Friedmann, Carlos..... Santiago.
Gac, Samuel de..... Valparaiso.
Herrera, Eduardo..... Taltal.
Hoffman, Pablo..... Valdivia.
Jascio, Antonio..... Antofagasta.
Pastor, Jose Molina..... Santiago.
Riadi Constaniel (or Constaniel
Riadi), E. and S.
Submarino, El..... Santiago.
Trede, H..... Punta Arenas.
Ureta, Oscar..... Punta Arenas

MEXICO.

Aladro, Manuel..... Vera Cruz.
Bujdub y Jaliffe..... Torreon.
Calvo & Fernandez..... Vera Cruz.
Calvo, J. B..... Vera Cruz.
Carper & Epstein..... Mazatlan.
Damm, Hugo..... Durango.
Damm, Jose Maximiliano..... Durango.
Damm, Max..... Durango.
Damm, Max, & Company..... Durango.
Degener, Hans..... Saltillo and Piedras
Negras.

Degener Hermanos..... Saltillo.
Jaliffe, Camilo..... Torreon.
Llinas, Antonio Moreno..... Mexico City.
Llinas, Rafael Moreno..... Vera Cruz.

NETHERLANDS.

Bataafsche Industrie en Handel
Maatschappij..... Amsterdam.
Cohn, Gustav.....
Glas en Kristalhandel, Heinz, J. v/h.,
N/V..... Nieuw Buinen.
Overzee Commisshandel, Neder-
landsche Maatschappij voor..... Amsterdam.
Technisch Handels Bureau Th. de
Groen..... The Hague.
Thee Onderneming, "Monopol,".... Rotterdam.
Stoomzeepfabriek de Kroon..... Haarlem.

NORWAY.

Bl'kvalseverk, Bergens, A. S., Sim-
onsviken by Gravdal..... Bergen.
Sardinfabriken "Norrig"..... Stavanger.

PERU.

Bustamente, Manuel J..... Mollendo.
Hachmeister, Christian..... Lima.

SPAIN.

Garriga, J. Pedret, Cortes 702..... Barcelona.
Pedret Garriga, J., Cortes 702..... Barcelona.
Schneider, Jacob..... Madrid.

SWEDEN.

Larsson, Adolfo..... Orebro.
Malmindustri A/B..... Stockholm.
Meyerson, Joseph..... Stockholm.
Negotia A/B..... Stockholm.
Petterson, Miss L..... Stockholm.
Thomson's Fabriks Aktiebolaget..... Gothenburg.

URUGUAY.

Grundland, David..... Montevideo.

VENEZUELA.

Baralt, Miguel A..... Maracaibo.
Beuses, Francisco..... Maracaibo.
Boanegra, R..... La Guaira.
Chacin, Emiro..... Maracaibo.
Garcia, C. M..... Maracaibo.
Nunez, Pompilio..... Ciudad Bolivar.
Quintero, Ciro..... Maracaibo.
Rineon, Angel Renato..... Maracaibo.
Rodriguez, Diego..... Trujillo.
Rodriguez, Luis M..... Ciudad Bolivar.
Sanchez, Elias..... Santa Ana.
Schussler, Vicente K..... Maracaibo.
Urrutia, Rafael M..... Maracaibo.
Vargas, T. Enrique..... Maracaibo.

The following names should appear under removals in the Advance Notice of Changes in the Enemy Trading List:

DENMARK.

Arn Hansen..... Copenhagen.
Lassen, Th..... Copenhagen.
Mumm & Zaums Filial..... Copenhagen.

SWEDEN.

Brun, Carl, & Company..... Gothenburg.
Holm, A. V..... Stockholm.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight, March 20, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Salt water draft		From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Cooce.....	22	7 00	23	6 15	23	15 32	British	Commonwealth of Australa.	387 8	51 0	26 0	New York	Wellington	General, case oil	5,500	5,553	4,064
Isabal.....	(*)	16 20	23	6 23	23	15 25	Costa Rican	Costa Rican Manguense M. N. Co.	103 0	22 0	8 0	Cr-stobal	Puntarenas	Ballast		220	
General W. M. Graham.....	15	16 45	23	8 07	23	15 30	American	United States Army	244 0	43 0	30 0	Cr-stobal	Balboa	No cargo	2,600	2,544	1,927
Juncua.....	23	12 24	23	7 06	24	25 30	American	Alaska Steamship Company	411 7	36 7	22 0	New York	Antofagasta	General	70	8,006	5,028
Wilochra.....	24	7 58	25	6 20	25	13 55	Br. sh.	Union S. S. Co. of New Zealand	216 0	35 4	14 0	Cr-stobal	Wellington	Military equip.	4,990	6,241	1,759
Manavi.....	21	15 50	25	6 30	25	15 09	Br. sh.	Pacific Steam Nav. Co.	356 0	36 0	21 0	Cr-stobal	Callao	General	4,990	6,040	5,117
Poplar Branch.....	26	1 05	26	9 10	26	17 05	Br. sh.	F. & W. Rison	280 0	56 0	31 0	Cardiff	Corinto	General	2,213	1,533	
Geo. W. Elder.....	23	19 40	26	12 35	26	19 30	Amer. can.	Thos. Crowley & Company	350 0	35 0	12 10	Cr-stobal	Papeete	Passengers	5,848	3,403	
Maheno.....	23	15 55	27	6 33	27	14 24	Br. sh.	Union S. S. Co. of New Zealand	400 0	50 0	23 6	Avonmouth	Coke		528	392	288
Dragon (m. seli).....	26	3 25	27	6 40	27	15 30	Dan. sh.	Wons Id and Son	135 0	29 0	12 0	Balt. more	San Diego	Coal for Navy	4,600	8,620	5,345
Penaug Maru.....	27	6 10	27	7 14	27	16 40	Japanese	Nippon Yusen Kaisha	405 7	56 2	21 4	Kingson	Callao	General	4,097	4,976	3,273
Oriana.....	26	15 45	27	10 55	27	18 01	Br. sh.	Pacific Steam Nav. Co.	360 0	44 0	19 0	Cr-stobal	Wellington	Passengers	12,792	9,584	
Hualaga.....	22	18 43	28	6 13	28	13 53	Peruvian	Peruvian Steamship Line	390 0	47 0	22 6	London	Cr-stobal		9,000	7,050	5,144
Corcovado.....	20	22 17	28	noon	28	19 14	Br. sh.	Pacific Steam Nav. Co.	390 0	47 0	22 6	London	Cr-stobal				
Carthine.....	28	6 05	29	6 30	29	14 36	British	White Star Line	500 0	63 3		Puerto Lobos	Cr-stobal				
Perbridge.....	29	2 57	29	6 50	29	17 40	Norwegian	W. Wilhelmson	425 0	57 0	26 0						

*Arrived December 4, 1918.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Salt water draft		From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
George W. Elder.....	23	9 00	23	12 06	23	19 40	Amer. can.	Thomas Crowley & Company	250 0	35 8	19 0	Corinto	Cr-stobal	Coffee, hides, etc	1,801	2,213	1,535
Nord (sa ler).....	21	15 00	23	6 30	25	10 10	French	French Government	322 3	46 5	25 3	Iquique	Norfolk	Nitrates	4,950	3,144	2,903
S. C. 289.....	20	18 47	25	9 06	25	13 55	Amer. can.	U. S. Navy	110 0	16 0		Balboa	Cr-stobal	Barley	6,000	6,593	4,900
West Arenal.....	14	23 36	26	7 03	26	15 22	Amer. can.	U. S. Navy	410 5	54 0	26 0	Port Costa	New York	General	8,000	6,875	4,703
Eurythius.....	25	22 30	26	8 01	26	16 20	Br. sh.	A. Holt & Co.	430 0	51 0	22 0	San Francisco	Cr-stobal	General	952	4,563	3,121
Husco.....	26	0 47	26	8 08	26	16 35	Chilean	South American S. S. Line	379 7	44 3	21 0	Valparaiso	New York	General	2,309	3,075	1,892
Broncho.....	26	0 47	26	8 08	26	16 35	Amer. can.	U. S. Shipping Board	274 1	49 1	21 0	San Francisco	Cr-stobal	General	5,139	4,248	2,946
Isomona.....	10	22 51	26	13 38	26	23 55	Amer. can.	U. S. Shipping Board	349 0	40 0	23 3	Conimbo	Wellington	Nitrates	3,500	3,200	2,745
Scene (sa ler).....	23	15 06	24	10 34	27	11 30	French	A. D. Bordes	312 0	45 4	23 0	Iquique	Wellington	Wool, lead, etc.	5,061	5,151	3,700
Arday.....	26	18 00	27	7 58	27	16 20	Br. sh.	Lang & Fulton	355 0	52 0	20 1	Newcastle	Hull, Eng.	Ballast	4,539	3,486	
Hammerbus.....	27	4 00	27	7 58	27	16 20	Danish	C. S. Hansen	344 8	49 9	17 0	Coronel	New Orleans	Ballast	9,000	9,446	6,912
Sagueado.....	28	5 00	28	8 30	28	15 25	Amer. can.	U. S. Shipping Board	390 0	54 0	15 0	Antofagasta	Galveston	General	623	728	346
Lyshire.....	28	0 01	28	8 30	28	15 25	British	Trimball, Martin Co.	400 0	58 8	26 6	Sydney	Liverpool	General	3,271	4,570	3,319
Balboa.....	29	2 15	29	8 26	29	16 00	Amer. can.	Colombian Maritime Co.	100 0	29 1	12 3	Buenaventura	Cr-stobal	Copper and gen.			
Republic.....	28	20 30	29	13 40	29	21 40	Amer. can.	Chile S. S. Co.	345 1	40 1	14 0	Valparaiso	New York	Ballast			
Colombia.....	26	1 30	29	14 10	29	21 55	Amer. can.	U. S. Shipping Board	238 7	41 2	13 6	Iquique	New Orleans	Ballast			

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
March 24	Orotina	P. Wilson	Port Limon.	March 23	Caribbean	Panama Railroad Commissary	Cartagena.
March 25	Haiti	French Steamship Line	Cartagena.	March 23	Culebra	Panama Railroad Commissary	Cartagena.
March 25	Dictator	Harrison Steamship Line	Belize.	March 27	Orotina	P. Wilson	Port Limon.
March 26	War Pansy	Royal Mail Steam Packet Co.	Kingston.	March 27	Haiti	French Steamship Line	Puerto Colombia.
March 26	Culebra	Panama Railroad Commissary	Cartagena.	March 27	Saramacca	United Fruit Company	Hampton Roads.
March 26	Colon	Panama Railroad Steamship Line	New York and Haiti.	March 28	Dictator	Harrison Steamship Line	New Orleans and Bocas.
March 27	Cristobal	Panama Railroad Steamship Line	Newport News.	March 28	Abangarez	United Fruit Company	Puerto Colombia.
March 27	Saramacca	United Fruit Company	New Orleans and Habana.	March 29	War Pansy	Royal Mail Steam Packet Co.	Habana.
March 27	Caribbean	Panama Railroad Commissary	Cartagena.	March 29	Patia (training ship)	Cuban Government	Colon waters.
March 27	Abangarez	United Fruit Company	New York and Kingston.	March 29	Aviator (schooner)	P. Welcome	
March 28	Patia (training ship)	Cuban Government	Port Limon and Costa Rica.				
March 28	Aviator (schooner)	T. Welcome	Port Limon and Costa Rica.				
March 29	Cartago	United Fruit Company	New York and Kingston.				
March 29	Achilles	Panama Railroad Steamship Line	Norfolk.				

PORT OF BALBOA.

*ARRIVALS			*DEPARTURES				
March 18.	Guardian.....	Central & South Am. Tel. Co.	Callao.	March 27..	Guardian.....	Central & South Am. Tel. Co.	Callao.

*Other than ships passing through the Canal.

Appointment.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., March 31, 1919.

MEMORANDUM No. 761-24:

To all concerned—Effective April 1, Mr. J. V. Cariffe is appointed foreman, industrial laboratory, *vice* Mr. R. W. Wilson, transferred as foreman, in charge of rendering plant and soap factory.

J. J. JACKSON,
General Manager.

Acting Commissary Manager.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, March 27, 1919.

MEMORANDUM No. 761-23:

To all concerned—Effective March 28, 1919, Mr. George Engelke will act as manager of La Boca Commissary, *vice* Mr. H. C. Smith, transferred to other duties.

J. J. JACKSON,
General Manager.

Joint Commission.**Rule of Dismissal.**

In the matter of the claim of Sabina Recuero de Quinzada, for property near Panama, within estate of "La Loceria." Rule of dismissal No. 410, docket No. 3362, March 24, 1919—The claim of Sabina Recuero de Quinzada for property situated in the Ancon district, within the estate known as "La Loceria," was filed with the Joint Commission on December 26, 1914.

On March 24, 1919, Doctor Harmodio Arias, attorney for Sabina Recuero de Quinzada, in open court, verbally made a motion to dismiss the claim of Sabina Recuero de Quinzada, docket No. 3362.

In view of the above motion the claim of Sabina Recuero de Quinzada for property described in docket No. 3362 calls for no further action on the part of this Commission and the claim is therefore hereby dismissed.

FEDERICO BOYD, GEORGE A. CONNOLLY, JULIO J. FABREGA, BURT NEW, Commissioners.

Award.

In the matter of the claim of Angelica B. de Ossa, for property located near Panama, award No. 194, docket No. 3081, March 25, 1919—An award is hereby made against the United States in favor of Angelica B. de Ossa in the sum of three hundred dollars, U. S. currency, for all right, title, and interest the said Angelica B. de Ossa may possess or may have possessed in and to the property located near Panama, subject of claim docket No. 3081 including any and all damages sustained on account of the expropriation of this property by the United States of America.

If payment or tender of payment of this award is not made on or before the 25th day of April, 1919, said award shall thereafter bear interest at the rate of 6 per centum per annum until paid.

FEDERICO BOYD, GEORGE A. CONNOLLY, JULIO J. FABREGA, BURT NEW, Commissioners.

Sale of New and Second-hand Farm Implements on Hand at Cristobal Store.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10 a. m., April 10, and then opened, for the purchase of a miscellaneous lot of farm implements at Cristobal store. Detailed information showing complete list of items for sale and form of proposal may be had upon application to the office of the Chief Quartermaster. Bids will be received on the entire lot, any single item, or group of items. The Panama Canal reserves the right to reject any or all bids.

Administrator's Sale.

BALBOA HEIGHTS, March 18, 1919.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept bids up to 10 a. m., Monday, April 7, 1919, for the purchase of a portion of the personal effects belonging to the estate of Captain John A. Roberts, deceased American employee. The property to be sold consists of the following:

One Conway upright piano (in good condition), with stool; 1 sewing machine; 1 trunk; 1 lot of wearing apparel and personal articles, men's and ladies' (83 items); 1 lot of Doulton and other china and glassware (54 pieces); 1 lot of kitchen utensils (5 pieces); 1 lot of other household furniture and furnishings and miscellaneous articles (29 items).

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects, with the exception of the piano, will be open to inspection every business day. The piano is located at Cristobal, where it may be examined upon arrangement with the Chief Customs Inspector, room 203, Terminal Building (phone 46, Cristobal).

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be in writing, and submitted in sealed envelopes to the Administrator of Estates. The cover should also be marked "Bid on effects of John A. Roberts, deceased." The right is reserved of rejecting any or all bids.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the week ending at midnight of Saturday, March 29, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gatun	Balboa	
Sun., March 23....	125.85	90.66	84.65	84.59	51.50
Mon., March 24....	125.80	90.65	84.63	84.50	51.50
Tues., March 25....	125.80	90.65	84.56	84.55	51.40
Wed., March 26....	126.15	90.95	84.53	84.49	51.40
Thurs., March 27....	126.20	90.97	84.46	84.40	51.50
Fri., March 28....	126.20	91.04	84.44	84.36	51.40
Sat., March 29....	125.95	90.85	84.41	84.32	51.40
Height of low water to nearest foot.	126.0	91.0			

Additions to Commissary Stock.

Towelling, glass, 17", yd.....	\$0.21
Boxes, cash, extra heavy tin, black japanned, ea.....	2.35
Canteens, aluminum, ea.....	2.55
Cases, suit, ea.....	20.05
Pipes, corn cob, with bone mouthpiece, ea	.08
Stroppers, Gem and Ever-ready razor blades, ea.....	1.80
Wrenches, Stillson, 8", ea.....	1.05
Saltines, Sunshine, 13-oz. pkg.....	.36
Chocolate, cream, Colombian, 1/2 lb. pkg.....	.22
Chocolate, sweet, Colombian, 15 to 16 oz. pkg.....	.41
Cocoa, ground, Colombian, 7 1/2 to 8 oz. pkg.....	.27
Noodles, broad size, 1/2 lb. pkg.....	.07

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal," Panama; in the United States, "Pancanal, Washington."

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C."

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., April 9, 1919.

No. 34.

Post Office Delivery of Liberty Bonds.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 25, 1919.

To all postmasters—Future deliveries of Liberty Bonds to subscribers for such bonds, through the Canal Zone Liberty Loan Committee, will be made by mailing the bonds to the address given on the subscriber's application, in a special, distinctive envelope, with the following condition of delivery printed thereon, as follows:

"I.....
hereby consent to the opening of this envelope by the Postmaster at.....
.....C. Z.

(Signed).....
(Date)....., 19....."

Postmaster—After written consent is given, open this envelope in the presence of the addressee, check Liberty Bonds against receipt and procure signature of addressee before delivering bonds. Return signed receipt to the Collector, The Panama Canal Balboa Heights, C. Z."

You are directed to see that these conditions are complied with in every instance and addressee advised before delivery is made. If the addressee does not care to consent to the opening of the letter by you, it shall be returned to the Collector, with the reason for return endorsed thereon and addressee advised that it will be necessary for him to call in person at the Collector's office to receive his bonds.

Under no circumstances shall delivery be made of these letters, or the bonds therein, without first obtaining the signature of the addressee to the special receipt card enclosed in the envelope. In all cases of delivery, postmasters will file for their permanent record the envelope which contained the bonds. These bonds are for personal delivery only and the letters shall not be forwarded outside of the Canal Zone. In the case of addressees who have removed from the Canal Zone, the letter shall be returned to the Collector with advice as to the proper forwarding address outside of the Canal Zone.

Respectfully,

CHESTER HARDING,
Governor.

Board on Rates of Pay—Gold Roll.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1919.

To all concerned—1. Under date of March 11, 1919, I addressed the following letter to the Engineer of Maintenance and to a representative appointed by the Metal Trades Council:

You are hereby appointed as a board to advise me on wages for The Panama Canal and Panama Railroad employees on the gold roll who are members of the American Federation of Labor.

(1) The Board is an advisory one to recommend rates of pay to the Governor and it is without authority to make promises except as to its recommendations.

(2) This Board will recommend wages for positions filled in whole or part by employees who are members of the American Federation of Labor.

(3) Rates will generally be equal to States' rates plus 25 per cent for similar positions in the Government service in continental United States. If there are no similar Government positions, Canal rates may be based on nongovernment ones, plus 25 per cent; provided, however, such rates properly co-ordinate with similar or related ones in the Canal service which have been established directly on Government ones.

(4) The Board will not make recommendations for individuals but for positions.

(5) Employees, who are members of the American Federation of Labor, will as heretofore take up matters of wages with their supervisory officers, including heads of divisions. If dissatisfied with the ruling received, they may then submit their claims through the American Federation of Labor to the Wage Board. If the Governor, after having received the report of the Wage Board, disapproves the request in whole or part, it shall not be resubmitted by the individual to the Governor or the Board, but may again in not less than six months be resubmitted to the Board through the American Federation of Labor local organization.

(6) The Board will hold regular meetings on the first Monday of each month, and such additional ones as are necessary. Requests by heads of divisions and departments, or by the American Federation of Labor for change in wages should be submitted to the Governor at least 10 days before the meeting at which they will be considered. All requests, whether from the American Federation of Labor or from heads of divisions and departments shall be submitted to the Board through the Governor, and all replies by the Board shall be to the Governor. The Board, however, may, in considering rates of pay, ask for such information orally or in writing from any Canal employee as may be necessary or desirable.

(7) The Bureau of Statistics will keep a record of all meetings, and will collect and arrange necessary data, and prepare the basic data of States' rates for use of the Board.

Additional instructions will be issued from time to time as may be necessary.

2. It is the intention of paragraph 5 of the letter above quoted that all matters for the consideration of the Wage Board come to the Board through the Governor, as is definitely stated in paragraph 6.

3. All requests for changes in rates of pay should be accompanied by a statement of what is claimed and the reason therefor, only one subject to be treated in each letter.

4. The Board will, upon request, hold hearings where those interested may be present in order further to explain their contention. The Board desires to point out, however, that such hearings should not generally be requested. All complaints or requests should be clearly and fully stated in writing, so that the time of the Board may not be unduly occupied with hearings.

CHESTER HARDING,
*Governor The Panama Canal,
President The Panama Railroad.*

Supplement No. 6 to Tariff No. 2.

The following amendments are made to Tariff No. 2, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

Item 3.

PILOTAGE.

1. Charges for port pilotage are based upon maximum draft; rate per foot, or fraction thereof, provided such fraction equals or exceeds six inches..... \$1.00
2. Pilotage is furnished under three classes; viz: (a) transit pilotage, (b) port pilotage, and (c) offshore pilotage.

3. Transit pilotage applies only to vessels transiting the Canal. It covers the actual transit; and, in connection therewith, berthing at terminals for the sole purpose of bunkering and/or repairs.
4. There is no charge for transit pilotage.
5. Port pilotage applies to vessels visiting terminal ports without transiting the Canal; and also to vessels which, in addition to transiting the Canal, stop at either terminal and there receive or discharge passengers or freight. Except in case of transiting vessel which at either terminal receives freight or passengers by boat and consequently does not leave the Canal prism, port pilotage applies both on entering and leaving. In the excepted case last mentioned, it applies only once at the terminal where the vessel receives or discharges passengers or freight by boat without leaving the Canal prism; viz: as "in-pilotage" when the transfer of the character described occurs at the terminal of arrival (prior to transit), and as "out-pilotage" when it occurs at the terminal of departure (upon completion of transit).
6. Effective April 1, 1919, pilotage will not be charged when a vessel is shifted from one berth (at dock or permanent mooring) to another berth (at dock or permanent mooring). This exemption does not cover and will not apply in the case of a vessel shifted from anchorage to dock (or permanent mooring); or the reverse. Vessels assigned temporarily to anchorage on arrival pending availability of berth at dock, will not, however, be assessed additional pilotage charge by reason of such double maneuver; and the same general principle will govern in the case of outgoing vessels.
7. Effective April 1, 1919. Offshore pilotage applies to vessels taking pilots outside Atlantic breakwaters. For this service there will be made (additional to port pilotage in cases where the latter is also applicable) a charge, per vessel, of..... \$25.00

Item 9.

FLOATING, DRY DOCK, AND LOCOMOTIVE CRANES.

Effective March 1, 1919.

2. For services of derrick barge, first hour or fraction thereof.. \$40.00
Each succeeding hour or fraction thereof, up to and including eight hours..... 25.00
Over eight hours..... 20.00

These rates include tug service to and from point of service, where service is performed alongside Cristobal docks or coaling dock. For all service other than that performed alongside docks, an additional charge will be made for all tug service required in excess of 1 hour.

Charge will be made for all working time and time in transit, and time that barge and crew are held at working point by request of the interest for which the barge is working.

These rates cover both straight and overtime service.

Effective December 1, 1918.

- | | |
|---|---------|
| 4. For use of the floating cranes <i>Ajax</i> and <i>Hercules</i> , first hour or fraction thereof..... | \$42.00 |
| Each succeeding half hour or fraction thereof..... | 21.00 |

These rates include only the regular crew of the cranes; any additional force, as well as all towing and similar charges, will be extra at the usual rates.

Charge will be made for all working time and time in transit, and time held at working point by request of the interest for which the crane is working.

Item 18.

STEVEDORING AND TRANSFERRING CARGO.

3. (g) Amendment contained in Supplement No. 3, canceled.

Item 21.

COAL.

Effective April 1, 1919.

- | | | |
|--|------------------|---------|
| 1. For steamships, including warships of all nations, in transit through the Canal, delivered from coaling plants or alongside of vessels in lighters or in cars on the wharves and trimmed in bunkers, per ton of 2,240 pounds..... | Cristobal-Colon. | Balboa. |
| | \$11.50 | \$11.50 |
2. Delivery of coal to steamships in transit at the prices specified in Paragraph 1 will be at the Cristobal Coaling Plant or the Balboa Coaling Plant, at the option of The Panama Canal. The condition of the plants, the quantity of coal available in each plant and the expediting of the transit of vessels will be considered in deciding where coal is to be taken. If after deciding that coal should be taken by a vessel at Cristobal, the vessel desires coal at Balboa, the coal, if available, will be sold at the price specified in paragraph 3.

3. For steamships, including warships of all nations, other than those in transit through the Canal, delivered from coaling plants or alongside of vessels in lighters or in cars on the wharves and trimmed in bunkers, per ton of 2,240 pounds..... \$11.50 \$13.50
4. To steamships taking less than carload lots from plants, or less than 25 tons from lighters..... 13.00 15.00
5. When request is made by commander of vessel, chief engineer, or agent, for trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, an additional charge of 60 cents per ton will be made for extra handling.
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10.00. Should the vessel furnish satisfactory sacks, the price will be only \$3.00 per ton additional. Not more than 5 tons will be supplied to a vessel.
7. For coal for cargo which will be delivered only in exceptional cases after special authority is given by the Governor..... Cristobal-Colon Balboa.
\$14.00 \$16.00

Item 26.

LAUNDRY.

2. Laundry received at either the Ancon or Cristobal laundry before 9 a. m., except Sundays and holidays, will be placed on the 5 p. m. train that day; laundry received before 1 p. m., except on Sundays and holidays, can be dispatched for the other terminal of the Canal by the 11 a. m. train the following day, unless there is other emergency steamship work ahead, but at any event, unless a Sunday or holiday intervenes, within 24 hours. Approximately 2 hours are required for transit across the Isthmus by railroad.

Item 32.

Effective May 1, 1919.

HOTEL WASHINGTON.

EUROPEAN PLAN.

1. ADULT GUESTS.

Adults	Number in room	1st Grade	2d Grade	3d Grade
First 30 days.....	1	\$4.50	\$4.00	\$3.00
	2	7.00	6.00	4.00
After 30 days.....	1	3.50	3.00	2.50
	2	5.50	4.50	3.50
After 60 days.....	1	3.00	2.50	2.00
	2	4.00	3.50	3.00

2. SERVANTS AND CHILDREN UNDER 12 YEARS OF AGE.

Room	Occupying separate room				Occupying room with guests			
	First 30 days		After 30 days		First 30 days		After 30 days	
	1	2	1	2	1	2	1	2
Number in room.....								
Any room.....					\$2.00	\$3.00	\$1.50	\$2.25
Second grade room.....	\$3.00	\$4.00	\$2.25	\$3.50	1.50	2.00	1.00	1.75
Third grade room.....	2.50	3.50	2.00	2.75				

3. THIRD PERSON IN ROOM.

	1st Grade	2d Grade
First 30 days.....	\$2.00	\$1.50
After 30 days.....	1.50	1.00

4. Table Board.

	Adults	Nurses	Children under 12 years of age
Monthly—Breakfast, luncheon and dinner.....	\$85.00	\$60.00	\$60.00
Meals:			
Breakfast.....	A la carte.	A la carte.	A la carte.
Luncheon.....	1.00	.75	A la carte.
Dinner.....	1.50	1.00	A la carte.

5. *A la Carte* breakfast at monthly rate not to exceed 75 cents for adults and 60 cents for nurses and children under 12 years of age. Monthly rates for meals will apply only from date of guests' request for such rates.

Item 33.

Effective May 1, 1919.

HOTEL TIVOLI.

EUROPEAN PLAN.

1. ADULT GUESTS.

Room	First 30 days		After 30 days		After 60 days	
Number in room.....	1	2	1	2	1	2
First grade room.....	\$4.00	\$6.50	\$3.00	\$5.00	\$2.00	\$3.50
Second grade room.....	3.50	5.50	2.50	4.00	1.50	2.50

2. SERVANTS AND CHILDREN UNDER 12 YEARS OF AGE.

Room	Occupying separate room				Occupying room with guests			
	First 30 days		After 30 days		First 30 days		After 30 days	
	1	2	1	2	1	2	1	2
Number in room.....								
Any room.....					\$2.00	\$3.00	\$1.50	\$2.00
Second grade room.....	\$2.50	\$3.50	\$2.00	\$3.00				

3. THIRD PERSON IN ROOM.

	1st Grade	2d Grade
Daily.....	\$2.00	\$1.50
After 30 days.....	1.50	1.00

4. Guests of the hotel may be rented second-grade rooms for use as sitting room or parlor at the following rates: One person in bedroom, daily \$2.50; after 30 days, \$1.50 per day; two persons in bedroom, daily \$3.50; after 30 days, \$2.50 per day.

5. Table Board.

	Adults	Nurses	Children under 12 years of age
Monthly—Breakfast, luncheon, and dinner.....	\$85.00	\$60.00	\$60.00
Meals:			
Breakfast.....	A la carte.	A la carte.	A la carte.
Luncheon.....	1.00	.75	A la carte.
Dinner.....	1.50	1.00	A la carte.

6. *A la Carte* breakfast at monthly rate not to exceed 75 cents for adults and 60 cents for nurses and children under 12 years of age. Monthly rates for meals will apply only from date of guests' request for such rates.

Reinstatement of Employees Returning from Military Service.

The Deficiency Appropriation Act, approved February 25, 1919, contains the following provision:

* * * That all former Government employees who have been drafted or enlisted in the military service of the United States in the war with Germany shall be reinstated on application to their former positions, if they have received an honorable discharge and are qualified to perform the duties of the position. * * *

Consular Visa Not Required on Passports of American Citizens Returning to the United States.—Amendment to Travel Regulations.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 25, 1919

The Department of State has canceled the previously existing requirement, noted in the top line, second column of the diagram on page 7 of Information and Instructions Regarding Entry Into and Departure from the Canal Zone, published November 1, 1918, to the effect that the passports of American citizens returning to the United States must be verified by the United States consul prior to departure.

Hereafter in the cases above noted passports (of American citizens returning to the United States) will, prior to their presentation to the Departure Control Officer at the wharf, require only the endorsement of Permit Officer located at the Terminal Building, Balboa and Cristobal.

CHESTER HARDING,
Governor.

Local Civil Service Examinations.

The following examinations will be held at Balboa Heights, C. Z., on the dates set opposite the titles thereof:

Postal clerk, April 20, 1919.

Stenographer and typewriter, April 20, 1919.

Clerk, April 27, 1919.

Full information in regard to the scope and character of the examinations including sample questions and in regard to conditions of employment in The Panama Canal Service is contained in pamphlet form 1424, Information for Applicants for Stenographer and Typewriter Examination, a copy of which may be obtained from the Secretary of the Civil Service Board, Administration Building, Balboa Heights, C. Z. Applicants for the clerk examination must take at least one optional subject in addition to the regular basis subjects. The optional subjects are, first, typewriting;

second, bookkeeping; third, general business training and experience; fourth, time-keeping training and experience. If the third optional is taken, three letters of recommendation from former employers should accompany the application.

Applicants for the examination for postal clerk must show that they have had at least one year's experience as clerk in the United States or Canal Zone post offices or as postmaster or as Navy mail clerk, and that they are familiar with the receipt, distribution, and dispatch of mail matter, the issuance of money orders, registration of mail and the preparation of various reports required of postmasters.

Application form No. 1312 must be filled out, including the medical certificate but excluding the county officer's certificate, and should be filed promptly with the Board of Civil Service Examiners at Balboa Heights, C. Z.

Applicants must have reached their 20th but not their 45th birthday on the date of the examination, must be citizens of the United States, physically sound and in good health.

Applicants must submit to the examiner on the day of the examination their photograph taken within two years, securely pasted in the space provided on the admission cards sent them after their applications are filed.

Applicants for the clerk examination in answer to question 1 and on the outside of the form should state the optional subject taken in addition to the name of the examination required.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant material engineer (male); grade 1, \$4.48 to \$4.96 a day; grade 2, \$5.44 to \$5.92 a day; grade 3, \$6.40 and over a day; form 2118; age, 21 years and over.†

Lay inspector, grade 1 (male); \$1,080 a year; May 25 and June 22, 1919; form 304; age, 18 years and over.

Manual training teacher (male); \$720 to \$1,200 a year; May 25, 1919; form 1312; age, 21 years but not 50 years.

Medical assistant (male); \$2,000 a year; May 13, 1919; form 2118; age, within reasonable age limits.*

Patent investigator (male); \$1,200 to \$1,400 a year; May 13, 1919; form 1312; age, within reasonable age limits.*

Expert patent investigator (male); \$1,800 to \$2,400 a year; May 13, 1919; form 1312; age, within reasonable age limits.*

Patent specification writer and prosecutor (male); \$1,500 to \$2,400 a year; May 13, 1919; form 1312; age, within reasonable age limits.*

Technical patent expert (male); \$2,400 to \$3,600 a year; May 13, 1919; form 1312; age, within reasonable age limits.*

Patent draftsman (male); \$1,200 to \$1,800 a year; May 13, 1919; form 1312; age, within reasonable age limits.*

Veterinarian (male); \$1,500 a year; May 25 and June 22, 1919; form 1312; age, 21 years and over.

Assistant in nematology (male and female); \$1,000 to \$1,800 a year; May 13, 1919; form 2118; age, 21 years and over.*

Assistant in plant disinfection (male); \$1,630 to \$1,800 a year; May 21, 1919; form 1312; age, 21 years but not 45 years.

Head nurse, operating, (female); \$600 a year; May 21, 1919; form 1312; age, 24 years but not 45 years.

Highway bridge engineer (male); \$1,800 to \$2,100 a year; May 21, 1919; form 1312; age, 21 years but not 40 years.

Junior highway bridge engineer (male); \$1,200 to \$1,600 a year; May 21, 1919; form 1312; age, 20 years but not 30 years.

Horticulturist (male and female); \$3,000 to \$3,240 a year; May 13, 1919; form 2118; age, 25 years but not 50 years.

Scientific assistant (male); \$1,500 a year; May 21, 1919; form 1312; age, 18 years but not 35 years.

Mining accountant (male); grade 1, \$2,400 to \$4,200 a year; grade 2, \$4,200 to \$6,000 a year; May 27, 1919; form 2118; age, under 60 years.

Coal mining engineer (male); \$2,400 to \$4,000 a year; May 27, 1919; form 2118; age, under 45 years.*

Assistant coal mining engineer (male); \$1,800 to \$2,400 a year; May 27, 1919; form 2118; age, under 45 years.*

Accounting clerk (male and female); grade 1, \$1,200 to \$1,400 a year; grade 2, \$1,400 to \$1,800 a year; May 21, 1919; form 1312; age, within reasonable age limits.

Chief of road survey party (male); \$1,800 to \$2,100 a year; May 29, 1919; form 1312; age, 25 years but not 55 years.*

Transitman for road surveys (male); \$1,200 to \$1,800 a year; May 29, 1919; form 1312; age, 22 years but not 55 years.*

Highway draftsman (male); \$1,200 to \$1,800 a year; May 29, 1919; form 1312; age, 20 years but not 55 years.*

Examiners, estate tax (male and female); grade 1, \$1,800 to \$2,250 a year; grade 2, \$2,250 to \$2,750 a year; grade 3, \$2,750 to \$3,000 a year; form 2118; age, 25 years but not 45 years.†

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hours of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Beginners' Class in Spanish.

A beginners' class in Spanish, to meet Mondays and Thursdays, will commence at Balboa night school about April 21, provided 10 people signify their intention of joining. Those wishing to enroll should notify the principal of the Balboa High School either in writing or by telephone (48, Balboa).

Official Circulars.

Act of Congress—Canal Zone Census.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., April 1, 1919.

CIRCULAR No. 600-61:

The extract from an Act of Congress quoted below is published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT To provide for the fourteenth and subsequent decennial censuses.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a census of the population, agriculture, manufactures, forestry and forest products, and mines and quarries of the United States shall be taken by the Director of the Census in the year nineteen hundred and twenty and every ten years thereafter. The census herein provided for shall include each State, the District of Columbia, Alaska, Hawaii, and Porto Rico. A census of Guam and Samoa shall be taken in the same year by the respective governors of said islands and a census of the Panama Canal Zone by the governor of the Canal Zone in accordance with plans prescribed or approved by the Director of the Census.

* * * * *

Approved, March 3, 1919.

Act of Congress—Fortifications Appropriations, 1920.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 29, 1919.

CIRCULAR No. 600-60:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT Making appropriations for fortifications and other works of defense, for the armament thereof, and for the procurement of heavy ordnance for trial and service, for the fiscal year ending June 30, 1920, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for fortifications and other works of defense, for the armament thereof, and for the procurement of heavy ordnance for trial and service, for the fiscal year ending June 30, 1920, and for other purposes, to be available immediately, namely:

FORTIFICATIONS AND OTHER WORKS OF DEFENSE

ENGINEER DEPARTMENT.

* * * * *

The sum of \$1,250,000 of the unexpended balance of the appropriation "For the installation and replacement of electric light and power plants at seacoast fortifications in the United States; the purchase and installation of searchlights for seacoast defenses in the United States, including searchlights for antiaircraft defenses and accessories therefor; and the procurement and installation of sound ranging equipment for use in the United States, the insular possessions, and the

Panama Canal, and for salaries of electrical experts, engineers, and other employees necessary to procure and install the same," shall be covered into the Treasury immediately upon the approval of this Act.

* * * * *

PANAMA CANAL FORTIFICATIONS

For fortifications and armament thereof for the Panama Canal:

For maintenance of clearings and trails, \$30,000;
For protection, preservation, and repair of fortifications, including structures erected for torpedo defense, and for maintaining channels for access to torpedo wharves, \$25,000;

For maintenance and repair of searchlights and electric light and power equipment for fortifications, and for tools, electrical and other supplies, and appliances to be used in their operation, \$20,000;

For the construction of seacoast batteries, \$135,500;

For the purchase and installation of electric light and power plants for the seacoast fortifications on the Canal Zone, \$20,000;

For land defenses, Panama Canal, including the procurement and installation of searchlights, purchase of armored cars and locomotives, construction of roads and surveys incidental thereto, \$14,000;

For reserve engineer equipment for the Panama Canal, \$7,500;

For operation and maintenance of fire-control installations at seacoast defenses, \$10,000;

For the alteration and maintenance of the seacoast artillery, including the purchase and manufacture of machinery, tools, and materials necessary for the work, and expenses of civilian mechanics, and extra-duty pay of enlisted men engaged thereon, \$100,000;

The sum of \$14,000 of the unexpended balance of appropriations heretofore made "for the alteration, maintenance, and repair of submarine mine matériel," for the Panama Canal shall be covered into the Treasury immediately upon the approval of this Act;

For the construction of barracks, quarters, and other necessary buildings for the accommodation of two regiments of Infantry, including water and sewer systems, roads, walks, and so forth, \$3,986,849;

For the construction of barracks, quarters, and other necessary buildings for Coast Artillery troops at Fort Sherman, including water and sewer systems, roads, walks, and so forth, \$149,000;

No part of the two foregoing appropriations shall be expended for the construction of officers' quarters to cost in excess of the limits established by the sundry civil appropriation Act, approved June 25, 1910;

For the construction of a new wharf at Fort Sherman, \$35,000;

The Governor of the Panama Canal, so far as the expenditure of appropriations contained in this Act may be under his direction, shall purchase needed materials, supplies, and equipment from available surplus stocks of the War Department;

In all, specifically for fortifications and armament thereof for the Panama Canal, \$4,523,849.

Sec. 2. That all material purchased under the provisions of this Act shall be of American manufacture, except in cases when, in the judgment of the Secretary of War, it is to the manifest interest of the United States to make purchases abroad, which material shall be admitted free of duty.

Sec. 3. That except as expressly otherwise authorized herein no part of the sums appropriated by this Act shall be expended in the purchase from private manufacturers of any material at

a price in excess of 25 per centum more than the cost of manufacturing such material by the Government, or, where such material is not or has not been manufactured by the Government, at a price in excess of 25 per centum more than the estimated cost of manufacture by the Government: *Provided*, That whenever in the opinion of the President the situation is such as to justify such action he may waive the limitations contained in this section.

SEC. 4. That expenditures for carrying out the provisions of this Act shall not be made in such manner as to prevent the operation of the Government arsenals at their most economical rate of production, except when a special exigency required the operation of a portion of an arsenal's equipment at a different rate: *Provided*, That no part of the appropriations made in this Act shall be available for the salary or pay of any officer, manager, superintendent, foreman, or other person having charge of the work of any employee of the United States Government while making or causing to be made with a stop watch or other time-measuring device a time study of any job of any such employee between the starting and completion thereof, or of the movements of any such employee while engaged upon such work.

SEC. 5. That appropriations for fortifications and other works of defense, for the armament thereof, and for the procurement of heavy ordnance for trial and service, heretofore made in fortifications or sundry civil appropriation Acts shall not be available for obligation after June 30, 1920, and all unexpended balances of such appropriations which remain upon the books of the Treasury Department on June 30, 1921, shall be covered into the Treasury and carried to the surplus fund.

SEC. 6. That estimates of appropriations for fortifications and other works of defense, for the armament thereof, and for the procurement of heavy ordnance for trial and service shall be submitted to Congress in the Book of Estimates for the fiscal year 1921 and each fiscal year thereafter upon an annual basis. And section 5 of the legislative, executive, and judicial appropriation Act approved June 20, 1874, and section 7 of the sundry civil appropriation Act approved August 24, 1912, so far as they except appropriations for "fortifications" from the operations thereof, are repealed.

SEC. 8. That no part of the moneys appropriated in each or any section of this Act shall be used or expended for the purchase or acquisition of any article or articles that at the time of the proposed acquisition can be manufactured or produced in each or any of the Government arsenals of the United States for a sum less than it can be purchased or procured otherwise.

Approved, March 3, 1919.

Act of Congress—Payment to Panama—Relief and Protection of American Seamen.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 29, 1919.

CIRCULAR NO. 600-59:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

CHESTER HARDING,
Governor.

AN ACT Making appropriations for the Diplomatic and Consular Service for the fiscal year ending June 30, 1920.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, severally appropriated, in full compensation for the Diplomatic and Consular Service for the fiscal year ending June 30, 1920, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, namely:

* * * * *

PAYMENT TO THE GOVERNMENT OF PANAMA.

To enable the Secretary of State to pay to the Government of Panama the eighth annual payment due on February 26, 1920, from the Government of the United States to the Government of Panama under article 14 of the treaty of November 18, 1903, \$250,000.

* * * * *

RELIEF AND PROTECTION OF AMERICAN SEAMEN.

Relief and protection of American seamen in foreign countries and in the Panama Canal Zone, and shipwrecked American seamen in the Territory of Alaska, in the Hawaiian Islands, Porto Rico, and the Philippine Islands, \$100,000.

* * * * *

Approved, March 4, 1919.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1919.

CIRCULAR NO. 661-74:

Effective this date, Col. Henry Clay Fisher, Medical Corps, U. S. A., is appointed Chief Health Officer, *vice* Lieut. Col. Arthur T. McCormack, Medical Reserve Corps, U. S. A., relieved from duty with The Panama Canal.

CHESTER HARDING,
Governor.

Acting as Paymaster.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective April 1, 1919, Mr. R. W. Glaw is designated Paymaster, The Panama Canal, and will serve during the absence of Mr. J. H. McLean.

CHESTER HARDING,
Governor.

Overtime for Laborers.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 1, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Attention is invited to the provisions of sections 11 and 12 of the Executive Order of February 2, 1914 (Panama Canal Circular No. 601-4), reading as follows:

Sec. 11. Employees whose salaries are fixed on a monthly or annual basis will receive no pay for overtime work.

Sec. 12. Employees above the grade of laborer, appointed with rates of pay per hour, or per day, will not be employed over eight hours in any one calendar day, except in case of emergency. The time such employees work over eight hours in one calendar day, and time worked on Sundays and regularly authorized holidays, including January 1, February 22, May 30, July 4, Labor Day, Thanksgiving Day, and December 25, shall be considered overtime for which time and one-half will be allowed. Such employees who work on the days prior and subsequent to the holidays specifically named above will be allowed their regular pay for eight hours for such days, in addition to pay for any work performed.

The term "laborer" as quoted above was interpreted by Circular No. 603-5 so as to include within the grade all *alten hourly* employees receiving 40 cents or less per hour, overtime to such laborers being payable only after 10 hours' service in each day.

Please see that the above provisions are strictly complied with by foremen and timekeepers under your supervision.

CHESTER HARDING,
Governor.

Time Allowed in Connection with Administration of Estates.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 27, 1919.

CIRCULAR NO. 602-21:

When an employee of The Panama Canal or of the Panama Railroad Company is called upon to appear before the Administrator of Estates to give information or otherwise assist in the administration of estates of deceased or insane employees, he shall be allowed his usual compensation for the time lost from work on his regular payroll in the same manner as if present and performing his ordinary duties. A certificate showing the time the employee is actually in attendance will be issued by the Administrator of Estates. In other respects the same procedure will be followed as is prescribed for employees selected for jury duty or summoned as witnesses in criminal cases.

CHESTER HARDING,
Governor.

Drawing Nonexpendable Property from Commissaries.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1919.

CIRCULAR NO. 656-13:

1. Effective this date, items of nonexpendable property such as table linen, kitchen and tableware, cooking utensils, china, glassware, etc., not usually carried in stock in Panama Canal storehouses, may be drawn from local commissaries on nonexpendable foreman's orders approved by heads of departments and divisions or signed by certain authorized employees.

2. The commissary storekeeper will deliver the items called for, and will prepare the necessary invoices. The original and one copy of the invoice will be sent to the commissary accountant with the daily report of invoices issued.

3. The original and duplicate of the foreman's order will be attached to the original invoice, and the triplicate will be sent to the accountable official.

4. When foreman's orders are received by the commissary accountant, the duplicate copy will be transmitted to the property inspection section, for property accounting.

5. The provisions of paragraph 14 of Circular No. 656-1 are modified to the extent that the purchasing agent on the Isthmus will not issue invoices to cover items of nonexpendable property drawn from commissary stores on foreman's orders. Purchase vouchers covering such items will be accomplished and approved by the Chief Quartermaster, or by his direction.

6. Circular No. 656-3, dated October 12, 1914, is hereby revoked.

CHESTER HARDING,
Governor.

Bonus for Discharged Soldiers.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 1, 1919.

All concerned—Under the provisions of Section 1406 of the Revenue Act of 1918, approved February 24, 1919, all persons who have been honorably discharged from the military or naval forces of the United States since April 6, 1917, with certain minor exceptions, are entitled to receive a bonus of \$60 in addition to all other amounts due them at time of discharge.

The only evidence required from officers and enlisted men discharged from the Army is the discharge certificate, or other paper bearing indorsement of final payment. Certified copies of discharge certificates may be secured from recruiting officers, if the holder does not desire to forward the original certificate to Washington. Discharged soldiers may obtain assistance in the preparation of their claims at the Adjutant's

office, Fort de Lesseps (office hours, 8 a. m. to 12 noon, and 1 to 4 p. m.), or at Panama Canal Department Headquarters, Ancon (office hours, 8 a. m. to 12 noon, and 1.30 to 4 p. m.), whichever is most convenient. If desired, applications may be made direct to the Zone Finance Officer, Lemon Building, Washington, D. C., and must contain the discharge certificate (or certified copy) or order for discharge or relief, the paper bearing indorsement of final payment being required; a statement of all military service since April 6, 1917, showing place and date of reporting at first military station; and address to which check is to be sent. When settlement is made, all personal papers will be returned to applicant with check.

In the case of persons discharged from the Navy, or ordered to inactive duty (Naval Reserve Force), claimants should apply direct to the Disbursing Officer, Bureau of Supplies and Accounts, Navy Department, Washington, D. C. Enlisted men should submit discharge certificate and officers a copy of their orders.

CHESTER HARDING,
Governor.

Credit Circular No. 1.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 8, 1919.

To all concerned—1. In accordance with the rule approved by the Governor that supplies shall not be furnished nor services rendered by The Panama Canal or Panama Railroad Company for any individual, company, or organization on credit unless authority therefor is issued by the Auditor of The Panama Canal, the following general instructions are published to accompany a list of those entitled to credit:

2. A series of circulars and bulletins will be issued from this office, giving information which is essential to the stores furnishing supplies and the departments performing services, as well as to the individuals and organizations obtaining supplies or services.

3. Credit Circular No. 1 contains a list of all individuals, companies, and organizations on the Isthmus that are entitled to purchase supplies or secure services on credit from The Panama Canal and Panama Railroad Company. It also includes a list of those who have made a permanent deposit to secure the payment of monthly bills as rendered. Additions to or cancellations of names appearing in the circular will be made by numbered bulletins; viz: Credit Bulletin No. 1, 2, 3, etc. Bulletins affecting other interests than the commissary will bear an additional series of numbers from one (1) up under the designation of "General Series," so that these other interests may know they have received all bulletins affecting credit they may give. Revised circulars will be prepared as occasion may require, numbered 1-1, 1-2, etc.

4. Credit Circular No. 2 will contain specific instructions in regard to the selling of supplies and the rendition of services to vessels of the United States Navy and the Transport Service of the United States Army transiting the Canal or occasionally touching at the terminal posts, the rendition of invoices and bills covering such supplies and services, and the collection of the accounts.

5. Credit Circular No. 3 will contain general instructions in regard to the rendition of bills and the payment of accounts.

6. Other circulars will be issued as occasion may require.

7. Sales of supplies to and the rendition of services for individuals, companies, and organizations other than those listed in this circular and bulletins hereafter issued must not be made unless payment therefor is made immediately or unless the amount of the bill is a charge against a deposit made with the Collector of The Panama Canal, Balboa Heights, or other authorized representative of The Panama Canal.

8. Orders or requisitions, invoices and bills must be made in exact accordance with the titles used in the attached list.

9. Orders placed in the name of an organization must give the name in strict accordance with this circular and the party filling the order must verify the fact that the one giving the order is an authorized representative of the organization. Orders must be in writing, signed by an authorized representative of the organization.

10. The designation opposite each name or title in the attached list indicates the extent to which credit may be allowed. "Canal, commissary, and railroad" indicates that supplies may be purchased and services may be obtained on credit from any department or division of The Panama Canal and Panama Railroad Company, including freight transportation which is to be settled for on monthly bill. "Canal and commissary" indicates that supplies may be purchased from the Canal and commissary storehouses and laundries and that minor services and supplies of a limited value (about \$100.) may be obtained from The Panama Canal. "Commissary" indicates that supplies and laundry services only may be obtained from the Panama Canal commissaries. "Freight" indicates that settlement for freight transportation may be made on monthly bill. The specifying of a particular commissary, laundry, or store, and the fixing of a certain amount limit the credit accordingly.

11. Any individual or organization ordering supplies or requesting services, including laundry services, by placing a requisition or, in the case of laundry, forwarding same to one of the laundries, will be considered as having accepted the conditions stated in these regulations and must assume full responsibility for the payment immediately upon rendition, of the amount of the bill for supplies furnished or services performed.

12. All bills must be paid promptly upon rendition and in no case will they be permitted to run beyond the end of the month in which rendered. If errors are found in a bill, it should be paid preferably as rendered and request made on the Auditor for adjustment in the following month's account or the bill may be immediately returned to the Auditor for correction.

13. The bill of any officer or employee of The Panama Canal or Panama Railroad Company, who fails to make payment of same on or before the 25th of the month in which rendered, will be forthwith forwarded for pay roll deduction.

14. If any individual or organization fails to make payment of bills, the credit privilege will be forfeited.

15. Until further instructions are issued, no change will be made in the present practice of furnishing electric current and water to interests in the Canal Zone now receiving same.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Credit Circular No. 2.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., March 8, 1919.

1. The information and instructions contained in this circular are published for the special benefit of Paymasters and Supply Officers of the United States Navy and of officers of the Transport Service of the United States Army who occasionally touch at the terminal ports or transit the Canal.

2. Panama Canal storehouses and facilities are operated through two general organizations: 1st. The Panama Canal, a United States Government organization; and 2d. The Panama Railroad Company, a corporation all the stock of which is owned by the United States and the operations of which on the Isthmus are managed by The Panama Canal.

3. The Panama Canal furnishes all services directly connected with the transit of the Canal; that is, the necessary pilotage, tug and launch service. It also furnishes water, supplies from the general storehouses, such as fuel oil and other oils, gasoline, waste, rope and other ship chandlery stores, etc., and does all work of repairing vessels either through the Mechanical or the Electrical Divisions of The Panama Canal.

4. Services and supplies furnished by The Panama Canal, such as pilotage, tug and launch services, fuel oil, water, general supplies, and repairs, may be settled by transfer of appropriation where public funds of the United States are chargeable with the expense, unless the Paymaster or Supply Officer is authorized to pay by voucher, in which case check should be forwarded to the Collector before the vessel leaves Canal Zone waters.

5. The docks, coaling plants, and commissaries are operated through the Panama Railroad Company, and all supplies purchased from or services rendered by these organizations must be paid for in cash or properly authenticated check before the vessel leaves Canal Zone waters. Panama Railroad bills will include the following items:

(a) Commissary purchases of all kinds, the principal items being ice, groceries, cold storage, dry goods, and laundry. These items sold by the Commissary Department may be ordered for delivery at Cristobal, Gatun, Pedro Miguel, or Balboa.

(b) Coal, stevedoring, wharfage at Cristobal, charges for garbage and ash lighters, switching and local freight charges.

6. The bills for supplies or services furnished by the Panama Railroad Company carry proper nonpayment certificate so that checks may be drawn to cover before the voucher is stated. All bills are obtainable at the office of the Collector in the Administration Building, Balboa Heights, (telephone Balboa 21), or at the office of the Deputy Collector in the Terminal Building, Cristobal (telephone Cristobal 110).

7. Supplies for private or cooperative messes or canteens will not be sold on credit but may be purchased at the commissaries on cash sale card; or where only a small quantity of supplies is bought, the most satisfactory method of handling is through the purchase of commissary coupon books.

8. On sales to Naval war vessels and Army transports, a surcharge of 10 per cent is added to the invoice price on material and supplies sold from the Panama Canal storehouses, and 15 per cent to list price of all goods (except meats) sold from the commissaries. On meats, a surcharge of 25 per cent is added to the list price.

9. Surcharges must be shown on each individual invoice. The surcharge covers the general expense of handling and delivering, and as far as purchasers are concerned is as much a part of the unit price of the article purchased as is the cost price shown. The unit price might be increased so as to give the same total amount but the addition of a surcharge reduces the clerical and accounting work to a minimum.

10. Supplies when delivered to the ship will be accompanied by invoices, two copies of which should be receipted by the officer receiving same and returned to the employee making the delivery. The receipt should be plainly signed and the rank of the officer plainly shown. Orders or requisitions for supplies should be made for each ship separately and invoices and bills will be rendered accordingly.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

Nonexpendable Foreman's Orders.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., March 24, 1919.

Circular No. 187:

Effective at once, all Panama Canal storekeepers and commissary managers are requested to forward the triplicate copy of nonexpendable foreman's orders as shown below, in order to facilitate prompt handling of property accounts:

Mechanical Division—To property clerk, Mechanical Division, Balboa.

Dredging Division—To property clerk, Dredging Division, Paraiso.

District quartermasters—To the district quartermaster concerned.

All other divisions—To Property and Requisition Bureau, Executive Department, Balboa Heights.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

ROY R. WATSON,
Acting Chief Quartermaster.

BALBOA HEIGHTS, C. Z., March 24, 1919.

Circular No. 188:

Effective at once, all items of nonexpendable property issued to departments and divisions of The Panama Canal or Panama Railroad by commissaries must be covered by nonexpendable foreman's orders, approved by heads of departments or divisions, or signed by authorized employees.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

ROY R. WATSON,
Acting Chief Quartermaster.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading List will be made as of date March 21, 1919:

ADDITIONS.**NETHERLANDS.**

Hollandse Kleemachinesfabrik, Wijnhaven, 3A, Rotterdam.

NETHERLANDS EAST INDIES.

Bertram & Company	.....	Samarang.
Boelind	.....	Medan.
Hunt Soen & Company	.....	Medan.
Kong Hin & Company	.....	Siantar.
Lie Phie Soe (Merk Seng Hoe)	.....	Medan.
Merk Seng Hoe (Lie Phie Soe)	.....	Medan.
Otto, E	.....	Medan and Palembang.

SPAIN.

Aleman Francisco, Espinardo	.....	Murcia
Jente, Nestor, Villanueva 41 Pral.	.....	Madrid.
Paredely Hoyo, Calle Wadras	.....	Santander.
Puebla Cantabro, El	.....	Santander.
Ramspack, Frederico, Calle Caster-	.....	Corunna.
lar 26.		

Reuss, Otto, Lealtad 9. Madrid.
Sociedad Cupriferá Espanola, Vel- Madrid.
asquez 67.

REMOVALS.**MOROCCO.**

Sabbah, Simon. Larache.

NETHERLANDS EAST INDIES.

Brinker, H. Den. Samarang and Sourabaya.
Seeh Salim Bin Said Bestim. Menado.
Soen Ho Seng, N/V. Batavia.

NORWAY.

Usines Electrochimiques de. Hafslund.

SWEDEN.

Bagges Import Agentur. Gothenburg.
Christensen, A. Tralleborg.
Hagstrom, Gustaf, A/B. Boras.
Hagstrom, Gustaf. Boras.
Jager, Wilhelm. Stockholm.

C. H. CALHOUN,

Chief, Division of Civil Affairs

Gasoline and Kerosene Drums.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 2, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The Atlantic Refining Company is urging prompt return of gasoline and kerosene drums.

Our records indicate that there are approximately 5,300 of these drums now on the Isthmus. The prompt delivery of gasoline under a current contract with this company is contingent upon the prompt return of empty drums.

Please see that all drums of the Atlantic Refining Company are turned in to storehouses immediately after being emptied.

ROY R. WATSON,
Acting Chief Quartermaster.

Assistant Watch Inspector.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 4, 1919.

Circular No. 1234:

To all concerned—Effective Saturday, April 5, office of the Assistant Watch Inspector, Panama, will be transferred from Kerr's jewelry store to Moran & Ford's jewelry store, corner Central Avenue and 8th Street.

W. F. FOSTER,
Master of Transportation.

Additions to Commissary Stock.

Brushes, varnish, 2", ea.	\$0.43
Fruit saucers, Doulton, design 3746, ea.	.44
Oil, special typewriter, 2-oz. bot.	.24
Saws, panel, 10-pt., Disston, 22", ea.	2.25
Seats, bath tub, No. 0, ea.	1.05

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

VICTORY LOAN.

An announcement giving full particulars concerning the "VICTORY LOAN" will be made in "The Panama Canal Record" next week.

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight, April 5, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	- Salt water draft		From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour				Peam	Net					Gross	Net
Bhamo.....	29	6 45	30	6 30	30	15 55	British.	P. Henderson & Company	411	0	52	0	Wellington.	General	1,450		
Whakatane.....	29	21 32	31	13 04	31	14 10	British.	New Zealand Shipping Co.	420	0	54	0	Auckland	General	5,000	7,124	5,544
Ionie.....	30	17 25	31	6 28	31	15 57	British.	White Star Line	500	3	63	3	Plymouth	General	6,200	12,726	9,457
Huaso.....	26	16 35	31	10 55	31	19 05	Chilean.	South American Steamship Line	379	0	44	0	Valparaiso.	General	4,563	3,121	
Victoria.....	31	4 00	31	13 12	31	20 30	British.	Pacific Steam Navigation Co.	401	0	52	0	Valparaiso.	General	2,515	6,560	4,566
S. P. No. 2232.....			31	11 05	31	17 55	American.	United States Navy	305	7	41	6	Balboa	Coal	4,223	2,739	2,522
Cape Horn (bk.).....	4	9 55	4	10 30	5	12 30	French.	Compagnie Fran. d'Armement.	405	7	41	6	Antofagasta.	Coal	10,631	7,606	
Taini.....	3	16 05	5	6 12	5	15 42	British.	Shaw, Savill & Albion Co.	478	0	61	0	Wellington.	Passengers	157	1,170	620
Jamaica.....	1	21 30	5	6 20	5	23 03	British.	Pacific Steam Navigation Co.	220	0	31	0	Tumaco.	General	4,989	11,382	8,339
Ramona.....	4	22 37	5	12 20	5	20 01	British.	Shaw, Savill & Albion Co.	478	0	63	0	Wellington.	Coal			
S. P. No. 2235.....	31		5	10 43	5	17 00	American.	United States Navy	250	0	43	5	Balboa.		1,880	2,339	1,460

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	- Salt water draft		From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour				Peam	Net					Gross	Net
La Habra.....	24	15 30	30	11 09	30	18 35	Norwegian.	W. Wilhelmsen.	424	8	57	0	Valparaiso.	Ballast.			
Verdun.....	30	16 30	31	6 29	31	16 30	British.	Gow, Harrison & Company	423	3	52	9	New York	General	5,400	2,197	1,318
West Modus.....	30	17 00	31	7 55	31	16 25	American.	United States Shipping Board.	409	8	54	2	New Castle	Flour	7,420	6,589	4,588
West Harevar.....	31	6 10	31	9 00	31	17 38	American.	United States Shipping Board.	410	0	54	2	Portland	Flour	8,343	6,571	4,839
S. P. No. 2233.....	17	16 19	31	9 08	31	16 25	American.	United States Navy	250	0	43	5	Balboa.				
War Ewan.....	31	12 00	31	13 52	31	21 45	British.	British Government.	250	0	43	5	Victoria	Lumber, spelter	1,880	2,339	1,460
Gridley (des.).....	1	6 40	1	7 45	1	14 50	American.	United States Navy	514	0	31	0	San Francisco				
Commandant																	
Challes.....	12	17 30	1	7 55	1	18 05	French.	French Government.	278	8	45	6	Iquique	Nitrate	800	2,188	1,589
Abrizada.....	31	19 00	1	8 10	1	17 44	American.	United States Shipping Board.	273	0	49	2	San Francisco	Wine	2,200	3,062	1,898
Cauca.....	31	18 30	1	8 34	1	16 35	British.	Pacific Steam Navigation Co.	246	0	35	2	Guayaquil	General	1,062	1,582	1,023
Jamaica.....	1	11 45	1	12 59	1	21 30	British.	Pacific Steam Navigation Co.	290	0	33	10	Buenaventura.	General	678	1,170	620
Chile.....	31	11 20	1	13 08	1	20 20	British.	Pacific Steam Navigation Co.	350	3	43	1	Valparaiso.	General	1,487	4,040	2,628
Imperial.....	2	0 25	2	7 37	2	14 55	Chilean.	Chilean Line.	326	8	41	2	Tacabulano	Ballast	503	3,021	2,387
Makanda.....	24	20 55	2	11 00	2	21 35	American.	United States Shipping Board.	286	0	46	0	Portland	Nitrate, general	5,800	5,371	3,967
Valparaiso.....	3	11 00	3	6 47	3	14 19	Swedish.	Johnson Line.	304	5	31	4	Valparaiso.	General	2,031	2,785	2,015
H. Fontoppidan.....	3	11 00	3	7 57	3	16 35	Danish.	Swenson & Christensen.	291	0	43	8	Valparaiso.	General	680		
Salvor.....	3	17 00	4	6 42	4	15 20	British.	British Columbian Sal. Co.	215	6	27	15	New Zealand.	Ballast	130	69	
Laura C. Hall.....	3	15 00	4	7 47	4	15 50	British.	Pacific Metal Corporation.	81	0	25	6	Buenaventura.	General	736	1,231	706
Acajula.....	2	20 30	5	6 56	5	17 55	British.	Pacific Steam Navigation Co.	215	7	33	5	Guayaquil	General	5,057	4,782	3,346
Sorata.....	4	13 30	5	6 56	5	15 37	British.	Pacific Steam Navigation Co.	390	0	47	3	Punarenas.	General	1,040	1,213	692
Salvador.....	5	4 50	5	7 55	5	16 50	British.	Pacific Steam Navigation Co.	215	0	33	5	Champerico.	General			
Gen. Graham.....	23	15 34	5	8 19	5	16 10	American.	United States Army.	266	8	46	1	Balboa.	Beans, rice	2,916		
Louoke.....	5	4 00	5	8 19	5	16 55	American.	United States Shipping Board.	290	0	46	1	San Francisco.	General			
Santina.....	19	14 00	5	13 22	6	9 48	American.	Gaston, Williams, Wigmore.	290	8	46	1	Valparaiso.	General	2,553	2,010	

Hours are expressed on the 24-hour basis, and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS			*DEPARTURES				
Date	Vessels	Line	From	Date	Vessels	Line	For
March 30.	Lake Crescent	United States Army	New Orleans.	March 30.	Caribbean	Panama Railroad Commissary.	Cartagena.
March 30.	Saint Audre	French Steamship Line	Puerto Cabello.	March 30.	Culebra.	Panama Railroad Commissary.	Cartagena.
March 30.	Lake Hurst	United States Shipping Board.	Norfolk.	March 30.	Cartago	United Fruit Company.	New Orleans.
March 30.	Lake Hemlock.	United States Shipping Board.	Norfolk.	March 31.	Colon	Panama Railroad Steamship Line.	New York and Haiti.
March 30.	Coppename	United Fruit Company	New Orleans.	April 1.	Achilles	Panama Railroad Steamship Line.	Norfolk.
March 31.	Orotina	P. Wilson.	Port Limon.	April 1.	Orotina	P. Wilson.	Port Limon.
April 1.	Gen. H. F. Hodges.	Panama Railroad Steamsh. p Line.	New York and Haiti.	April 2.	Coppename	United Fruit Company.	New Orleans via Tela.
April 1.	Oregon	Panama Railroad Steamship Line	New Orleans.	April 3.	Lake Crescent	United States Army	New Orleans.
April 2.	Catalina	Spanish Steamship Line	Matanza.	April 3.	Cristobal	Panama Railroad Steamship Line.	New York.
April 2.	Alliance	Panama Railroad Steamship Line	New York and wayports.	April 4.	Oregon	Wilson Brothers & Company	Bluefields.
April 2.	Culebra	Panama Railroad Commissary.	Cartagena.	April 5.	Culebra	Panama Railroad Commissary.	Cartagena.
April 2.	Ulysses	Panama Railroad Steamsh. p Line	Norfolk.	April 5.	Lake Hurst	United States Shipping Board.	New York.
April 3.	Caribbean	Panama Railroad Commissary.	Cartagena.	April 5.	Lake Hemlock	United States Shipping Board.	New York.
April 4.	Kilpatrick	United States Government	New Orleans.	April 5.	Gen. H. F. Hodges.	Panama Railroad Steamship Line.	New York and Haiti.

PORT OF BALBOA.

*ARRIVALS			*DEPARTURES				
Sept. 22 '18	Callao	United States Shipping Board	Callao	April 2	Callao	United States Shipping Board	High seas. †

*Other than ships passing through the Canal. †Went on trial trip and returned the same day.

†Went on trial trip and returned the same day.

COMMISSARY NOTES.

Easter Toys.

Rabbits, chicks, baskets, and other Easter novelties to delight the juvenile population of the Isthmus are now on sale in the commissaries at various prices.

Dried Fruits.

Supplies of dried fruits at present in the market are insufficient to meet requirements. As a consequence prices are high and firm; with very few offerings.

Jamaican Cigars.

After a long wait and many delays a shipment of Jamaican cigars, 146 cases in all, was received ex R. M. S. P. *Oriana*. All sales records in the cigar departments were broken the day these cigars were first offered to customers.

Fresh Milk.

Receipts of milk from the Mindi dairy farm are constantly increasing and there is now a small quantity usually available for sale over the counter in the commissaries. On March 24 the high mark was reached, 839 quarts being pasteurized.

Waists.

Of particular interest because of the near approach of the Easter season is the shipment of ladies' waists just distributed to the line stores. These consist of crepe de chines in bisque, blue, white, flesh, and peach, at \$4.90, and good quality georgette crepes in white and flesh, some tailored, some beaded with contrasting colors, some trimmed with fine laces, some with contrasting bandings, and others with self color silk embroidery, at \$6.15. Still another lot consists of fine quality georgette crepes at \$7.50, which comprise late and attractive styles, several models being trimmed with silk soutache braiding on net, others with fine plaited ruffles and ribbon bandings, and some heavily embroidered with beads.

Cigarettes.

The commissary purchasing agent has repeatedly urged the manufacturers of King Bee cigarettes to hasten deliveries of outstanding requisitions.

As recently stated to him by the makers, the facts are that these cigarettes are packed entirely by hand and notwithstanding the fact that there has been a perceptible increase in wages to retain the class of labor required on goods of this character it was not sufficient to hold many of the employees who could make more elsewhere, so that this company had less labor in January than in December. They state, however, that conditions are steadily improving and that they anticipate no difficulty in filling commissary orders promptly in future. The present shortage has been relieved by receipt of 90 cases on two boats arriving last week.

Porto Rican Cigars.

Word has just been received from a Porto Rican-American tobacco company that they were unable to ship 30,000 cigars on order for the Commissary Division due to the fact that the cigar makers' strike at San Juan still continues.

Oranges.

The products buyer at Cartago, Costa Rica, has written that the United Fruit Company's farm at Navarro is temporarily out of "Valencia" wrappers for the oranges which he has purchased from them and that in the circumstances they will be obliged to use "Navel" wrappers. The 50 boxes received by recent arrival from Port Limon were so wrapped and this explanation is offered in order that commissary customers may not be misled by the wording on the wrapper.

Sheet Music.

The second shipment of popular sheet music, received in line with the Commissary Division's efforts to have the latest numbers on sale in the retail stores as soon as possible, was distributed to line stores last week. The quick sales which characterized the first shipment were reported on the present one. In this connection, a small number of titles in semiclassical and light operatic vein have also been received and distributed.

THE PANAMA CANAL RECORD



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Volume XII.

Balboa Heights, C. Z., April 16, 1919.

No. 35.

Victory Liberty Loan.

Drive starts April 21.

Drive ends May 8, Canal Zone, (10th, United States).

Total amount of issue, \$4,500,000,000.

Canal Zone quota, "A Million or More."

The Victory Liberty Loan will take the form of $4\frac{3}{4}$ per cent, 3-4-year convertible gold notes of the United States, exempt from State and local taxes except estate and inheritance taxes, and normal Federal Income taxes.

Notes will be convertible at holder's option throughout their life into $3\frac{3}{4}$ per cent 3-4-year convertible gold notes free from all Federal, State, and local taxes, except estate and inheritance taxes. Three and three-fourths per cent notes are also offered, but application will be deemed to be for $4\frac{3}{4}$ per cent notes unless otherwise expressly indicated on application or before completion of payment. Three and three-fourths per cent notes are likewise convertible into $4\frac{3}{4}$ per cent notes.

Canal divided into five districts—Ancon, Balboa, Pedro Miguel, Gatun, and Cristobal.

Victory Loan Honor Flag to be awarded to the district having the highest average subscription, which is to be determined by dividing the total amount subscribed by the number of employees assigned to each district by the Victory Liberty Loan Committee.

Cable has been sent to the United States requesting appointment of Mr. C. H. Calhoun as Chairman of Four Minute Men.

Employees in supervisory capacity are requested not to solicit subscriptions to come through the head of the division or through them, but to handle all subscriptions through the district organizations.

Statement will be published daily showing amount subscribed by each department or division, and distribution of the same to each labor organization on the Canal Zone.

Supply of posters has been received and distributed.

A general committee, consisting of heads of departments and divisions of The Panama Canal and representatives of labor unions, has been appointed by the Governor. Mr. Hartley Rowe, Balboa Heights, is chairman, and communications may be addressed to him.

Notice to Mariners—Radio Weather Reports from Punta Mala.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., April 5, 1919.

CIRCULAR No. 643-55:

Radio reports are received at 8 a. m. and 1 p. m. daily covering weather conditions at Punta Mala. Masters of vessels so desiring may obtain the latest available reports on weather conditions below the Pacific entrance of the Canal upon application to the Port Captain at either terminal.

CHESTER HARDING, Governor.

Farm Income and Expenses.

The Accounting Department of Balboa Heights is in receipt of a supply of forms 1040-F, United States Internal Revenue Service Schedule of Farm Income and Expenses, to be sent with return, Form 1040-A or 1040, to the Collector of Internal Revenue of the district in which the taxpayer resides or makes his return. The Auditor states that this form contains full instructions, and should be used by every taxpayer making up a statement of the accounts of any farming business. He considers it advisable for every person interested financially in a farming proposition to have one of these forms at hand in order that the accounts may be kept in such shape as to insure a correct rendition of the expenses and income of the business for the current year. Application for these forms should be made to the Auditor, Balboa Heights.

Taboga Launch Service.

Effective Tuesday, April 15, launch from Taboga will leave Taboga at 8 a. m. instead of 7 a. m. as heretofore.

Launch will leave dock 19 for Taboga at 10.15 a. m. instead of 9.40 a. m. No other changes in schedule.

Local Civil Service Examinations.

The following examinations will be held at Balboa Heights, C. Z., on the dates set opposite the titles thereof:

Postal clerk, April 20, 1919.

Stenographer and typewriter, April 20, 1919.

Clerk, April 27, 1919.

Full information in regard to the scope and character of the examinations including sample questions and in regard to conditions of employment in The Panama Canal Service is contained in pamphlet form 1424, Information for Applicants for Stenographer and Typewriter Examination, a copy of which may be obtained from the Secretary of the Civil Service Board, Administration Building, Balboa Heights, C. Z. Applicants for the clerk examination must take at least one optional subject in addition to the regular basis subjects. The optional subjects are, first, typewriting; second, bookkeeping; third, general business training and experience; fourth, time-keeping training and experience. If the third optional is taken, three letters of recommendation from former employers should accompany the application.

Applicants for the examination for postal clerk must show that they have had at least one year's experience as clerk in the United States or Canal Zone post offices or as postmaster or as Navy mail clerk, and that they are familiar with the receipt, distribution, and dispatch of mail matter, the issuance of money orders, registration of mail and the preparation of various reports required of postmasters.

Application form No. 1312 must be filled out, including the medical certificate but excluding the county officer's certificate, and should be filed promptly with the Board of Civil Service Examiners at Balboa Heights, C. Z.

Applicants must have reached their 20th but not their 45th birthday on the date of the examination, must be citizens of the United States, physically sound and in good health.

Applicants must submit to the examiner on the day of the examination their photograph taken within two years, securely pasted in the space provided on the admission cards sent them after their applications are filed.

Applicants for the clerk examination in answer to question 1 and on the outside of the form should state the optional subject taken in addition to the name of the examination required.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant in poultry and egg handling (male and female); \$1,200 to \$1,620 a year; No. 178; May 20, 1919; form 2118; age, under 45 years.*
Laboratory assistant (male); \$4.48 to \$5.92 a day; May 21-22, 1919; form 1312; age, 20 years but not 35 years.

Oiler (male); \$840 a year; May 27, 1919; No. 196; form 1800; age, 18 years and over.*

Photographic laboratory assistant (male); grade 1, \$1,000 to \$1,500 a year; grade 2, \$1,500 to \$2,100 a year; No. 192; form 1312; age, 18 years but not 50 years; May 29, 1919.*

Specialist in cotton classing (male); \$2,400 to \$3,600 a year; No. 193; form 2118; age, 25 years but not 55 years; April 29 and May 20, 1919.*

Teacher of agriculture (male); \$1,000 to \$1,200 a year; No. 174; form 1312; age, 20 years but not 50 years; May 21, 1919.

Clerk (male); \$900 to \$1,100 a year; No. 186; May 17, 1919; form 304; age, 18 years and over.

Draftsman (male and female); \$1,080 to \$1,200 a year; May 31, 1919; form 1312; age, 21 years and over; No. 175.

Elevator machinist (male); \$900 a year; No. 197; May 27, 1919; form 1800; age, 21 years and over.*

Laboratory aid in agricultural technology (male and female); \$720 to \$1,080 a year; No. 176; May 21, 1919; form 1312.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Beginners' Spanish Class.

A beginners' Spanish class will commence at the Balboa night school Monday, April 21, and will meet on Mondays and Thursdays. Tuition, \$4 per month.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Leonce Gabriel.....	142892	St. Lucia.....	Folks River.....	Commissary Div....	March 27, 1919.
Walter Cadogan.....	118257	Barbados.....	Panama.....	Commissary Div....	April 6, 1919.
Foster Trotman.....	133933	Barbados.....	Colon.....	Panama Canal Press.	April 4, 1919.
John Patterson.....	160982	Jamaica.....	Colon.....	Commissary Div....	April 5, 1919.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Samuel Steele.....	88860	Jamaica.....	Colon.....	Panama Railroad	April 5, 1919.

Official Circulars.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 1, 1919.

CIRCULAR No. 194:

Effective as of April 1, 1919, Col. H. C. Fisher, Chief Health Officer, is designated an accountable official of The Panama Canal, *vice* Major Robert L. Loughran, and as such will account for all nonexpendable property in use in the Health Department.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 1, 1919.

CIRCULAR No. 195:

Effective as of April 1, 1919, Mr. D. E. Wright, Municipal Engineer, is designated an accountable official of The Panama Canal, *vice* Mr. R. C. Hardman, and as such will account for all nonexpendable property in use in the Municipal Engineering Division.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

Acting Architect.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., April 10, 1919.

All concerned—Effective April 11, and during the absence of Mr. S. M. Hitt, architect, Mr. Meade Bolton will perform the duties of architect as acting architect.

H. ROWE,
Resident Engineer.

Communication With Rhine Provinces.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 8, 1919.

CIRCULAR No. 1238:

Agents and Operators—The following telegram has been received from the Central and South American Telegraph and Cable Company:

"Communication with Rhine provinces of Germany occupied by American and Allies' armies restored for plain language messages to the troops and for commercial messages to individuals and firms. Private messages between private individuals are not allowed. Following are principal towns for which messages may be accepted: Duisburg, Krefeld, Munchgladbach, Aachen, Solingen, Mulheim, Cologne, Bonn, Duren, Coblenz, Ems, Treves, Frankfurt, Darmstadt, Worms, Speier, Kaiser-salutern, Saarbrucken and Aix la Chapelle. Rate, 7 cents per word more than the rate to London."

W. F. FOSTER,
Master of Transportation.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, April 12, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea	Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons		Panama Canal tonnage
	Day	Hour	Day	Hour	Day	Hour										Gross	Net	
Acajula.....	4	17 57	6	6 25	6	12 53	...	British.....	Pacific Steam Navigation Co....	216.0	34.0	13.6	Cristobal.....	Guayaquil.....	Ballast.....	1,273	706	
Stadacona.....	6	8 21	6	9 45	6	17 40	...	British.....	Canadian Government.....	200.0	32.0	14.0	Kingston.....	Victoria.....	Ballast.....	1,000	.....	
Armentieres.....	6	8 35	6	9 45	6	18 52	...	British.....	Canadian Government.....	150.0	22.0	16.0	Kingston.....	Victoria.....	Ballast.....	650	.....	
Thspval.....	6	8 40	6	9 45	6	19 01	...	British.....	Canadian Government.....	150.0	22.0	16.0	Kingston.....	Victoria.....	Ballast.....	650	.....	
Givency.....	6	8 40	6	9 45	6	19 05	...	British.....	Canadian Government.....	150.0	22.0	16.0	Kingston.....	Victoria.....	Ballast.....	650	.....	
Cauca.....	1	16 35	6	10 33	6	19 13	...	British.....	Pacific Steam Navigation Co....	246.0	35.0	15.6	Cristobal.....	Guayaquil.....	General.....	650	1,582	
Imperial.....	2	14 55	7	6 30	7	14 05	...	Chilean.....	South American Steamship Line.	337.0	41.0	25.3	Cristobal.....	Valparaiso.....	General.....	3,021	1,023	
Sir Francis.....	1	13 25	7	6 00	7	16 05	...	American.....	Thomas Drake.....	32.0	10.0	3.0	Kingston.....	San Diego.....	No cargo.....	7	2,397	
Toula.....	7	16 31	8	6 25	8	14 40	...	Russian.....	Russian Volunteer Fleet Assn..	281.0	41.3	20.0	New York.....	Vladivostok.....	General.....	2,100	1,597	
Chile.....	1	20 20	8	12 43	8	20 03	...	British.....	Pacific Steam Navigation Co....	350.0	45.0	19.3	Cristobal.....	Valparaiso.....	General.....	1,923	4,040	
Onaka.....	9	7 57	9	8 25	9	18 05	...	British.....	Standard Transportation Co....	411.8	52.0	26.0	New York.....	San Francisco.	Lumber, oil, gen.	8,000	6,399	
Salvador.....	5	16 52	10	6 12	10	18 55	...	British.....	Pacific Steam Navigation Co....	215.0	33.0	12.6	Cristobal.....	Champerico.....	General.....	95	1,213	
Lake Ontario.....	9	6 50	10	6 15	10	18 58	...	American.....	United States Shipping Board..	265.0	43.0	21.0	Newport News.....	Huasco.....	Coal.....	2,370	2,245	
Camaguey.....	10	8 05	10	8 45	10	18 58	...	American.....	New York & Cuba Mail S. S. Co.	358.0	45.0	19.0	New York.....	Balboa.....	Fuel oil.....	2,742	3,983	
S. V. Harkness.....	11	4 10	11	6 30	11	14 14	...	American.....	Standard Oil Company.....	435.6	57.0	26.0	Tuxpan.....	Pisagua.....	Fuel oil.....	8,600	7,560	
Remuera.....	11	19 25	12	6 05	12	14 47	...	British.....	New Zealand Shipping Co....	485.0	62.3	28.6	Newport News.....	Auckland.....	General.....	4,602	11,664	
Java Maru.....	11	19 42	12	6 30	12	18 01	...	Japanese.....	Osaka Shosen Kaisha,ki Kaisha	383.0	48.1	27.6	New York.....	Yokohama.....	General.....	6,305	5,641	
S. P. 1841.....	8	15 32	12	10 20	12	18 01	...	American.....	United States Navy.....	383.0	48.1	27.6	Cristobal.....	Balboa.....	No cargo.....	6,305	5,641	

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Santino.....	19	14	00	5	13	22	6	9	48	.....	American.....	Gaston, Williams, Wigmore.....	268.8	48.2	22.0	Valparaiso.....	Havre.....	General.....	2,552	2,010
Yakima.....	4	21	30	6	6	27	6	14	37	.....	American.....	United States Shipping Board.....	266.4	46.4	22.0	San Francisco.....	Newport News.....	Peas, beans, rice.....	2,636	1,664
Antilla.....	6	4	20	6	8	00	6	16	10	.....	American.....	New York & Cuban Mail S. S. Co.....	358.0	45.0	21.0	La Union.....	Havre.....	Coffee.....	4,179	3,797
Callao.....	22	11	30	7	8	00	7	15	15	.....	American.....	United States Shipping Board.....	439.1	56.0	18.0	Callao.....	New York.....	Ballast.....	8,751	6,062
Justice.....	7	7	30	7	10	42	7	20	25	.....	French.....	French Government.....	258.8	45.2	15.0	Tacoma.....	Gulport.....	Copper bars.....	493	2,230
Schiedijk.....	7	16	30	8	6	46	8	14	28	.....	Dutch.....	Holland-American Line.....	426.0	54.4	24.0	Batavia.....	New York.....	General.....	6,000	7,253
Scandagra.....	7	19	00	8	7	15	8	15	47	.....	American.....	United States Shipping Board.....	390.0	50.0	15.0	Valparaiso.....	Galveston.....	Ballast.....	6,130	4,345
S. P. 1841.....	8	18	00	8	9	28	8	15	42	.....	American.....	United States Navy.....	400.0	53.0	22.6	High seas.....	London.....	Zinc, ore, wool.....	5,219	4,481
War Citadel.....	8	21	00	9	8	48	9	16	40	.....	British.....	British Government.....	399.6	53.0	22.0	Port Pirie.....	Newport News.....	General.....	4,774	5,887
War Castle.....	9	4	30	9	8	48	9	17	05	.....	British.....	British Government.....	465.3	56.3	22.5	Sydney.....	Liverpool.....	Metal, sugar, etc.....	4,576	8,306
Orega.....	9	4	30	9	9	52	9	17	45	.....	Brit sh.....	Pacific Steam Navigation Co.....	465.3	56.3	25.5	Talcahuano.....	Liverpool.....	Metal, sugar, etc.....	4,576	8,306

* Short tons.

PORT OF CRISTOBAL									
Date	Vessels	Line	From	Date	Vessels	Line	For		
Palena.....	9 2.00	9 11.32	9 18.50	14 10.33	Chilean.....	Chilean Line.....	350 0	42.1	22.0
Point Lobos.....	8 9.00	9 12.00	9 19.57	9 20.20	British.....	United States Shipping Board.....	507 0	44.0	19.0
Ruapahou.....	9 9.00	9 12.28	9 21.10	10 12.27	American.....	New Zealand Shipping Co.....	457 3	58.2	26.0
Livingstonia.....	9 9.30	9 13.00	9 22.55	10 11.05	Br tsh.....	Maclean & McIntyre.....	385 0	50.0	21.3
Nantoro.....	9 3.10	10 6.47	10 14.45	10 11.05	Peruvian.....	Leuvin Steamship Line.....	389 0	46.0	22.6
Cetorara.....	9 3.10	10 8.08	10 16.00	12 18.55	American.....	United States Shipping Board.....	207 7	46.5	20.0
Budisan.....	3 20.00	10 10.27	10 18.55	10 23.00	American.....	United States Shipping Board.....	207 7	46.0	23.3
Benj. Brewster.....	10 7.45	10 11.19	10 19.35	10 23.00	American.....	Standard Oil Company.....	414 0	53.0	18.0
R. S. Parsons.....	9 22.30	10 12.07	10 21.50	10 23.00	British.....	W. K. Grace & Co.....	155 2	33.8	13.6
Benvola.....	3 12.00	10 14.15	10 23.22	11 8.30	American.....	United States Shipping Board.....	212 8	54.0	19.0
West Erral.....	10 6.00	10 14.54	10 23.22	11 12.25	American.....	United States Shipping Board.....	410 0	54.0	24.0
Eten.....	5 9.50	11 6.46	11 15.52	12 7.17	American.....	Rosario Navigation Corp.....	229 3	44.4	14.4
Manavi.....	22 11.30	11 7.34	11 16.45	13 15.46	British.....	United States Shipping Board.....	435 7	53.2	17.1
West Amargosa.....	9 8.20	11 8.15	11 17.30	11 18.37	American.....	Pacific Steam Navigation Co.....	216 0	54.4	22.5
Wakama.....	12 1.00	12 8.15	12 15.35	12 22.35	American.....	United States Shipping Board.....	407 1	54.2	21.5
War Noble.....	11 20.00	12 9.44	12 17.58	13 12.45	British.....	United States Government.....	210 1	54.1	23.0
Antonia.....	12 8.50	12 11.02	12 20.25	12 12.45	Greek.....	N. Galanos.....	249 9	43.9	21.10
Annie M Rolph.....	11 17.00	12 14.04	13 10.44	13 14.54	American.....	Rolph Navigation Co.....	231 4	43.5	11.8
Relief.....	11 17.00	12 14.33	12 20.59	13 14.04	American.....	Rolph Navigation Co.....	112 6	22.5	10.0

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL

*ARRIVALS									
Date	Vessels	Line	From	Date	Vessels	Line	For		
April 6.....	Orolina.....	P. Wilson.....	Port Limon.....	April 6.....	Cataluna.....	Spanish Steamship Line.....	Puerto, Colombia.		
April 6.....	Parana.....	United Fruit Company.....	New Orleans.....	April 6.....	Ulysses.....	Panama Railroad Steamship Line.....	Norfolk.		
April 6.....	Lake Wilson.....	Panama Railroad Steamship Line.....	New York and Norfolk.....	April 6.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.		
April 7.....	Lake Wilson.....	United States Shipping Board.....	New York and Norfolk.....	April 6.....	Allianca.....	Panama Railroad Steamship Line.....	New York.		
April 8.....	Culebra.....	Panama Railroad Commissary.....	Cartagena via Covanas.....	April 8.....	Orolina.....	French Steamship Line.....	Port Limon.		
April 8.....	Author.....	Harrison Steamship Line.....	Belize.....	April 8.....	Saint Andre.....	Panama Railroad Commissary.....	Puerto Mexico.		
April 10.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena via Cispato.....	April 10.....	Culebra.....	Panama Railroad Steamship Line.....	Cartagena.		
April 11.....	Zacapa.....	United Fruit Company.....	New York via Kingston.....	April 10.....	Lake Wilson.....	United Fruit Company.....	New York and Haiti.		
April 11.....	Orolina.....	P. Wilson.....	Port Limon.....	April 10.....	Parana.....	United States Government.....	New Orleans and Bocas.		
April 12.....	Lake Ogden.....	United States Shipping Board.....	New York via Norfolk.....	April 10.....	Kilpatrick.....	Panama Railroad Steamship Line.....	New Orleans.		
April 12.....	Lake Ogden.....	United States Shipping Board.....	New York via Norfolk.....	April 11.....	Advance.....	Panama Railroad Steamship Line.....	New York.		

PORT OF BALBOA

*DEPARTURES									
Date	Vessels	Line	For	Date	Vessels	Line	For		
Sept. 22 '18.....	Eten.....	United States Shipping Board.....	Callao.....	April 8.....	Eten.....	United States Shipping Board.....	High seas +		
March 16.....	Anox.....	J. Griffiths & Sons.....	Seattle.....	April 9.....	Anox.....	J. Griffiths & Sons.....	Sewell, via San Pedro.		
March 16.....	Baroda.....	J. Griffiths & Sons.....	Portland.....	April 9.....	Baroda.....	J. Griffiths & Sons.....	Seward, Alaska.		

*Other than ships passing through the Canal.

Official Circulars.

Communication With German Austria.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 8, 1919.
CIRCULAR No. 1237:

Agents and Operators—The following telegram has been received from the Central and South American Telegraph and Cable Company:

"Trade and communications have been resumed to-day with German Austria. This does not apply to Hungary."

W. F. FOSTER,
Master of Transportation.

List of Nonexpendable Property.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 5, 1919.
CIRCULAR No. 193:

To all concerned—The list of nonexpendable property in pamphlet form mentioned on page 290 of THE PANAMA CANAL RECORD dated February 5, 1919, will be ready for mailing about April 21, 1919.

Distribution will be made by the Property and Requisition Bureau directly to the responsible officials whose property accounts are handled by that bureau.

The Dredging Division, Mechanical Division, and District Quartermasters should make application in writing to this office for such copies of the pamphlet as they require.

Additional copies of the pamphlet will be furnished heads of departments and divisions by this office on written application.

All material foremen, storekeepers, commissary managers, storemen, property and requisition clerks, and all persons authorized to sign foreman's orders, should have a copy of the pamphlet available at all times, in order that only authorized nomenclature for Panama Canal and Panama Railroad property may be shown on requisitions, invoices, foreman's orders, and other property papers.

H. A. A. SMITH,
Auditor, The Panama Canal.

School Vacation.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 11, 1919.
CIRCULAR No. 1241:

Conductors and Collectors—The public schools of the Canal Zone will be closed for the Easter holiday from Saturday, April 12, to April 20, inclusive, reopening on Monday morning, April 21.

During this period school passes are not to be accepted for transportation.

W. F. FOSTER,
Master of Transportation.

Holiday Schedule, Panama Railroad.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 14, 1919.
CIRCULAR No. 1243:

All concerned—The Panama Railroad will operate regular Saturday schedule, Thursday, April 17, and regular Sunday schedule Friday, April 18, on the main line and Las Cascadas branch.

Local freights will not run April 18.

W. F. FOSTER,
Master of Transportation.

Approved:
S. W. HEALD,
Superintendent.

Administrator's Sale.

The Administrator of Estates, room 301 Administration Building, Balboa Heights, will accept written bids up to 10 a. m., Monday, May 5, 1919, for the purchase of a portion of the personal effects belonging to the estate of Anselmo Ampuero, deceased American employee. The property to be sold consists of the following:

1 new G. E. electric iron, with cord and plug.
1 brass, T-style, electric desk lamp for 2 lights with cord and plug (good condition).

1 lot of machinist's tools and instruments (13 pieces).

1 small leather bag and 2 wooden chests.

Miscellaneous effects (personal articles, household furnishings, etc.) 77 items.

35 books, including several marine engineering text and handbooks.

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects will be open to inspection every business day.

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be submitted to the Administrator of Estates in sealed envelopes marked "Bid on effects of Anselmo Ampuero, deceased." The right is reserved of rejecting any or all bids.

C. H. CALHOUN,
Administrator of Estates.

Additions to Commissary Stock.

"Panama Guide", ea.....	\$0.63
Dress goods:	
Voile, Poilu tissue, fancy, yd.....	.58
Voile, white Tara, 40", yd.....	.26
Voile, white Herat, 40", yd.....	.35
Voile, embroidered Swiss, yd.....	.50
Voile, embroidered Swiss, yd.....	.70
Voile, embroidered Swiss, yd.....	.57
Voile, embroidered Swiss, yd.....	.80
Embroidery:	
Veining, white nainsook, yd.....	.05
Veining, white nainsook, yd.....	.07
Veining, white nainsook, yd.....	.10
Envelopes, Hammett mill bond, ripple and linen finish, 25s, pkg.....	.07
Handkerchiefs, cotton, ea.....	.11
Handkerchiefs, cotton, ea.....	.14
Handkerchiefs, linen, ea.....	.29
Handkerchiefs, linen, ea.....	.37
Hats, straw, ea.....	2.60
Hats, straw, ea.....	1.70
Knickerbockers, boys', tweed, pr.....	3.70
Laces, cotton, Guipure, yd.....	.12
Laces, cotton, Guipure, yd.....	.16
Laces, cotton, Guipure, yd.....	.22
Soap, Colombian, Ideal Almendra, cake....	.11
Soap, Colombian, Ideal Almendra, bar....	.40
Undershirts, boys', balbriggan, ea.....	.50
Bedspreads, blue, hemmed edge, 54" x 84", ea.....	2.50
Braid, stickerie, assorted colors, 4-yd, pc....	.11
Clutches, scarf pin, ea.....	.40
Covers, mattress, 36" x 72", ea.....	2.10
Covers, pillow, ea.....	.67
Dress goods:	
Batiste, assorted designs, yd.....	.30
Organdie, mercerized, 39", yd.....	.40
Voile, Cortina, mercerized, yd.....	.45
Floss, Shetland, assorted colors, ball.....	.13
Loops, silk, for pajamas, set.....	.14
Ponchos, ea.....	5.15
Sheeting, linen, 72", yd.....	2.45
Shirts, negligee, men's, with soft cuffs, ea..	1.85
Shirts, negligee, men's, with soft cuffs, ea..	2.70
Mucilage, 2½-oz. tube.....	.10
Suits:	
Alpaca, black, yd.....	2.50
Cotton, 54", yd.....	1.45
Tussore, 28", yd.....	.92
Umbrellas, men's, Fold Rite frame, ea.....	3.15
Umbrellas, ladies', Fold Rite frame, ea.....	3.35
Bottles, nursing, Hygeia, with breasts, ea..	.22
Bowls, shallow, aluminum, No. 292, 1-qt. ea.....	.51

COMMISSARY NOTES.**Books.**

A considerable number of 1918 and 1919 popular successes in reprint editions, to sell at 65 cents per copy, have been received. With the attractive combination of well-known authors, attractive titles, and low prices, the books, which will go on sale this week, will be disposed of quickly.

The list of titles follow:

The Border Legion.....	Zane Grey.
Dear Enemy.....	Joan Webster.
A Far Country.....	Winston Churchill.
The Rainbow Trail.....	Zane Grey.
The Heritage of the Desert.....	Zane Grey.
A Fool and His Money.....	George Barr McCutcheon.
The Fortunate Youth.....	William J. Locke.
The Heart of Rachel.....	Kathleen Norris.
Riders of the Purple Sage.....	Zane Grey.
The Light of Western Stars.....	Zane Grey.
Kazan.....	James Oliver Curwood.
Missing.....	Mrs. Humphrey Ward.
The Last of the Plainsmen.....	Zane Grey.
The Lone Star Ranger.....	Zane Grey.
The Pirate of Panama.....	William MacLeod Raine.
The Poor Little Rich Girl.....	Eleanor Gates.
Prudence Says So.....	Ethel Hueston.
Quced.....	Henry Sydnor Harrison.
Seventeen.....	Booth Tarkington.
Desert Gold.....	Zane Grey.
The Snow Burner.....	Henry Oyen.
Stella Maris.....	William J. Locke.
The Valley of the Moon.....	Jack London.
Betty Zane.....	Zane Grey.
The Short Stop.....	Zane Grey.
When a Man Marries.....	Mary Roberts Rinehart.
Wild Animals I Have Known.....	Ernest Thompson Seton.
Wildfire.....	Zane Grey.
How Could You, Jean?.....	Eleanor Hoyt Brainerd.
Arizona.....	Augustus Thomas.
The Road to Understanding.....	Eleanor H. Porter.
From Baseball to Boches.....	H. C. Witwer.
The Light in the Clearing.....	Irving Bacheller.
The Master Mystery.....	Arthur B. Reeves.
The Treasure Train.....	Arthur B. Reeves.
The Undertow.....	Kathleen Norris.

Edgings and Insertions.

A shipment of edgings and insertions is expected from London in the near future. When received notice of date of sale will be announced through these columns.

Colombian Butter.

The firm which supplied the Colombian butter on sale in the commissaries some time since has written under date of April 7 that they are unable to make shipment at this time due to greatly decreased production caused by the very dry season which has been experienced in Colombia.

Onions.

According to information received by late post from the commissary purchasing agent the indications are that a high market will prevail on onions of good quality owing to the storms and light frosts in the Bermuda Islands and the prospects of short crops in Texas. Few cars, it is stated, are now arriving in New York in first class shipping condition.

Endive.

The Panama Canal plantations are sending a considerable quantity of endive to the commissaries but this salad is not meeting with as ready sales as was expected, possibly due to the fact that most persons use it only in one way. It is recommended that it be prepared for the table in the following manner:

Put a few bunches into cold water to freshen; pick it over carefully, removing any wilted and yellow leaves. Pass it through several changes of water to free it from grit. Then place it in a saucepan of boiling water. Cover the saucepan, stirring occasionally so it will not burn. After 20 minutes, add salt and cook 5 minutes longer, then turn it into a colander to drain.

Popular Books.

Statistics recently compiled in the United States show that of 12 books most called for in public libraries throughout the United States during the month of January, all but two are in stock or on order by the Commissary Division. Requisition will be placed for the two titles not now on order.

Doulton Saucers.

Of much interest to commissary patrons who have purchased Doulton fruit dishes in the Shakespearean design is the announcement that this division has recently received from England the fruit saucers in the same patterns which were needed to complete the sets. The larger dishes were obtained over two years ago but because of the difficulties in manufacture during the war, it was impossible to secure the small fruit saucers. These may be obtained now, however, at all commissaries in the following patterns: Katherine, Orlando, Ophelia, Shylock, Portia, Romeo, Anne Page, Wolsey, Juliet, Falstaff, Hamlet, and Rosalind. The price is 44 cents each.

Butter.

According to the "New York Produce Review," 2,700,000 pounds of butter were shipped abroad during the first three weeks in March. During the same period considerable exports of butter were made to France and Denmark. This publication states that with the world short on fats, especially the countries that have been in the war, it is only natural that traders should come to the United States for supplies. When the stock for home needs is said to be short, the whole question of exporting butter is a serious one. About the middle of March prices took a sharp upward turn and the high point of the season was almost reached.

Summer Wash Goods.

A considerable quantity of summer wash dress goods in voiles, organdies, batistes, lawns, handkerchief linon, fancy Swiss, etc., has recently been received by the Commissary Division and distributed to line stores. These goods have met with more than usual favor for they typify everything that is new and fashionable in the New York market.

Our requisition also called for lawn, but the commissary purchasing agent has advised that lawn is passé this season and handkerchief linon has been substituted. The batiste received is in attractive floral patterns and the commissary purchasing agent was able to purchase it at somewhat less than the current quotations. Included also in the shipment is some very attractive Scotch gingham. The voiles and organdies received are in the latest popular patterns, and, as it is believed that this will be a voile season in dress goods, this line particularly should meet with ready sales.

In this connection, and as part of the same requisition, a large shipment of fancy ribbons was received and distributed to line stores. These ribbons represent the best selections from several houses and are different in patterns and designs from anything the Commissary Division has heretofore stocked.

British Markets.

In response to an inquiry concerning the present tendencies in British markets, the Commissary's London connections have written that things generally are still very unsettled and that while materials are showing indications of going down in price, the benefit for the most part is counteracted by the advancing cost of labor.

Since the signing of the armistice there has been a net reduction of 3d on raw cotton, and spinners are no longer asking a high margin for yarns not for direct government contracts. On the other hand, increased wages and shorter hours must necessarily react on the cost of production.

The severe shortage of flax, it is stated, makes any reduction in the price of linens for the next few months quite improbable. This is based on report of the Linen Merchants Association of Belfast.

The chinaware and earthenware business is reported as not yet having reached a position of stability. It is expected, however, that manufacturing costs will ease somewhat in the near future.

As for serges and suitings, the scarcity and high prices of woollens and the anticipation of a very large demand from various markets, as soon as export facilities and shipping has improved, make it unlikely that a downward trend will occur in this market for many months to come.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL

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Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., April 23, 1919.

No. 36.

Leave Regulations—Monthly Payment for Employees on Leave.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 21, 1919.

CIRCULAR No. 602-22:

1. Hereafter an employee who has been granted leave of absence may have his pay sent to him monthly instead of having it withheld until he reports for duty. Monthly payment will be made in this manner only when requested by the employee in writing, and so indicated on form 194, Request for Leave of Absence, which must be forwarded to this office in duplicate.

2. If the employee does not intend to return to duty he should notify the Executive Office as far in advance as possible, but in any event before the date his leave expires, and tender his resignation.

3. An employee will be expected to report for duty at the expiration of leave if he has not tendered his resignation, or, in case of emergency, within the seven-day period of grace. If he does not so report he will be automatically discharged. If unavoidably detained, an extension of leave will be in order on proof of such necessity. In the absence of notice of intention to resign to be submitted prior to expiration of leave, and absence of proof of an emergency detaining the employee beyond the grace period, the employee will be considered derelict in his duty and will be subject to disciplinary action in connection with his discharge.

CHESTER HARDING, *Governor.*

Contagious Diseases.

For the information of all concerned, the law on the reporting of infectious or contagious diseases, is quoted below:

Every physician, druggist, school teacher, clergyman, midwife, nurse, head of a family, or other person in attendance on or in charge of anyone sick or injured, having knowledge of the existence in any district of the Canal Zone of any of the diseases hereinafter named, shall immediately report the same to the district physician or sanitary inspector. The diseases required to be so reported are:

Anthrax	Measles
Chicken pox	Plague
Cholera, Asiatic	Puerperal septicemia
Diphtheria (croup)	Relapsing fever
Dysentery	Rubella (Rotheln)
Epidemic cerebrospinal meningitis	Scarlet fever
Erysipelas	Smallpox
Glanders	Tetanus
Infectious diseases of the eye	Tuberculosis (of any organ)
Leprosy	Typhus fever
Malarial fever	Typhoid fever
Whooping cough	Yellow fever

Any person who fails to make due report, as required by this order of any of the above-enumerated diseases shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine not exceeding \$25, or by imprisonment in jail not exceeding 30 days, or by both such fine and imprisonment in the discretion of the court.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Engineer in forest products (male); \$1,860 to \$3,000 a year; May 27, 1919; form 1312; age, within reasonable age limits.*

Assistant engineer in forest products (male); \$1,200 to \$1,800 a year; May 27, 1919; form 1312; age, within reasonable age limits.*

Pharmacist (male); Freedmen's Hospital; \$720 a year, with room and board; June 4, 1919; form 1312; age 21 years and over.

Specialist in animal husbandry and dairying (male and female); \$1,800 to \$2,500 a year; No. 4-amended; May 27, 1919; form 2118.

Specialist in animal husbandry and dairying (male and female); \$1,800 to \$2,500 a year; June 3, 1919; No. 207; form 2118.*

Coal mining engineer (male); \$2,400 to \$4,000 a year; May 27, 1919; No. 191; form 2118; age under 45 years.*

Assistant coal mining engineer (male); \$1,800 to \$2,400 a year; May 27, 1919; No. 191; form 2118; age under 45 years.*

Wireless engineer (male); \$3,000 a year (Philippine Civil Service Examination); June 10, 1919; form B. I. A. 2; age, 24 years but not 40 years.*

Senior engineer, grade 2 (male); civil, electrical, mechanical, signal, structural, telegraph, and telephone; \$1,800 to \$2,700 a year; June 10, 1919; No. 199; form 1312; age, under 60 years.*

Senior architect, grade 2 (male); \$1,800 to \$2,700 a year; June 10, 1919; No. 199; form 1312; age, under 60 years.*

Scientific assistant in public health work (male and female); \$1,500 to \$2,500 a year; June 3, 1919; No. 205; form 2118; age, 21 years and over.*

Refrigeration plant attendant (male); \$1,200 a year; June 3, 1919; No. 215; form 1800; age, 20 years and over.*

Preparator in nematology (male and female); \$660 to \$1,000 a year; June 4, 1919; form 304; age, 18 years and over.

Plant quarantine inspector (male); \$1,200 to \$2,500 a year; No. 2225-amended—supplemental—receipt of applications to close April 15, 1919.

Placement assistant (male); \$1,500 to \$2,400 a year; June 3, 1919; form 2118.*

Physician (male); Panama Canal Service; \$150 a month with promotion to \$200, \$225, \$250, \$275, \$300, and higher rates; June 4, 1919; form 1312; age, 22 years but not 35 years

Physical laboratory helper (male and female); No. 64-supplemental; May 7 and June 4, 1919; age is changed from 18 years to 16 years.

Patent investigator (male); \$1,200 to \$1,800 a year; No. 171-amended; May 20, 1919.*

Laboratory assistant (male); \$4.48 to \$5.92 a day; No. 198; May 21 to 22, 1919 and June 18 to 19, 1919; form 1312; age, 20 years but not 35 years.

Laboratory aid and technical clerk (male and female); \$840 to \$1,500 a year; form 1312; age, 19 years but not 45 years.†

Investigator in wool warehousing (male); \$2,200 to \$3,000 a year; June 3, 1919; form 2118; age, 25 years but not 45 years.*

Ceramic assistant (male); \$1,200 to \$1,500 a year; No. 647-amended; form 1312; age, within reasonable age limits.†

Calculating machine operator (male and female); \$900 to \$1,200 a year; May 21, June 18, and July 22, 1919; No. 32-amended; form 304; age 18 years and over.

Operative (male and female); \$720 to \$1,000 a year; May 21, June 18, and July 22, 1919; No. 32-amended; form 304; age 18 years and over.

Statistical clerk (male and female); \$900 to \$1,400 a year; May 21, June 18, and July 22, 1919; No. 32-amended; form 1312; age, 18 years and over.

Assistant physicist, qualified in aeronautics (male); \$2,100 a year; No. 202; May 27, 1919; form 1312; age, within reasonable age limits.*

Assistant in plant disinfection (male); \$1,620 to \$1,800 a year; No. 181-supplemental; May 21, 1919, has been canceled and will not be held as scheduled.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Comparative Wind Records, Balboa Heights and Sosa Hill, March, 1919.

The wind movement for the month of March was 46 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity on Sosa Hill being 20 miles, and at Balboa Heights 13.7 miles.

Northwest winds prevailed on Sosa Hill and north winds at Balboa Heights. On Sosa Hill the wind direction was north 6 per cent, and northwest 92 per cent of the time, while at Balboa Heights the direction was north 75 per cent and northwest 22 per cent.

The maximum wind velocities recorded during the month were 47 miles an hour from the northwest on the 7th at Sosa Hill, and 36 miles from the northwest on the same date at Balboa Heights.

NOTE—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level, and Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level.

Weather Conditions in March, 1919.

The rainfall in the Canal Zone for the month was everywhere below normal. No stations in the Pacific section recorded a measurable quantity of rain, while at many stations in the central section a light shower on the 31st was the only rainfall for the month. Over the Atlantic section, light showers were distributed throughout the month, the greatest monthly amount being 1.72 inches at the Gatun River station. The greatest rainfall in the Canal Zone and vicinity recorded on any one day was 0.28 inch at Porto Bello on the 31st.

The estimated average rainfall over Gatun Lake watershed was 0.42 inch, which is 50 per cent of the 9-year mean for this month; and the average over the Chagres River basin above Alhajuela was 0.48 inch, which is 43 per cent of the 18-year mean.

The air pressure and temperature, and the temperature of sea water, were approximately normal on both coasts, while the degree of cloudiness and the humidity were slightly below normal on the Pacific side and slightly above on the Atlantic side.

The total wind movement was unusually high over the Pacific section, the excess occurring during the first half of the month. The average hourly velocity at Balboa Heights was 13.7 miles, the highest on record for any month, and the maximum velocity, 36 miles from the northwest on the 7th is the highest ever recorded at this station for the month of March. The wind movement on the Atlantic side was somewhat above normal, but the excess was not so pronounced.

The evaporation was considerably above normal on both coasts, but was slightly deficient over Gatun Lake.

The elevations of Gatun Lake in feet above mean sea level were: Maximum, 85.54 on the 1st; minimum, 84.22 on the 31st; monthly mean, 84.85. Evaporation from Gatun Lake surface was 7.087 inches.

The following table presents a summary of the weather conditions for the month:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Precipitation.				Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.	Mean relative humidity.	Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles.)	Prevailing direction.	Max. velocity in miles.	Direction.
*Balboa Heights	29.872	80.8	92	Mar. 16	67	Mar. 20	72.9	(T)	0.65	....	10,196	N.	36	N.W.
Colon	29.898	79.6	84	Mar. 30	73	Mar. 28	79.5	0.61	1.59	13	11,828	N.	28	N.E.
Gamboa	80.6	91	Mar. 27	66	Mar. 21	....	....	.03	.72	1	6,524	N.E.	30	N.E.
Gatun	80.2	89	Mar. 21	70	Mar. 19	....	....	.59	2.07	16	5,986	N.	20	N.W.

*Formerly Ancon.

May Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of May, 1919. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 11 and 13 years, respectively:

Winds—The first of May usually marks the beginning of settled rainy season weather. The Trade Wind belt moves northward at this season of the year and the wind force on the Isthmus is greatly lessened. Compared with April, there is a decrease in wind movement of approximately one-third. Although the prevailing wind direction continues from the north over the Atlantic side and from the northwest over the interior and Pacific side, the percentage of light and variable winds is greatly increased. The average hourly velocity for the month is about 8 miles at Cristobal and about 6 miles at Balboa Heights. A maximum velocity greater than 30 miles an hour is not likely, although higher velocities have occurred during thunder squalls.

Rains—Heavy rains may be expected on both coasts and over the interior. The monthly average rainfall at Cristobal is 12.71 inches and at Balboa Heights 8.62 inches. About 22 days with rain (0.01 inch or more) may be expected on the Atlantic Coast and 20 on the Pacific Coast. The average number of days with 1 inch or more has been 2 on the Pacific Coast and 5 on the Atlantic.

Fogs—No fogs are likely to occur at either Canal entrance. Night and early morning fogs may be expected quite frequently over the interior. Most of these will be light, however, and will be dissipated before 8.30 a. m.

Temperature—The monthly mean temperature will average about 80° F. on both coasts. The mean daily range in temperature will probably be about 9° on the Atlantic Coast and about 14° on the Pacific Coast. On the Atlantic Coast no temperatures higher than 91° nor lower than 71° may be expected while on the Pacific Coast 96° and 69° are the extremes of record.

Relative humidity—The relative humidity will average about 85 per cent on both coasts, but the daily range will be considerably greater on the Pacific side.

Storms—No general storms are probable, but thunder squalls may be expected at both Canal entrances. During these storms, comparatively high wind velocities may be attained, but the storms are of too short duration to cause a rough sea. The average number of days with thunderstorms on the Atlantic side is 12, and on the Pacific side, 14. Generally cloudy weather may be expected during the month on both coasts.

Tides—The tidal fluctuations on the Atlantic side are too small to affect navigation. Balboa tide predictions for May are given below. These are taken from "Tide Tables for 1919," published by the Department of Commerce, Washington, D. C.

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
Th	1	4:09	10:30	4:26	10:55	M	12	2:00	8:11	2:14	8:41	F	23	3:29	9:27	4:08	9:51
		16.4	-1.5	17.2	-2.5			12.9	2.5	13.9	1.6			3.1	13.1	3.4	12.3
F	2	5:00	11:19	5:18	11:41	Tu	13	2:39	8:53	2:50	9:19	S	24	4:31	10:31	5:13	11:04
		16.5	-1.2	16.9	-2.1			13.3	2.1	14.2	1.1			3.1	13.4	3.0	12.6
S	3	5:52	12:04	6:10	.....	W	14	3:16	9:32	3:25	9:58	S	25	5:36	11:38	6:16	.....
		16.2	0.7	16.3	.....			13.6	1.8	14.3	0.7			2.7	14.0	2.1	.....
S	4	0:30	6:46	12:55	7:03	Th	15	3:52	10:09	3:59	10:30	M	26	0:13	6:39	12:38	7:16
		-1.4	15.6	0.2	15.4			13.8	1.7	14.4	0.5			13.3	2.1	14.9	1.2
M	5	1:22	7:39	1:51	7:58	F	16	4:29	10:44	4:34	11:06	Tu	27	1:13	7:38	1:33	8:12
		-0.2	14.8	1.3	14.3			13.9	1.6	14.4	0.6			14.2	1.3	15.7	0.0
Tu	6	2:19	8:36	2:55	8:58	S	17	5:06	11:19	5:09	11:42	W	28	2:07	8:32	2:26	9:03
		1.0	14.0	2.3	13.2			13.8	1.8	14:2	0:8			15.2	0.5	16.6	-0.9
W	7	3:21	9:39	4:02	10:05	S	18	5:39	11:56	5:44	.....	Th	29	3:00	9:24	3:17	9:51
		2.0	13.3	2.9	12.5			13.7	2.1	13.9	.....			15.9	-0.3	17.0	-1.6
Th	8	4:26	10:46	5:10	11:15	M	19	0:18	6:20	12:34	6:23	F	30	3:52	10:12	4:02	10:39
		2.7	12.9	3.2	12.1			1.3	13.5	2.5	13:5			16.4	-0.7	17.2	-1.9
F	9	5:31	11:51	6:14	.....	Tu	20	0:57	6:59	1:17	7:04	S	31	4:45	11:00	5:01	11:25
		3.0	12.9	3.0	.....			1.8	13.3	3.0	13.1			16.6	-0.6	17.0	-1.6
S	10	0:22	6:30	12:47	7:10	W	21	1:40	7:42	2:07	7:50						
		12.2	3.1	13.1	2.7			2.3	13.1	3.3	12.7						
S	11	1:15	7:23	1:34	7:58	Th	22	2:31	8:30	3:05	8:45						
		12.5	2.9	13.5	2.1			2.8	13.0	3.5	12.4						

The tides are placed in the order of their occurrence; the times of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean low water springs, which is 8.3 below mean sealevel and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sealevel is included in the predictions.

Taboga Launch Service.

The following launch schedule between Hotel Aspinwall and Balboa went into effect on April 15:

DAILY.

Leave Taboga..... 8.00 a. m.
Leave Port Captain's boat landing, near dock 19..... 10.15 a. m.

SUNDAYS AND HOLIDAYS.

Leave dock 19, Balboa..... 10.15 a. m.
Leave Taboga..... 1.30 p. m.
Leave dock 19, Balboa..... 4.30 p. m.
Leave Taboga..... 6.00 p. m.

SATURDAYS AND DAYS PRECEDING HOLIDAYS.

Leave Balboa..... 6.00 p. m.
Leave dock 19, Balboa..... 10.15 a. m.
Leave Taboga, returning..... 1.30 p. m.
Returning from Taboga the following day..... 8.00 a. m.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Ignacio Cuesta (Questa).....	174891	Colombia.....	Panama.....	Cattle Industry.....	April 6, 1919.
Henry Thomas.....	162509	Jamaica.....	Panama.....	Mechanical Div.....	April 7, 1919.
Christopher Lewis.....	56296	Barbados.....	Camp Bied.....	Supply Department.....	April 10, 1919.
Bernard Beauséjour (Bosolet) alias Jaills.....	76471	Martinique.....	Panama.....	Mun. Eng. Division.....	April 10, 1919.
William S. Grant.....	158592	St. Vincent.....	Colon.....	Cattle Industry.....	April 15, 1919.
Harry D. Stevenson.....	5033	United States.....	Panama.....	Fortifications.....	April 16, 1919.

Official Circulars.**Deckhands—Chocks and Bitts.**

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., April 11, 1919.

CIRCULAR No. 691-1:

To promote the safety of vessels while being passed through the locks, extra hands will be furnished by The Panama Canal, for the purpose of handling lines and locomotive wires on board; in number sufficient to assure that all lines employed in lockage are adequately and competently manned by seamen familiar with current local methods peculiar to the locks. Habitually, the maximum number of extra hands required to be taken on board for the purpose above stated by vessels of large size transiting the Canal will be eight. The number required for smaller vessels, and for vessels of whatever size under special circumstances, shall be determined in each case by the Captain of the Port at the terminal at which the vessel begins her transit. Vessels will be billed for extra hands furnished at published rates.

2. Attention is invited to the requirements relative to bitts and chocks on board vessels desiring transit, as published in Rules and Regulations for the Operation and Navigation of the Panama Canal (footnote under paragraph 6). Masters are particularly cautioned of the danger to life and limb involved in the use of improper chocks and bitts and in the presence near chocks and bitts employed in lockage of persons not actually engaged in the handling of lines. Masters are required to keep the vicinity of chocks and bitts clear of unnecessary persons. The Canal can not assume responsibility for injuries resulting from neglect on the part of the master in matters above noted.

3. Circular No. 691, dated October 5, 1914, and Notice to Steamship Lines of December 10, 1914, are amended accordingly.

CHESTER HARDING, Governor.

Official Business "Jitney" Service, Ancon-Balboa Heights-Balboa.

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 17, 1919.

All concerned—Effective April 25 there will be operated a side-seat jitney car, No. 103, doing route duty from 8 to 12 a. m. and 1 to 5 p. m., carrying employees on presentation of card pass, over the following route:

Ancon police station; Administration Building, Balboa Heights; Mechanical Division office; Port Captain's office; Administration Building, Balboa Heights; Ancon police station.

This trip starting from and terminating at Ancon police station will take approximately 20 minutes, including 2-minute stops at the Administration Building, Balboa Heights, and Mechanical Division office. Aside from the above-mentioned stops, car will take on and dis-

charge passengers on request, but will make no other waiting stops.

Car will be marked "Route Service," and is to be utilized for strictly official business only.

A copy of this circular is to be prominently posted in car.

ROY R. WATSON,
Acting Chief Quartermaster.

Enemy Trading List.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
DIVISION OF CIVIL AFFAIRS.

The following changes in the Enemy Trading List were made as of date April 5, 1919:

ADDITIONS.**GREECE.**

Racanati, Sam..... Saloniki.

NETHERLANDS.

Rohlsen, G..... Rotterdam.

NETHERLANDS EAST INDIES.

Pandoengsche Warenhuis N. V..... Bandeng.

Diamant, F..... Bandeng.

Goldenberg, L..... Bandeng.

Sie Kok Tjwan..... Batavia.

Unity Film Service..... Bandeng.

Warenhuis N/V..... Bandeng.

Zeil, V. J. Van..... Bandeng.

SPAIN.

Botey, Joaquin, Calle Salmerol 59.... Barcelona

REMOVALS.**GREECE.**

Baumann, Hermano..... Athens.

MOROCCO.

Moryusef, Joseph and Yahia..... Larache.

Ramos Espinosa de los Monteros, Antonio..... Ceuta.

NETHERLANDS.

Eiffe & Company..... Rotterdam.

Landy, Ignaz..... Scheveningen.

NETHERLANDS EAST INDIES.

Chea Chiam Yong..... Medan.

Menadosche Handelsvereniging (Mexdo) N/V..... Medan, Menado and Macassar.

NORWAY.

Bjornenak, R. H., and Martin Edvartsen..... Vardo.

Froisland, Anton..... Kabelvaag and Bergen.

Scheuder (Schfeuder), Arnold..... Bergen.

Vaagen Preserving Company A. S..... Kabelvaag, Lefoten, Nordlands Amt.

SPAIN.

Vinals Magin, Barcelona..... Port Bou and Iruu

SWEDEN.

Broms & Dam..... Stockholm.

Engstrom, Knut..... Gothenburg.

Harbeck, Ernest..... Gothenburg.

Holmberg, Hermann..... Gothenburg.

Moller, R. H..... Halmstad.

Uhlin, Rich..... Boras.

C. H. CALHOUN,
Chief, Division of Civil Affairs.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, April 19, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Kia-Ora	12	9 45	13	6 24	13	14 50	British	Shaw Savill and Albion Co.	448 3	56 5	23 0	Liverpool	Wellington	General	2,500	8,454	5,990
Lake Sanford	13	10 52	13	11 28	13	18 30	American	United States Shipping Board	261 0	44 0	17 6	New York	Guayaquil	General	2,942		
Nordlys	13	9 57	14	6 08	14	19 35	Danish	Northern Steamship Company	392 0	51 3	23 0	New York	Paita	General	6,115	4,919	3,450
Awa Maru	14	9 37	14	10 06	14	17 25	Japanese	Nippon Yusen Kaisha	445 0	49 0	25 0	New York	Comax	Case oil	5,800	6,544	4,689
Palena	9	18 54	14	10 53	14	18 16	Chilean	South American S. S. Line	390 0	42 0	23 7	Cristobal	Valparaiso	General	1,862	3,658	2,537
Balboa	29	16 00	15	6 30	15	16 23	American	Colombian Maritime Company	390 0	42 0	10 3	Cristobal	Buenaventura	General	73	728	346
La Habra	15	1 20	15	6 40	15	15 53	Norwegian	W. Wilhelmssen	430 0	57 0	27 0	Porto Lobos	Antofagasta	Petroleum	9,000	7,235	5,267
Knight Templar	14	14 50	15	6 40	15	16 38	British	Alfred Holt and Company	470 0	58 0	28 0	New York	Honolulu	General	11,000		
Tottori Maru	15	8 00	15	8 52	15	17 55	Japanese	Nippon Yusen Kaisha	423 0	56 0	25 0	Charleston	Honolulu	Lumber	6,025	6,470	4,697
S. C. 286	14	8 50	14	8 50	14	14 02	American	United States Navy	324 5	40 6	22 6	Cristobal	Balboa	General	4,000	3,442	2,504
Nijmi Novgorod	15	11 55	16	6 20	16	17 15	Russian	Russian Volunteer Fleet Assn.	324 5	40 6	22 6	New York	San Francisco	General	23	130	69
Laura C. Hall	5	15 50	16	6 22	16	16 55	British	Pacific Metals Corporation	81 0	25 6	9 0	Cristobal	Buenaventura	General	2,213	1,534	
Geo. W. Elder	11	21 00	16	10 00	16	18 12	American	Thomas Crowley	250 0	38 0	14 2	Cristobal	San Francisco	General	10,370	9,649	6,803
Broad Arrow	16	17 10	17	6 20	17	14 14	American	Standard Transportation Co.	485 0	62 6	25 0	Sabine	San Francisco	Refined oil	10,370	9,649	6,803
Northumbria	17	1 53	17	6 35	17	17 06	British	Federal Steam Navigation Co.	530 0	63 0	30 8	Newport News	Wellington	General	10,000	13,290	9,197
Manavi	11	16 45	17	9 05	17	18 56	British	Pacific Steam Navigation Co.	216 0	35 0	12 7	Cristobal	Guayaquil	General	474	1,241	759
Nantaro	10	14 45	18	10 03	18	17 34	Peruvian	Peruvian Steamship Line	360 0	46 0	20 6	Cristobal	Callao	General	4,639	2,761	
Cyrus W. Fields	18	6 07	18	10 18	18	10 18	American	United States Army	220 0	34 0	11 6	Cristobal	Gambou	General	130	177	620
Jamaica	16	20 00	19	6 20	19	15 33	British	Pacific Steam Navigation Co.	460 0	60 0	27 0	Cristobal	Buenaventura	General	9,985	7,457	
Arawa	18	9 45	19	9 25	19	17 35	British	Shaw Savill & Albion Company	435 0	56 0	27 6	London	Littleton	General	10,124	7,397	5,206
W. M. Irish	19	9 10	19	9 40	19	19 39	American	Atlantic Refining Company	266 8	46 0	22 0	Tampico	Balboa	Crude oil	2,620	2,606	1,647
Quoque	19	11 47	19	12 13	19	20 35	American	United States Shipping Board	266 8	46 0	22 0	Baltimore	Mollendo	Coal			
S. P. 1841	18	15 24	19	6 30	19	Noon	American	United States Navy				Cristobal	Balboa				

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port	Entered Canal	Completed transit	Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage
Annie M. Rolph	12	13 00	13	14 54	American	231 4	43 5	11 8	San Francisco	Port Arthur	Ballast	1,432	1,226
Toot	12	13 00	13	16 19	French	258 9	44 8	22 0	Antofagasta	France	Beans, nitrates	2,200	2,215
Santa Luisa	12	13 00	13	17 52	American	350 1	51 0	20 0	Valparaiso	New York	General	2,015	5,694
Duck	12	19 00	13	15 46	American	267 3	46 4	22 5	Seattle	Nuevitas	Lumber	900	2,888
Buckhorn	12	19 00	13	14 20	American	266 4	46 2	20 0	San Francisco	New York	Canned goods	2,796	2,681
Lanville	13	18 15	14	20 49	French	259 6	45 5	20 0	Tacoma	Bordeaux	Spelter	815	2,191
Invincible	13	18 15	14	6 44	British	245 5	37 5	20 0	London	Wilmington	Nitrate	2,780	1,675
Professor	12	16 30	14	16 44	British	350 2	46 1	23 6	San Francisco	Liverpool	General	6,000	4,030
Sijan	15	9 30	15	15 23	Swedish	347 2	50 7	21 0	Geelong	Stockholm	Wheat	5,187	4,133

Rock and Sand Barges For Sale.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone, up to 10.30 a. m. April 28, and then opened, for the purchase of 2 steel rock and sand barges located in New York harbor. A detailed description of these barges, general conditions of sale and form of proposal may be had upon application to the office of the Chief Quartermaster.

Roofing Tile For Sale.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone, up to 10 a. m. May 1, and then opened, for the purchase of approximately 5,000 old roof tile removed from the old kitchen of the Tivoli Hotel. Tile may be seen in material yard near Ancon laundry. Form of proposal and conditions of sale may be had upon application to the office of the Chief Quartermaster. The Panama Canal reserves the right to reject any or all bids.

Administrator's Sale.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept written bids up to 10 a. m., Monday, May 5, 1919, for the purchase of a portion of the personal effects belonging to the estate of Anselmo Ampuero, deceased American employee. The property to be sold consists of the following:

1 new G. E. electric iron, with cord and plug.
1 brass, T-style, electric desk lamp for 2 lights with cord and plug (good condition).

1 lot of machinist's tools and instruments (13 pieces).

1 small leather bag and 2 wooden chests.

Miscellaneous effects (personal articles, household furnishings, etc.) 77 items.

35 books, including several marine engineering text and handbooks.

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects will be open to inspection every business day.

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be submitted to the Administrator of Estates in sealed envelopes marked "Bid on effects of Anselmo Ampuero, deceased." The right is reserved of rejecting any or all bids.

C. H. CALHOUN,
Administrator of Estates.

Rainfall from March 1 to 31, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Balboa	T.	11, 31	T.
Balboa Heights	T.	11, 31	T.
Miraflores			
Pedro Miguel	T.	9	T.
Rio Grande			
<i>Central section—</i>			
*Culebra	T.	31	T.
*Camacho	.08	31	.08
Empire	.05	31	.05
Gamboa	.03	31	.03
*Juan Mina	.03	31	.04
Alhajuela	.06	31	.07
*El Vigia	.01	31	.01
Frijoles	.13	31	.47
*Trinidad	.12	12	.38
*Monte Lirio	.20	12	.59
	.12	31	.12
<i>Atlantic section—</i>			
Gatun	.18	12 & 13	.59
*Brazos Brook	.16	12	.73
Colon	.20	12 & 13	.61

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., April 17, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 162, Balboa:

Adams, H. J. *Miller, Mrs. A. I., box
Allen, Miss Inez, box 77
750 Moore, Mr. E. B. (4)
Allpass, T. F., box 119 Muir, Miss Catherine,
Anastacio, Ruiz N. care Mrs. Daisy Leon
Anzola, Julio Murtha, Mrs. Concepcion
Bailey, Cyrell, box 157
Boyce, Mrs. W. E. Neeley, Mr. James B.
Brown, Miss Marie Neuman, Mr. William
Brunell, Juan B. (5)
Burkhoulter, Vester Padillo, Celio
Childs, Mrs. M. F. Painter, Mr. (McClintic
Child, Mr. M. T. Marshall & Co.)
Cooper, Mr. J. M. Richard, Mr. David
Crawford, Mr. Sam'l H., Riddle, Mr. Norman H.
box 90 Remasso, Mr. Alex.
Dalton, Mr. W. I. Roberts, Jr., Mr. John L.,
De Souza, Mr. A. H., Ross, Mrs. William
box 422 Seibert, Willie
Dueno, Ceferino, box 7 Sexton, Mr. C. H.
Fitch, Mr. T. B. Shabone, Mrs. Mary
Fortney, Mr. C. P. Smith, Enrique E.
Frederickson, Mr. E. William
Fuller, Mrs. Maude B. Stephens, Miss Edna,
Funck, Mr. C. H., box box 850
603 Stewart, Spurgeon G.
*Henlin, R. George Teitler, Harry, box 153
Howard, Mrs. Christopher Tuttle, Qmaster Eng.
Kean, Mr. W. L. Watson, M. A.
King, Mrs. E. B. Wilson, Mr. Geo.
MacMillan, T. R. Wais, Mrs. S., box 331

*Parcel.

March Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919.
	1917	1918	1919			
<i>Pacific section—</i>						
Balboa	T.	1.32	T.	.63	20	....
Balboa Heights	.02	1.25	T.	.65	21	....
Miraflores	.48	.20		.41	11	....
Pedro Miguel	.91	.03	T.	.32	12	....
Rio Grande	.17			.27	15	....
<i>Central section—</i>						
Culebra	.03	.02	T.	.56	29	....
Camacho		.16	.08	.40	13	1
Empire	.01	.20	.05	.33	14	1
Gamboa	.26	.54	.03	.72	35	1
Juan Mina	.21		.04	.22	9	2
Alhajuela	.17	.02	.07	.47	20	2
Vigia	.02	.17	.01	.39	11	1
Frijoles	.27	.31	.47	.57	8	9
Trinidad	.47	.39	.38	1.90	12	8
Monte Lirio	.75	1.34	.59	2.22	12	11
<i>Atlantic section—</i>						
Gatun	.52	.55	.59	2.07	15	16
Brazos Brook	.61	.92	.73	2.10	13	11
Colon	.76	.41	.61	1.59	50	13

Additions to Commissary Stock.

Breasts, extra, for Hygeia nursing bottles
ea. \$0.11
Carriages, baby, 4-wheel, ea. 14.65
Funnels, aluminum, 7-pt., ea. .67
Jap-a-lac varnish, walnut, 7-pt. tin. .39
Kettles, Berlin, aluminum, ea. 1.80
Kettles, Berlin, aluminum, ea. 2.55
Pans, fry, heavy aluminum, ea. 1.95

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal, Washington, D. C.

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., April 30, 1919.

No. 37.

Rebuilding of a Former German Ship at The Panama Canal Shops.

Rebuilding of the steamer *Callao*, one of the first of the ex-German interned steamers to arrive here from Peru, was completed, and the ship was accepted by the Marine Superintendent, for the United States Shipping Board, on April 5, 1919.

Prior to her departure from the Balboa plant for New York, via the Canal, this vessel underwent a successful trial trip on April 2 during which her machinery was operated to maximum capacity.

The *Callao*, formerly known as the *Sierra Cordoba*, of the North German Lloyd Steamship Company, was one of four of the best equipped passenger vessels of this company, plying between Bremen and Buenos Aires.

General description is as follows:

Length overall.....	461'
Length of load water line.....	438'
Beam (molded).....	55' 9"
Depth of hold.....	38' 2"
Draft (load).....	26' 9"
Tonnage (gross).....	8,226
Indicated horsepower.....	4,000
Speed (knots).....	13
Passenger capacity (1st class).....	115
Passenger capacity (3d class and steerage).....	1,572
Complement (officers and crew).....	179
Number of holds, 4; capacity in cubic feet.....	364,838

The vessel is fitted with two triple-expansion, three-cylinder, reciprocating engines, driving twin screws, power being furnished by four marine type Scotch boilers at a working pressure of 200 pounds. The boilers are operated with coal as fuel and are fitted with the Howden forced draft system. The auxiliary machinery consists of the usual pumps, such as feed, bilge and ballast, fire, ash ejector, and sanitary; one Atlas-Werke evaporating and distilling plant, two 60 K. W. D. C. generator sets, one auxiliary condenser, one Vulcan-Werke ash hoist engine, one Clayton system disinfecting machine, and one Atlas-Werke main and one auxiliary steering engine, fitted with a telemotor control gear.

When this vessel was towed into Balboa by the dredge *Culebra*, which had been dispatched to Peru for this purpose, she was in a very dilapidated and crippled condition due to her long internment and to destruction wrought by the German crew. Practically no work of repairs had been carried on after Germany's declaration of war, leaving the hull in very poor condition and badly corroded.

The destruction of the main and auxiliary machinery was carried out in a most systematic and thorough manner by her former operators. Cylinders of the propelling engines were badly damaged by explosives; main valves, air pump gear and other miscellaneous brasses and fittings were dismantled and thrown overboard. Important and essential castings of the auxiliary machinery suffered a similar fate by sledge,

or could not be accounted for. Especial care was taken to destroy or remove such parts as would render extensive design work necessary for their replacement.

Water had been removed from the main boilers and fires burned in the furnaces to their full capacity in an endeavor to destroy them. Complete destruction was only prevented by the presence of super-heating tubes with which the boilers' flues were fitted. All furnace fittings, however, were destroyed; riveted joints, boiler stays, and tubes damaged.

As microscopic, physical, and chemical tests on various specimens of boiler plate showed the steel still to be of good quality and unaffected by the heat, the boilers were rebuilt, using new rivets, stays, and tubes. The furnace fittings were readily replaced by the Canal foundry. Stack, uptake, and forced draft duct repairs proceeded simultaneously with those of the boilers. The complete equipment was then lowered in the ship by the crane *Ajax*. As hydrostatic and steam tests of the completed boiler plant indicated excellent workmanship, no delay was experienced in placing the entire machinery department under steam.

Patches in the meantime had been fitted to the main engine cylinders to replace parts broken, missing, or broken beyond repair. Cast iron liners were then inserted in the cylinders to take the pressure strains in the cylinder barrels; damaged ribs and flanges were built up by the electric welding process and machined so that when finished, cylinders were substantially repaired and in serviceable condition.

With the designing of the missing parts, renewing parts from samples and repairing castings by electric and acetylene welding processes, the vessel, taken in a wrecked condition, was repaired and turned over to the United States Shipping Board, equal in all respects to her original design. This work represented approximately 400 separate jobs, all completed within six months after her arrival at the Balboa shops.

Development of the Gatun Hydroelectric Station.

In the original construction of the hydroelectric station at Gatun spillway, the capacity of the generators installed was 6,000 kilowatts. Provision of penstocks was made for the installation of three future units aggregating an additional 6,000 K. W. which would double the plant, giving a proposed capacity of 12,000 K. W. Through the increase in consumption of electric power along the Canal it has been necessary to increase the capacity of the plant beyond the original maximum estimate. The plant has now a capacity of 13,140 K. W., and provisions have been made for the future installation of two more units of 4,500 K. W. each, giving an ultimate capacity of 22,140 K. W.

The developments were made while the plant was in use and with no interruptions of the service. An interesting feature was the change, at the same time in the operating or bus voltage which was raised from 2,200 to 6,600 volts for transmission to the substation at Gatun and subsequent distribution, at 44,000 volts, to the other substations of the transmission system. The voltage from the three original generators was raised by the installation of auto-transformers while the new unit generates directly at the 6,600-volt station potential. The switching gear and connections were revised as necessary in connection with the increase of voltage.

The station was first placed in service during July, 1914; and in January, 1915, after completion of the transmission lines, the entire load on the power system was transferred to this plant.

The original capacity of this station as designed and installed was 6,000 K. W., divided into three units of 2,000 K. W. each. Shortly after the station had been placed in service the load on power system during certain periods reached such a stage that the steam station at Miraflores had to be used to help carry the load. During this interval, studies were being made toward increasing the capacity of the hydroelectric station to handle this additional load.

The first work accomplished along these lines was done during the latter part of 1916. The original water wheels in turbines were taken out and replaced with wheels of a different design and slightly increased size; a certain section of the turbine casing being bored out to allow the larger size wheel to be used. This change in size and design of water wheels in the three original units increased the capacity of the latter from 2,000 K. W. to 2,880 K. W. each, and the capacity of the station as a whole from 6,000 K. W. to 8,640 K. W., a total of 2,640 K. W., or 44 per cent.

Further studies of load conditions on the power system clearly indicated that the above changes would relieve the situation only temporarily. Preliminary plans were started for making extensions to the station that would not only provide for the immediate requirements of the system but would also take care of future increased load. When the original station was designed, certain provisions were made for the future installation of three additional units of the same size as the original ones. By enlarging the station along the lines originally planned, the maximum capacity of the completed project would be 17,280 K. W. The completed studies of the power situation showed that the limit of capacity of station, if enlarged only to the extent of the original plans (*i. e.*, 17,280 K. W.), would be reached and possibly exceeded in a short time. These studies resulted in the making of plans that would allow the maximum capacity to be developed in this station, consistent with general plans and details of original installation.

FINAL PLAN.

The principal factors limiting the size of units to be installed in this new extension were building limitations and the size of the head gate structure, which had been built to accommodate future units the same size as those originally installed. However, the final study of all details proved that the extension of this station could be made by the installation of three units of 4,500 K. W. capacity each, which would increase the ultimate capacity of the station from 17,280 K. W. to 22,140 K. W.

Detailed plans were made and the final extension of station, in so far as size of units and ultimate capacity of station were concerned, was carried out as indicated above. The requirements of the power system did not call for the complete installation of all three units at this time, and the installation of only one of the 4,500 K. W. units was accomplished.

The actual work on this extension was started in December, 1916. The west end of the main building was demolished and excavation for the foundation of the new structure was started. The building

extension was carried out along general lines similar to those of the original structure, some minor details in connection with interior dimensions of building being modified to allow for increased size of new units and changes in layout of switch gear.

In order to change from the plans as originally made for the extension of this station, certain changes and modifications had to be made in the original equipment and general layout of the station. A brief outline of each of these changes, under its respective heading, follows:

Foundations—The foundations for larger size units in the new section of the building are practically the same as in the original station. Recesses were made in the main building wall to accommodate the increased size of the spiral casing of the turbine.

Draft tubes—The draft tubes of the original turbines were of steel imbedded in the concrete foundation. The draft tubes of the new units were made of concrete and made an integral part of foundation structure.

Tail-race—On account of the increased volume of water discharged through the larger size units, changes had to be made in the design of the tail-race. The old structure, which was made up of six small arched openings in the spillway wall, was demolished and replaced with one single arched opening; this eliminated the necessity of intervening piers, which had obstructed the discharge of water from the turbines and decreased the effective head.

Headgates and penstocks—The penstocks supplying water to the original units are 10 feet 6 inches in diameter, with headgate valve of the same dimension. On account of original work that had been done on the headgate structure, the size of the headgate valves and about 25 feet of penstock for the larger units were limited to that size. This diameter of penstock (10 feet, 6 inches) was increased to 12 feet just outside the gate house and was continued to a point where it was reduced for connection to the spiral casing of turbine. The headgate and penstock installations were completed for all three units. A 40-inch connection was made to two of the 12-foot penstocks just outside the main building for supplying water to the turbine-driven exciter of 275 K. W. capacity.

Main units—The original units in this station developed 2,880 K. W., operated at 2,200 volts, and ran at a speed of 250 r. p. m. Each unit had an exciter mounted on the main shaft. The oil pressure required for operation of the governor was 80 pounds. The new units, as installed, developed 4,500 K. W., operated at 6,600 volts, and ran at 187.5 r. p. m. The oil pressure required to operate the governor is 150 pounds. No exciters were mounted on the shafts of these new units.

In order to adapt the oil-pressure system to both sets of governors, the original oil pumps were replaced with new ones that would handle oil against the higher pressure required for the governors on the new units. The old governors were originally designed to operate satisfactorily at this higher pressure. Tests were conducted to check up this latter detail.

These oil pumps, as originally installed, were equipped with alternating current motor drive. When the change in pumps was made, the type of motor was also changed. These oil pump motors now operate on direct current. This change in type of motor drive im-

proved certain operating characteristics of the station. Changes were also made in the type of governor drive on old units to conform to that on new units. With the exception of minor mechanical details and increased capacity, the new units are of practically the same general design as the old ones.

Turbine-driven exciter—The excitation current for the original station was furnished by two 100 K. W. induction motor-driven exciters, and three 50 K. W. exciters mounted on the shafts of the main units. The motor-driven exciters were used for normal operation, and the shaft-driven ones for emergency use in case of complete shut-down of the station or other causes.

Additional exciter capacity had to be provided for the increased capacity of the station. This was accomplished by the installation of a 275 K. W. turbine-driven exciter. This is a unit complete in itself and supplied with water from a 40-inch connection to two of the 12-foot penstocks. Valves were installed so that the unit can be supplied with water from either main penstock. The installation of this unit provides a main source of excitation for the station that is complete in itself and can not be affected by any other trouble that might develop in the station.

Control board—The extension of the control board was carried out along lines similar to those of the original equipment. One exciter panel and three generator control panels were installed. The rheostat equipment on the old section of the board was rearranged and other changes of detail were made to conform to the new section of the board. Voltage regulator equipment was rebuilt, and adapted to the new equipment. Advantage was taken of the opportunity offered while this work was being done to make changes in minor details of the control board which improved the general operating characteristics of the station.

Switch gear and station bus—This station was originally designed and operated at 2,200 volts, all the switch gear and bus equipment being standard for that operating voltage. Changing the station over to the increased bus or operating voltage of 6,600, required practically the complete reconstruction of all this equipment.

Auto-transformers were installed in the basement storeroom, and generator leads were connected direct to the same. These transformers increased the voltage of the old units to 6,600 volts, and for all practical purposes can be considered as an added part to the old generators, as no provision was made for future operation of these machines without the auto-transformers. The 6,600-volt leads from transformers were carried to the station bus through main and auxiliary bus switches. Changes were made to the old 2,200-volt bus and the structure was extended on through the new section of the building. The 2,200-volt outgoing feeder equipment was formerly located in the old section of the building. In making these changes, the outgoing 6,600-volt feeder equipment was installed in the new section of the building. This new 6,600-volt equipment being of an entirely different type, it was necessary to construct a complete set of new type switch compartments, and slightly different bus layout; the old 2,200-volt outgoing feeder equipment being completely removed and diverted to other uses in the substations.

The reconstructing of switch gear and bus layout in this station was the most difficult detail to accomplish as the station had to be

kept in continuous service while work was going on. Another factor that still further complicated the problem as a whole was that the raising of bus voltage at the hydroelectric station necessitated corresponding changes being made at the Gatun substation, where power from the generating station is fed into the 44,000-volt transmission system. The work at the hydro station and at the substation had to be carried forward together so that the final change-over from 2,200 to 6,600 volts could be effected without interruption in service on any part of the power system.

CHANGES AT SUBSTATION.

The work at the Gatun substation which had to be done on account of these changes was the rearrangement of switch gear, installation of new type of feeder equipment for incoming 6,600-volt feeders, and installation of 2,200-volt bus with power transformer equipment for handling local distribution of power from the main 6,600-volt bus. This included the power distribution to Gatun Locks, which had formerly been supplied direct from the 2,200-volt station bus at the hydro station. A new 8,400 K. W., 6,600-44,000-volt transformer was installed at the substation to handle the increased generator capacity of the hydro station and the two original 4,000 K. W. transformers that had been operating on the 2,200-volt bus were reconnected and placed in service at 6,600 volts. This work as a whole necessitated many changes in the general layout and details of this substation. Changes were also necessary in the layout of underground feeder cables between the hydro station and substation.

THE SHIFT IN VOLTAGE AT HYDROELECTRIC STATION.

The actual change over from 2,200-volt bus voltage at the hydro station to that of 6,600 volts was accomplished without interruption in service on any part of the power system. This was done by carrying the work out in what might be called two stages. The first being the completion of the 6,600-volt bus structure and feeder equipment in both hydro and substation, and the installation of the new generating unit and 8,400 K. W. transformer in the substation. When this work was completed the new generating unit was given a preliminary test by picking up the Balboa dry dock pump load through an 8,400 K. W. transformer and over the spare transmission line. This load was carried for several hours, and final adjustments were made on the new equipment. The new unit was then tied into the power system and operated in parallel with the old 2,200-volt generators through the 44,000-volt bus in Gatun substation. The station was then operated with this lineup for about a week in order to make necessary adjustments to the new equipment. When the satisfactory operation of this new equipment was assured, work was then started on changing over the old 2,200-volt generators, so that they could operate in parallel with the new unit of 6,600-volt bus.

The changing over of old units was the second or final stage of this work. One unit at a time was taken out of service. The generator leads were opened up and brought through the auto-transformer to the isolated section of the main bus which was being reconstructed for 6,600-volt service. The old 2,200-volt generator switching equipment had to be replaced with equipment of a different type, which necessitated demolishing the old concrete switch cells and replacing

them with new ones of a different design in the same location. The two switch cells and the instrument transformer compartment for each unit were built several months in advance and the greater part of the preliminary work was done. When the old switch structure was demolished this new structure was set in place by an overhead crane, leveled up, and the switches were installed. This method eliminated the time required to build intricate wooded forms, and the setting of concrete after being poured. After the erection of switches and bus structure of each unit was completed, final connection of its section of bus was made to the new 6,600-volt section, and the old unit was placed in parallel on this bus with the new unit. In the meantime the work at the Gatun substation was carried on and changes were made in accordance with the status of work at the hydro station.

The work as a whole was completed during November, 1918. With the exception of minor adjustments to equipment, the station has been in satisfactory operation since being placed in service under the changed conditions.

Insurance in the Canal Zone.

A statement of insurance business transacted in the Canal Zone in 1918, as taken from the annual reports of the companies, follows:

	Gross premium.	Gross losses paid.
<i>American Surety Company.</i>		
Fidelity.....	\$49.67	.....
Surety.....	176.17	\$20.27
Total.....	225.84	20.27
<i>Maryland Casualty Company.</i>		
Accident.....	5,541.87	684.33
Health.....	295.36	55.71
Liability.....	666.65	10.50
Workmen's Compensation.....	347.99	.....
Fidelity.....	2,465.02	.....
Burglary and Theft.....	232.80	.....
Total.....	9,549.69	750.54
<i>Maryland Assurance Corporation.</i>		
Accident.....	6,565.98	6,694.44
Health.....	615.22	357.85
Total.....	7,181.20	7,052.29
<i>National Surety Company.</i>		
Fidelity.....	225.58	.....
Surety.....	451.61	.....
Total.....	677.19	.....
<i>United States Fidelity and Guaranty Company.</i>		
Fidelity.....	132.53	.....
Surety.....	753.03	156.70
Total.....	885.56	156.70
	Number.	Amount.
<i>Home Life Insurance Company.</i>		
Policies in force December 31, 1917.....	281	\$448,207.00
Policies issued during 1918.....	90	217,134.00
Total.....	371	665,341.00
Policies lapsed during 1918.....	24	61,390.00
Policies in force December 31, 1918.....	347	603,951.00
Losses and claims incurred during 1918.....	1	1,000.00
Losses and claims unpaid December 31, 1918.....	1	1,000.00
Premiums collected in 1918.....	.....	15,982.22

	Number.	Amount.
<i>Manufacturers Life Insurance Company.</i>		
Policies in force December 31, 1917.....	1	\$1,500 00
Policies in force December 31, 1918.....	1	1,500 00
Premiums collected in 1918.....		93 15
<i>Pan-American Life Insurance Company.</i>		
Policies in force December 31, 1917.....	160	310,800 00
Policies issued during 1918.....	3	11,000 00
Total.....	163	321,800 00
Policies lapsed during 1918.....	23	55,000 00
Policies in force December 31, 1918.....	140	266,800 00
Losses and claims incurred during 1918.....	2	4,500 00
Losses and claims settled during 1918.....	1	2,500 00
Losses and claims unpaid December 31, 1918.....	1	2,000 00
Premiums collected in 1918.....		10,980 92

RECAPITULATION. Miscellaneous Companies.	Premiums received in 1918.	Losses paid in 1918.
Accidents.....	\$12,107.85	\$7,378.77
Fidelity.....	2,872.80	
Health.....	910.58	413.56
Surety.....	1,380.81	176.97
Workmen's Compensation.....	347.99	
Liability.....	666.65	10.50
Burglary and Theft.....	232.80	
	18,519.48	7,979.80

Life Insurance Companies.	Number.	
Policies in force December 31, 1917.....	442	\$760,507 00
Policies issued during 1918.....	93	228,134 60
Policies lapsed during 1918.....	47	116,390 00
Policies in force December 31, 1918.....	488	872,251 00
Losses and claims incurred during 1918.....	3	5,500 00
Losses and claims settled during 1918.....	1	2,500 00
Losses and claims unpaid December 31, 1918.....	2	3,000 00
Premiums collected in 1918.....		27,056 29

No fire, marine, or tornado insurance companies did business in the Canal Zone in 1918.

The absence of fire insurance companies is no doubt due to the fact that practically all real estate in the Canal Zone is owned by the Government of the United States, which does not insure its property. The fire losses have been kept down to a remarkable low figure by the Canal Zone fire department.

In the report for 1917, a statement of the population of the Canal Zone was given, based on the police census of June, 1917, showing a total of approximately 23,295, divided roughly as follows:

3,500 male Americans, mostly employees.

9,300 male aliens, mostly employees.

4,000 American women and children, consisting of female employees and families of employees.

6,500 alien women and children, consisting largely of families of employees.

The police census of June, 1918, shows a total population of 21,707, exclusive of the military population—a decrease of 1,588 from the civil population of June, 1917. The census of 1918 shows the following approximate divisions of the population:

2,874 male Americans, mostly employees.

7,342 male aliens, mostly employees.

3,816 American women and children, consisting of female employees and families of employees.

7,175 alien women and children, consisting largely of families of employees.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant epidemiologist (male); \$2,000 to \$2,500 a year; June 3, 1919; No. 214; form 2118; age 23 years but not 40 years.*

Assistant to medical director (male); \$2,000 a year; June 3, 1919; No. 227; form 2118; age 25 years but not 45 years.*

Leather worker (male); \$3.75 a day; June 3, 1919; No. 224; form 1800; age, 20 years and over.*

Consulting physiologist (male); \$10 a day; June 3, 1919; No. 216; form 2118; age, 21 years and over.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications. They must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Official Circulars.**Rates for Barges.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 16, 1919.

CIRCULAR NO. 686-9:

Effective May 1, 1919, the following rates are established for use of barges:

1. To departments and divisions of The Panama Canal and Panama Railroad, or other branches of the United States Government:
Barges Nos. 131 to 139, inclusive... 90c. per hour.
Barges Nos. 101 to 123, inclusive... 75c. per hour.
Rock and sand barges... 65c. per hour.
Miscellaneous small barges... 20c. per hour.

2. A charge for use of barges other than above, will be made at corresponding rates of similar capacity.

CHESTER HARDING, Governor.

Safe Deposit Boxes.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 23, 1919.

To all concerned—The following information concerning and regulations governing the rental of safe deposit boxes which have been placed in the stamp vault in the basement of the Administration Building, is published for the benefit and guidance of all concerned:

Two hundred and fifty of these safe deposit boxes have been purchased and placed in the vault underneath the rotunda in the Administration Building, and will be under the control of the Collector of The Panama Canal. These boxes are approximately 12" by 4½" by 3½" in size and have two locks, the key for one of which will be turned over to the person renting the box, the key for the other lock being retained by the clerk in charge of the vault, and requiring the presence of both the person renting the box and the vault clerk, whenever a box is opened. A table and chairs immediately outside the vault will be furnished for use of persons renting boxes, in making examination of the contents.

The boxes will be rented only to employees. The rental will be \$1.50 per year, payable annually in advance, and no refund will be made if the box is vacated before the expiration of the year for which rented. Those renting boxes prior to July 1, 1919, will be given the use of the boxes without rent up to that date. The signature of the employee renting a box will be kept for use in identifying the person claiming the right to open the box; no other person than the one renting the box will be given permission to open the same, except upon the written authority of the person renting the box and such other identification as may be required by the clerk in charge. No person in arrears for rent will be given admission to the box.

The vault will be open and boxes available for examination on each working day from 11.30 to 12.15. The boxes will not be available for examination at other times except by prior arrangement with the vault clerk.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Water Level—Gatun Lake.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., April 22, 1919.

To all concerned—The following schedule for maintaining Gatun Lake during the 1919 rainy season will be adhered to as closely as conditions permit:

The lake will be allowed to fill to elevation +85.0 feet before any water is wasted over the spillway. This elevation should be reached in May.

The lake will be held between elevations +85.0 feet and +85.5 feet from May to the first of October, filled to elevation +86.0 feet in October; filled to elevation +86.8 feet in November; and the filling will be completed to elevation 87.0 feet in December.

The allowable variation in lake level will be 0.5 feet for any freshet to lessen the number of spillway gates operated simultaneously in regulating the lake level.

W. J. DOUGLAS,
Engineer of Maintenance.

Closing of Railroad Station at Las Cascadas.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 26, 1919.

CIRCULAR NO. 1249:

All concerned—Effective 12 o'clock noon to-day, Las Cascadas station and telegraph office will be closed. Train crews arriving and leaving Las Cascadas will clear by dispatcher's telephone located in box on freight house platform.

Agent at Empire will look after freight shipments to and from Las Cascadas.

W. F. FOSTER,
Master of Transportation.
S. W. HEALD, Superintendent.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., April 24, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Miss Lucile Alvord, box 108	*Karoline Jorgensen
Lucio Barraza	Vernal McFarlane
Mrs. Chitana Batts, box 65	*Dr. E. Mayorga
*A. Best (2)	H. Russel Phillips, box 932
H. W. Blumh	P. Finkney
Mrs. W. E. Boyce	John David Russell
Ester Mary Brown, care Mr. A. H. Swire	L. Shafer
William Vick Cook	Clared C. Smith
Inza Dotton	E. Percy Smith, care Nicholas
W. A. Doying, E.	J. A. Therien
Arthur Evans, box 776	*Dr. J. C. Witt
A. Haster, box 128	Mrs. H. B. Witt, care Mrs. Coffee
Interoceanic Transit	Elnor H. Zimmer

*Parcel or paper.

Administrator's Sale.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept written bids up to 10 a. m., Monday, May 5, 1919, for the purchase of a portion of the personal effects belonging to the estate of Anselmo Ampuero, deceased American employee. The property to be sold consists of the following:

1 new G. E. electric iron, with cord and plug.
1 brass, T-style, electric desk lamp for 2 lights with cord and plug (good condition).
1 lot of machinist's tools and instruments (13 pieces).
1 small leather bag and 2 wooden chests.
Miscellaneous effects (personal articles, household furnishings, etc.) 77 items.
35 books, including several marine engineering text and handbooks.

A complete descriptive list of the merchandise will be found at clubhouse and post office bulletin boards, or may be obtained at the Administrator's office, where all the effects will be open to inspection every business day.

Bids may embrace the entire collection or any combination, or be limited to individual articles. They should be submitted to the Administrator of Estates in sealed envelopes marked "Bid on effects of Anselmo Ampuero, deceased." The right is reserved of rejecting any or all bids.

C. H. CALHOUN,
Administrator of Estates.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, April 26, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Comanche.	1	18 47	20	6 40	20	15 40	22	9 50	British	Arglo-American Oil Company	408.0	51.0	17.0	Liverpool	San Francisco.	Ballast.	4,944	5,676	4,115
Ceylon Maru.	20	11 06	20	11 25	20	13 30	20	22 57	Japanese.	Nippon Yusen Kabushiki Kaisha	385.0	43.6	25.0	New York	Comax.	General.	11,600	5,271	3,592
Toba Maru.	20	8 15	20	12 30	20	20 15	20	21 00	Japanese.	Nippon Yusen Kabushiki Kaisha	445.0	52.0	26.7	New York	San Francisco	General.	7,500	7,656	5,416
Cacique.	20	13 58	21	6 34	21	14 07	21	14 54	American.	W. R. Grace and Company	390.0	58.0	27.0	New York	Callao.	General.	8,800	6,610	5,057
Katuna.	20	17 48	21	7 25	21	15 34	21	16 25	British	Ellerman & Bucknall	400.0	52.0	25.6	New York	Sydney	General.	1,646	5,905	4,263
Limari.	16	15 05	21	10 03	21	17 17	21	18 03	Chilean	South American S. S. Line.	352.0	42.0	24.0	Cristobal	Valparaiso	General.	1,000	3,660	2,421
Maipo.	21	12 10	21	12 45	21	17 23	21	17 00	Chilean	Chilean Government	388.0	51.0	26.0	New York	Valparaiso	Railway material	5,962	6,385	4,572
Tosa Maru.	21	13 50	22	5 50	22	15 15	22	16 20	Japanese.	Nippon Yusen Kabushiki Kaisha	445.0	49.0	26.0	New York	Comax.	General.	5,982	5,981	3,854
Carpentaria.	21	2 00	22	6 16	22	14 08	22	18 25	British	British India Steam Nav. Co.	451.0	53.0	25.2	London	San Francisco.	Crude oil	8,423	5,911	911
Pearl Shell.	22	6 45	22	7 20	22	17 39	22	18 25	American	Pearl Shell Steamship Co.	429.0	51.0	25.0	Tampico	New Zealand.	None.	7,810	6,056	4,261
Houston.	21	16 04	22	9 10	22	18 34	23	9 30	American	United States Navy	392.0	45.0	25.0	Norfolk	Maré Island.	General	4,112		
L. W. Ostrander	21	16 04	22	9 10	22	18 34	23	9 30	American	H. F. Ostrander	383.9	52.8	24.0	New York	Shanghai.	Case oil	2,400	1,711	1,541
Henrik Usen.	23	10 22	23	11 03	23	20 08	24	7 45	Norwegian.	V. T. Olsen	383.9	52.8	24.0	New York	Honolulu.	General	6,400	5,133	3,718
Guatemala.	18	20 45	23	11 33	23	18 43	23	22 00	British	Pacific Steam Navigation Co.	383.3	43.3	18.6	Cristobal	Valparaiso	General	1,202	4,241	2,790
San Juan.	18	14 37	23	12 53	23	20 56	24	7 54	American	Pacific Mail Steamship Co.	283.0	37.0	17.3	Cristobal	San Francisco.	General	1,455	2,369	1,578
Andra.	16	17 28	24	6 35	24	15 25	27	9 35	American	United States Shipping Board.	261.9	46.0	24.0	Norfolk	Nejillones.	Coal	2,427	2,645	1,674
Ranella.	20	7 30	25	8 47	25	16 55	26	7 35	British	Anglo-Saxon Petroleum Co.	406.0	51.0	26.0	Sabine.	Honolulu.	Kerosene	6,543	5,903	4,230
Howick Hall.	23	20 18	26	6 20	26	14 00	26	15 00	American.	United States Steel Products.	400.0	51.0	26.0	New York	San Francisco.	Steel, general.	6,886	6,005	4,311
Cauca.	23	18 00	26	10 52	26	18 25	26	19 14	British	Pacific Steam Nav. Co.	246.0	35.0	15.6	Cristobal	Champerico.	Ballast.	1,582	1,582	1,023
Paparoa.	26	11 35	26	12 15	26	19 45	27	7 44	British	New Zealand Shipping Company	430.0	54.0	25.6	Glasgow.	Wellington.	Coal, general.	4,283	7,838	5,828

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
North Bend.	19	17 15	20	6 30	20	14 45	23	9 27	American.	United States Shipping Board.	286.0	40.0	14.0	Arica	Puerto Mexico	Ballast.	2,733	3,066	1,909
Chimo.	19	30 00	20	8 23	20	15 56	20	19 05	American.	United States Shipping Board.	266.5	40.2	22.6	Port Costa.	Norfolk.	Rice.	6,300	7,020	5,042
San Joaquin.	13	11 45	20	10 25	20	17 34	20	17 49	Norwegian.	W. Wilhelmsen	425.5	57.1	15.0	Lique.	Tampico.	Ballast	8,004	5,102	3,987
Hazel Branch.	19	13 55	21	6 20	21	14 28	21	14 10	British.	F. & W. Hutson	400.4	51.2	23.0	Valparaiso.	Liverpool	General.	2,550	6,085	4,178
Bloemfontein.	20	10 50	21	7 41	21	15 52	22	6 12	British.	Ellerman & Bucknall	401.1	50.0	25.0	Valparaiso.	New York	Sugar	2,550	2,230	1,448
Point Loma.	24	23 02	21	11 00	21	16 00			American.	United States Shipping Board.	257.0	43.5	17.0	Honolulu	New York.	High seas.			
R. C. Zorra.	14	14 00	21	11 00	21	16 00			American.	United States Navy	244.0	43.2	18.6	Balboa.	Habana.	Rice.	2,500	2,644	1,927
Valde.	22	3 30	22	8 03	22	16 46	23	1 10	American.	Alaska S. S. Co.	309.6	46.1	23.0	Seattle.	Charlottesville.	Nitrate.	4,600	3,033	2,829
Alice A. Leigh.	21	21 30	22	10 29	23	9 36	24	5 40	British.	W. R. Grace & Co.	244.0	43.2	18.6	Antofagasta.	Charlottesville.	Nitrate.	4,600	3,033	2,829

W. M. Irish...	10	19 37	22	13 03	22	21 50	23	2 17	American...	Atlantic Refining Co.	435.0	56.0	Balboa...	Port Lobos...	Ballast...	7 397	5,206
Berwick Cruiser	23	7 30	23	9 57	23	16 59	25	6 05	British...	British Admiralty	440.0	60.0	Valparaiso...	Kingston...	General	826	1,582
Gaucha	22	17 00	24	10 35	23	18 00	26	10 52	British...	Pacific Steam Navigation Co.	246.0	35.0	Guayaquil...	Cristobal...	Spelter, lumber...	1,930	2,334
War Squash...	23	7 30	23	11 30	23	19 00	26	9 33	British...	British Government	250.0	43.5	Vancouver...	United King...	Canned goods...	2,100	2,655
Neeloh	23	21 35	24	8 15	24	16 05	26	22 07	American...	United States Shipping Board	267.5	46.4	San Francisco	New York...	Rice...	2,750	2,667
Forster...	24	8 20	24	9 35	24	17 15	25	1 25	American...	United States Shipping Board	267.5	46.4	San Francisco	New York...	Rice...	2,750	2,667
Urubamba...	23	8 05	24	10 38	24	18 10	25	1 25	Peruvian...	Peruvian S. S. Line	381.0	46.0	Callao...	Cristobal...	General	1,962	5,018
Aysen	23	2 15	24	12 23	24	19 28	25	1 25	Chilean...	Chilean S. S. Line	379.6	44.3	Valparaiso...	Cristobal...	General	407	4,584
Ben (launch)...	25	8 30	25	14 40	25	17 15	26	13 00	American...	George Healey	30.0	7.2	Balboa...	New York...	General	3,000	2,230
Bythedale	25	8 30	25	10 07	25	17 15	26	13 00	American...	United States Shipping Board	266.4	46.2	San Francisco	London...	Meat, wool...	7,000	2,230
Port Melbourne	26	2 00	26	8 20	26	16 07	26	21 22	British...	Commonwealth & Dominion Line	501.3	63.3	Auckland...	Have...	Coffee...	2,382	2,628
Santa Alicia...	26	8 30	26	9 40	26	17 54	27	19 42	American...	W. R. Grace & Co.	283.2	40.4	Acapulco...	New York...	Wool...	3,396	1,714
Dogra	26	13 00	26	14 58	26	23 15	27	12 15	British...	Asiatic Steam Navigation Co.	404.7	52.2	Puntarenas	New York...	Wool...	3,396	1,714

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
April 20	Colon	Panama Railroad S. S. Line.	New York.	April 20	Culebra	Panama Railroad Commissary.	Cartagena.
April 22	Legazpi	Spanish Steamship Line	Habana.	April 20	Caribbean	Panama Railroad Commissary.	Cartagena.
April 23	Metapan	United Fruit Company	New York.	April 23	Metapan	United Fruit Company	New Orleans.
April 23	Culebra	Panama Railroad Commissary.	Cartagena.	April 23	Orotina	P. Wilson.	Port Limon.
April 23	Antillan	Panama Railroad Commissary.	Liverpool and wayports.	April 24	Ulysses	Panama S. S. Railroad Line.	Norfolk.
April 24	Abancaya	United Fruit Company	New York and Kingston.	April 25	Legazpi	Spanish Steamship Line.	Puerto Colombia.
April 24	Abancaya	Panama Railroad Commissary.	Cartagena.	April 25	Abancaya	United Fruit Company	Cartagena.
April 26	Gen. O. H. Ernst	Panama Railroad S. S. Line.	New York and Haiti.	April 26	Culebra	Panama Railroad Commissary.	Cartagena.
April 26	Alliance	Panama Railroad S. S. Line.	New York and Haiti.				
April 26	Kuwa.	United States Shipping Board.	New Orleans.				

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
April 20	Northland	Frank Albers	San Francisco.	April 23	Northland	Frank Albers	San Francisco.

*Other than ships passing through the Canal.

COMMISSARY NOTES.

Steamer Rugs.

The commissary's purchasing connections in London have written that deliveries on steamer rugs are still very slow because of the great number of unfilled orders the makers have on hand.

Aluminum Kitchen Utensils.

A shipment of aluminum kettles, pudding pans, pie plates, frying pans, funnels, cake pans, lemonade shakers, bowls, etc., has recently been received by the Commissary Division and distributed to the line stores.

Fishing Tackle.

Another shipment of fishing tackle, including several new items, has been received and distributed to Balboa, Cristobal, and Gatun commissaries, where it is meeting with good demand.

Prices of Linens.

According to a recently published announcement of the Irish Linen Society of Belfast, the cost of linen yarns and labor can not be lowered during 1919. It is stated that linen prices are absolutely stabilized for the rest of the year and that no reduction is anticipated.

Meerschaum Pipes.

The commissary purchasing agent has advised that it is very difficult to obtain meerschaum pipes in the United States. The only known deposits of meerschaum are said to be in Germany and Austria and none of this material has been imported for several years. Few pipe manufacturers have any quantity on hand.

Laundering of "Flat Work."

The following prices will be charged at either Ancon or Cristobal laundry for flat work, handled specially and returned not later than 36 hours after receipt at the plant: Bedspreads, 27 cents; blankets, 36 cents; doilies, 2 cents; napkins, 2 cents; pillowcases, 2 cents; rough dry, per pound, 10 cents; scarfs, 5 cents; sheets, 5 cents; tablecloths, 5 cents; towels, 2 cents.

Panama Guide.

The Commissary Division has recently purchased the entire remainder of the last edition of *The Panama Guide*. This is one of the few books dealing with the Panama Canal which can rightly be regarded as authoritative. When issued it retailed at \$1.25. Because of the wealth of information contained, the censor deemed it wise to withdraw this volume from sale during the war. This restriction has now been removed and the book may be obtained in any commissary for 63 cents.

Leather Goods—Brushes.

In response to inquiries from the Commissary Division, its London connections have advised that the prices of leather goods have not changed since the armistice was signed and are not expected to go down at all for at least five months.

As regards brushware, reductions in price are considered to be impossible for a long time and it is thought not improbable that they may rise still further. The uncertainty is due to the lack of reliable information relative to the bristle situation in Russia. It is still very difficult to obtain deliveries.

Use of Honey in Cooking.

Several large shipments of pure honey have been received from Haiti and Costa Rica and, having been put up at the industrial laboratory in 12-oz. (weight) glass containers, are now on sale in the retail commissaries.

Nearly everyone knows how tasty honey is as a syrup on hot cakes, waffles, etc., but it is not generally known that in the making of bread, cakes, etc., it not only takes the place of sugar but possesses the advantage of keeping the product fresh longer than sugar, inasmuch as honey attracts moisture to itself.

Analysis shows honey to be strong in magnesia, lime, iron, and phosphoric acid, all of which are said to be beneficial to the human body. It also contains predigested sugar and is considered more wholesome than cane sugar.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., May 7, 1919.

No. 38.

Shipping Board Expresses Appreciation of Work at Balboa Shops.

Following arrival of the steamship *Callao* at New York, after extensive overhauling at Balboa shops, the Governor received this message by radio from the United States Shipping Board:

"WASHINGTON, D. C., May 2, 1919.

COL. CHESTER HARDING,
*Governor, The Panama Canal,
Balboa Heights, C. Z.*

Shipping Board highly appreciative of very efficient work performed by your organization in repairs of *Sierra Cordoba* now named *Callao* which recently arrived at New York after a most successful passage. On behalf of myself and the Board I desire to express thanks and appreciation of what you accomplished. You will be gratified to know vessel is now on her way to Europe to bring our boys home.

EDWARD N. HURLEY, *Chairman.*"

In acknowledgment the Governor replied:

"BALBOA HEIGHTS, May 2, 1919.

HON. EDWARD N. HURLEY,
*Chairman, Shipping Board,
Washington, D. C.*

Receipt of your message expressing appreciation of work of this organization in repairing steamer *Callao* gratefully acknowledged. Copy will be published for information of all concerned, who will be glad to know their work satisfactory and that their efforts will be of assistance in bringing our boys home.

CHESTER HARDING."

An account of the overhauling of the *Callao* was published in **THE PANAMA CANAL RECORD** of April 30, copies of which may be had upon request.

The *Callao* is the first of five former German ships towed from Peru to Balboa to be made fit for the service of the United States Shipping Board. She and the *Eten*, formerly the *Rhakotis*, left Lima on September 6, 1918, in tow of the *Culebra*, of the Panama Railroad Steamship Line. The *Callao* cleared from Cristobal for New York, after the completion of repairs at Balboa shops, on April 8, and the *Eten* sailed on April 13. The three others, the *Pisco*, *Salaverry*, and *Paita*, formerly *Luxor*, *Uarda*, and *Anubis*, respectively, are approaching completion.

CANAL WORK IN MARCH.

The report of the Governor to the Secretary of War of Canal operations in March, 1919, is as follows:

BALBOA HEIGHTS, C. Z., April 23, 1919.

*The Honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of March, 1919.

CANAL TRAFFIC.

The number of ocean-going commercial vessels passing through the Canal for the month was 157, exclusive of U. S. Government and other ships on which no tolls were

levied; these latter being shown in the following tabulation. Net tonnage of the 157 commercial ships aggregated 427,772 tons, Panama Canal measurement; their gross tonnage was 562,527, and registered net tonnage, 358,985 tons. The cargo carried totaled 516,044 tons of 2,240 pounds. Ships of 11 different nationalities were included in the month's traffic. The total net tonnage of 427,772 tons is but 2,631 tons greater than that for the lowest month of the fiscal year, thus far; while the cargo is 50,581 tons greater than the lowest month's record, making this month the second lowest in tonnage and third lowest in cargo carried. The number of commercial ships transiting the Canal is but 1 greater than for last month, which was the lowest month's record of this period.

The United States coastwise traffic, from west to east coast, was handled by 12 vessels of American registry, all under control of the U. S. Shipping Board, representing a total net tonnage of 43,309, Panama Canal measurement, the cargo aggregating 68,243 tons. The coastwise traffic from east to west coast included a total of 7 ships, 4 of American registry, and 3 Japanese vessels, 2 of the latter being under charter to the U. S. Shipping Board, the 7 ships aggregating 20,735 Panama Canal net tonnage, with a total cargo of 30,252 tons. In addition to the 15 ships controlled by the U. S. Shipping Board included in this coastwise shipping, 14 other vessels, all of American registry and under the control of the Board, transited the Canal during the month; 5 southbound and 9 northbound, these 14 ships aggregating 37,470 Panama Canal net tonnage, with a total cargo of 44,386 tons.

Among the principal commodities included in the month's northbound traffic were 7 cargoes of nitrates, approximately 29,960 tons; 5 cargoes of flour, 39,341 tons; 2 cargoes of barley, 13,985 tons; 2 cargoes of sugar, 5,100 tons; the balance of the traffic being mixed cargoes shipped via the usual trade routes. Five oil tankers, northbound in ballast, totaled 20,354 Panama Canal net tonnage. The principal bulk shipments southbound were crude oil, coal and coke, and kerosene. Ten cargoes of coal and coke aggregated 33,586 tons; five cargoes of fuel oil totaled 42,792 tons; and five cargoes of kerosene totaled 37,634 tons. Eight of the 10 shipments of coal and coke totaled 37,634 tons. Eight of the 10 shipments of coal and coke were made by the U. S. Shipping Board, 1 by the U. S. Navy, and 1 by private carriers; 5 cargoes were shipped to U. S. Government departments at Pearl Harbor, Puget Sound, San Francisco, and San Diego. Two British vessels, 1 hospital and 1 troop ship, southbound, brought 1,839 New Zealand officers and soldiers through the Canal homeward bound from Europe.

Thirty-nine vessels of the following registry, tonnage, and cargo were bound from the Canal to South American west coast ports:

No.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
17	British.....	57,917	34,464	43,163	38,307
10	American.....	31,417	18,921	22,127	34,539
5	Chilean.....	19,109	12,241	15,170	15,035
3	Peruvian.....	13,764	7,194	8,452	4,461
2	Norwegian.....	14,015	8,841	10,186	18,400
2	Danish.....	757	548	572	1,156
39	Totals...	136,979	82,209	99,670	111,899

SERVICES TO CANAL SHIPPING.

Repairs were made on 87 vessels during the month; 49 at Cristobal and 38 at Balboa. Three ships were drydocked at Cristobal, and 6 at Balboa. Nine vessels, 3 at Cristobal and 6 at Balboa, were supplied with 21,068 barrels of fuel oil. Eighty-six steamships at Cristobal and 12 at Balboa, a total of 98, were furnished with 38,093 tons of bunker coal. A total of 8,310,875 gallons of water was supplied to 230 vessels, 108 at Cristobal and 122 at Balboa. Sales of commissary supplies to commercial ships aggregated \$74,671.99; 109 ships were furnished with \$48,975.34 worth of such supplies at Cristobal, and 70 ships with \$25,696.65 worth at Balboa. Tug service performed for vessels using the Canal and ports of Cristobal and Balboa amounted to a total charge of \$15,789.27; this including the towing of 2 vessels northbound through the Canal and miscellaneous service in docking and clearing.

STATEMENT OF OPERATIONS.

A detail of the business transacted at the Atlantic and Pacific terminals of the Canal is shown in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Commercial ships making transit of Canal	81	76	157
Net tonnage (P. C. measurement) of laden commercial ships	240,650	187,122	427,772
Registered gross tonnage of laden commercial ships through Canal	314,131	248,396	562,527
Registered net tonnage of above	195,719	163,266	358,985
Cargo through Canal	271,067	244,977	516,044
Nationality of ships through Canal:			
United States	21	38	59
British	36	19	55
Chilean	5	3	8
Costa Rican	1		1
Danish	3	1	4
Dutch	1	1	2
French		7	7
Japanese	7	1	8
Norwegian	4	4	8
Peruvian	3	2	5
Russian	1		1
Total	81	76	157
Registered gross tonnage of all commercial ships through Canal, by nationalities:			
United States	61,123	141,588	202,711
British	182,658	66,731	249,389
Chilean	19,109	10,259	29,368
Costa Rican	203		203
Danish	6,016	3,931	9,947
Dutch		4,995	4,995
French		23,235	23,235
Japanese	34,943	7,296	42,239
Norwegian	22,323	25,369	47,692
Peruvian	13,764	9,147	22,911
Russian	2,372		2,372
Total	342,511	292,551	635,062
Registered net tonnage of above:			
United States	38,630	97,096	135,726
British	113,645	41,222	154,867
Chilean	12,241	6,858	19,099
Costa Rican	127		127
Danish	3,850	2,526	6,376
Dutch		3,158	3,158
French		15,937	15,937
Japanese	22,832	4,487	27,319
Norwegian	13,863	16,000	29,863
Peruvian	7,194	4,763	11,957
Russian	1,453		1,453
Total	213,835	192,047	405,882
Panama Canal net tonnage of above:			
United States	45,190	105,803	150,993
British	139,689	55,872	195,561
Chilean	15,170	8,575	23,745
Costa Rican	83		83
Danish	5,889	3,486	9,375
Dutch		4,013	4,013
French		13,607	13,607
Japanese	27,707	5,416	33,123
Norwegian	19,173	19,667	38,840
Peruvian	8,452	5,691	14,143
Russian	1,598		1,598
Total	262,951	222,130	485,081
Cargo carried by nationalities from:			
United States	57,150	134,016	191,166
British	113,894	72,488	186,382
Chilean	15,035	1,884	16,919
Danish	10,292	13	10,305
Dutch		6,300	6,300
French		11,741	11,741
Japanese	40,715	6,036	46,751
Norwegian	27,400	6,500	33,900
Peruvian	4,461	5,999	10,460
Russian	2,120		2,120
Total	271,067	244,977	516,044
Vessels transiting Canal free of tolls:			
U. S. Navy subchasers	23		23
U. S. Navy coast guard cutter	1		1
U. S. Navy scout patrol	1		1
U. S. Navy destroyers		4	4
U. S. Army tugs	2		2
American ships with cargo for U. S. Government	1	1	2
Japanese ships with coal for U. S. Navy	2		2
Panama Government launch		1	1
Total	30	6	36

Item.	Cristobal.	Balboa.	Total.
Panama Canal net tonnage on which no tolls were charged.....	9,774	*	*
Cargo on which no tolls were charged..... tons..	14,359	1,695	16,054
Commercial ships through Canal without cargo, but not in ballast.....	2		2
Net tonnage of above.....	13,077		13,077
Commercial ships through Canal in ballast.....	7	9	18
Net tonnage of above.....	9,222	35,008	44,230
Total transits of commercial ships without cargo.....	9	9	18
Net tonnage of above.....	22,299	35,008	57,307
Motor ships through Canal.....	6	1	7
Net tonnage of above.....	8,681	69	8,750
Sailing ships through Canal.....		2	2
Net tonnage of above.....		5,648	5,648
Tolls levied on laden ships through Canal.....	\$241,548.29	\$202,344.45	\$442,892.74
Tolls levied on ships in ballast through Canal.....	\$20,250.18	\$25,314.12	\$45,564.30
Total tolls levied.....	\$261,798.47	\$227,658.57	\$489,457.04
Total ships entering port.....	218	198	416
Total ships clearing from port.....	224	197	421
Net registered tonnage of vessels entering.....	487,675	428,859	914,534
Net registered tonnage of vessels clearing.....	488,269	428,368	916,577
Total net registered tonnage of vessels entering and clearing.....	975,944	855,167	1,831,111
Vessels entering port, not passing through Canal.....	53	5	58
Net tonnage of above.....	108,347	10,176	118,523
Vessels clearing from port, not passing through Canal.....	55	4	59
Net tonnage of above.....	111,823	10,525	122,348
Vessels passing through Canal, handling passengers or cargo at port, entering.....	25	36	61
Net tonnage of above.....	49,231	60,777	110,008
Vessels passing through Canal, handling passengers or cargo at port, clearing.....	26	35	61
Net tonnage of above.....	55,679	59,012	114,691
Transit cargo arriving..... tons..	501,185	528,789	1,029,974
Transit cargo cleared..... tons..	509,562	531,844	1,041,406
Total of transit cargo..... tons..	1,010,747	1,060,633	2,071,380
Local cargo arriving..... tons..	11,916	6,539	18,455
Local cargo shipped..... tons..	5,834	95	5,929
Total of local cargo..... tons..	17,750	6,634	24,384
Total local and transit cargo..... tons..	1,028,497	1,067,267	2,095,764
Cargo received by Receiving and Forwarding Agency of P. R. R..... tons..	55,800	11,480	67,280
Cargo dispatched by Receiving and Forwarding Agency of P. R. R..... tons..	49,588	2,047	51,635
Cargo rehandled by Receiving and Forwarding Agency of P. R. R..... tons..	4,316	8,110	12,426
Total cargo handled by Receiving and Forwarding Agency of P. R. R..... tons..	109,704	21,627	131,341
Cargo stevedored, included in above..... tons..	47,471	3,586	51,057
Commercial vessels furnished with fuel oil from Canal tanks.....	2	8	10
U. S. Government vessels furnished with fuel oil from Canal tanks.....		1	1
Fuel oil sold to commercial ships from Canal tanks..... bbls..	4,491.22	16,576.84	21,068.06
Fuel oil issued to U. S. Navy vessels..... bbls..	389.23		389.23
Fuel oil issued to U. S. war vessels..... bbls..	679.10		679.10
Other sales, issues, and consumption..... bbls..	6,751.99	20,648.41	27,400.40
Total fuel oil furnished from Panama Canal tanks..... bbls..	12,311.54	37,225.25	49,536.79
Fuel oil on hand, April 1..... bbls..	65,583.15	146,973.23	212,556.38
Diesel oil on hand, April 1..... bbls..		1,777.61	1,777.61
Commercial vessels supplied with bunker coal.....	86	12	98
U. S. Government and Panama R. R. vessels supplied with bunker coal.....	12	5	17
Coal received during March..... tons..	55,887		55,887
Coal supplied Panama R. R. Steamship Line..... tons..	2,412		2,412
Coal supplied Panama R. R. departments..... tons..	2,217	10	2,227
Coal supplied individuals and companies..... tons..	454		454
Coal supplied other steamship lines..... tons..	36,879	1,214	38,093
Coal supplied the Army and Navy..... tons..	1,459	529	1,988
Coal supplied The Panama Canal..... tons..	2,311	530	2,841
Coal on hand, April 1..... tons..	154,195	36,723	190,918
Vessels supplied with water.....	108	122	230
Water sold to ships..... galls..	5,797,075	2,513,800	8,310,875
Vessels drydocked.....	13	13	26
Commercial vessels supplied with commissary.....	109	70	179
U. S. Government and Panama R. R. vessels supplied with commissary.....	38	34	72
Commissary sales to commercial vessels:			
Ice.....	\$813.51	\$600.71	\$1,414.22
Wholesale groceries.....	13,658.53	5,635.41	19,293.94
Wholesale cold storage.....	31,982.43	17,496.23	49,478.66
Laundry.....	1,049.46	1.85	1,051.31
Miscellaneous.....	1,471.41	1,962.45	3,433.86
Total.....	\$48,975.34	\$25,696.65	\$74,671.99
Commissary sales to Government and Panama Railroad vessels:			
Ice.....	\$81.08	\$244.31	\$325.39
Wholesale groceries.....	8,814.82	5,779.26	14,594.08

* Refers to S. S. Houston, P. C. net tonnage of which has not been determined.

Item.	Cristobal.	Balboa.	Total.
Commissary sales to Government and Panama Railroad vessels—Contd.			
Wholesale cold storage.....	\$19,035.71	\$10,953.95	\$29,989.66
Laundry.....	140.31	.....	140.31
Miscellaneous.....	794.09	162.01	956.10
Total.....	\$28,866.01	\$17,139.53	\$46,005.54
Total commissary sales to vessels.....	\$77,841.35	\$42,836.18	\$120,677.53
Total passengers arriving including transit passengers:			
First cabin.....	3,868	2,111	5,979
Other than first cabin.....	6,576	6,314	12,890
Total.....	10,444	8,425	18,869
Total passengers departing including transit passengers:			
First cabin.....	5,174	2,020	7,194
Other than first cabin.....	13,223	6,237	19,460
Total.....	18,397	8,257	26,654
Total movement of passengers.....	28,841	16,682	45,523
Passengers disembarking:			
First cabin.....	1,197	239	1,436
Other than first cabin.....	451	113	564
Total.....	1,648	352	2,000
Passengers embarking:			
First cabin.....	1,847	152	1,999
Other than first cabin.....	3,766	37	3,803
Total.....	5,613	189	5,802
Services to seamen:			
Seamen shipped (American).....	236	73	309
Seamen discharged (American).....	179	109	279
Seamen deceased (American).....	.....	1	1
Seamen deserted (American).....	7	.....	7
Seamen lodged, subsisted, and repatriated (American).....	7	.....	7
Seamen's identification certificates issued (American and alien).....	717	133	850
Seamen's wages received (American).....	\$3,409.11	\$13,826.55	\$17,235.66
Seamen's wages disbursed (American).....	\$1,855.35	\$12,222.41	\$14,077.26
Balance on hand, April 1, 1919.....	\$2,262.67	\$3,656.94	\$5,919.61

LOCK OPERATIONS.

The following lockages of commercial vessels were made during the month:

	Number of lockages			Number of vessels		
	North	South	Total	North	South	Total
Gatun.....	72	72	144	75	81	156
Pedro Miguel.....	77	81	158	76	83	159
Miraflores.....	70	77	147	76	83	159

In addition to the above, there were 103 lockages made of vessels of the U. S. Army and Navy and floating equipment of The Panama Canal together with 1 lockage of a launch belonging to the Republic of Panama; 27 at Gatun, 41 at Pedro Miguel, and 35 at Miraflores.

A total of 1,937,560,000 cubic feet of water was consumed for all lockages; 1,374,440,000 cubic feet from Gatun Lake, of which 698,350,000 cubic feet were required for Gatun lockages, and 676,090,000 cubic feet for Pedro Miguel lockages; the balance, 563,120,000 cubic feet, from Miraflores Lake for Miraflores lockages. No accidents or delays, other than the usual minor troubles, occurred during lockages. Such items of ordinary repairs as the regular lock forces handle have been in progress throughout the month. Locomotive No. 644, damaged at Gatun locks in February, was completely repaired and placed in service on the 31st. The work of sheathing the bulkheads at both Pacific locks was completed. Removal of the valves from the west chamber of Miraflores locks was started. It has been necessary to recoat about 50 per cent of the surface on the west chamber lock gates at Miraflores, originally coated by the American Bitumastic Enamels Company under contract. Hermetic enamel is being used for this purpose. The water compartments of these gates were also prepared for painting with the same material.

METEOROLOGY.

March was the fourth consecutive month of unusually dry weather in the Canal Zone and vicinity. The dry season rainfall up to March 31 was the lightest of record for any corresponding period in recent years. The estimated average rainfall over Gatun Lake watershed was 0.42 inch, which is 50 per cent of the 9-year mean for this month; the average over the Chagres River basin above Alhajuela was 0.48

inch, 43 per cent of the 18-year mean. Evaporation was considerably above normal on both coasts, but slightly deficient over Gatun Lake. The Gatun Lake watershed total yield was 22 per cent below the 9-year March mean; the minimum net yield was minus 182 c. f. s. in 1917, and that for this month, minus 50 c. f. s. There was a decrease of 5,760,000,000 cubic feet in Gatun Lake storage; the elevation varying from a maximum of 85.54 feet on the 1st to a minimum of 84.22 feet on the 31st. The draft for lockages and Gatun hydroelectric station was 2,032 c. f. s.; the ratio of water used for hydroelectric power and that for lockages at Gatun being 2.93 to 1. It was necessary to draw 45,460,000 cubic feet from Gatun Lake for the maintenance of Miraflores Lake, and 64,540,000 cubic feet from the same source for Brazos Brook reservoir and Gamboa pumping plant. Miraflores Lake varied from a maximum elevation of 54.21 feet to a minimum elevation of 51.02, ending at 51.45 feet on the 31st.

ELECTRICAL DIVISION.

Gatun hydroelectric station—Service at this station was without interruption during the month. Minor changes and repairs to equipment were made. The painting of the superstructure of the spillway was completed; and all machinery of the spillway, which has recently been overhauled, was also painted and varnished. The net output of this station for March was 4,998,400 KWH; the computed water consumption was 4,058,200,000 cubic feet.

Miraflores steam plant—Two boilers of this plant, Nos. 7 and 8, were repaired during the month. No. 5 turbine, which was also overhauled, was restored to service on the 18th. The gross output was minus 130,280 KWH; the net output was minus 175,980 KWH; 45,700 KWH having been used in the excitation and operation of generators as synchronous condensers to improve the power factor of the system. The total amount of fuel oil consumed was 2,501.60 barrels.

Total power output—The total net output of both generating stations was 4,882,420 KWH, and the total amount of power distributed to feeders by substations and generating plants was 4,222,948 KWH, equivalent to an energy loss of 12.4 per cent.

Transmission line—The following interruptions in service occurred: Line feeder No. 8 failed on the 23d, caused by burning out of cable in duct line; line No. 2 failed twice on the 29th, none of these failures causing a greater interruption than for a period of 12 minutes. Three breaks occurred in ground wires. The painting of the towers was continued and 80 per cent completed. The towers between miles 10 and 25 have been found to be in worse condition than those of any other section of the line. Samples of different kinds of paint are being tried out on the towers of mile 40 to determine their respective merits for this purpose.

Substations—No new construction work was undertaken during the month. There were no interruptions in service to the locks. Feeder No. 1 at Miraflores substation was out of service for approximately seven hours on the 12th and 13th, caused by fire in a manhole at Pedro Miguel. The ordinary work of repair and maintenance at the four stations was performed as usual.

New construction, Electrical Division—In the northern district the installation of the D. C. distribution at Coco Solo was completed; all street lights at this point were put into service. Work in connection with the installation of equipment at Mt. Hope cold storage plant was advanced to 75 per cent completion. But little work could be performed on either the installation of the power equipment at Coco Solo, or of the 11,000-volt cables in the duct line from Cristobal substation to the cold storage plant; lack of material impeding progress in the work at Coco Solo, and delays in installation of equipment preventing a satisfactory progress in the work on the duct line to the cold storage plant. In the southern district the electrical work on the new engine house at Fort Grant was completed, likewise that on the Army barracks removed from Mindi to Corozal. There were 167 work order jobs completed and 116 others underway in both districts during the month.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The work of the Mechanical Division, at Balboa, was concentrated as much as possible on the repairs to the ex-German ships. There were 868 uncompleted jobs in progress at Balboa on March 1; 699 additional were authorized during the month; 651 completed in that period; and 916 uncompleted on the 31st. At the Cristobal shops 165 individual and company job orders were issued during the month, 9 of which were for work on U. S. Navy craft and 59 of the remaining 154 covering repairs to ships calling at Cristobal or in transit of the Canal, exclusive of Panama Railroad vessels.

The output of the Balboa foundry was as follows: Iron, 167,200 pounds; steel, 8,830 pounds; brass, 19,916 pounds.

The following vessels were at the Balboa Shops for repairs during March: Cable ship *Guardian*; M. P. *Gen. W. M. Graham*; U. S. S. *Nanshan*; Submarine C-4; submarine chasers Nos. 278, 294, 296, 355, 1841, 2232, and 2235; motorships *Brazil*, *Guanacaste*, *Santino*, and *Santa Elena*; schooners *Chiriqui*, *Herbert May*, and *Soissons*; steamships *Advance*, *Anubis*, *Anyox*, *Balboa*, *Belridge*, *Buhisan*, *Circassian Prince*, *Colon*, *Columbia*, *Commandant Chalties*, *Gen. Gallieni*, *Guatemala*, *Isonomia*, *Juncan*, *La Habra*, *Los Angeles*, *Luxor*, *Magunkook*, *Makanda*, *Peru*, *Point Arena*, *Point Bonita*, *Rhakotis*, *Rosalie Mahoney*, *St. Mihiel*, *San Joaquin*, *Henry T. Scott*, *Sierra Cordoba*, *Uarda*, *Ulysses*, *West Avenal*. Of these the following were drydocked: Cable ship *Guardian*, U. S. S. *Nanshan*, steamships *Circassian Prince*, *Guatemala*, *La Habra*, *Magunkook*, *Rhakotis*, and *Sierra Cordoba*; also Panama Canal craft, cranes *Ajax* and *Hercules*; dredges *Cascadas* and *Gamboa*, and supply boat No. 2.

At Cristobal the following vessels were repaired: U. S. A. T. *Kilpatrick*; subchasers Nos. 281, 284, 285, 286, 287, and 355; submarines C-2 and C-5; launches *Adair*, *Azimuth*, *Capron*, *Lieut. David Putnam*, *Isthmian*, *Naos*, and *Warrior*; Panama Canal craft, barge No. 87, clapnet No. 7, craneboat *La Valley*; dredges Nos. 84 and 86; grader No. 1; supply boat No. 1, tugs *Coco Solo*, *Engineer*, *Porto Bello*, and *Tavernilla*; steamships *Advance*, *Achilles*, *Allianca*, *Abangarez*, and *Acajulla*, *Balboa*, *Bhamo*, *Bologna*, *Caribbean*, *Castle Point*, *Chilkat*, *City of Para*, *Colon*, *Coppename*, *Crescent*, *Cricket*, *Cristobal*, and *Culebra*, *Desha*, *Dictator*, *Easterling*, *Geo. W. Elder*, *Haiti*, *Hammershus*, *Huallaga*, *Issa Queena*, *Jamaica*, *Kitimat*, *Lake Charles*, *Lake Gratis*, *Lake Wilson*, *Lieut. De Lorme*, *Mexico*, *Oakbranch*, *Panama*, *Peru*, *Parismina*, *Rancagua*, *Salvador*, *Santa Flavia*, *Sarvis*, *Soissons*, *Ulysses*, *Urubamba*, and *West Corum*; motor boat *Orotina*; schooners *Gen. Maunoury*, *Centinela*, *Laura C. Hall*, and *Liberte*.

Due to the excessive labor and material costs, it has been decided to discontinue work on 6 of the 10 passenger coaches under construction for the Panama Railroad Company; 4 of which will be completed as soon as possible, and work on the other 6 resumed whenever practicable. Repair work on the ex-German ships *Rhakotis* and *Sierra Cordoba* was rushed to practical completion during the month; and after satisfactory trials the *Sierra Cordoba* cleared finally for New York; April 11, and the *Rhakotis*, April 19. A large amount of pattern work found necessary in connection with repairs to the *Luxor* will probably extend the date of completion of this ship to May 15. But slight progress has been made during March on the *Uarda* and *Anubis*, the labor force available being insufficient to detail any considerable number of men to the work on these two vessels.

BUILDING CONSTRUCTION.

The construction work of the Building Division had reached the following status on March 31:

	Per cent completed.
Ancon Hospital buildings:	
Ward group No. 7.....	99
Ward group No. 8.....	88
Superintendent's house.....	80
Cement block walls, lumber shed, Balboa.....	60
Punta Mala radio station.....	100
Las Palmas radio station.....	(*)
Ice and cold storage plant, Mount Hope.....	(†)
Abattoir.....	99
Equipment for.....	10
Canning plant.....	99
Boiler house and exterior steam lines, Mount Hope cold storage plant.....	97
Ten type-17 houses for C. & S. A. Telegraph Company, Ancon.....	95
Ten 12-family silver quarters, Mount Hope, but 4 in progress during the month.	
Carpentry.....	95
Plumbing.....	90
Painting.....	25
Fort de Lesseps dock.....	100

The installation of the abattoir equipment was seriously delayed on account of failure to receive the necessary material from the States. Only a small amount of carpentry, plumbing, trim and hardware, and painting remain to be done at the Mount Hope ice and cold storage plant; and work on the installation of its equipment had reached 99 per cent completion at the end of the month. It was considered impracticable to utilize a sufficient force on the Mount Hope silver quarters to con-

* Assembling material only.

† Construction completed; finishing details, only, remaining.

tinue construction on the entire 10 buildings, and but 4 were in hand during the month. The usual repair and alteration jobs were in progress during the month. Exterior painting of buildings was rushed as much as possible in anticipation of the wet season. One house was removed from Paraiso to Cristobal, and another from Paraiso to La Boca.

Terminal construction—Construction of Pier No. 6, Cristobal, is now confined to the completion of the shed, on which work had progressed to the following status, March 31:

Item.		Accomplished during month.	Total in place, March 31.	Percentage of completion.
Forms placed.....	square feet.	73,677	177,280	47
Reinforcing placed.....	pounds.	397,688	1,032,432	67
Concrete poured.....	cubic yards	1,331	3,024	49

DREDGING DIVISION.

Dredging excavation for March was as follows:

Location.	Earth Cu. yds.	Rock Cu. yds.	Total Cu. yds.	Classified as:		
				Maint. Cu. yds.	Constr'n. Cu. yds.	Auxiliary, Cu. yds.
Pacific Entrance Channel.....	205,400	800	206,200	200,600	5,600	.....
Inner Harbor at Balboa.....	204,700	22,400	227,100	209,700	17,400	.....
Gaillard Cut:						
East and West Culebra Slides.....	9,400	44,900	54,300	54,300	.....	.....
East Cucaracha Slide.....	2,100	15,300	17,400	17,400	.....	.....
Total from Gaillard Cut.....	11,500	60,200	71,700	71,700	.....	.....
Grand total.....	421,600	83,400	505,000	482,000	23,000	.....

The following disposition was made of the excavated material:

	Yards.
From Pacific entrance channel (sea dump).....	8,300
From Pacific entrance channel (flats west of Canal).....	197,900
Total.....	206,200
From Balboa Inner Harbor (sea dump).....	77,400
From Balboa Inner Harbor (Diablo dump).....	179,700
Total.....	227,100
From Gaillard Cut (Gatun Lake).....	71,700

On April 1 there remained to be excavated from the Canal prism, ocean to ocean, 193,600 cubic yards of earth and rock; and 375,383 cubic yards from the Cristobal coaling station and Balboa inner harbor. Distribution of the remaining excavation is shown in the following tabulation, quantities therein being expressed in cubic yards:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....		25,000	25,000
Pacific Entrance.....	118,100	50,500	168,600
Total, Canal prism.....	118,100	75,500	193,600
Cristobal Coaling Station.....		2,073	2,073
Balboa Inner Harbor.....	253,960	119,350	373,310
Total Cristobal Coaling Station and Balboa Inner Harbor.....	253,960	121,423	375,383
Grand total—ocean to ocean.....	372,060	196,923	568,983

MUNICIPAL DIVISION.

In addition to the usual routine work of maintenance and repair, this division had the following construction work underway during March, its status of completion being as shown:

Northern District:

	Per cent completed.
1. Relocation of Mount Hope road—	
Paving.....	35
Excavation and grading.....	95
2. Draining swamp area near Mindi.....	50

Northern District—Continued.

Per cent
completed.

3. Renewal of discharge line from sewage pump, Colon..... *70
 4. Installation of water line at ice and cold storage plant..... *96
 5. Tarviing Margarita road..... (†)

Southern District:

1. Road construction, Ancon Hospital grounds—additional authorization of \$11,500..... 40
 2. Grading, Ancon Hospital grounds—additional authorization of \$13,500..... 50
 3. Resurfacing Paraiso-Gamboa road..... 50
 4. Resurfacing streets, Paraiso..... (†)
 5. Walks and drains, Balboa Shops..... 56
 6. Box drain, 25th St., Panama City..... 90
 7. Storm sewer, 24th St., Panama City..... 90
 8. Storm sewer, Mariano Arosemena St, Panama City..... 100
 9. Storm sewer, Southern Avenue, Panama City..... 80
 10. Storm sewer, 15th of February St., Panama City..... 85
 11. Storm sewer, Caledonia and N. Sts., Panama City..... 80
 12. Drainage on 3d of November St., Panama City..... 20
 13. Concrete ditches for Health Department, Corozal..... 100

*No work done during month. †Practically completed. ‡Completed as far as authorized.

Due to the extreme drought prevailing in March, the total amount of water pumped in both the northern and southern districts was approximately 100,000,000 gallons more than that for the preceding month, or 895,756,250 gallons for March; 224,686,250 gallons in the northern district, and 671,070,000 gallons in the southern district. Colon was furnished with 45,353,150 gallons, Panama with 81,139,000 gallons, and 8,310,875 gallons were furnished to 230 vessels. There were 551,854,000 gallons filtered for domestic purposes at the three filtration plants. One thousand eight hundred and twenty-two tons of garbage were consumed at the Gavilan Island incinerator.

WORKING FORCE.

Effective March 19, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	36	47	83
Building Division.....	240	1,770	2,010
Municipal Division.....	81	1,531	1,612
Electrical Division.....	225	366	591
Lock Operation.....	140	688	828
Dredging Division.....	128	883	1,011
Mechanical Division.....	786	1,654	2,440
Marine Division.....	108	333	441
Fortifications.....	57	216	273
Total.....	1,801	7,483	9,289
Supply Department:			
Quartermaster.....	128	1,726	1,854
Subsistence.....	24	466	490
Commissary.....	217	1,743	1,960
Cattle Industry—Plantations.....	31	1,817	1,848
Total.....	400	5,752	6,152
Accounting.....	206	11	217
Health.....	216	937	1,153
Executive.....	605	216	721
Panama Railroad:			
Superintendent and coaling stations.....	138	1,307	1,445
Transportation.....	149	241	390
Receiving and Forwarding Agent.....	132	1,441	1,573
Total Panama Railroad.....	419	2,989	3,408
Grand total.....	3,547	17,393	20,940

The total gold force represents an increase of 175 over the 3,372 employed on February 19; and the silver force a decrease of 1,286 from the 18,679 employed on that date. As compared with the force employed on March 20, 1918, that of this month shows an increase of 70 gold employees and a decrease of 257 silver employees.

The occupation of Canal quarters, March 31, was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,182	2,065	2,304	7,551
Europeans.....	195	26	64	285
West Indians.....	5,360	1,958	3,648	10,964
Total.....	8,737	4,049	6,014	18,800

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

Material ordered on United States requisitions to the amount of \$676,147.06 was received during the month; \$626,281.83 of which was chargeable to Operation and Maintenance; \$44,723.43 to Construction and Equipment; and \$5,141.80 to miscellaneous departments. Isthmian cash sales from the storehouses and obsolete store totaled \$106,892.39; of which \$106,056.75 was for stock material, \$203.83 for scrap, and \$631.81 for obsolete and second-hand materials. Deposits of \$10,126.07 were made with the Disbursing Clerk, Washington, on account of sales of materials in the States. The total credit sales of material for the month was \$77,614.09. Sales of commissary supplies for March aggregated \$1,025,705.54.

PUBLIC HEALTH.

A total of 70 cases of influenza was discharged from the hospitals during March; there were no deaths from this disease. There were 7 pneumonia cases discharged, and 2 deaths. Four cases of smallpox were admitted during the month, all from the city of Panama; making a total of 178 cases admitted since the outbreak of the epidemic last August, 168 cases of which have been discharged well, and the remaining 10 are in good condition.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on March 31, exclusive of fortifications, was \$11,487,774.17; the balance in fortifications was \$7,873,221.64. Payments from appropriations by the disbursing clerk, Washington, amounted to \$626,958.43, and by the Paymaster on the Isthmus to \$1,324,665.81. Purchases of commissary books from the Panama Railroad Company amounted to \$283,699.26. Tolls collected totaled \$489,314.75. Deposits of \$391,869.65 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels either transiting the Canal or for which arrangements had been effected to transit at a later date and the tolls prepaid. The total Panama Canal collections on the Isthmus were \$1,955,399.14; and collections by the Disbursing Clerk, Washington, \$45,232.32. Receipts from Canal Zone and miscellaneous funds were \$234,080.15, and disbursements from the same source amounted to \$211,763.99. March payrolls on the Isthmus amounted to \$1,103,745.71, as compared with \$1,066,535.58 for February, representing an increase of \$37,210.13.

Respectfully,

CHESTER HARDING, *Governor.*

Notice to Mariners—Miraflores Approach Gas Buoy Temporarily Removed.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 3, 1919.

CIRCULAR No. 643-56:

Owing to dredging operations, the Miraflores Approach (Pacific Side) gas buoy has been temporarily removed.

CHESTER HARDING,
Governor.

Refunds of Tolls.

Tolls were refunded April 30, 1919, by The Panama Canal for overcharges made against ships passing through the Canal, as follows:

Name of ship.	Date of transit.	Original tolls charged.	Cor- rected charge.	Amount refunded.	Paid to—
Edgar H. Vance.....	February 15, 1915...	\$2,685.60	\$1,903.75	\$781.85	W. R. Grace & Co.
Riverforth.....	May 1, 1915.....	2,790.00	2,625.84	164.16	Payne & Wardlaw.
Aspinel.....	May 19, 1915.....	4,361.25	3,971.25	390.00	Payne & Wardlaw.
Totals.....		\$9,836.85	\$8,500.84	\$1,336.01	

Supplement No. 7 to Tariff No. 2.

The following amendments are made to Tariff No. 2, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal, effective May 1, 1919:

ITEM 4—HANDLING LINES IN LOCKS.

1. For each man furnished by The Panama Canal on board vessels for a complete trip through the Canal, for the purpose of handling lines and locomotive wires on board such vessels, to promote their safety while being passed through the locks..... \$3.50

ITEM 17—STORAGE ON DOCKS.

Paragraph 4 published in Supplement No. 3 effective November 1, 1918, is hereby canceled except as to any cargo which may have been consigned to the Isthmus prior to May 1, 1919, for storage under the provisions of that paragraph and without notice of its cancellation.

ITEM 18—STEVEDORING AND TRANSFERRING CARGO.**3. Isthmian Cargo:**

(a) The charge for handling inward and outward local cargo across the docks at Cristobal and Balboa will be 85 cents per ton on general cargo, and on other commodities $\frac{1}{2}$ the rates specified in Section 2, paragraphs (b) to (j). Bills will be made against the delivering or receiving line as the case may be.

ITEM 22—FUEL AND DIESEL OIL.

1. Fuel oil per barrel of 42 gallons, delivered to vessels at either Cristobal or Balboa..... \$2.50
2. Diesel oil is not sold by The Panama Canal, but may be obtained from private concerns at approximately \$4 per barrel. Cable arrangement should be made in advance of arrival of vessel.
3. Pumping oil into and out of private tanks, 4 cents per barrel. Oil heavier than 14° Baumé at 60° Fahrenheit will not be handled by Panama Canal handling plants.

The General Storekeeper at Balboa should be advised as to the approximate dates that steamers are due to arrive with oil either at Cristobal or Balboa, so that necessary arrangements may be made for handling.

CHESTER HARDING,
Governor, The Panama Canal,
President, Panama Railroad Company.

Fuel Oil.

Fuel oil on hand in tanks of The Panama Canal at Balboa on May 1, amounted to 176,636 barrels; at Cristobal, to 53,199 barrels, making a total of 229,835 barrels. This is in addition to the supplies of the various companies with tanks in the farms.

Assuming Command, Panama Canal Department.

HEADQUARTERS PANAMA CANAL DEPARTMENT,

ANCON, C. Z., April 28, 1919.

GENERAL ORDERS No. 12:

In compliance with telegraphic instructions from the Adjutant General of the Army, dated April 10, 1919, the undersigned hereby assumes command of the Panama Canal Department.

C. W. KENNEDY,
Major General, Commanding.

New Hours at Receiving and Forwarding Agency.

Working hours of the Receiving and Forwarding Agency at Cristobal, beginning May 2, are in two shifts of eight hours. The day hours are from 7 to 11 a. m. and from 12 to 4 p. m., and the night hours are a continuous shift from 5 p. m. to 1 a. m. Heretofore the shifts have been of nine hours.

Customs Inspection of Baggage of Incoming Passengers at Cristobal and Balboa.

Attention is invited to the fact that all baggage of passengers arriving at Cristobal and Balboa must be inspected by the Canal Zone customs authorities before it can be removed from the docks. Incoming passengers should not surrender their claim checks to baggage agents and leave the docks before their baggage has been inspected. In such cases the baggage can not be opened for inspection, and it is necessary to send it to the local baggage room. Passengers may avoid the annoyance of not receiving their baggage promptly, and of having to return to the docks in order to open it for inspection, if they will arrange for such inspection before their departure from the docks.

Restaurant Service.

The Supply Department advises Canal restaurant patrons that in the service of combination or club meals with which coffee is listed, cocoa or tea may be substituted without extra charge.

Cocoa as a breakfast beverage is being adopted by numbers of persons on the Isthmus. In the Canal hospitals it is served regularly in place of coffee.

Economy in Trucks for Heavy Hauling.

Operating from fifteen to twenty $3\frac{1}{2}$ -ton gasoline trucks, the Supply Department has determined that one such truck will perform the work of seven 2-horse teams. The cost of operating the truck, including all direct expenses, overhead, repairs, and depreciation, has averaged \$18 per day. The corresponding cost for the seven teams is \$26.25. The saving is \$8.25 a day per truck.

Official Circulars.**Sales of Commissary Books to Sick Silver Employees.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 5, 1919.

To all concerned—Circular No. 663-7, dated January 25, 1919, provides that no sales of commissary books will be made to silver employees who are able to secure books by payroll deduction. When a silver employee living in Panama Canal quarters is sick in quarters or in the hospital, and has not sufficient pay due to permit payroll deduction for books, a member of his family

may be authorized to purchase books for cash, upon presentation of Form 468.

Silver employees desiring to avail themselves of this privilege should apply to the attending Panama Canal physician, who will issue Form 468 after satisfying himself that the employee is living in Panama Canal quarters and has not sufficient pay due to permit payroll deduction. These forms may be used to purchase not to exceed \$15 worth of commissary books within 30 days from date of issuance. Additional cards may be issued by physicians if considered necessary, at reasonable intervals, or upon expiration of the original authority.

Physicians will exercise special care to see that authority cards are issued only during the

period of illness, in order that there may be no abuse of the privilege, and that the total purchase authorized for any month shall not exceed the amount of the employee's usual monthly wages.

CHESTER HARDING,
Governor.

Department of Operation and Maintenance.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., April 29, 1919.

CIRCULAR No. 660-45:

Effective May 1, 1919, and until further notice, the following divisions of the Department of Operation and Maintenance will report direct to the Governor:

- The Division of Lock Operation.
- The Electrical Division.
- The Dredging Division.
- The Division of Municipal Engineering.
- The Office Engineer.
- The Section of Meteorology and Hydrography.
- The Section of Surveys.
- Maintenance of Gatun Dam.

CHESTER HARDING,
Governor.

Empty Drums.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 1, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Sufficient attention is not being given to the return of empty oil and gasoline drums from field offices to Supply Department storehouses.

Numerous circulars have indicated the necessity for prompt return of these drums and have also stated that divisions should place orders for current needs only, to avoid accumulation of stock and consequent retention of large numbers of drums for long periods. Supply Department records indicate that drums have been in the hands of some divisions for over a year.

Lack of care in storage is also apparent, as many cases have been noted where drums are left exposed to the elements. Many of the drums now on the Isthmus have a returnable value of \$20 if returned in good condition within six months of date of completion of contract and unless these drums are properly cared for and returned promptly The Panama Canal will suffer a very considerable loss.

You will please take such action as will result in the proper and prompt handling of empty drums.

CHESTER HARDING,
Governor.

Appointment, Chief Clerk, Executive Office.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 1, 1919.
CIRCULAR No. 661-75:

Effective this date Mr. J. H. Smith is appointed Chief Clerk, Executive Office, vice Mr. W. P. Copeland, resigned.

CHESTER HARDING,
Governor.

Chief of Record Bureau.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 1, 1919.

To all concerned—Effective this date, Mr. J. C. Kiernan is appointed Chief of the Record Bureau, Executive Office, vice Mr. J. H. Smith, promoted.

C. A. McILVAINE,
Executive Secretary.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 28, 1919.

CIRCULAR No. 197:

Effective April 21, 1919, Mr. C. P. Morgan is designated an accountable official of The Panama Canal, vice Stanley R. Ford, and as such will account for all nonexpendable property in use in the Gatun quartermaster's district, and the storehouse stock in the quartermaster's storehouse, Gatun.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING, Governor.

Surplus Special Material Returned to Storehouses.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 21, 1919.

CIRCULAR No. 196:

To all concerned—Under existing regulations, the Supply Department storehouses are required to accept the return to stock of special material, other than standard stock items, from the different departments and divisions, the department or division in each case receiving full credit therefor. In the majority of cases this special material, on account of its deterioration in stock or changes in construction plans making such material obsolete, is covered by survey by storehouses. The difference in the amount with which the department or division is credited for this material at the time it is turned into stock and the appraised value shown on the survey, is being absorbed in the overhead expenses of the Canal. In future the following instructions will obtain in connection with material in question returned to storehouse stock:

All new or second-hand expendable or non-expendable material, not considered standard stock, including special material ordered direct by departments and divisions and not required after receipt, will be returned to stock only on approved survey request which will show appraised value. Special material ordered for certain work taken into stock and held subject to requisition by the division performing the work will be handled in a similar manner. It is found that the material is not to be used for such work. Immediately upon receipt of information that material will not be used on the work for which ordered and it is ascertained that it can not be disposed of at its purchase price, the General Storekeeper will request survey so that a price may be fixed which will insure prompt disposition of the material. The difference between the cost of material shown on the survey and the appraised value, will be charged to the work for which ordered.

In cases where material and supplies are ordered for special work, the construction of which is entirely abandoned, the difference between the purchase price and the price that can be realized from the sale of material will be charged to overhead expenses under "Material Stock Losses."

In originating price at which material is to be taken into storehouse accounts and disposed of, the board of appraisal will take into consideration the fact that prompt disposal of such material, either by sale or issue to a division as a substitute for standard material is desired.

A standard stock catalogue is now being prepared for the guidance of all concerned.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

ROY R. WATSON,
Acting Chief Quartermaster.

Approved:

CHESTER HARDING,
Governor.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, May 3, 1910.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port			Entered Canal			Completed transit			Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour		Day	Hour		Day	Hour											Gross	Net
Ben. Brewster.	27	6 05	27	8 00	27	16 30	27	21 35		American..	Standard Oil Company...	414.0	53.0	24.0	Tuxpan....	Vancouver..	Crude oil.....	6,600	6,174	4,193
Australpool..	26	5 47	27	10 40	27	18 05	27	19 19		British....	Commonwealth of Australia...	360.8	52.2	24.0	Port Arthur..	Sydney.....	Petroleum.....	5,000	4,724	3,398
James McGee..	27	17 44	28	6 31	28	15 31	28	18 34		American..	Standard Oil Company...	499.0	68.0	30.0	La Loba....	Quebec.....	Fuel oil.....	14,860	10,958	8,063
Yeboshi Maru..	28	8 28	28	10 30	28	18 26	28	19 14		Japanese..	Nippon Yusen Kaisha...	340.0	49.0	22.8	New York...	San Francisco.	Case oil.....	4,333	4,388	2,095
Acapulco.....	17	17 15	29	6 10	29	13 47	29	16 35		British....	Pacific Steam Nav. Co.	215.0	33.5	16.6	Cristobal...	Guayaquil...	General.....	1,019	1,273	706
Aysen.....	24	19 28	29	6 12	29	13 55	29	14 43		Chilean...	South American S. S. Line...	379.6	44.3	23.3	Cristobal...	Valparaiso...	General.....	2,028	4,584	3,033
Cristobal.....	29	6 23	29	6 58	29	17 20	29	17 20		American..	Panama Railroad S. S. Line...	489.0	58.0	28.3	Norfolk....	Balboa.....	Coal.....	9,904	9,698	7,272
Crosby Hall...	29	6 37	29	12 05	29	19 43	29	22 01		British....	Ellerman Lines, Ltd.	365.0	47.0	23.0	New York...	Freemantle...	General.....	5,400	4,288	3,139
Lake Blanchester	30	6 45	30	7 11	30	15 20				American..	United States Shipping Board...	251.0	44.0	20.6	Baltimore...	Caldera.....	General.....	2,376	2,435	1,609
Australmount..	30	14 50	31	6 11	31	13 30				British....	Australian Government...	386.0	52.0	22.1	Norfolk....	Sydney.....	Case oil, misc.	5,600	4,774	3,584
Rimutaka.....	1	7 24	1	8 01	1	16 26				British....	New Zealand Shipping Co....	457.7	58.2	27.0	Newport News	Wellington...	Coal.....	4,022	9,429	7,217
Jason.....	1	9 00	1	9 21	1	17 15				British....	Alfred Holt & Company....	455.0	54.0	27.0	New York...	Honolulu...	General.....	6,700	7,537	5,405
Urubamba.....	24	18 10	2	5 57	2	15 29				Peruvian..	Peruvian Steamship Line...	381.0	46.0	21.0	Cristobal...	Callao.....	General.....	5,018	5,215	3,215
Relief (tug) ..	1	23 50	2	6 37	2	14 19				American..	Rolph Navigation Company...	112.0	22.0	11.0	Port Arthur..	San Francisco.	Ballast.....	...	...	51
Standard Arrow	3	6 15	3	6 47	3	15 08				American..	Standard Oil Company...	485.0	62.0	27.6	New York...	San Francisco.	Petroleum...	(*)	9,592	4,863
Western Comet.	2	2 50	3	11 03	3	20 55				American..	United States Shipping Board...	410.0	54.0	24.0	New York...	Auckland...	General.....	6,400	6,603	4,868
Westport.....	3	10 22	3	11 33	3	21 38				American..	United States Shipping Board...	409.0	54.0	25.0	New York...	Brisbane...	General.....	6,500	6,186	4,465

*3,610.011 gallons.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port			Entered Canal			Completed transit			Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour		Day	Hour		Day	Hour											Gross	Net
Bantu.....	27	6 00	27	8 45	27	16 00	28	12 50		American..	U. S. Steel Products Co....	360.0	47.0	14.6	Chenail....	New York....	Ballast.....	...	...	3,047
Givensby.....	26	19 00	27	9 58	27	18 50	27	20 30		French....	French Government...	258.7	45.0	16.0	Seattle....	Gulport....	Copper.....	436	...	...
Hualala.....	25	22 25	27	12 56	27	20 30	29	12 55		Peruvian..	Peruvian S. S. Line....	360.0	44.0	20.1	Callao....	Cristobal...	General.....	2,313	4,604	2,476
Gen. de Negrier	27	7 30	28	6 28	28	17 30	29	13 12		French....	General Society of Arment...	277.0	40.0	20.6	Tucupilla...	Savanna....	Nitrate.....	3,000	2,277	1,977
Musteto.....	28	19 43	29	8 23	29	17 20	1	13 56		British....	United States Shipping Board...	274.0	46.0	21.5	Bellingham..	Philadelphia..	Railroad ties.	3,290	3,114	1,921
Jamaica.....	29	12 10	29	13 24	29	17 05	30	6 10		British....	Pacific Steam Nav. Co....	220.0	34.0	13.0	Buenaventura	Cristobal...	General.....	300	1,170	620
Farworth.....	30	7 00	30	8 54	30	21 25	4	6 00		American..	R. S. Dalziel...	400.3	51.6	22.0	Wellington...	Liverpool...	Wool, general.	6,500	5,991	4,288
San Jose.....	29	17 50	30	12 03	30	19 25				British....	Pacific Mail S. S. Co....	283.0	37.0	21.0	San Francisco	Cristobal...	General.....	908	2,347	1,617
Salvador.....	30	17 00	1	9 20	1	19 40				British....	Pacific Steam Nav. Co....	215.0	33.5	16.0	Champerico	Cristobal...	General.....	833	1,213	992
Potosi.....	1	6 30	1	7 35	1	16 22				British....	Pacific Steam Nav. Co....	381.4	49.0	24.6	Port Stanley	Liverpool...	General.....	5,700	5,543	4,316
Geo. W. Elder..	2	2 12	2	7 52	2	14 46				British....	Thomas Crowley...	250.0	38.5	18.3	Corinto...	Cristobal...	General.....	1,523	2,243	1,538
Glendola.....	2	8 40	2	8 40	2	16 06	3	12 30		American..	United States Shipping Board...	289.0	44.1	17.6	Port Allen...	Philadelphia..	Sugar.....	3,200	2,939	2,024

Peru.....	30	6.43	2	12.00	2	10.35	British	Pacific Steam Nav. Co.	350.0	43.1	19.6	Valparaiso.....	Cristobal.....	General.....	1,156	4,144	2,082
Crane (des.).....	2	21.00	3	6.31	3	11.40	American	United States Navy	318.0	32.0	11.0	San Francisco.....	Newport, R. I.	None.....	4,391	130	69
Colombo.....	3	4.45	3	8.38	3	16.23	British	Leopold Walford.....	370.0	49.0	24.0	Port Piro.....	London.....	General.....	90	130	
Laura C. Hall.....	29	18.30	3	11.03	3	15.52	British	Pacific Metals Corporation.....	81.0	25.6	9.6	Buena Ventura.....	Cristobal.....	General.....			

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
April 27.....	Heredia.....	United Fruit Company.....	New York and Kingston.	April 27.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.
April 27.....	Kilpatrick (transport).....	United States Government.....	New Orleans.	April 28.....	Lake Crescent.....	United States Army.....	New Orleans.
April 27.....	Perou.....	French Steamship Line.....	San Nazaire and waypoints.	April 28.....	Antillan.....	Leyland Steamship Line.....	Brunswick, Ga.
April 28.....	British General.....	Anglo-Saxon Petroleum Co.....	Curacao.	April 28.....	Heredia.....	United Fruit Company.....	Cartagena.
April 28.....	Orotina.....	P. Wilson.....	Port Limon.	April 30.....	Orotina.....	P. Wilson.....	Port Limon.
April 28.....	Parismina.....	United Fruit Company.....	New Orleans.	April 30.....	Kuwa.....	United States Shipping Board.....	Bocas del Toro.
April 29.....	Culebra.....	Panama Railroad Commissary.....	Cartagena.	April 30.....	Tavernilla (tug).....	Panama Canal.....	Havana, via Bocas del Toro.
April 29.....	Colhoun (destroyer).....	United States Navy.....	Guantanamo and Kingston.	May 1.....	Culebra.....	Panama Railroad Commissary.....	Cartagena.
April 30.....	Stirling (sloop).....	W. S. Borden.....	Colon waters.	May 1.....	Perou.....	French Steamship Line.....	Puerto Colombia.
May 1.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.	May 1.....	Colon.....	Panama Railroad Steamship Line.....	New York.
May 1.....	Turrialba.....	United Fruit Company.....	New York and Kingston.	May 1.....	Alliance.....	Panama Railroad Steamship Line.....	New York and Haiti.
May 1.....	Advance.....	Panama Railroad Steamship Line.....	New York.	May 1.....	Parismina.....	United Fruit Company.....	New Orleans and Bocas.
May 2.....	Heredia.....	United Fruit Company.....	Cartagena.	May 2.....	Heredia.....	United Fruit Company.....	New York and Port Limon.
May 2.....	Achilles.....	Panama Railroad Steamship Line.....	Norfolk.	May 2.....	Turrialba.....	United Fruit Company.....	Cartagena.
May 3.....	Centania (schooner).....	Solas and Vaz.....	Colon.	May 2.....	British General.....	Anglo-Saxon Petroleum Co.....	Newport News, via Tampiro
May 3.....	Lake Medford.....	United States Shipping Board.....	New York and Haiti.	May 3.....	Herbert May.....	Kunhart and Company.....	Patlo Cortez, Honduras.
				May 3.....	Kilpatrick.....	United States Government.....	New Orleans.
				May 3.....	Colhoun (destroyer).....	United States Navy.....	New York.

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
April 28.....	Kiyo Maru.....	Toyo Kisen Kabushiki Kaisha.....	Valparaiso.	April 28.....	Kiyo Maru.....	Toyo Kisen Kabushiki Kaisha.....	San Francisco.

* Other than ships passing through the Canal

Official Circulars.

Use of "Jitneys" on Official Business.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 29, 1919.

To all concerned—At the present time the number of official jitneys available for use is inadequate to satisfactorily take care of the demands for such service, resulting at times in long delays when there are important missions to foster, due to the corral's inability to send a jitney on request.

In order to somewhat relieve the present congested conditions, we have recently inaugurated a route jitney service between the Ancon police station and the Mechanical Division, which jitney is in service from 8 to 12 a. m. and 1 to 5 p. m., carrying employees on official business upon presentation of card passes. It will materially assist us if employees will take advantage of this service and refrain from ordering official jitney when it is possible to use this route service in connection with their errands.

As there appears to be no immediate relief for the present exceedingly congested conditions, it is imperative that we have the cooperation of all concerned.

ROY R. WATSON,
Acting Chief Quartermaster.

Money Order Business at Coco Solo.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,

BUREAU OF POSTS,

BALBOA HEIGHTS, C. Z., April 29, 1919.

To all postmasters—Effective May 1, the post office at Coco Solo, Canal Zone, will be designated as a money-order office and will be prepared to transact all money order business.

C. H. CALHOUN,
Director of Posts.

Allowances for "Scrap" Materials.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 30, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective May 1, the following prices will be allowed by the Supply Department for scrap turned in by the various departments and divisions of The Panama Canal. There is also shown the selling prices to departments and divisions, employees, individuals, and companies:

Kind of scrap.	Credit to be allowed divisions.	Selling prices.	
		To depts. of Panama Canal.	*To employees and I. & C.
	Net ton.	Net ton.	Net ton.
Car wheels.....	\$7.00	\$7.50	(†)
Cast iron.....	7.00	7.50	30.00
Mixed scrap and wrought iron....	5.00	5.50	20.00
Rail, scrap.....	7.00	7.50	30.00
Rail, relaying.....	20.00	20.50	(†) 1
	Cwt.	Cwt.	Cwt.
Bronze screening....	8.00	9.00	20.00
Copper, mixed.....	10.00	11.00	25.00
Brass, mixed.....	9.00	10.00	20.00
Brass borings and turnings.....	7.00	9.00	20.00
Lead.....	3.00	4.00	10.00
Zinc.....	3.00	4.00	10.00
Hose.....	2.00	3.00	10.00
Leather.....	2.00	3.00	10.00
Rope.....	2.00	3.00	5.00
Rubber.....	2.00	3.00	10.00
Rags.....	2.00	3.00	5.00

*Without surcharge.

†None to be sold.

R. R. WATSON,
Acting Chief Quartermaster.

COMMISSARY NOTES.

Popular Sheet Music.

The fourth shipment of the latest popular sheet music has been received and will be placed on sale about May 8. The titles included are those most popular in the States at the present time, such as "Johnny's in Town," "Friends," "Alabama Lullaby," "Can You Tame Wild Wimmin?" "Singapore," etc.; in all, 15 new songs were received.

Books.

Among the books recently received, the Commissary Division specially recommends the following:

The Roll Call.....	Arnold Bennett.
Java Head.....	Joseph Hergesheimer.
Shandygaff.....	Christopher Morley.
Adventures in Indigence.....	Laura Spencer Porter.
The New Opportunity of the Church.....	Robert E. Speer.
The Door of Dreams.....	Jessie B. Rittenhouse.
The U-Boat Hunters.....	James B. Connolly.
The City of Trouble.....	Muriel Buchanan.
What Every Woman Knows.....	J. M. Barrie.
Quality Street.....	J. M. Barrie.
The Admirable Crichton.....	J. M. Barrie.
The Great Adventure.....	Theodore Roosevelt.
A Treasury of War Poetry.....	Geo. Herbert Clark.
The Marne.....	Edith Wharton.
Poems.....	Francois Villon.
Woodrow Wilson—Addresses and Messages.....	
Too Fat to Fight.....	

Rex Beach.

In addition one or two copies each have been received of the following, which will be distributed among Ancon, Balboa, and Cristobal commissaries:

While Paris Laughed.....	Leonard Merrick.
The Atlantic Monthly and Its Makers.....	
The Ghetto and Other Poems.....	Lola Ridge.
Newspaper Building.....	Jason Rogers.
The Education of Henry Adams.....	Autobiography.
The Amenties of Book Collecting.....	A. Edward Newton.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., May 14, 1919.

No. 39.

Subscriptions on the Isthmus to the Victory Loan.

The aggregate of subscriptions to the Victory Loan by employees of The Panama Canal and the Panama Railroad Company on the Isthmus was \$1,324,750, in a campaign closing May 8. Subscriptions of others on the Isthmus, placed locally, were \$108,050, making a total of \$1,432,800.

The Governor received the following cable message from the Secretary of War, under date of May 12:

I have received your cable of the ninth instant reporting the total subscription to the Victory Liberty Loan on the Isthmus. May I not convey to you and through you to the employees of The Panama Canal and Panama Railroad Company and others who subscribed an expression of my gratification over this splendid showing. I am advising the Secretary of the Treasury.

Violation of Laws Governing Sales from Commissaries.

Attention of those authorized to purchase goods from Canal commissaries is invited to the following paragraphs from a resolution published by the Government of Panama, under date of April 30, 1919:

All persons in territory within the jurisdiction of the Panamanian authorities, who may accept in sale, cession, or transfer in any form whatever whether at onerous or gratuitous title, merchandise coming from the commissaries or storehouses of The Panama Canal, or coupons for making purchases therefrom, are subject to the same penalties given those who make the sale, cession, or transfer stipulated by the law.

Persons employed in the service of the Canal or the Panama Railroad, who may sell, cede, or transfer merchandise or commissary coupons to persons who are not in the service of either of the said companies, shall be punished with the penalty provided in paragraph 1 of Article 4 of Law 28 of the current year.

Inviting a New Steamship Service.

Concerning the desirability of a direct steamship service between the Atlantic Coast of the United States and Adelaide, Australia, the United States consul at that city says in Supplement No. 60-a to *Commerce Reports*, published by the Department of Commerce, Washington, D. C.:

"There has never been an important water service between this State and the United States, for, although considerable American products are sold here, it is usual, except in the case of oil and lumber, to transship goods from Melbourne or Sydney or else from England. Normal exports to America were very small before the war, but the possible increase in this trade, together with the large volume of imports from that country, makes it worth the attention of shipowners to look into the possibilities of a direct cargo service from the Atlantic Coast to Adelaide."

Copies of this supplement, which contains further general information and statistics on the trade and shipping needs of Adelaide, may be obtained from the Department of Commerce, or consulted in the office of any United States Consul.

Export Licenses.—Enemy Trading Lists Withdrawn.

The following cablegrams have been received from the Bureau of Branches and Customs, War Trade Board, Washington, D. C., and are quoted below for the information and guidance of all concerned:

"Effective April 29 Special Export License RAC-77 Revised, covers shipments by freight and express of commodities not on export conservation list (with the exception of machinery and materials intended for manufacture of munitions, also radio and wireless apparatus consigned to Mexico) when destined to Spain and Portugal in Europe or to any country in Western Hemisphere, Africa to Asia excluding Japan and the colonies, possessions, and protectorates of Great Britain, France, Italy, Belgium, or Japan (since such exceptions are covered by RAC-63) and excluding Asiatic Turkey and Arabia."

"Please give publicity to following: 'Acting concurrently with the competent authorities of the associated governments the War Trade Board announce that on April 29, 1919, all Enemy Trading Lists heretofore issued or compiled by the War Trade Board will be withdrawn. On and after April 29, 1919, all disabilities heretofore attached to trade and communication with persons included in such lists shall cease to operate and all persons outside of the United States will be authorized subject to the other rules and regulations of the War Trade Board and except as hereinafter provided to trade and communicate with all persons outside of the United States with whom trade and communication is prohibited by the Trading with the Enemy Act. The foregoing action does not modify or affect in any respect the present restrictions against trade and communication between the United States and Germany or Hungary nor does this action authorize trade with respect to any property which heretofore, pursuant to the provisions of the Trading with the Enemy Act as amended, has been reported to the Alien Property Custodian or should have been so reported to him or any property which heretofore pursuant to the provisions of said Act the Alien Property Custodian has seized or has required to be conveyed, transferred, assigned, delivered, or paid over to him. The associated governments in taking the foregoing action have reserved the right to reissue the Enemy Trading List and to revive the disabilities herein above mentioned should such action become necessary.'

"Following confidential authority previously granted you to issue export licenses without reference to Washington relative to *original* exportations or in transit, shipments are now conditioned only to commodity and destination as examination of foreign consignor, consignee, or purchaser with Enemy Trading List should be discontinued in accordance with above and general export licenses and general import licenses are no longer conditioned by Enemy Trading Lists."

All cargo destined for Spain and Portugal may now be licensed under the above referred to Special Export License RAC-77, and all restrictions in regard to trading with the enemy have been removed.

It will still be necessary to require licenses for exportations to other European neutral countries.

C. H. CALHOUN, *Chief Division of Civil Affairs.*

Current Prices on Beef, Coal, and Fuel Oil.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef fores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons.

Price List of Oils and Greases.

The following are prices to individuals and companies in effect May 10, 1919. All prices quoted, except on fuel oil, are subject to 25 per cent surcharge:

Commodity.	Unit.	Price.
Gasoline (motor grade)—in drum.....	Gal.	\$0.38
Gasoline, 62°—in case.....	Gal.	.46
Gasoline, 62°—in drum.....	Gal.	.43
Gasoline, 68°—in drum.....	Gal.	(*)
Lead, sheet.....	Lb.	.11
Lead, pig.....	Cwt.	11.84
Lead, white, dry.....	Lb.	.10
Lead, white, in oil.....	Lb.	.12
Fuel oil, in bulk, barrel of 42 gallons.....	Bbl.	2.50
Oil, air compressor, cylinder.....	Gal.	.52
Oil, ammonia, cylinder.....	Gal.	.37
Oil, burning, "Colza".....	Gal.	1.08
Oil, cylinder, dark marine, Texas.....	Gal.	.75
Oil, cylinder, ice machine, steam garnett.....	Gal.	.70
Oil, engine, "Arotic".....	Gal.	.63
Oil, engine, "Cotus"—in tin.....	Gal.	.55
Oil, engine, "Cotus"—in barrel.....	Gal.	.475
Oil, gun.....	Pt.	.50
Oil, gas engine, Texas, heavy—in drum.....	Gal.	.45
Oil, gas engine, lubricating—in drum.....	Gal.	.45
Oil, gas engine, Monogram.....	Gal.	.59
Oil, gas engine, Ursa—in barrel.....	Gal.	.70
Oil, gas engine, Ursa—in case.....	Gal.	.84
Oil, kerosene—in drum.....	Gal.	.20
Oil, kerosene—in tin.....	Gal.	.27
Oil, linseed, boiled.....	Gal. P-76	1.44
Oil, linseed, raw.....	Gal.	1.80
Oil, locomotive, engine.....	Gal.	.26
Oil, lard.....	Gal.	1.61
Oil, marine engine, Gargoyle.....	Gal.	.93
Oil, marine engine, Atlas.....	Gal.	.50
Oil, marine, cylinder, dark, vacuum, West India.....	Gal.	.75
Oil, marine engine, "Dolphin".....	Gal.	.33
Oil, marine engine.....	Gal.	.55
Oil, Mineral Seal.....	Gal.	.27
Oil, Non-Liquid.....	Lb.	.08
Oil, stationary engine.....	Gal.	.31
Oil, sperm.....	Gal.	2.42
Oil, signal.....	Gal.	1.10
Oil, valve.....	Gal.	.52
Oil, car.....	Gal.	.18
Vaseline.....	Lb.	.18
Wax, lamp.....	Lb.	.09
Grease, black, gear.....	Lb.	.05
Grease, yellow, cup, No. 3.....	Lb.	.10
Grease, yellow, cup, No. 5.....	Lb.	.12
Grease, rod, special.....	Lb.	.18
Grease, tunnel, bearing.....	Lb.	.13
Tallow.....	Lb.	.17
Turpentine.....	Gal.	1.05
Turpentine, sub.....	Gal.	.37
Vaseline.....	Lb.	.09
Rope, Manila, 1/4" diameter.....	Cft.	.75
Rope, Manila, 1/2" diameter.....	Cft.	1.65
Rope, Manila, 3/4" diameter.....	Cft.	2.85
Rope, Manila, 1" diameter.....	Cft.	4.50
Rope, Manila, 1 1/4" diameter.....	Cft.	4.75
Rope, Manila, 1 1/2" diameter.....	Cft.	5.00
Rope, Manila, 1 3/4" diameter.....	Cft.	7.00
Rope, Manila, 2" diameter.....	Cft.	8.00
Rope, Manila, 2 1/4" diameter.....	Cft.	13.00
Rope, Manila, 2 1/2" diameter.....	Cft.	27.00
Rope, Manila, 2 3/4" diameter.....	Cft.	33.00
Rope, Manila, 3" diameter.....	Cft.	35.00
Rope, Manila, 3 1/4" diameter.....	Cft.	80.00
Rope, Manila, 3 1/2" diameter.....	Cft.	120.00
Waste.....	Lb.	.17
Zinc, white, dry.....	Lb.	.18
Zinc, white, dry, in oil.....	Lb.	.19
Zinc, white leaded, 35 per cent in oil.....	Lb.	.16
Zinc, boiler, plate, 1/2 by 6 by 12.....	Lb.	.16

* Not for sale.

Official Photographs for Sale.

An accumulation of several thousand photographs, with slight defects, such as pin holes, lack of title, etc., which render them undesirable for sale at the regular price of 20 cents each, has been placed

on sale with the blueprint vault clerk, room 343, Administration Building, at 5 and 10 cents each, to employees only. These photographs comprise practically the entire range of Canal construction and operation work, and include many views of the coaling plants and shops. Photographs are not assorted or classified, and purchasers will be allowed to inspect the entire lot and select those desired. Payment must be made in cash before delivery.

Typhoid Fever.

Typhoid fever is very infrequent on the Canal Zone, but occasionally occurs from conditions difficult to control. In a family of three children living apparently under ideal sanitary conditions, a case of typhoid fever has recently occurred. The questions of great interest are:

1. What was the source of the infection?
2. Why should only one of the three children in the family contract the disease?
3. What steps can we take to protect our other children from such an unfortunate occurrence?

The answers to these questions fortunately are at hand:

1. A bacteriological examination of all members of the family demonstrated that one of the maids is a typhoid carrier. This might occur in any family employing native servants.
2. Of the three children, two had received the antityphoid inoculation, and escaped; the one who had not been vaccinated contracted the disease.
3. As indicated in the answer to the second question, typhoid vaccination is efficacious as a preventative.

Typhoid vaccination is of such value that it has been made compulsory in the Army and Navy and practically every one of the millions of United States soldiers and sailors has received the antityphoid inoculation, with most satisfactory results.

It is safe, even for 6 months' old infants, in proportionate dose. The Chief Health Officer advises that all, either adults or children who are not protected by a previous attack of typhoid fever or by the vaccination within the last 3 years, should report to the nearest district physician for the protective inoculation against typhoid fever.

To Discuss Venereal Diseases.

The Health Department is preparing a campaign of education in the field of venereal diseases. The Chief Health Officer requests, as a prefatory step, that the facts be received and considered in the same spirit as would be accorded a discussion of measles or bubonic plague. The ignorance of venereal diseases which exists, he says, is the normal result of the tacit ignoring of them which has been accorded by society. For instance, everyone on the Isthmus is well aware of the danger of malaria, which causes the greatest amount of disability in the community; but very few are aware that the second greatest cause of disability is venereal disease.

Summary of Traffic Through the Canal.

The traffic through the Canal, from its opening to May 1, 1919, by ships and tons of cargo handled each way each month, is summarized in the following table:

Month and year.	ATLANTIC TO PACIFIC		PACIFIC TO ATLANTIC		TOTAL	
	Vessels	Cargo, tons	Vessels	Cargo, tons	Vessels	Cargo, tons
1914						
August.....	13	49,106	11	62,178	24	111,284
September.....	27	141,762	30	180,276	57	322,038
October.....	44	168,069	40	233,288	84	421,357
November.....	54	205,510	38	242,291	92	448,801
December.....	43	179,235	57	271,219	100	450,454
Total.....	181	744,682	176	1,009,252	357	1,753,934
1915						
January.....	44	208,032	54	240,925	98	449,007
February.....	39	150,987	53	276,078	92	427,065
March.....	57	217,447	80	417,610	137	635,057
April.....	59	237,384	60	285,457	119	522,841
May.....	67	246,534	75	332,174	142	578,708
June.....	83	320,619	60	282,561	143	603,180
July.....	93	316,773	77	388,696	170	705,469
August.....	89	249,119	72	326,218	161	575,337
September.....	49	181,380	51	274,937	100	456,317
October.....						
November.....						
December.....	3	671	6	12,908	9	13,579
Total.....	583	2,128,996	588	2,837,564	1,171	4,966,560
1916						
January.....			2	550	2	550
February.....	4	1,100	1		5	1,100
March.....	2		5	7,000	7	7,000
April.....	32	144,133	48	224,620	80	368,753
May.....	69	248,289	60	245,861	129	494,150
June.....	70	292,771	54	225,020	124	517,791
July.....	76	296,004	73	352,863	149	648,957
August.....	77	246,149	65	270,672	142	516,821
September.....	69	224,661	85	437,509	154	662,170
October.....	74	231,016	84	416,877	158	647,893
November.....	72	198,718	76	320,325	148	519,043
December.....	82	241,987	73	305,696	155	547,683
Total.....	627	2,124,918	626	2,806,993	1,253	4,931,911
Total to January 1, 1917.....	1,391	4,998,596	1,300	6,653,809	2,781	11,652,405
1917						
January.....	77	246,139	98	425,254	175	671,393
February.....	68	244,307	72	313,462	140	557,769
March.....	80	315,920	73	255,899	153	571,819
April.....	82	322,656	77	305,049	159	627,705
May.....	62	194,002	106	423,101	168	617,103
June.....	86	315,194	89	325,705	175	640,899
July.....	97	292,470	90	384,642	187	677,112
August.....	79	228,732	93	354,693	172	583,425
September.....	79	222,564	111	513,878	190	736,442
October.....	87	274,766	87	327,526	174	602,292
November.....	84	311,024	106	396,115	190	707,139
December.....	67	194,624	98	354,774	165	549,398
Total.....	948	3,162,398	1,100	4,380,098	2,048	7,542,496
1918						
January.....	72	212,596	91	340,910	163	553,506
February.....	63	131,567	94	339,168	157	470,735
March.....	67	164,253	126	490,154	193	654,407
April.....	79	219,362	95	400,696	174	620,058
May.....	77	206,233	123	573,808	200	780,041
June.....	70	181,275	95	446,283	165	627,558
July.....	64	136,875	107	452,537	171	589,412
August.....	62	131,666	97	401,257	159	532,923
September.....	88	184,456	89	363,717	177	548,173
October.....	75	172,206	114	485,391	189	657,597
November.....	71	228,457	114	405,391	185	633,848
December.....	61	229,250	105	236,213	166	465,463
Total.....	849	2,198,196	1,250	4,935,525	2,099	7,133,721
1919						
January.....	77	213,729	94	317,539	171	561,268
February.....	84	321,232	80	245,860	164	567,092
March.....	111	271,067	82	244,977	193	516,044
April.....	76	272,668	100	234,261	176	506,929
Total.....	348	1,108,696	356	1,042,637	704	2,151,333
Total to May 1, 1919.....	3,536	11,467,886	4,096	17,012,069	7,632	28,479,955

Change in Schedule of Hotel Aspinwall Launch Service.

On account of the loss of time by the launch in the operation of the service between Balboa and Taboga Island, the schedule has been changed and is now as follows:

DAILY.

Leave Taboga 8.00 a. m.
Leave Port Captain's boat landing, near dock 19, Balboa 10:15 a. m.

SUNDAYS AND HOLIDAYS.

Leave dock 19, Balboa, 10.15 a. m.; leave Taboga, 11.30 a. m.
Leave dock 19, Balboa, 4.30 p. m.; leave Taboga, 6.00 p. m.

SATURDAYS AND DAYS PRECEDING HOLIDAYS.

Leave Balboa, 6.00 p. m.; leave dock 19, Balboa, 10.15 a. m.; leave Taboga, returning, 11.30 a. m.; returning from Taboga the following day, 7.30 a. m.

Fares (each way): Employees, 30c.; nonemployees, 60c.; children of employees over 6 and under 12 years old, 20c.; nonemployees, 40c.

Hotel patrons desiring to send trunks should arrange to have them delivered at the launch landing by 9.30 a. m., addressed to themselves, care of Hotel Aspinwall. Freight will be transported on the a. m. trip on Mondays, Thursdays, and Saturdays. For further information address Manager, Hotel Aspinwall, Taboga, *via* Balboa, C. Z.

Gift Books for the Library.

The Canal library will gladly accept, on behalf of the Canal Zone community, any gifts of books which individuals may care to make. Any class of book is welcome and likely to find use in a cosmopolitan population. The books are circulated through the Canal clubhouses, under the direction of the central library at Balboa Heights, and gifts may be presented either at any of the clubhouses or in the library on the third floor of the Administration Building, Balboa Heights. If mailed, address "Panama Canal Library, Balboa Heights, C. Z."

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

File clerk (male and female); \$1,000 to \$1,200 a year; June 4, July 9, and August 6, 1919; form 1312; age, 18 years and over; No. 77-Am.

Laboratory aid and field assistant in crop acclimatization (male); \$720 to \$1,020 a year; June 18, 1919; form 1312; age, 18 years but not 30 years; No. 235.

Laboratory assistant, qualified as paper fiber microscopist (male and female); \$900 to \$1,080 a year; June 17, 1919; form 1312; age, 21 years but not 35 years; No. 239.*

Medical interne, Saint Elizabeth's Hospital (male and female); \$900 a year; June 4 and July 9, 1919; form 1312; age, 20 years and over; No. 50.

Pathologist (male); \$2,000 a year; June 10, 1919; form 2118 age, within reasonable age limits; No. 240.*

Plant quarantine inspector (male); \$1,200 to \$2,500 a year; form 2118; age, under 50 years.†

Dental hygienist (female); \$1,200 to \$1,500 a year; June 8, 1919; form 1312; age, within reasonable age limits.

Food and drug inspector (male); \$1,400 or higher or lower; June 22, 1919; form 1312; age, 20 to 45 years.

Junior physicist (male); \$1,500 a year; June 22, 1919; form 1312; age, not over 40 years.

Superintendent (male); \$1,600 to \$2,400 a year; overseer (male); \$1,500 to \$2,000 a year; millhand (male); \$1,200 to \$1,800 a year; June 17, 1919; form 2118; age, superintendent, 20 to 45 years; overseer, 20 to 60 years; millhand, 18 to 35 years.*

Valuation aid (male and female); \$1,200 to \$2,500 a year; assistant valuation engineer (male and female); \$2,500 to \$3,600 a year; valuation engineer (male and female); \$3,600 to \$4,800 a year; form 1312; age, 21 to 45 years.†

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Weather Conditions in April, 1919.

The rainfall for the Canal Zone and vicinity was the heaviest for the month of April since the American occupation. Rainy season conditions set in about 2 weeks earlier than usual. From the 13th to the end of the month cloudy weather with moderate to heavy rains was general in the Canal Zone and vicinity. The greatest monthly amount was 30.21 inches at Porto Bello, and the greatest amount in any one day was 9.09 inches at Porto Bello on the 23d. The monthly total of 30.21 inches reported by the Porto Bello rainfall observer is the heaviest rainfall ever recorded on the Isthmus during the month of April.

The estimated average rainfall over Gatun Lake watershed was 12 inches compared with a 9-year mean of 5.19 inches, and the average over the Chagres River basin above Alhajucla was 16.06 inches, compared with an 18-year mean of 4.77 inches.

The degree of cloudiness and the relative humidity were considerable above the average and the air pressure was considerably below normal. The temperate and wind movement were approximately normal. The evaporation was about normal on both coasts, but over Gatun Lake it was the lowest on record for the month of April.

Elevations of Gatun Lake in feet above mean sea level, during the month were as follows: Maximum, 84.92, on the 29th and 30th; minimum, 83.70, on the 12th; monthly mean, 84.15. Evaporation from Gatun Lake surface during the month amounted to 4.453 inches.

Weather summaries for the month are presented in the following table:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Precipitation.				Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.	Mean relative humidity.	Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Direction.
Balboa														
Heights	29.828	81.6	93	Apr. 3	72	Apr. 6	80.1	6.43	3.09	15	6,537	N.W.	31	N.W.
Colon	29.847	80.0	86	Apr. 18	73	Apr. 26	86.2	10.95	4.35	23	8,839	N.	27	W.
Gamboa	81.0	94		Apr. 11	72	Apr. 6 & 7	....	7.02	3.69	16	4,445	N.W.	32	N.E.
Gatun	80.7	91		Apr. 11	73	Apr. 19	....	12.04	6.01	23	4,630	N.	17	N.W.

Dry Season, 1918-1919.

The 1919 dry season began unusually early (about December 1, 1918) and abnormally dry weather prevailed in the Canal Zone and vicinity up to April 12, 1919, when heavy general rains occurred, terminating the dry season approximately two weeks earlier than usual.

STORAGE DEPLETION.

Gatun Lake fell from elevation 86.98 on December 15, 1918, to a minimum elevation of 83.70 on April 12, representing a storage depletion of 14.94 billion cubic feet, or 47 per cent of the total storage reserve in Gatun Lake above elevation 80. It would have been possible nearly to have doubled the water consumption for Canal uses without lowering the lake below elevation 80 feet by the end of the dry season.

With Canal lockages increased to 24 daily there would have been approximately 1,800 c. f. s. available for use at the Gatun hydroelectric station. With Canal lockages at the rate of 36 daily it would have been necessary to cut the water consumption at the hydroelectric station to about 1,100 c. f. s. throughout the dry season.

RAINFALL.

Rainfall in the Canal Zone and vicinity during the 4-month period from December, 1918, to March, 1919, inclusive, was the lightest on record for a period of four consecutive months, but for a period of five months, the 1911-1912 dry season rainfall was much lighter, as heavy rains occurred this year in April, while in 1912 the dry season lasted

until May 7, and was the longest and dryest dry season on record. Comparative dry season rainfall records are given in the following table:

TOTAL RAINFALL—FOUR-MONTH PERIOD.

Stations	1918-1919 December to March	1911-1912 December to March	Rainest dry season 1909	Average January to April
Colon.....	4.69	5.38	17.94	11.40
Gatun.....	4.47	6.09	18.31	13.85
Monte Lirio.....	6.81	8.00	25.66	13.95
Gamboa.....	2.04	2.24	q2.95	6.99
Alhajuela.....	1.13	0.82	10.26	6.03
Culebra.....	1.06	.071	8.13	6.59
Empire.....	1.17	0.56	7.32	5.55
Pedro Miguel.....	1.57	2.06	9.25	6.58
Balboa Heights.....	.83	2.08	8.90	5.54

RUN-OFF AND TOTAL YIELD.

The Chagres River discharge at Alhajuela and the total yield of the Gatun Lake drainage basin were much below normal during the 1919 dry season, but not nearly so low as in the dry season of 1911-1912, indicating heavier rainfall over the upper Chagres drainage basin this dry season than occurred during the 1912 dry season.

DRY SEASON—FOUR-MONTH PERIOD.

Dry Season.	Chagres River discharge	Gatun Lake total yield
Wettest dry season, 1910.....	c. f. s. 3,171	c. f. s. 6,518
Dryest dry season, 1912.....	501	892
Dry season, 1918-1919.....	1,036	1,546
Average dry season.....	1,312	2,085

Schedule of Official Jitney Service.

Following is the schedule of the official jitney plying between Balboa shops and the Ancon police station, carrying employees in the conduct of official business, upon presentation of passes issued by the Chief Quartermaster, or of the "special pass" issued by the Governor:

FROM ANCON POLICE STATION TO BALBOA SHOPS.

Police Station.....	Leave on the hour and half hour.
Administration Building.....	Leave 7 minutes and 37 minutes after the hour.
Balboa Commissary.....	Leave 10 minutes and 40 minutes after the hour.
Balboa Shops.....	Arrive 15 minutes and 45 minutes after the hour.

FROM BALBOA SHOPS TO ANCON POLICE STATION.

Balboa Shops.....	Leave 15 minutes and 45 minutes after the hour.
Port Captain's Office.....	Leave 18 minutes and 45 minutes after the hour.
Balboa Commissary.....	Leave 20 minutes and 50 minutes after the hour.
Administration Building.....	Leave 25 minutes and 55 minutes after the hour.
Ancon Police Station.....	Arrive on the hour and half hour.

Golf Links.

The establishment of the Panama Golf Club is a matter of interest to tourists and other visitors to the Canal. The club has a 9-hole, 2-mile course on the Sabanas, east of the city of Panama, close to the shore of the Bay of Panama, within easy distance of the tramway and accessible by automobile over a macadam highway. The initiation fee to residents of the Isthmus is \$25 and monthly dues are \$3; in the case of visitors, who remain less than three months, there is no initiation fee but monthly dues of \$10 are charged. The club is a private social organization and membership is restricted to those found acceptable by the board of governors.

With the old links on Gatun Dam and the new ones at Panama, a course is now readily accessible from either end of the Canal.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Ipólito Oroseo.....	178646	Colombia.....	Camp Mandinga	Cattle Industry.....	May 3, 1919.
Ranfael Torres.....	174918	Colombia.....	Far Fan Camp	Cattle Industry.....	May 1, 1919

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sealevel, during the five weeks ending at midnight of Saturday, May 3, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gatun	Gatun	
Sun., March 30....	125.85	90.75	84.36	84.30	51.45
Mon., March 31....	125.85	90.73	84.32	84.30	51.50
Tues., April 1.....	125.95	90.77	84.31	84.24	51.70
Wed., April 2.....	125.95	90.76	84.25	84.20	51.68
Thurs., April 3.....	126.10	90.89	84.22	84.15	51.58
Fri., April 4.....	126.10	90.94	84.20	84.13	51.40
Sat., April 5.....	125.90	90.80	84.17	84.09	51.40
Sun., April 6.....	125.90	90.75	84.11	84.03	51.50
Mon., April 7.....	125.90	90.76	84.05	83.99	51.50
Tues., April 8.....	125.90	90.72	84.02	83.95	51.55
Wed., April 9.....	125.90	90.73	84.00	83.93	51.65
Thurs., April 10....	126.00	90.78	83.91	83.87	51.87
Fri., April 11.....	126.45	91.21	83.88	83.84	51.93
Sat., April 12.....	128.40	92.74	83.79	83.50	52.24
Sun., April 13.....	128.35	92.75	83.83	83.78	51.70
Mon., April 14.....	127.65	92.10	83.86	83.86	51.90
Tues., April 15.....	138.30	100.70	84.00	83.95	52.00
Wed., April 16.....	128.40	93.55	84.06	83.95	52.00
Thurs., April 17.....	126.80	91.66	84.04	83.95	52.00
Fri., April 18.....	126.40	91.30	84.06	83.95	52.19
Sat., April 19.....	128.80	93.52	84.10	84.05	52.15
Sun., April 20.....	126.95	92.43	84.22	84.14	51.32
Mon., April 21.....	132.55	96.30	84.36	84.20	53.10
Tues., April 22.....	127.40	92.57	84.35	84.21	53.10
Wed., April 23.....	135.90	98.90	84.41	84.28	53.20
Thurs., April 24.....	131.10	95.63	84.52	84.50	53.50
Fri., April 25.....	132.35	96.67	84.66	84.64	53.68
Sat., April 26.....	128.45	93.38	84.81	84.70	53.77
Sun., April 27.....	127.85	92.65	84.83	84.71	53.61
Mon., April 28.....	128.65	93.59	84.82	84.80	53.52
Tues., April 29.....	128.35	93.40	84.94	84.92	53.54
Wed., April 30.....	127.30	92.18	85.04	84.92	53.42
Thurs., May 1.....	126.95	91.83	85.00	84.92	53.20
Fri., May 2.....	126.85	91.64	84.99	84.92	53.30
Sat., May 3.....	126.90	91.80	85.00	84.93	53.20
Height of low water to nearest foot.	126.0	91.0			

Additions to Commissary Stock.

Pans, pudding, aluminum, 1½-qt., ea.....	\$0.62
Pans, cake, tubed, aluminum, ea.....	1.15
Pans, cake, corn, aluminum, 11" x 11", 9-cup, ea.....	1.25
Pipes, briar, vulcanite stem, ea.....	2.05
Pipes, briar, vulcanite stem, ea.....	2.40
Pipes, briar, vulcanite stem, ea.....	2.55
Plates, pie, aluminum, ea.....	.40
Saucepans, Berlin, aluminum, ea.....	1.35
Shakers, lemonade, ea.....	.47
Shaker and strainer, combination, ea.....	1.10
Curtain, Pacific, fine cretonne, 34½", yd.....	.46
Dress goods:	
Calico, black ground with white figure, yd.....	.18
Calico, navy blue ground with white figure, yd.....	.18
Calico, red ground with white figure, yd.....	.18
Serge, navy blue, 35½-36½", yd.....	.65
Shirts, negligee, colored stripe and check crepe, soft cuffs, ea.....	1.85

April Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919
	1917	1918	1919			
<i>Pacific section—</i>						
Balboa.....	2.03	4.33	6.32	3.92	21	12
Balboa Heights.....	2.24	4.52	6.43	3.03	21	15
Miraflores.....	1.10	10.89	5.79	4.32	11	11
Pedro Miguel.....	1.25	11.01	6.58	4.43	12	12
Rio Grande.....	1.85	7.77	6.44	3.66	15	14
<i>Central section—</i>						
Culebra.....	1.91	6.91	7.41	3.82	29	13
Camacho.....	1.57	6.69	8.52	3.80	13	19
Empire.....	2.40	6.91	7.52	3.71	15	14
Gatun.....	3.95	3.16	7.02	3.69	38	16
Juan M.na.....	2.31	3.80	13.62	4.47	9	15
Alhajuela.....	1.09	6.80	9.06	3.80	20	18
Vig'a.....	.67	4.91	10.02	3.82	11	18
Frijoles.....	4.11	5.27	10.07	5.15	8	21
Trinidad.....	4.18	4.75	6.34	5.10	12	22
Monte Lirio.....	3.81	4.20	11.66	5.75	12	22
<i>Atlantic section—</i>						
Gatun.....	9.84	6.66	12.04	6.01	15	23
Brazos Brook.....	6.23	5.50	12.48	5.61	13	22
Colon.....	1.87	5.34	10.95	4.35	49	23

Rainfall from April 1 to 30, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total.
<i>Pacific section—</i>			
Balboa.....	Ins.		Ins.
Balboa Heights.....	1.45	13-14	6.32
Miraflores.....	1.53	24 & 25	6.43
Pedro Miguel.....	2.81	24 & 25	5.79
Rio Grande.....	1.40	24 & 25	6.58
<i>Central section—</i>			
*Culebra.....	1.98	14	7.41
*Camacho.....	1.78	22	8.52
Empire.....	2.01	14 & 15	7.52
Gatun.....	2.23	14 & 15	7.02
*Juan Mina.....	2.54	22	13.62
Alhajuela.....	2.61	22 & 23	9.06
*El Vigia.....	3.10	19	10.02
*Frijoles.....	2.27	19	10.07
*Trinidad.....	1.98	14 & 15	6.34
*Monte Lirio.....	2.73	19	11.66
Darien.....	2.50	24	13.65
<i>Atlantic section—</i>			
Gatun.....	4.21	19 & 20	12.04
*Brazos Brook.....	2.83	19	12.48
Colon.....	2.32	25 & 26	10.95

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight, May 10, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
San Jose.....	30	19 25	4	6 00	4	14 47	4	18 06	American.....	Pacific Mail Steamship Co.....	283.0	37.0	15.5	Cristobal.....	San Francisco.	2,347	1,617
Jamaica.....	29	21 25	4	6 10	4	15 00	4	16 02	British.....	Pacific Steam Navigation Co.....	220.0	34.0	11.7	Cristobal.....	Buenaventura.	350	620
Cordoba.....	3	18 38	4	5 30	4	17 29	4	17 15	British.....	C. T. Bowring & Co.....	420.0	54.6	28.0	Puerto Lobos.	Oleam, Cal.....	9,000	4,937
Gaiole Prince.....	3	18 45	4	8 15	4	17 27	4	18 06	British.....	Prince Line Ltd.....	466.0	57.0	28.7	New York.....	Manila.....	9,000	6,658
Crockett.....	2	7 38	4	10 32	4	18 53	4	23 15	American.....	Crockett S. S. Co.....	210.0	41.0	17.0	Baltimore.....	Callao.....	1,503	895
Surveyor.....	2	8 13	4	11 44	4	18 47	4	21 21	American.....	Coast and Geodetic Survey.....	173.0	30.0	13.6	Kingston.....	Seattle.....	.....	.....
Tofua.....	3	21 05	4	11 45	4	20 20	4	21 25	British.....	Union S. S. Co of New Zealand.....	350.0	48.0	28.0	London.....	Pr. Chambers.	.....	.....
Vacuum Jr. (ch.).....	4	6 47	5	6 55	4	14 49	4	14 30	American.....	West Hata Oil Company.....	30.0	10.0	10.7	Cristobal.....	Balboa.....	4,644	3,092
Homeshead.....	4	6 47	5	6 30	5	14 37	5	15 22	American.....	United States Shipping Board.....	395.0	55.0	28.3	New York.....	Hongkong.....	8,577	5,256
Belridge.....	4	18 44	5	6 43	5	15 30	5	16 38	Norwegian.....	W. Wilhelmsen.....	450.0	58.0	27.0	Puerto Lobos.	Towpilla.....	8,600	5,144
Toyama Maru.....	5	6 24	5	7 08	5	17 04	5	21 00	Japanese.....	Nippon Yusen Kaishaiki Kaisha.....	445.0	58.0	28.0	New York.....	San Francisco.	8,660	5,562
Salvador.....	1	13 40	6	11 06	6	19 24	6	20 08	British.....	Pacific Steam Navigation Co.....	215.0	33.0	13.3	Cristobal.....	Champertoo.....	329	692
Laura C. Hall.....	3	18 52	6	11 17	6	19 26	6	.....	British.....	Pacific Metals Corp.....	81.0	25.0	10.0	Newport News.....	Balboa.....	4,309	1,130
Pakeha.....	6	14 52	7	6 10	7	13 13	7	14 15	British.....	Shaw Savill & Albion Co.....	477.0	63.0	29.0	New York.....	Callao.....	2,315	1,592
Broncho.....	7	8 30	7	9 35	7	13 10	10	20 25	American.....	United States Shipping Board.....	288.0	49.0	24.0	Cristobal.....	Balboa.....	.....	.....
C-3 (submarine).....	7	6 13	8	6 09	8	15 52	8	16 55	American.....	United States Navy.....	358.0	54.9	12.6	New York.....	Balboa.....	3,739	2,587
Santiago.....	7	21 31	8	6 25	8	15 45	8	16 37	American.....	W. R. Grace & Co.....	360.0	51.6	25.3	New York.....	Valparaiso.....	3,300	5,694
Santa Luisa.....	8	6 16	8	7 21	8	17 02	9	12 30	Norwegian.....	W. Wilhelmsen.....	425.5	57.0	27.0	Puerto Lobos.	Antofagasta.....	9,200	5,042
San Joaquin.....	7	14 45	8	7 53	8	18 22	8	19 10	British.....	Federal Steam Navigation Co.....	420.0	54.0	28.0	New York.....	Brisbane.....	6,400	6,959
Sussex.....	8	6 12	8	9 54	8	19 30	8	20 16	British.....	Alfred Holt & Co.....	480.0	58.3	29.0	New York.....	Shanghai.....	9,600	5,063
Caifa.....	8	6 12	8	9 54	8	19 30	8	20 16	Japanese.....	Yokohama Steamship Company.....	331.9	40.3	24.2	New York.....	San Francisco.	3,557	3,340
Aikoon Maru.....	7	16 00	8	12 28	8	21 25	8	22 18	Japanese.....	Thomson Crowell.....	250.0	38.0	12.6	Key West.....	San Francisco.	2,213	1,535
Geo. W. Elder.....	2	14 45	8	17 08	9	10 15	9	11 00	American.....	United States Navy.....	210.0	40.0	14.6	Sydney.....	San Diego.....	7,094	5,385
Macchia.....	9	17 22	9	6 20	9	16 53	10	7 25	British.....	Ellermans Lines Ltd.....	420.0	54.0	25.6	New York.....	Sydney.....	8,000	4,112
City of Dumirk.....	9	9 03	9	9 28	9	16 33	9	22 46	Japanese.....	Mitsui Trading Company.....	245.0	50.0	21.0	London.....	San Francisco.	5,827	4,182
Tomura Maru.....	0	10 39	9	11 15	9	19 04	9	22 46	Japanese.....	Gulf Line.....	360.0	46.0	22.0	London.....	Coronel.....	4,000	3,033
Laurel Branch.....	9	12 16	9	12 30	9	20 13	10	9 20	British.....	.....	.....	.....	.....	.....	.....	.....	.....

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
West Togus.....	3	13 30	4	7 22	4	15 44	4	16 35	American.....	United States Shipping Board.....	424.0	54.0	25.5	Portland.....	Newport News	6,400	6,589
Bolton Castle.....	3	22 00	4	8 07	4	17 00	4	18 16	British.....	James Chambers & Co.....	424.2	53.0	23.9	Singapore.....	General.....	7,800	6,489
Nupolea.....	4	6 45	4	9 07	4	17 52	8	7 32	American.....	United States Shipping Board.....	267.5	46.4	20.2	San Francisco.	General mds.....	2,300	2,655
High Monarch.....	4	7 20	4	9 38	4	18 59	5	7 05	British.....	Richard Purpin Shipping Co. Ltd.....	365.0	46.0	20.6	Bluff, N. Z.....	General.....	3,400	4,240
Balboa.....	3	20 45	4	11 11	4	19 13	5	.....	American.....	Colombian Maritime Co.....	220.0	34.0	12.3	Buenaventura.	Cristobal.....	424	738
W. S. Rheem.....	4	8 00	5	6 40	5	13 35	5	14 48	American.....	United States Shipping Board.....	435.0	56.0	17.0	Tampico.....	General.....	7,413	5,085
Manavi.....	4	22 30	5	7 25	5	15 45	5	.....	British.....	Pacific Steam Navigation Co.....	216.0	35.0	13.6	Guayaquil.....	Cristobal.....	617	1,241

Ship	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6</
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*Returned.

1 Short tons.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
May 4.	Orotina.		Port Limon.	May 4.	Caribbean.	Panama Railroad Commissary.	Cartagena.
May 4.	Cartago.		New Orleans.	May 4.	Elisabeth.	United States Shipping Board.	New York.
May 4.	Culebra.		Cartagena.	May 6.	Culebra.	Panama Railroad Commissary.	Cartagena.
May 7.	Zapala.		New York and Kingston.	May 6.	Centinella.	Solas and Vaz.	Colon waters.
May 7.	Lake Hurst.		New York and Haiti.	May 6.	Gen. O. H. Ernst.	Panama Railroad Steamship Line.	New York.
May 8.	F. C. Pope.		Barbados.	May 7.	Achilles.	Panama Railroad Steamship Line.	Norfolk.
May 8.	Metapan.		New Orleans.	May 7.	Orotina.	P. Wilson.	Port Limon.
May 8.	Caribbean.		Cartagena.	May 8.	F. C. Pope.	United States Shipping Board.	Bluefields, Nicaragua.
May 8.	Wyes.		Norfolk.	May 8.	Sterling (sloop).	W. S. Borden.	Sau Andres, Colombia.
May 9.	Culebra.		Cartagena.	May 9.	Cartagena.	United Fruit Company.	New Orleans and wayports.
				May 10.	Zapala.	United Fruit Company.	Cartagena.
				May 10.	Advance.	Panama Railroad Steamship Line.	New York.

*Other than ships passing through the Canal.

Official Circulars.

Permanent Food Handlers.

THE PANAMA CANAL,
HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 9, 1919.

CIRCULAR NO. 161:

To all concerned—All permanent food handlers employed by The Panama Canal and Panama Railroad will have their stools and urine examined every six months.

All persons hereafter entering upon such service will have this examination made before beginning to handle food.

The term "permanent food handler" will be construed to mean all persons who permanently handle uncovered food, such as cooks, assistant cooks, bakers, waiters, butchers, milkers, and other milk handlers, those engaged in the preparation and handling of ice cream, bottled drinks, and raw vegetables, and any other person who comes in constant and intimate contact with food.

District physicians will collect and forward the necessary specimens to the Board of Health Laboratory.

The Chief of the Board of Health Laboratory is charged with the general supervision of this work. He will obtain from the district physicians a list of the places employing food handlers, and will check and regulate the forwarding of specimens so that the examination may be made in a complete and systematic manner. Containers and bottles with directions for forwarding same will be furnished by the Board of Health Laboratory.

Approved: *H. C. FISHER,*
CHESTER HARDING, *Chief Health Officer.*
Governor.

Lost Transit.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 10, 1919.

To all accountable officials—The Fortification Division reports that Berger transit No. 7079 can not be located. You are requested to make a careful check of all levels and transits in your division and compare the result of your check with the paper record of instruments charged to your division. Careful attention should be given to serial numbers with a view of locating the missing instrument and also for the purpose of ascertaining that the instruments charged to each division are actually on hand.

Please give this matter your immediate attention and report the result of your check to this office.

H. A. A. SMITH,
Auditor, The Panama Canal.

Night Ticket Office at Balboa Heights Closed.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., April 26, 1919.

CIRCULAR NO. 1250:

To all concerned—Effective Thursday, May 1, night ticket office at Balboa Heights station will be closed.

W. F. FOSTER, *Master of Transportation.*

Watch Inspection.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., May 5, 1919.

CIRCULAR NO. 1257:

To all concerned—Moran & Ford having been appointed Watch Inspectors for the Panama Railroad, watch inspection will hereafter be made every two weeks, as per my previous bulletin, by their representative, B. A. Meisinger, at their Colon store, formerly occupied by Kerr's jewelry store.

W. F. FOSTER, *Master of Transportation.*

Interrupted Communication with Costa Rica.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., May 7, 1919.
CIRCULAR NO. 1258:

To agents and operators—The following telegram has been received from the Central & South American Cable and Telegraph Company:

"Communication all parts Costa Rica except La Cruz Nicaragua frontier office interrupted."

W. F. FOSTER,
Master of Transportation.

Acting General Foreman, Wholesale Dry Goods.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., May 1, 1919.

MEMORANDUM NO. 761-26:

To all concerned—Effective May 1, 1919, Mr. J. W. MacGillivray will act as general foreman, wholesale dry goods, during the absence on leave of Mr. J. T. Coughlin.

J. J. JACKSON,
General Manager.

Acting Manager, Gamboa Commissary.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., May 3, 1919.

MEMORANDUM NO. 761-27:

To all concerned—Effective May 4, 1919, Mr. W. F. Nason will act as manager, Gamboa Commissary, during the absence on leave of Mr. C. E. Jordan.

J. J. JACKSON,
General Manager.

Sale of Chickens at Summit Poultry Farm.

A limited number of white Plymouth Rocks, white Leghorns, Rhode Island Reds, and other good breeds of chickens, consisting of cocks, cockerels, hens, and chicks, will be disposed of by sale at the Summit poultry farm. Detailed information as to number of each breed available for sale, price, etc., may be had upon application to the office of the Superintendent, Cattle Industry, The Panama Canal, Cristobal, C. Z.

Proposals for News Agency Privilege.

Sealed bids will be received in the office of the Land Agent, Ancon, C. Z., up to 12 o'clock noon, June 4, and then opened, for the privilege of the news agency on Panama Railroad trains and at all stations. Detailed information and form of proposal may be had upon application to the office of the Land Agent, Ancon, C. Z. The Panama Railroad reserves the right to reject any or all bids.

Joint Commission.

Notice of Award.

In the matter of the claim of Cecilia de Villaverde for property located in the village of Old Gatun, C. Z., award No. 195, docket No. 3583, April 29, 1919—An award is hereby made, against the United States in favor of Cecilia de Villaverde in the sum of two hundred dollars (\$200) U. S. currency, for all right, title, and interest the said Cecilia de Villaverde may possess or may have possessed in and to the property located in the village of Old Gatun, Canal Zone, subject of claim docket No. 3583, including any and all damages sustained on account of the expropriation of the said property by the United States of America.

If payment or tender of payment of this award is not made on or before the 29th day of May, 1919, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, GEORGE A. CONNOLLY, JULIO J. FABREGA, BURT NEW, *Commissioners.*

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
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The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3 1879.



Volume XII.

Balboa Heights, C. Z., May 21, 1919.

No. 40.

Notice to Mariners.—Cape Mala Radio Service.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., May 13, 1919.

CIRCULAR NO. 643-57:

1. The Cape Mala Radio Station (call letters NNT), located at Cape Mala, Republic of Panama, latitude $7^{\circ} 27' 30''$ N., longitude $79^{\circ} 59' 30''$ W., has recently been placed in operation and is now prepared to handle all Government traffic and position reports, as required by Article XXIV, paragraph one, and Article XXVIII of Service Regulations of London International Radio Telegraph Convention, 1912. No charge is made for this service and the information received is furnished port captains, ships' agents, the newspapers, and in addition is forwarded to New York daily, where it is furnished ships' owners or agents and published in the daily shipping news. Colon and Balboa radio stations also handle this service.

2. It is desired that ships in the Pacific, when more than 50 miles from Balboa, forward their Government messages via Cape Mala (NNT). When Cape Mala is opened to commercial traffic all radio work by ships in the Pacific when more than 50 miles from Balboa, will be handled by Cape Mala. Government messages to or from Cape Mala and the Canal Zone are handled by telegraph direct via Balboa Radio Station. There is no charge for this service.

3. Cape Mala Radio Station is operated by the U. S. Naval Communication Service and has the same status as Colon or Balboa radio stations, except that it will not be open to commercial traffic until new tariff for telegraphic service on Panama national telegraph lines is issued, which it is expected will be about June 1, 1919.

CHESTER HARDING,
Governor.

Additional Charges for Heavy Lifts.

The Panama Railroad Company, operating the Panama Railroad Steamship Line, has issued Supplement No. 1, to Freight Tariff No. 27, publishing freight rates from Panama City, R. P., to New York, N. Y. (Panama Railroad Steamship Line pier), as follows:

ADDITIONS.

Rates prescribed in Tariff No. 27, effective September 10, 1918, cover weights up to 4,000 pounds.

The following rates in addition to those shown in tariff will apply on lifts in excess of 4,000 pounds each:

Pieces and packages weighing over 4,000 pounds but not over 8,000 pounds, 20 cents per 100 pounds.
Pieces and packages weighing over 8,000 pounds but not over 12,000 pounds, 35 cents per 100 pounds.
Pieces and packages weighing over 12,000 pounds but not over 20,000 pounds, 50 cents per 100 pounds.
Pieces and packages weighing over 20,000 pounds but not over 30,000 pounds, 70 cents per 100 pounds.
Pieces and packages weighing over 30,000 pounds but not over 40,000 pounds, 90 cents per 100 pounds.

The one additional charge covers both lifts, loading and discharging. Locally, the heavy lifts are principally mahogany logs and obsolete machinery.

Small Radio Stations at Outlying Points.

The new radio station at Cape Mala, on the west coast at the south end of the Gulf of Panama, is one of three small stations authorized at present for the convenience of ships using the Canal, and situated at outlying points as adjuncts to the service previously conducted by the terminal stations at Cristobal and Balboa and the long-distance station at Darien. The conditions governing the use of the Cape Mala station are set forth in the Notice to Mariners, circular No. 643-57 published in this issue.

The two other outlying stations are to be at La Palma, on the Pacific side, and at Puerto Obaldia, on the Atlantic side. La Palma is in the Gulf of San Miguel, on the opposite side of the Gulf of Panama from Cape Mala, and is the distributing center for the Darien country. The Panaman Government contemplates connecting several towns in this district by telegraph with La Palma radio, from which station messages will be forwarded by radio to the Canal Zone and Panama. Puerto Obaldia, considered as the site of the third station, lies southeasterly from Cristobal, near the boundary between Panama and Colombia.

The erection of the station at La Palma is under way, and the establishment of the Atlantic side station will be taken up after the completion of the plant at La Palma. It is expected that the La Palma station will be in operation on July 1, 1919, and will be open to commercial traffic.

The radio stations, Cape Mala, La Palma, and Puerto Obaldia, will be controlled and operated by the U. S. Naval Communication Service.

The "Pisco" Completed at Balboa Shops.

The steamship *Pisco*, formerly the *Luxor*, and the third of five former German ships brought from Peru to Balboa shops for overhauling, was turned over to the Marine Superintendent, representing the United States Shipping Board, on May 18, ready for service. She was sent through the Canal on May 19, on the way to New York. The *Salaverry* and the *Paita* remain to be finished.

The crew of the *Cristobal*, of the Panama Railroad Steamship Line, will return to New York aboard the *Pisco*, in excess of complement. The *Cristobal* is undergoing a general overhauling at Balboa shops.

Expediting Minor Repairs about Ships at Cristobal.

A small machine shop established at the land end of Pier 9, Cristobal, last October, has proved to be a great convenience in the making of minor running repairs to ships in the port. The equipment consists of a lathe, several drill presses, shaper, vise bench, pipe cutter, etc. The shop is in charge of a leading man, but no fixed force is employed: the machinists on various jobs make such use of it as needed. The shop occupies a space of 807½ square feet, partitioned off within the pier, between the east end wall and the first of the side wall doors, about 40 by 20 feet. Its ready accessibility for minor turning and finishing work has assisted materially in quick completion of small repair jobs about the ships.

Concrete Stairs on Backfill of Gatun Locks.

The stairs on the backfill of Gatun Locks are now entirely of concrete, the wooden stairs on the east and west sides opposite the middle flight having been replaced last month. The new stairs have a width of 5 feet 8 inches, and rise 55 feet on the east side and 64 feet on the west backfill. At top and bottom are approach walks, 10 feet long and of the width of the stairs. Old concrete, reclaimed and crushed, was used in their construction, with new cement.

Moving Panama Railroad Steamship Ticket Office.

The Panama Railroad steamship ticket office will be moved from its present location in the railroad station at Colon, to the former Hamburg-American Line building at Cristobal, effective Tuesday, May 27.

Drain Made of Portable Concrete Sections.

A sectional concrete ditch bottom, devised by one of the Canal sanitary inspectors, has been a valuable aid in antimalarial work during the period of over a year in which it has been in use. A section of the drain is 30 inches long by 10 inches inside diameter. Each section has a bell joint which is provided with a male and female union. The joints are held together by a $\frac{1}{2}$ -inch steel plug, which stiffens the segments until they have been properly backfilled and leveled and the cement poured into the joints has hardened.

The proportions of cement, sand, and gravel used in making the sections are the same as in ordinary block construction. They are reinforced with chicken wire. Each segment weighs 100 pounds. Portability and reclamation of the segments of an abandoned drain are special advantages in addition to economy in permanent drain construction and the far better character of ditch made by these segments compared with "green" concrete construction in flowing water. The size of the segment can be varied. Key walls can be added in "green" concrete and curved and angle sections are easily constructed.

Establishment of Canal Zone C. O. D. Parcel Post Service.

Collect-on-delivery parcel post service has been established in the Canal Zone, based upon the provisions of the United States postal laws and regulations, except as noted below. This C. O. D. service is separate and distinct from the C. O. D. agreement with Panama and different from the United States C. O. D. service to the extent of having a special Canal Zone C. O. D. tag. Tags are available at all Canal Zone money order offices.

Sections 139 to 145 of the Canal Zone Official Postal Guide have been amended to cover this change. Section 139 reads:

CANAL ZONE INSURED AND C. O. D. PARCEL POST.

SEC. 139. The Canal Zone Insured and C. O. D. Parcel Post system shall be governed by conditions and regulations as outlined in the July United States Postal Guide, in so far as they are applicable to local conditions. The establishment of the Insured and C. O. D. feature in this service does not permit the acceptance of farm and dairy products, fresh meats, etc., generally accepted in the United States. Only articles heretofore considered mailable in this service shall be accepted. Claims for indemnity for loss or damage to Canal Zone Insured or C. O. D. parcels will be handled in accordance with the provisions of the United States Postal Laws and Regulations.

The following section has been added:

C. O. D. PARCELS—FEES AND CONDITIONS.

SEC. 139 $\frac{1}{2}$. (a) *Fees*.—Fourth-class or domestic parcel post mail may be sent C. O. D., on payment of a fee of 10 cents in stamps affixed to the parcel, in addition to postage, for C. O. D. charges not to exceed \$25; 15 cents for C. O. D. charges not to exceed \$50, and 25 cents for C. O. D. charges not to exceed \$100. Such parcels become automatically insured up to \$25, \$50, and \$100, according to the amount of fee paid.

(b) *Receipts*.—An insured receipt, Form 3813-A, shall be given for all C. O. D. parcels. The letters "C. O. D." shall be stamped or written upon the receipt and stub to avoid confusion of records.

(c) *Tags*.—All C. O. D. parcels shall be accompanied by a Canal Zone C. O. D. tag, Form 1180, securely attached thereto. Such tag shall contain on the face thereof the number of the parcel, the name of the addressee, postmark of mailing office, amount due sender and money order fee, and on the back the name and address of the sender. Such tags represent money order applications at the office of address upon collection of C. O. D. charges.

Section 141 has been amended to read:

SEC. 141. All insured and C. O. D. parcels shall contain the name and address of sender and shall be stamped on the address side with the insured or C. O. D. stamp as the case may be, and a parcel post stamp showing the date and office of origin. The number of the parcel shall appear directly beneath the words "Insured" or "C. O. D." Parcels shall be properly prepared for mailing and parcels containing fragile or perishable articles shall be so endorsed (see Sections 8 to 17, inclusive, pp. 103-4 of the July, 1918, U. S. Postal Guide regarding the preparation of parcels for dispatch). Fragile parcels intended for dispatch from the Canal Zone shall be specially wrapped so as to insure safe ocean transit.

Section 144 has been amended by changing the heading to read "Return and Forwarding of Insured and C. O. D. Parcels," and by prefixing the word "Insured" before the beginning of the first and fourth sentences. It was further amended by adding the following paragraph:

(b) *C. O. D. Parcels*—The foregoing regulations shall govern the return and forwarding of Canal Zone C. O. D. parcels, except they shall not be forwarded to the United States or its possessions except upon written instructions from the senders and in no case shall they be forwarded to any post office in the Republic of Panama nor to any foreign country.

C. O. D. Parcels Post from Panama to the Canal Zone.

An arrangement of convenience to the merchants of Panama in dealing with residents of the Canal Zone has been effected in the provision that parcels post packages weighing up to 20 pounds may be sent through the regular mails from Panama to the Zone on the collect-on-delivery basis. When such a C. O. D. parcel is received in a Canal Zone post office, form notice is mailed to the addressee, who calls for the parcel and pays the amount collectible. This payment is made by the addressee's drawing a money order payable to the sender, which order is turned over to the postmaster for forwarding. The tag attached to the parcel at the time it was posted in Panama serves as the application for money order, and is filed by the postmaster with his records in lieu of the usual application form. The receiver of the parcel pays the fee on the money order despatched in payment.

"Don't Waste."

Attention of employees is called to the large consumption of water and light in quarters in the Canal Zone.

The cost to the Canal of electricity generated at the hydroelectric station at Gatun is about 0.013 cent for light and 0.009 cent for power per kilowatt-hour.

Meter readings indicate waste of these necessities. There is no desire to restrict reasonable and comfortable use but a continuance of present consumption will make it necessary to set up restrictions. All occupants of quarters are enjoined to cooperate in the elimination of waste. Two simple practices will help: Don't leave the water running. Don't leave the light on if you don't need it.

Street Lamp-posts Damaged by Careless Driving.

The files of the Canal contain records since 1916 of 12 cases of street lamp-posts having been damaged by automobiles, due in practically all cases to negligent driving. In many of the cases charges have been assessed against the individuals at fault. Posts of the type now in use cost approximately \$30 to \$40 to replace.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant superintendent of foundry in charge of castings division (male); \$3,000 a year; June 24, 1919; form 1312; age, 25 years but not 50 years.*
 Assistant technologist in oil and gas production (male); \$1,800 to \$2,500 a year; June 24, 1919; form 2118; age, under 40 years.*
 Assistant natural gas engineer (male); \$1,620 to \$2,100 a year; June 24, 1919; form 2118; age, under 40 years.*
 Oil and gas inspector (male); \$1,500 to \$2,500 a year; June 24, 1919; No. 74-amended; age, 20 years but not 45 years.*
 Oil chemist (male); \$1,200 to \$1,400 a year; June 24, 1919; form 1312; age, 20 years but not 45 years.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Hotel Aspinwall.

A dance will be held at the Hotel Aspinwall, Taboga, Saturday evening, May 24. Following is the schedule of launch service:

CHANGE IN SCHEDULE OF HOTEL ASPINWALL LAUNCH SERVICE.

On account of the loss of time by the launch in the operation of the service between Balboa and Taboga Island, the schedule has been changed and is now as follows:

DAILY.

Leave Taboga 8.00 a. m.
 Leave Port Captain's boat landing, near dock 19, Balboa 10.15 a. m.

SUNDAYS AND HOLIDAYS.

Leave dock 19, Balboa, 10.15 a. m.; leave Taboga, 11.30 a. m.
 Leave dock 19, Balboa, 4.30 p. m.; leave Taboga, 6.00 p. m.

SATURDAYS AND DAYS PRECEDING HOLIDAYS.

Leave Balboa, 6.00 p. m.; leave dock 19, Balboa, 10.15 a. m.; leave Taboga, returning, 11.30 a. m.; returning from Taboga the following day, 7.30 a. m.

Fares (each way): Employees, 30c.; nonemployees, 60c.; children of employees over 6 and under 12 years old, 20c.; nonemployees, 40c.

Hotel patrons desiring to send trunks should arrange to have them delivered at the launch landing by 9.30 a. m., addressed to themselves, care of Hotel Aspinwall. Freight will be transported on the a. m. trip on Mondays, Thursdays, and Saturdays. For further information address Manager, Hotel Aspinwall, Taboga, *via* Balboa, C. Z.

To Offer Vaccination Against Yellow Fever.

The representative of the International Health Board (Rockefeller Foundation) at Guayaquil, Ecuador, has advised the Health Department of The Panama Canal of the despatch to the Canal Zone of a quantity of leptospira vaccine. This is an antiyellow fever preparation, and the purpose is to offer vaccinations to nonimmune persons who are going to Guayaquil. The Health Department has undertaken cooperation in the plan, and vaccinations are to be made, on those who desire the treatment, at the Board of Health Laboratory, Ancon Hospital.

The vaccine has not arrived. It is presumed that full data as to dosage, precautions, etc., will accompany the vaccine.

Additional Dentist for Ancon-Balboa District.

An additional dentist for gold employees in the Ancon-Balboa district will open an office during July. The building now used as a carpenter shop, in the rear of the Army and Navy Y. M. C. A. building at Balboa, is to be fitted out for the use of the dentist.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Claudius Reynaldo Harris.....	171027	Jamaica.....	Paraiso.....	Health Department..	May 9, 1919.
Granville Ince.....	30504	Barbados.....	Panama.....	Building Division...	May 13, 1919.
Isidro Moyon (Mogollon).....	32007	Peru.....	Panama.....	Mun. Eng. Div.	May 10, 1919.
Daniel Roberts.....	115431	Antigua.....	Colon.....	Panama Railroad....	May 4, 1919.
Fitz Rodman (Redmond).....	38948	Barbados.....	Red Tank.....	Lock Division.....	May 9, 1919.
Edmond Schloss.....	144388	Jamaica.....	Colon.....	Supply Department..	May 12, 1919.

Official Circulars.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 12, 1919.

CIRCULAR No. 661-76:

Effective this date, Col. Louis T. Hess, Medical Corps, U. S. A., is appointed Superintendent Ancon Hospital, *vice* Maj. Robert L. Loughran, Medical Reserve Corps, U. S. A., relieved from duty with The Panama Canal. Colonel Hess will report direct to the Chief Health Officer.

CHESTER HARDING,
Governor.

Acting Port Captain, Etc., Cristobal.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 14, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective May 16, 1919, and during the absence of Lieut.-Com. John G. Fels, U. S. N. R. F., on leave, Mr. H. L. Eden will act as Port Captain, Cristobal; Member, Board of Local Inspectors; and Special Agent, Bureau of Transportation, War Trade Board.

CHESTER HARDING,
Governor.

Acting Chairman, Board of Local Inspectors.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 14, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective May 16, 1919, and during the absence of Lieut.-Com. John G. Fels, U. S. N. R. F., on leave, Lieut.-Com. Charles Svensson will act as Chairman of the Board of Local Inspectors.

CHESTER HARDING,
Governor.

Employees' Rate on Household Goods.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
OFFICE OF THE AUDITOR,

BALBOA HEIGHTS, C. Z., May 17, 1919.

CIRCULAR No. RA-650 (Corrected):

To all concerned—Effective at once the employees' rate on household goods and personal effects on Panama Railroad steamers is increased from \$5 per ton of 2,240 pounds to \$6.40 per ton of 2,000 pounds or 40 cubic feet, company's option. In order to obtain this rate, and free entry into the Canal Zone, application must be made to the Executive Office on the form provided for that purpose.

This rate applies to shipments between New York and points on the Panama Railroad as well

as between New York and Cristobal, in either direction. The minimum charge for any single shipment will be \$1 to or from any point on the railroad, including Cristobal.

Under these rates the Company will not be liable in the event of loss or damage resulting from fault or negligence for more than \$100 per package. Should the shipper desire to hold the Company liable for a greater amount than \$100 per package, the valuation must be declared in the shipping receipt and bill of lading, and extra freight paid on it at the rate of 1½ per cent.

The above rates do not include Marine Insurance. To protect against marine risk all employees' shipments will be insured under the Company's open policy at the ruling rate which at present is ¼ of 1 per cent; the minimum insurance to be on a valuation of \$100. The shipper should furnish the value of the shipment at or previous to the time it is offered for transportation. If the shipper fails to give such valuation, the shipment will be insured for a total of \$100, and the insurance company will not be liable for a greater amount.

Shipments from the Isthmus must be prepaid. Shipments consigned to employees on the Isthmus may be forwarded "collect."

Insurance premiums will be collected from employees, on northbound shipments before forwarding and on southbound shipments before delivery is made.

On shipments between New York and Cristobal in either direction, the steamship line receives all the revenue and pays transfer charges on the docks.

On shipments between New York and points on the railroad, in either direction, the division of freight at present is two-thirds to the steamship line and one-third to the railroad—the railroad paying transfer charges on the Cristobal docks out of its proportion.

Under the conditions of employment, employees of the Panama Railroad and Panama Canal are granted free transportation on the railroad for their household goods and personal effects at termination of service after having served a certain number of years; *i. e.* The Panama Canal or Panama Railroad assumes the rail freight on such shipments, and in such cases the total freight charges named above accrue to the steamship line.

The following is a summary of freight rates to be charged on shipments on Panama Railroad steamers:

1. Commercial freight: Rates provided in published tariffs.

2. Panama Canal; Army Post Exchanges; Naval Supply Offices; Bureau of Clubs and Playgrounds; Army and Navy V. M. C. A's and other War Work organizations:

Southbound: Published tariff rates less 25 per cent, subject to minimum revenue and other conditions prescribed in the tariffs.

Northbound: Regular tariff rates.

3. Employees; Employees' organizations; Officers and Enlisted Men of the Army and Navy; and all others entitled to employees' rates.

32 cents per hundred pounds or 16 cents per cubic foot, company's option. Minimum charge \$1.

It must be understood that the employees' rates cover only shipments of household goods and personal effects; i. e., articles intended for the personal use of employees or organizations of employees. Shipments not intended for personal use or for sale must pay the full tariff rates.

H. A. A. SMITH,
Auditor.

Approved:
S. W. HEALD,
Superintendent Panama Railroad Company.

Approved:
CHESTER HARDING,
Governor The Panama Canal,
President The Panama Railroad Company.

Remittances from Collecting Agents.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 12, 1919.

To collecting agents of The Panama Canal.—Circulars heretofore issued calling for collecting agents to make their remittances so that they will reach the Collector not later than noon of the last working day of each month have been disregarded in many instances. The attention of all collecting agents is therefore again called to this matter with the request that the final remittance in each month be made so as to reach the Collector's office not later than with the noon mail on the last working day of each month.

This does not affect those offices where a representative from the Collector's office calls for the collection of cash. All collecting agents who make their remittances by mail, should make such remittances to the Collector at Balboa Heights, and not to the Deputy Collector at Cristobal. The Deputy Collector's office at Cristobal is to be used as a depository only where cash is actually delivered to the Deputy Collector or his representative.

H. A. A. SMITH,
Auditor The Panama Canal.

Scrap Prices.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 17, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Referring to my circular of April 30, showing prices allowed by the Supply Department for scrap turned in by the various departments and divisions:

Please add to this circular the following:

Kind of scrap—steel.

Credit to be allowed divisions, net ton. . . \$5.00

Selling prices—
To departments of Panama Canal, net ton. 6.50
To employees and individuals and companies, net ton. 20.00

R. K. MORRIS,
Chief Quartermaster.

Commissary Manager, Paraiso.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., May 17, 1919.

MEMORANDUM No. 761-29:

To all concerned—Effective May 19, Mr. C. V. Turner is appointed commissary manager, at Paraiso, vice Mr. C. A. Jorgensen.

J. J. JACKSON,
General Manager.

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef lores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the seven weeks ending at midnight of Saturday, May 17, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gatun	Jatun	
Sun., March 30	125.85	90.75	84.36	84.30	51.45
Mon., March 31	125.85	90.73	84.32	84.30	51.50
Tues., April 1	125.95	90.77	84.31	84.24	51.70
Wed., April 2	125.95	90.76	84.25	84.20	51.68
Thurs., April 3	126.10	90.89	84.22	84.15	51.58
Fri., April 4	126.10	90.94	84.20	84.13	51.40
Sat., April 5	125.90	90.80	84.17	84.09	51.40
Sun., April 6	125.90	90.75	84.11	84.03	51.50
Mon., April 7	125.90	90.76	84.03	83.99	51.50
Tues., April 8	125.90	90.72	84.02	83.95	51.55
Wed., April 9	125.90	90.73	84.00	83.93	51.65
Thurs., April 10	126.00	90.78	83.91	83.87	51.87
Fri., April 11	126.45	91.21	83.88	83.84	51.93
Sat., April 12	128.40	92.74	83.79	83.80	52.24
Sun., April 13	128.35	92.75	83.83	83.78	51.70
Mon., April 14	127.65	92.10	83.86	83.88	51.90
Tues., April 15	138.30	100.70	84.00	83.95	52.00
Wed., April 16	128.40	93.55	84.06	83.95	52.00
Thurs., April 17	126.80	91.66	84.04	83.95	52.00
Fri., April 18	126.40	91.30	84.06	83.95	52.19
Sat., April 19	128.80	93.52	84.10	84.05	52.15
Sun., April 20	126.95	92.43	84.22	84.14	51.32
Mon., April 21	132.55	96.30	84.36	84.20	53.10
Tues., April 22	127.40	92.57	84.35	84.21	53.10
Wed., April 23	135.90	98.90	84.41	84.28	53.20
Thurs., April 24	131.10	95.63	84.52	84.50	53.50
Fri., April 25	132.35	96.67	84.66	84.64	53.68
Sat., April 26	128.45	92.38	84.81	84.70	53.77
Sun., April 27	127.85	92.65	84.83	84.72	53.61
Mon., April 28	128.65	93.59	84.82	84.80	53.52
Tues., April 29	123.35	93.40	84.94	84.92	53.54
Wed., April 30	127.30	92.18	85.04	84.92	53.42
Thurs., May 1	126.95	91.83	85.00	84.92	53.20
Fri., May 2	126.85	91.64	84.99	84.92	53.30
Sat., May 3	126.90	91.80	85.00	84.93	53.20
Sun., May 4	126.80	91.64	84.99	84.91	53.30
Mon., May 5	126.80	91.60	84.95	84.89	53.26
Tues., May 6	129.30	93.98	84.97	84.83	54.45
Wed., May 7	127.40	92.12	84.90	84.85	54.63
Thurs., May 8	126.85	91.63	84.96	84.85	53.60
Fri., May 9	132.95	96.80	85.01	84.92	53.50
Sat., May 10	133.06	96.90	85.03	85.00	53.37
Sun., May 11	128.00	92.93	85.06	85.03	53.33
Mon., May 12	128.10	92.84	85.05	85.02	53.27
Tues., May 13	136.20	99.05	85.13	85.06	53.20
Wed., May 14	135.75	99.35	85.17	85.20	53.25
Thurs., May 15	129.45	94.87	85.29	85.26	53.45
Fri., May 16	128.45	93.34	85.33	85.32	53.23
Sat., May 17	128.20	92.71	85.37	85.37	53.21

Height of low water
to nearest foot.

MOVEMENTS OF OCEAN VESSELS. Week ending at Midnight May 17, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Peru.....	2	19 35	11	6 52	11	14 48	12	13 25	British	Pacific Steam Navigation Co.	350 0	43 0	16 6	Cristobal	Valparaiso	General	603	4 144	2 682
Kentucky.....	10	23 02	11	7 35	11	15 27	12	7 45	British	Ellerman & Bucknall S. S. Co.	447 3	56 4	27 7	New York	San Francisco	General	9 440	7 825	5 091
Silver Shell.....	11	17 07	12	6 20	12	14 12	13	14 55	American	Shell Company of California	411 6	52 4	26 0	Tampico	San Francisco	Crude oil	7 927	6 108	4 291
Mun'ier Castle.....	12	2 58	12	11 05	12	18 59	13	19 55	British	James Chambers & Company	400 0	50 0	25 0	New York	Vladivostok	General	6 370	5 739	4 364
Saifuku Maru.....	13	8 36	13	9 00	13	17 02	14	12 15	Japanese	Kowalski Dockyard Company	335 0	51 0	27 0	New York	Baiba	General	7 600	5 915	4 369
Laura C. Hall.....	9	20 15	13	11 40	13	19 25	14	12 15	British	Pacific Metals Corporation	81 0	25 0	9 9	Cristobal	Guayaquil	General	3	130	69
Manavi.....	5	15 45	13	11 30	13	19 45	13	21 05	British	Pacific Steam Navigation Co.	216 0	35 0	13 7	Cristobal	Baiba	General	605	1 241	759
U. D. Putnam.....	8	17 32	14	9 14	14	16 22	14	17 35	American	United States Army	380 0	44 0	23 4	Cristobal	Valparaiso	None	81	4 563	3 121
Huasco.....	4	19 15	14	7 10	14	13 21	15	21 25	American	United States Navy	190 0	29 0	12 0	Cristobal	Baiba	Ballast	158	728	346
S. C. 289.....	4	19 15	14	7 10	14	13 21	15	21 25	American	Colombian Maritime Company	335 5	48 0	23 6	New York	Tumaco	General	4 115	3 459	2 628
Aleona.....	14	14 17	15	6 14	15	13 35	15	20 16	American	United States Shipping Board	266 3	46 0	23 6	Norfolk	Valparaiso	Coke, general	2 200	6 637	1 688
Barabos.....	11	5 16	15	7 50	15	17 18	16	7 42	American	United States Shipping Board	425 0	56 0	31 4	New Orleans	Mollendo	Coal	12 500	7 914	5 682
Altai Maru.....	13	5 55	15	10 40	15	19 10	15	20 14	Japanese	Osaka Shosen Kaisha	81 0	25 0	9 4	Cristobal	Baiba	General	130	69	69
Laura C. Hall.....	14	17 20	16	6 20	16	13 45	17	17 30	British	Pacific Metals Corporation	81 0	25 0	9 4	Cristobal	Baiba	Ballast	130	69	69

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Boisford.....	6	10 15	11	6 40	11	14 23	12	10 32	American	United States Shipping Board	250 0	46 0	20 0	Paqueta	Baredona	Nitrate	2 745	2 514	1 470
Warzu.....	11	6 20	11	7 35	11	15 22	16	10 24	American	United States Shipping Board	274 0	46 0	20 6	Honolulu	Philadelphia	Lumber	1 073	3 114	1 921
Tonovanda.....	11	1 30	11	11 14	11	21 00	12	18 06	American	United States Shipping Board	260 7	38 1	20 6	Wellington	Boston	Chrome, ore, etc.	2 422	1 792	1 630
Musican.....	11	13 30	11	15 05	11	23 37	12	11 40	British	T. & J. Harrison	400 0	47 0	24 0	Victoria, B. C.	Liverpool	General	6 130	5 006	3 592
Canaguay.....	11	17 30	12	6 25	12	15 10	13	9 30	American	Ward Line	250 5	43 0	21 0	La Libertad	Havre	Coffee, leather	4 166	3 982	2 727
Lake Ontario.....	12	5 00	12	7 48	12	15 27	13	20 45	American	United States Shipping Board	333 0	49 8	24 6	Coquimbo	Cuba	Ballast	2 246	1 404	1 404
Oak Branch.....	13	18 25	14	8 15	14	17 26	16	20 48	British	F. & W. Rison	81 0	25 6	6	Valparaiso	Liverpool	General	6 144	4 816	3 732
Laura C. Hall.....	13	19 05	14	8 15	14	17 26	16	20 48	British	Pacific Metals Corporation	81 0	25 6	6	Valparaiso	Liverpool	General	6 144	4 816	3 732
West Catanaee.....	14	5 12	14	9 07	14	16 36	17	13 25	American	United States Shipping Board	410 5	54 3	22 0	Newport News	San Francisco	Flour	6 319	6 567	4 917
Dagbild.....	14	9 15	14	10 37	14	18 48	15	13 25	British	British Government	455 0	58 1	21 6	Port Prine	Liverpool	General	6 525	8 002	5 607
Bancroft.....	15	2 00	15	8 15	15	16 20	.....	.....	American	United States Shipping Board	266 9	46 1	21 0	San Francisco	Falmouth	Barley	2 600	2 618	1 628
*Lt. D. Putnam.....	13	19 30	15	7 45	15	15 52	.....	.....	American	United States Army	336 8	41 2	22 0	Baiba	Cristobal	None	396	3 621	2 397
Imperial.....	15	0 01	15	8 21	15	15 23	.....	.....	British	Chilean S. S. Line	215 8	41 2	22 0	Valparaiso	Cristobal	General	734	1 231	706
Acapulca.....	14	18 30	15	8 52	15	20 25	.....	.....	British	Pacific Steam Navigation Co.	336 8	41 2	22 0	Guayaquil	Cristobal	General	734	1 231	706
War Music.....	16	6 30	16	7 55	16	16 22	16	18 42	British	British Government	411 5	55 8	22 3	Port Prine	Itull	Wool, general	7 000	2 549	2 549
Darrah.....	17	6 00	17	7 41	17	15 08	.....	.....	American	United States Shipping Board	266 5	46 0	22 1	San Francisco	London	Barley	2 549	2 549	2 549
Jamaica.....	17	4 45	17	9 10	17	16 53	.....	.....	American	Pacific Steam Navigation Co.	220 0	34 0	12 11	Buenaventura	Cristobal	General	758	1 170	620
Kenia.....	17	9 00	17	10 03	17	18 25	17	22 10	British	Pacific Steam Navigation Co.	401 3	52 2	22 0	Punta Arenas	Liverpool	General	5 636	6 440	4 917

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

*Launch.

PORT OF CRISTOBAL

*ARRIVALS				*DEPARTURES		
Date	Vessels	Line	From	Date	Vessels	Line
May 11....	Santa Flavia.....	W. R. Grace & Co.....	Puerto Barrios.	May 11....	Caribbean.....	Panama Railroad Commissary.....
May 11....	Panama.....	Panama Railroad Steamship Line.	New York and Haiti.	May 11....	Ulysses.....	Panama Railroad Steamship Line.
May 11....	Alexandrian.....	Leyland Line.....	Liverpool and wayports.	May 12....	Santa Flavia.....	W. R. Grace & Company.....
May 12....	Orofina.....	P. Wilson.....	Port Limon.	May 12....	Metapan.....	United Fruit Company.....
May 12....	Orator.....	Harrison Line.....	Liverpool and wayports.	May 15....	Alexandrian.....	Leyland Line.....
May 13....	San Juan (sg).....	Bluefields Fruit Company.....	Bluefields.	May 16....	Orator.....	Harrison Line.....
May 13....	Tavernilla.....	The Panama Canal.....	Havana.	May 16....	Santa Marta.....	United Fruit Company.....
May 13....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.	May 17....	Lake Medford.....	United States Shipping Board.....

PORT OF BALBOA

*ARRIVALS				*DEPARTURES		
Date	Vessels	Line	From	Date	Vessels	Line
May 12....	J. B. Stetson.....	Gulf Mail S. S. Co.....	Callao.	May 12....	J. B. Stetson.....	Gulf Mail S. S. Co.....
May 13....	Anyo Maru.....	Toya Kisen Kabushiki Kaisha.....	Japan.	May 16....	Anyo Maru.....	Toya Kisen Kabushiki Kaisha.....

*Other than ships passing through the Canal

Sale of Locomotives, Dump and Flat Cars.

Sealed bids will be received in the office of the Chief Quartermaster up to 10.30 o'clock, a. m., June 2, 1919, and then opened, for the purchase of 4 locomotives, 33 Western dump cars, steel, and 150 flat cars, wooden. Detailed description of this equipment and form of proposal may be had upon application to the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z. The Panama Canal reserves the right to reject any or all bids.

Additions to Commissary Stock.

Pans, pudding, aluminum, 1½-qt., ea.	\$0.62
Pans, cake, tubed, aluminum, ea.	1.15
Pans, cake, corn, aluminum, 11" x 11", 9-cup, ea.	1.25
Pipes, briar, vulcanite stem, ea.	2.05
Pipes, briar, vulcanite stem, ea.	2.40
Pipes, briar, vulcanite stem, ea.	2.55
Plates, pie, aluminum, ea.	.40
Saucepans, Berlin, aluminum, ea.	1.35
Shakers, lemonade, ea.	.47
Shaker and strainer, combination, ea.	1.10
Curtain, Pacific, fine cretonne, 34½", yd. .	.46
Dress goods:	
Calico, black ground with white figure, yd.	.18
Calico, navy blue ground with white figure, yd.	.18
Calico, red ground with white figure, yd. .	.18
Serge, navy blue, 35½-36½", yd.	.65
Shirts, negligee, colored stripe and check crepe, soft cuffs, ea.	1.85
Shirts, negligee, crepe and madras with silk, soft cuffs, ea.	2.70
Shirts, negligee, silk and cotton crepe, soft cuffs, ea.	3.50
Suits, bathing, men's 1-piece with skirt, suit.	3.35
Supporters, hose, children's, Hickory, pr. .	.17
Supporters, hose, children's, Hickory, pr. .	.17
Vests, Cumfy Cut, assorted, ea.	.25
Nuts, almonds, hard shell, lb.	.26
Pickles, whole, dill, 26-oz. bot.	.27
Cans, kerosene oil, household, galvanized iron, 1-gal, ea.	.40

Cans, kerosene oil, household, galvanized iron, 2-gal, ea.	\$0.63
Cans, kerosene oil, household, galvanized iron, 5-gal., ea.	1.10
Mattresses, hair, No. 1, black mixed hair, 4/6, ea.	22.95
Trunks, steamer, size 36" by 21" by 12", ea.	11.65
Misses' tan kid Blucher oxfords, sizes 11½ to 2, pr.	5.05
Men's brown vici kid Blucher, pr.	5.85
Men's black vici kid Blucher, sizes 4 to 11, pr.	5.60
Men's black vici kid Blucher oxfords, sizes 4 to 11, pr.	5.15
Men's brown vici kid Blucher oxfords, sizes 4 to 11, pr.	5.35
Men's tan calf Blucher oxfords, sizes 4 to 11, pr.	5.35
Balls, coffee, aluminum, ea.	.09
Blades, Gem, safety razor, set.	.36
Bottles, vinegar cuets, cut neck and cut stopper, ea.	.70
Jap-a-lac, natural, ¼-pt. tin.	.39
Razors, Gem, safety, Flex Khaki Kit, ea. .	.73
Jelly, crab apple, 8-oz. jar.	.20
Jelly, grape, 8-oz. jar.	.20
Jelly, quince, 8-oz. jar.	.20
Bedspreads, crib, white, ea.	1.35
Braid, cotton, white, yd.	.03
Brassieres, flesh and white, ea.	.63
Brassieres, flesh and white, ea.	.98
Bunting, flag, American, yd.	.20
Dress goods:	
Cloth, uniform, nurses', yd.	.38
Crepe, lizard tissue, assorted colors, 27/28", yd.	.32
Gingham, 27", yd.	.26
Hose, men's, silk and lisle, black, pr.	.59
Hose, men's, silk and lisle, white, pr.	.59
Hose, children's, mercerized cotton, tan, pr. .	.29
Pants, indoor baseball, pr.	2.35
Soap, toilet, Reuter's Rose, cake.	.27
Stationery, paper tissue, sheet.	.01
Suitings:	
Serge, blue, yd.	4.35
Tropicloth, 54", yd.	1.70
Tropicloth, 54", yd.	1.70
Tropicloth, 54", yd.	1.70
Ties, silk, plain white, ea.	.28

COMMISSARY NOTES.**Ladies' Voile Waists.**

A shipment of ladies' voile waists, trimmed with tucks, lace, or embroidery, has recently been received and placed on sale at the attractive price of \$2.25 each.

Crepe de Chine Underskirts.

White and flesh color crepe de chine underskirts, attractively trimmed with picot edging, hemstitching, and daintily colored ribbon, at \$4 each, have recently been received and distributed to the line commissaries.

Parsnips.

A small shipment of parsnips was received by recent arrival from New Orleans. The commissary purchasing agent has written that no more parsnips will be shipped from New York as the season is practically over.

Lemons.

No lemons were received on the steamer *Panama*, the New York office stating that just prior to sailing no quantities in proper shipping condition were offered for sale.

Vegetables.

The commissary purchasing agent has advised that in all probability no more shipments of old root vegetables will be made this season. The market is practically bare, he states, and all arrivals show more or less waste.

Strawberries.

If strawberries continue to arrive in New York in good condition, it is expected that a shipment will be received from the commissary purchasing agent within the next two weeks.

Shortage of Cherry Jam.

The commissary purchasing agent has written that he will not be able at this time to fill requisitions for cherry jam as he can not find any firm able to supply the quantities desired before July 1, or thereabouts, when the new crop of cherries comes in.

Jellied Tongue.

Another article has been added to the list of products manufactured by the sausage factory, operated by the Commissary Division. Jellied tongue is the new item. It is a palatable, tasteful food and is excellent for cold lunches or for meals hastily prepared.

Wrapping Bread by Machinery.

Another bread-wrapping machine has been installed in the bakery at Cristobal and with the battery of two machines it is possible to wrap 3,600 loaves per hour. Each of these machines is able to accomplish the work of 20 female wrappers. This equipment is electrically operated. The heat melts the wax on the paper and seals the loaf in a sanitary package.

Roses.

Roses from Corozal farms are sold at Ancon, Balboa, and Cristobal commissaries every day. It may be possible to obtain red or pink roses elsewhere at prices a trifle lower but one would be obliged to pay much more for the white and yellow "Killarneys," "My Maryland," "Duchess Brabant," "Ophelia," "Magna Charta," "Sunburst" and "The Queen" tea roses, all of which are offered in the three commissaries at 75 cents a dozen.

Biography of Roosevelt.

In the belief that residents of the Isthmus would be particularly interested in obtaining a biography of Col. Theodore Roosevelt, the commissary purchasing agent was asked to inquire if such a work would not soon be published. He has replied to the effect that the official biography is being written by Colonel Roosevelt's literary executor, Joseph Bucklin Bishop, formerly Secretary of the Isthmian Canal Commission. It is stated that a year probably will elapse before the book is published as it is now only about half ready. When it is completed it will be on sale in the Panama Railroad commissaries. In the fall of 1919, the letters of Colonel Roosevelt to his children will be published in book form, which also is being prepared by Mr. Bishop.

Variety of Dresses for Little Girls.

A shipment of children's dresses in a variety of styles and materials has been received by the Commissary Division and distributed to Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries. These range in sizes from 2 to 6, and from 6 to 14, and in materials from organdies and voiles to gingham and chambrays. The white voile and organdie dresses come in a number of different patterns, some being tastefully trimmed with embroideries and laces, others with combinations of tucks and insertion, and with ribbon sashes and silken roses in delicate colors. The colored gingham, chambray, etc., dresses are available in a wide range of styles and colors; some are trimmed with smocking, some have ties in middy style, others of plain colors are trimmed with plaids, and still others have embroidery trimming. These dresses sell at prices ranging from \$1.95 to \$3.60.

Tweeds and Serges.

For a long time it has been difficult to obtain from England the best quality of tweeds and serges but a shipment was recently received made of fine Australian yarns in colors which are quiet, yet without the reproach of being somber. Designs are limited so that not more than two suits may be obtained from any one piece. These fabrics are rich, sturdy stuffs possessing distinction and may be purchased at prices that are very reasonable.

Advertising Dates for Future Business.

It has been impossible for a long time for the Commissary Division to obtain dates from the United States as has previously been stated in these columns. One firm, however, has been advertising its brand of dates and the question has been asked why the product could not be secured. The answer is contained in a letter from this concern to the commissary purchasing agent, received on the Isthmus by last mail. Their dates, it is stated, would be advertised even if they had not a single box for sale; it was the policy to continue their publicity campaign throughout the war although they did not have a sufficient stock to supply a small fraction of the demand, this being done merely to keep their name before the public. At present their supply is very limited and the sale is restricted to the large cities on the Atlantic Coast and in the Middle West.

Aluminum Coffee Balls.

Aluminum coffee balls, at 9 cents each, have recently been added to stock by the Commissary Division and are meeting with ready sale in the line stores.

Flashlight Bulbs.

A large supply of flashlight bulbs, for flashlights stocked by the Commissary Division, has recently been received.

Suitcases.

Straw matting suitcases, at \$2.25 each, which have been out of stock in the commissaries for some time, are now on sale.

Trunks.

Of interest to those going on vacation is the announcement that the Commissary Division has just received a new shipment of steamer wardrobe trunks. These are very good bargains at the price, \$29.70 each.

Mattresses.

Commissary patrons are advised that it is again possible to secure mattresses in single, double, and cot sizes. These have not been obtainable for some time; however, the mattress factory is now in position to make deliveries.

Jack Tar Togs.

A shipment of Jack Tar Togs—dresses, smocks, and middies—in a wide range of sizes has recently been received by the Commissary Division. These are smart in design, the materials are of good quality, and the garments come in a number of attractive colors.

Can Servers.

A shipment of can servers, another new item added to stock, has been received and distributed to the line commissaries. This article may be used to hold the large size tin of evaporated milk sold in the retail stores.

Flags.

With the near approach of Decoration Day the attention of commissary patrons is invited to the stock of flags on hand in all commissaries. This year, more than ever, should the national colors be displayed in recognition of those who gave their lives in the great world war.

Electric Irons.

A cable has been received from the New York office stating that two requisitions for electric flatirons still remain unfilled due to the nonarrival of insulated material necessary in the manufacture of these irons. Delivery was originally promised for January but the suppliers state that conditions are absolutely beyond their control and they are unable to give a definite shipping date.

Cable and Postal Addresses of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII. Balboa Heights, C. Z., May 28, 1919. No. 41.

Price of Mexican Fuel Oil.

Effective May 20, the price of Mexican fuel oil sold to individuals and companies from tanks of The Panama Canal has been reduced to \$2 per barrel.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 24, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
City of Para.....	Pacific Mail S. S. Co.....	May 19.....	May 20.....	200	155
La Primera.....	West India Oil Co.....	May 22.....	May 23.....	474	90
Salvador.....	Pacific Steam Navigation Co.....	May 24.....		10	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending May 25, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Parismina.....	United Fruit Company.....	May 18.....	May 21.....	1,592	37½
Ucayali.....	Peruvian S. S. Line.....		May 18.....		2,039
Panama.....	Panama Railroad Steamship Line.....		May 18.....		3,755
Caribbean.....	Panama Railroad Commissary.....		May 18.....		20
Imperial.....	United Fruit Company.....		May 18.....		1,877½
Lake Hurst.....	Panama Railroad Steamship Line.....		May 18.....		2,385
Atenas.....	United Fruit Company.....		May 19.....	2½	(*)
Orotina.....	Panama Railroad Steamship Line.....		May 19.....		6
Achilles.....	Panama Railroad Steamship Line.....	May 20.....	May 24.....	11,330	(*)
Alliance.....	Panama Railroad Steamship Line.....	May 20.....	May 25.....	1,714	1,592
City of Para.....	Pacific Mail Steam Packet Co.....	May 21.....		1,096	
Caucas.....	Pacific Steam Navigation Co.....		May 21.....		1,306
Jamaica.....	Pacific Steam Navigation Co.....		May 21.....		709½
Acajutla.....	Pacific Steam Navigation Co.....		May 21.....		887
Caribbean.....	Panama Railroad Commissary.....	May 22.....	May 25.....	400	45
Palena.....	United Fruit Company.....	May 22.....		615	
Abangarez.....	United Fruit Company.....	May 22.....	May 24.....	930	1,003
Montevideo.....	Compañia Transatlantica.....	May 23.....		342	
Lake Crescent.....	United States Government.....	May 23.....		985	
Mantaro.....	Peruvian Steamship Line.....	May 24.....		2,277	
Cartago.....	United Fruit Company.....	May 25.....		4,246	
Salvador.....	Pacific Steam Navigation Co.....	May 25.....		275	

*In ballast.

Naval Units at Coco Solo.

The Commandant of the 15th Naval District invites attention to the fact that there are two separate and distinct units of the Naval establishment located at Coco Solo; *i. e.*, "The U. S. Submarine Base, Coco Solo, Canal Zone," and "The U. S. Naval Air Station, Coco Solo, Canal Zone." It frequently occurs that supplies, bills, and correspondence are addressed to the "Commanding Officer, Coco Solo" or to the "Supply Officer, Coco Solo," which address is easily confused as there are two commanding officers and two supply officers at Coco Solo.

Ships Through the Canal, by Months.

Graphical comparison of the traffic through the Canal by months since its opening is afforded by the chart on the following page, the

lines of which are extended in proportion to the total number of ships passing through the Canal in seagoing traffic:

Month and year.	Total vessels.	Graphical indication.
1914		
August.....	24	_____
September.....	57	_____
October.....	84	_____
November.....	92	_____
December.....	100	_____
Total.....	357	
1915		
January.....	98	_____
February.....	92	_____
March.....	137	_____
April.....	119	_____
May.....	142	_____
June.....	143	_____
July.....	170	_____
August.....	161	_____
September.....	100	_____
October.....		_____
November.....		_____
December.....	9	_____
Total.....	1,171	
1916		
January.....	2	—
February.....	5	—
March.....	7	—
April.....	80	_____
May.....	129	_____
June.....	124	_____
July.....	149	_____
August.....	142	_____
September.....	154	_____
October.....	158	_____
November.....	143	_____
December.....	155	_____
Total.....	1,253	
Total to January 1, 1917.....	2,781	
1917		
January.....	175	_____
February.....	140	_____
March.....	153	_____
April.....	159	_____
May.....	168	_____
June.....	175	_____
July.....	187	_____
August.....	172	_____
September.....	190	_____
October.....	174	_____
November.....	190	_____
December.....	165	_____
Total.....	2,048	
1918		
January.....	163	_____
February.....	157	_____
March.....	193	_____
April.....	174	_____
May.....	200	_____
June.....	165	_____
July.....	171	_____
August.....	159	_____
September.....	177	_____
October.....	189	_____
November.....	185	_____
December.....	166	_____
Total.....	2,099	
1919		
January.....	171	_____
February.....	164	_____
March.....	193	_____
April.....	176	_____
Total.....	704	
Total to May 1, 1919.....	7,632	

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Dictating-machine operator (male and female); \$1,000 to \$1,600 a year; July 9, 1919; August 6, 1919; No. 246; form 304; age, 18 years and over.
 Law clerk (male); \$2,000 a year; June 4, 1919; No. 247; form 1312; age, 25 years but not 45 years; Department of State.
 Mail bag repairer (male); \$3.75 plus 15 per cent a day; June 24, 1919; No. 254; form 1800; age, 20 years and over.*
 Scientific assistant (male); Bureau of Fisheries; \$900 to \$1,500 a year; July 9, 1919; August 6, 1919; No. 244; form 1312; age, 20 years but not 40 years.
 Addressograph mechanician (male); \$840 to \$1,500 a year; No. 245; form 1800; age, 18 years and over.†
 Telegraph operator (male and female); \$900 to \$1,200 a year; No. 256; forms 304 and 1140; age, 18 years and over; June 18, 1919.
 Assistant petroleum chemist (male); \$1,620 to \$1,920 a year; July 1, 1919; form 1312; age, under 45 years.*
 Clerk, qualified as storeroom supervisor (male); \$1,200 a year; July 9, 1919; form 304; age, 18 years and over.
 Coal yard foreman (male); \$1,200 a year; July 9, 1919; form 304; age, under 45 years.
 Domestic science teacher (female); \$720 a year to \$960 a year; June 18, 1919, July 23, 1919, and August 20, 1919; form 1312; age, 24 years but not 50 years.
 Trained nurse (Panama Canal Service) (male and female); female, \$95 and \$110 a month with laundry of uniforms, without subsistence; male, \$100 to \$135 a month, without subsistence or laundry; July 9, 1919; September 10, 1919; form 1312; age, males, 20 to 40 years; females, 20 to 35 years.

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Comparative Wind Records at Balboa Heights and Sosa Hill.

The wind movement for the month of April was 54 per cent greater on Sosa Hill than at Balboa Heights, the average hourly velocity on Sosa Hill being 14 miles and at Balboa Heights 9.1 miles. The stations are both close to the Pacific entrance to the Canal and half a mile apart.

Northwest winds prevailed at both stations. On Sosa Hill the wind direction was north 5 per cent and northwest 80 per cent of the time, while at Balboa Heights the direction was north 37 per cent and northwest 48 per cent of the time.

The maximum wind velocities during the month were 37 miles an hour from the northwest on the 12th at Sosa Hill, and 31 miles, from the northwest, on the 26th at Balboa Heights.

The Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level, and the Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sealevel.

Humidity and Hot Weather.

In a general way it is well known that conditions of humidity and wind movement are important factors in ameliorating or aggravating the depressing effects of hot weather. The maximum temperature recorded is, therefore, not an adequate measure of the temperature actually felt by the human body. For example, a temperature of 90° F. with high humidity and no wind seems very hot and oppressive while the same temperature with a low degree of humidity and a fresh breeze seems relatively cool and refreshing.

For want of a better term the temperature actually felt by the human body may be called the sensible temperature. The reading of the wet bulb thermometer is not an exact measure of the sensible temperature, but it is the best measure available, as it represents the

temperature of a moist body exposed to the breeze in process of cooling through the agency of evaporation.

The effects of humidity and wind movement on the sensible temperature may be explained as follows:

With a high degree of humidity the air is nearly saturated with invisible vapor, and its capacity for taking up additional moisture is small; consequently the rate of evaporation is slow and the evaporating surface is cooled but slightly.

With a low degree of humidity the capacity of the air for taking up additional moisture is large, which favors a rapid rate of evaporation and extensive cooling of the evaporating surface.

Increased wind movement induces a more rapid rate of evaporation, with a resulting increase in its cooling effects, and also tends to cool the body by the removal of heat by conduction.

Also, it is probable that high humidity has a depressing physiological effect upon the human body that is not susceptible of exact measurement, but, as stated above, the readings of the wet bulb thermometer are considered the best measure available of the sensible temperature.

In addition to the above it is well known that nearly all animal and vegetable substances by reason of their cellular structure absorb moisture from moist air, but give it up to dry air. They are, therefore, perpetually expanding and contracting, curling and uncurling. The moisture of ordinary air is easily absorbed by many substances, such as sugar, flour, salt, and in very moist weather, objects become so damp that fungus germs floating in the air take root and mold ensues, setting up fermentation.

It is very interesting to compare climatic conditions in Panama with conditions in various sections of the United States on this basis. Average daily maximum shade temperatures and the computed maximum daily sensible temperatures (wet bulb) for the month of July are presented in the following table:

Stations.	Actual average daily maximum temperature for July.	Computed average maximum sensible temperatures for July (Wet bulb).
	°F.	°F.
Balboa Heights, C. Z.....	87	79
Cristobal, C. Z.....	84	73.5
Mobile.....	90	77.7
New Orleans.....	89	77
St. Louis.....	87	73
Phoenix.....	104	72
Kansas City.....	86	72
New York.....	82	70
Chicago.....	80	69
El Paso.....	94	68
Fresno.....	100	66
Denver.....	86	64
San Francisco.....	64	57

It should be noted that maximum shade temperatures only are used in the above table. No attempt is made to estimate the superheating effects on bodies exposed to direct solar radiation.

It will be seen that the average daily maximum July temperatures are much higher in many sections of the United States than in Panama, but the maximum sensible temperatures are higher in Panama than anywhere in the United States, due to the prevailing high humidity. Midsummer conditions of temperature and humidity in the Gulf States more closely approach the conditions that prevail in Panama.

Dry season sensible temperatures in Panama are about 3° F. lower than those of the rainy season, due to the lower humidity and higher wind movement that prevails in the dry season. This explains the less oppressive character of our dry season weather.

The high sensible temperatures and hot, humid atmospheric conditions that prevail in Panama would seem to be productive of frequent cases of sunstroke and heat exhaustion, but such is not the case. Canal Zone vital statistics covering the past 13 years shows but 2 deaths from sunstroke, 1 in Panama and 1 in Colon. The total number of cases of heat exhaustion reported among the entire population of about 120,000 during this 13-year period was only 21, and none of those cases proved fatal.

Sufficient data are not available upon which to base an exhaustive study of this subject, but it is thought that, in general, cases of sunstroke and heat exhaustion are relatively rare, both in extremely humid hot climates and in arid hot climates. It is in the moderately humid warm climates, such as prevail in central and eastern sections of the United States, that cases of sunstroke and heat exhaustion are most prevalent. Such cases seem to occur more frequently in large cities, probably being aggravated by the excessive radiation of heat from street paving, sidewalks, and masonry walls, and also by the lack of free air circulation in congested districts; undernourishment and low vitality of the patients may be contributory causes.

—*From a report of the Chief Hydrographer.*

Income Tax Installments Due.

Attention is invited to the fact that the second installment of Federal Income Tax is due June 15, that is, an amount sufficient to bring the total payments up to one-half of the tax due for the year 1918.

An additional amount sufficient to bring the total payments up to three-fourths of the tax is due on or before September 15, 1919.

The entire remainder of the tax is due on or before December 15, 1919.

If any payment is not made when due, a penalty of 5 per cent of the amount due, but unpaid, will be assessed and the entire balance of the tax will also become due 10 days after demand therefor by the Collector of Internal Revenue.

June Weather Probabilities.

The following weather conditions may be expected in the Canal Zone during the month of June, 1919. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 12 and 14 years, respectively:

Winds—June weather is a continuation of the rainy season conditions of May, with no material change in any of the meteorological elements. Light variable winds will prevail with southeast winds predominating on the Atlantic Coast, and northwest winds over the interior and on the Pacific Coast. The average hourly velocity will be about 7 miles on the Atlantic Coast and about 6 miles on the Pacific Coast.

Rains—Heavy showers may be expected over the Isthmus. The average monthly rainfall at Cristobal is 13.38 inches, and at Balboa Heights, 7.50 inches. The average number of days with rainfall of 0.01 inch or more is 25 on the Atlantic side and 20 on the Pacific side, while the average number of days with 1 inch or more is 5 and 2, respectively.

Fogs—No fogs are likely to occur at either Canal entrance. Night and early morning fogs may be expected quite frequently over the interior. Most of these will be light, however, and will be dissipated before 8.30 a. m.

Temperature—The average monthly mean temperature is about 80° F. on both coasts. The mean daily range in temperature is about 14° on the Pacific side and about 9° on the Atlantic side. No material departure from these averages may be expected. The extremes of record are 95° and 70°, but this great a range in temperature seldom occurs.

Relative humidity—The relative humidity will average about 85 per cent on both coasts; the daily range, however, will be considerably greater on the Pacific side.

Storms—Local rain and thunder storms may be expected quite frequently during the month. During these storms, wind velocities of from 30 to 35 miles may be obtained, but they are of too short duration to cause a rough sea. Generally cloudy weather with smooth to moderate seas may be expected at both Canal entrances.

Tides—The tidal fluctuations on the Atlantic side are too small to affect navigation. Balboa tide predictions for June are given below. These are taken from "Tide Tables for 1919," published by the Department of Commerce, Washington, D. C.

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
S	1	5:38	11:48	5:53	.....	W	11	2:10	8:29	2:20	8:54	S	21	2:58	8:57	3:35	9:21
		16.4	-0.2	16.4	.....			12.9	3:3	13.3	2.0			2.6	14.2	2.9	13.1
M	2	0:12	6:30	12:37	6:45	Th	12	2:50	9:07	2:58	9:33	S	22	3:57	9:57	4:40	10:30
		-1.0	16.0	0.5	15.6			13.3	2.9	14.2	1.5			2.9	14.2	2.8	13.0
Tu	3	1:00	7:21	1:30	7:37	F	13	3:29	9:46	3:35	10:10	W	23	5:02	11:04	5:46	11:43
		0.0	15.5	1.4	14.2			13.7	2.5	14.4	1.1			3.0	14.3	2.5	13.3
W	4	1:52	8:12	2:27	8:30	S	14	4:08	10:23	4:12	10:42	Tu	24	6:10	12:12	6:51	.....
		1.0	14.7	2.3	13.7			14.0	2.2	14.6	0.8			2.7	14.3	1.8	.....
Th	5	2:48	9:06	3:29	9:28	S	15	4:46	11:00	4:49	11:22	W	25	0:51	7:15	1:14	7:51
		2.1	13.9	3.1	12.8			14.3	2.0	14.6	0.8			14.0	2.2	15.5	0.9
F	6	3:47	10:04	4:31	10:31	M	16	5:24	11:38	5:28	11:58	Th	26	1:51	8:15	2:10	8:47
		3.0	13.3	3.5	12.1			14.4	2.0	14.5	1.9			14.8	1.5	15.1	0.0
S	7	4:47	11:04	5:32	11:36	Tu	17	6:02	12:15	6:08	.....	F	27	2:47	9:09	3:04	9:38
		3.7	13.0	3.7	12.0			14.5	2.0	14.3	.....			15.6	0.7	16.5	-0.8
S	8	5:47	12:03	6:30	.....	W	18	0:36	6:40	12:57	6:55	S	28	3:41	9:59	3:57	10:24
		4.0	12.9	3.5	.....			1.3	14.5	2.3	14.1			16.2	0.2	6.9	-1.2
M	9	0:36	6:44	12:55	7:24	Th	19	1:17	7:21	1:43	7:3	S	29	4:33	10:47	4:48	11:09
		12.1	4.0	13.2	3.1			1.7	14.4	2.6	13.1			16.5	-0.2	16.9	-1.2
Tu	10	1:27	7:37	1:39	8:11	F	20	2:4	8:06	2:37	8:2	M	30	5:24	11:32	5:38	11:53
		12.5	3.7	13.5	2.6			2.2	14.3	2.8	13.7			16.6	0.0	16.5	-0.7

The tides are placed in the order of their occurrence; the *times* of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The *elevations* of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean low water springs, which is 8.3 below mean sea level and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sea level is included in the predictions.

Official Circulars.

Transfer of Army Men to The Panama Canal.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 22, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The following letter of the 21st instant, from the Commanding General, Panama Canal Department, Ancon, C. Z., relative to the discharge of enlisted men to take positions in The Panama Canal and Panama Railroad service, is quoted for your information:

"A number of applications have recently come to these headquarters from your office and from some of the subordinate offices of The Panama

Canal and the Panama Railroad, and some have also been written by Canal Zone officials direct to the enlisted men themselves, in regard to the discharge of such men to take employment in the service of the Panama Railroad or The Panama Canal. When the services of such men can be spared, I am glad to take favorable action in regard to their discharge in order to enable The Panama Canal and the Panama Railroad to secure good men. At the present time, however, the number of men in the different organizations of the Army here, both in the line and the staff departments, has been so reduced that it is not in the interests of the service to discharge men before the expiration of their enlistment, except in very urgent cases, where they have relatives so dependent upon the soldier for support that suffering will ensue if he is not released from the

military service. This condition has been made known to the War Department and request has been made for additional men to be sent here, but so far with little result."

CHESTER HARDING,
Governor.

Supplies from Army Commissaries.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 21, 1919.

To all concerned—Attention is invited to the following Section No. 1247 of Army Regulations, prohibiting the sale or barter of supplies purchased or drawn from the Army commissaries:

"Post commanders will regulate sales and delivery of supplies. Selling (except by the post exchange) or bartering of supplies purchased, or drawn from the Quartermaster is forbidden."

Employees of The Panama Canal and Panama Railroad Company are cautioned against being parties to violations of the foregoing regulations. Any employee found guilty of such practice should be reported to this office for disciplinary action.

CHESTER HARDING,
Governor.

Inspector for Silver Roll Employees.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 23, 1919.

All concerned—Effective June 1, 1919, Mr. L. L. Gilkey is hereby appointed Inspector in the Executive Office. His duty will be to investigate, for the information and consideration of the Governor, such general or specific matters affecting the welfare of silver employees as the Governor may direct.

CHESTER HARDING,
Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 22, 1919.

Circular No. 661-77 (Supplementing Circular No. 661-62):

Under authority vested in me as Governor of the Canal Zone, I hereby continue the appointment of Mr. James W. Blackburn as Assistant District Attorney of the Canal Zone to and including May 31, 1919, after which date he will resume his office as Magistrate for the subdivision of Balboa, relieving Mr. Daniel J. Genac who will resume his former position as Land Inspector.

CHESTER HARDING,
Governor.

Grass Cutting.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 10, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective May 10, 1919, the Health Department will perform all of its own grass cutting (except that done by mowing machine) which has heretofore been done by the Supply Department in accordance with Circular 183-F-4, of December 1, 1911.

CHESTER HARDING,
Governor.

Checking Baggage When Sailing.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 22, 1919.

To all concerned—The attention of this office has been called to the fact that the passenger trains at Panama and Balboa on sailing days have, on several recent occasions, been delayed on

account of the failure of employees entering on leave to arrive on time at the railroad station to check their baggage. Employees going on leave should arrive at the railroad station at least one hour before train time, in order to allow sufficient time to check their baggage and in this way avoid delay and inconvenience to the railroad, and also prevent the likelihood of their baggage being left behind.

C. A. McILVAINE,
Executive Secretary.

Prices on Scrap Steel.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 21, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The selling price of scrap steel to departments of The Panama Canal is shown in my circular to heads of departments and divisions, under date of May 17, as \$6.50. This is in error, and it is requested that my circular of May 17 be considered as canceled. The following prices will be allowed for scrap steel turned in by the various departments and divisions:

Kind of scrap—steel.	
Credit to be allowed divisions, net ton..	\$5.00
Selling prices—	
To departments of Panama Canal, net ton.....	\$5.50
To employees and individuals and companies, net ton.....	20.00

R. K. MORRIS,
Chief Quartermaster.

Acting Superintendent of Cattle Industry.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., May 21, 1919.

To all concerned—Effective May 24, 1919, and during the absence of the undersigned, on leave, Mr. J. H. K. Humphrey will act as Superintendent of the Cattle Industry Division.

Approved:
R. K. MORRIS,
Chief Quartermaster.

W. B. BROWN,
Superintendent.

Steamship Sailings.

PANAMA RAILROAD COMPANY,
PANAMA RAILROAD STEAMSHIP LINE,
BALBOA HEIGHTS, C. Z., May 24, 1919.

To all concerned—We are in receipt of cable advice from New York, that the regular steamer sailings from that port will be steamer *Advance*, May 23; steamer *Panama*, May 31, steamer *Allianca*, June 6; thereafter, every Thursday. Sailings from Cristobal will be steamer *Advance*, June 5; steamer *Panama*, June 12; thereafter every Wednesday.

S. W. HEALD,
Superintendent.

Panama Railroad Holiday Schedule.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., May 27, 1919.

Circular No. 1270:

All concerned—On account of May 30 being a legal holiday, Panama Railroad Company will operate regular Saturday schedule on Thursday, May 29, and regular Sunday schedule on Friday, May 30.

Local freights will not run Friday, May 30.

Approved:
S. W. HEALD,
Superintendent.

W. J. BISSELL,
Acting Master of Transportation.

Joint Commission.

Rule of Dismissal.

In the matter of the claim of Toribio Valdespino, for property located at Frijoles, and known as "Valdespino," rule of dismissal No. 412, docket No. 1743, May 22, 1919.—The claim of Toribio Valdespino for property located at Frijoles and known as "Valdespino" was filed with the Joint Commission on July 2, 1914.

On May 20, 1919, Dr. Samuel Lewis, attorney for Toribio Valdespino, in open court, verbally made a motion to dismiss the claim of Toribio Valdespino, docket number 1743.

In view of the above motion the claim of Toribio Valdespino for property described in docket No. 1743 calls for no further action on the part of this Commission and the claim is therefore hereby dismissed.

FEDERICO BOYD, JULIO J. FABREGA, GEORGE A. CONNOLLY, BURT NEW, Commissioners.

Shipping Commissioner's Sale.

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, C. Z., will accept bids up to noon, June 16, 1919, for the purchase of portions of the personal effects belonging to the estates of John Herring, C. R. McDonald, Patrick Mooney, and John G. Carlson, deceased American seamen. The property to be offered for sale consists of 3 suitcases, an assortment of wearing apparel, toilet articles, and miscellaneous personal effects, a complete list of which will be found at each clubhouse, each Zone post office, and at the offices of the Deputy Shipping Commissioners at Balboa and Cristobal. Bids may be made for the entire lot of the effects of each decedent, or be limited to individual articles. Prospective bidders, desiring to examine the effects, should apply to the Commissioner's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Shipping Commissioner, Balboa Heights, C. Z. The cover should also be marked "Bid on effects of (insert name of seaman) deceased." The Shipping Commissioner reserves the right to reject any or all bids.

April Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919.
	1917	1918	1919			
Pacific section—						
Balboa.....	2.03	4.33	6.32	3.92	21	12
Balboa Heights.....	2.24	4.52	6.43	3.09	21	15
Miraflores.....	1.10	10.89	5.79	4.32	11	14
Pedro Miguel.....	1.25	11.01	6.58	4.43	12	12
Rio Grande.....	1.85	7.77	6.44	3.66	15	14
Central section—						
Culebra.....	1.91	6.91	7.41	3.82	29	13
*Camacho.....	1.57	6.69	8.52	3.80	13	19
Empire.....	2.40	6.91	7.52	3.71	15	14
Gamboa.....	3.96	3.16	7.02	3.69	38	16
Juan Mina.....	2.31	3.80	13.62	4.47	9	15
Alhajuela.....	1.09	6.80	9.06	3.80	20	18
Vigia.....	.67	4.91	10.02	3.82	11	18
*Frijoles.....	4.14	5.27	10.07	5.15	8	21
Trinidad.....	4.18	4.75	6.34	5.10	12	23
Monte Lirio.....	3.81	4.20	11.66	5.75	12	22
Atlantic section—						
Gatun.....	9.84	6.66	12.04	6.01	15	23
*Brazos Brook.....	6.23	5.50	12.48	5.61	13	22
Colon.....	1.87	5.34	10.95	4.35	49	23

Rainfall from April 1 to 30, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total.
	In.		In.
Pacific section—			
Balboa.....	1.45	13-14	6.32
Balboa Heights.....	1.53	24 & 25	6.43
Miraflores.....	2.81	24 & 25	5.79
Pedro Miguel.....	1.40	24 & 25	6.58
Rio Grande.....	1.89	22 & 23	6.44
Central section—			
*Culebra.....	1.98	14	7.41
*Camacho.....	1.78	22	8.52
Empire.....	2.01	14 & 15	7.52
Gamboa.....	2.23	14 & 15	7.02
*Juan Mina.....	2.54	22	13.62
Alhajuela.....	2.61	22 & 23	9.06
*El Vigia.....	3.10	19	10.02
*Frijoles.....	2.27	19	10.07
*Trinidad.....	1.98	14 & 15	6.34
*Monte Lirio.....	2.73	19	11.66
Darien.....	2.50	24	13.65
Atlantic section—			
Gatun.....	4.21	19 & 20	12.04
*Brazos Brook.....	2.88	19	12.48
Colon.....	2.32	25 & 26	10.95

*Standard rain gauge—readings at 5 p. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., May 23, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Aldridge, Mrs. E. E.	Goebel, Thos. S.
(Quarters 48)	Gordon, Bertram (2)
American Supply Co.	Gordoy, Señora Amalia
(Box 58)	Griffith, Mrs. Eva (Box 861)
Balding, Clarence	Herndon, Samuel (Box 204)
Barnes, Charles Loring	Isaac, Joshua (Box 662)
Boland, Violet	Jones, Posey
Bourke, J. N. (care of)	Jordan, O. L.
Miss Hilda Jacobs,	*Knapp, R. M. (Box 473)
Box 921)	Meacham, Burnett
Cadogan, Beresford	Miller, Mrs. A. I. (Box 77)
Campbell, Mrs. Ethel	Mosely, Frank
(Box 446)	Murphy, Delbert D.
Carmichael, Mrs. Omlie	*Pastor, Sr. Victor A. Yanez
(Box 826)	Powell, Jas. R.
Carpenter, David Richard	Ragsdale, R. O.
ard	Riberas, Señora Maria
Cottimore, Prince Fred	Selover, G. W.
A.	Sexton, C. H.
Croft, Warwick	Stedman, Jr., G. W. R. (3)
Dave (Davo), H.	Tutz, Richard
Davis, George S.	White, Francis J.
Delafolie, Miss Louise	Williams, Mrs. Nellie
(Box 284)	Wilson, Cook Ben
Edward, Mrs. S. Bessie	Wilson, Geo.
R.	Wing, Mrs. Paul (Quarters 135)
Ely, F. M.	
Esbridge, Mrs. Charles	
Fehmi, M. (Box 284)	
Fenlayson, William	
Fischer, E. (Box 858)	
Garrett, Mrs. Alice M.	
(Box 45)	

*Printed matter

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pan canal, Panama;" in the United States, "Pan canal, Washington."

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone, or "The Panama Canal, Washington, D. C.

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef lores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Additions to Commissary Stock.

Butter, peanut, jar.....	\$0.24
Candy:	
Chocolate, milk, Cadbury's, pkg.....	.16
Chocolate, dairy milk, Cadbury's, pkg..	.31

Pineapple, shredded, 2s tin.....	\$0.23
Tea, Orange Pekoe, 1-oz. pkg.....	.05
Dress goods:	
Voile, yd.....	.81
Voile, yd.....	.78
Voile, fancy, white, 36", yd.....	.36
Trunks, bathing, men's navy blue, pr....	2.70
Soap, Turkish bath, cake.....	.07
Soap, liquid, green, P. C., bot.....	.25
Stationery:	
Holders, pencil, Economy, with pencil, ea.....	.04
Paper, linen finish, Hammermill bond, 1-lb. pkg.....	.33
Growing girls' canvas lace bals, foot-shaping last, sizes 2½ to 6, pr.....	4.80
Misses' gun metal lace bals, sizes 11½ to 2, pr.....	3.95
Child's gun metal lace bals, sizes 8½ to 11, pr.....	3.60
Infants' gun metal button stitch down shoes, sizes 3 to 8, pr.....	2.50
Infants' white canvas button stitch down shoes, sizes 3 to 8, pr.....	2.30
Men's white canvas lace bals, natural leather sole and heel, pr.....	5.35
Women's soap kid lace bals, State St. last, military heels, pr.....	7.55

Hotel Aspinwall Launch Schedule.**DAILY.**

Leave Taboga	8.00 a. m.
Leave Port Captain's boat landing, near dock 19, Balboa	10.15 a. m.

SUNDAYS AND HOLIDAYS.

Leave dock 19, Balboa, 10.15 a. m.; leave Taboga, 11.30 a. m.	
Leave dock 19, Balboa, 4.30 p. m.; leave Taboga, 6.00 p. m.	

SATURDAYS AND DAYS PRECEDING HOLIDAYS.

Leave Balboa, 6.00 p. m.; leave dock 19, Balboa, 10.15 a. m.; leave Taboga, returning, 11.30 a. m.; returning from Taboga the following day, 7.30 a. m.	
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Fares (each way): Employees, 30c.; nonemployees, 60c.; children of employees over 6 and under 12 years old, 20c.; nonemployees, 40c.

Hotel patrons desiring to send trunks should arrange to have them delivered at the launch landing by 9.30 a. m., addressed to themselves, care of Hotel Aspinwall. Freight will be transported on the a. m. trip on Mondays, Thursdays, and Saturdays. For further information address Manager, Hotel Aspinwall, Taboga, *via* Balboa, C. Z.

COMMISSARY NOTES.**Colombian Handbags.**

Because of the greatly increased cost of mochilas (Colombian handbags) which have proved such a convenience to women patrons for shopping purposes, it has been decided not to stock them in the commissaries in the future as it would be impossible to retail them at a reasonable price.

Albermarle Pippins.

A carload of Albermarle pippins, purchased in New York, was received by the steamer *Colon*. The commissary purchasing agent advises that this probably was the last large shipment of apples he would be able to make this season.

Silk Net.

Delay is being experienced in obtaining silk net which is being manufactured in the United States especially for the Commissary Division's requirements. The contractors state that this is due to the acute dyeing situation at present prevailing.

Strawberries.

The shipment of strawberries expected on the steamer *Colon* did not arrive. According to the commissary purchasing agent's report there is a very short crop in all sections with no prospect of low prices at present, as the canneries are contracting in south Jersey and Maryland at high quotations so that it can not be definitely stated just when shipments will come forward.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight May 24, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Ucayali.....	6	17.52	18	8.51	18	15.54	Peruvian.....	Peruvian Steamship Line.....	375.0	46.0	21.0	Cristobal.....	Callao.....	General.....	2,049	4,278	2,244
Kansas.....	19	15.58	20	6.18	20	14.00	British.....	Ellerman & Bucknell.....	431.7	54.9	27.6	New York.....	San Francisco.....	General.....	8,821	7,331	5,147
Lucerne.....	20	8.25	20	9.00	20	17.10	British.....	Andrew Wear & Company.....	412.0	55.5	26.6	New York.....	San Francisco.....	General.....	8,400	6,895	4,863
Imperial.....	15	15.23	20	10.50	20	18.00	Chilean.....	South American S. S. Line.....	336.0	41.0	24.6	Cristobal.....	Valparaiso.....	General.....	1,878	3,621	2,337
*Lt. D. Putnam	20	6.30	20	14.00			American.....	United States Army.....				Cristobal.....	Balboa.....	General.....			
Jamaica.....	17	16.53	21	6.02	21	13.44	British.....	Pacific Steam Navigation Co.....	220.0	34.0	12.9	Cristobal.....	Tumaco.....	General.....	647	1,170	620
Port Chalmers.....	21	2.20	21	9.07	21	17.25	British.....	Commonwealth & Dominion Line.....	450.3	55.3	27.0	New York.....	Melbourne.....	General.....	9,000	8,313	5,891
TGen. Graham	21	9.20	21	17.21			American.....	United States Army.....				Cristobal.....	Balboa.....	General.....			
Cauca.....	9	17.37	21	11.03	21	18.45	British.....	Pacific Steam Navigation Co.....	246.0	35.0	16.0	Cristobal.....	Guayaquil.....	General.....	1,263	1,582	1,033
Shabonee.....	21	11.36	21	12.39	21	19.43	British.....	Standard Transportation Co.....	389.0	50.8	26.0	Beaumont.....	San Francisco.....	Crude oil.....	6,152	5,255	3,717
Acauitla.....	15	20.21	21	12.21	21	20.53	British.....	Pacific Steam Navigation Co.....	215.0	33.0	16.6	Cristobal.....	Callao.....	General.....	2,920	1,273	708
Roman.....	21	12.46	21	13.17	21	22.38	American.....	United States Shipping Board.....	314.0	40.0	21.0	Baltimore.....	Molendo.....	Coal.....	2,900	3,044	1,779
Toku Maru.....	21	15.11	22	6.10	22	16.02	Japanese.....	Nippon Yusen Kaisha.....	385.0	51.0	27.0	New York.....	San Francisco.....	Iron, general.....	7,516	5,919	4,395
La Habra.....	22	6.14	22	6.45	22	17.16	Norwegian.....	W. Wilhelmsen.....	430.0	57.0	27.0	Tamien.....	Antofagasta.....	Crude oil.....	9,000	7,253	5,267
Otra.....	22	7.32	22	8.20	22	18.06	British.....	Shaw Savill & Albion Co.....	482.0	58.0	28.6	New York.....	Sydney.....	General.....	8,300	8,154	5,309
Tisondari.....	24	6.03	24	8.32	24	17.07	American.....	United States Navy.....	404.0	58.0	38.0	Port Arthur.....	San Francisco.....	Case oil.....	8,200	9,723	6,440
Australrange.....	24	8.20	24	9.05	24	18.23	British.....	Commonwealth Government.....	376.0	52.0	13.0	New York.....	Melbourne.....	Case oil.....	5,000	4,666	3,448

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Cap Nord.....	17	14.30	18	6.42	18	16.14	British.....	Wm. Lyle Shipping Company.....	242.8	44.4	21.0	Genoa Bay.....	Buenos Aires.....	Lumber.....	1,200	1,459	1,144
Arlio.....	17	16.00	18	6.50	18	14.41	American.....	United States Shipping Board.....	285.0	41.8	19.0	San Francisco.....	New York.....	General.....	3,180	2,882	1,911
Ingeborg.....	17	7.00	18	9.05	(1)	19	Danish.....	Alfa S. S. Co.....	179.1	29.6	10.5	Valparaiso.....	New York.....	Wool, beans.....	300	389	284
Pisco.....	8	14.45	19	6.55	19	14.26	American.....	United States Shipping Board.....	429.0	61.0		Talabano.....	New York.....	Ballast.....	8,994	6,596	
J. A. McKee.....	19	2.30	19	8.47	19	17.22	British.....	Canadian Government.....	248.0	43.1	17.0	Bellington.....	New York.....	Wood, general.....	2,800	2,154	1,509
Brookfield.....	18	18.25	19	9.45	19	17.45	American.....	United States Shipping Board.....	273.4	49.3	24.0	Lytelton, N.Z.....	Philadelphia.....	Railroad ties.....	1,200	3,004	1,855
Coma.....	18	19.00	19	10.22	19	19.05	British.....	Wm. Croxley.....	358.0	49.3	24.0	San Francisco.....	London.....	General.....	7,000	4,780	3,514
Dunegness.....	19	16.45	20	7.15	20	15.42	American.....	White Star Line.....	475.9	55.2	31.9	Sydney.....	United King.....	Barley.....	2,268	2,048	1,684
Tropic.....	19	18.00	20	7.47	20	16.39	British.....	White Star Line.....	475.9	55.2	31.9	Sydney.....	Liverpool.....	Lumber.....	2,176	3,089	1,684
Bromela.....	19	20.00	20	8.00	20	17.42	American.....	United States Shipping Board.....	345.0	38.6	21.2	San Francisco.....	Niuebles.....	General.....	1,081	3,739	2,459
City of Para.....	19	19.45	21	6.23	21	17.35	American.....	Pacific Mail Steamship Co.....	275.0	38.6	21.2	San Francisco.....	Cristobal.....	General.....			
S. C. 289.....	14	13.21	21	9.57	21	17.20	American.....	United States Navy.....	450.6	55.0	23.0	Balboa.....	High seas.....	Wool, general.....	6,650	8,204	6,235
Port Alma.....	21	13.00	21	14.00	21	21.40	British.....	Commonwealth & Dominion Line.....	330.0	42.1	22.0	Wellington.....	London.....	General.....	616	3,639	2,537
Palena.....	21	20.00	22	7.41	22	15.16	Chilean.....	Chilean Line.....	467.6	62.7	17.6	Talcahuano.....	Cristobal.....	General.....			
Sylvan Arrow.....	22	9.19	22	10.33	22	18.12	American.....	Standard Transportation Co.....	409.6	62.7	17.6	San Francisco.....	Beaumont.....	Ballast.....	9,647	6,823	
Edgehill.....	22	10.00	22	11.17	22	20.27	American.....	United States Shipping Board.....	409.6	54.0	27.4	Tacoma.....	Newport News.....	Flour.....	8,566		

*Launch.

†Tug.

Returned to Balboa on account of engine trouble.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

War Convoy..	22 11 30	22 13 03	22 20 40	22 33 12	22 52 12	British	Williams S. S. Co.	410 0	54 0	15 6	Vancouver	Norfolk	Ballast	5,400	4,047	3,057
Zamora.....	23 6 00	23 8 00	23 16 03	24 5 35	24 5 35	British	Turner & Brightman	346 0	51 0	20 6	Vancouver	United King.	Lumber	2,405		
Bloomington..	23 0 15	23 8 23	23 16 22	24 5 30	24 5 30	American	United States Shipping Board	296 5	46 0	22 0	San Francisco	United King.	Barley	5,505	12,697	9,407
Athenae.....	23 7 00	23 8 59	23 18 00	24 5 15	24 5 15	British	White Star Line	500 3	63 3	26 3	Wellington	Tamisco	Meat, cheese, etc.	6,459	4,398	
Caddo.....	22 19 45	23 9 46	23 18 33	24 6 55	24 6 55	American	Standard Oil Company	415 0	55 2	18 6	San Francisco	New York	Cotton	300		
Cuaco.....	22 11 00	24 7 18	24 15 35	25 7 40	25 7 40	Peruvian	Natra S. S. Co.	375 0	50 0	15 6	Huacho	Cristobal	General	2,277	4,639	2,761
Manitara.....	24 8 45	24 10 00	24 18 10			Peruvian	Peruvian Line	360 0	46 0	22 0	Callao	Hull	Barley	2,275		
Barrington....	24 9 30	24 11 06	24 19 10	25 6 10	25 6 10	American	United States Shipping Board	296 9	45 1	21 6	San Francisco	Liverpool	General	3,896	3,952	2,751
Inca.....	24 10 30	24 11 33	24 20 05	25 12 06	25 12 06	British	Pacific Steam Navigation Co.	362 6	43 2	23 0	Port Stanley					

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
May 18.....	Parissima.....	United Fruit Company.	New Orleans and Habana.	May 18.....	Caribbean.....	Panama Railroad Commissary.	Cartagena.
May 19.....	Ozark.....	United States Navy.	Bluefields.	May 18.....	Panama.....	Panama Railroad Steamship Line.	New York.
May 19.....	Atenas.....	United Fruit Company.	New York via Port Limon.	May 19.....	Lake Hurst.....	United States Shipping Board.	New York.
May 20.....	Thomas L. Wand.	Horace Turner	Colon do Bar.	May 19.....	Orotina.....	P. Wilson	Port Limon.
May 20.....	Achilles.....	Panama Railroad Steamship Line.	Norfolk.	May 19.....	Athenas.....	United States Navy.	Bluefields.
May 20.....	Alliance.....	Panama Railroad Steamship Line.	New York.	May 19.....	Thomas L. Wand.	United Fruit Company.	New York.
May 22.....	Caribbean.....	Panama Railroad Steamship Line.	Cartagena.	May 20.....	Parissima.....	United Fruit Company.	New Orleans via Boras.
May 22.....	Abnarez.....	United Fruit Company.	New York via Kingston.	May 21.....	San Juan (tug).....	Bluefields Fruit S. Co.	Bluefields.
May 23.....	Lake Crescent.....	United States Navy.	New Orleans.	May 22.....	Abnarez.....	United Fruit Company.	N. Y. via Col. and Jamaica.
May 23.....	Montevideo.....	Spanish Steamship Line.	Habana, Cuba.	May 24.....	Achilles.....	Panama Railroad Steamship Line.	Norfolk.
May 24.....	Sskiyon.....	E. K. Wood Lumber Company.	Bluefields.	May 24.....	Sskiyon.....	E. K. Wood Lumber Company.	Philadelphia.

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
May 22.....	La Primera.....	Standard Oil Company.	San Francisco.	May 22.....	La Primera.....	Standard Oil Company.	Champerico.
April 9.....	Nanshan.....	United States Navy.	Corinto.	May 24.....	Nanshan.....	United States Navy.	High seas.

*Other than ships passing through the Canal

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Volume XII.

Balboa Heights, C. Z., June 4, 1919.

No. 42.

CANAL WORK IN APRIL.

The report of the Governor to the Secretary of War of Canal operations in April, 1919, is as follows:

BALBOA HEIGHTS, C. Z., May 24, 1919.

*The Honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of April, 1919:

CANAL TRAFFIC.

The number of ocean-going commercial vessels passing through the Canal for the month was 161, exclusive of 8 U. S. Government ships on which no tolls were levied, other naval ships, and launches. Classifications are shown in the following tabulation. Net tonnage of the 161 commercial ships aggregated 480,867 tons, Panama Canal measurement. Their registered gross tonnage was 626,984 tons, and their registered net tonnage, 404,069 tons. The cargo carried totaled 506,929 tons of 2,240 pounds. Ships of 12 different nationalities were included in the month's traffic. The total net tonnage exceeded by 53,095 tons that of commercial ships passing through the Canal in March, when 157 made the transit. The cargo carried, however, was 9,115 tons less than that handled through the Canal in March, and was the lowest, with the one exception of December, 1918, for any month during the current fiscal year. The quantity for December was 465,463 tons.

The United States coastwise traffic was made up of 19 vessels, aggregating 47,674 net tons, Panama Canal measurement, and carrying 68,620 tons of cargo. From Atlantic to Pacific it included 2 ships, with a total net tonnage of 11,114, Panama Canal measurement, carrying 17,256 tons of cargo; and from the Pacific to the Atlantic, 17 ships, of 36,560 net tons, carrying 51,364 tons of cargo.

The United States Shipping Board operated neither of the 2 westbound ships in the coastwise trade, but operated all but 2 of those eastbound. These 2 were in ballast; their aggregate net tonnage was 1,277. In the foreign trade the Shipping Board sent 5 ships through the Canal, from Atlantic to Pacific, with total net tonnage of 7,880 and cargo of 12,888 tons; none of these ships were in ballast. From Pacific to Atlantic, the Shipping Board vessels in foreign trade numbered 12, of 35,231 net tons; of these, 5, of 19,442 tons, were in ballast; the 7 ships carrying cargo carried an aggregate of 20,387 tons.

Among the principal commodities included in the traffic from the Pacific to the Atlantic during April were nitrates, in 6 whole cargoes aggregating 16,630 tons, with other shipments of nitrate included with general cargoes; sugar, 5 whole cargoes, 17,619 tons; rice, 3 cargoes, 7,965 tons; coffee, 2 cargoes, 6,561 tons; and lumber, 3 cargoes, 4,162 tons. Four oil tankers passed through in ballast, from the west coast of South America to ports on the Gulf of Mexico. The principal bulk shipments from the Atlantic to the Pacific were fuel oil, 48,084 tons, from Gulf of Mexico ports, for the west coast of North and South America; refined oil, 44,106 tons, of which 13,860 tons were from New York to trans-Pacific ports, 14,703 tons to San Francisco, 6,543 tons to Honolulu, and 9,000 tons to Antofagasta; coal, 26,655 tons, all originating at Norfolk and destined; 12,646 tons to Balboa, 9,020 tons to the west coast of South America, and 4,989 tons to Wellington; and lumber, 1 whole cargo of 6,025 tons from Charleston to Honolulu. Two British transports passed through the Canal in April, carrying 1,140 New Zealand soldiers, returning from Europe.

Vessels passing through the Canal on their way to the west coast of South or Central America during April may be classified as follows:

No.	Nationality.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
					Tons.
11	British.....	16,779	9,116	11,636	5,954
5	Chilean.....	16,479	11,859	16,802	7,831
1	Danish.....	3,718	2,307	3,480	6,115
1	French.....	9,965	6,296	7,606	4,223
1	Norwegian.....	7,022	4,438	5,267	9,000
1	Peruvian.....	4,617	2,427	2,761	2,555
12	United States.....	56,239	40,163	42,337	66,606
32	Totals..	118,537	76,608	89,889	102,284

The above includes 2 vessels, of 12,568 net tons, Panama Canal measurement, carrying 9,904 tons of coal and 10,124 tons of fuel oil to Balboa. Of the 32 vessels, 17 with 15,247 tons of cargo originated at the Atlantic terminus of the Canal; 11 with 44,453 tons of cargo came from United States ports; and 4, carrying 42,584 tons of oil, came from Mexico. The traffic to the west coast engaged practically one-half (32 out of 65) of the commercial ships making the transit from the Atlantic and comprised three-eighths of the cargo from Atlantic to Pacific.

SERVICES TO CANAL SHIPPING.

Repairs were made on 120 vessels during the month, 73 at Cristobal and 47 at Balboa. Seven vessels were dry-docked at Cristobal and 8 at Balboa. Fuel oil sold to 2 steamships from the Canal tanks at Cristobal aggregated 1,624 barrels; sales from the tanks at Balboa were 7,936 barrels, to 5 ships; total, 7 ships, 9,560 barrels. Coal sales were 37,748 tons to 104 vessels at Cristobal and 5,958 tons to 26 vessels at Balboa; total of 130 vessels, receiving 43,706 tons. A total of 11,223,307 gallons of water was supplied to 261 ships, 137 at Cristobal and 124 at Balboa. Sales of commissary supplies to commercial ships aggregated \$84,903.63, of which \$40,907.58 worth was supplied at Cristobal, \$43,918.11 at Balboa, and \$77.94 at Gatun. Laundry service for ships amounted to \$1,766.28. Tug service performed for vessels using the Canal and the terminal ports was charged at \$17,168.15, which included the towage for 5 sailing vessels making the transit of the Canal.

STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Canal are shown in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Commercial ships making transit of Canal.....	65	98	161
Net tonnage of commercial ships, P. C. measurement.....	236,740	244,127	480,867
United States equivalent net tonnage of commercial ships.....	202,442	207,116	409,558
Registered gross tonnage of commercial ships.....	299,307	327,677	626,984
Registered net tonnage of commercial ships.....	196,231	207,833	404,069
Cargo through Canal, tons of 2,240 pounds.....	272,668	234,261	506,929
Nationality of commercial ships through Canal:			
British.....	26	31	57
Chilean.....	5	4	9
Danish.....	1	1	2
Dutch.....	1	1	1
French.....	1	7	8
Greek.....	1	1	1
Japanese.....	7	.....	7
Norwegian.....	2	3	5
Peruvian.....	1	3	4
Russian.....	2	.....	2
Swedish.....	.....	2	2
United States.....	20	43	63
Total.....	65	98	161
Registered gross tonnage of commercial ships, by nationalities:			
British.....	126,064	105,275	231,339
Chilean.....	16,479	11,792	28,271
Danish.....	3,718	2,223	5,941
Dutch.....	.....	7,040	7,040
French.....	2,675	14,956	17,631
Greek.....	.....	2,343	2,343
Japanese.....	38,039	.....	38,039
Norwegian.....	11,593	17,382	28,980
Peruvian.....	4,617	13,780	18,397
Russian.....	5,718	.....	5,718
Swedish.....	.....	7,667	7,667
United States.....	90,399	145,219	231,093
Total.....	299,307	327,677	626,984

Item.	Cristobal.	Balboa	Total.
Registered net tonnage of commercial ships, by nationalities:			
British	78,953	66,670	145,623
Chilean	11,859	7,231	19,090
Danish	2,307	1,366	3,673
Dutch		4,435	4,435
French	2,492	11,507	13,999
Greek		1,441	1,441
Japanese	25,942		25,942
Norwegian	7,398	10,947	18,345
Peruvian	2,427	7,500	19,617
Russian	3,285		3,285
Swedish		5,798	5,798
United States	61,568	90,853	152,421
Total	196,231	207,838	404,069
United States equivalent net tonnage of commercial ships, by nationalities:			
British	81,526	66,985	148,511
Chilean	11,331	6,703	18,034
Danish	2,325	1,393	3,718
Dutch		4,482	4,482
French	2,492	11,507	13,999
Greek		1,349	1,349
Japanese	25,389		25,389
Norwegian	8,289	11,068	19,357
Peruvian	2,224	6,004	8,228
Russian	4,136		4,136
Swedish		5,176	5,176
United States	64,730	92,449	157,179
Total	202,442	207,116	409,558
Panama Canal net tonnage of commercial ships, by nationalities:			
British	100,800	80,842	181,642
Chilean	14,960	10,388	25,348
Danish	3,480	2,015	5,495
Dutch		5,067	5,067
French	2,522	11,479	14,001
Greek		1,431	1,431
Japanese	29,538		29,538
Norwegian	8,985	12,884	21,879
Peruvian	2,761	8,452	11,213
Russian	4,101		4,101
Swedish		7,114	7,114
United States	69,593	104,453	174,048
Total	236,740	244,127	480,867
Cargo carried by ships of various nationalities:			
British	78,029	98,174	176,203
Chilean	7,831	1,915	9,746
Danish	6,115	2,031	8,146
Dutch		6,000	6,000
French	4,223	8,552	12,775
Greek		2,600	2,600
Japanese	44,829		44,829
Norwegian	15,594	4,191	19,785
Peruvian	2,555	8,354	19,909
Russian	6,220		6,220
Swedish		10,987	10,987
United States	107,272	91,457	198,729
Total	272,668	234,261	506,929
Vessels passing through the Canal free of tolls:			
U. S. Navy subchaser	1		1
U. S. Navy scout patrols	3		3
U. S. Navy destroyer		1	1
U. S. Navy cargo ships	1		2
U. S. Army tug	1		1
Total	6	2	8
Army or naval vessels of other nations, other than transports.			
Displacement tonnage of above	4	1	5
Launches	2,300	9,800	12,100
Net tonnage of launches, Canal measurement	1	2	3
Total number of ships transiting Canal	6	5	11
Cargo on which no tolls were charged	75	100	175
Commercial ships through Canal without cargo, but not in ballast	4,112	2,400	6,512
Net tonnage of above	2		2
Commercial ships through Canal in ballast	13,517		13,517
Net tonnage of above	3	15	18
Total transits of commercial ships without cargo	5,844	46,785	52,629
Net tonnage of above	5	15	20
Motor ships through Canal	19,361	46,785	66,146
Net tonnage of above		3	3
Sailing ships through Canal		5,387	5,387
Net tonnage of above	2	5	7
Tolls levied on laden ships through Canal	4,063	7,936	11,999
Tolls levied on ships in ballast through Canal	\$241,790.85	\$206,089.10	\$447,879.95
	\$4,207.68	\$34,149.90	\$38,357.58
Total tolls levied	\$245,998.53	\$240,239.00	\$486,237.53

Item.	Cristobal.	Balboa.	Total.
Total ships entering port.....	206	173	379
Total ships clearing from port.....	202	173	375
Net registered tonnage of vessels entering.....	493,765	412,250	906,015
Net registered tonnage of vessels clearing.....	497,442	411,306	908,748
Total net registered tonnage of vessels entering and clearing.....	991,207	823,556	1,814,763
Vessels entering port, not passing through Canal.....	54	5	59
Net tonnage of above.....	105,863	11,258	117,121
Vessels clearing port, not passing through Canal.....	52	6	58
Net tonnage of above.....	110,564	10,905	121,469
Vessels passing through Canal, and handling passengers or cargo at port, entered.....	24	33	57
Net tonnage of above.....	28,749	53,439	82,188
Vessels passing through Canal, and handling passengers or cargo at port, clearing.....	23	30	53
Net tonnage of above.....	26,292	45,759	72,051
Transit cargo arriving..... tons.	529,423	501,043	1,030,466
Transit cargo cleared..... tons.	541,760	493,329	1,035,089
Total of transit cargo..... tons.	1,071,183	994,372	2,065,555
Local cargo arriving..... tons.	35,229	23,937	59,166
Local cargo shipped..... tons.	2,546	2,617	5,163
Total local cargo handled..... tons.	37,775	26,554	64,329
Total local and transit cargo.....	1,108,958	1,020,926	2,129,884
Cargo received by Receiving and Forwarding Agency of P. R. R.....	75,348	5,495	80,843
Cargo dispatched by Receiving and Forwarding Agency of P. R. R.....	130,297	3,020	133,317
Cargo rehandled by Receiving and Forwarding Agency of P. R. R.....	3,681	2,639	5,711
Total cargo handled by Receiving and Forwarding Agency of P. R. R.....	208,726	11,145	219,871
Cargo stevedored, included in above.....	73,098	174	73,272
Commercial vessels supplied with bunker coal.....	90	24	114
Panama Railroad vessels supplied with bunker coal.....	14	2	16
Coal received during April..... tons.	36,166	9,904	46,070
Coal supplied Panama Railroad Steamship Line..... tons.	3,834		3,834
Coal supplied Panama Railroad departments..... tons.	2,409	20	2,429
Coal supplied individuals and companies..... tons.	368	28	396
Coal supplied other steamship lines..... tons.	33,914	5,958	39,872
Coal supplied Army, including vessels..... tons.	347	57	404
Coal supplied Navy, including vessels..... tons.		201	201
Coal supplied The Panama Canal..... tons.	1,702	813	2,515
Coal on hand, May 1..... tons.	147,988	39,550	187,538
Vessels supplied with water..... galls.	137	124	261
Water sold to ships..... galls.	7,954,507	3,268,800	11,223,307
Vessels drydocked.....	7	8	15
Commercial vessels furnished commissary supplies.....	105	85	190
U. S. Government and Panama R. R. vessels furnished commissary supplies.....	34	11	45
Commissary sales to commercial vessels:			
Ice.....	\$932.36	\$640.86	\$1,573.22
Wholesale groceries.....	9,262.49	7,945.53	17,208.02
Wholesale cold storage.....	29,485.90	24,034.95	53,520.85
Laundry.....	1,313.12	453.16	1,766.28
Miscellaneous.....	1,227.83	2,049.16	3,276.99
Total.....	\$42,221.70	\$35,123.66	\$77,345.36
Commissary sales to Government and Panama Railroad vessels:			
Ice.....	\$1.38	\$337.17	\$338.55
Wholesale groceries.....	3,635.90	2,115.29	5,751.19
Wholesale cold storage.....	\$22,655.98	\$5,782.57	\$28,438.55
Laundry.....	808.18		808.18
Miscellaneous.....	524.60	1,012.58	1,537.18
Total.....	\$27,626.04	\$9,247.61	\$36,873.65
Total commissary sales to vessels.....	\$69,847.74	\$44,371.27	\$114,219.01
Passengers arriving, including transit passengers:			
First cabin.....	2,390	1,722	4,112
Other than first cabin.....	6,455	6,641	12,096
Total.....	8,845	8,363	17,208
Total passengers departing including transit passengers:			
First cabin.....	2,394	1,618	4,012
Other than first cabin.....	6,500	6,652	13,152
Total.....	8,894	8,270	17,164
Total movement of passengers.....	17,739	17,633	35,372
Passengers disembarking:			
First cabin.....	1,292	223	1,515
Other than first cabin.....	393	63	456
Total.....	1,685	286	1,971

Item.	Cristobal.	Balboa.	Total.
Passengers embarking:			
First cabin.....	1,296	156	1,452
Other than first cabin.....	438	82	520
Total.....	1,734	238	1,972
Services to seamen:			
Seamen shipped.....	292	236	528
Seamen paid off.....	167	195	362
Seamen deceased.....		2	2
Seamen deserted.....	11		11
Seamen lodged, subsisted, and repatriated.....	15		15
United States citizens.....	41		41
Aliens.....	694		694
Total seamen handled.....	1,220	433	1,653
Seamen's wages received.....	\$5,235.88	\$5,596.59	\$10,832.47
Seamen's wages disbursed.....	\$5,224.77	\$7,079.50	\$13,304.27
Seamen's wages on hand, April 30.....	\$1,273.78	\$2,174.03	\$3,447.81

LOCK OPERATION.

Lockages of commercial vessels were made during the month as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	96	61	157	97	69	166
Pedro Miguel.....	96	66	162	97	69	166
Miraflores.....	88	63	151	97	69	166

Army and Navy vessels, and vessels operated by The Panama Canal, are included in the following summary of all lockages during the month:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial lockages.....	157	162	151
Noncommercial, United States Army and Navy.....	10	10	5
Canal equipment.....	8	20	23
Total.....	175	192	179
Vessels:			
Commercial vessels.....	166	166	162
Noncommercial, United States Army and Navy.....	22	14	16
Total.....	188	180	178

Water consumed for all lockages amounted to 1,369,080,000 cubic feet, the water used at Pedro Miguel becoming available for second use at Miraflores. Consumption of water during the fiscal year has been as follows:

WATER CONSUMPTION (IN CUBIC FEET) FOR FISCAL YEAR ENDING JUNE 30, 1919.

	Gatun.	Pedro Miguel.	Miraflores.
Previously reported.....lockage.....	6,794,670,000	6,160,260,000	5,996,270,000
Previously reported.....lockage.....	140,365,000	406,530,000	175,280,000
During the month.....lockage.....	690,240,000	678,840,000	722,470,000
During the month.....lockage.....	20,000,000	12,900,000	20,000,000
During the month.....maintenance.....		77,950,000	1,350,000
Total to date.....lockage.....	7,484,910,000	6,839,100,000	6,268,740,000
Total to date, maintenance and leakage.....	160,366,000	497,380,000	196,630,000

No serious accidents or delays occurred to ships in the locks, the longest delay having been 45 minutes to the steamship *Sorata*, as the result of the plowshoe on a towing locomotive being pulled off at a crossover at Gatun Locks. Alterations to the crib fender at the end of the south approach wall of Pedro Miguel Locks were completed. The crib of the fender for the north approach wall of Miraflores Locks was brought to 75 per cent of completion.

METEOROLOGY.

The dry season conditions were ended over the Isthmus before the middle of April, concluding one of the driest and most prolonged seasons on record. Rainy season conditions set in about two weeks earlier than usual, but the dry season had also begun early. The rainfall over the Canal Zone and vicinity in April was the heaviest for April since the American occupation.

The estimated average rainfall over the Gatun Lake watershed was 10.28 inches, compared with a 9-year mean of 5 inches. The average over the Chagres River basin above Alhajuela was 10.66 inches, compared with a mean of 4.24 inches over a period of 18 years. Evaporation was about normal on both coasts but over Gatun

Lake it was the lowest on record for the month of April, amounting to 4.453 inches. Elevation of the surface of Gatun Lake varied from 83.70 feet on April 12 to 84.92 on the 29th and 30th, averaging 84.15. There was an increase in storage of 3,040 million cubic feet. The draft on Gatun Lake for lockages and electric power was 1,977 c. f. s., compared with 2,032 c. f. s. for last month and 1,789 c. f. s. for April, 1918. The ratio of water used for hydroelectric power and Gatun Lake lockages was 2.73 to 1. There were 175 lockages at Gatun and 204 at Pedro Miguel. Brazos Brook reservoir and Gamboa pumping plant drew 36.50 and 39.62 million cubic feet, respectively, from Gatun Lake.

ELECTRICAL DIVISION.

Gatun hydroelectric station—Unit No. 3 was restored to service on April 28, the shaft having been realigned at Balboa Shops. There were no interruptions of service at the hydroelectric station during the month. The net output was 4,997,200 kilowatt-hours, and the computed water consumption was 3,752,226,030 cubic feet.

Miraflores steam plant—While Unit No. 3 of the hydroelectric station was out of service for repairs, the extra boilers at the steam plant were cut in on the line five times to handle the load of the dry dock pumping plant at Balboa. Small auxiliary burners were installed in boilers Nos. 1, 2, 11, and 12, during the last week of April, with the object of maintaining a steady pressure of about 100 pounds on the hot stand-by boilers by keeping a light, continuous fire under them; and thus to eliminate trouble caused by the expansion and contraction incident to intermittent firing of the boilers. The experiment has so far indicated satisfactory results. The gross output of the plant was minus 134,450 kilowatt-hours, and the net output minus 175,940 kilowatt-hours, the difference having been used by generators acting as synchronous condensers to improve the power factor of the system. Fuel oil used at the plant amounted to 2,464.74 barrels. A topographical survey for the proposed extension of the steam plant was concluded.

Total power output—The total net output of both generating stations was 4,821,260 kilowatt-hours and the total power distributed to feeders by substations and generating plants was 4,330,328 kilowatt-hours, representing an energy loss of 10.2 per cent.

Transmission lines—There were no interruptions in service on transmission lines during the month. The spot painting of the transmission line towers was completed; also all number plates were painted. The application of paint samples was finished at Pedro Miguel. Line section switches at towers were inspected and adjusted where necessary.

Marine work.—At Cristobal, 20 orders were accomplished, embracing 32 items of repairs and additions on the following vessels: *Caribbean*, *Achilles*, *Lake Hemlock*, *Hodges*, *Allianca*, *Ulysses*, *Advance*, schooner *Santino*, *Ralph S. Parsons*, *Panama*, *San Juan*, and tug *Tavernilla*. At the end of the month work was in progress on the *Colon*, *Elizabeth*, and tug *Engineer*. At Balboa electrical work was performed on the following vessels: *Eten*, *Callao*, *Salaverry*, *Pisco*, submarine *C-4*, *Paita*, *Circassian Prince*, *Elizabeth Ruth*, *Santino*, *Makanda*, *Earge Baroda*, dredge *Gamboa*, crane *Ajax*, mine planter *Graham*, *Anyox*, *Veneola*, *Armentieres*, *Risor*, dredge No. 84, *War Tanco*, *James Whitney*, tug *Engineer*, *San Joachin*, tug *Empire*, *Santa Isabel*, *Middlebury*.

New construction.—Work at the cold storage plant at Mount Hope was advanced to 95 per cent of completion. Installation at Pier 6, Cristobal, is 15 per cent complete. Electrical work for the meat-canning plant at Cristobal was carried to 45 per cent of completion. Extensive changes and repairs were made along the 2,300-volt line on the west side of the Canal. There were 167 work-order jobs completed in both districts during the month, and 118 others underway.

SHOPS, FOUNDRY, AND DRY-DOCK WORK.

The repairs on the former German vessels brought from Peru were carried forward: The *Sierra Cordoba*, renamed *Callao*, after successful dock and sea trials, was turned over to the Marine Superintendent, ready for operation, on April 7, while the *Rhakotis*, renamed *Eten*, after similar trials, was turned over to the Marine Superintendent on April 11. Repairs to the *Luxor* progressed so that the completion date of May 15 is expected to be met. After the departure of the *Sierra Cordoba* and the *Rhakotis*, men were available for carrying on more expeditionary repairs to the *Uarda* and *Anubis*.

On request from the Chief Quartermaster, alterations were undertaken, about the middle of the month, to the steamship *Middlebury* to fit that vessel for carrying cattle. The alterations consist principally of installing a 'tween deck, using wood throughout, and clearing the main deck, and installing pens on both decks in such manner as to carry the maximum amount of cattle. Provision is being made for feeding and watering the animals, and for loading and unloading them. Certain changes were also

necessary in the quarters for the crew, on account of the different crew which the vessel will now be expected to carry. The alterations were estimated to take approximately three months.

Work on the remaining 4 new 61-foot steel underframe passenger coaches of the Panama Railroad is nearing completion; 1 being in the car shop now receiving its first coat of varnish.

At the Cristobal shops the following vessels arrived for repairs during April: schooner *Herbert May*, supply launch *Supply No. 1*, barges *Nos. 17, 18, and 87*, launches *Dixie, Capron, Naos, Coco Selo, J. W. Mc Kie*; tugs *Porto Bello, Tavernilla, Engineer*, claret *No. 7*, dredge *No. 86*, motor boat *Orotina*, steamer *Cyrus W. Field*, submarine *C-5*; subchasers *355, 288, and 289*; U. S. sealer *No. 6*, derrick barge *No. 161*; steamships *Acajulla, Elizabeth, Advance, Colon, Panama, Allianca, General Ernst, Cristobal, Caribbean, Culebra, Ulysses, Achilles, Hodges, Lake Hemlock, Lake Hurst, Wilson, Crescent, War Ewen, North Bend, Cauca, Jamaica, Oregon, Abrigada, Loneke, Yakima, Parismina, Salvor, Octoraia, Mantaro, Manavi, Geo. W. Elder, Buckhorn, Antonios, Cartago, Andra, San Juan, Guatemala, Abangarez, Urubamba, Antillian, Santa Elicia, Huallaga, Kurwa, Musketo, British General, Rimutaka, Scuechez, Lunerville, Ralph S. Parsons, Santino*.

Of the above the following were in dry dock during the month: Schooner *Herbert May*, *Supply No. 1*, barges *18 and 87*; steamships *Acajulla and Elizabeth*; subchaser *355*.

At the Cristobal shops 188 individual and company job orders were issued during the month, 1 of which was for work on a submarine, and 6 on other U. S. Navy craft. Of the remaining 181, 45 covered repairs to ships making this port or in transit of the Canal, exclusive of Panama Railroad ships.

The following vessels were at the Balboa shops during the month for repairs: Steamships *Achilles, Advance, Allianca, Andia*; bark *Annie M. Rolph*; steamships *Anubis, Anyox*; H. M. C. S. *Armentieres*; steamship *Balboa*; barge *Baroda*; steamships *Belridge, Benvola*; motor ship *Brazil*; steamships *Buhisan, Callao*; schooner *Chiriqui*, steamships *Circassian Prince, Colon, Columbia, Commandant Challes, Elizabeth, Elen*; H. M. C. S. *Givenchy*; mine planter *Gen. W. M. Graham*; schooner *Herbert May*; steamships *Isonomia, James S. Whitney, Juncan, La Habra, Luxor, Makanda, Middlebury*; U. S. S. *Nanshan*; steamship *Point Adams*; U. S. S. *Point Lobos*; steamship *Quoque*; motor ship *Risor*; steamship *San Joaquin*; motor ship *Santino, Santa Elena, Santa Isabel*; H. M. C. S. *Stadacona*; submarine patrols *1841, 2235*; steamships *Uarda, War Ewen, War Tanoo*.

The following vessels were in dry dock during the month at Balboa: Motor ship *Risor*, dredge *No. 84*, steamships *Santa Isabel, San Joaquin*; scows *132 and 138*; crane *Ajax*; dredge *Gamboa*.

Foundry output, as compared with that during March, was as follows:

	April.	March.
	Pounds.	Pounds.
Iron.....	206,592	167,200
Steel.....	12,191	8,830
Brass.....	22,853½	19,915½

One hundred and eighty-nine shop and 1,607 field repairs were made on cars; 2,217 passenger cars were packed, cleaned, oiled, and inspected.

BUILDING CONSTRUCTION.

The construction work of the Building Division had reached the following status on April 30:

Ancon hospital buildings—Ward group No. 7 is practically completed, with the exception of the painting and a few small, finishing-up jobs. Ward group No. 8 was advanced to 98 per cent of completion, and the superintendent's house to 95 per cent.

	Per cent completed.
Cement block walls, lumber shed, Balboa.....	70
Las Palmas Radio Station.....	(*)
Ice and cold storage plant, Mount Hope.....	(†)
Abattoir, Mount Hope.....	99
Equipment for abattoir.....	75
Canning plant.....	98
Boiler house and exterior steam lines, Mount Hope cold storage plant.....	98
Garage, Mount Hope.....	45
Ten type-17 cottages for Central & South American Telegraph Co., Ancon..	100

* Material sent to site April 12; 1 tower up.

† Finishing work continued.

Per cent
completed.

Ten 12-family silver quarters, Mount Hope; on 8 of which work is in progress:

Carpentry.....	95
Plumbing.....	82
Painting.....	32

New work begun during April included the machine shop at Mount Hope, advanced to 50 per cent of completion; the carpenter shop, Mount Hope, 10 per cent completed; and the silver clubhouse at Red Tank, 95 per cent completed at the end of the month.

On two of the ten 12-family houses at Mount Hope work has not been begun. Demolition of the old kitchen of the Tivoli Hotel was completed.

Terminal construction—Work on Pier 6 at Cristobal is now confined to the completion of the shed, on which work had advanced to the following status on April 30:

SHED.

Item.	Reported last month.	Work performed during month.	Total to date.	Per cent complete.
Forms.....square feet..	177,820	90,188	268,008	71
Reinforcing.....pounds..	1,032,432	301,612	1,334,044	87
Concrete.....cubic yards..	3,024	1,464	4,488	74

Pouring the columns was completed on April 16 and the pouring of the trusses on April 23. The roof slab was 45 per cent completed at the end of the month.

DREDGING DIVISION.

Dredging excavation for April was as follows:

Location.	Earth.	Rock.	Total.	Classified as:		
				Maint.	Constr'n.	Auxiliary.
Pacific Entrance Channel.....	<i>Cu. yds.</i> 135,000	<i>Cu. yds.</i> 42,300	<i>Cu. yds.</i> 177,300	<i>Cu. yds.</i> 166,300	<i>Cu. yds.</i> 11,000	.....
Inner Harbor at Balboa.....	95,200	11,800	107,000	95,200	11,800	.....
Total.....	230,200	54,100	284,300	261,500	22,800	.....

There was no dredging on Gaillard Cut during April, or in Miraflores Lake or the Atlantic entrance channel. All excavation was in the Pacific level.

The following disposition was made of the excavated material:

From the Pacific entrance channel, 51,700 cubic yards were disposed of in the sea dump, 33,400 cubic yards on flats west of the Canal, and 92,200 cubic yards in Diablo Dump "A;" from the inner harbor at Balboa, 53,900 cubic yards at sea and 53,100 cubic yards on Diablo Dump "A."

On May 1 there remained to be excavated from the Canal prism, ocean to ocean, 182,600 cubic yards of earth and rock and from the Cristobal coaling station and Balboa Inner Harbor 363,583 cubic yards of earth and rock. The following table shows the distribution:

Location.	Earth.	Rock.	Total.
Gaillard Cut .....	.....	25,000	25,000
Pacific Entrance.....	115,000.	42,600	157,600
Total Canal prism.....	115,000	67,600	182,600
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa Inner Harbor.....	253,960	107,550	361,510
Total Cristobal Coaling Station and Balboa Inner Harbor	253,960	109,623	363,583
Grand total—ocean to ocean.....	368,960	177,223	546,183

During the month, surveys were made behind the dredges at the Pacific entrance, including the Miraflores P. I. improvement work and Balboa Inner Harbor. Surveys were also made weekly over East and West Culebra Slide areas, from stations 1775400 to 1795400 and 17384 to 1750400. Both slide areas were dredged daily. All necessary markers, floats, ranges, and gauges were set for dredge equipment, mining, and navigation. Survey of Pacific sea dump was completed and plotted. Estimate of proposed dredging in vicinity of Dock 6, Cristobal, submitted and proposed dredging on west side of the Cristobal Coaling Station and at Point Chame investigated. Revised appraisal of miscellaneous barges in the service and revised subsistence requisitions for dredge equipment were prepared. A recapitulation of all hydraulic dredging on the Panama Canal for a period of five years was compiled.

MUNICIPAL DIVISION.

In addition to the usual routine work of maintenance and operation, this division had underway the following principal items of construction, the percentage of completion of which at the end of April is indicated:

Northern District:

	Per cent completed.
1. Relocation of Mount Hope road—	
Excavation and grading.....	98
Paving.....	75
2. Draining swamp area near Mindi.....	96
3. Renewal of cast-iron discharge line from sewage sump, Colon.....	*70
4. Installation of water line, ice and cold storage plant, Mt. Hope.....	*96
5. Road, Mount Hope cold storage plant.....	†25

Southern District:

1. Road construction, Ancon Hospital grounds, present authorization.....	100
2. Grading, Ancon Hospital grounds.....	90
3. Resurfacing Paraiso-Gamboa road.....	90
4. Filling diversion at Corozal.....	100
5. Walks and drains, Balboa shops.....	98
6. Box drain, Twenty-fifth Street, Panama City.....	100
7. Storm sewer, Twenty-fourth Street, Panama City.....	100
8. Storm sewer, Southern Avenue, Panama City.....	100
9. Storm sewer, 15th of February Street, Panama City.....	100
10. Storm sewer, Calidonia and N Streets, Panama City.....	100
11. Sewer and water lines for cable company at Balboa.....	50
12. Municipal work for cable company at Ancon.....	80

On account of a change of plans, no further work is to be done on the drainage on 3d of November Street, Panama City. Water pumped in the southern district amounted to 575,937,000 gallons, and in the northern to 167,063,750, a total of 743,000,750 gallons. As compared with the 895,736,250 gallons pumped in March this is a decrease of 152,735,500 gallons or 17 per cent. This is attributed principally to the beginning of the rainy season, necessitating less water for sprinkling. Colon was furnished with 44,215,400 gallons of water, Panama with 77,907,000 gallons, and 11,223,307 gallons were supplied to 361 ships. The incinerator at Gavilan Island burned 1,829 tons of garbage and 33 dead animals during the month.

WORKING FORCE.

Effective March 19, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	32	45	77
Building Division.....	213	1,554	1,767
Electrical Division.....	223	338	561
Municipal Engineering.....	84	1,467	1,551
Lock Operation.....	144	694	838
Dredging Division.....	127	868	995
Mechanical Division.....	780	1,877	2,657
Marine Division.....	142	421	563
Fortifications.....	45	273	318
Total.....	1,790	7,567	9,357
Supply Department:			
Quartermaster.....	118	1,779	1,897
Subsistence.....	23	456	479
Commissary.....	228	1,684	1,912
Cattle industry—Plantations.....	33	1,624	1,657
Total.....	402	5,543	5,945
Accounting.....	218	11	229
Health.....	206	902	1,108
Executive.....	495	218	713
Panama Railroad:			
Superintendent and coaling stations.....	133	1,095	1,228
Transportation.....	141	270	411
Receiving and Forwarding Agent.....	96	1,349	1,445
Total Panama Railroad.....	370	2,714	3,084
Grand total.....	3,481	16,955	20,436

The total gold force at work on April 23 was 66 less than the 3,547 at work on March 19, and the silver force was 504 less than the 20,940 then at work. As

*No work in April.

†Work begun in April.

compared with the force for the corresponding month of 1918, reported as of April 24, 1918, the gold force was an increase of 162 from the 3,319 at work on that date, and the silver force was a decrease of 503 from the 20,939 of that day.

The occupation of Canal quarters on April 30 was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,501	2,112	2,404	8,017
Europeans.....	186	34	54	274
West Indians.....	5,260	2,113	3,693	11,066
Total.....	8,947	4,259	6,151	19,357

RECEIPTS AND SALES OF MATERIAL AND SUPPLIES.

The value of material received during the month on U. S. requisitions was \$798,238.05, as compared with \$676,147.06 in March. Of that received in April, \$754,225.70 was chargeable to operation and maintenance; \$33,658.96 to construction and equipment; and \$10,353.39 to miscellaneous departments. Isthmian cash sales from the storehouses and obsolete store amounted to \$83,271.96, of which \$81,696.22 was for stock, \$1,108.49 for scrap and \$467.25 for obsolete and second-hand material. The more important sales made in the United States included 31,500 pounds of scrap rope for \$1,200.15; 17,785 pounds of scrap brass and other metal, \$1,647.78; and 91,200 pounds of journal brasses, heavy brass, etc., for \$11,459.28. No collections were made by the Disbursing Clerk, Washington, during April, on account of sales of scrap materials in the United States. The total of sales of material from storehouses to steamships for the month was \$41,035.58. Sales of commissary supplies to all purchasers for the month aggregated \$1,009,649.65.

PUBLIC HEALTH.

The last of the 178 smallpox cases admitted to Ancon Hospital in connection with the epidemic which broke out last August in the city of Panama were discharged by the end of the month; there were no deaths, and the disease was confined to the city. Influenza cases admitted in April dropped to 22, as compared with 70 in March, and most of the cases in April were a mild type, approximating severe coryza. There were 6 admissions and 2 deaths from pneumonia. Admissions to the hospitals from malaria aggregated 74; no deaths.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on April 30, exclusive of fortifications, was \$10,802,941.05; the balance in fortifications was \$7,572,157.66. Payments from appropriations by the Disbursing Clerk in Washington amounted to \$599,023.80, and by the Paymaster on the Isthmus to \$1,322,013.28. Purchases of commissary books from the Panama Railroad Company amounted to \$296,387.50. Tolls collected totaled \$486,228.53. Deposits of \$332,859.28 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal. The total Panama Canal collections on the Isthmus were \$1,547,539.46; and collections by the Disbursing Clerk, Washington, \$218.94. Receipts from the Canal Zone and miscellaneous funds were \$162,696.24, and disbursements from the same source amounted to \$241,198.98. April payrolls on the Isthmus aggregated \$1,063,482.47, as compared with \$1,111,256.10 for March, a difference of \$47,773.63.

Respectfully,

CHESTER HARDING, *Governor.*

Quarters, Fuel and Electric Current for Employees on the Gold Roll and American Citizens on the Silver Roll.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 3, 1919.

CIRCULAR No. 627-24:

Effective June 4, 1919, all circulars covering assignments of or occupancy of quarters, or regulating the issue and use of fuel, are canceled and the following rules will govern.

1. Family quarters for assignment will be divided into four grades according to rates of pay. Grade "A" will include all quarters regularly assignable to employees drawing less than \$200 per month; Grade "B" to employees drawing \$200 and less than \$250 per month; Grade "C"

to employees drawing \$250 and above. Quarters for officials will be assigned by direction of the Governor.

2. Lists of family quarters by grades in each district, approved by the Governor, will be displayed in each District Quartermaster's office.

3. Applications for original assignment in a district will be placed on one list according to the employee's total length of satisfactory service, and opposite each man's name will be indicated the grade of quarters to which his rate of pay entitles him.

4. A list showing all applications on file for each district will be posted in the office of the District Quartermaster and will be open to inspection. Employees are responsible that changes in their classification are made known to the District Quartermaster.

5. An employee may, at the request of the head of his department, file an application for family quarters at, or transfer his application to, one point other than that at which he is employed.

6. All applications of employees working within a district will take precedence over applications of any employees working elsewhere regardless of grade.

7. An applicant on the waiting list for family quarters, when he becomes eligible for assignment, will be given an opportunity to refuse three distinct tenders. If he does not accept the third his application will be canceled and he will not be allowed to file a new application for quarters for a period of 10 days from date of last tender.

8. When an employee releases or forfeits family quarters through failure to occupy them within time limit, he will not be allowed to file a new application for a period of 10 days.

9. All family quarters distinctly and definitely within hospital reservation shall be regarded as for use of doctors and nurses, preference to be given to doctors in all cases, but the assignment shall remain under the jurisdiction of the Chief Quartermaster. Applicants for hospital quarters can not file applications for quarters outside of hospital reservations.

10. Applications for family quarters will be considered in the following order:

- (1) Employees with family (wife and children constituting family). Widow or widower employees with dependent children (widow or widower by death or legal separation constituting this class).
- (2) Employees who have dependent relatives only.
- (3) Aliens on the gold roll.

11. Applications for transfer must be submitted in the same manner as new applications and will be considered in the same order, excepting that transfers will not be allowed employees under subsections 2 and 3 of the foregoing paragraph until all employees in subsection 1 have been assigned. Changes may be made in kind of quarters requested on original application by writing to the District Quartermaster. An applicant for transfer will be given an opportunity to refuse two separate and distinct tenders. If he does not accept the second tender his application will be canceled and he will not be allowed to file a new application for a period of 30 days.

12. Applicants for transfer to quarters designated for use of families with large number of children will be given preference over other applicants for transfer, provided applicant has already received a regular

assignment. Preference will be given to families with greatest number of children above two. Families with two children or less will be assigned according to service.

13. Quarters in each grade when ready for assignment will be assigned to applicants according to total length of satisfactory service, subject to the following exceptions: An employee in any grade, due for assignment to family quarters, in his grade, may be assigned to quarters of a grade above his own where no applicants of said grade desire them; or he may waive assignment in his own grade, and await in turn, according to date of last entry into the service, his assignment to quarters in any grade below his own. Where service has been equal rate of pay will govern.

14. Employees will be required to accept a regular assignment within 10 days from date of tender, and transfer assignment within five days. When an assignment is made in conformity with rules it will stand until quarters are accepted or rejected by the employee, or until the time allowed to accept or reject tender has expired.

15. The rules applying to assignment of family quarters will be applicable to bachelor quarters as far as practicable.

16. Family quarters may be assigned to bachelors with dependent mothers in certain meritorious cases where absolute dependency is shown. Applications for such quarters must be approved by the Governor before acceptance. After approval they will be listed as regular applications for married employees.

17. Exchange of quarters will be permitted only when the rights of other employees will not be interfered with.

18. Where quarters have been constructed as an integral part of post offices, railway stations, hotels, telephone exchanges, filtration plants, or in cases of quarters especially constructed by The Panama Canal in isolated localities adjacent to any activities, the operation of which necessitates the quartering of employees in close proximity thereto, the Chief Quartermaster may, on approval of the Governor, make special assignment.

19. Family quarters may be held during the absence on leave of the employee to whom assigned, or his family or both simultaneously for a total of 120 days each service year. Periods of less than 10 days will not be charged against absence from quarters. Employees will be required to notify the District Quartermaster at expiration of leave period and on date they reoccupy quarters of the total time absent during that period. (Hospital treatment excepted.) After the total of 120 days allowance in one service year is used, quarters will be forfeited, periods of less than 10 days excepted.

20. When family quarters are assigned an employee will be given nine weeks from date of tender to occupy the quarters with his family, but this does not apply in case of transfers, except that an employee who has accumulated any leave and who is granted this leave effective at the time he is tendered quarters on an original assignment or within 30 days thereafter, may be allowed time for the occupancy of his quarters until the expiration of leave granted, provided in no case shall the house be so held for more than 150 days.

21. The service of employees who resigned from The Panama Canal or Panama Railroad Company to enter military or naval service during the European war, and who are reinstated in their positions upon honorable discharge, will be considered continuous for the purpose

of applying for quarters, and those employees who occupied family quarters at the time of leaving will be given quarters of the same grade to which they were entitled.

22. When an officer of the Army or Navy is detailed for duty with The Panama Canal, his application for quarters will be placed at the head of the list for quarters. After acceptance of original assignment, application for transfer will be placed on list according to total length of service with The Panama Canal.

23. An employee whose family is not on the Isthmus will not be allowed to occupy the apartment assigned to him on original application prior to 10 days of the arrival of his family nor will he be permitted to allow others to do so.

24. Services of employees discharged or resigned, securing immediate employment in some other department or division, are considered continuous as far as quarters are concerned, and they may hold quarters or have their applications remain on list of original date. Cases of this nature arising should be referred to the Chief Quartermaster.

25. Whenever by reason of temporary decrease of work, or other cause, employees have been furloughed without pay for a period of not exceeding 30 days, they will retain the rights of quarters during that time.

26. When an employee's services are terminated he will be expected to vacate quarters within 10 days from date of termination of services.

27. A widow can hold quarters after the death of her husband until arrangements can be made for her departure, but not to exceed 30 days.

28. The furniture allowance for regular family quarters will be as follows:

1 Range	2 Center tables
2 Kitchen chairs	1 Dresser
1 Chiffonier	1 Double bed
1 Sideboard	1 Refrigerator
1 Double mattress	6 Dining room chairs
1 Dining room table	3 Rocking chairs
1 Kitchen table	

29. In official grade houses the following additional articles are authorized:

3 Dining room chairs	1 Morris chair
2 Towel racks	1 Parlor desk
2 Parlor chairs	1 Chiffonier
1 Porch swing	1 Parlor wicker rocker
1 Serving table	1 Dresser
1 Porch seat, double	

30. Employees occupying nonhousekeeping quarters will be given such furniture as may be available, but in no case more than is provided above for regular family quarters.

31. The issue of beds, mattresses, and one dresser or chiffonier in excess of above allowance is authorized to families with children.

32. Employees moving from one house to another in the same district will be permitted to take with them at their own expense, if they so desire, mattresses and refrigerators.

33. No alterations or additions will be made to any house by occupant without the approval of the Chief Quartermaster and no alter-

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight May 31, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Waivera.....	21	20 40	25	6 27	25	14 00	26	12 00	British.....	Shaw Savill and Albion Co.....	425 0	54 0	28 1	New York.....	Littleton.....	General.....	6 350	7 468	5 430
Palena.....	22	15 16	26	17 00	27	9 50	27	10 50	Chilean.....	South American Steamship Line.....	350 0	42 0	24 2	Cristobal.....	Valparaiso.....	General.....	2 262	3 639	2 537
Oration.....	26	16 05	27	7 06	27	17 25	27	18 10	American.....	United States Shipping Board.....	250 0	46 0	24 6	Baltimore.....	Valparaiso.....	Coal.....	2 293	3 649	1 731
Kent.....	27	12 27	27	13 12	27	20 52	27	21 50	British.....	Federal Mail Steamship Co.....	480 0	68 9	29 0	New York.....	Sydney.....	General.....	7 967	10 503	8 121
City of Para.....	21	15 35	28	8 17	28	15 41	29	7 39	American.....	United States Shipping Board.....	345 0	32 6	22 5	Cristobal.....	San Francisco.....	General.....	2 690	3 739	2 459
Waruna.....	27	23 40	28	8 21	28	18 37	29	7 39	British.....	United States Navy.....	397 0	56 0	25 0	Baltimore.....	Valparaiso.....	General.....	7 158	6 451	4 658
Evansville.....	28	6 15	29	6 21	29	13 52	30	18 21	American.....	United States Navy.....	437 0	43 7	23 2	Norfolk.....	San Francisco.....	Coal, scrap iron.....	3 728	4 125	3 143
Waimana.....	28	5 50	29	6 31	29	16 18	29	17 02	British.....	Shaw Savill and Albion Co.....	445 0	58 0	27 0	New York.....	San Francisco.....	General.....	4 500	11 229	7 785
Tajima Maru.....	29	2 53	29	6 43	29	15 03	29	19 10	Japanese.....	Nippon Yusen Kaisha Ltd.....	380 0	52 7	25 6	New Orleans.....	San Francisco.....	General.....	8 808	7 660	5 419
Ebura.....	28	23 08	29	10 58	29	18 15	29	20 10	British.....	Anglo-Saxon Petroleum Co.....	369 0	47 0	9 0	Roscoe.....	Honolulu.....	Kerosene.....	6 910	5 222	3 618
Shawnee.....	28	18 05	30	6 05	30	18 45	30	20 10	American.....	L. A. Norris.....	373 4	47 0	24 8	New York.....	San Francisco.....	No cargo.....	5 533	4 605	3 047
Bantu.....	30	4 10	30	6 48	30	14 39	31	3 55	American.....	United States Steel Products Co.....	368 0	47 0	24 8	Cristobal.....	Valparaiso.....	General.....	2 181	1 213	692
Salvador.....	25	13 50	30	9 20	30	18 32	31	7 12	British.....	Pacific Steam Navigation Co.....	215 0	33 0	14 0	Cristobal.....	Champerico.....	General.....	5 427	5 007	3 515
Sherman.....	30	12 30	30	12 46	30	20 05	30	21 00	American.....	Sherman Steamship Company.....	400 0	45 0	37 6	New York.....	Valparaiso.....	General.....	9 200	8 048	6 217
Gaelic Prince.....	30	5 54	30	13 10	30	21 35	30	22 32	British.....	Prinze Line Limited.....	464 0	57 0	38 6	Newport News.....	Yokohama.....	General.....	2 365	2 407	1 502
Cranenest.....	27	6 28	31	6 30	31	14 45	31	17 07	American.....	United States Shipping Board.....	261 0	43 0	30 6	Cristobal.....	Buenaventura.....	General.....	2 365	2 407	1 502
Laura C. Hall.....	28	18 12	31	9 52	31	17 07	31	17 07	British.....	Pacific Metals Corporation.....	81 0	25 0	11 0	Cristobal.....	Buenaventura.....	General.....	130	69	69

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Salvador.....	24	14 00	25	6 27	25	12 50	30	11 40	British.....	Pacific Steam Navigation Co.....	215 0	33 5	12 3	Champerico.....	Cristobal.....	General.....	275	1 213	692
Middlebury.....	12	9 25	25	7 43	25	17 57	25	17 57	American.....	United States Shipping Board.....	289 9	44 0	11 0	Callao.....	Cristobal.....	Ballast.....	2 746	1 656	1 656
Beldridge.....	25	5 50	25	6 30	25	15 22	25	17 37	Norwegian.....	W. Wilhelmsen.....	425 1	57 0	18 10	Tecapilla.....	Tampico.....	Ballast.....	7 050	5 144	5 144
Crocket.....	24	20 30	25	8 01	25	16 45	25	19 45	American.....	Crocket Steamship Company.....	210 0	41 0	14 0	Callao.....	Bluefields.....	Ballast.....	1 305	5 895	5 895
Comanche.....	24	20 30	25	14 11	25	21 45	26	6 00	British.....	Anglo-American Oil Co.....	305 5	51 7	25 0	San Francisco.....	Lubricating oil.....	Flour.....	6 500	5 676	4 115
West Hargrave.....	25	13 30	26	7 42	26	15 48	27	2 30	American.....	United States Shipping Board.....	410 9	54 2	23 2	Astoria.....	Newport News.....	Flour.....	7 072	6 571	4 784
West Tacook.....	25	3 30	26	8 57	26	16 26	27	17 32	American.....	United States Shipping Board.....	409 8	54 2	24 0	Portland.....	Newport News.....	Flour.....	7 840	6 580	4 938
Ordone Maru.....	26	9 10	26	9 47	26	18 20	26	18 20	Japanese.....	Tatsuna Steamship Company.....	400 0	54 5	23 11	San Francisco.....	Dublin.....	Barley.....	6 400	5 828	4 165
War Opal.....	26	11 45	26	13 06	26	20 52	26	22 40	British.....	British Government.....	412 3	55 5	20 0	Wellington.....	Liverpool.....	Wool, meat.....	4 200	6 760	4 801
Balboa.....	26	0 01	26	14 10	26	21 25	27	20 43	American.....	Colombian Maritime Co.....	190 0	29 0	12 3	Buenaventura.....	Cristobal.....	Hides, rubber, etc.....	7 512	7 728	3 406
Miner.....	27	7 15	27	8 50	27	17 08	27	20 43	British.....	Andrew Weir & Co.....	405 0	52 0	23 6	Caleta Buena.....	Liverpool.....	Nitrate.....	7 400	6 135	4 708
Horosata.....	27	11 30	27	12 45	27	20 32	28	3 40	British.....	New Zealand Shipping Co.....	511 1	64 2	29 0	Wellington.....	Stockholm.....	General.....	6 636	12 540	8 155
Carman.....	28	6 15	28	8 03	28	16 53	28	17 47	American.....	Carmen Shipping Company.....	231 3	44 5	20 6	Sydney.....	Stockholm.....	Wheat, tallow.....	1 876	1 618	1 161
Limari.....	28	5 00	28	8 30	28	15 32	29	10 06	Chilean.....	South American Steamship Co.....	351 8	42 1	20 0	Taleahuano.....	Cristobal.....	General.....	631	3 631	2 421
San Joaquin.....	28	5 28	28	8 30	28	17 47	29	12 33	Norwegian.....	W. Wilhelmsen.....	425 5	57 1	17 0	Antofagasta.....	Tampico.....	Ballast.....	7 020	5 042	5 042
Laura C. Hall.....	24	13 40	28	9 08	28	18 12	31	9 52	British.....	Pacific Metals Corporation.....	81 0	25 6	10 0	Buenaventura.....	Cristobal.....	Coffee.....	64 4	130	69

Santiago	28	13.30	28	14.41	29	0.30	29	0.47	American	New York and Cuban Mail	358.0	44.9	21.0	Acajutla	Harre	Coffee	4,000	3,751	2,587
Klamath	28	13.30	28	14.52	29	0.35	29	21.40	American	United States Shipping Board	272.8	46.1	20.0	Hoquiam	Philadelphia	Lumber	1,200	3,084	1,926
Utah	29	8.50	29	10.50	29	19.08	30	2.55	American	Fred Linderman	201.1	41.0	19.10	Liquine	New York	Nitrate	1,504	1,403	980
Natonoy	28	18.00	30	6.27	30	16.30	30	19.30	American	United States Shipping Board	289.0	44.0	18.0	Honolulu	New York	Sugar	2,857	2,039	2,024
West Harlaway	29	13.15	30	6.52	30	17.15	30	17.15	American	United States Shipping Board	410.0	54.2	24.0	Honolulu	New York	Sugar	5,063	6,571	4,839
Nanavi	29	20.15	30	8.53	30	17.37	30	17.37	British	Pacific Steam Navigation Co.	216.0	35.0	13.4	Guaymas	Cristobal	General	8,681	1,241	739
Astoria	30	6.00	30	9.01	30	18.40	31	18.16	American	United States Shipping Board	272.8	46.1	21.0	San Francisco	Falmouth	Barley	2,340	3,084	1,926
Ingeborg	17	7.00	31	6.45	31	14.30	31	14.30	Danish	Alla Steamship Company	139.1	29.6	10.5	Valparaiso	New York	Wool, beans	300	389	264
Bradford	30	20.42	31	10.06	31	17.32	31	20.41	American	Standard Oil Company	428.0	54.8	22.6	San Francisco	Tampico	Ballast	7,318	5,435	

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
May 25	Cartago	United Fruit Company	New Orleans.	May 25	Allianca	Panama Railroad Steamship Line.	New York.
May 25	Kilpatrick	United States Government.	New Orleans.	May 25	Caribbean	Panama Railroad Commissary	Cartagena.
May 25	Colon	Panama Railroad Steamship Line.	New Orleans.	May 26	Lake Crescent.	United States Navy	New Orleans.
May 26	Gen. H. F. Hodges.	Panama Railroad Steamship Line.	New York.	May 27	Montevideo.	Spanish Steamship Line.	Puerto Colombia.
May 26	P. Wilson	Panama Railroad Steamship Line.	Port Limon.	May 28	Heredia	United Fruit Company	New Orleans.
May 27	Ordnance	United States Shipping Board	New York and Haiti.	May 29	Cartago	United Fruit Company	New Orleans and Bocas.
May 27	Lake Wilson	Royal Mail Steam Packet Co.	Swansea.	May 29	Ordnance	P. Wilson	Port Limon.
May 27	Bellagio	Royal Mail Steam Packet Line.	La Guayra.	May 30	Turrialba	United Fruit Company	N. Y.; Colombia; Kingston
May 27	Saint Louis	French Steamship Line.	New York, and Kingston.	May 30	Bellagio	Royal Mail Steam Packet Co.	Port Limon.
May 28	Turrialba	United Fruit Company	New York, via Bocas.	May 31	Colon	Panama Railroad Steamship Line.	New York and Haiti.
May 28	Heredia	United Fruit Company	New York, via Bocas.	May 31	Kilpatrick	United States Government.	New Orleans.
May 28	Ulysses.	Panama Railroad Steamship Line.	Norfolk.				
May 29	Caribbean	Panama Railroad Commissary.	Cartagena.				
May 30	Edw. L. Doherty, Jr.	Pan-American Petrol. & Trans. Co.	Rio Janeiro.				
May 31	Advance.	Panama Railroad Steamship Line.	New York.				

PORT OF BALBOA

*ARRIVALS				*DEPARTURES			
May 25.....	Newport.....	Pacific Mail Steamship Co.....	San Francisco.	May 26.....	Newport.....	Pacific Mail Steamship Co.....	San Francisco.
May 12.....	Chiriqui.....	H. Halphen & Co.....	Panama.	May 29.....	Chiriqui.....	H. Halphen & Co.....	Agudulce.

*Other than ships passing through the Canal

(Continued from page 495)

ations or additions to the electric installation will be made except on the approval of the Electrical Engineer. Such alterations and additions when made will be at the expense of the occupant and will be considered permanent.

34. Employees are not permitted to allow quarters to be occupied during their absence except by another employee or men in the service of the Army and Navy. When Army and Navy officers or enlisted men are granted permission to use vacation quarters, they will be required to pay for fuel and light used during the period which they occupy the quarters. When an employee permits another employee to occupy his family quarters during an authorized leave, or during the absence of his family, a charge may be made by him to cover the rental of dishes, linen, and other personal household effects, but in no case shall this rental be more than \$5 per month.

35. Coal and kindling wood will be supplied to employees as heretofore without charge. If occupants of quarters desire to furnish their own oil range in place of coal stoves, the coal stoves may be removed at the occupant's expense and kerosene furnished free for use in oil ranges, not to exceed 15 gallons per month per family.

CHESTER HARDING, *Governor.*

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 31, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons. (*)	Tons.
Salvador.....	Pacific Steam Navigation Co.....	May 25.....	May 25.....	488	77
Newport.....	Pacific Mail S. S. Co.....	May 28.....	May 28.....		45
City of Para.....	Pacific Mail S. S. Co.....	May 29.....	May 30.....	1	
Manavi.....	Pacific Steam Navigation Co.....	May 30.....	May 30.....		25

*Reported in issue of May 28.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 1, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Lake Crescent.....	United States Government.....	May 26.....	May 26.....		61
Montevideo.....	Compañia Trasatlantica.....	May 27.....	May 27.....		691
Palena.....	United Fruit Company.....	May 27.....	May 27.....		2,262
City of Para.....	Pacific Mail Steam Packet Co.....	May 28.....	May 28.....		2,814
Cartago.....	United Fruit Company.....	May 29.....	May 29.....		33
Orotina.....	Panama Railroad Steamship Line..	May 26.....	May 29.....	39	16
Balboa.....	Terminal Shipping Agency.....	May 26.....	May 26.....	511	
Colon.....	Panama Railroad Steamship Line..	May 26.....	May 31.....	3,665	3,247
Kilpatrick.....	United States Government.....	May 26.....	May 31.....	851	30
Gen. H. F. Hodges.....	Panama Railroad Steamship Line..	May 26.....	May 26.....	2,132	
Mantaro.....	Peruvian Steamship Line.....	June 1.....	June 1.....		2,520
Bellago.....	Royal Mail Steamship Line.....	May 27.....	May 30.....	(*)	2,371
Lake Wilson.....	Panama Railroad Steamship Line..	May 27.....	June 1.....	1,969	1,560
Evansville.....	United States Government.....	May 28.....	May 29.....	9	(*)
Heredia.....	United Fruit Company.....	May 28.....	May 28.....	(†)	‡
Turrialba.....	United Fruit Company.....	May 28.....	May 31.....	1,937	154
Ulysses.....	Panama Railroad Steamship Line..	May 28.....	June 1.....	13,213	(*)
Laura C. Hall.....	Anglo-American S. S. Agency.....	May 28.....	May 31.....	63‡	71
Limari.....	United Fruit Company.....	May 28.....	May 28.....	651	
Caribbean.....	Panama Railroad Commissary.....	May 29.....	June 1.....	400	4
Edw. Doheny, Jr.....	Anglo-American S. S. Agency.....	May 30.....	June 1.....	5,500	(*)
Manavi.....	Pacific Steam Navigation Co.....	May 30.....	June 1.....	861	
Advance.....	Panama Railroad Steamship Line..	May 31.....	June 1.....	1,801	
Metapan.....	United Fruit Company.....	June 1.....	June 1.....	1,370	
Haiti.....	Compagnie Gen. Transatlantique..	June 1.....	June 1.....	52	

*In ballast.

†No cargo discharged.

THE PANAMA CANAL RECORD



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Volume XII.

Balboa Heights, C. Z., June 11, 1919.

No. 43.

EXECUTIVE ORDER.

Amendment to the Civil Service Rules.

Civil Service Rule V is hereby amended by the addition to the following proviso to clause (b) of section 4:

Provided, that the Commission may, in its discretion, exempt from the physical requirements established for any position a disabled and honorably discharged soldier, sailor, or marine upon the certification of the Federal Board for Vocational Education that he has been specially trained for and has passed a practical test demonstrating his physical ability to perform the duties of the class of positions in which employment is sought.

As amended section 4 will read:

The Commission may refuse to examine an applicant or to certify an eligible for any of the following reasons: (a) Dismissal from the service for delinquency or misconduct within one year next preceding the date of his application; (b) physical or mental unfitness for the position for which he applies; Provided, that the Commission may, in its discretion, exempt from the physical requirements established for any position a disabled and honorably discharged soldier, sailor, or marine upon the certification of the Federal Board for Vocational Education that he has been specially trained for and has passed a practical test demonstrating his physical ability to perform the duties of the class of positions in which employment is sought; (c) criminal, infamous, dishonest, immoral, or notoriously disgraceful conduct; (d) intentionally making a false statement in any material fact, or practicing any deception or fraud in securing examination, registration, certification, or appointment; (e) refusal to furnish testimony as required by Rule XIV; (f) the habitual use of intoxicating beverages to excess. Any of the last five foregoing disqualifications shall also be good cause for removal from the service.

This amendment is recommended by the Civil Service Commission after consultation with officials of the Federal Board for Vocational Education and the United States Employees' Compensation Commission.

WOODROW WILSON

THE WHITE HOUSE,
16 April, 1919.

[No. 3074.]

Executive Order.

Section 1, Civil Service Rule IX, is amended to read as follows:

1. A person separated without delinquency or misconduct from a competitive position or from a position which he entered by transfer or promotion from a competitive position or to accept another appointment in the executive civil service may be reinstated subject to the following limitations:

(a) Unless otherwise provided hereinafter a person may be reinstated only to the department or independent government establishment from which separated and upon requisition made within one year from the date of his separation.

(b) A person who has served in the Civil War or the War with Spain and was honorably discharged or his widow or an army nurse of either war, separated heretofore from the competitive classified service, may be reinstated in the department or independent establishment from which separated without time limit. If hereafter separated, reinstatement may be made within five years from the date of separation.

(c) A soldier, sailor, marine, or army nurse of the War with Germany formerly in the competitive classified service may be reinstated in any part of the competitive classified service within five years from the date of honorable discharge from the military service if he has the required fitness to perform the duties of the position to which his reinstatement is sought.

(d) The widow of a veteran of the War with Germany formerly in the competitive classified service who was the wife of such veteran while he was in the

military service may be reinstated in any part of the competitive classified service within five years from the date of termination of her husband's military service by death or honorable discharge.

(c) No person in any of the foregoing groups may be reinstated to a position requiring an examination different from that required in the position from which he was separated without passing an appropriate examination.

Section 2 of Rule IX remains unchanged.

The Executive Order of July 18, 1918, providing for the reinstatement of government employees who left the classified civil service to enter the military or naval service during the War with Germany, and the Executive Order of February 7, 1919, amending section 1 of Civil Service Rule IX (erroneously referred to as Rule XI), are hereby revoked.

This Executive Order is recommended by the Civil Service Commission to harmonize and consolidate provisions relating to the reinstatement of veterans, their widows, and army nurses.

WOODROW WILSON

THE WHITE HOUSE,
16 April, 1919.

[No. 3075.]

Stability Tests and Loading Rules for Self-propelled Vessels of The Panama Canal.

To promote the safety of tugs, launches, etc., of The Panama Canal, in handling and loading, the Governor has issued the following circular requiring tests for stability and precautions in loading:

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., June 2, 1919.

To all concerned—The recommendations of the Board of Local Inspectors quoted below have my approval and are published for the information and guidance of all concerned:

"1. That inclining tests be conducted on all Panama Canal self-propelled floating craft.

"2. That no weights be shifted from the bottom of such craft to the deck (*i. e.*, that there shall be no radical shifting of weights such as might affect stability), without consulting the Local Board or the Mechanical Division.

"3. That all portholes be kept closed during coaling or at all times when the craft is subject to a heavy list."

The following correspondence is also published as of interest in this connection:

(a) Memorandum from Marine Superintendent to Superintendent Mechanical Division; dated May 7, 1919.

In connection with the recent report submitted by the Board of Local Inspectors to the Governor, the following recommendation appeared:

"1. That inclining tests be conducted on all Panama Canal self-propelled floating craft.

"2. That no weights be shifted from the bottom of such craft to the deck; *i. e.*, that no weights be shifted without consulting the Local Board or the Mechanical Division."

Your advice is requested as to the procedure considered most appropriate to place in effect the contents of the above-quoted recommendation; namely, the determination of the stability of all Panama Canal craft in normal condition and the determination from time to time of change introduced therein by shifting of weights.

(b) Memorandum from Marine Superintendent to Port Captains and Superintendent, Lighthouse Subdivision; dated May 7, 1919.

You will issue instructions at once and will take effective measures to see that such instructions are persistently enforced, to the end that when any tug or any other craft of light tonnage is taking coal, or engaged in any other operation that may tend to give her a substantial list at any time, that all ports or other openings through which, by any chance, water could enter in the course of such operation, be securely closed before the operation is commenced.

The masters of such craft will be impressed with their responsibility to assure themselves personally that the above-noted precaution is taken on all occasions. It appears to have been the practice in some cases to leave air ports, etc., open while coaling from the coaling plant, on the ground that previous coaling has been conducted in the same condition without accident. Such a procedure fails to take into consideration the

possibility of coal in the hopper getting temporarily out of control; of a misunderstanding of orders on the part of the operator of the loader, as well as of all other possibilities which, in the long run, will inevitably cause accident if proper precautions are not thoroughly understood and rigidly applied in every case.

In determining what openings should be closed, the principle should be applied that all openings should be closed which are so located that, with the list of the vessel, they can by any possible chance reach the water line before the vessel has arrived at the point where recovery is impossible whether the aperture in question is open or closed.

(c) Letter from Superintendent, Mechanical Division, to Marine Superintendent; dated May 12, 1919.

Referring to your letter of May 7, relative to the above subject, please be advised as follows:

In order to perform an inclining experiment on these boats it will be necessary first to determine the center of buoyancy, which in turn requires that the lines of the ship be known; dry-docking is, therefore, necessary where there are no records of the lines of the various craft in use. The only exceptions are supply boats No. 1 and No. 2, data for the lines of which are known.

It is recommended, therefore, that the inclining experiment be performed on such boats as are considered of sufficient importance to warrant same, preferably after an overhauling of the vessel during which it has been dry-docked and the whole put in proper repair.

With the completion of the experiment and filing of the data concerning same, it would be practical to determine at any time the limitations to any proposed changes in weights or their distribution aboard the craft, if such requests were referred to this office prior to making the change.

Where it is necessary to obtain the lines of the ships in dry dock, about two days' work will be involved in this connection for each vessel, after which there will remain about a week or 10 days' work in the drawing room in working up the various calculations to secure the results of the inclining experiment proper. This work will have to be handled in addition to other work, and will have to be spread over a considerable period of time if the experiment is to be performed on several vessels.

CHESTER HARDING, *Governor.*

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 7, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cacique	W. R. Grace & Co.	June 1	June 2	13	
Jamaica	Pacific Steam Navigation Co.	June 4	June 4	5	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 8, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....		June 2		1,727
Limari	United Fruit Company.....		June 2		827
Trivies	United Fruit Company.....	June 2	June 2	2	(*)
Manavi	Pacific Steam Navigation Co.....		June 3		536
Geo. W. Barnes.....	Anglo-American S. S. Agency.....	June 2	June 4	9,760	(†)
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	June 3		2,353	
Jamaica	Pacific Steam Navigation Co.....	June 4		710	
Metapan	United Fruit Company.....		June 4		451
Advance	Panama Railroad Steamship Line.....		June 5		31
Haiti	Compagnie Gen. Transatlantique.....		June 5		177
Zacapa	United Fruit Company.....	June 4	June 6	652	
Caribbean	Panama Railroad Commissary.....	June 5	June 8	400	9
Orotina	Panama Railroad Commissary.....	June 5		54	
Aysen	United Fruit Company.....	June 5		669	
Tallac	Anglo-American S. S. Agency.....	June 6	June 7	68	(*)
Bologna	Italian S. S. Line.....	June 6		367	
Urubamba	Peruvian Steamship Line.....	June 7		1,715	
Balboa	Terminal Shipping Agency.....		June 8		104
Parismina	United Fruit Company.....	June 8		583	
Cauca	Pacific Steam Navigation Co.....	June 8		1,045	

*No cargo laded.

†In ballast.

Notice to Mariners.—Port of Coronel, Chile.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., June 3, 1919.

CIRCULAR No. 643-58:

On May 14, 1919, the following notice was received from the American consul in charge at Valparaiso, Chile:

The press announces this morning the discovery of a hidden rock at the entrance of the port of Coronel, Chile, in front of the Maule River in the path of usual navigation. This rock was detected and reported by fishermen in that vicinity.

CHESTER HARDING, *Governor*.**Refunds of Tolls.**

Tolls were refunded May 31, 1919, by The Panama Canal for overcharges against ships passing through the Canal, as follows:

Name of ship.	Date of transit.	Original tolls charged.	Corrected charge.	Amount refunded.	Payment made to—
Colusa.....	April 30, 1915.....	\$5,080.00	\$4,648.75	\$431.25	W. R. Grace & Co.
Colusa.....	May 27, 1915.....	5,080.00	4,648.75	431.25	W. R. Grace & Co.
Colusa.....	September 16, 1915..	5,071.25	4,648.75	422.50	W. R. Grace & Co.
Totals.....		\$15,231.25	\$13,946.25	\$1,285.00	

Coal and Fuel Oil.

Statistics of the business at the Canal terminals in coal and fuel oil, Diesel oil, and gasoline, during the two preceding fiscal years and the current fiscal year to the 1st of May, are presented in the following tables:

COAL.**ATLANTIC TERMINAL.**

	Pocahontas and New River, run-of-mine.		Pocahontas and New River, Alabama and Oklahoma, 1917-18.
	1915-16.	1916-17.	
Quantity on hand, average per month.....	84,753 tons.....	110,750 tons.....	168,622 tons.
Storage capacity.....	80,000 tons.....	500,000 tons.....	500,000 tons.
Manner of delivery to ships.....	Brown hoist, De Mayo barges, and cars.	New coaling plant, De Mayo barges, and cars.	New coaling plant, De Mayo barges, and cars.
Quantity delivered per hour.....	50 to 100 tons per hour, per ship.	100 to 500 tons per hour, per ship.	100 to 500 tons per hour, per ship.
Plant consumption. (All activities in Canal Zone or sold to civilians on Isthmus).	136,243 tons.....	105,793 tons.....	67,147 tons.
Ship consumption (including that delivered to all vessels).	181,085 tons.....	368,261 tons.....	441,920 tons.
Sources of supply.....	Virginia and West Virginia fields.	Virginia and West Virginia fields.	Virginia and West Virginia fields, Alabama and Oklahoma.
Price (average).....	\$4.34 to \$6.00 per ton.	\$5.60 to \$8.00 per ton.	\$7.40 to \$11.00 per ton.

PACIFIC TERMINAL.

	Pocahontas and New River, run-of-mine.		
	1915-16.	1916-17.	1917-18.
Quantity on hand, average per month.....	500 tons.....	500 to 1,000 tons....	15,359 tons.
Storage capacity.....	500 tons.....	500 tons.....	250,000 tons.
Manner of delivery to ships.....	Crane barge and cars	Crane barge and cars	New coaling plant, crane barge.
Quantity delivered per hour.....	50 to 75 tons per hour, per ship.	50 to 75 tons per hour, per ship	100 to 500 tons per hour, per ship.
Plant consumption (all activities in Canal Zone or sold to civilians on Isthmus).	None.....	None.....	10,811 tons.
Ship consumption (including that delivered to all vessels)	126,391 tons.....	35,498 tons.....	46,896 tons.
Sources of supply.....	Virginia and West Virginia fields.	Virginia and West Virginia fields.	Virginia and West Virginia fields.
Price (average).....	\$7.50 per ton.....	\$7.60 to \$9 per ton.	\$9.00 to \$12.50 per ton.

FUEL OIL.*

	Atlantic terminal.			Pacific terminal.		
	1915-16.	1916-17.	1917-18.	1915-16.	1916-17.	1917-18.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Quantity kept on hand:						
Panama Canal.....	80,000	75,000	85,000	90,000	85,000	100,000
Huasteca Petroleum Company.....	12,000	30,000	45,000			
Texas Company.....	30,000	35,000	20,000			
Union Oil Company.....				60,000	65,000	55,000
West India Oil Company.....					40,000	45,000
Panama Agencies Company.....				20,000	15,000	
Storage capacity:						
Panama Canal.....	139,000	139,000	139,000	139,000	139,000	139,000
Huasteca Petroleum Company.....	110,000	110,000	110,000			
Texas Company.....	110,000	110,000	110,000			
Panama Canal Storage Corporation.....	110,000	110,000	110,000	110,000	110,000	110,000
Union Oil Company.....				105,000	105,000	105,000
West India Oil Company.....				65,000	65,000	65,000
Panama Agencies Company.....				25,000	25,000	25,000
Ship consumption (including that delivered to all vessels).....	62,000	76,000	119,000	323,000	753,000	607,000
Plant consumption (all activities in Canal Zone or sold to civilians on the Isthmus)....	80,000	67,000	79,000	517,000	483,000	321,000
Price, average (selling), per barrel.....	\$1.50	\$2.00	\$2.50	\$1.25	\$1.50	\$2.00

DIESEL ENGINE OIL.*

Quantity kept on hand:						
Panama Canal.....				25,000	25,000	5,000
Union Oil Company.....					15,000	30,000
West India Oil Company.....						15,000
Storage capacity:						
Panama Canal.....						5,000
Union Oil Company.....				35,000	35,000	35,000
West India Oil Company.....					20,000	20,000
Ship consumption (including that delivered to all vessels).....				33,330	70,165	50,000
Plant consumption (all activities in Canal Zone or sold to civilians on the Isthmus)....						200
Price, average (selling), per barrel.....				\$2.50	\$3.00	\$4.00

GASOLINE AND LUBRICATING OILS.*

ATLANTIC TERMINAL.

	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Quantity kept on hand:						
Gasoline.....	150,000	145,000	170,000	195,000	182,000	220,000
Lubricating oils.....	7,850	8,200	12,700	33,625	42,250	56,650

PACIFIC TERMINALS.

	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.
Prices, average (selling):						
Gasoline.....	\$0.17	\$0.26	\$0.31	\$0.17	\$0.26	\$0.31
Lubricating oils.....	.32	.36	.48	.32	.36	.48

* Manner of delivery to ships: Through 10-inch and 12-inch oil lines connecting tanks and Panama Canal plant manifold with oil docks at Atlantic and Pacific terminals. Quantity delivered per hour: 500 to 2,500 barrels, depending on gravity and viscosity of oil handled. Sources of supply: California, Mexico, and Texas.

* Manner of delivery to ships and quantity delivered per hour: Same as fuel oil. Source of supply: California.

* Lubricating oils include car oil, air compressor cylinder oil, gas engine oil, locomotive engine oil, stationary engine oil, marine engine oil, and valve oil. There is bulk gasoline storage at the Atlantic and Pacific terminals for 200,000 gallons at each point. Most of the gasoline is handled in drums; is issued to divisions of The Panama Canal and Army and Navy organizations on the Isthmus and all comes from the United States.

Partial Suspension of Train Service, Saturday, June 14.

In order to make light repairs to the pontoon bridge across the Canal at Paraiso, the Panama Railroad will suspend train operations on the Las Cascadas branch, for a few hours on Saturday, June 14. On that date train No. 35, due to leave Las Cascadas at 1.30 p. m., and train No. 36, due to leave Panama at 3.05 p. m. will be annulled. After the departure of train No. 34 from Panama at 12.15 p. m. Saturday, there will be no trains from Panama to Las Cascadas until 6.05 p. m. After the departure of train No. 33 from Las Cascadas at 10.35 a. m., there will be no trains from Las Cascadas to Panama until train No. 37, 4.50 p. m.

College Entrance Examinations.

College entrance examinations will be held in the office of the Superintendent of Schools, Administration Building, Balboa Heights, during the week beginning June 16 and ending June 21, 1919. These are the examinations prescribed by the College Entrance Examination Board for the leading colleges in the United States.

Revision of Telephone Directory.

The proof for a revised telephone directory to be issued as of July 1, 1919, will go to the printer June 25. All changes or corrections to the present directory are to be forwarded to the Supervisor of Telephones, Balboa Heights, not later than June 15.

On Avoiding Malarial Infection.

The Health Department authorizes the following:

Prevention of malaria has always been and still is the chief health problem of the Canal Zone. Only by unremitting care, watchfulness, and cooperation can the American tropics be made free from this disease that has caused more suffering and disability than any other known malady.

It has been proven that malaria is contracted solely from the bite of an infected mosquito of the anopheles variety, and nearly all our efforts are directed against the breeding of that dangerous insect in or near inhabited districts.

Outside the sanitated areas of the Canal Zone and Colon and Panama City there are many places where anopheles mosquitoes abound and where most of the native population are infected. Some of these places are easily reached by road, street car, or boat from the Canal Zone, and are frequently attractive places of resort for picnickers, golfers, bathers, or fishermen.

The Health Department investigates every case of malaria that is reported, and endeavors to determine the source of infection in each instance. Some of the recent cases admitted to the hospital for treatment for malaria gave the following histories:

Three were Boy Scouts who had gone down the Chagres River on a camping trip and were exposed to attack by mosquitoes at night. A policeman from Balboa had been fishing at Pearl Island and remained over night. Several ladies of Ancon had been out to the Sabanas and Bella Vista, remaining until late in the evening. An employee went on a hunting trip to Arraijan. Within a couple of weeks after their return all of these were diagnosed as having malaria. Several recent cases were contracted in automobile rides in the evening. These people in their turn infect the occasional anopheles that gain access to the sanitated areas, and as a result a few cases occur in young children and others who have not been out of the protected areas.

Fortunately the anopheles mosquito seldom or never bites in broad daylight—the dusk of early morning and late evening are its feeding times. By taking reasonable precautions one can visit a malaria-infected district with little danger, provided one does not remain there after sundown or is protected by screens or a mosquito bar from sunset to sunrise. The safest plan is to get back inside the sanitated area before the sun sets.

If compelled to remain over night in a mosquito-infected district without protection, or if one suspects that he has been bitten by malaria mosquitoes, it is best to report to the district physician for a course of prophylactic treatment immediately upon returning home. Parents should be especially careful not to permit their children to expose themselves to infection.

Always report to the district sanitary inspector any defective screening or the presence of mosquitoes in your quarters. A little thought and care on your part will go a long way toward keeping down the malaria rate in the Zone, or, what is probably of more importance to you, in keeping *your* family healthy.

Civil Service Examinations.

The United States Civil Service Commission has authorized the establishment of a supplemental register of persons who pass on the basis subjects in The Panama Canal clerk examination, but fail in all optional; but it is to be used only after regular register has been exhausted.

Correction in Report of Insurance Business in Canal Zone During Calendar Year 1918.

The Maryland Casualty Company, of Baltimore, Md., submitted under date of May 9, 1919, a corrected statement of the business done by it in the Canal Zone during 1918. It is necessary, therefore, to change the data in regard to the above-mentioned company, published in THE PANAMA CANAL RECORD of April 30, 1919, to read as follows:

<i>Maryland Casualty Company.</i>		
Accident.....	\$5,541 87	\$684.33
Health.....	295 36	55.71
Liability.....	666.65	10.50
Fidelity.....	347.99	
Surety.....	2,465 02	
Burglary and theft.....	232.80	
Total.....	\$9,549 69	\$750.54

RECAPITULATION. <i>Miscellaneous Companies</i>		
	Premiums received in 1918.	Losses paid in 1918.
Accident.....	\$12,197 85	\$7,378.77
Fidelity.....	755 77	
Health.....	910.58	413.56
Surety.....	3,845.83	176.97
Liability.....	655.65	10.50
Burglary and theft.....	232.80	
	\$18,519.48	\$7,979.80

Purchase of Photographs Made by Signal Corps.

Recent advices from Washington state that all requests to purchase photographs made by the Signal Corps, U. S. Army, American Expeditionary Forces, should be addressed to the Photographic Division, Office Chief Signal Officer, Washington, D. C.

The persons desiring to purchase copies of the pictures should give the serial number of the photographs desired, whenever practicable.

Change in Circular Governing Tenure of Quarters.

The draft of Canal circular No. 627-24, which was published in THE PANAMA CANAL RECORD of last week, has been amended by the addition of the following proviso to the first sentence of paragraph 19: "But not to exceed 120 days in any one continuous period." The sentence now reads:

"Family quarters may be held during the absence on leave of the employee to whom assigned, or his family, or both simultaneously for a total of 120 days each service year, but not to exceed 120 days in any one continuous period."

Smallpox Epidemic With No Deaths.

One hundred and seventy-four cases of smallpox were treated in the Canal hospital at Ancon during the 9 months from August, 1918, to April, 1919, inclusive. There were no deaths. Six of the cases originated in the Canal Zone, the others in Panama, most of them in connection with an epidemic which began in the city of Panama in August. The last of the epidemic patients were discharged in April. The two cases, originating apart from the epidemic, were admitted from Panama in May.

Price List of Oils, Greases, and Various Ships' Supplies.

The Supply Department has issued price bulletin No. 18, effective June 1, 1919, covering prices to individuals and companies on commodities, as follows:

Commodity.	Unit.	Price.
Brass, bar.....	Lb.	\$0.45
Brass, sheet.....	Lb.	.62
Bronze, Tobin.....	Lb.	.41
Cement, at Panama:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.1925
Credit for empty bags returned.....	Bag	.085
Individuals and companies, includes surcharge and bags.....	Bag	1.765
Credit for empty bags returned.....	Bag	.25
Cement, at Colon:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.0475
Credit for empty bags returned.....	Bag	.085
Individuals and companies, includes surcharge and bags.....	Bag	1.58
Credit for empty bags returned.....	Bag	.25
Charcoal.....	Cwt.	1.00
Copper, bar.....	Lb.	.41
Gasoline, in drum (motor grade).....	Gal.	.38
Gasoline, 62°, in case.....	Gal.	.46
Gasoline, 62°, in drum.....	Gal.	.43
Gasoline, 65°, in drum.....	(*)	
Lead, sheet.....	Lb.	.11
Lead, pig.....	Cwt.	11.84
Lead, white, dry.....	Lb.	.10
Lead, white, in oil.....	Lb.	.12
Lumber, yellow pine or fir.....	M ft. BM.	57.00
Metal, yellow.....	Lb.	.35
Nuts, iron, machine, hexagonal.....	Lb.	.20
Nuts, iron, machine, square.....	Lb.	.20
Nails, common wire.....	Lb.	.06
Nails, galvanized.....	Lb.	.08
Oakum, Navy, spun.....	Lb.	.17
Oakum, Navy, unspun.....	Lb.	.15
Fuel oil, at Balboa and Cristobal—in bulk:		
United States Army and Navy, and vessels operated by same.....	42-gal. bbl.	2.00
Commercial vessels and individuals and companies.....	42-gal. bbl.	2.00
Panama Gas Company and other individuals and companies from tank No. 62.....	42-gal. bbl.	2.04
Fuel oil, at Balboa and Cristobal—in drum or barrel:		
United States Army and Navy and vessels operated by same.....	42-gal. bbl.	2.25
Commercial vessels and individuals and companies.....	42-gal. bbl.	2.25
Oil, Diesel, at Balboa.....	Bbl.	4.00
Oil, Diesel, at Cristobal.....	Bbl.	4.50
Oils, greases, and lubricants:		
Oil, air compressor, cylinder.....	Gal.	.52
Oil, ammonia, cylinder.....	Gal.	.37
Oil, burning, "Colza".....	Gal.	1.08
Oil, cylinder, dark marine, "Texa".....	Gal.	.75
Oil, cylinder, ice machine steam garnett.....	Gal.	.70
Oil, engine, "Arotic".....	Gal.	.63
Oil, engine, "Cotus"—in tin.....	Gal.	.55
Oil, engine, "Cotus"—in barrel.....	Gal.	.475
Oil, gun.....	Pt.	.50
Oil, gas engine, "Texas," heavy—in drum.....	Gal.	.45
Oil, gas engine, lubricating—in drum.....	Gal.	.45
Oil, gas engine, "Monogram".....	Gal.	.59
Oil, gas engine, "Ursa"—in barrel.....	Gal.	.70
Oil, gas engine, "Ursa"—in case.....	Gal.	.84
Oil, kerosene—in drum.....	Gal.	.20
Oil, kerosene—in tin.....	Gal. P-76	.27
Oil, linseed, boiled.....	Gal.	1.44
Oil, linseed, raw.....	Gal.	1.80
Oil, locomotive, engine.....	Gal.	.26
Oil, lard.....	Gal.	1.61
Oil, marine engine, "Gargoyle".....	Gal.	.93
Oil, marine engine, "Atlas".....	Gal.	.50
Oil, marine cylinder, dark, vacuum, "West India".....	Gal.	.75
Oil, marine engine, "Dolphin".....	Gal.	.33
Oil, marine engine.....	Gal.	.55
Oil, "Mineral Seal".....	Gal.	.27
Oil, nonliquid.....	Lb.	.08
Oil, stationary engine.....	Gal.	.31
Oil, sperm.....	Gal.	2.42
Oil, signal.....	Gal.	1.10
Oil, valve.....	Gal.	.52
Oil, car.....	Gal.	.13
Vaseline.....	Lb.	.13
Wax, lamp.....	Lb.	.09
Grease, black, gear.....	Lb.	.05
Grease, yellow, cup, No. 3.....	Lb.	.10
Grease, yellow, cup, No. 5.....	Lb.	.12
Grease, rod, special.....	Lb.	.13
Grease, tunnel, bearing.....	Lb.	.13

Commodity.	Unit.	Price.
Tallow.....	Lb.	\$0.17
Turpentine.....	Gal.	1.05
Turpentine, sub.....	Gal.	.37
Vaseline.....	Lb.	.69
Rivets.....	Lb.	.08
Rope, Manila, 1" diameter.....	Cft.	.75
Rope, Manila, 1 1/2" diameter.....	Cft.	1.65
Rope, Manila, 1 1/2" diameter.....	Cft.	2.86
Rope, Manila, 1 1/2" diameter.....	Cft.	4.50
Rope, Manila, 1 1/2" diameter.....	Cft.	4.75
Rope, Manila, 1 1/2" diameter.....	Cft.	5.00
Rope, Manila, 1 1/2" diameter.....	Cft.	7.50
Rope, Manila, 1 1/2" diameter.....	Cft.	8.00
Rope, Manila, 1 1/2" diameter.....	Cft.	13.00
Rope, Manila, 1 1/2" diameter.....	Cft.	27.00
Rope, Manila, 2" diameter.....	Cft.	33.00
Rope, Manila, 2 1/2" diameter.....	Cft.	35.00
Rope, Manila, 3" diameter.....	Cft.	80.00
Rope, Manila, 3 1/2" diameter.....	Cft.	120.00
†Steel, bar.....	Lb.	.05
Steel, spring.....	Lb.	.10
Steel, cold rolled, rd.....	Lb.	.10
Steel, sheet.....	Lb.	.05
Steel, structural (angles, beams, etc.).....	Lb.	.05
Tin, block.....	Lb.	.78
Tin, banco, P. T.....	Lb.	.80
Tin, sheet.....	Lb.	.20
Washers, cut.....	Lb.	.10
Waste.....	Lb.	.17
Zinc, white, dry.....	Lb.	.18
Zinc, white, dry, in oil.....	Lb.	.19
Zinc, white leaded, 35 per cent in oil.....	Lb.	.16
Zinc, boiler plate, 1/2 by 6 by 12.....	Lb.	.16

* Not for sale. † Exception—Steel now on hand purchased at a cost over \$0.05 pound will be given the purchase price.

Week-end Dance at Aspinwall Hotel.

Dancing Saturday evening will be the feature of this week's week-end entertainment at the Aspinwall Hotel, on Taboga Island. The regular launch schedule will be in effect, with a launch leaving Balboa at 6 p. m.; and a return launch for the moonlit ride across the bay will start from Taboga after the dance. The Supply Department will arrange ample launch accommodations for patrons.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

- Associate enameled metal technologist (male); \$2,200 to \$2,700 a year; July 1, 1919; form 2118; No. 257; age, 25 years but not 45 years.*
- Catalytical chemist (male); \$3,000 to \$4,000 a year; form 1312; age, under 50 years.†
- Assistant catalytical chemist (male); \$2,000 to \$3,000 a year; form 1312; age, under 50 years.†
- Junior catalytical chemist (male); \$1,600 to \$2,000 a year; form 1312; age, under 50 years.†
- Educational assistant (female); \$1,800 to \$2,400 a year; July 8, 1919; form 2118; age, within reasonable age limits.*
- Master computer (male and female); \$1,800 to \$2,400 a year; form 1312; age, under 50 years.†
- Computer, grade 1 (male and female); \$1,400 to \$1,800 a year; form 1312; age, under 50 years.†
- Computer, grade 2 (male and female); \$900 to \$1,400 a year; form 1312; age, under 50 years.†
- Storekeeper (male); \$1,800 a year; July 9, 1919; form 1312; age, 18 years and over.
- Receiving clerk and assistant storekeeper (male); \$1,600 a year; July 9, 1919; form 1312; age, 18 years and over.
- Superintendent of heat treatment (male); \$5,000 a year; July 1, 1919; No. 262; form 1312; age, 25 years but not 50 years.*
- Patent investigator (male); \$1,200 to \$1,800 a year; No. 171—amended; June 24, 1919; form 1312; age as in previous announcement.*
- Expert patent investigator (male); \$1,800 to \$2,400 a year; No. 171—amended; June 24, 1919; form 1312; age as in previous announcement.*
- Patent specification writer and prosecutor (male); \$1,500 to \$2,400 a year; No. 171—amended; June 24, 1919; form 1312; age as in previous announcement.*
- Technical patent expert (male); \$2,400 to \$3,600 a year; No. 171—amended; June 24, 1919; form 1312; age as in previous announcement.*
- Patent draftsman (male); \$1,200 to \$1,800 a year; No. 171—amended; June 24, 1919; form 1312; age as in previous announcement.*
- Production engineer (male); \$9.28 a day; No. 264; July 1, 1919; form 1312; age, 23 years and over.*

Assistant in cotton testing (male); grade 1, \$1,800 to \$2,400 a year; No. 255; July 1, 1919; form 2118; age, under 45 years.*
 Assistant in cotton testing (male); grade 2, \$1,200 to \$1,800 a year; No. 255; July 1, 1919; form 2118; age, under 45 years.*
 Telegraph operator (male and female); \$900 to \$1,600 a year; No. 256; June 18, July 23, and August 20, 1919; form 304 and 1140; age, 18 years and over.
 Pattern maker (male); \$0.60 an hour; No. 263; July 1, 1919; form 1800; age, 20 years and over.*
 Assistant in charge of soil chemical investigations (male); \$3,500 a year; No. 266; July 1, 1919; form 1312; age, within reasonable age limits.*
 Clerk qualified as store room supervisor (male); \$1,200 a year, No. 267; July 9, 1919; form 304; age, 18 years and over.
 Coal yard foreman (male); \$1,200 a year; No. 268; July 9, 1919; form 304; age, under 45 years.
 Trained nurse (male and female); Panama Canal Service; No. 269; July 9, 1919; September 3, 1919; form 1312; \$95 a month with laundry of uniform for female, \$100 a month for male nurses.
 Electrical instrument maker (male); \$1,500 a year; No. 272; July 8, 1919; form 1312; age, 21 years and over.*
 Assistant designing engineer (male); \$9.20 a day; No. 275; July 8, 1919; form 1312; age, under 45 years.*
 Electrical assistant (male); \$1,500 to \$1,800 a year; July 23, 1919; form 1312; age, 20 years and over.
 Grazing assistant (male); June 25-26, 1919; form 1312; age, 20 years but not 40 years.
 Assistant inspector, Child Labor Tax Division (male and female); \$1,200 to \$1,600 a year; July 27, 1919; form 1312; age, within reasonable age limits.
 Specialist in milk utilization (female); \$1,200 to \$2,640 a year; July 15, 1919; form 2118.*
 Typewriter lister (female); \$900 to \$1,100 a year; July 27, 1919; form 304; age, 18 years and over.
 Inspector, Child Labor Tax Division (male and female); \$1,800 to \$2,400 a year; July 22, 1919; form 2118; age, within reasonable age limits.*
 Local and assistant inspector of boilers (male); No. 270; July 15 and 16, 1919; September 7 and 8, 1919; \$2,100 to \$2,500 a year; form 1087; age 25 years but not 55 years.
 Local and assistant inspector of hulls (male); No. 270; July 15 and 16, 1919; September 7 and 8, 1919; \$2,100 to \$2,500 a year; form 1087; age, 25 years but not 55 years.
 Master shipfitter (male); \$9.22 a day; No. 271; July 8, 1919; form 1312; age, 30 years and over.*
 Assistant lithographic pressman (male); \$1,200 a year; No. 286; July 8, 1919; form 1800; age, 18 years and over.*
 Scientific assistant in public health work (male and female); No. 205-Amendment; June 24, 1919; has been postponed from June 3, 1919; \$1,500 to \$3,000 a year, instead of \$2,500 a year as stated in the original announcement.*
 Traffic clerk (male); \$1,860 to \$2,400 a year; No. 282; July 15, 1919; form 1312; age, 18 years and over.*
 Sheep husbandman (male); \$2,500 a year; No. 280; July 8, 1919; form 2118; age, under 45 years.*

*Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

†Nonassembled. Applications will be received at any time until further notice.

Weather Conditions in May, 1919.

The rainfall for the Canal Zone for the month of May was comparatively light. Although showers were well distributed throughout the month, monthly totals averaged only about 60 per cent of normal. The greatest monthly amount was 13.86 inches at Porto Bello, and the greatest amount on any one day was 3.62 inches at Frijoles on the 21st.

The estimated average rainfall over Gatun Lake watershed was 8.08 inches, compared with a 9-year mean of 12.53 inches; and the average over the Chagres River basin above Alhajuela was 9.43 inches, compared with an 18-year mean of 12.86 inches.

The temperature and humidity were somewhat above the average. The degree of cloudiness was below normal on the Pacific side and considerably above on the Atlantic side. Evaporation over Gatun Lake was slightly above the average. The other weather elements were approximately normal.

Gatun Lake hydrology—Mean elevation of Gatun Lake, 85.10; maximum, 85.60 on the 21st; minimum, 84.78 on the 8th and 9th; evaporation from lake surface, 5.153 inches; rainfall on lake surface, 7.25 inches; total yield of Gatun Lake watershed, 4.43 inches on watershed; the total yield amounted to 55 per cent of the rainfall.

Weather records for the month are given in the following table:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Precipitation.				Wind.			
		Mean.	Maximum.	Date.	Minimum.	Date.	Mean relative humidity.	Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Date.
Balboa														
Heights	29.820	81.2	92	May 4	73	May 1	86.0	5.21	8.46	23	4,807	N.W.	36	S. May 15
Colon	29.822	82.0	92	May 18	75	May 23	85.6	6.95	12.60	18	5,908	S.E.	27	N.E. May 23
Gamboa	.....	81.4	93	May 14	72	May 1&22	.....	5.82	10.70	22	3,438	N.E.	20	N.E. May 4
Gatun	.....	82.3	92	May 18	75	May 26	.....	7.16	13.92	20	4,310	S.E.	21	S. May 18

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Charles Edwards.....	52745	Jamaica.....	Colon.....	Building Division....	May 25, 1919.
David Groves.....	174616	Jamaica.....	Colon.....	Supply Department..	May 23, 1919.
Manuel Salceda.....	155337	Colombia.....	Cristobal.....	Docks.....	May 17, 1919.
Solomon Santana.....	152497	Panama.....	Cristobal.....	Panama Railroad.....	May 18, 1919.
Rufus Lyne.....	141785	Panama.....	Panama.....	Municipal Division..	May 26, 1919.
Alfred Nelson.....	144940	Panama.....	Panama.....	Balboa Storehouse....	May 13, 1919.
George Dowell.....	161776	Jamaica.....	Panama.....	Municipal Division..	May 26, 1919.
Edmond Graham.....	119499	Jamaica.....	Colon.....	Commissary Division.	June 2, 1919.
Geo. Clark.....	174665	Jamaica.....	Panama.....	Health Department..	May 31, 1919.
Joseph Osborne.....	59389	Montserrat.....	Panama.....	Miraflores Locks.....	April 21, 1919.
James Duggins.....	74682	St. Thomas.....	Colon.....	Marine Division.....	May 24, 1919.
Nicholas Rohden.....	967	United States..	Balboa.....	Actg. Dept.....	May 31, 1919.

Official Circulars.**Acting Executive Secretary.—Acting Chief Clerk.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 31, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and during the absence of Mr. C. A. McIlvaine on leave, Mr. John H. Smith will be Acting Executive Secretary. Mr. Roger S. Erdman will be Acting Chief Clerk.

CHESTER HARDING,
Governor.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 27, 1919.

CIRCULAR No. 661-78:

Mr. Albert C. Hindman was appointed District Attorney of the Canal Zone by the President on April 1, 1919, and assumed the duties of that office by executing the oath of office on May 9, 1919.

CHESTER HARDING, Governor.

Acting Chief of Police and Fire Division.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 28, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective May 31, 1919, and during the absence on leave of Mr. Guy Johannes, Police Inspector Arthur W. Kennedy will act as Chief of the Police and Fire Division.

CHESTER HARDING, Governor.

No Lumber to Be Burned.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 3, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

For ready reference there is quoted below Chief Quartermaster's circular addressed to heads of departments and divisions under date of August 24, 1918, which circular bears my approval, in regard to scrap lumber:

"On account of a threatening shortage of scrap lumber for kindling requirements, it is requested that prompt notice be given to the General Storekeeper, Balboa, of all available quantities, who will give disposition for same.

"A price of \$2.50 per car, including cost of loading, is hereby established for all lumber delivered to district quartermasters.

"District quartermasters will arrange for recovery of less than carload lots."

I am advised by the Chief Quartermaster that some departments and divisions are continuing the old practice of burning scrap lumber regardless of the foregoing circular. It is directed that in future all scrap lumber be turned over to the district quartermaster in the district where accumulated, and that no lumber be burned under any circumstances.

CHESTER HARDING,
Governor.

Acting Surveying Officer.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., May 29, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and during the absence of Mr. Fred H. Stephens on leave, Mr. Richard G. Taylor will act as Surveying Officer.

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 28, 1919.

CIRCULAR No. 200:

Effective May 31, 1919, Mr. J. W. Hearn⁷ is designated an accountable official of The Panama Canal, relieving Mr. Alfred Bryan, and as such will account for the Supply Department storehouse stock at Balboa Heights storeroom.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 19, 1919.

CIRCULAR No. 198:

Effective May 9, 1919, Mr. H. L. Eden, Acting Captain of the Port, Cristobal, is designated an accountable official of The Panama Canal, vice Lieut. Commander John G. Fels, U. S. N. R. F., and as such will account for all nonexpended property in use by the Captain of the Port, Cristobal.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 7, 1919.

CIRCULAR No. 201:

Effective as of May 31, 1919, Mr. J. H. Smith is designated an accountable official of The Panama Canal and as such will account for all non-expendable property in use in the Executive Department, vice Mr. C. A. McIlvaine.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING, *Governor.*

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 24, 1919.

CIRCULAR No. 199:

Effective May 25, 1919, Mr. J. H. Humphrey is designated an accountable official of The Panama Canal, and as such will account for all non-expendable property in the Cattle Industry Division, Supply Department, vice Walter B. Brown.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:
CHESTER HARDING, *Governor.*

Reservations for Employees on United Fruit Company Vessels.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 4, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

1 In order to relieve the present congestion of passenger traffic via the Panama Railroad Steamship Line, arrangements have been made to secure a number of reservations on the United Fruit Company steamers to New York during the months of June and July, and later if necessary.

2 Employees and their immediate families who may be assigned to these steamers will be furnished passage at the \$30 rate and visiting relatives at the \$45 rate. Families having more than one child will not be assigned.

The next sailing via the United Fruit Company will be the steamer *Atenas* on or about June 8, and there will be a steamer approximately each week thereafter as long as the arrangement remains in force.

It will be necessary to divide the passengers between the Panama Railroad Company and the United Fruit Company boats, and, unless so stated on the application for transportation, it is requested that this office be notified promptly by telephone, Balboa 184, of any employee who has made application for a Panama Railroad boat who does not desire to be transferred to a United Fruit Company boat.

JOHN H. SMITH,
Acting Executive Secretary.

Keeping Doors of Box Cars Closed.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., May 27, 1919.

1 To all concerned—The Superintendent is in receipt of report from the chief property inspector to the effect that box cars are being allowed to stand around in yards and hauled in trains with side doors open.

Instructions have been issued from time to time that empty box car doors must be kept closed to prevent the rain from beating in on the floors, causing rapid deterioration of the floor and sills.

2 This matter will be watched closely in the future to see that these instructions are complied with.

W. J. BISSELL,
Acting Master of Transportation.

Capacity of Western Dump Cars.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., May 27, 1919.

Conductors, yardmasters, dispatchers—Hereafter, conductors will figure their large Western gravel dumps at 60 tons, and small Western dumps at 50 tons.

W. J. BISSELL,
Acting Master of Transportation.

Acting General Foreman, Wholesale Grocery.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., June 4, 1919.

MEMORANDUM No. 761-31:

To all concerned—During the absence on leave of Mr. W. F. Saunders, Mr. H. E. Atwood will be Acting General Foreman of the wholesale grocery section.

During the absence on leave of Mr. H. A. Miller, Mr. Otto F. Sonneman will act as foreman of the delivery section.

J. J. JACKSON,
General Manager, Commissary Division.

Acting Supervisor of Construction and Plantations, Cattle Industry.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., June 5, 1919.

To all concerned—Effective May 31 and during the absence of Mr. L. A. Byrnes on leave, Mr. J. T. Leavell will act as supervisor of construction and plantations and will perform any other duties which may be assigned him by the undersigned.

J. H. K. HUMPHREY,
Acting Superintendent, Cattle Industry Division.

Shipping Commissioner's Sale.

The Shipping Commissioner's room 305, Administration Building, Balboa Heights, C. Z., will accept bids up to noon, June 16, 1919, for the purchase of portions of the personal effects belonging to the estates of John Herring, C. R. McDonald, Patrick Mooney, and John G. Carlson, deceased American seamen. The property to be offered for sale consists of 3 suitcases, an assortment of wearing apparel, toilet articles, and miscellaneous personal effects, a complete list of which will be found at each clubhouse, each Zone post office, and at the offices of the Deputy Shipping Commissioners at Balboa and Cristobal. Bids may be made for the entire lot of the effects of each decedent, or be limited to individual articles. Prospective bidders, desiring to examine the effects, should apply to the Commissioner's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Shipping Commissioner, Balboa Heights, C. Z. The cover should also be marked "Bid on effects of (insert name of seaman), deceased." The Shipping Commissioner reserves the right to reject any or all bids.

Administrator's Sale.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept written bids up to 2 p. m., Monday, June 16, 1919, for the purchase of a stallion pony, together with a full set of riding equipment (saddle, blankets, etc.) belonging to the estate of Luke S. Nicholson, insane. The particulars of the animal are as follows: color, chestnut; age, 10 or 11 years; height, 12 hands; condition, excellent. The property may be seen on any working day at the Ancon corral.

Bids should be submitted in sealed envelopes, addressed to the Administrator of Estates, Balboa Heights, and the cover marked "Bid on property of Luke S. Nicholson, Insane." No advance deposits of money with bids are required, and the Administrator reserves the right to reject any or all bids.

Joint Commission.

Certificates of Disagreement.

*In the matter of the claim of M. Lindo, as attorney in fact for the Panama Freehold Estate Company, Limited, London, for property located in Ancon and known as "El Trapiche," certificate of disagreement, rule No. 416, docket No. 3258, May 28, 1919—*Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above-entitled matter, on the following, to wit: The question of value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 28th day of May, 1919.

FEDERICO BOYD, BURT NEW, R. J. ALFARO,
GEORGE A. CONNOLLY, Commissioners.

*In the matter of the claim of Alberto B. de Obarrio and heirs of Domingo Diaz for property located in the Balboa district and known as "Los Pocitos," certificate of disagreement, rule No. 411, docket No. 2717, April 29, 1919—*Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 29th day of April, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, Commissioners.

Shipping Commissioner's Sale.

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, will accept bids up to noon, June 23, 1919, for the purchase of a portion of the personal effects belonging to the estate of Tom Talbot, deceased American seaman, consisting of 1 straw basket suitcase, 1 blanket, 1 suit of clothing, 1 pair of shoes, 1 pair of pliers, and other personal articles.

Bids may be made for the entire lot of the effects to be sold, or limited to individual articles. Prospective bidders desiring to examine the effects should apply at the Commissioner's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Shipping Commissioner. The cover should also be marked "Bid on effects of Tom Talbot, deceased." The Shipping Commissioner reserves the right to reject any or all bids.

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons. Mexican fuel oil is \$2.00 per barrel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef fores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., June 2, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Requests may be made by telephone, calling No. 182, Balboa:

Allpass, T. F., Box 119	Hervey, Wm. E.
Anderson, E. D.	Holloway, Miss Edna
Ballejo, Carmen	*Johnson, R. F.
Barnes, Charles L.	Johnson, Thos. E.
Barrett, Thomas	Jordan, Frank
Benton, Mrs. H. L.	Kesor, Thomas A.
Berwanger, Michael,	Kruznar, Feodor
Box 28.	Larkin, Miss Anna
Boyce, Mrs. W. E.	Ligor, Kisib, Box 228
Brown, Tom	Marchosky, Leo
Creighton, Paul W.	Nowack, Frederick,
Crosby, Hiram B.	Box 156
Cunningham, John C.	Parke, F. R.
Curral, H. E.	Reid, William A.
Davis, Mrs. Charlott	Rickey, Frances W.
Delaney, Mrs. Loyd	Rickey, Mrs. C. W.
Donovan, St. Clair	Ricks, Melvin, Box 146
Eiche, Pvt. Joe	Rock, Ethelbert
Esleeck, Arthur	Rosado, Pedro
Erber, Arthur A., Box 6	Rousseau, Box 154
*Ferguson, Allen	Ruiz, Pablo
Finigan, Thomas, Box	Russell, F. J.
1374	Shilling, Wilber O.
†Fox, K. L., Box 189	Skiete, J. D., Box 614
Gillis, Carrius V.	Smith, Charles, Box 136
Greenald, Mrs. Alfred	Valley, Mrs. A.
†Grosch, Nicholas, Jr.	†Van Bergen, Gerald E.
Groves, Homer H.	Waikie, R.
Harvey, Miss I., Box	Williams, E. B.
924	Wishuetky, Lou

BALBOA HEIGHTS, C. Z., June 9, 1919.

Atkinson, William	Luders, Fred
Bernard, Obadiah	Mair, I. L., Box 762
Byrne, Louis T.	Morgan, Mrs. Francis,
Cole, F. E., Box 33	Box 837
Dunning, Mrs. N.	Pillsworth, R. G.
Duvezee Eva	Roodes, Mrs. C. Hayden
Ertion, Fred	Smith, C., Box 137
Espaner, Adolph	Stedman, G. W. R.
Evans, Arthur, Box 776	Suffrain, Henry
Hammerling, Fred	Tobias, Benjamin
Johnson, Henry	Williams, George S.
Jordan, W. J.	Wills, Raymond
Llady, William	Yearwood, Clarence

*Special delivery. †Printed matter.

Pure Bay Rum.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
COMMISSARY DIVISION,

CRISTOBAL, C. Z., May 20, 1919.

MEMORANDUM No. 743-125:

To commissary managers—Pure bay rum, purchased from Michelson Company in bulk and bottled by this division, is ready for shipment.

It will be carried under stock No. 15581 at 35 cents per bottle.

Please bring this to the notice of your trade and place order for your requirements.

J. J. JACKSON,
General Manager.

Additions to Commissary Stock.

Women's soap kid lace bals, State Street	\$7.55
last, military hel. pr.	.96
Basins, wash, aluminum, Wear Ever, ea.	.94
Brushes, deck, scrub, ea.	4.55
Cases, Thermos, pt., ea.	5.90
Cases, Thermos, qt., ea.	.75
Dishes, bakers, oval, Gaermscy, ea.	.06
Guards, trousers, pr.	3.55
Molds, waffle, aluminum, Wear Ever, ea.	

MOVEMENTS OF OCEAN VESSELS. Week ending at Midnight, June 7, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam		Salt draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour											Gross	Net
Maugani	31	11 08	1	6 07	1	13 36	1	14 15	British	Union S. S. Co. of New Zealand	430.0	55.5	24.4	4	Liverpool	Lytleton	None	2,400	7,986	5,540
Dancey	1	6 03	1	12 29	1	21 00	1	21 45	American	United States Shipping Board	297.0	46.0	24.6	6	Norfolk	Arica	Coal	2,656	2,656	1,778
Nanturo	24	18 10	1	12 57	1	20 45	2	11 25	Peruvian	Peruvian Steamship Line	360.0	46.0	21.6	6	Cristobal	Callao	General	4,639	2,761	7,611
Cassio	1	12 55	2	6 30	2	17 52	2	18 44	British	Anglo-Saxon Petroleum Co.	394.0	52.0	25.2	2	New Orleans	Shanghai	Kerosene	6,715	5,162	3,634
Invader (yacht)	2	3 05	2	9 37	2	19 53	2	23 02	American	Captain John Barrett	137.0	26.0	14.9	4	Galveston	San Francisco	Ballast	156	156	142
Imari	23	16 53	2	10 06	3	15 32	3	19 00	Chilean	South American S. S. Line	331.0	42.0	24.6	6	Cristobal	Valparaiso	General	2,145	3,660	2,421
Manavi	30	17 37	3	7 36	3	15 36	4	22 10	British	Pacific Steam Navigation Co.	216.0	33.0	22.0	6	Cristobal	Guayaquil	General	1,241	759	759
Princess	3	10 40	4	3 30	4	15 36	5	20 59	British	Shaw Savill and Albion Co.	425.8	50.4	22.0	6	London	Wellington	None	9,000	7,053	4,261
Baron Inchaque	5	8 00	5	8 45	5	17 00	6	16 30	British	H. Hogarth and Sons	400.0	56.2	25.6	3	New York	Hongkong	Case oil, benzine	3,300	6,551	4,202
Mexico	5	16 10	6	6 16	6	13 46	6	16 30	British	Pacific Steam Navigation Co.	385.0	51.0	23.3	3	New York	Valparaiso	General	4,912	5,930	4,440
War Pilot	6	11 35	6	12 01	6	19 50	6	20 45	British	Furness Withy and Company	450.0	58.0	30.4	4	New York	Melbourne	General, case oil	10,153	8,507	5,427
Nowshera	7	13 00	7	12 07	8	20 07	8	8 17	British	British India Steam Nav. Co.	450.0	58.0	30.4	4	New York	Melbourne	General, case oil	10,153	8,507	5,427

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam		Salt draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour											Gross	Net
Ingraham (des)	31	7 40	1	6 59	1	13 05	1	13 05	American	United States Navy	315.0	31.0	11.6	6	San Francisco	Newport, R. I.	None	5,000	7,981	5,597
Kitty (des)	31	10 55	1	7 00	1	13 07	1	13 25	American	United States Navy	319.0	31.0	11.6	6	San Francisco	Newport, R. I.	None	5,000	7,981	5,597
Alana	31	17 48	1	7 01	1	16 30	1	16 55	British	Australand S. S. Co.	454.0	56.2	22.0	6	Auckland	Liverpool	Meat, wool, etc.	3,500	4,161	3,133
Palm Branch	1	2 00	1	7 50	1	17 58	1	22 35	British	F. & W. R. Sutton	360.0	46.1	22.0	6	Punta Arenas	London	Oats, oil cake	2,202	3,084	1,926
Salmon	1	7 45	1	9 37	1	18 03	2	12 55	American	United States Shipping Board	272.8	46.1	21.0	6	Port Costa	Falmouth	Ballast	2,202	3,084	1,926
Cecque	2	8 10	2	9 36	2	14 20	2	14 23	American	W. R. Grace & Co.	394.2	52.3	15.0	6	Valparaiso	New York	Flour	8,588	7,486	3,733
Eldora	2	12 15	2	13 07	2	19 05	3	12 56	British	United States Shipping Board	409.6	54.2	25.6	6	Tacoma	Newport News	Flour	4,660	4,958	3,653
Tsurana Maru	2	13 00	2	14 33	2	20 52	3	12 25	Japanese	Nippon Yusen Kaishaiki Kaisha	445.0	58.0	24.0	6	Kobe	London	General	9,837	7,651	5,425
Elder Branch	2	19 30	3	6 41	3	15 05	3	15 05	British	Wm. Lyall & Co.	242.7	44.4	19.1	6	Eureka	New York	Lumber	1,300	1,463	1,150
Cap Vert (m.s.)	2	23 30	3	8 23	3	17 52	3	20 55	American	United States Shipping Board	410.6	54.0	26.0	6	Seattle	Newport News	Flour	9,540	7,448	5,732
Edenholm	2	5 50	3	8 30	3	18 45	4	2 20	American	United States Shipping Board	410.6	54.0	26.0	6	Portland	Newport News	Flour	7,100	6,589	4,784
West Nohomo	2	4 00	3	8 30	3	18 45	4	2 20	American	United States Shipping Board	272.9	49.1	24.6	6	Tacoma	Poughkeepsie	Lumber	1,400	3,062	1,851
Brookhaven	2	4 00	3	8 30	3	18 45	4	2 20	American	Lever Brothers	192.0	39.0	19.0	6	Balboa	Moule	General	1,200	1,200	1,200
Elizabeth Ruth	(*)	15 50	3	10 48	3	20 30	6	10 14	American	Grace S. S. Co.	360.0	51.6	21.6	6	Valparaiso	New York	Beans, nuts, etc.	1,825	5,694	3,975
Sancta Luisa	3	6 00	3	12 30	3	19 02	3	19 42	American	Grace S. S. Co.	360.0	51.6	21.6	6	Valparaiso	New York	Beans, nuts, etc.	1,825	5,694	3,975
City of New- castle	3	22 00	4	7 38	4	16 00	4	18 10	British	Hall Line	456.5	56.4	26.0	6	Melbourne	London	Wheat, wool	6,800	8,310	6,276
Bath	4	9 30	4	10 40	4	17 46	4	21 35	American	United States Shipping Board	344.0	46.0	19.0	6	Bremerton	Philadelphia	Boats, fruit, etc.	2,928	3,945	2,564
Jamaica	4	11 00	4	12 16	4	19 45	9	6 07	British	Pacific Steam Navigation Co.	290.0	34.0	11.0	6	Buenaventura	Cristobal	General	710	1,176	620
Aysen	5	2 00	5	8 35	5	15 42	9	12 15	Chilean	South American S. S. Line	379.6	44.3	20.0	6	Valparaiso	Cristobal	General	669	4,584	3,033
Brisk (m.s.)	5	11 50	6	6 47	6	16 00	8	18 55	American	Anglo-Norwegian Shipping Agency	257.2	48.7	24.5	6	Tacoma	Liverpool	Lumber, ties	1,500	2,170	1,746

† December 22, 1918.

Corinthic.....	6	5.50	6	8.15	6	16.54	6	22.40	British.....	White Star Line.....	500.3	63.3	23.6	Lyttleton.....	London.....	General.....	5,400	12,792	9,584
Alvarado.....	6	6.41	6	8.45	6	17.58	6	20.43	American.....	Pacific Transport Co.....	245.0	41.5	16.7	Hongkong.....	Genuegues.....	Rice.....	2,150	2,122	1,504
Andra.....	6	12.30	6	11.52	6	22.55	6	22.55	American.....	United States Shipping Board.....	267.3	46.0	21.6	Guayaquil.....	Hayre.....	Cocoa beans.....	1,950	2,645	1,674
Cokest.....	4	20.00	7	6.55	7	16.55	7	13.05	American.....	United States Shipping Board.....	401.0	53.2	26.0	Portland.....	Newport News.....	Flour.....	7,525	6,629	4,864
Urubamba.....	6	21.00	7	8.00	7	17.12	7	17.12	Peruvian.....	Peruvian S. S. Line.....	381.0	46.0	20.0	Callao.....	Cristal.....	General.....	1,715	5,018	3,215

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian

PORT OF CRISTOBAL.

*ARRIVALS

*DEPARTURES

Date	Vessels	Line	From	Date	Vessels	Line	For
June 1.....	Haiti.....	French Steamship Line.....	San Nazaire.....	June 1.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.....
June 1.....	Metapan.....	United Fruit Company.....	New Orleans.....	June 1.....	Lake Wilson.....	United States Shipping Board.....	New York.....
June 2.....	Twives.....	United Fruit Company.....	New York via Limon.....	June 1.....	Edward L. Doheny.....	Pan-American Petrol. Trans. Co.....	Tampico.....
June 2.....	Gen. O. H. Ernst.....	Pan-American Petrol. Trans. Co.....	Tampico.....	June 2.....	Ulysses.....	Panama Railroad Steamship Line.....	Norfolk.....
June 3.....	Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	New York and Haiti.....	June 2.....	Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....	New York.....
June 4.....	Zacapa.....	United Fruit Company.....	New Orleans and Kingston.....	June 2.....	Twives.....	United Fruit Company.....	New York.....
June 4.....	Columbia.....	United States Shipping Board.....	New Orleans and wayports.....	June 4.....	Geo. W. Barnes.....	Pan-American Petrol. Trans. Co.....	Tampico.....
June 5.....	Oark.....	United States Navy.....	Bluefields.....	June 4.....	Metapan.....	United Fruit Company.....	Puerto Mexico.....
June 5.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.....	June 4.....	Saint Louis.....	French Steamship Line.....	San Nazaire and wayports.....
June 5.....	Orotina.....	P. Wilson.....	Port Limon.....	June 5.....	Haiti.....	Panama Railroad Steamship Line.....	New York.....
June 6.....	Bologna.....	Alpha S. S. Corporation.....	Philadelphia.....	June 5.....	Advance.....	United Fruit Company.....	New York and wayports.....
June 6.....	La Veloe S. S. Line.....	Genoa and wayports.....	Have.....	June 6.....	Zacapa.....	United States Navy.....	Bluefields.....
June 6.....	Virginie.....	French Steamship Line.....	Have.....	June 6.....	Oark.....	Alpha S. S. Corporation.....	Trinidad.....
.....	.....	.....	.....	June 7.....	Tallie.....	United States Shipping Board.....	Manzanillo, Cuba.....
.....	.....	.....	.....	June 7.....	Columbia.....	.....	.....

PORT OF BALBOA.

*ARRIVALS

*DEPARTURES

Jan. 27.....	Circassian Prince.....	International Petroleum Co.....	Callao.....	June 5.....	Circassian Prince.....	International Petroleum Co.....	Talara.....
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•Other than ship passing through the Canal.

COMMISSARY NOTES.

Empire Commissary Discontinued.

Due to the recent changes in the strength of the army organizations at Culebra and Empire, it was deemed inadvisable to continue Empire commissary, consequently this store was discontinued at close of business May 31.

Culebra Commissary.

A new commissary was opened at Culebra Monday, June 2, the entire personnel of Empire commissary being transferred to the new store.

Cigars and Cigarettes.

Difficulties in obtaining cigars and cigarettes from Habana still continue. The strike in the tobacco factories has not yet been settled and the awards for brands in considerable demand among customers have not yet been filled.

Canned Pears.

The commissary purchasing agent shipped 200 cases of canned pears on the steamer *Advance*, but has advised that there are no more in the market at present and that it will be impossible to make further shipments until the arrival of the new pack some time in the autumn.

War Books.

The demand for war books having fallen off to a great extent except for a very few which still continue at the height of popularity, a number of such books carried in the commissaries have been reduced in price and many which formerly were favorites are now available at a very low cost.

"Everyman's Library."

Of special interest to these who are completing sets is the announcement that another supply of "Everyman's Library" is now to be had both in leather covers and in a cloth edition. The list of volumes includes standard books of fiction, poetry, history, science, travel, etc.

Aluminum Ware.

Manufacturers of the aluminum ware which has for several years been sold in the commissaries, have written that it is still impossible for them to give definite information relative to shipment of orders for the Canal Zone.

During the war their mills were entirely given over to the manufacture of products for the Government, and they have not yet returned to a normal basis.

Men's Dressing Gowns.

A shipment of men's dressing gowns has been received from one of the leading New York firms handling men's wear. The combinations of colors are blue and gold; black, red, and green; grayish green and red; red, green, and buff; brown, buff, and blue; while one model is a midnight blue ground, with creamy buff, red, and green figuring. Considering the quality of these gowns and the general make-up, the price of \$5 asked is low.

Official Pictures of the Panama Canal.

There was distributed to retail stores last week a large number of official pictures of the Panama Canal representing various phases of construction work during the earlier days and many interesting events connected with the opening of the Canal. At the price of 5 cents an opportunity is afforded commissary patrons to purchase reasonably pictures which have heretofore been obtainable only at 20 cents each.

A few of the most recent pictures, representing important events, will sell at 10 cents.

Cretonnes.

An entirely new line of cretonnes, ranging in price from 23 cents to \$1.05, is now on sale at the different commissaries. There are designs for every use and in a range of colors to suit each individual taste. One line at 65 cents is especially pretty, being a tapestry pattern in green, blue, and black. Another, suitable for nursery, or, perhaps, porch use, at 64 cents, is attractively designed with birds, butterflies, and flowers on a light ground. There is also a scrim in tapestry effect which is particularly pleasing.

Most of these cretonnes are 36 inches wide.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office
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Volume XII.

Balboa Heights, C. Z., June 18, 1919.

No. 44.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 15, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
				Tons.	Tons.
Balboa.....	Caribbean S. S. Co.....	June 8.....	June 8.....		10
Chile.....	Pacific Steam Navigation Co.....	June 10.....	June 11.....	17	
Laura C. Hall.....	Anglo-American S. S. Co.....	June 12.....		1	
Joan of Arc.....	Anglo-American S. S. Co.....	June 13.....		141	
San Joaquin.....	Union Oil Co.....	June 13.....		9,750	
Benjamin Brewster.....	West India Oil Co.....	June 14.....		7,305	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 15, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....		June 9.....		756
Aysen.....	United Fruit Company.....		June 9.....		2,264
Parismina.....	United Fruit Company.....		June 10.....		451
Achilles.....	Panama Railroad Steamship Line.....	June 9.....	June 13.....	12,113	(*)
Panama.....	Panama Railroad Steamship Line.....	June 9.....		3,430	
Santa Marta.....	United Fruit Company.....	June 11.....	June 12.....	829	250
Virginie.....	Compagnie Gen. Transatlantique.....		June 12.....		1,150
Heredia.....	United Fruit Company.....	June 11.....	June 13.....	440	42
Chile.....	Pacific Steam Navigation Co.....	June 11.....		1,736	
Cauca.....	Pacific Steam Navigation Co.....		June 13.....		1,380
Bologna.....	Italian Steamship Line.....		June 13.....		864
General O. H. Ernst.....	Panama Railroad Steamship Line.....		June 13.....		2,715
Caribbean.....	Panama Railroad Commissary.....	June 12.....	June 15.....	400	(*)
Allianca.....	Panama Railroad Steamship Line.....	June 12.....		2,016½	
Urubamba.....	Peruvian Steamship Line.....		June 15.....		2,939
Guatemala.....	Pacific Steam Navigation Co.....	June 15.....		920	
Cartago.....	United Fruit Company.....	June 15.....		337	

* In ballast.

High Record for Wind Velocity at Gatun.

Wind squalls accompanying heavy rainfall were general over the Isthmus during the night of June 16-17, 1919.

The maximum wind velocity recorded was 50 miles an hour from the south at Gatun, at 12.15 a. m., June 17. This is the highest wind velocity of record at the Gatun station.

Maximum wind velocities were recorded as follows at the various stations:

Station.	Miles.	Direction.	Time.
Cape Mala.....	33	Southwest.....	
Sosa Hill.....	40	South.....	11.30 p. m., 16th.
Balboa Heights.....	28	Southwest.....	11.18 p. m., 16th.
Gatun.....	50	South.....	12.15 a. m., 17th.
Colon.....	25	South.....	1.00 a. m., 17th.

The highest wind recorded on the Isthmus blew 59 miles an hour from the south at Ancon, on July 10, 1909.

Statement of Lumber Shipments from West Coast during Years 1917, 1918, and to June 1, 1919.

The following is a statement of lumber shipments through the Canal from the west coast of North America during the years 1917 and 1918, and during 1919 to June 1. This includes the period during which publication of such data was suspended on account of the war. Where the cargo was mixed, containing other items than lumber, the fact is indicated under "Remarks."

Year.	Month.	Vessel.	Operator.	Cargo.		From—	To—	Remarks.
				Deck.	Hold.			
1917	January	Kelomoor	Moore Line		Tons.	Vancouver	Europe	Lumber.
1917	April	Twickenham	British S. S. Co.	571	5,550	Vancouver	Queensdown	Lumber.
1917	June	Santino	Gaston, Williams & Wigmore	430	3,242	San Francisco	Boston	Lumber.
1917	August	Vulcan	United States Collier		1,523	San Francisco	Norfolk	Lumber.
1917	August	War Monarch	Cunard Line		8,230	San Francisco	United Kingdom	Grain and lumber.
1917	September	Waimatino	Union S. S. Co. of N. Z.	375	6,000	San Francisco	England	Flour and lumber.
1917	September	Wardog	Jas. Chambers & Co.	586	4,556	Victoria	Newport News	General and lumber.
1917	September	War Sword	Cunard Line		9,907	San Francisco	Colon	Oil, flour, wheat, and lumber.
1917	October	Twickenham	Watts, Watts & Co.	860	5,800	Vancouver	Newport News	Lumber.
Total, 1917					2,822			
1918	February	Claremont	Hardwood Lumber Co.		48,603	San Francisco	Porto Rico	Rice and lumber.
1918	February	Seattle	United States Shipping Board	235	1,800	Seattle	Norfolk	Flour, wool, and lumber.
1918	February	Yuma	United States Shipping Board		6,950	Cavite	United States ports	Lumber.
1918	March	Idaho	United States Shipping Board	500	1,013	Mare Island	Norfolk	Lumber.
1918	March	West Wind	United States Shipping Board		1,577	Portland	Norfolk	Flour and lumber.
1918	March	Westerner	United States Shipping Board	250	12,056	Seattle	Norfolk	Flour and lumber.
1918	March	West Point	United States Shipping Board	667	3,714	Vancouver	Norfolk	Lumber.
1918	March	Westfield	United States Shipping Board	405	6,000	Seattle	Colon	Flour and lumber.
1918	March	Clara A. Donnell	Gaston, Williams & Wigmore		1,360	La Union	New York	Dye-wood.
1918	March	Abasarka	United States Shipping Board	364	7,000	Puget Sound	Norfolk	Flour and piling.
1918	April	City of Portland	Clas. McCormick	866	2,680	San Francisco	Portland	Lumber.
1918	April	F. A. Kilbourn	Mexican Fruit S. S. Co.		2,424	Seattle	New Orleans	Lumber and general.
1918	April	S. I. Allard	Allard Steamship Co.	791	1,578	Seattle	Philadelphia	Lumber.
1918	April	Westbrook	United States Shipping Board	140	7,080	Portland	Norfolk	Flour and piles.
1918	April	Westwood	United States Shipping Board	89	7,500	Seattle	Cristobal	Flour and piles.
1918	April	Westchester	United States Shipping Board	208	6,493	Portland	Norfolk	Flour and piles.
1918	May	Drita	Delta Ship Corporation		2,335	Portland	Baltimore	Flour and piles.
1918	May	Western King	United States Shipping Board	310	6,611	Seattle	Cristobal	Manganese ore and lumber.
1918	May	Westshore	United States Shipping Board	228	7,211	Portland	Hampton Roads	Flour and piling.
1918	May	Ossineke	United States Shipping Board	78	6,710	Seattle	Norfolk	Flour, piles, and lumber.
1918	May	Westgate	United States Shipping Board	232	7,123	Portland	Hampton Roads	Flour and lumber.
1918	June	Westgrove	United States Shipping Board	530	7,154	Portland	Newport News	Flour and piling.
1918	June	Westhampton	United States Shipping Board	457	7,235	Portland	Cristobal	Flour and piling.
1918	July	Alliance	Gulf Mail S. S. Co.		458	San Francisco	Cristobal	Lumber and dynamite.
1918	July	General Pershing	A. O. Anderson Co.	482	4,000	San Francisco	Cristobal	Lumber.
1918	July	Peronne	French Navy		1,740	Seattle	Savannah	Flour and piling.
1918	July	War Power	British Government	17	4,463	Vancouver	Newport News	Flour, wheat, and lumber.

1918	August	War Yukon...	British Ministry of Shipping...	122	2,255	Victoria	Norfolk	Lumber.
1918	August	Captaine Remy	French Government	167	1,000	Willara	Habana	Lumber.
1918	September	War Nootka	Henry Fernie & Sons	141	1,000	Victoria	Cristobal	Lumber.
1918	September	War Songlic	British Government	168	1,377	Vancouver	Newport News	Lumber.
1918	September	Hjeltenes	A. O. Anderson	429	1,776	Seattle	Norfolk	Lumber.
1918	October	Boulton	United States Shipping Board	119	1,800	Seattle	Norfolk	Lumber, milk, and burlap.
1918	October	War Selkirk	British Government	72	1,240	Victoria	Newport News	Lumber.
1918	October	War Puget	British Ship Controller	101	2,027	Vancouver	England	Lumber and spelter,
1918	December	War Skenna	British Government	55	913	Victoria	United Kingdom	Lumber and spelter,
1918	December	War Haida	British Government	74	941	Victoria	United Kingdom	Lumber and spelter,
1918	December	War Tyee	British Government	135	4,096	Vancouver	United Kingdom	Lumber and spelter.
1918	December	War Cayuse	British Government	216	1,695	Vancouver	United Kingdom	Lumber and spelter.
1918	December	War Camchin	British Government	32	1,922	Vancouver	United Kingdom	Lumber and spelter.
1919	January	War Maset	British Government	135	1,808	Vancouver	United Kingdom	Lumber and spelter.
1919	January	Louise Bryn	Pacific Motorship Corp	268	*732,632	Portland	Buenos Aires	Lumber.
1919	January	Cruso	United States Shipping Board	45	2,160	Seattle	Norfolk	Lumber.
1919	January	War Casco	British Government	125	1,489	Vancouver	United Kingdom	Lumber, fish, and spelter.
1919	January	War Sumas	British Government	56	1,070	Vancouver	United Kingdom	Lumber and spelter.
1919	January	War Nanosoo	British Government	60	1,671	Victoria	United Kingdom	Lumber and spelter.
1919	February	War Altn	British Government	123	3,771	Vancouver	United Kingdom	Lumber and spelter.
1919	February	War Sklme	British Government	135	4,096	Seattle	Philadelphia	Lumber.
1919	February	Bobring	United States Shipping Board	30	1,562	San Francisco	Hampton Roads	Lumber.
1919	February	Mars (collier)	United States Navy	83	2,200	Victoria	Norfolk	Spelter and lumber.
1919	March	War Klimat	British Government	216	1,695	Puget Sound	Norfolk	Lumber and machinery.
1919	March	Houston	United States Navy	40	1,700	Vancouver	United Kingdom	Lumber and spelter.
1919	March	War Chileat	British Ministry of Shipping	80	1,899	Victoria	United Kingdom	Lumber and spelter.
1919	March	War Ewen	British Government	30	1,562	Tacoma	Nipe	Lumber.
1919	April	Oetorara	United States Shipping Board	83	2,200	Seattle	Nevittas	Lumber and spelter.
1919	April	Daca	United States Shipping Board	188	2,200	Seattle	Nipe	Lumber.
1919	April	Nashotah	United States Shipping Board	192	1,930	Vancouver	United Kingdom	Lumber and spelter.
1919	April	War Tanoo	J. Hardy & Co	38	4,153	Champerico	Gothenberg	Lumber and logs.
1919	April	War Suquash	British Government	197	1,000	Tacoma	New York	Lumber.
1919	May	Rockonoff	United States Shipping Board	238	1,075	Honolulu	Philadelphia	Lumber.
1919	May	Wanzu	United States Shipping Co.	404	1,200	Genoa Bay	Buenos Aires	Lumber.
1919	May	Cap Nord	William Lyle Shipping Co.	271	2,276	Port Angeles	Nevittas	Lumber.
1919	May	Bromela	United States Shipping Board	425	5,400	Vancouver	England	Lumber.
1919	May	Zamora	Turner & Rightman	179	1,200	Honolulu	Philadelphia	Lumber.
1919	May	Klamath	United States Shipping Board	3,699	†48,930			
Total, 1918, 1919, to June 1...				14,818	†244,261			
Grand total for period...								

† Plus 732,632 feet.

*Feet.

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight, June 14, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Sylvan Arrow	7	17 08	8	6 15	8	15 41	8	14 40	American	Standard Transportation Co.	467	7	27	Sabine	San Francisco	Petroleum	11,000	9,647	6,823
Balboa	26	21 29	8	6 55	8	16 33	9	14 27	American	Colombian Maritime Co.	190	0	11	Cristobal	Tunaro	General	129	728	346
Port Saunders	6	6 55	8	7 00	8	15 41	9	17 29	British	California Sea Products Co.	104	0	9	Norfolk	San Francisco	Ballast	606	102	37
Guanaeste	8	5 07	8	9 05	8	17 55	8	18 53	American	Minor C. Keith	185	5	13	Baltimore	Punta Arenas	Gas, coal	664	644	453
Keitoku Maru	8	7 40	8	11 43	8	19 23	9	7 25	Japanese	Kawasaki Dockyard Company	385	0	26	New York	San Francisco	General steel	7,200	5,919	4,400
Elmaka	4	22 45	9	6 07	9	16 35	9	17 47	British	Pacific Steam Navigation Co.	220	0	14	Cristobal	Buenaventura	General	652	1,170	620
El Kantara	7	19 55	9	6 12	9	16 15	9	16 20	French	Messageries Maritimes	447	0	22	Marseilles	Tahiti	General	1,200	7,851	4,895
Hawk	6	6 55	9	9 05	9	16 21	11	7 29	British	California Sea Products Co.	104	0	9	Norfolk	San Francisco	Ballast	2,215	112	34
Aysen	5	15 42	9	12 15	9	19 12	9	20 00	Chilean	South American S. S. Line	379	0	24	Cristobal	Valparaiso	General	2,215	4,584	3,033
Subhaser 282	9	7 32	10	7 10	10	15 15	10	16 23	British	United States Navy	412	0	25	Cristobal	Balboa	Kerosene	7,635	6,019	4,359
Oliva	8	12 44	10	6 30	11	10 19	10	14 37	American	Anglo-Saxon Petroleum Co.	165	6	15	Bermuda	Valparaiso	Ballast	.....	962	375
Independence	9	19 45	11	10 07	11	17 50	15	12 20	American	Andrew and Gibson Company	210	0	14	Bluefields	San Diego	.....	.....	.....	.....
Annapolis	10	19 21	11	10 27	11	19 15	11	21 37	British	United States Navy	480	0	26	London	Auckland	.....	.....	.....	.....
Tahiti	12	21 10	13	6 07	13	14 45	13	15 58	Norwegian	W. Withelsen	425	0	27	Tampico	Balboa	Crude oil	9,750	7,020	5,042
San Joaquin	12	21 10	13	7 10	13	15 58	13	18 05	British	New Zealand Shipping Co.	480	0	27	Newport News	Wellington	General	1,726	1,197	8,322
Ruabine	13	12 22	13	11 21	13	18 55	14	11 16	British	Pacific Steam Navigation Co.	246	0	18	Cristobal	Guayaquil	General	6,887	1,582	1,023
Caoca	13	15 17	13	11 30	13	18 50	14	20 39	American	United States Shipping Board	261	0	43	Baltimore	Callao	Coal and cork	.....	2,556	1,727
Goodspeed	13	15 37	14	6 05	14	19 30	15	7 52	Spanish	Cia. General de Navegacion	370	0	16	Bilbao	Mejillones	Ballast	.....	3,687	2,565
Ariles	13	23 54	14	6 50	14	20 40	15	7 52	Japanese	Ogata Slosen Kaisha	410	0	25	New Orleans	Kobe	Cotton and steel	7,000	6,146	4,201
Tacoma Maru	13	23 54	14	7 50	14	22 30	14	23 30	British	C. T. Bowring and Co., Ltd.	435	0	26	Tampico	San Francisco	Crude oil	10,000	7,488	5,342
Lompoc	14	7 26	14	7 50	14	22 30	14	23 30	British	C. T. Bowring and Co., Ltd.	435	0	26	Tampico	San Francisco	Crude oil	10,000	7,488	5,342

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Grigor (m. s.)	6	14 10	8	7 20	8	17 10	11	14 47	Danish	Wonsild & Co.	135	0	11	Valparaiso	New York	General	500	392	288
Cauca	7	19 00	8	7 22	8	15 17	13	11 21	British	Pacific Steam Navigation Co.	246	0	16	Guayaquil	Cristobal	General	1,045	1,582	1,023
Corcovado	8	01	8	8 03	8	16 44	8	18 45	British	Pacific Steam Navigation Co.	390	0	22	Tachuanano	London	General	4,955	4,797	3,273
Edgemoor	8	1 50	8	9 18	8	20 10	8	23 55	American	United States Shipping Board	409	6	26	Tucoma	Newport News	Flour	89,517	4,786	5,716
Janeau	8	13 50	8	9 45	9	14 18	9	17 14	American	Alaska S. S. Co.	244	0	15	Caldera	New York	Copper, wool, etc	2,219	2,544	1,927
Taipei	8	20 30	9	8 17	9	15 51	9	22 30	British	Shaw, Saville, & Albion Co.	477	8	21	Wellington	London	Cold storage, gen.	5,000	10,631	7,608
Edipae	8	17 57	9	8 45	9	20 05	9	23 25	American	United States Shipping Board	440	0	28	Hongkong	New York	Rice and sugar	12,398	8,293	6,660
Cedar Branch	9	10 40	9	12 00	9	20 39	10	12 20	British	F. & W. Watson	390	5	22	Punta Arenas	Liverpool	General	4,553	4,912	3,660
Poplar Branch	10	1 00	10	7 30	10	15 48	10	17 50	British	F. & W. Watson	390	2	23	Valparaiso	Dover	General	6,180	4,912	3,660
A. D. Bordes	9	17 00	10	8 30	12	1 10	12	18 40	French	A. D. Bordes	234	4	21	Tucupilla	Dover	Nitrate	3,580	2,379	1,172
Steadfast	10	9 15	10	10 45	10	19 30	10	22 40	American	United States Shipping Board	440	0	26	Presford	Newport News	Wheat	9,400	8,293	6,078

*Short tons.

Chile.....	10	4	00	11	6	34	11	14	58	16	12	32	British.....	Pacific Steam Navigation Co.....	350	3	43	1	20	2	Valparaiso.....	Cristobal.....	Cocon, wool, etc	1,736	4	040	2,626
Cortical.....	4	23	20	11	7	22	11	15	26	11	17	05	American.....	United States Shipping Board.....	272	8	46	1	20	0	Linnton, Oreg.....	Philadelphia.....	Lumber.....	1,100	3	084	1,926
Brecheaf.....	11	01	11	8	36	11	17	16	12	2	25	British.....	American.....	United States Shipping Board.....	294	7	44	8	20	0	New York.....	New York.....	Railroad ties.....	1,200	2	882	1,892
Cap Horn.....	10	13	30	11	11	05	11	21	25	.....	.....	.....	British.....	Wm. Lyall Shipping Co.....	242	7	44	4	20	1	St. Helens, Oreg.....	London.....	Lumber.....	1,100	1	471	1,921
Holbrook.....	11	20	21	12	7	50	12	15	20	13	6	19	American.....	United States Shipping Board.....	272	9	46	1	20	4	San Francisco.....	Newport News.....	Barley.....	2,317	3	093	1,961
Maratanza.....	12	6	45	12	8	13	12	17	39	14	19	05	American.....	United States Shipping Board.....	274	0	46	0	20	6	Portland.....	Poughkeepsie.....	Lumber.....	2,317	3	093	1,961
West Arvada.....	13	2	30	13	7	47	13	15	28	15	16	55	American.....	United States Shipping Board.....	410	0	53	4	23	0	Honolulu.....	New York.....	Sugar.....	8,080	3	114	1,921
Jacona.....	12	3	00	13	8	28	13	17	55	14	20	30	American.....	United States Shipping Board.....	379	8	53	1	22	0	Newport News.....	Newport News.....	Flour.....	6,422	.....	.....	.....
Redlands.....	12	22	10	13	8	28	13	17	55	14	20	30	American.....	United States Shipping Board.....	266	4	46	2	24	0	Eureka.....	Grimsby, Eng.....	Railroad ties.....	3,000	.....	.....	.....
Broncho.....	12	14	30	14	7	33	14	19	05	15	6	42	American.....	United States Shipping Board.....	274	1	49	1	24	0	Isaque.....	Balboa, F. O.....	Nitrate of soda.....	3,800	3	075	1,892
Coloma.....	14	7	00	14	9	35	14	15	23	.....	.....	.....	American.....	United States Shipping Board.....	274	2	46	2	21	6	San Francisco.....	Newport News.....	Barley.....	2,250	.....	.....	.....
Gaby (m. s.).....	14	6	00	14	9	50	14	15	23	.....	.....	.....	Belgian.....	Belgium Transport Co.....	132	0	31	0	12	5	Palmouth.....	Palmouth.....	Lumber.....	920	.....	.....	.....
Guatemala.....	12	5	50	14	11	00	14	15	23	.....	.....	.....	British.....	Pacific Steam Navigation Co.....	339	3	43	3	17	0	Aberdeen.....	Cristobal.....	General.....	920	4	249	2,772

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
June 8.....	Parismina.....	United Fruit Company.....	New Orleans.	June 8.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.
June 9.....	Achilles.....	Panama Railroad Steamship Line.....	Norfolk.	June 9.....	Atenas.....	United Fruit Company.....	New York.
June 9.....	Atenas.....	United Fruit Company.....	New York and Port Limon.	June 10.....	Parismina.....	United Fruit Company.....	New Orleans and way ports.
June 9.....	Panama.....	Panama Railroad Steamship Line.....	New York and Haiti.	June 10.....	Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	New York.
June 11.....	Santa Marta.....	United Fruit Company.....	New York and Kingston.	June 12.....	Virginie.....	French Steamship Line.....	Havre.
June 11.....	Heredia.....	United Fruit Company.....	New Orleans.	June 13.....	Santa Marta.....	United Fruit Company.....	New York and way ports.
June 12.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.	June 13.....	Bologna.....	La Velez S. S. Line.....	Cartagena.
June 12.....	Allianca.....	Panama Railroad Steamship Line.....	New York.	June 13.....	Heredia.....	United Fruit Company.....	New Orleans, via Bocas.
				June 13.....	Achilles.....	Panama Railroad Steamship Line.....	Norfolk.

*Other than ships passing through the Canal.

Comparative Wind Records—May, 1919.

The wind movement for the month of May, 1919, was 49 per cent greater on Sosa Hill, and 61 per cent greater at Cape Mala, than at Balboa Heights. The average hourly velocities are as follows: Balboa Heights, 6.5 miles; Sosa Hill, 9.6 miles; Cape Mala, 10.4 miles.

The prevailing direction was northwest at both Balboa Heights and Sosa Hill. At Balboa Heights, in addition to northwest winds a large percentage of north and south winds were recorded, while at Sosa Hill the wind blew either from the northwest or southeast 75 per cent of the time. At Cape Mala southwest winds predominated.

Maximum velocities recorded during the month were 30 miles from the southeast on the 15th at Balboa Heights, 36 miles from the southeast on the 15th on Sosa Hill and 42 miles from the southwest on the 26th at Cape Mala.

NOTE—Balboa Heights anemometer is 97 feet above ground and 231 feet above sea level; Sosa Hill anemometer is 35 feet above ground and 405 feet above sea level. Cape Mala anemometer is 110 feet above ground and 150 feet above sea level.

Resolution by Wellington City Council, Relative to Treatment of New Zealand Troops at the Canal.

The following resolution, passed by the Wellington City Council, has been transmitted to the authorities in the Canal Zone through official channels:

"That this Council place on record on behalf of the citizens of Wellington their sincerest thanks to the citizens of the United States for their generous hospitality tendered to the New Zealand troops during their stay at and passage through the Panama Canal. The cordial expression of welcome that our kith and kin have received has made a profound impression on the people of New Zealand and has tended to strengthen that bond of comradeship which was first established in France in the common cause of humanity and world advancement."

July Weather Probabilities.

The following weather conditions may be expected in the Canal Zone during the month of July, 1919. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 12 and 14 years, respectively:

Wind—A continuation of the rainy season conditions of June may be expected. Light variable winds will be general over the Isthmus, averaging about 9 miles an hour on the Atlantic Coast and about 7 miles an hour on the Pacific Coast. On the Atlantic side north winds slightly exceed those from any other direction, while northwest winds predominate on the Pacific side. Maximum velocities in excess of 30 to 35 miles an hour need not be expected.

Rain—Heavy showers may be expected over the Isthmus during July. The July average for 48 years in Colon is 16.02 inches.

The 21-year average for July in Balboa Heights is 7.82 inches. The average number of days with 0.01 inch of rain or more is 21 on the Pacific side and 25 on the Atlantic. The average number of days on which the rainfall equals or exceeds 1 inch is 2 on the Pacific Coast and 5 on the Atlantic Coast.

Fogs—No fogs are likely to occur at either Canal entrance, but night and early morning fogs may be expected quite frequently over the interior. Most of these will be light, however, and will be dissipated by 8.30 a. m.

Temperature—The average air temperature will be about 80 degrees Fahrenheit on both coasts. The mean daily range of temperature will be about 15 degrees on the Pacific side and about 8 degrees on the Atlantic side. The extremes of record on the Atlantic side are 89 and 70 degrees, respectively, and on the Pacific side 95 and 67 degrees.

Relative humidity—The relative humidity will average about 85 per cent on both coasts; the daily range, however, will be considerably greater on the Pacific side.

Storms—Local rain and thunder squalls may be expected frequently during the month. During these storms comparatively high wind velocities occur, but they are of too short duration to cause a rough sea. The West Indies hurricane season extends from June to November. The path of these storms lies too far to the north, however, to affect weather conditions on the Isthmus materially.

Tides—The tidal fluctuations on the Atlantic side are too small to affect navigation. Balboa tide predictions for July are given below. These are taken from "Tide-Tables for 1919," published by the Department of Commerce, Washington, D. C.:

Day of-		Time and Height of High and Low Water.				Day of-		Time and Height of High and Low Water.				Day of-		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
Tu	1	6:12 16.4	12:18 0.5	6:25 15.9	.....	S	12	3:06 13.6	9:25 2.9	3:14 14.3	9:49 1.4	W	23	5:45 3.3	11:49 14.3	6:30 2.4	.....
W	2	0:37 0.0	6:57 15.9	1:04 1.3	7:11 15.1	S	13	3:46 14.2	10:04 2.2	3:53 14.7	10:26 0.8	Th	24	0:32 13.5	6:56 3.0	12:58 14.7	7:36 1.7
Th	3	1:23 1.0	7:41 15.2	1:53 2.1	7:56 14.1	M	14	4:25 14.8	10:41 1.6	4:32 15.1	11:02 0.5	F	25	1:39 14.3	8:02 2.2	2:1 15.4	8:34 0.9
F	4	2:10 2.1	8:25 14.4	2:45 3.0	8:43 13.1	Tu	15	5:03 15.2	11:19 1.3	5:11 15.3	11:38 0.4	S	26	2:38 15.1	8:58 1.4	2:55 16.0	9:25 0.1
S	5	3:01 3.1	9:12 13.6	3:42 3.7	9:34 12.3	W	16	5:41 15.5	11:57 1.1	5:51 15.3	.....	S	27	3:30 15.9	9:48 0.6	3:47 16.4	10:11 -0.5
S	6	3:57 4.0	10:05 12.9	4:42 4.2	10:35 11.7	Th	17	0:15 0.5	6:19 15.7	12:37 1.2	6:30 15.2	M	28	4:20 16.4	10:33 0.1	4:34 16.5	10:52 -0.8
M	7	4:56 4.6	11:05 12.5	5:43 4.3	11:42 11.5	F	18	0:55 0.8	6:59 15.7	1:20 1.5	7:14 14.8	Tu	29	5:05 16.6	11:15 -0.1	5:20 16.4	11:33 -0.5
Tu	8	5:58 4.9	12:06 12.5	6:44 4.1	.....	S	19	1:39 1.3	7:41 15.5	2:10 1.9	8:00 14.3	W	30	5:48 16.5	11:56 0.3	6:03 16.0	.....
W	9	0:46 11.8	6:59 4.7	1:02 12.8	7:39 3.6	S	20	2:30 2.0	8:30 15.1	3:05 2.3	8:54 13.7	Th	31	0:12 0.0	6:28 16.1	12:37 0.8	6:42 15.3
Th	10	1:38 12.3	7:54 4.3	1:50 13.3	8:29 2.9	M	21	3:28 2.6	9:26 14.6	4:09 2.7	10:00 13.2						
F	11	2:26 13.0	8:41 3.6	2:33 13.8	8:11 2.1	Tu	22	4:34 3.1	10:34 14.2	5:19 2.7	11:16 13.1						

The tides are placed in the order of their occurrence; the time of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean low water springs, which is 8.3 below mean sea level and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sea level is included in the predictions.

Variations in Daylight the Year Around.

The daylight-saving laws effective in the United States and other countries of higher latitude have never been placed in operation in the Canal Zone. This is for the reason that there is very little seasonal change in the time of sunrise and sunset for this latitude (approximately 9° N.). The earliest sunrises, occurring in May and June, are approximately 6.00 o'clock, and latest, in January and February, about 6.35. The earliest sunsets, in November, occur at about 5.50, and the latest, in June and July, at approximately 6.40. The usual working hours in the Canal Zone being from 7 in the morning till 5 in the afternoon, the morning margin of daylight before work varies from 20 minutes to 1 hour. The evening period of light, between 5 o'clock and the beginning of twilight (sunset) varies from 50 minutes to 1 hour and 35 minutes. To advance the time 1 hour would throw the 7 a. m. workers into the twilight period and tend to reduce rather than increase their hours of daylight labor. The morning twilight period is about half an hour the year around, the evening twilight slightly longer.

In latitude 42° N., which is that approximately of Boston, Detroit, and Milwaukee, sunrise varies from about 4.20 a. m. in June to 7.35 the first part of January, or three hours and a quarter, as compared

with a variation of 35 minutes through the year in the Canal Zone. Sunset varies from about 4.25 p. m. in December to 7.40 in June and July, three hours and a quarter as compared with the 50-minute variation in the Canal Zone between earliest and latest sunset. The twilight period is about the same. Daylight hours are about 8 hours and 55 minutes at the least at latitude 42° N., and approximately 15 hours and 20 minutes at the most. In the Canal Zone the hours of daylight range from approximately 11 hours and 35 minutes to 12 hours and 35 minutes.

The office of the Chief Hydrographer of the Canal Zone has recently furnished the police stations with charts showing the daylight, twilight, and darkness periods through the months. They are of use for occasional reference in testimony as to the degree of light existing at the time under investigation, as in traffic accidents, or where the possibility of having witnessed an occurrence is questionable by reason of the degree of light at the time. The street-lighting schedule is also to be arranged by the charts.

Evaporation in the Canal Zone.

The Weather Bureau of the Department of Agriculture has published an article, "Evaporation in the Canal Zone," by Mr. H. G. Cornthwaite, formerly Chief Hydrographer of The Panama Canal. Some of the salient facts brought out are as follows:

The average annual evaporation from a pan floating on the surface of Gatun Lake is approximately 62 inches. The rate of evaporation is much higher during the dry season than in the rainy season as the dry-season weather conditions favor a higher rate of evaporation. The higher wind movement, low humidity, and vapor pressure, light cloudiness and higher day temperatures of the dry season all tend to accelerate the rate of evaporation.

The quantity of water lost from the surface of Gatun Lake during the 4 dry-season months is nearly as great as the quantity lost during the 8 months of the rainy season. The greatest daily evaporation loss of record from Gatun Lake is 0.4 inch, occurring in March, 1918.

Approximately 60 per cent of the evaporation loss occurs during the daytime, 8 a. m. to 8 p. m., and 40 per cent at night.

Variations in rate of evaporation—Evaporation records were obtained from selected locations on Gatun Lake, to determine the relative rates of evaporation from the open sections of the lake and along the grass and timber covered margins. One floating pan was anchored well out in the open section of the lake. Another was located in the timber fringe bordering the south shore and a third was placed in the midst of a grassy marsh. The records were continued for six months during the rainy season, with the following results:

Evaporation from open lake, 100 per cent.

Evaporation from timber fringe, 72 per cent.

Evaporation from grassy marsh, 75 per cent.

The higher rate of evaporation from the open sections of the lake is due, principally, to the greater wind movement there, which tends to prevent the accumulation of a vapor blanket directly overlying the water surface. The rate of evaporation from the protected margin of the lake varies, depending upon the degree of protection from wind movement and direct solar radiation.

Mosquitoes at the Beginning of the Rainy Season.

The Entomologist of the Board of Health Laboratory has prepared the following item on mosquitoes at the beginning of the rainy season:

Every year, ever since sanitation was started on the Canal Zone, and particularly during the first two or three months of the rainy season, we are visited by enormous numbers of small, blackish mosquitoes with spotted legs, which besides being very bothersome pests, are noted for their insistent endeavors to obtain a full blood meal. The name of this mosquito is *Aedes taeniorhynchus* Wiedemann.

These mosquitoes breed in the marshes near the sea, usually within the tidal area. They are strong flyers, and have been known to fly 40 miles from their breeding

place. As to biting, they resemble the salt-marsh mosquitoes of the United States, wasting no time whatever in reaching a suitable spot, and almost any exposed spot is suitable to them. At Gatun, in 1913, they were noted even to pierce a shirt, and when a coat wet with perspiration was thrown away, the mosquitoes settled on it and began to search for flesh. They suck with rapidity and stop only when fully replete with blood. They attack horses, cows, and other domestic animals, and have been known to cover completely the necks and bellies of horses.

The eggs of this mosquito are laid in the sod, usually beyond the reach of the ordinary tides, but always near the sea. When high tides overflow these places, or when the first heavy rains appear, the eggs hatch and the young develop very rapidly. These larvæ will thrive in almost any kind of water, fresh or brackish, and have been found in water whose salt content equaled, and in a few cases exceeded, that of ocean water. The marshy areas around Colon are excellent breeding places for this pest. Filling and good drainage are the only means for reducing the available breeding places.

As it has been demonstrated that this mosquito is a very strong flyer, it is evident that it is one of the hardest mosquitoes to control, and while it might appear as if the efforts against it were inefficient, this short account of the habits of this pest should suffice to show that as long as salt marshes exist, and heavy rains follow dry seasons, this particular mosquito will be with us every year. It is not known to transmit any diseases.

Telephones in District Quartermaster's Office, Ancon-Balboa District.

The district quartermaster's office, Ancon-Balboa district, is now on the Balboa exchange, the private exchange in that office having been discontinued. The following numbers have been assigned:

B. C. Poole.....	No. 1240	Mattress factory.....	No. 1244
R. C. Shady.....	No. 1241	Plumbing shop and paint shop.....	No. 1245
C. C. Singleton.....	No. 1242	Carpenters.....	No. 1246
H. A. Daniels.....	No. 1243	Silver clerks.....	No. 1247

Grass Cutting.

The Governor's circular letter of May 10, 1919, gave the Health Department permission to do its grass cutting with its own laborers, instead of calling upon the Supply Department to do the work for it. The Supply Department is still charged with the cutting of grass around quarters, parks, etc.

Tall grass and foliage about houses do not ordinarily afford breeding places for mosquitoes, but merely a place in which they find protection. As is usual at this season of the year, there is an invasion of the *taniorhynchus* mosquitoes from the salt marshes. While this is an annoying insect, it does not breed disease, and its control is beyond the power of the Health Department, as it breeds in salt marshes along the coast and flies long distances into the interior.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Michael Hamilton....	130920	Jamaica.....	Panama.....	Health Department..	June 7, 1919.
Louis Nakao.....	51703	Guadeloupe....	Unknown.....	Panama Railroad....	June 4, 1919.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Luke S. Nicholson....	5049	United States...	Ancon.....	Fortification Div....	May 31, 1919.

Official Circulars.

Department of Operation and Maintenance.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 10, 1919.

CIRCULAR No. 660-46:

1. The appointment of Lieutenant Colonel Jay J. Morrow as Engineer of Maintenance is hereby announced, effective May 31, 1919.

2. The following divisions of the Department of Operation and Maintenance will be under the supervision of the Engineer of Maintenance and the officials in charge of same will report to him:

- The Division of Lock Operation.
- The Electrical Division.
- The Dredging Division.
- The Division of Municipal Engineering.
- The Office Engineer.
- The Section of Meteorology and Hydrography.
- The Section of Surveys.
- Maintenance of Gatun Dam.

CHESTER HARDING,
Governor.

Acting Resident Engineer, Building Division.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 16, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and during the absence of Mr. Hartley Rowe on leave, Mr. T. C. Morris will be Acting Resident Engineer, Building Division.

CHESTER HARDING,
Governor.

Insurance Rates for Employees' Sea Shipments—Automobile Shipments.

PANAMA RAILROAD COMPANY,
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., June 12, 1919.

CIRCULAR No. RA 653 (Supplement to Circular No. RA 650):

To all concerned—Commencing at once and for a trial period the insurance rates for employees, covering marine risk, fire, pilferage, and damage will be 50 cents per \$100 of value on shipments between the Isthmus and New York in either direction, by regular Panama Railroad steamers, and 70 cents per \$100 of value on steamers of the Lake type.

These rates will apply as long as obtainable because of the increased protection for a slight increase of cost over rates quoted in Circular No. 650 of May 17, 1919.

The valuation should be declared by the shipper at the time or before shipments are offered for transportation. All shipments will be insured (unless declined by shipper) on the declared value with a minimum of \$100.

Automobiles unprotected, accompanied by owner as passenger, will be accepted for transportation at owner's risk for \$25 plus 25 per cent for the ocean freight between New York and Cristobal, and \$12.50 for the rail haul between Cristobal and Panama. The above-named rates have been approved by the Governor.

H. A. A. SMITH,
Auditor.

Acting Manager, La Boca Commissary.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., June 17, 1919.

MEMORANDUM No. 761-32:

To all concerned—Effective June 17, 1919, Mr. Albert Diamond is appointed Acting Manager of La Boca Commissary vice Mr. George N. Engelke, transferred to other duties.

J. J. JACKSON,
General Manager, Commissary Division.

Joint Commission.

Rule of Dismissal.

In the matter of the claim of Manuel Espinosa B., for property located near Empire and known as "Mandinga," rule of dismissal No. 413, docket No. 1780, May 27, 1919—With reference to the claim of Manuel Espinosa B., docket No. 1780, the evidence before the Commission is that settlement therefor was made by the United States on November 21, 1918.

In view of such settlement, the above claim calls for no further action by this Commission and said claim is therefore hereby dismissed.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA,
GEORGE A. CONNOLLY, Commissioners.

Shipping Commissioner's Sale.

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, will accept bids up to noon, June 23, 1919, for the purchase of a portion of the personal effects belonging to the estate of Tom Talbot, deceased American seaman, consisting of 1 straw basket suitcase, 1 blanket, 1 suit of clothing, 1 pair of shoes, 1 pair of pliers, and other personal articles.

Bids may be made for the entire lot of the effects to be sold, or limited to individual articles. Prospective bidders desiring to examine the effects should apply at the Commissioner's office on any business day. Bids should be in writing and submitted in sealed envelopes addressed to the Shipping Commissioner. The cover should also be marked "Bid on effects of Tom Talbot, deceased." The Shipping Commissioner reserves the right to reject any or all bids.

Sealed Proposals for Panama Railroad News Agency Privilege.

Sealed bids, properly marked on the face of the envelope containing them, will be received by the Land Agent, Ancon, C. Z., up to 12 o'clock, noon, June 30, 1919, and then opened, for the privilege of conducting and operating for a period of five years the news agency on Panama Railroad trains and at all railroad stations at which there are now news stands. Detailed information concerning the rights and duties of the successful bidder will be given by the Land Agent at his office in Ancon to prospective bidders upon application. No bid for less than \$120, United States currency, per month, will receive any consideration. All bids must be accompanied by a manager's or a certified check, draft or money order in the amount, per month, of the bid; and the envelope containing the bid must be sealed and plainly marked on the face thereof, as follows: "Bid on News Agency Privilege." Any deviation from the foregoing instructions will cause a bid to be disregarded. The Panama Railroad Company reserves the right to reject any and all bids tendered.

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons. Mexican fuel oil is \$2.00 per barrel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef fores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Stages of the Chagres and the Lakes.

The maximum elevations of the Chagres River, Gatun Lake, and Miraflores Lake, in feet above mean sea level, during the four weeks ending at midnight of Saturday, June 14, were as follows:

Date	Chagres River		Gatun Lake		Miraflores Lake
	Vigia	Alhajuela	Gambua	Gatun	
Sun., May 18.....	128.15	93.00	85.46	85.42	53.30
Mon., May 19.....	128.40	93.22	85.49	85.42	53.37
Tues., May 20.....	128.40	93.22	85.58	85.50	53.35
Wed., May 21.....	129.85	94.68	85.63	85.60	53.40
Thurs., May 22.....	129.10	93.98	85.51	85.50	53.50
Fri., May 23.....	129.60	92.79	85.59	85.44	53.40
Sat., May 24.....	135.55	98.90	85.41	85.38	53.32
Sun., May 25.....	129.10	92.99	85.52	85.31	53.40
Mon., May 26.....	129.00	92.62	85.10	85.17	53.37
Tues., May 27.....	129.05	93.98	85.10	85.03	53.35
Wed., May 28.....	128.60	93.79	85.12	85.02	53.38
Thurs., May 29.....	127.55	92.54	85.16	85.04	53.50
Fri., May 30.....	130.35	95.05	85.13	85.03	53.50
Sat., May 31.....	129.25	94.55	85.13	85.01	53.43
Sun., June 1.....	128.05	92.95	85.20	85.07	53.50
Mon., June 2.....	127.95	91.93	85.23	85.07	53.24
Tues., June 3.....	127.00	91.85	85.26	85.05	53.30
Wed., June 4.....	127.60	92.37	85.20	85.19	53.43
Thurs., June 5.....	128.55	93.42	85.18	85.16	53.22
Fri., June 6.....	128.05	92.95	85.16	85.07	52.06
Sat., June 7.....	127.70	92.83	85.16	85.07	52.05
Sun., June 8.....	126.90	91.77	85.18	85.08	52.10
Mon., June 9.....	129.05	93.90	85.18	85.11	52.60
Tues., June 10.....	128.94	93.81	85.29	85.29	53.05
Wed., June 11.....	127.85	92.90	85.13	85.12	53.15
Thurs., June 12.....	126.90	91.85	85.12	85.06	53.20
Fri., June 13.....	129.89	94.46	85.17	85.07	53.15
Sat., June 14.....	127.85	92.41	85.18	85.16	53.20
Height of low water to nearest foot.	126.0	91.0			

May Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days 1919.
	1917	1918	1919			
<i>Pacific section—</i>						
Balboa.....	4.98	6.45	5.92	8.08	21	22
Balboa Heights.....	5.75	6.75	5.21	8.46	21	23
Miraflores.....	6.84	8.36	6.07	9.63	11	19
Pedro Miguel.....	7.38	9.36	7.37	10.59	12	17
Rio Grande.....	6.08	13.68	6.35	10.33	15	19
<i>Central section—</i>						
Culebra.....	7.17	16.20	6.90	10.99	28	19
Camacho.....	6.59	15.30	5.08	11.07	13	20
Empire.....	8.07	13.56	7.01	9.92	15	21
Gambua.....	8.14	11.45	5.82	10.70	38	22
Juan Mina.....	12.34	10.29	7.77	10.57	9	16
Alhajuela.....	17.17	11.34	6.11	11.92	19	22
Vigia.....	15.09	11.46	4.30	11.31	11	19
Frijoles.....	7.37	11.29	8.28	11.47	8	17
Trinidad.....	11.64	15.19	7.28	13.03	12	17
Monte Lirio.....	11.24	14.51	5.20	12.50	12	17
<i>Atlantic section—</i>						
Gatun.....	15.14	11.64	7.16	13.92	15	20
Brazos Brook.....	15.85	16.99	8.71	13.32	13	22
Colon.....	12.11	19.26	6.95	12.60	49	18

Additions to Commissary Stock.

Oil, Neatsfoot, P. C., 4-oz. bot.....	\$0.15
Servers, can, evaporated milk, ea.....	1.25
Skillet, cast iron, 11", ea.....	1.40
Waxons, steel body, Bull Dog, ea.....	3.25
Coffee, "percolator grind," Chase & Sanborn, 1-lb. tin.....	.46
Coffee, "steel cut grind," Chase & Sanborn, 1-lb. tin.....	.46

Food, Granum Imperial, small pkg.....	\$0.53
Jiffy Jell, mint, pkg.....	.10
Jiffy Jell, pineapple, pkg.....	.10
Pudding, fig, Heinz, small tin.....	.17
Bells, bicycle, ea.....	.53
Bowls, chopping, wood, ea.....	.34
Cases, suit, leather, 24", ea.....	24.15
Chinaware, Steubenville, miscellaneous:	
Chips, butter, individual, hotel, white, ea.....	.05
Plates, dinner, hotel, white, ea.....	.20
Plates, soup, hotel, white, ea.....	.21
Plates, bread and butter, hotel, white, 7", ea.....	.16
Clocks, Ansonia, Flash Radium Luminous, 1-day, ea.....	2.25
Clocks, Ansonia, Spur, 8-day, ea.....	6.40
Clocks, Ansonia, Stag, 8-day, ea.....	6.40
Clocks, Ansonia, Sonnet, 8-day, ea.....	8.10
Clocks, Ansonia, boudoir, 8-day, ea.....	4.10
Clocks, Ansonia, boudoir, 8-day, ea.....	5.70
Clocks, Ansonia, cabinet, 8-day, ea.....	6.60
Dishes, bakers, oval, Guernsey, ea.....	.47
Hammers, nail, size No. 2, ea.....	1.05
Heaters, water, 2-burner, Florence, ea.....	33.75
Ovens, double, glass, Florence, ea.....	5.65
Picks, ice, ea.....	.16
Screwdrivers, Yankee, 3", ea.....	.51
Shakers, salt and pepper, glass, nickel top, ea.....	.11
Stoves, Florence, No. 418, ea.....	24.30
Tires, rubber, for baby carriages, 14" x 1/2", ea.....	.85
Vise, bench, No. B-2, ea.....	.89
Belts, with detachable sterling silver buckles, ea.....	3.70
Belts, boys', black leather, ea.....	.34
Blankets, bed, gray and white, single, 60" x 80", ea.....	3.05
Blankets, bed, white, single, 72" x 84", ea.....	3.75
Camisoles, crepe de chine, flesh and white, ea.....	1.35
Camisoles, satin and crepe de chine, flesh color, ea.....	2.00
Cloths, damask, hemstitched, ea.....	1.00
Cloths, tea, checked, union, hemstitched, 36", ea.....	.40
Cloths, tea and glass, union, typed, 33", ea.....	.36
Cloths, damask, cotton, hemstitched, 54", ea.....	1.05
Corsets, Bon Ton, model 825, ea.....	3.45
Cotton, crochet, Coat's mercerized, ball.....	.13
Cream, face, Gourd's Oriental, bot.....	.50

Rainfall from May 1 to 31, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total.
Pacific section—			
Balboa.....	1.47	14 & 15	5.92
Balboa Heights.....	1.40	14 & 15	5.21
Miraflores.....	1.72	1 & 2	6.07
Pedro Miguel.....	2.65	2	7.37
Rio Grande.....	1.96	31	6.35
Central section—			
*Culebra.....	2.10	14	6.90
*Camacho.....	1.35	15	5.08
Empire.....	1.82	14 & 15	7.01
Gambua.....	2.10	14 & 15	5.82
*Juan Mina.....	2.51	14	7.77
Alhajuela.....	1.64	14 & 15	6.11
*El Vigia.....	.73	14	4.30
Frijoles.....	3.62	21	8.28
*Trinidad.....	2.51	22 & 23	7.28
*Monte Lirio.....	1.99	23	5.20
*Darien.....	1.12	9	5.63
Atlantic section—			
Gatun.....	2.26	23	7.16
*Brazos Brook.....	3.11	23	8.71
Colon.....	2.73	23	6.95
Porto Bello.....	2.24	23	13.86

*Standard rain gauge—readings at 5 p. m. daily.
Automatic rain gauge at unstarred stations—values, midnight to midnight.

COMMISSARY NOTES.**Electric Sewing Machines.**

Articles of great convenience now on sale are electric sewing machines and motors, the motors being sold separately, if so desired by patrons.

Thermos Bottles.

A new shipment of leather thermos cases in pint and quart sizes was received last week and may now be had at the line stores. These are priced at \$4.55 for the pint size and \$5.90 quart size.

Hardware.

A new lot of bicycle bells, ice picks, bench vises, and 3-inch ratchet screw drivers was received and put on sale at the retail stores last week. Wooden chopping bowls also were included in the shipment.

Chinaware.

The Commissary Division has received a new line of dinner plates, soup plates, bread and butter plates, and butter chips, 4,000 of each, in a very heavy china, which will stand hard usage and is especially adapted to the requirements of the steamship trade.

Neat's-foot Oil.

The Commissary Division has refined and prepared for the trade neat's-foot oil put up in 4-ounce bottles to sell for 15 cents each. This oil is one of the best known preservatives of leather and may be used to advantage in waterproofing shoes, dressing leather upholstery, making the razor strop soft and pliable and keeping in good condition baseball gloves, auto clutches, and many other articles of leather.

Flannel.

The Commissary Division has just received advices from its London agents that they will send at an early date a further shipment of all wool Saxony Welsh flannel. This will be sold at a higher price than formerly because of the advanced cost due to the present labor situation, together with the high cost of the material. It is not at all improbable that still further advances will be made on this flannel.

Woolen Goods.

The National Woolens and Trimmings Association has made a study of the situation in the high-grade woolen market and the result of its deliberations has been embodied in the announcement that there will be no reduction in the cost of woolens and trimmings in 1919. It is stated that this is due to the world shortage of manufactured goods, high wages, and the increased cost of production. Regardless of the hopes of many persons, it seems that it will be at least a year before low prices are realized.

Shoes.

There is now on sale at the retail stores an entirely new line of canvas lace shoes known as "foot-shaping" shoes, which, though meant primarily for growing girls, is also shown in women's sizes to No. 6, in widths D and E. This is patterned along the lines of the "Ground Gripper" shoe, following the natural contour of the foot, thus making it an especially satisfactory boot for hot weather wear. This shoe should find a ready sale at the price marked \$4.80. There is also being shown a white washable kid boot at \$8.50, which comes in all sizes and in widths from A to D.

Clocks.

There has been distributed to the retail stores an entirely new line of "Ansonia" eight-day clocks in mahogany frame with bronze back, this latter feature eliminating danger of rust. Four distinctive styles are to be had in these clocks in boudoir and cabinet effects. The boudoir clock at \$4.10 will appeal particularly to women because of its dainty smallness. Especially good for library or living room, is the one at \$8.10, which has an oval top and a base about 14 inches in length, with the useful additions of an alarm and a radium dial. Another priced at \$6.10 also has the oval top, and a 12-inch base, but is without the luminous face and alarm. And at \$5.70 is a boudoir clock, which is quite attractive. Besides these, the stock in the commissaries has recently been increased by a line of "Baby Ben" alarm clocks, replicas in miniature of the familiar "Big Ben."

THE PANAMA CANAL RECORD



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Volume XII.

Balboa Heights, C. Z., June 25, 1919.

No. 45.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 21, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
				Tons.	Tons.
Laura C. Hall.....	Anglo-American S. S. Agency.....		June 17.....	(*)	
Joan of Arc.....	Anglo-American S. S. Agency.....		June 15.....	(*)	
San Joaquin.....	Union Oil Co.....		June 16.....	(*)	
Benjamin Brewster.....	West India Oil Co.....		June 16.....	(*)	
Chile.....	Pacific Steam Navigation Co.....	June 16.....	June 16.....		6
Laura C. Hall.....	Anglo-American S. S. Agency.....	June 17.....	June 19.....		37
Guatemala.....	Pacific Steam Navigation Co.....	June 21.....	June 21.....		2

* Reported in issue of June 18.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 22, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Panama.....	Panama Railroad Steamship Line.....		June 16.....		1,605
Chile.....	Pacific Steam Navigation Co.....		June 16.....		1,741
Carrillo.....	United Fruit Co.....	June 16.....	June 16.....	15	(*)
Orotina.....	Panama Railroad Commissary.....		June 17.....		4
Cartago.....	United Fruit Co.....		June 18.....		2
Allianca.....	Panama Railroad Steamship Line.....		June 18.....		1,323
Laura C. Hall.....	Anglo-American S. S. Agency.....	June 17.....	June 19.....	84	84
Abangarez.....	United Fruit Co.....	June 18.....	June 20.....	2,193	282
Ucayali.....	Peruvian S. S. Line.....	June 18.....		2,809	
Saint Jean.....	Compagnie Gen. Transatlantique.....	June 18.....		(t)	
Lake Crescent.....	United States Government.....	June 19.....	June 21.....	1,600	(*)
Guatemala.....	Pacific Steam Navigation Co.....		June 21.....		1,940
Caribbean.....	Panama Railroad Commissary.....	June 19.....	June 22.....	400	6
Huaseo.....	United Fruit Co.....	June 19.....		1,009	
Manavi.....	Pacific Steam Navigation Co.....	June 19.....		675	
Acajaltla.....	Pacific Steam Navigation Co.....	June 19.....		826	
Ulysses.....	Panama Railroad Steamship Line.....	June 19.....	June 22.....	12,052	(*)
Cataluna.....	Compafia Trasatlantica.....	June 20.....		492	
Salvador.....	Pacific Steam Navigation Co.....	June 20.....		772	
Balboa.....	Terminal Shipping Agency.....	June 20.....		611	
Kilpatrick.....	United States Government.....	June 21.....		770	
Metapan.....	United Fruit Co.....	June 22.....		1,053	
Colon.....	Panama Railroad Steamship Line.....	June 22.....		2,740	

*In ballast.

†No cargo discharged.

Executive Order.—Special Service Automobiles.

Tariff and Regulations Governing Public Passenger Conveyances in the Canal Zone.

By virtue of the authority vested in the President by Act of Congress approved August 21, 1916, the following regulation modifying the Executive Order of January 12, 1918, establishing maximum rates of fare and governing transportation of passengers for hire in the Canal Zone, is established:

SECTION 1. The rates and regulations provided in Sections 5 and 8 of above-mentioned Executive Order for automobiles intended for special service shall hereafter apply only when cars are ordered from a garage for special service. In all other cases the legal rate shall be that provided in Sections 1, 2, 3 and 4 of the Executive Order of January 12, 1918.

NEWTON D. BAKER,
Secretary of War.

May 29, 1919.

By the President.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, June 21, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour									Gross	Net
Urubamba	7	17	12	15	12	23	15	19	38	Peruvian Steamship Line	331.0	46.0	21.9	Cristobal	General	2,527	5,018	3,215
Tukumbang	15	10	33	16	6	24	16	15	27	United States Shipping Board	494.0	58.3	27.6	New York	Oil, mach., wax	8,300	9,261	5,333
Bradford	15	17	33	16	6	24	16	15	27	Standard Oil Company	428.0	51.8	28.0	Tampico	Petroleum	9,000	7,318	5,435
Chile	19	11	58	19	12	32	16	16	43	Pacific Steam Navigation Co.	330.0	43.0	19.2	Cristobal	General	1,668	4,040	2,628
Comot	16	12	27	17	8	13	19	13	47	United States Navy	430.0	50.0	21.0	Charleston	Ballast	8,600	5,919	4,400
Borneo Maru	13	5	58	18	5	55	18	15	16	Osaka Shosen Kaisha	385.0	51.0	26.6	New York	General, steel	34	130	69
Laura C. Hall	17	14	10	19	6	45	19	15	25	Pacific Metals Corporation	81.0	25.0	7.1	Cristobal	General	9,900	8,546	6,263
Knight	19	5	58	19	7	10	19	15	34	Alfred Holt and Company	470.0	58.0	27.6	New York	General	8,811	6,014	
Companion	16	15	12	20	6	24	20	11	56	Shaw Savill and Albion Co.	447.0	55.0	22.0	Plymouth	None	938	8,345	4,908
Kigoma	17	21	47	20	12	50	20	20	00	Pacific Steam Navigation Co.	465.0	56.0	19.0	W. coast ports	General	4,240	2,772	
Ortega	15	12	25	21	11	10	21	18	28	Pacific Steam Navigation Co.	359.3	43.3	17.6	Valparaiso	General			
Guatemala	15	12	25	21	11	10	21	18	28	Pacific Steam Navigation Co.	359.3	43.3	17.6	Cristobal	General			

THROUGH THE CANAL—PACIFIC TO ATLANTIC

Broncho	12	14	30	14	7	33	16	13	03	22	17	15	American	United States Shipping Board	274.1	49.1	24.0	Iquique	Balboa, F. O.	3,300	3,075	1,892
Coloma	14	7	03	14	9	35	14	20	05	15	6	42	American	United States Shipping Board	267.2	46.2	21.6	San Francisco	Newport News	2,250		
Gaby (m. s.)	14	6	03	14	9	50	15	15	23				Belgian	Belgian Transport Company	132.0	31.0	12.3	Alverden	Lumber	920	4,219	2,772
Guatemala	12	5	50	14	11	00	15	12	25	21	18	28	British	Pacific Steam Navigation Co.	359.3	43.0	17.6	Valparaiso	General	950	2,546	1,488
La Habra	11	16	30	15	11	07	15	18	41	15	18	48	Norwegian	Akies Tankart	266.8	46.1	19.3	Antofagasta	Ballast	76	3,111	1,100
Quoque	10	5	55	17	6	35	17	13	35	17	15	20	American	United States Shipping Board	424.8	57.0	17.0	Tampico	General	2,000	1,468	1,184
Laura C. Hall	12	9	03	17	6	35	17	14	10	16	6	45	British	Pacific Metals Corporation	471.0	55.0	17.0	Guayaquil	Ballast	76	3,111	1,100
Coalinga	13	23	25	15	9	40	15	17	25	15	20	32	American	Union Oil Company	409.7	54.9	22.6	Tampico	General	2,000	1,468	1,184
West Hembrie	13	23	25	15	9	40	15	17	25	20	22	10	British	United States Shipping Board	409.7	54.9	22.6	Tampico	General	2,000	1,468	1,184
Cap Palos	14	18	40	15	7	02	15	19	25	20	22	10	American	Wm. Lyall Steamship Co.	242.8	41.4	21.6	Port Angeles	Flour	2,000	2,940	1,733
Brompton	14	18	40	15	7	02	15	19	25	20	22	10	American	United States Shipping Board	273.6	49.0	21.3	Eureka	Ties	2,000	2,940	1,733
Benjamin	14	15	23	14	23	14	03	23	17	20			American	Standard Oil Company	412.0	53.4	24.7	San Francisco	Fuel oil	7,300	5,570	3,379
Brewster	11	16	30	16	6	55	16	14	25	15	14	35	American	United States Shipping Board	267.8	49.8	22.6	San Francisco	General	1,900	2,922	1,724
Anoka	15	17	03	16	7	10	16	15	16	15	17	45	American	United States Shipping Board	394.0	44.8	19.0	Portland	Lumber, ties	3,500	2,799	1,676
Arenaslaw	16	17	30	17	14	58	17	22	14	15	15	10	American	United States Shipping Board	266.9	46.1	12.0	Mollendo	Ballast	2,565	1,493	
Brabo	17	14	09	17	14	41	17	21	45	19	12	52	American	United States Shipping Board	266.9	46.1	12.0	Mollendo	Ballast	9,000	9,136	5,835
Port Sydney	17	15	43	18	6	53	18	15	03	18	16	50	British	Commonwealth & Dominion Line	501.3	63.3	27.5	Wellington	Frozen meat, gen	826	1,170	653
Acuña	17	16	15	19	10	26	19	17	15	24	12	10	British	Pacific Steam Navigation Co.	215.7	33.3	15.3	Callao	General	2,809	3,281	3,926
Uwajiri	18	3	40	18	9	40	18	17	05				Peruvian	Peruvian Line	374.7	46.3	21.6	Callao	General	2,809	3,281	3,926
West of Quince	18	22	44	19	8	30	19	17	07	19	20	34	American	United States Shipping Board	410.0	54.2	23.6	Portland	Flour	7,155	6,281	3,926
Cap Vincent	18	17	40	24	13	36							British	Wm. Lyall Steamship Co.	242.7	44.4	19.6	Vancouver	Railroad ties	2,000	1,471	1,179

*Hospital ship.

Huasco.....	18	15 00	10	6 42	10	14 28	23	17 40	Chilian.	Cluian Line.	379 7	44 3	23 5	Valparaiso	Cristobal	General	1,009	3,796	2,272
Manavi.....	19	3 00	19	7 47	19	14 58	24	6 25	British.	Pacific Steam Navigation Co.	216 0	35 1	14 0	Guayaquil	Cristobal	General	675	1,041	615
Salvador.....	20	4 35	20	8 19	20	16 52	24	6 25	British.	Pacific Steam Navigation Co.	215 0	33 0	15 8	Champerico	Cristobal	General	772	1,128	650
El Segundo.....	20	4 00	20	7 52	20	15 36	20	15 36	American.	Standard Oil Company	321 7	46 2	24 0	San Francisco	Paulding	General	5,000	3,663	2,238
Yukon.....	20	1 00	20	8 51	20	16 58	20	11 49	American.	United States Shipping Board	379 4	53 0	22 0	Honolulu	Cristobal	Sugar	6,574	4,844	3,625
Balboa.....	20	1 55	20	13 27	20	20 45	20	11 49	American.	Colombian Maritime Co.	190 0	29 1	12 2	Buenaventura	Cristobal	Ivory nuts, etc.	6,510	4,615	3,372
Elm Branch.....	20	7 45	21	8 25	21	16 45	21	18 18	British.	Nautilus Steamship Co.	340 0	45 5	17 0	Valparaiso	London	General	2,945	3,265	2,005
Kaikoura.....	20	23 30	21	8 11	21	16 32	21	22 42	British.	New Zealand Steamship Co.	460 0	58 2	23 8	Napier	Philadelphia	General	5,756	8,697	5,671
Fort Smith.....	21	6 25	21	9 19	21	17 34	22	13 24	American.	United States Shipping Board	265 0	46 4	23 6	Seattle	Philadelphia	Railroad ties	2,000	2,364	1,532
War Courage.....	21	18 25	22	7 40	22	15 25	22	17 46	British.	London Connell & Co.	425 0	55 0	21 0	Auckland	Hull	Wool, general	6,000	6,625	4,068
Deraof.....	21	23 59	22	10 18	22	18 42	22	22 45	American.	United States Shipping Board	376 6	53 0	22 5	Honolulu	New York	Sugar, etc.	6,406	5,245	4,011
West Totant.....	21	9 14	21	11 23	21	18 40	22	18 32	American.	United States Shipping Board	410 0	54 2	23 0	Portland	Hampton Rds.	Flour	6,375	6,281	2,926

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessel	Line	From	Date	Vessel	Line	For
June 15.....	Cartago.	United Fruit Company	New Orleans.	June 15.....	Caribbean	Panama Railroad Commissary.	Cartagena.
June 16.....	Gorgona (tug).....	Panama Canal.....	New York via Guantanamo	June 16.....	Panama	Panama Railroad Steamship Line	New York and Haiti.
June 16.....	Carrillo.....	United Fruit Company	New York and Limon.	June 16.....	Carrillo	United Fruit Company	New York.
June 18.....	Albarez.	United Fruit Company	New York and Kingston.	June 17.....	Orotina	P. Wilson.	Port Limon.
June 18.....	Saint Jean	French Steamship Line	Havre and wayports.	June 17.....	Albina	Panama Railroad Steamship Line	New York.
June 19.....	Take Crescent.	United States Army	New Orleans.	June 18.....	Carlago	United Fruit Company	N. Orleans, Boca, Habana.
June 19.....	Frontiera	Panama Railroad Commissary.	Cartagena.	June 20.....	Albarez	United Fruit Company	N. Y., Colombia, Jamaica.
June 19.....	Ulysses	John Peterson and Son	Cartagena.	June 20.....	Oregon	Wilson Brothers & Company	Pensacola, Fla.
June 20.....	Catalina	Panama Railroad Steamship Line	Norfolk.	June 20.....	Frontiera	John Peterson and Son.	Bocas del Toro.
June 20.....	Catalina	Spanish Steamship Line	Bluffeds.	June 20.....	Santa Cristina	N. O. & South America S. S. Line	Port-au-Prince, Haiti.
June 20.....	Santa Cristina.	N. O. & South America S. S. Line.	Barcelona via wayports.				
June 21.....	Kipatrik	United States Government.	New Orleans.				
June 21.....	U. S. S. Wheeling	United States Navy	New Orleans.				

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
June 13.....	Joan of Arc.....	Rolph Navigation Company.....	San Francisco.	June 14.....	Joan of Arc.....	Rolph Navigation Company.....	Buenaventura.
June 16.....	Guardian.....	Central & South Amer. Cable Co.....	Callao.				

*Other than ships passing through the Canal.

Change in Parlor Car Accommodations, July 4.

On July 4 no parlor car will be carried on train No. 8 of the Panama Railroad, due to leave Panama at 5 p. m. Parlor car will be placed on train No. 12, due to leave Panama at 9.35 p. m., July 4, and reservations should be made accordingly.

Transportation July 4.

Special Fourth of July tickets will be good on all trains July 3, 4, and 5.

All regular transportation will be honored on all regular passenger trains. No form of transportation other than the special Fourth of July tickets will be honored on special trains leaving Colon at 6.45 a. m., July 4, and returning from Panama at 11.45 p. m. same date.

Soldiers, sailors, Boy Scouts, and scoutmasters, when in uniform, will be carried on all trains on July 4 and on train No. 42 leaving Panama 12.45 a. m., July 5 without transportation.

Train Services, July 3, 4, and 5.

In connection with the celebration of the Fourth of July at Balboa, the Panama Railroad announces the following skeleton schedules for passenger train service on July 3, 4, and 5:

Thursday, July 3.**MAIN LINE.**

Southward.			Northward.		
Train No.	Leave Colon.	Arrive Panama.	Train No.	Leave Panama.	Arrive Colon.
3.....	7 15 a. m.....	9.05 a. m.	4.....	7 10 a. m.....	8.55 a. m.
5.....	11.05 a. m.....	12.50 p. m.	6.....	11.00 a. m.....	12.45 p. m.
7.....	5.00 p. m.....	6.45 p. m.	8.....	5.00 p. m.....	6.45 p. m.
9.....	11.40 p. m.....	1 25 a. m. July 4.	10.....	11 35 p. m.....	1 20 a. m. July 4.

LAS CASCADAS BRANCH.

Southward.			Northward.		
Train No.	Leave Las Cascadas.	Arrive Panama.	Train No.	Leave Panama.	Arrive Las Cascadas.
31.....	6.50 a. m.....	7.45 a. m.	30.....	5.00 a. m.....	6.10 a. m.
33.....	10.35 a. m.....	11.25 a. m.	32.....	8.30 a. m.....	9.20 a. m.
35.....	1.30 p. m.....	2.20 p. m.	34.....	12.15 p. m.....	1.05 p. m.
37.....	4.50 p. m.....	5.40 p. m.	36.....	3.05 p. m.....	3.55 p. m.
39.....	6.55 p. m.....	7.45 p. m.	38.....	6.05 p. m.....	6.50 p. m.
41.....	11.35 p. m.....	12.15 a. m. July 4	40.....	10.40 p. m.....	11.30 p. m.

FORT RANDOLPH BRANCH.

Southward.			Northward.		
Train No.	Leave 3d Street.	Arrive Ft. Randolph.	Train No.	Leave Ft. Randolph.	Arrive 3d Street.
51.....	6.15 a. m.....	6.40 a. m.	50.....	6.45 a. m.....	7.10 a. m.
53.....	7.45 a. m.....	8.10 a. m.	52.....	8.15 a. m.....	8.40 a. m.
55.....	10.00 a. m.....	10.25 a. m.	54.....	10.30 a. m.....	10.55 a. m.
57.....	1.00 p. m.....	1.25 p. m.	56.....	1.30 p. m.....	1.55 p. m.
59.....	3.30 p. m.....	3.55 p. m.	58.....	4.00 p. m.....	4.25 p. m.
61.....	5.30 p. m.....	5.55 p. m.	60.....	6.00 p. m.....	6.25 p. m.
63.....	7.30 p. m.....	7.55 p. m.	62.....	8.00 p. m.....	8.25 p. m.
65.....	11.00 p. m.....	11 25 p. m.	64.....	11.30 p. m.....	11.55 p. m.

Friday, July 4.**MAIN LINE.**

Southward.			Northward.		
Train No.	Leave Colon.	Arrive Panama.	Train No.	Leave Panama.	Arrive Colon.
Special.....	6.45 a. m.....	8.35 a. m.	4.....	7.10 a. m.....	8.55 a. m.
3.....	7.15 a. m.....	9.05 a. m.	6.....	11.00 a. m.....	12.45 p. m.
5.....	11.05 a. m.....	12.50 p. m.	8.....	5.00 p. m.....	6.45 p. m.
7.....	5.00 p. m.....	6.45 p. m.	12.....	9.35 p. m.....	11.20 p. m.
11.....	9.40 p. m.....	11.25 p. m.	Special.....	11.45 p. m.....	1 25 a. m. July 5.
101*.....	11.15 p. m.....	1 20 a. m. July 5.			

LAS CASCADAS BRANCH.

Southward.			Northward.		
Train No.	Leave Las Cascadas.	Arrive Panama.	Train No.	Leave Panama.	Arrive Las Cascadas.
31.....	6 50 a. m.....	7 45 a. m.	30.....	5 00 a. m.....	6 10 a. m.
33.....	10 35 a. m.....	11 25 a. m.	32.....	8 30 a. m.....	9 20 a. m.
35.....	1 30 p. m.....	2 20 p. m.	34.....	12 15 p. m.....	1 05 p. m.
37.....	4 50 p. m.....	5 40 p. m.	36.....	3 05 p. m.....	3 55 p. m.
39.....	6 55 p. m.....	7 45 p. m.	38.....	6 05 p. m.....	6 50 p. m.
45.....	9 30 p. m.....	10 15 p. m.	44.....	8 40 p. m.....	9 25 p. m.
41.....	11 35 p. m.....	12 15 a. m. July 5	40.....	10 40 p. m.....	11 30 p. m.

FORT RANDOLPH BRANCH.

Southward.			Northward.		
Train No.	Leave 3d Street.	Arrive Ft. Randolph.	Train No.	Leave Ft. Randolph.	Arrive 3d Street.
67.....	12 30 a. m.....	12 55 a. m.	66.....	1 00 a. m.....	1 25 a. m.
51.....	6 15 a. m.....	6 40 a. m.	50.....	6 45 a. m.....	7 10 a. m.
53.....	7 45 a. m.....	8 10 a. m.	52.....	8 15 a. m.....	8 40 a. m.
55.....	10 00 a. m.....	10 25 a. m.	54.....	10 30 a. m.....	10 55 a. m.
57.....	1 00 p. m.....	1 25 p. m.	56.....	1 30 p. m.....	1 55 p. m.
61.....	5 30 p. m.....	5 55 p. m.	60.....	6 00 p. m.....	6 25 p. m.
63.....	7 30 p. m.....	7 55 p. m.	62.....	8 00 p. m.....	8 25 p. m.
65.....	11 00 p. m.....	11 25 p. m.	64.....	11 30 p. m.....	11 55 p. m.

*No. 101 leaves from Cristobal Commissary.

†The crew handling special train from Panama 11.45 p. m. July 4 and scheduled to arrive at Colon 1.20 a. m. July 5, will make the trip from Colon to Coco Solo and Fort Randolph for the accommodation of passengers returning from the Pacific side.

Saturday, July 5.

MAIN LINE.

Southward.			Northward.		
Train No.	Leave Colon.	Arrive Panama.	Train No.	Leave Panama.	Arrive Colon.
3.....	7 15 a. m.....	9 05 a. m.	4.....	7 10 a. m.....	8 55 a. m.
5.....	11 05 a. m.....	12 50 p. m.	6.....	11 00 a. m.....	12 45 p. m.
7.....	5 00 p. m.....	6 45 p. m.	8.....	5 00 p. m.....	6 45 p. m.
9.....	11 40 p. m.....	1 25 a. m. July 6.	10.....	11 35 p. m.....	1 20 a. m. July 6.

LAS CASCADAS BRANCH.

Southward.			Northward.		
Train No.	Leave Las Cascadas.	Arrive Panama.	Train No.	Leave Panama.	Arrive Las Cascadas.
43.....	1 35 a. m.....	2 20 a. m.	42.....	12 45 a. m.....	1 30 a. m.
31.....	6 50 a. m.....	7 45 a. m.	30.....	5 00 a. m.....	6 10 a. m.
33.....	10 35 a. m.....	11 25 a. m.	32.....	8 30 a. m.....	9 20 a. m.
35.....	1 30 p. m.....	2 20 p. m.	34.....	12 15 p. m.....	1 05 p. m.
37.....	4 50 p. m.....	5 40 p. m.	36.....	3 05 p. m.....	3 55 p. m.
39.....	6 55 p. m.....	7 45 p. m.	38.....	6 05 p. m.....	6 50 p. m.
41.....	11 35 p. m.....	12 15 a. m. July 6	40.....	10 40 p. m.....	11 30 p. m.

FORT RANDOLPH BRANCH.

Southward.			Northward.		
Train No.	Leave 3d Street.	Arrive Ft. Randolph.	Train No.	Leave Ft. Randolph.	Arrive 3d Street.
51.....	6 15 a. m.....	6 40 a. m.	50.....	6 45 a. m.....	7 10 a. m.
53.....	7 45 a. m.....	8 10 a. m.	52.....	8 15 a. m.....	8 40 a. m.
55.....	10 00 a. m.....	10 25 a. m.	54.....	10 30 a. m.....	10 55 a. m.
57.....	1 00 p. m.....	1 25 p. m.	56.....	1 30 p. m.....	1 55 p. m.
59.....	3 30 p. m.....	3 55 p. m.	58.....	4 00 p. m.....	4 25 p. m.
61.....	5 30 p. m.....	5 55 p. m.	60.....	6 00 p. m.....	6 25 p. m.
63.....	7 30 p. m.....	7 55 p. m.	62.....	8 00 p. m.....	8 25 p. m.
65.....	11 00 p. m.....	11 25 p. m.	64.....	11 30 p. m.....	11 55 p. m.

Renewal of Hunting and Bicycle Licenses.

Holders of hunting and bicycle licenses in the Canal Zone may now have them renewed for the fiscal year beginning July 1, 1919. New licenses will not be issued until July 1 to persons who are not licensees already, but present holders of licenses may secure renewals now. Applications should be addressed to the Chief, Division of Civil Affairs, Balboa Heights, and check or money order should be made payable to the Collector, The Panama Canal. It will assist in the rapid renewal of licenses if the holders will give the number of the present license when making application.

As official bicycle licenses are issued for an indefinite period of time, the tags with black letters on a white background will continue to be valid.

Mean Tide Levels, Balboa and Cristobal.

Accurate records covering a period of several years are necessary to determine true mean sea level for any locality. Continuous tide records covering a period of 10 years are now available at each entrance of the Panama Canal. The zeros of the tide gauges at Cristobal and Balboa were connected by a line of precise levels run in 1908. Reducing the Cristobal tide records to the plane of the Balboa records, we find that mean sea level at the Pacific entrance of the Canal is 0.684 foot higher than mean sea level at the Atlantic entrance (assuming the correctness of the precise levels run in 1908).

The accompanying plate shows average monthly mean tide levels at Balboa and Cristobal. It will be seen that the mean tide levels in Panama Bay are by no means constant, but vary from month to month, and for different seasons of the year, depending upon the strength and direction of prevailing winds, ocean currents, etc.; and that therefore a yearly mean sea level is largely a mathematical result or average.

From a scientific point of view it might be well to use either monthly or seasonal mean tide level determinations. However, these distinctions are not practical when fixing a reference plane for use in connection with marine soundings or hydrographic mappings. Tide levels in Panama Bay are always depressed during the dry season, January to April, inclusive, under the influence of the prevailing fresh northerly dry season winds, which blow vast quantities of water from Panama Bay out to sea. It should be noted that monthly mean tide levels are for calendar months and not for lunar months.

Monthly mean tide levels at Cristobal vary but slightly throughout the year and they average slightly lower during the dry season than in the rainy season.

The average tidal range at Balboa is approximately 12.5 feet and the maximum spring tide range occasionally reaches 21 feet. At the Atlantic entrance of the Canal the average tidal range is less than 1 foot and the maximum range is but approximately 2 feet.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Radio operator (male); \$960 to \$1,200 a year; No. 281; July 15, 1919; form 1312; age, 21 years but not 40 years.*

Assistant inspector of engineering material (aircraft); (male); No. 287; July 15, 1919; \$5.92 a day; form 1312; age, 22 years and over.*

Heating and ventilating engineer and draftsman (male); \$1,600 a year; No. 289; July 22, 1919; form 2118; age, 21 years and over.*

Metallurgical machine operator (male); \$1,400 to \$1,800 a year; No. 293; July 15, 1919; form 1312; age, 20 years and over.*

Expert radio aid (male); grade 1, \$7.04 a day; grade 2, \$10 a day; grade 3, \$12 a day; No. 298; July 8, 1919; form 2118; age, within reasonable age limits.*

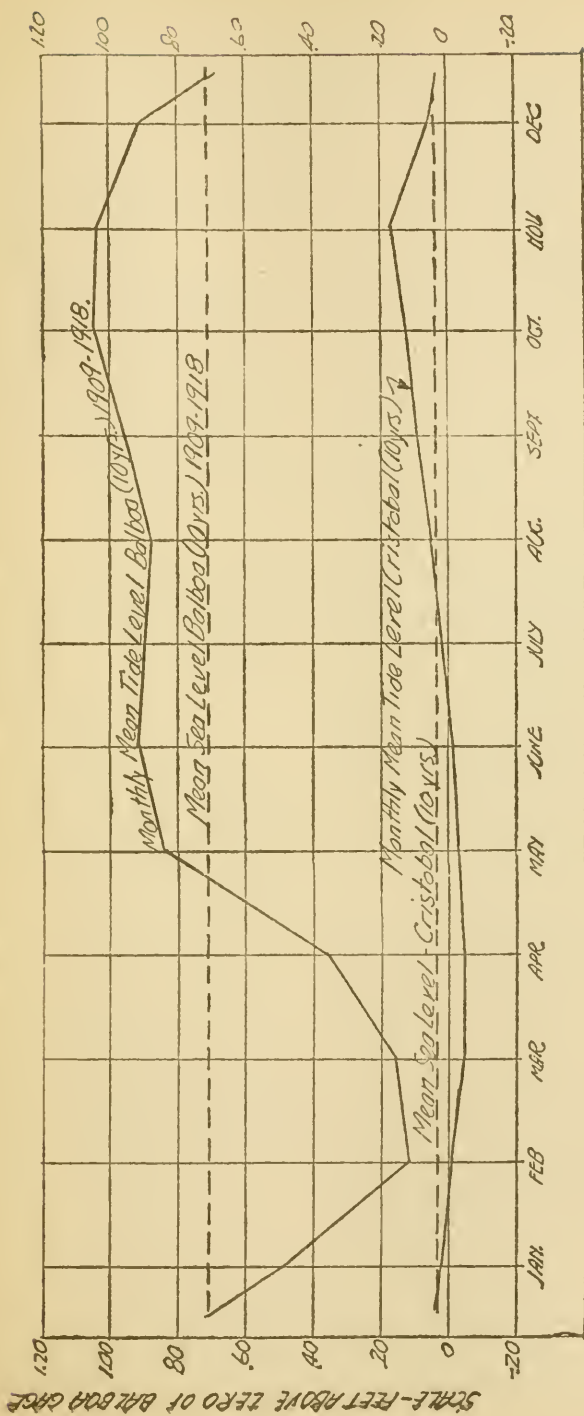
Laboratorian, radio (male); grade 1, \$6.40 a day; grade 2, \$8.80 a day; No. 299; July 8, 1919; form 2118; age, within reasonable age limits.*

Laboratorian aid, radio (male); grade 1, \$3.20 a day; grade 2, \$4.80 a day; No. 299; July 8, 1919; form 2118; age, within reasonable age limits.*

Assistant investigator (male and female); \$1,500 to \$2,400 a year; No. 302; July 1, 1919; form 1312; age, 21 but not 31 years.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

PLATE I.—COMPARATIVE TIDE LEVELS AT ATLANTIC AND PACIFIC ENTRANCES OF THE PANAMA CANAL.



NOTE.—Mean tide levels are for calendar months. Mean sea level at the Pacific entrance is 0.684 foot higher than mean sea level at the Atlantic entrance.

Week-end Dance at Hotel Aspinwall.

A dance is to be held at the Hotel Aspinwall, Taboga Island, Saturday evening, June 28. A launch will leave Balboa for Taboga at 6 p. m., and return transportation will be provided after the dance.

Official Circulars.

Preparation of Annual Reports.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 10, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

It is desired that annual reports for the fiscal year ending June 30, 1919, be submitted to this office not later than July 20, 1919.

The reports will be prepared in quadruplicate on the same size and grade of paper as that used for previous annual reports, namely, 8 by 14 inches. Reports will be submitted to the Governor by heads of departments and divisions covering the work under their jurisdiction as follows: Resident Engineer, Building Division; the Marine Superintendent; the Superintendent of the Mechanical Division; the Chief Quartermaster; the Chief Health Officer; the Auditor; the Executive Secretary; the General Purchasing Officer and Chief of the Washington Office; and the Special Attorney.

Where certain duties or certain parts of the work have been transferred from one department or division to another, or where new departments or divisions have been created, the department or division in which the work or duties are lodged as of June 30, 1919, will submit report for the entire fiscal year, obtaining any necessary data from the official previously in charge of the work, or from the records maintained by him, if such official has left the service.

The Official Photographer will take appropriate photographs to illustrate the report. Heads of departments or divisions whose reports require illustration should notify this office immediately what photographs are desired, in order that the work may be properly planned. The photographs are intended to show the progress of the work, especially new features, and no photographs will be included if the subject has been sufficiently covered in a previous report.

The Washington Office will report any increases in pay and organization of that office, in compliance with the Sundry Civil Act, approved July 1, 1916.

No organization charts need be submitted.

The size of your report should be limited as much as possible and only statements and tables of general or permanent value be submitted. So far as possible, tables should be comparative, and graphic charts should be used where they will convey the desired information without increased cost.

CHESTER HARDING, Governor.

Board on Rates of Pay.—Gold Roll.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 13, 1919.

To all concerned—Lieut.-Col. Jay J. Morrow, Engineer of Maintenance, is appointed a member of the Board on Rates of Pay—Gold Roll, which was created in my joint letter of March 11, 1919, addressed to Mr. W. J. Douglas and Mr. W. C. Hushing, vice Mr. Douglas, resigned.

CHESTER HARDING,
Governor.

Hunting Restriction.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 14, 1919.

To all concerned—Effective July 1, 1919, all hunting will be prohibited between the Frijolito and Cardenas Rivers on the east side of the Pana-

ma Railroad. This is necessary for the protection of cattle pastures and the Las Cascadas plantation.

CHESTER HARDING, Governor.

Employees and Families Intending to Sail for New York.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 20, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

The present arrangements for diverting Panama Canal employees and their families to steamers of the United Fruit Company will be terminated within a short time, and it is, therefore, necessary for this office to secure information from which to determine the number of steamship accommodations that will be required after the sailing of the steamship *Panama* about July 12.

The following sailings during July are anticipated after that date:

U. F. Co.....	Tivivies.....	July 14.
P. R. R.....	Allianca.....	July 16.
U. F. Co.....	Atenas.....	July 21.
P. R. R.....	Colon.....	July 23.
U. F. Co.....	Carrillo.....	July 28.
P. R. R.....	Advance.....	July 30.

It is requested that an immediate canvass be made and a report forwarded to this office, not later than June 26, showing the names of the employees who expect to sail for New York during that period, together with the number of adults and ages of children in each case.

JNO. H. SMITH,
Acting Executive Secretary.

Joint Commission.

Rule of Dismissal.

In the matter of the claim of Manuel Espinosa B., for property located near Empire and known as "Pisca," rule of dismissal No. 414, docket No. 3316, May 27, 1919—With reference to the claim of Manuel Espinosa B., docket No. 3336, the evidence before the Commission is that settlement thereof was made by the United States on November 21, 1918.

In view of such settlement, the above claim calls for no further action by this Commission and said claim is therefore hereby dismissed.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, Commissioners.

Sealed Proposals for Panama Railroad News Agency Privilege.

Sealed bids, properly marked on the face of the envelope containing them, will be received by the Land Agent, Ancon, C. Z., up to 12 o'clock, noon, June 30, 1919, and then opened, for the privilege of conducting and operating for a period of five years the news agency on Panama Railroad trains and at all railroad stations at which there are now news stands. Detailed information concerning the rights and duties of the successful bidder will be given by the Land Agent at his office in Ancon to prospective bidders upon application. No bid for less than \$120, United States currency, per month, will receive any consideration. All bids must be accompanied by a manager's or a certified check, draft or money order in the amount, per month, of the bid; and the envelope containing the bid must be sealed and plainly marked on the face thereof, as follows: "Bid on News Agency Privilege." Any deviation from the foregoing instructions will cause a bid to be disregarded. The Panama Railroad Company reserves the right to reject any and all bids tendered.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address

The Panama Canal Record, Balboa Heights, Canal Zone, or

The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., July 2, 1919.

No. 46.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 28, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
San Juan.....	Pacific Mail Steamship Co.....	June 23.....	June 25.....	329	.....
Balboa.....	Colombia Maritime Company.....	June 24.....	June 24.....	21	33
Peru.....	Pacific Steam Navigation Co.....	June 24.....	June 27.....	7	.....
Salvador.....	Pacific Steam Navigation Co.....	June 24.....	June 24.....	.....	42
Anjo Maru.....	Toyo Kisen Kaisha.....	June 26.....	June 27.....	.....	1
Laura C. Hall.....	Anglo-Colombian Development Co.....	June 28.....	.....	2	.....

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 29, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Huaseo.....	United Fruit Company.....	.....	June 23.....	.....	2,863
Cataluna.....	Compañia Trasatlantica.....	.....	June 23.....	.....	432
Tivives.....	United Fruit Company.....	June 23.....	June 23.....	1	(*)
Orotina.....	Panama Railroad Commissary.....	June 23.....	June 27.....	39	15
Acajutla.....	Pacific Steam Navigation Co.....	.....	June 24.....	.....	1,037
Salvador.....	Pacific Steam Navigation Co.....	.....	June 24.....	.....	413
Balboa.....	Terminal Shipping Agency.....	.....	June 24.....	.....	219
Manavi.....	Pacific Steam Navigation Co.....	.....	June 25.....	.....	621
Turrialba.....	United Fruit Company.....	June 24.....	June 26.....	671	335
Ucayali.....	Peruvian Steamship Line.....	.....	June 26.....	.....	2,150
Saint Jean.....	Compagnie Gen. Transatlantique.....	.....	June 26.....	.....	3,250
Kilpatrick.....	United States Government.....	.....	June 26.....	.....	19
Metapan.....	United Fruit Company.....	.....	June 26.....	.....	36
San Juan.....	Pacific Mail Steamship Company.....	June 25.....	.....	1,520	.....
Parismina.....	United Fruit Company.....	June 26.....	June 27.....	1,147	25
Caribbean.....	Panama Railroad Commissary.....	June 26.....	June 29.....	400	3
Imperial.....	United Fruit Company.....	June 26.....	.....	1,443	.....
Advance.....	Panama Railroad Steamship Line.....	June 27.....	.....	1,916	.....
General H. F. Hodges.....	Panama Railroad Steamship Line.....	June 27.....	.....	2,369	.....
Peru.....	Pacific Steam Navigation Co.....	June 27.....	.....	1,003½	.....
Jamaica.....	Pacific Steam Navigation Co.....	June 27.....	.....	837	.....
Altos.....	Alberga & Son.....	June 27.....	June 28.....	(†)	20
Perou.....	Compagnie Gen. Transatlantique.....	June 27.....	.....	140	.....
Colon.....	Panama Railroad Steamship Line.....	.....	June 28.....	.....	3,440
Lake Hurst.....	Panama Railroad Steamship Line.....	June 28.....	.....	3,450	.....
Lake Wilson.....	Panama Railroad Steamship Line.....	June 28.....	.....	2,690	.....
Heredia.....	United Fruit Company.....	June 29.....	.....	169	.....

* No cargo laded.

† No cargo discharged.

Correction.

In the table, "Movements of Ocean Vessels" in THE PANAMA CANAL RECORD of June 18, the ship *Goodspeed* was credited with carrying 6,887 tons of coal and cork. The cargo carried was 2,687 tons of coal and coke.

MOVEMENTS OF OCEAN VESSELS. Week ending at Midnight, June 28, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
National Bridge	20	7 00	22	6 30	22	14 05	22	14 55	American	United States Shipping Board	324.0	46.2	24.0	New York	Talcahuano	General	4,300	3,959	2,628
Huasco	19	14 28	23	17 40	24	9 28	24	10 30	Chilean	South American Steamship Line	379.7	44.3	25.0	Cristobal	Valparaiso	General	2,800	4,563	3,121
Charmont	23	15 40	23	17 45	24	10 09	24	18 16	American	W. H. Wood	225.0	44.3	23.0	Baltimore	Callao	Coke and coal	1,800	1,569	819
Salvador	20	16 52	24	6 25	24	13 32	24	19 40	British	Pacific Steam Navigation Co.	215.0	33.0	13.6	Cristobal	Champerico	General	351	1,213	892
Balboa	20	16 52	24	11 49	24	18 53	24	24 02	American	Columbian Maritime Co.	190.0	29.0	12.9	Cristobal	Buenaventura	General	219	728	346
Acajutla	19	17 15	24	12 10	24	19 00	24	23 07	British	Pacific Steam Navigation Co.	215.7	33.5	17.6	Cristobal	Guayaquil	General	1,035	1,273	706
Manavi	19	14 58	25	6 13	25	13 28	25	16 10	British	Pacific Steam Navigation Co.	216.0	34.0	13.6	Cristobal	Guayaquil	General	620	1,241	759
Marama	24	7 05	25	7 45	25	17 10	25	23 17	British	Union S. S. Co. of New Zealand	435.0	33.0	23.3	Southampton	Wellington	None	7,127	4,458	
Ucayali	18	17 05	26	6 12	26	13 25	26	20 47	Peruvian	Peruvian Steamship Line	374.0	44.0	20.5	Cristobal	Callao	General	8,000	6,226	4,385
Rona	23	23 42	27	7 00	27	13 50	27	19 25	British	Colonial Sugar Ref. Company	493.0	54.0	24.0	Newport News	Auckland	General	3,110	2,795	1,791
Wenonah	23	11 00	27	8 32	27	15 40	27	18 26	American	U. S. Coast and Geodetic Survey	143.0	22.8	12.6	N. Y. & W. P. S.	San Francisco	None	35		
Cow Boy	27	11 54	27	12 15	27	19 34	28	18 26	American	U. S. Coast and Geodetic Survey	143.0	22.8	12.6	N. Y. & W. P. S.	San Francisco	None	35		
Santa Luisa	27	17 46	28	6 08	28	13 15	28	14 07	American	United States Shipping Board	253.0	43.0	21.6	Newport News	Coquimbo	Coal	3,110	2,795	1,791
Line Branch	27	18 15	28	6 29	28	15 45	28	19 07	British	W. R. Grace and Company	360.0	51.0	21.6	New York	Valparaiso	General	3,198	5,694	3,975
Port Victor	27	16 50	28	8 35	28	14 49	28	15 30	British	F. & W. Ritson	412.0	55.0	21.0	London	Valparaiso	General	7,123	6,566	5,091
U.S.S. Pensacola	28	5 47	28	7 05	28	16 57	28	17 25	American	Commonwealth & Dominion Line	470.0	50.0	23.0	New York	Wellington	General	3,200	9,336	6,749
Borgland	28	6 30	28	8 16	28	17 01	28	17 57	Norwegian	United States Navy	338.0	51.0	22.0	Norfolk	San Francisco	Coal, Navy stores	3,491		
										Fred Olsen and Company	377.0	51.8	26.0	Norfolk	San Francisco	Coal	7,290	5,274	3,886

THROUGH THE CANAL—PACIFIC TO A.T.T.C.

War Courage.	21	18, 25	22	7, 40	22	15, 25	22	17, 46	British.	London-Cornwall & Co.	411.5	55.8	21.0	Auckland.	Hull, via New- port News	Wool, general.	6,000	6,703	4,735
Bonnetere.	22 <td>6, 30</td> <td>22<td>7, 55</td><td>22<td>15, 53</td><td>23<td>12, 30</td><td>American.</td><td>United States Shipping Board.</td><td>268.3</td><td>46.2</td><td>20.0</td><td>Seattle.</td><td>New York.</td><td>Ties.</td><td>2,000</td><td>2,566</td><td>1,471</td></td></td></td>	6, 30	22 <td>7, 55</td> <td>22<td>15, 53</td><td>23<td>12, 30</td><td>American.</td><td>United States Shipping Board.</td><td>268.3</td><td>46.2</td><td>20.0</td><td>Seattle.</td><td>New York.</td><td>Ties.</td><td>2,000</td><td>2,566</td><td>1,471</td></td></td>	7, 55	22 <td>15, 53</td> <td>23<td>12, 30</td><td>American.</td><td>United States Shipping Board.</td><td>268.3</td><td>46.2</td><td>20.0</td><td>Seattle.</td><td>New York.</td><td>Ties.</td><td>2,000</td><td>2,566</td><td>1,471</td></td>	15, 53	23 <td>12, 30</td> <td>American.</td> <td>United States Shipping Board.</td> <td>268.3</td> <td>46.2</td> <td>20.0</td> <td>Seattle.</td> <td>New York.</td> <td>Ties.</td> <td>2,000</td> <td>2,566</td> <td>1,471</td>	12, 30	American.	United States Shipping Board.	268.3	46.2	20.0	Seattle.	New York.	Ties.	2,000	2,566	1,471
Ionic.	22 <td>7, 00</td> <td>22<td>9, 07</td><td>22<td>17, 01</td><td>23<td>5, 30</td><td>British.</td><td>White Star Line.</td><td>590.3</td><td>63.3</td><td>27.0</td><td>Auckland.</td><td>London.</td><td>General.</td><td>6,639</td><td>12,852</td><td>9,590</td></td></td></td>	7, 00	22 <td>9, 07</td> <td>22<td>17, 01</td><td>23<td>5, 30</td><td>British.</td><td>White Star Line.</td><td>590.3</td><td>63.3</td><td>27.0</td><td>Auckland.</td><td>London.</td><td>General.</td><td>6,639</td><td>12,852</td><td>9,590</td></td></td>	9, 07	22 <td>17, 01</td> <td>23<td>5, 30</td><td>British.</td><td>White Star Line.</td><td>590.3</td><td>63.3</td><td>27.0</td><td>Auckland.</td><td>London.</td><td>General.</td><td>6,639</td><td>12,852</td><td>9,590</td></td>	17, 01	23 <td>5, 30</td> <td>British.</td> <td>White Star Line.</td> <td>590.3</td> <td>63.3</td> <td>27.0</td> <td>Auckland.</td> <td>London.</td> <td>General.</td> <td>6,639</td> <td>12,852</td> <td>9,590</td>	5, 30	British.	White Star Line.	590.3	63.3	27.0	Auckland.	London.	General.	6,639	12,852	9,590
Deranof.	21 <td>23, 59</td> <td>22<td>10, 18</td><td>22<td>18, 42</td><td>22<td>23, 45</td><td>American.</td><td>United States Shipping Board.</td><td>379.6</td><td>53.0</td><td>22.5</td><td>Honolulu.</td><td>New York.</td><td>Sugar, coconut oil.</td><td>6,406</td><td>5,711</td><td>4,243</td></td></td></td>	23, 59	22 <td>10, 18</td> <td>22<td>18, 42</td><td>22<td>23, 45</td><td>American.</td><td>United States Shipping Board.</td><td>379.6</td><td>53.0</td><td>22.5</td><td>Honolulu.</td><td>New York.</td><td>Sugar, coconut oil.</td><td>6,406</td><td>5,711</td><td>4,243</td></td></td>	10, 18	22 <td>18, 42</td> <td>22<td>23, 45</td><td>American.</td><td>United States Shipping Board.</td><td>379.6</td><td>53.0</td><td>22.5</td><td>Honolulu.</td><td>New York.</td><td>Sugar, coconut oil.</td><td>6,406</td><td>5,711</td><td>4,243</td></td>	18, 42	22 <td>23, 45</td> <td>American.</td> <td>United States Shipping Board.</td> <td>379.6</td> <td>53.0</td> <td>22.5</td> <td>Honolulu.</td> <td>New York.</td> <td>Sugar, coconut oil.</td> <td>6,406</td> <td>5,711</td> <td>4,243</td>	23, 45	American.	United States Shipping Board.	379.6	53.0	22.5	Honolulu.	New York.	Sugar, coconut oil.	6,406	5,711	4,243
Bronson.	14	2, 15	23	6, 42	23	14, 05	23	17, 20	American.	United States Shipping Board.	273.6	49.0	21.3	Eureka.	Newport News.	Ties.	2,000	3,067	1,864
Lake Blanche.	22 <td>14, 00</td> <td>23</td> <td>6, 47</td> <td>23<td>14, 55</td><td>23<td>15, 15</td><td>American.</td><td>United States Shipping Board.</td><td>251.0</td><td>44.0</td><td>19.6</td><td>Antofagasta.</td><td>Texas City.</td><td>Zinc ore.</td><td>1,870</td><td>2,485</td><td>1,609</td></td></td>	14, 00	23	6, 47	23 <td>14, 55</td> <td>23<td>15, 15</td><td>American.</td><td>United States Shipping Board.</td><td>251.0</td><td>44.0</td><td>19.6</td><td>Antofagasta.</td><td>Texas City.</td><td>Zinc ore.</td><td>1,870</td><td>2,485</td><td>1,609</td></td>	14, 55	23 <td>15, 15</td> <td>American.</td> <td>United States Shipping Board.</td> <td>251.0</td> <td>44.0</td> <td>19.6</td> <td>Antofagasta.</td> <td>Texas City.</td> <td>Zinc ore.</td> <td>1,870</td> <td>2,485</td> <td>1,609</td>	15, 15	American.	United States Shipping Board.	251.0	44.0	19.6	Antofagasta.	Texas City.	Zinc ore.	1,870	2,485	1,609
Nordlys.	22 <td>16, 00</td> <td>23<td>7, 33</td><td>23<td>15, 35</td><td>23<td>16, 35</td><td>American.</td><td>Northern Steamship Co.</td><td>362.0</td><td>51.4</td><td>24.0</td><td>Iquique.</td><td>Delaware river.</td><td>Nitrate.</td><td>6,450</td><td>4,919</td><td>3,486</td></td></td></td>	16, 00	23 <td>7, 33</td> <td>23<td>15, 35</td><td>23<td>16, 35</td><td>American.</td><td>Northern Steamship Co.</td><td>362.0</td><td>51.4</td><td>24.0</td><td>Iquique.</td><td>Delaware river.</td><td>Nitrate.</td><td>6,450</td><td>4,919</td><td>3,486</td></td></td>	7, 33	23 <td>15, 35</td> <td>23<td>16, 35</td><td>American.</td><td>Northern Steamship Co.</td><td>362.0</td><td>51.4</td><td>24.0</td><td>Iquique.</td><td>Delaware river.</td><td>Nitrate.</td><td>6,450</td><td>4,919</td><td>3,486</td></td>	15, 35	23 <td>16, 35</td> <td>American.</td> <td>Northern Steamship Co.</td> <td>362.0</td> <td>51.4</td> <td>24.0</td> <td>Iquique.</td> <td>Delaware river.</td> <td>Nitrate.</td> <td>6,450</td> <td>4,919</td> <td>3,486</td>	16, 35	American.	Northern Steamship Co.	362.0	51.4	24.0	Iquique.	Delaware river.	Nitrate.	6,450	4,919	3,486
Flavel.	22 <td>18, 40</td> <td>23<td>7, 33</td><td>23<td>16, 28</td><td>25</td><td>21, 47</td><td>American.</td><td>United States Shipping Board.</td><td>272.8</td><td>43.1</td><td>20.0</td><td>Hoquien.</td><td>New York.</td><td>Lumber.</td><td>2,000</td><td>3,071</td><td>1,922</td></td></td>	18, 40	23 <td>7, 33</td> <td>23<td>16, 28</td><td>25</td><td>21, 47</td><td>American.</td><td>United States Shipping Board.</td><td>272.8</td><td>43.1</td><td>20.0</td><td>Hoquien.</td><td>New York.</td><td>Lumber.</td><td>2,000</td><td>3,071</td><td>1,922</td></td>	7, 33	23 <td>16, 28</td> <td>25</td> <td>21, 47</td> <td>American.</td> <td>United States Shipping Board.</td> <td>272.8</td> <td>43.1</td> <td>20.0</td> <td>Hoquien.</td> <td>New York.</td> <td>Lumber.</td> <td>2,000</td> <td>3,071</td> <td>1,922</td>	16, 28	25	21, 47	American.	United States Shipping Board.	272.8	43.1	20.0	Hoquien.	New York.	Lumber.	2,000	3,071	1,922
Metapan.	22 <td>20, 30</td> <td>23<td>8, 23</td><td>23<td>17, 09</td><td>25</td><td>17, 40</td><td>American.</td><td>United States Shipping Board.</td><td>274.0</td><td>46.0</td><td>19.0</td><td>Portland.</td><td>Baltimore.</td><td>Railroad ties.</td><td>2,492</td><td>3,114</td><td>1,921</td></td></td>	20, 30	23 <td>8, 23</td> <td>23<td>17, 09</td><td>25</td><td>17, 40</td><td>American.</td><td>United States Shipping Board.</td><td>274.0</td><td>46.0</td><td>19.0</td><td>Portland.</td><td>Baltimore.</td><td>Railroad ties.</td><td>2,492</td><td>3,114</td><td>1,921</td></td>	8, 23	23 <td>17, 09</td> <td>25</td> <td>17, 40</td> <td>American.</td> <td>United States Shipping Board.</td> <td>274.0</td> <td>46.0</td> <td>19.0</td> <td>Portland.</td> <td>Baltimore.</td> <td>Railroad ties.</td> <td>2,492</td> <td>3,114</td> <td>1,921</td>	17, 09	25	17, 40	American.	United States Shipping Board.	274.0	46.0	19.0	Portland.	Baltimore.	Railroad ties.	2,492	3,114	1,921
Tillamook.	22 <td>21, 10</td> <td>23<td>9, 15</td><td>23<td>18, 11</td><td>25</td><td>17, 00</td><td>American.</td><td>United States Shipping Board.</td><td>267.5</td><td>46.5</td><td>23.6</td><td>San Francisco.</td><td>England.</td><td>Barley.</td><td>2,376</td><td>2,653</td><td>1,732</td></td></td>	21, 10	23 <td>9, 15</td> <td>23<td>18, 11</td><td>25</td><td>17, 00</td><td>American.</td><td>United States Shipping Board.</td><td>267.5</td><td>46.5</td><td>23.6</td><td>San Francisco.</td><td>England.</td><td>Barley.</td><td>2,376</td><td>2,653</td><td>1,732</td></td>	9, 15	23 <td>18, 11</td> <td>25</td> <td>17, 00</td> <td>American.</td> <td>United States Shipping Board.</td> <td>267.5</td> <td>46.5</td> <td>23.6</td> <td>San Francisco.</td> <td>England.</td> <td>Barley.</td> <td>2,376</td> <td>2,653</td> <td>1,732</td>	18, 11	25	17, 00	American.	United States Shipping Board.	267.5	46.5	23.6	San Francisco.	England.	Barley.	2,376	2,653	1,732
Polybus.	22 <td>9, 45</td> <td>23<td>10, 35</td><td>23<td>19, 23</td><td>23</td><td>23, 25</td><td>American.</td><td>United States Shipping Board.</td><td>402.6</td><td>51.2</td><td>25.6</td><td>Tacoma.</td><td>Newport News.</td><td>Flour.</td><td>3,702</td><td>7,486</td><td>5,720</td></td></td>	9, 45	23 <td>10, 35</td> <td>23<td>19, 23</td><td>23</td><td>23, 25</td><td>American.</td><td>United States Shipping Board.</td><td>402.6</td><td>51.2</td><td>25.6</td><td>Tacoma.</td><td>Newport News.</td><td>Flour.</td><td>3,702</td><td>7,486</td><td>5,720</td></td>	10, 35	23 <td>19, 23</td> <td>23</td> <td>23, 25</td> <td>American.</td> <td>United States Shipping Board.</td> <td>402.6</td> <td>51.2</td> <td>25.6</td> <td>Tacoma.</td> <td>Newport News.</td> <td>Flour.</td> <td>3,702</td> <td>7,486</td> <td>5,720</td>	19, 23	23	23, 25	American.	United States Shipping Board.	402.6	51.2	25.6	Tacoma.	Newport News.	Flour.	3,702	7,486	5,720
Cap Vincent.	18 <td>17, 40</td> <td>24<td>13, 35</td><td>25<td>14, 40</td><td>26</td><td>12, 11</td><td>British.</td><td>Wm. Lyall & Co.</td><td>212.7</td><td>41.4</td><td>19.6</td><td>Vancouver.</td><td>London.</td><td>Railroad ties.</td><td>6,510</td><td>1,475</td><td>1,164</td></td></td>	17, 40	24 <td>13, 35</td> <td>25<td>14, 40</td><td>26</td><td>12, 11</td><td>British.</td><td>Wm. Lyall & Co.</td><td>212.7</td><td>41.4</td><td>19.6</td><td>Vancouver.</td><td>London.</td><td>Railroad ties.</td><td>6,510</td><td>1,475</td><td>1,164</td></td>	13, 35	25 <td>14, 40</td> <td>26</td> <td>12, 11</td> <td>British.</td> <td>Wm. Lyall & Co.</td> <td>212.7</td> <td>41.4</td> <td>19.6</td> <td>Vancouver.</td> <td>London.</td> <td>Railroad ties.</td> <td>6,510</td> <td>1,475</td> <td>1,164</td>	14, 40	26	12, 11	British.	Wm. Lyall & Co.	212.7	41.4	19.6	Vancouver.	London.	Railroad ties.	6,510	1,475	1,164
West Awasha.	24 <td>15, 15</td> <td>25<td>6, 22</td><td>25<td>14, 25</td><td>26</td><td>12, 11</td><td>American.</td><td>United States Shipping Board.</td><td>410.6</td><td>51.0</td><td>24.0</td><td>Portland.</td><td>New York.</td><td>Wheat.</td><td>8,702</td><td>7,486</td><td>5,720</td></td></td>	15, 15	25 <td>6, 22</td> <td>25<td>14, 25</td><td>26</td><td>12, 11</td><td>American.</td><td>United States Shipping Board.</td><td>410.6</td><td>51.0</td><td>24.0</td><td>Portland.</td><td>New York.</td><td>Wheat.</td><td>8,702</td><td>7,486</td><td>5,720</td></td>	6, 22	25 <td>14, 25</td> <td>26</td> <td>12, 11</td> <td>American.</td> <td>United States Shipping Board.</td> <td>410.6</td> <td>51.0</td> <td>24.0</td> <td>Portland.</td> <td>New York.</td> <td>Wheat.</td> <td>8,702</td> <td>7,486</td> <td>5,720</td>	14, 25	26	12, 11	American.	United States Shipping Board.	410.6	51.0	24.0	Portland.	New York.	Wheat.	8,702	7,486	5,720
San Juan.	23 <td>14, 15</td> <td>25<td>6, 39</td><td>25<td>14, 53</td><td>27<td>10, 35</td><td>American.</td><td>Pacific Mail Steamship Co.</td><td>233.0</td><td>37.0</td><td>18.6</td><td>San Francisco.</td><td>Cristobal.</td><td>Coffee and hides.</td><td>1,400</td><td>2,379</td><td>1,593</td></td></td></td>	14, 15	25 <td>6, 39</td> <td>25<td>14, 53</td><td>27<td>10, 35</td><td>American.</td><td>Pacific Mail Steamship Co.</td><td>233.0</td><td>37.0</td><td>18.6</td><td>San Francisco.</td><td>Cristobal.</td><td>Coffee and hides.</td><td>1,400</td><td>2,379</td><td>1,593</td></td></td>	6, 39	25 <td>14, 53</td> <td>27<td>10, 35</td><td>American.</td><td>Pacific Mail Steamship Co.</td><td>233.0</td><td>37.0</td><td>18.6</td><td>San Francisco.</td><td>Cristobal.</td><td>Coffee and hides.</td><td>1,400</td><td>2,379</td><td>1,593</td></td>	14, 53	27 <td>10, 35</td> <td>American.</td> <td>Pacific Mail Steamship Co.</td> <td>233.0</td> <td>37.0</td> <td>18.6</td> <td>San Francisco.</td> <td>Cristobal.</td> <td>Coffee and hides.</td> <td>1,400</td> <td>2,379</td> <td>1,593</td>	10, 35	American.	Pacific Mail Steamship Co.	233.0	37.0	18.6	San Francisco.	Cristobal.	Coffee and hides.	1,400	2,379	1,593
Fort Stevens.	24 <td>16, 40</td> <td>25<td>9, 15</td><td>25<td>16, 25</td><td>27<td>10, 35</td><td>American.</td><td>United States Shipping Board.</td><td>267.5</td><td>46.0</td><td>23.5</td><td>San Francisco.</td><td>Wales.</td><td>Lumber and ties.</td><td>7,425</td><td>6,753</td><td>4,798</td></td></td></td>	16, 40	25 <td>9, 15</td> <td>25<td>16, 25</td><td>27<td>10, 35</td><td>American.</td><td>United States Shipping Board.</td><td>267.5</td><td>46.0</td><td>23.5</td><td>San Francisco.</td><td>Wales.</td><td>Lumber and ties.</td><td>7,425</td><td>6,753</td><td>4,798</td></td></td>	9, 15	25 <td>16, 25</td> <td>27<td>10, 35</td><td>American.</td><td>United States Shipping Board.</td><td>267.5</td><td>46.0</td><td>23.5</td><td>San Francisco.</td><td>Wales.</td><td>Lumber and ties.</td><td>7,425</td><td>6,753</td><td>4,798</td></td>	16, 25	27 <td>10, 35</td> <td>American.</td> <td>United States Shipping Board.</td> <td>267.5</td> <td>46.0</td> <td>23.5</td> <td>San Francisco.</td> <td>Wales.</td> <td>Lumber and ties.</td> <td>7,425</td> <td>6,753</td> <td>4,798</td>	10, 35	American.	United States Shipping Board.	267.5	46.0	23.5	San Francisco.	Wales.	Lumber and ties.	7,425	6,753	4,798
West Irma.	25 <td>9, 45</td> <td>25<td>10, 52</td><td>25<td>18, 35</td><td>26</td><td>12, 50</td><td>American.</td><td>United States Shipping Board.</td><td>403.6</td><td>51.2</td><td>25.4</td><td>Prescott, Ore.</td><td>Newport News.</td><td>Flour.</td><td>(*)</td><td></td><td></td></td></td>	9, 45	25 <td>10, 52</td> <td>25<td>18, 35</td><td>26</td><td>12, 50</td><td>American.</td><td>United States Shipping Board.</td><td>403.6</td><td>51.2</td><td>25.4</td><td>Prescott, Ore.</td><td>Newport News.</td><td>Flour.</td><td>(*)</td><td></td><td></td></td>	10, 52	25 <td>18, 35</td> <td>26</td> <td>12, 50</td> <td>American.</td> <td>United States Shipping Board.</td> <td>403.6</td> <td>51.2</td> <td>25.4</td> <td>Prescott, Ore.</td> <td>Newport News.</td> <td>Flour.</td> <td>(*)</td> <td></td> <td></td>	18, 35	26	12, 50	American.	United States Shipping Board.	403.6	51.2	25.4	Prescott, Ore.	Newport News.	Flour.	(*)		

• 1,253,542 feet.

Edgewood.....	25	12 45	25	14 07	26	8 25	26	14 15	American.....	United States Shipping Board.....	409.6	54.2	26.0	Tacoma.....	Norfolk.....	Flour.....	8,500.....
West Cherow.....	25	16 10	26	8 00	26	17 14	26	17 35	American.....	United States Shipping Board.....	409.8	54.2	23.6	Portland.....	Newport News.....	Flour.....	8,000.....
Imperial.....	25	18 30	26	9 07	26	15 40	30	10 09	Chilean.....	South American Steamship Co.....	336.8	41.2	24.0	Valparaiso.....	Cristobal.....	General.....	1,316.....
James Rolph.....	26	16 15	27	6 33	29	11 40	29	19 00	American.....	James Rolph.....	277.3	42.6	23.2	San Francisco.....	Plymouth.....	Barley.....	3,100.....
Crane Nest.....	27	1 00	27	7 69	27	16 35	28	9 35	American.....	United States Shipping Board.....	253.5	43.8	19.9	Callao.....	New York.....	Sugar.....	2,407.....
Port Idley.....	27	1 00	27	7 59	27	18 13	28	7 30	American.....	United States Shipping Board.....	265.5	46.1	22.5	Seattle.....	Newport News.....	Lumber.....	(*).....
Yakam.....	27	4 00	27	8 10	27	18 23	28	5 20	American.....	United States Shipping Board.....	272.9	46.1	20.3	San Francisco.....	Newport News.....	Barley.....	2,341.....
Jamaica.....	26	16 45	27	9 10	27	10 55	.....	.....	British.....	Pacific Steam Navigation Co.....	220.0	34.0	13.6	Buenaventura.....	Cristobal.....	Ivory nuts, coffee.....	1,961.....
Peru.....	24	22 47	27	10 10	27	17 33	.....	.....	British.....	Pacific Steam Navigation Co.....	350.0	43.1	16.5	Valparaiso.....	Cristobal.....	General.....	1,839.....
Kimla.....	28	5 33	28	7 33	28	14 40	29	1 42	American.....	United States Shipping Board.....	266.5	46.0	21.0	San Francisco.....	New York.....	Barley.....	1,093.....
																	2,385.....

* 1,219,000 feet.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessel	Line	From	Date	Vessel	Line	For
June 22.....	Metapan.....	United Fruit Company.....	New Orleans.	June 22.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.
June 22.....	Colon.....	Panama Railroad Steamship Line.....	New York via Haiti.	June 22.....	Ulysses.....	Panama Railroad Steamship Line.....	Norfolk.
June 23.....	Orotina.....	P. Wilson.....	Port Limon.	June 22.....	Lake Crescent.....	United States Army.....	San Juan, P. R.
June 23.....	Tivives.....	United Fruit Company.....	New York and Kingston.	June 23.....	Tivives.....	United Fruit Company.....	New York.
June 24.....	Turrialba.....	United Fruit Company.....	New Orleans.	June 23.....	Catagua.....	Spanish Steamship Line.....	Puerto Colombia.
June 26.....	Paraisma.....	United Fruit Company.....	Port Limon.	June 24.....	U. S. S. Wheeling.....	United States Navy.....	New Orleans.
June 26.....	U. S. S. Castine.....	United States Navy.....	Port Limon.	June 25.....	Metapan.....	United Fruit Company.....	New Orleans, via Bocas.
June 26.....	Caribbean.....	Panama Railroad Commissary.....	Cartagena.	June 26.....	Saint Jean.....	French Steamship Line.....	Havre.
June 26.....	Advance.....	Panama Railroad Steamship Line.....	New York.	June 26.....	Kilpatrick.....	United States Government.....	New Orleans via San Juan.
June 27.....	Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....	New York.	June 26.....	Turrialba.....	United Fruit Company.....	N. Y. via Col. and Jamaica.
June 27.....	Alton (schr.).....	W. Rankin.....	Colon waters.	June 27.....	Paraisma.....	United Fruit Company.....	New Orleans via Bocas.
June 27.....	Perou.....	French Steamship Line.....	Bordeaux and waypoints.	June 27.....	Orotina.....	P. Wilson.....	Port Limon.
June 28.....	Lake Hurst.....	United States Shipping Board.....	New York and Haiti.	June 28.....	Colon.....	Panama Railroad Steamship Line.....	New York via Haiti.
June 28.....	Lake Wilson.....	United States Shipping Board.....	New York.	June 28.....	Alton (schr.).....	W. Rankin.....	San Andres, Col.

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
June 26....	Cherub (launch)....	Antonio Valdez.....	Panama.	June 17....	Anyo Maru.....	Toyō Kisen Kabushiki Kaisha....	Hongkong, Mex., U. S. pts.
June 26....	Anyo Maru.....	Toyō Kisen Kabushiki Kaisha....	Valparaiso.				

* Other than ships passing through the Canal.

Requests for Inspection of Household Goods.

As stated in Circular No. 679-7, dated June 21, 1919, published on another page of THE PANAMA CANAL RECORD, in addition to the charge of \$1 for declaration of inspected household goods provided for in Circular No. 679-1 of December 22, 1916, a charge of \$1 per hour will be made on and after July 1, 1919, for the time spent by customs inspectors away from their regular duties in the inspection of household goods.

Persons residing at points north of Gamboa who desire a customs inspection should communicate with the Chief Customs Inspector at Cristobal, and those residing at or south of Gamboa should communicate with the Chief Customs Inspector at Balboa, preferably by telephone, in order that the exact hour and day when it will be most convenient to have the inspection made may be determined and other arrangements made for the inspection.

Requests for inspection should be made several days prior to the time of inspection, and no goods should be packed before the arrival of the customs inspector. Requests for inspections on Sundays, holidays, during the noon rest period, and after 5 o'clock on working days can not be granted.

An Instance of Unnecessary Malarial Infection.

Three boys from Balboa, 13 to 15 years old, went camping last month for two days in the vicinity of Araján, Republic of Panama, beyond the area of antimosquito work carried on by the Health Department and slept at night under a lean-to, unprotected by mosquito bars. Two weeks later all developed malaria, and were sent to Ancon Hospital.

The Health Department has requested publicity for the above, as an instance of what not to do. It states that warnings against this sort of thing have been published repeatedly, and deliberately to transgress the basic principles of health protection is an antisocial act. The malaria-infected person becomes a menace to the community. The harm he does in incurring infection unnecessarily is not alone to himself, nor even to his government which bears the expense of caring for him, but also to the general population amid which he lives, which may receive infection from no fault of its own.

War Posters Produced on the Isthmus.

An effort is being made to secure a collection of the original posters and handbills produced on the Isthmus in connection with war activities, to be loaned to the New York Public Library for inclusion in an exhibit of American posters, and afterwards to be preserved in the Canal museum. Persons having such material and willing to give it for the purpose indicated are requested to forward it to the Executive Secretary, Balboa Heights, C. Z.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Observer and meteorologist (male); \$1,260 to \$1,800 a year; No. 296; July 23, August 20, and September 17, 1919; form 1312; age, 21 years but not 45 years.

Specialist in milk utilization (female); \$1,200 to \$2,640 a year; No. 290; July 22, 1919; form 2118; age, 21 years but not 50 years.*
 Soil biochemist (male and female); \$1,800 to \$2,400 a year; No. 308; July 22, 1919; form 2118; age, 25 years but not 45 years.*
 Junior dairy herdsman (male); \$3 to \$4 a day; No. 301; July 23, 1919; form 304; age, 18 years and over.

No. 282—Amended—Traffic clerk (male); \$1,800 to \$2,400 a year; July 15, 1919.*
 No. 302—Amended—Assistant investigator (male and female); \$1,500 to \$2,400 a year; July 1, 1919; age, 21 years, but at the request of an appointing officer certification will be made of eligibles who are within reasonable age limits.*

The United States Civil Service Commission announces that as it is found that the needs of the service do not require the holding of the following examinations on the dates indicated, for which they are scheduled, such examinations will not be held on those dates:

No. 32—Amended—Statistical clerk, August 20, 1919.

No. 62—Amended—Coder, August 6, September 3, and October 8, 1919.

No. 172—Veterinarian and lay inspector, July 23, August 20, and September 17, 1919.

These examinations will, however, be held on the dates indicated below, for which they are also scheduled. If the needs of the service require them to be held after these dates they will be duly announced:

No. 52—Amended—Statistical clerk, June 18 and July 23, 1919.

No. 62—Amended—Coder, July 9, 1919.

No. 172—Veterinarian and lay inspector, June 18, 1919.

Clerk (male and female); July 19, 1919; No. 186—Amended, supplemental.

Die and toolmaker (male); July 22, 1919; \$4.25 to \$4.50 a day; No. 311; form 1800; age, 20 years and over.*

Railway mail clerk (male); August 23, 1919; No. 307; \$1,100 a year; form 304; age, 18 years but not 35 years.

Typist (male and female); \$1,100 a year; July 18, August 22, and September 26, 1919; No. 300; form 304; age 18 years and over; Departmental Service.

Clerk with knowledge of stenography (male and female); \$1,200 a year; July 18, August 22, and September 26, 1919; No. 300; form 304; age, 18 years and over; Departmental Service.

Aviation engine mechanic (male); \$1,500 to \$2,400 a year; No. 84; July 29, 1919; form 1312; age, within reasonable age limits.*

Aviation engine mechanic's helper (male); \$900 to \$1,500 a year; No. 84; July 29, 1919; form 1312; age, within reasonable age limits.*

Lubrication engineer (male); \$1,800 a year; July 29, 1919; form 1312; age, 22 years and over.*

Mechanical engineer in experimental work (male); \$8 a day; July 29, 1919; form 2118; age, 25 years but not 40 years.*

Superintendent of forest pathological field station (male); \$1,440 to \$1,620 a year; August 6, 1919; form 1312; age, 21 years but not 45 years.

Tariff clerk (male); \$1,200 to \$1,500 a year; August 6, 1919; form 1312; age, 21 years but not 50 years.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death
Emilio Castillo.....	112744	Peru.....	Colon.....	Panama Railroad...	June 10, 1919.
Enrique Moeller.....		Colombia.....	Colon.....	Commissary Division	June 14, 1919.
Samuel Murray.....	47415	Antigua.....	Panama.....	Supply Department.	June 15, 1919.
Byron E. Stevens.....	2825	United States.....	Cristobal.....	Building Division...	June 6, 1919.
Walter James Morgan.	146636	Jamaica.....	Panama.....	Cattle Industry.....	June 17, 1919.
Eugene D. Ryan.....	2499	United States.....	Cristobal.....	Commissary Division.	June 18, 1919.

Visiting Hours in Ancon Hospital.

Section A:

Tuesdays, Thursdays, and Saturdays, 2.00 to 4.30 p. m.

Sundays and holidays, 9.30 to 11.00 a. m.; 2.30 to 4.30 p. m.

Section B:

Private rooms—Daily, 9.30 to 11.00 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m.

Wards—Daily 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m.

Sundays—19.00 to 11.00 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m.

Section C:

Wednesdays, Sundays, and holidays, 1.30 to 3.00 p. m.

Section D:

Wednesdays, Sundays, and holidays, 1.30 to 3.00 p. m.

Section I:

None permitted.

Emergency passes to all sections issued only by and in discretion of section nurse.

All telephone inquiries in regard to patients in Ancon Hospital should be directed to the information clerk, Ancon Hospital.

Official Circulars.

Charges for Customs Inspection of Household Goods.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 21, 1919.

CIRCULAR NO. 679-7;

1. Effective July 1, 1919, in addition to the charge of \$1 for declaration of inspected household goods, in triplicate or quadruplicate, provided for by circular No. 679-1, of December 22, 1916, a charge of \$1 per hour shall be made for the time spent by customs inspectors away from their regular duties in the inspection of household goods.

2. The time charged for shall include the time consumed by customs inspectors in going to and from the place where goods are inspected, and, when more than one inspection is made, the transit time shall be prorated among the several persons whose goods are inspected.

3. A minimum charge of \$1 shall be made for each inspection requiring less than one hour of a customs inspector's time and for additional time in excess of one-half hour.

4. A charge of 50 cents shall be made for additional time of one-half hour or less.

5. Collections for both fees and services will be made at the time of inspection. The Inspector will issue receipt in the name of the Chief Customs Inspector, using form No. 5128, and itemizing the charges so that the amount collected for fees under circular No. 679-1 will be shown separately. All amounts collected for services rendered under this circular will be credited as a repayment to the appropriation "Civil Government, Panama Canal and Canal Zone."

CHESTER HARDING,
Governor.

Requests for Work.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 24, 1919.

CIRCULAR NO. 642-1:

1. The provisions of Circular No. 642, dated April 1, 1914, are amended as follows:

2. Requests for work to be performed, made between departments and divisions of The Panama Canal or between The Panama Canal and Panama Railroad Company, covering manufacture, repairs, alterations, and special services which can not conveniently be executed by the department making the request, or which are specific functions of the department on which the request is made, will be submitted on Form 159. When the estimated cost exceeds \$75 for ordinary jobs, the work must be authorized by the Governor, whether it be performed by the department or division making the request or by another department or division.

3. Blanket work requests covering miscellaneous services, small repairs, and manufacturing work of a minor nature, the estimated cost of which is \$75 or less, will also be submitted on Form 159 for the approval of the Governor and will be allowed to run until terminated or modified by the department or division making the request. Unless the work to be performed is specified on the blanket authority, individual jobs under such authorities must be requested on Form 3431. Three copies of Form 3431 will be forwarded direct to the department or division performing the work, one copy (quadruplicate) to the Auditor, and one copy (quintuplicate) to be retained by the department or division requesting the work. This shall not be construed, however, as giving authority to divide up work that would otherwise fall naturally under paragraph 2 of this circular into separate items.

4. These forms are intended to obviate requests or recommendations being made by letter covering work to be performed by another de-

partment or division, but in addition they will take the place of requests for special authority when the work is to be performed by the department or division making the request.

5. Estimates will be prepared and charges rendered in accordance with directions contained in the circular covering percentages and surcharges, or as it may be modified from time to time.

6. The estimated cost must be shown on all work requests. The division performing any work will advise the division for which the work is being performed when it is found that the estimated cost of any job will be materially exceeded.

7. Under no circumstances will work be performed on work request Form 3431 in excess of \$75, and when it is found that the cost of the work requested will exceed this amount, Form 3431 must be returned for submission of regular work request, Form 159.

8. Correspondence relating to any particular request shall give the number and date of same.

CHESTER HARDING,
Governor.

Acting Magistrate, Cristobal.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., June 21, 1919.

To all concerned—Effective on June 24, and during the absence of Judge J. W. Thompson on leave, Judge James W. Blackburn will act as Magistrate for the subdivision of Cristobal, and will hold court at Balboa in the morning and at Cristobal in the afternoon.

CHESTER HARDING,
Governor.

Change of Subscriptions by Payroll Deduction.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 30, 1919.

To all concerned—Employees wishing to increase or decrease the amount of their subscriptions by payroll deduction to the Red Cross War Relief Fund or the United War Work Fund should write direct to the Auditor at Balboa Heights.

Attention is especially invited to the fact that, owing to the difficulty in handling these changes during the latter part of a month, no request will be honored unless received by the Auditor prior to the 21st of the month in which change is to be effective.

H. A. A. SMITH,
Auditor The Panama Canal.

Cable Notice.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., June 25, 1919.

CIRCULAR NO. 1291:

To agents and operators—The following cablegram received from the Central & South American Telegraph and Cable Company:

"Normal route to Bermuda and Turkestan interrupted. Messages may be sent via Jamaica at Jamaica rate plus 24 cents per word for Turkestan and 36 cents per word for Bermuda. Full rate messages in code authorized to Great Britain now accepted for places in Dutch East India. Messages for French Guiana subject heavy delay being sent by boat opportunities from near-by points."

W. J. BISSELL,
Acting Master of Transportation.

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama;" in the United States, "Pancanal, Washington."

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 12, 1919.

CIRCULAR NO. 202:

Effective as of May 12, 1919, Lieut. Commander Chas. Svensson, U. S. N. R. F., Captain of the Port, Balboa, is designated an accountable official of The Panama Canal, vice Capt. L. A. Heliikson, and as such will account for all non-expendable property in use by the Captain of the Port, Balboa.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

In Charge of Work on Pier 6.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., June 27, 1919.

To all concerned—Effective July 1, 1919, the completion of the work of construction of Pier 6, Cristobal, will be under the supervision of Mr. J. B. Fields, Superintendent of Construction, Building Division.

T. C. MORRIS,
Acting Resident Engineer.

Acting Manager, Balboa Commissary.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
CRISTOBAL, C. Z., June 30, 1919.

MEMORANDUM NO. 761-33:

To commissary managers—Effective at noon to-day, Mr. F. P. Brugge will act as manager, Balboa Commissary, during the absence on leave of Mr. V. T. Cornwell.

J. J. JACKSON,
General Manager, Commissary Division.

Joint Commission.**Certificate of Disagreement.**

In the matter of the claim of Eduardo Icaza for property located in the district of Ancon and known as "La Polvareda," certificate of disagreement, rule No. 415, docket No. 1776, May 28, 1919—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Empire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Empire appointed under the Treaty as provided for in Article XV thereof. Done at the National Palace, Panama, Republic of Panama, this 28th day of May, 1919.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, Commissioners.

Award.

In the matter of the claim of the heirs of Francisco Ardila, for property located in Pueblo Nuevo, award No. 196, docket No. 3317, June 24, 1919—An award is hereby made against the United States in the sum of \$2,257.80, U. S. currency, in favor of the heirs of Francisco Ardila, hereinafter named, in the amounts specified, for all the right, title, and interest which the said persons may possess or may have possessed in and to four lots of land located in Pueblo Nuevo, subject of claim docket No. 3317, including any and all damages sustained by them on account of the expropriation of this property by the United States of America:

To Mercedes Ardila, 1/10 thereof. \$225.78
To Carolina Ardila, 1/10 thereof. 225.78

To Francisco Ardila, 1/10 thereof. \$225.78
To Laura Ardila, 1/10 thereof. 225.78
To Federico Ardila, 1/10 thereof. 225.78
To Ricardo Ardila, 1/10 thereof. 225.78
To Gilda Ardila, 1/10 thereof. 225.78
To Amanda Ardila, 1/10 thereof. 225.78
To Ernesto Ardila, 1/10 thereof. 225.78
To Aurora H. de Ardila, as legal guardian of the minors Julia Ardila, Margarita Ardila, and Augusto Guillermo Ardila. 225.78

Total. \$2,257.80

This award shall be paid to the persons above named on or before the 24th day of July, 1919, and if payment or tender of payment of any item of this award is not made on or before that date, such item shall thereafter bear interest at the rate of 6 per centum per annum until paid.

Done at the National Palace, Panama, June 24, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, Commissioners.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., June 17, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts, and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa:

Boyce, Mrs. W. E.	Luken, O. H., Box 121
Brock, Jewel	McKenn, Robert T., Box 771
Earle, Lyon H.	
Florentina, Donato	Paige, Sidney
Gonzalez, Arturo, Box 197	Robertson, Benjamin
Henlin, R. Geo., Box 692	Stedman, G. W. R.
Holdip, Mrs. M. L., Box 696	Steele, J. E.
Jones, Aubrey	Whitten, Charley, Box 77
	Worrell, L., Box 421

BALBOA HEIGHTS, C. Z., June 23, 1919.

Bronse, Arthur	Lahr, E. M., Box 6
Cabell, L. R.	Moody, W.
Cosand, Hobert	Okuyoma, B., Box 388
Gooden, Bertram	Ruhlhand, Miss Lucy
Hennessy, J.	Willis, Mrs. Ada

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.50 per barrel of 42 gallons Mexican fuel oil is \$2.00 per barrel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound: Beef hinds, 13 cents; beef lores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Additions to Commissary Stock.

Curtain, cretonne, Pacific fine electra cloth, 34 3/4", yd.	\$0.41
Curtain, cretonne, Pamico fine, 34 3/4", yd.	.56
Curtain, cretonne, cotton, 35/36", yd.	.23
Curtain, cretonne, cotton, 35/36", yd.	.25
Curtain, cretonne, cotton, 35/36", yd.	.32
Curtain, cretonne, cotton, 35/36", yd.	.36
Curtain, cretonne, cotton, 35/36", yd.	.40
Curtain, cretonne, cotton, 35/36", yd.	.49
Curtain, cretonne, cotton, 35/36", yd.	.50

COMMISSARY NOTES.

Jelly.

It is impossible for the commissary purchasing agent to obtain shipments of quince jelly at present on monthly requisition, as there is none to be had until the new pack.

Cherries.

The commissary purchasing agent has advised that the price of cherries in tins is so high as to be prohibitive and he is limiting his buying to actual current requirements.

Electric Irons.

It is still impossible to obtain electric irons which have been on requisition—a long time, the contractors stating that the shortage of clear mica, necessary in the manufacture of these appliances, is responsible for delay in delivery.

The Panama Canal Guide.

The demand for *The Panama Canal Guide* exhausted the cloth edition within a few weeks after it was put on sale. However, the commissary has been able to obtain 200 of these books in paper binding which will be retailed at 24 cents each.

Shirts—Underwear.

The men's wear departments of the retail stores have recently been stocked with a new line of Manhattan shirts in madras, negligee style, with French cuffs. These come in all white, self stripes and fancy colors, in sizes from 14 to 17½, with sleeves of varying lengths. Price is reasonably placed at \$2.40. For the boys there are union suits in B. V. D. style, made in exactly the same fashion as the ones worn by adults.

Fruit Shipments.

The commissary purchasing agent made the first shipment of cantaloupes of the season by the steamer *Advance*. Peaches and watermelons will probably follow in about two weeks. Blackberries are arriving in small quantities in the New York market and if the weather conditions are favorable, the indications are that there will be a fair crop, in which event one or two shipments to the Isthmus will be made.

Beef.

The retail stores are offering flank steak at 20 cents a pound. This cut has a good flavor and can be prepared in a variety of ways to make it more appetizing. One of the best ways is to braise in a hot pan until browned on both sides, then add tomatoes, onions, and green peppers, with just enough water to cover, and the whole allowed to simmer until tender. It can also be served as a small roast by cutting a pocket, stuffing, and rolling.

Dry Goods.

A thorough canvass of the trade by the New York office failed to disclose any alpaca in white or cream shades which was desired for the commissaries. It is stated that there has been no fabric of this character imported into the United States for three or four years nor are there any prospects of importation being resumed in the near future. The manufacture of this alpaca was attempted in the United States but results are said to have been not entirely satisfactory and there are no domestic mills turning it out at the present time.

Special Delivery Service.

Effective as of July 1, the present special delivery charge of 10 cents for each 20 pounds, or fraction thereof, will be discontinued and instead special deliveries will be charged for at 15 cents for one or two items, and 5 cents additional for each item in excess of two. This change is necessary in order to meet the increased cost of labor and delivery and is the first increase for special delivery service since it was installed. This ruling will not apply to special deliveries of ice cream, which will be charged for as at present, namely: In containers 2 gallons or less, 15 cents for each container; in containers from 2 gallons to and including 5 gallons, 20 cents for each container; in containers any size over 5 gallons, 30 cents for each container.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XII.

Balboa Heights, C. Z., July 9, 1919.

No. 47.

New Tariff of Charges for Supplies and Services.

The Panama Canal and the Panama Railroad Company have issued Tariff No. 3, containing a schedule of rates for supplies and services furnished to shipping and allied interests at the Panama Canal. This was made effective July 1, 1919, and supersedes Panama Canal Tariff No. 2 and all supplements thereto.

The items listed are indexed as follows: Ashes, handling; baggage allowance; bakery products; basin charge; bills of health; bills, payment of; cablegrams advising deposits; coal; cold storage; collections, agency fee; cordage; craneage; craneboats; cranes; customs fees; deck hands; Diesel oil; dispensaries; divers; dry docks; floating cranes; fruits; fuel oil; garbage; general; groceries; handling lines; hospital treatment; hotels; ice; launches; laundry; lighters; locks, handling lines in; lubricants; meats; medical supplies; medical treatment; mooring to buoys; oil; overtime; Panama Railroad passenger tariff; pangas; physicians; pilotage; provisions and supplies; pumping oil; quarantine; quarantine guards; rat guards; repairs; shifting berth; ship chandlery and stores; special Sunday and holiday rates; special trains; stevedoring and transferring cargo; storage on docks; Sunday and holiday work; supplies; switching; Tivoli Hotel; tolls; transferring cargo; tugs and supply boats; vegetables; Washington Hotel; water; whaleboats; wharfage; wrecking cranes; wrecking operations.

Distribution of copies of the new tariff have been made to the shipping interests on the mailing list of the Canal, and additional copies may be secured by anyone interested, on request addressed to The Panama Canal, Washington, D. C., or Balboa Heights, Canal Zone.

CANAL WORK IN MAY.

The report of the Governor to the Secretary of War, of Canal operations in May, 1919, is as follows:

BALBOA HEIGHTS, C. Z., June 26, 1919.

*The Honorable, the Secretary of War,
Washington, D. C.*

SIR: I have the honor to submit the following report of The Panama Canal for the month of May, 1919:

CANAL TRAFFIC.

The number of ocean-going commercial vessels passing through the Canal for the month was 176, exclusive of 7 U. S. Government ships on which no tolls were levied, 1 other naval ship, and 4 launches. The total number of vessels was 188. Classifications are shown in the following tabulation. Net tonnage of the 176 commercial ships aggregated 566,892 tons, Panama Canal measurement. Their registered gross tonnage was 727,260 and their registered net tonnage 468,030 tons. The cargo carried totaled 642,171 tons of 2,240 pounds. Ships of eight different nationalities were included in the month's traffic. The total net tonnage exceeded by 86,025 tons that of commercial ships passing through the Canal in April, when 161 ships of 480,867 tons made the transit. The cargo carried was 135,242 tons more than that handled through the Canal in April, and was the greatest for any month so far during 1919; and had been exceeded only once, in October, during the fiscal year.

The United States coastwise traffic was made up of 26 vessels, aggregating 83,295 net tons, Panama Canal measurement, and carrying 106,020 tons of cargo. From Atlantic to Pacific it included 4 ships, with a total net tonnage of 16,439 tons, Panama Canal measurement, carrying 23,378 tons of cargo, and from Pacific to Atlantic 22 ships of 66,856 net tons, carrying 82,642 tons of cargo.

The United States Shipping Board operated none of the 4 westbound ships in the coastwise trade, but operated all but 1 of those eastbound. This was in ballast; its aggregated net tonnage was 6,823. Two of the westbound coastwise ships were operated by the U. S. Navy. In the foreign trade, the Shipping Board sent 9 vessels, of 25,809 net tons, Panama Canal measurement, through from Atlantic to Pacific, carrying 37,419 tons of cargo. From Pacific to Atlantic, the Shipping Board vessels in foreign trade numbered 11, of 30,751 net tons. Of these, 4, of 14,561 tons, were in ballast. The 7 ships carrying cargo carried an aggregate of 24,931 tons.

Among the principal commodities included in the traffic from Pacific to the Atlantic during May were flour, 5 whole cargoes aggregating 36,197 tons; sugar, 5 whole cargoes amounting to 25,076 tons, with another shipment of sugar included with hemp and general; barley, 7 whole cargoes, 20,925 tons; lumber, 6 whole cargoes, 13,955 tons; nitrates, 4 whole cargoes aggregating 13,451 tons, with another shipment of nitrate included with fruit and coffee; and coffee, 3 whole cargoes, 6,125 tons, and other shipments included with leather. Two oil tankers passed through in ballast, from the west coast of South America to ports on the Gulf of Mexico; and another tanker carried 8,033 tons of crude oil from Talara to Vallo.

The bulk shipments from the Atlantic to the Pacific were: Fuel oil, 50,079 tons, from Gulf of Mexico ports, 6,152 tons from Beaumont, 7,927 tons from Tampico, and 36,000 tons from Puerto Lobos, for the west coast of North and South America; refined oil, 31,550 tons, of which 11,440 tons were from New York to San Francisco, 5,000 tons from New York to Melbourne, 6,910 tons from New Orleans to Honolulu, and 8,200 tons from Port Arthur to San Francisco; coal, 26,648 tons, originating at Newport News, Norfolk, Baltimore, and New York, and destined, 9,157 tons to the west coast of South America, 8,831 tons to Wellington, and 8,660 tons to San Francisco; and coke, 1 cargo of 1,503 tons from Baltimore to Callao, with other coke included with a cargo of iron for Valparaiso. One British transport passed through the Canal in May, carrying returning soldiers to Littleton.

Vessels passing through the Canal on their way to the west coast of South and Central America during May may be classified as follows:

No.	Nationality.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo
					<i>Tons</i>
14	British.....	21,444	12,768	15,702	16,177
3	Chilean.....	9,080	5,505	8,055	4,221
2	Peruvian.....	8,065	4,587	5,459	4,207
3	Norwegian.....	21,029	13,200	15,453	27,000
12	United States.....	33,590	22,465	25,465	51,907
34	Totals.	93,208	58,605	70,134	83,512

Of the 34 vessels, 18, with 13,605 tons of cargo, originated at the Atlantic terminus of the Canal; 11, with 38,907 tons of cargo came from United States ports, 3, carrying 27,000 tons of oil from Mexico; 1, from Europe, carrying 4,000 tons of general cargo, and 1 passed through in ballast from Cuba.

SERVICES TO CANAL SHIPPING.

Repairs were made on 112 vessels during the month, 69 at Cristobal and 43 at Balboa. Ten vessels were dry-docked at Cristobal and 12 at Balboa. Sales of fuel oil to ships from the tanks at Balboa were 1,101.19 barrels to 2 vessels; at Cristobal, 3,427.37 to 5 vessels; total, 4,531.56 barrels to 7 ships. Coal sales were 29,091 tons to 95 vessels at Cristobal and 10,329 tons to 31 vessels at Balboa, a total of 126 vessels receiving 39,420 tons. A total of 6,885,795 gallons of water was supplied to 139 vessels at Cristobal, and 1,793,200 gallons to 85 vessels at Balboa, making a total of 8,678,995 gallons to 224 vessels. Sales of commissary supplies to commercial ships aggregated \$77,214.31, of which \$48,011.87 worth was supplied at Cristobal, \$29,202.44 at Balboa. Laundry service for ships amounted to \$2,459.31. Tug service performed for vessels using the Canal and the terminal ports was charged at \$21,175.30, which included the towage for one sailing vessel making the transit of the Canal.

STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Canal are shown in the following tabulations:

Item.	Cristobal.	Balboa.	Total.
Commercial ships making transit of Canal	75	101	176
Net tonnage of commercial ships, P. C. measurement	269,249	297,643	566,892
United States equivalent net tonnage of commercial ships	229,968	265,615	495,583
Registered gross tonnage of commercial ships	338,850	388,410	727,260
Registered net tonnage of commercial ships	218,759	249,271	468,030
Cargo through Canal, tons of 2,240 pounds	354,372	287,799	642,171
Nationality of commercial ships through Canal:			
British	37	37	74
Chilean	3	4	7
Danish	1	1	2
Japanese	7	1	8
Norwegian	3	3	6
Peruvian	2	2	4
Swedish	1	1	2
United States	23	52	75
Total	75	101	176
Registered gross tonnage of commercial ships, by nationalities:			
British	175,273	149,806	325,079
Chilean	9,080	11,776	20,856
Danish	573	373	946
Japanese	40,718	5,305	46,023
Norwegian	21,029	21,029	42,058
Peruvian	8,065	7,922	15,987
Swedish	3,174	3,774	6,948
United States	84,685	188,425	273,110
Total	338,850	388,410	727,260
Registered net tonnage of commercial ships, by nationalities:			
British	112,512	94,292	206,804
Chilean	5,505	7,215	12,720
Danish	268	268	536
Japanese	26,824	3,302	30,126
Norwegian	13,280	13,280	26,560
Peruvian	4,567	3,941	8,508
Swedish	2,875	2,875	5,750
United States	56,051	124,098	180,149
Total	218,759	249,271	468,030
United States equivalent net tonnage of commercial ships, by nationalities:			
British	122,291	110,447	232,738
Chilean	5,612	6,692	12,304
Danish	279	279	558
Japanese	28,127	3,346	31,473
Norwegian	13,460	13,460	26,920
Peruvian	3,579	3,351	6,930
Swedish	2,389	2,389	4,778
United States	57,399	125,651	183,056
Total	229,968	265,615	495,583
Panama Canal net tonnage of commercial ships, by nationalities:			
British	143,039	117,094	260,133
Chilean	8,055	10,476	18,531
Danish	284	284	568
Japanese	30,730	4,165	34,895
Norwegian	15,453	15,453	30,906
Peruvian	5,459	5,005	10,464
Swedish	3,967	3,967	7,934
United States	66,513	141,199	207,712
Total	269,249	297,643	566,892
Cargo carried by ships of various nationalities:			
British	177,064	129,620	306,714
Chilean	4,221	2,457	6,678
Danish	360	360	720
Japanese	54,471	6,490	60,961
Norwegian	27,000	27,000	54,000
Peruvian	4,207	4,658	8,865
Swedish	5,511	5,511	11,022
United States	87,379	138,703	226,082
Total	354,372	287,799	642,171
Vessels passing through the Canal free of tolls:			
U. S. Navy subchaser	1	1	2
U. S. Navy submarine	1	1	2
U. S. Navy destroyer	1	1	2
U. S. Navy gunboat	1	1	2
U. S. Army tug	1	1	2
Coast and Geodetic ship Surveyor	1	1	2
Total	5	2	7
Army or naval vessels of other nations, other than transports	1	1	2
Displacement tonnage of above	10,001	10,001	20,002
Launches	4	4	8
Net tonnage of launches, Canal measurement	11	11	22

Item.	Cristobal.	Balboa.	Total.
Yachts	1		1
Net tonnage of above, Canal measurement.....	31		31
Total number of ships transiting Canal.....	85	103	188
Commercial ships through Canal without cargo, but not in ballast.....	2		2
Net tonnage of above.....	4,709		4,709
Commercial ships through Canal in ballast.....	5	14	19
Net tonnage of above.....	4,302	55,149	59,451
Total transit of commercial ships without cargo.....	7	14	21
Net tonnage of above.....	9,011	55,149	64,160
Motor ships through Canal.....		7	7
Net tonnage of above.....		9,059	9,059
Sailing ships through Canal.....		1	1
Net tonnage of above.....		1,630	1,630
Tolls levied on laden ships through Canal.....	\$230,285.20	\$258,618.10	\$538,903.30
Tolls on ships in ballast through Canal.....	\$3,222.81	\$45,675.55	\$48,898.36
Total tolls levied.....	\$233,508.01	\$304,293.65	\$587,801.66
Total ships entering port.....	219	180	399
Total ships clearing from port.....	222	186	408
Net registered tonnage of vessels entering.....	571,360	484,187	1,055,547
Net registered tonnage of vessels clearing.....	570,018	491,863	1,061,881
Total, for vessels entering and clearing.....	1,141,378	976,050	2,117,428
Vessels entering port, but not passing through Canal.....	49	3	52
Net tonnage of above.....	120,953	8,031	128,984
Vessels clearing port, but not passing through Canal.....	52	5	57
Net tonnage of above.....	110,393	10,991	121,384
Vessels passing through Canal, and handling passengers or cargo at port entered.....	31	28	59
Net tonnage of above.....	34,390	43,425	77,815
Vessels passing through Canal, and handling passengers or cargo at port, cleared.....	29	31	60
Net tonnage of above.....	32,289	45,800	78,089
Transit cargo arriving..... tons	646,254	639,557	1,285,811
Transit cargo cleared..... tons	654,645	643,289	1,297,934
Total..... tons	1,300,899	1,282,846	2,583,745
Local cargo arriving..... tons	21,628	6,664	28,292
Local cargo shipped..... tons	5,009	411	5,420
Total local cargo handled..... tons	23,637	7,075	35,712
Total local and transit cargo.....	1,329,536	1,289,921	2,619,457
Cargo received by Receiving and Forwarding Agency of P. R. R.....	58,458	4,067	62,525
Cargo dispatched by Receiving and Forwarding Agency of P. R. R.....	43,201	551	43,752
Cargo rehandled by Receiving and Forwarding Agency of P. R. R.....	2,217	270	2,487
Total cargo handled by Receiving and Forwarding Agency of P. R. R.....	103,876	4,888	108,764
Cargo stevedored, included in above.....	70,864	253	71,117
Commercial vessels other than P. R. R. supplied with bunker coal.....	89	30	119
Panama Railroad vessels supplied with bunker coal.....	6	1	7
Coal received during May..... tons	47,647		47,647
Coal supplied Panama Railroad Steamship Line..... tons	626	1	627
Coal supplied Panama Railroad departments..... tons	1,658	30	1,688
Coal supplied individuals and companies..... tons	32		32
Coal supplied other steamship lines..... tons	28,319	10,304	38,623
Coal supplied Army, including vessels..... tons	146	24	179
Coal supplied Navy, including vessels..... tons		1,210	1,210
Coal supplied The Panama Canal..... tons	1,885	809	2,694
Coal on hand, June 1..... tons	163,674	15,578	179,252
Vessels supplied with water.....	139	85	224
Water sold to ships..... calls	6,885,795	1,793,290	8,678,995
Vessels dry-docked.....	10	12	22
Commercial vessels furnished commissary supplies.....	115	63	183
U. S. Government and Panama R. R. vessels furnished commissary supplies.....	36	15	51
Total vessels furnished commissary supplies.....	151	83	234
Commissary sales to commercial vessels:			
Ice.....	\$772.75	\$510.73	\$1,283.48
Wholesale groceries.....	9,318.72	5,434.86	14,753.58
Wholesale cold storage.....	34,276.73	20,890.16	55,166.89
Laundry.....	1,418.88	1.81	1,420.69
Miscellaneous.....	2,224.79	2,364.88	4,589.67
Total.....	\$48,011.87	\$29,202.44	\$77,214.31
Commissary sales to Government and Panama Railroad vessels:			
Ice.....	\$56.61	\$197.88	254.51
Wholesale groceries.....	5,171.44	1,385.92	6,557.36
Wholesale cold storage.....	\$27,085.93	\$7,442.18	\$34,528.11
Laundry.....	1,038.62		1,038.62
Miscellaneous.....	668.68	5.34	674.02
Total.....	\$34,021.30	\$9,031.32	\$43,052.62
Total commissary sales to vessels.....	\$82,033.17	\$38,233.76	\$120,266.93

Item.	Cristobal.	Balboa.	Total.
Fuel oil sold to commercial ships from Canal tanks.....barrels.	3,424.37	1,013.99	4,438.36
Fuel oil issued to U. S. Navy.....barrels.	540.04		540.04
Other sales, issues, and consumption.....barrels.	3,761.45	19,277.14	23,038.54
Total furnished from Canal tanks.....barrels.	7,725.86	20,291.13	28,016.99
Fuel oil on hand June 1.....barrels.	45,026.96	156,344.34	201,371.30
Diesel oil on hand June 1.....barrels.		1,716.15	1,716.16
Passengers arriving, including transit passengers:			
First cabin.....	2,330	1,466	3,796
Other than first cabin.....	5,813	5,130	10,943
Total.....	8,143	6,596	14,739
Total passengers departing including transit passengers:			
First cabin.....	2,069	1,267	3,336
Other than first cabin.....	6,342	5,055	11,397
Total.....	8,411	6,322	14,733
Total movement of passengers.....	16,554	12,918	29,472
Passengers disembarking:			
First cabin.....	1,184	278	1,462
Other than first cabin.....	466	107	573
Total.....	1,650	385	2,035
Passengers embarking:			
First cabin.....	2,358	154	2,512
Other than first cabin.....	3,445	65	3,510
Total.....	5,803	219	6,022
Services to seamen:			
Seamen shipped.....	291	187	478
Seamen paid off.....	205	132	337
Seamen deceased.....		1	1
Seamen deserted.....	10		10
Seamen lodged, subsisted, and repatriated.....	14		14
United States citizens.....	9	18	27
Aliens.....	331	57	418
Total seamen handled.....	690	395	1,285
Seamen's wages received.....	\$3,335.63	\$933.46	\$4,269.09
Seamen's wages disbursed.....	\$3,673.71	\$2,011.87	\$5,765.58
Seamen's wages on hand, May 31.....	\$935.70	\$1,015.62	\$1,951.32

LOCK OPERATIONS.

Lockages of commercial vessels were made during the month as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	96	67	163	103	76	179
Pedro Miguel.....	97	76	173	101	76	177
Miraflores.....	89	68	157	102	76	178

Army and Navy vessels, and vessels operated by The Panama Canal, are included in the following summary of all lockages during the month:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial lockages.....	163	173	157
Noncommercial, United States Army and Navy.....	8	10	7
Canal equipment.....	10	27	24
Total.....	181	210	188
Vessels:			
Commercial vessels.....	179	177	178
Noncommercial, United States Army and Navy.....	17	17	17
Total.....	196	194	195

Water consumed for all lockages amounted to 1,929,180,000 cubic feet, the water used at Pedro Miguel becoming available for second use at Miraflores.

Consumption of water during the fiscal year has been as follows:

WATER CONSUMPTION (IN CUBIC FEET) FOR FISCAL YEAR ENDING JUNE 30, 1919.

	Gatun.	Pedro Miguel.	Miraflores.
Previously reported.....lockage.	7,484,910,000	8,839,100,000	6,268,740,000
Previously reported.....lockage.	160,366,000	497,380,000	196,630,000
During the month.....lockage.	710,810,000	652,860,000	565,520,000
During the month.....lockage.	20,000,000	28,216,000	20,000,000
During the month.....maintenance.		64,000,000	
Total to date.....lockage.	8,195,720,000	7,491,960,000	6,834,260,000
Total to date, maintenance and leakage.....	180,366,000	589,590,000	216,630,000

No serious accidents or delays occurred to ships in the locks. The crib fender for the north approach wall of Miraflores Locks was brought to 95 per cent of completion. The floating caisson dam was in continuous use at Miraflores Locks during the month, in connection with inspection and repair of lock gates, rising stem valves, etc.

METEOROLOGY.

The estimated average rainfall over Gatun Lake watershed was 8.03 inches, which is 64 per cent of the 9-year mean of 12.53 inches. The estimated average over the Chagres River basin above Alhajuela was 9.43 inches, or 73 per cent of the 18-year mean of 12.86 inches.

The month was unusually oppressive, as the temperature and humidity were both above normal, with relatively light winds and but few heavy rains to cool the atmosphere.

The evaporation over Gatun Lake was somewhat above the average. Elevation of the surface of Gatun Lake varied from a maximum elevation of 85.60 feet on the 21st, to a minimum of 84.78 feet on the 8th and 9th, averaged 85.10 feet and ended at 85.01 feet at midnight on the 31st.

There was an increase in storage of 600 million cubic feet. The draft on Gatun Lake for lockages and electric power was 1,983 c. f. s., compared with 1,977 c. f. s., for the last month and 1,843 c. f. s., for May, 1918. Four turbines were operating during the month. The ratio of water used for hydroelectric power and Gatun Lake lockages was 2.91 to 1. Brazos Brook reservoir and Gamboa pumping plant drew 28.39 and 30.50 million cubic feet, respectively, from Gatun Lake.

The checking of the area and capacity curves for Miraflores Lake was completed, and new curves were drawn. The lake area and capacity are increased because Pedro Miguel pond is now an integral part of Miraflores Lake.

Miraflores spillway discharge formula constant was revised from a basis derived from the corrected lake capacity curve.

ELECTRICAL DIVISION.

Gatun hydroelectric station—There were no interruptions in service at this station during the month. The net output of the hydroelectric station for the month of May was 5,030,200 kilowatt-hours, and the computed water consumption was 3,960,160,000 cubic feet. The direct current control bus circuit to the Gatun substation was completed.

Miraflores steam plant—The operation of this station was satisfactory throughout the month. Load was picked up on two occasions during the month on account of line failures. Boilers Nos. 9 and 10 were equipped with small auxiliary burners, and main burners were adjusted. The installation of these auxiliary burners on boilers for use when in stand-by service has proven satisfactory. The gross output of the Miraflores steam plant was minus 153,390 kilowatt-hours, 41,800 kilowatt-hours having been used for excitation and operation of generators as synchronous condensers to improve the power factor of the system. The net output of the Miraflores steam plant was minus 111,590 kilowatt-hours. The total amount of fuel oil used was 2,216.37 barrels for the month.

Total power output—The total net output of both generating stations was 4,968,610 kilowatt-hours and the total amount of power distributed to feeders by substation and generating plants was 4,432,368 kilowatt-hours, representing an energy loss of 10.11 per cent.

Transmission lines—There were two interruptions in service on the transmission lines during the month. The transmission line forces were engaged in cleaning grass from the bases of the towers and rebuilding hand cars. These men were also used in pulling cable at Miraflores Station for the new Army base feeder, and at Gatun substation unpacking material for new testing transformer.

Marine work—At Cristobal, 26 orders were accomplished, embracing 48 items of repairs and additions on the following vessels: Steamships *Colon*, *Achilles*, *Elizabeth Ruth*, *Gen. Ernst*, *Allianca*, *Caribbean*, *Advance*, *Western Comet*, *Panama*, *Balboa*, tug *Engineer*, tug *Tavernilla*, *Cap Nord*, and *Cranenest*. At Balboa electrical work was performed on the following vessels: Steamships *Salaverry*, *Pisco*, submarine *C-4*, *Anubis*, *Circassian Prince*, *Santa Isabel*, *Lake Blanchester*, *Mount Shasta*, *Peru*, *Botsford*, *Santa Elena*, *Cristobal*, supply boat No. 2, motorship *Chiriqui*, tug *Mariner*, tug *Cocoki*, patrol boat *Roman*, launch *Graham*, barge No. 305-A, *Gelly*, *Cranenest*, and *Middlebury*.

New construction—Electric wiring in the power house and machine shop buildings at Coco Solo was completed. Work was continued at the cold storage plant at Mount Hope, five motors and a number of conduits being among the items installed. Electric installation at Pier 6 was advanced to 20 per cent of completion, and at the meat canning plant, Cristobal, to 46 per cent. Exterior electrical work on the seaplane

hangar at Coco Solo was 60 per cent complete at the end of the month. The 6,600-volt extension to the fortified islands at Fort Amador was 99 per cent complete.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

The repairs to the ex-German vessel *Luxor*, renamed *Pisco*, were carried to completion during the month, including successful dock and sea trials, after which the vessel was turned over to the Marine Superintendent for dispatching, on May 18. Repairs to the *Uarda* and *Anubis* are being pushed in the effort to meet dates for completion of those vessels, July 1 and August 1, respectively. The alterations to the S. S. *Middlebury*, to fit that vessel for carrying cattle, were pushed.

At the Cristobal shops the following vessels arrived for repairs: Barges 87, 71, and 151; dredge 86; submarine C-5; schooners *Laura C. Hall*, *Ralph S. Parsons*, *Centinel*; motorboat *Orotina*; barge 13; tugs *San Juan*, *Tavernilla*, *Porto Bello*, *Engineer*; subchasers 279 and 282; launches *Warrior*, *Lehr*, *Capron*, *Activo*, *Azinulth*; steamers *Poe*, *Field*; U. S. S. P. 2232; motor schooner *Cap Nord*; U. S. A. T. *Kilpatrick*; U. S. D. B. L-53; steamships *Elizabeth*, *Balboa*, *Caribbean*, *Culebra*, *Panama*, *Colon*, *Allianca*, *Advance*, *Achilles*, *Ulysses*, *Gen. Hodges*, *San Jose*, *Western Comet*, *West Hargrave*, *Lake Medford*, *Lake Hurst*, *Lake Crescent*, *Lake Wilson*, *Gendola*, *Geo. W. Elder*, *Jamaica*, *Nopolela*, *Cartago*, *Ucayali*, *Mikoku Maru*, *Ashburn*, *Wanzu*, *Barabos*, *Point Arena*, *Acajulla*, *Bancroft*, *City of Para*, *Caddo*, *Maniara*, *Middlebury*, *Oraton*, *Cranenest*, *Turrialba*, *Saint Louis*, *Rosalie Mahoney*, and *Darrah*.

Of the above the following were in dry dock during the month: Steamships *Elizabeth*, *Balboa*; submarine C-5; barges 87 and 13; schooner *Laura C. Hall*; tug *San Juan*; subchasers 279 and 282; tug *Tavernilla*.

At the Cristobal shops, 217 individual and company job orders were issued during the month, 9 of which were for work on submarines, and 7 on other U. S. Navy craft. Of the remaining 201, sixty covered repairs to ships making this port or in transit of the Canal, exclusive of Panama Railroad ships.

The following vessels were at the Balboa shops during the month for repairs: Steamships *Anubis*, *Pisco*, *Uarda*, *Belridge*, *Middlebury*, *La Habra*, *Circassian Prince*, *Cristobal*, *Lake Blanchester*, *Peru*, *Andra*, *Mubamba*, *West Togus*, *Botsford*, *Shala*, *Broncho*, *Achilles*, *Anyo Maru*, *Dunguness*, *Culebra*, *Roman*, *West Tacook*, *Otina*, *Colon*, *Glendoxle*, *Bradford*; U. S. S. *Nanshan*, *Macaïs*, *Gen. Geo. W. Getty*, *Ulysses*, mine planter *W. M. Graham*; motor ships *Chiriqui*, *Santa Isabel*, *Mount Shasta*, *Orotina*, *Santa Elena*, *Ingeborg*, *Laura C. Hall*; auxiliary schooner *Elizabeth Ruth*; U. S. submarine C-4; U. S. submarine patrols 1841 and 2235; tug *Rey del Rio*.

The following vessels were in dry dock during the month at Balboa: steamships *Luxor*, *Lake Blanchester*, motorship *Chiriqui*, tug *Mariner*, schooner *Elizabeth Ruth*, steamships *Middlebury*, *Circassian Prince*, U. S. S. *Gen. Geo. W. Getty*, pile driver No. 2, steamship *Santa Isabel*, scows Nos. 132 and 138.

The work on the new 61-foot steel underframe passenger coaches for the Panama Railroad was carried forward.

Foundry output, as compared with that during April, was as follows:

	May.	April.
	Pounds.	Pounds.
Iron.....	149,563	296,592
Steel.....	10,726	12,191
Brass.....	18,551½	22,83¾

Equipment was hostled as follows: Locomotives, 1,577; cranes, 232. One hundred and seventy shop and 1,556 field repairs were made on cars; 2,234 passenger cars were packed, cleaned, oiled, and inspected.

BUILDING CONSTRUCTION.

The construction work of the Building Division had reached the following status on May 31:

Ancon Hospital buildings—Ward group No. 7 was completed during the month. Ward group No. 8 was advanced to 99 per cent of completion. The residence of the Superintendent was completed and occupied.

Cement block walls of the lumber shed at Balboa were brought to 80 per cent of completion. The La Palma Radio station was 70 per cent completed at the end of the month. At the ice and cold storage plant at Mount Hope small finishing up jobs were performed, and the final test and acceptance of the refrigerating machinery was made during the month.

	Per cent completed.
Abattoir.....	99
Equipment for the abattoir.....	90
Canning plant.....	99
Boilerhouse and exterior steam lines, Mount Hope cold storage plant.....	99

	Per cent completed.
Machine shop, Mount Hope.....	35
Carpenter shop, Mount Hope.....	30
Garage, Mount Hope.....	99
Ten 12-family silver quarters, Mount Hope:	
4 houses.....	100
2 houses.....	95
2 houses.....	88
2 houses, carpentry.....	10
Silver clubhouse, Red Tank.....	95
Office building, Central & South American Telegraph Co., Balboa.....	10
Tuberculosis ward, Corozal Hospital.....	60

Work on the tuberculosis ward for Corozal Hospital was started May 1. Construction of a concrete platform at Building 11, Balboa shops, was completed, as was also the construction of a storehouse for The Panama Canal Press at Mount Hope. The demolition of the old storehouse at Mount Hope was 75 per cent completed.

Terminal construction—Following is progress report for the month of May, 1919, covering work of construction on the shed of Pier 6, Cristobal:

Item.	Reported last month.	Work performed during month.	Total to date.	Per cent complete.
Forms.....square feet.....	268,008	65,264	333,272	89
Reinforcing.....pounds.....	1,334,044	120,155	1,454,199	95
Concrete.....cubic yards.....	4,488	1,316	5,804	96

DREDGING DIVISION.

Dredging for May was as follows:

Location.	Earth.	Rock.	Total.	Classified as:		
				Maint.	Constr'n.	Auxiliary
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Pacific Entrance Channel.....	97,000	39,400	127,400	120,100	7,300	.....
Inner Harbor at Balboa.....	104,800	12,600	117,400	102,500	14,900	.....
Gaillard Cut.....	.....	.....	.....	.....	.....	.....
Naval Air Station, Coco Solo.....	1,500	.....	1,500	.....	1,500	.....
Chame Point, sand.....	5,310	.....	5,310	.....	.....	5,310
Total.....	208,610	43,000	251,610	222,600	23,700	5,310

There was no dredging during the month in Gaillard Cut, Miraflores Lake, or the Atlantic entrance channel. Excavation at Chame Point, performed by pipeline suction dredge No. 86, was to secure sand for the Supply Department.

The following disposition was made of the other excavated material;

From the Pacific entrance channel 45,900 cubic yards were dumped at sea and 81,500 cubic yards on the flats west of the Canal. From the inner harbor at Balboa, 25,100 cubic yards were dumped at sea and 92,300 cubic yards were deposited in Diablo dump "A." The 1,500 cubic yards excavated from the boathouse slip of the Naval Air Station at Coco Solo was placed on a fill in the vicinity of the boathouse site.

On June 1 there remained to be excavated from the Canal prism, ocean to ocean, 175,300 cubic yards of earth and rock, and from the Cristobal coaling station and Balboa inner harbor, 348,685 cubic yards of earth and rock. The following table shows the distribution:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	113,700	36,600	150,300
Total, Canal prism.....	113,700	61,600	175,300
Cristobal Coaling Station.....	.....	2,073	2,073
Balboa Inner Harbor.....	251,660	94,950	346,610
Total Cristobal Coaling Station and Balboa Inner Harbor.....	251,660	97,023	348,683
Grand total—ocean to ocean.....	365,360	158,623	523,983

During the month, the usual surveys were made, and slide areas were dragged daily. Estimates were submitted of proposed dredging and costs on extension to the slip west of Cristobal Coaling Station and slip to Naval Air Station boathouse, at Coco Solo. An estimate of dredging along the face of the south quay, submarine basin, Coco Solo, was prepared. Revised estimates prepared of material remaining

in the Balboa Inner Harbor and amount of fill in channel at Paraiso between the Pontoon Bridge and Gold Hill. The data compiled last month, giving a résumé of all hydraulic dredging between the years 1913 and 1918, were tabulated.

MUNICIPAL DIVISION.

Jobs completed during May included draining swamp area near Mindi, reinforcing road at Panama freight station, work on walks and drains at Balboa shops, as far as authorized, municipal work at the cable company's quarters, Ancon, and grading in Sections C and D, Ancon Hospital. On the relocation of the Mount Hope road, 18,430 square yards of road and 10,426 linear feet of gutter were concreted, and the road brought to 98 per cent of completion. The grading of the road to the cold storage plant was 85 per cent completed, but no concrete was laid. The resurfacing of the Gamboa road was carried to 95 per cent of completion; 9,870 linear feet were completed in May. Work was begun on reversing sewer grades on 16th, 17th, 19th, and 20th Streets, Panama, and 10 per cent completed.

Work was started on municipal work for the Army post at Miraflores and pushed during the month.

Water pumped in the southern district amounted to 582,646,000 gallons, and in the northern district to 172,523,000, a total of 755,169,000. This was an increase of 12,168,250 gallons, or 1.6 per cent, over the quantity in April. Colon was furnished with 44,256,750 gallons of water, Panama with 82,858,000 gallons, and 8,678,995 gallons were supplied to 224 ships. The incinerator at Gavilan Island burned 1,847 tons of garbage and 28 dead animals during May.

WORKING FORCE.

Effective May 21, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office	29	47	76
Building Division	210	1,641	1,851
Electrical Division	204	334	538
Municipal Engineering	83	2,134	2,217
Lock Operation	127	667	794
Dredging Division	114	855	969
Mechanical Division	732	1,746	2,478
Marine Division	105	441	546
Fortifications	44	302	346
Total	1,643	8,167	9,815
Supply Department:			
Quartermaster	118	1,769	1,887
Subsistence	22	440	462
Commissary	224	1,698	1,922
Cattle industry—Plantations.	33	759	792
Accounting	195	12	207
Health	197	957	1,154
Executive	458	218	706
Panama Railroad:			
Superintendent and coaling stations	134	1,392	1,526
Transportation	137	263	400
Receiving and Forwarding Agent	83	1,228	1,311
Grand total	3,279	16,903	20,182

The total gold force at work on May 21 was 202 less than the 3,481 at work on April 23, and the silver force was 52 less than the 16,955 then at work. As compared with the force for the corresponding month of last year, reported as of May 22, 1918, the gold force was an increase of 113 over the 3,159 at work on that date, and the silver force an increase of 835 over the 16,168 of that day.

The occupation of quarters on May 31 was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans	3,280	2,116	2,481	7,877
Europeans	197	36	64	297
West Indians	5,818	2,215	3,794	11,827
Total	9,295	4,367	6,339	20,001

RECEIPTS AND SALES OF MATERIAL AND SUPPLIES.

The value of material received during the month on U. S. requisitions was \$628,-824.01, as compared with \$798,238.05 in April. Of that received in May, \$613,158.62 was chargeable to operation and maintenance; \$8,178.20 to construction and equipment, and \$7,487.19 to miscellaneous departments. Isthmian cash sales from the storehouses and obsolete store amounted to \$46,972.96, of which \$43,101.48 was for

stock, \$1,762.18 for scrap, and \$2,109.30 for obsolete and second-hand material. The more important sales made in the United States included 2,000 gallons of carbolineum for \$640 and 7,600 pounds, approximately, of oxygen residue for \$380. Collections made by the Disbursing Clerk, at Washington, during May on account of sales of scrap materials in the United States amounted to \$32,176.10.

The total of sales of material from storehouses to steamships, exclusive of commissary supplies, for the month was \$23,744.73. Sales of commissary supplies to all purchasers for the month aggregated \$932,633.03.

PUBLIC HEALTH.

Four cases of smallpox were admitted to Ancon Hospital in May, 2 from Panama and 2 from steamships. Influenza cases admitted to Ancon and Colon Hospitals numbered 49 and resulted in 1 death. There were 10 admissions and 1 death from pneumonia. Admissions to the hospitals from malaria aggregated 75; no deaths.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on May 31, exclusive of fortifications, was \$9,696,361.03; the balance in fortifications was \$7,458,333.34. Payments from appropriations by the Disbursing Clerk in Washington amounted to \$878,385.49; and by the Paymaster on the Isthmus to \$1,088,194.66. Purchases of commissary books from the Panama Railroad Company amounted to \$304,820.38. Collections of tolls totaled \$584,030.06. Deposits of \$233,378 were made with the Assistant Treasurer of the United States to be applied in payment of tolls and other charges against vessels using the Canal. The total Panama Canal collections on the Isthmus were \$1,613,361.59; and collections by the Disbursing Clerk, Washington, \$70,884.13. Receipts from the Canal Zone and miscellaneous funds were \$97,519.65, and disbursements from the same source amounted to \$234,706.63. May payrolls on the Isthmus aggregated \$1,111,214.82, as compared with \$1,064,629.44 for April, a difference of \$46,585.38.

Respectfully,

CHESTER HARDING, *Governor.*

Board on Pilot Affairs.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., June 25, 1919.

CIRCULAR NO. 660-47:

Supplementing the provisions of Circular No. 600-1, of April 1, 1914, a Board on Pilot Affairs is hereby established as an element in the organization of the Marine Division, Department of Operation and Maintenance.

The Board on Pilot Affairs will serve in an advisory capacity in matters connected with and peculiar to local pilotage and pilot personnel. It will possess no administrative nor executive functions or powers.

The Board's duties will be:

(a) To submit recommendations, on its own initiative or in response to reference, with a view to increased efficiency or safety, from the standpoint of the pilots' craft, in matters pertaining to the navigation of the waters of the Canal Zone; the handling of vessels in the terminal ports, in the Canal, and in the course of lockage; the system of navigation lights; etc.

(b) To exercise immediate supervision, subject to the approval of administrative authority over the selection and examination of pilots.

(c) To advise, either on its own initiative or in response to reference, with regard to such reports, complaints, or disputes, on the part of pilots—or in which pilots are concerned—as pertain to the peculiar technicalities of the craft.

The Board will be composed of the Port Captains at the terminal ports; and of two Panama Canal pilots nominated by the Isthmian Association, American Association—Masters, Mates, and Pilots. The Marine Superintendent will act, *ex-officio*, as member and Chairman of the Board; and is empowered to cast the deciding vote on any question at issue when a majority vote is not otherwise obtainable, and to attend, and preside, at meetings when his presence is necessary for the purpose above mentioned. In the absence of the Marine Superintendent, the senior Port Captain present will preside.

The Board will hold regular meetings on the first Monday of each month; and, at the call of the Marine Superintendent, such additional meetings as may be found necessary. Whenever two or more members of the Board unite in requesting a meeting, a meeting shall be called at the earliest date that the Marine Superintendent may consider practicable.

In conforming with the foregoing, and subject to the approval of the Governor, the Board will formulate its own regulations and procedure.

CHESTER HARDING, *Governor.*

Notice to Mariners.—Lights Established West Caribbean Sea.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., June 24, 1919.

CIRCULAR NO. 643-59:

The establishment of the following unwatched lights in the western part of the Caribbean Sea is reported by the U. S. S. *W'heeling*:

Quita Sueno Bank Light—Located on the northern extremity Quita Sueno Bank. Approximate position, latitude 14° 26' North, (or 14° 28' North), longitude 81° 07' West. Focal plane, 45 feet. Color of tower, red. Characteristics, 480 candlepower light three-tenths second flashing white, followed by 2.7 seconds darkness, making 20 flashes per minute of three-tenths second duration.

Serrana Bank Light—Located on southern extremity of Serrana Bank. Position, latitude 14° 16' 40" North, longitude 80° 23' 50" West. Focal plane, 72 feet. Color of tower, red. Characteristics, 480 candlepower light, five-tenths second flashing white, followed by 4.5 seconds darkness, making 12 flashes per minute of five-tenths second duration.

Roncador Bank Light—Located on Roncador Cay. Position, latitude 13° 34' 37" North, longitude 80° 04' 10" West. Focal plane, 52 feet. Color of tower, red. Characteristics, five-tenths second flashing white, followed by 4.5 seconds darkness, making 12 flashes per minute of five-tenths second duration. Further described on page 6, Notice to Mariners No. 20, May 16, 1919, of the Hydrographic Office.

CHESTER HARDING,
Governor.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Balboa for Week Ending July 5, 1919.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons. (*)	Tons. (†)
Laura C. Hall.....	Anglo-American Steamship Co.....	June 28.....	July 2.....		
Seiyo Maru.....	Toyō Kisen Kaisha.....	June 29.....	July 2.....	1,595	13
Los Angeles.....	Union Oil Co.....	June 30.....	June 30.....	1	1
Jamaica.....	Pacific Steam Navigation Co.....	July 1.....	July 1.....	(†)	20
San Jose.....	Pacific Mail Steamship Co.....	July 3.....	July 4.....	84	53
Laura C. Hall.....	Anglo-American Steamship Co.....	July 4.....	July 4.....	(†)	14

* Reported in issue of July 2.

† No cargo discharged.

† No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Cristobal for Week Ending July 6, 1919.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Imperial.....	Pacific Steam Navigation Co.....		June 30.....		1,104
Perou.....	Compagnie Gen. Transatlantique.....		June 30.....		(*)
Atenas.....	United Fruit Company.....	June 30.....	June 30.....	1/10	(*)
Achilles.....	Panama Railroad Steamship Line.....	June 30.....	July 4.....	12,034	(*)
Peru.....	Pacific Steam Navigation Co.....		July 1.....		790
Jamaica.....	Pacific Steam Navigation Co.....		July 1.....		584
Heredia.....	United Fruit Company.....		July 1.....		(*)
San Juan.....	Pacific Mail Steamship Line.....		July 1.....		1,789
Advance.....	Panama Railroad Steamship Line.....		July 2.....		1,469
Lake Huret.....	Panama Railroad Steamship Line.....		July 3.....		2,077
Zacapa.....	United Fruit Company.....	July 2.....	July 3.....	1,053	416
Palena.....	United Fruit Company.....	July 2.....		1,596	
Laura C. Hall.....	Anglo-American Steamship Agency.....	July 2.....	July 4.....	77	13
Caribbean.....	Panama Railroad Commissary.....	July 3.....	July 6.....	400	2
Cauca.....	Pacific Steam Navigation Co.....	July 4.....		1,014	
San Jose.....	Pacific Mail Steamship Line.....	July 4.....		679	
Orotina.....	Panama Railroad Commissary.....	July 5.....		40	
Bogota.....	Pacific Steam Navigation Co.....	July 6.....	July 6.....	1	(*)
Cartago.....	United Fruit Company.....	July 6.....		1,344	
General H. F. Hodges.....	Panama Railroad Steamship Line.....		July 6.....		2,923
Lake Wilson.....	Panama Railroad Steamship Line.....		July 6.....		2,189

* No cargo laded.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, July 5, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
																		Gross	Net
Iquitos.....	29	10 22	29	11 46	29	19 40	30	20 19	Peruvian...	Peruvian Steamship Line...	350 0	42 5	25 8	Norfolk.....	Callao.....	Fuel oil.....	3,404	3,483	2,296
La Habra.....	29	13 37	30	6 15	30	14 29	30	15 29	Norwegian...	W. Wilhelmsen.....	430 0	37 0	27 0	Tampico.....	Tocopilla.....	Crude oil.....	9,000	7,235	5,267
San Joaquin.....	30	6 15	30	6 32	30	15 20	1	7 28	Norwegian...	W. Wilhelmsen.....	475 0	57 0	26 0	Tampico.....	Antofagasta.....	Crude oil.....	9,750	7,020	5,942
Coalinga.....	30	6 47	30	7 26	30	16 31	30	18 41	American...	Union Oil Company.....	421 0	55 0	29 0	Tampico.....	San Francisco.....	Crude oil.....	10,882	8,062	5,877
Imperial.....	26	15 40	30	10 09	30	17 22	30	18 14	Chilean...	South American S. S. Line...	336 0	41 0	24 8	Cristobal.....	Valparaiso.....	General.....	1,104	3,021	2,397
San Juan.....	25	14 56	1	6 03	1	14 15	1	18 13	American...	Pacific Mail Steamship Co....	283 0	37 0	20 6	Cristobal.....	San Francisco.....	General.....	1,780	2,379	1,593
Peru.....	27	16 33	1	6 27	1	16 14	3	19 53	British...	Pacific Steam Navigation Co....	350 0	41 0	18 6	Cristobal.....	Valparaiso.....	General.....	790	4,144	2,632
Waimate.....	30	16 42	1	6 24	1	15 18	1	16 14	British...	New Zealand Shipping Co....	420 0	54 0	25 0	New York.....	Auckland.....	General.....	8,022	7,093	5,528
Jamaica.....	27	16 53	1	10 24	1	17 34	1	22 31	British...	Pacific Steam Navigation Co....	220 0	34 0	13 0	Cristobal.....	Buenaventura.....	General.....	613	1,170	620
Ruapehu.....	2	6 10	2	7 45	2	15 09	2	16 25	British...	New Zealand Shipping Co....	457 0	58 0	25 0	Plymouth.....	Wellington.....	General.....	2,383	9,338	7,108
Crown of Galicia.....	2	6 22	2	8 10	2	15 56	2	17 43	British...	Prentice Service, Henderson.....	430 0	52 0	22 0	London, W.P.....	San Francisco.....	General.....	5,000	5,714	4,125
Briton.....	1	18 02	2	12 30	2	20 09	3	3 55	British...	Union Castle Mail Line.....	530 0	60 3	26 6	London.....	Wellington.....	None.....	10,600	5,895	
City of Lincoln.....	3	7 00	3	13 35	4	13 30	4	14 24	British...	Ellerman Lines, Limited.....	433 0	52 4	24 6	New York.....	Brisbane.....	General.....	8,000	7,026	5,329
Laura C. Hall.....	2	17 24	4	6 42	4	14 34	5	13 22	British...	Pacific Metals Corporation.....	81 0	25 0	10 0	Cristobal.....	Buenaventura.....	General.....	12	130	60
Algonquin g. b.....	4	6 12	4	7 35	4	14 30			American...	United States Navy.....	206 0	32 0	18 0	N. Y., W.P.....	Astoria.....	Ballast.....			
Naomika.....	23	21 10	4	10 40	4	17 06	4	18 04	American...	U. S. Coast and Geodetic Survey	119 0	17 0	0 0	N. Y., W.P.....	San Francisco.....	Ballast.....		114	3
West Eldara.....	4	11 15	5	6 15	5	15 24	5	4 22	American...	United States Shipping Board	423 9	54 0	29 9	New York.....	Honolulu.....	General.....	7,410	6,656	5,051

* Coal, stores, bronze and marble.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
																		Gross	Net
Los Angeles.....	30	2 30	30	7 42	30	14 43	30	16 02	American...	Union Oil Co.....	435 0	56 2	21 0	Antofagasta.....	Tampico.....	Ballast.....		7,195	5,002
S. P. No. 1841.....	6	3 57	30	7 58	30	13 45			American...	United States Navy.....				High seas.....	High seas.....	High seas.....			
S. P. No. 2255.....	21	9 50	30	7 58	30	13 45			American...	United States Navy.....				High seas.....	High seas.....	High seas.....			
Fernley.....	30	8 20	30	9 43	30	17 40	30	20 00	British...	Shankland Russell & Co.....	340 0	49 6	24 0	Salaverry.....	United King.....	Sugar.....	5,900	4,143	3,071
Transvaal.....	30	2 30	1	6 50	1	15 12	1	17 12	Danish...	East Asiatic Steamship Co....	360 2	51 2	21 5	Honolulu.....	New York.....	Sugar.....	6,753	4,850	3,479
Gen. W. M. Graham.....	21	17 27	1	8 08	1	13 48			American...	United States Army.....				Balboa.....	Cristobal.....	Flour.....			
Remus.....	1	19 50	2	7 38	2	15 32	3	18 12	American...	United States Shipping Board	379 9	53 1	23 4	Seattle.....	Europe.....	Flour.....	6,100	5,688	4,236
Palena.....	2	7 00	2	8 39	2	16 18	7	11 29	Chilean...	South American S. S. Line...	350 0	42 1	22 0	Talcahuano.....	Cristobal.....	General.....	1,582	3,639	2,537
Laura C. Hall.....	28	2 40	2	8 45	2	17 24	4	6 45	British...	Pacific Metals Corporation.....	81 0	25 0	10 0	Buenaventura.....	Cristobal.....	Coffee.....	60	130	69
Cascade.....	9	19 15	3	6 58	3	14 36	3	15 00	American...	United States Shipping Board	380 2	53 1	23 8	Astoria.....	New York F.O.....	Wheat.....	6,018		
Ballota.....	3	5 00	3	7 50	3	15 20	4	8 40	American...	United States Shipping Board...	265 5	48 2	19 6	San Francisco.....	New York.....	General.....	2,276		

[illegible]

• 1,500,798 feet.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS			*DEPARTURES				
Date	Vessel	Line	From	Date	Vessel	Line	For
June 20.	Heredia.	United Fruit Company.	New Orleans.	June 20.	Caribbean.	Panama Railroad Commissary.	Cartagena.
June 20.	Atenas	United Fruit Company.	New York via Limon.	June 20.	U. S. S. Castine.	United States Navy.	Port Limon.
June 30.	Achilles	Panama Railroad Steamship Line.	Nordfolk.	June 30.	Atenas.	United Fruit Company	New York
July 1.	Linda S. (schr.)	Surgeon Brothers.	Colon waters.	July 1.	Perou.	French Steamship Line.	Puerto Colombia.
July 1.	Aviator (schr.)	T. Welcome.	Colon waters.	July 1.	Heredia.	United Fruit Company.	New Orleans, Bocas, Habana.
July 2.	Zacapa.	United Fruit Company.	New York and Kingston.	July 2.	Alvance.	Panama Railroad Steamship Line.	New York.
July 2.	Zacapa.	Panama Railroad Commissary.	Cartagena.	July 3.	Zacapa.	United Fruit Company.	Colombian ports.
July 3.	Caribbean.			July 3.	Lake Hurst.	United States Shipping Board.	New York.
				July 4.	Achilles	Panama Railroad Steamship Line	New York.

* Other than ships passing through the Canal.

Prices of Various Commodities for Ships.

The Supply Department has issued the following bulletin, effective July 1, 1919, of prices to individuals and companies, on commodities listed:

Commodity.	Unit.	Price.
Brass, bar.....	Lb.	\$0.45
Brass, sheet.....	Lb.	.62
Bronze, Tolin.....	Lb.	.41
Cement, at Panama:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.1925
Credit for empty bags returned.....	Bag	.085
Individuals and companies, includes surcharge and bags.....	Bag	1.765
Credit for empty bags returned.....	Bag	.25
Cement, at Colon:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.0475
Credit for empty bags returned.....	Bag	.085
Individuals and companies, includes surcharge and bags.....	Bag	1.58
Credit for empty bags returned.....	Bag	.25
Charcoal.....	Cwt	.75
Copper, bar.....	Lb.	.41
Gasoline, in drum (motor grade).....	Gal.	.38
Lead, sheet.....	Lb.	.11
Lead, pig.....	Lb.	.11
Lumber, yellow pine or fir.....	M ft. B.M.	57.00
Metal, yellow.....	Lb.	.35
Nuts, iron, machine, hexagonal.....	Lb.	.20
Nuts, iron, machine, square.....	Lb.	.20
Nails, common wire.....	Lb.	.06
Nails, galvanized.....	Lb.	.08
Oakum, Navy, spun.....	Lb.	.17
Oakum, Navy, unspun.....	Lb.	.15
Fuel oil, at Balboa and Cristobal—in bulk:		
United States Army and Navy, and vessels operated by same.....	42-gal. bbl.	*2.00
Commercial vessels and individuals and companies.....	42-gal. bbl.	*2.00
Individuals and companies from tank No. 116.....	42-gal. bbl.	*2.04
Fuel oil, at Balboa and Cristobal—in drum or barrel:		
United States Army and Navy and vessels operated by same.....	42-gal. bbl.	*2.25
Commercial vessels and individuals and companies.....	42-gal. bbl.	*2.25
Oils, greases, and lubricants:		
Oil, air compressor, cylinder.....	Gal.	.52
Oil, ammonia, cylinder.....	Gal.	.37
Oil, burning, "Colza".....	Gal.	1.08
Oil, cylinder, dark marine, "Texas".....	Gal.	.75
Oil, cylinder, ice machine steam garnett.....	Gal.	.70
Oil, engine, "Arotic".....	Gal.	.63
Oil, engine, "Cotus"—in tin.....	Gal.	.55
Oil, engine, "Cotus"—in barrel.....	Gal.	.475
Oil, gun.....	Pt.	.50
Oil, gas engine, "Texas," heavy—in drum.....	Gal.	.45
Oil, gas engine, lubro—in drum.....	Gal.	.45
Oil, gas engine, "Ursa"—in barrel.....	Gal.	.70
Oil, gas engine, "Ursa"—in case.....	Gal.	.84
Oil, kerosene—in drum.....	Gal.	.20
Oil, kerosene—in tin.....	Gal.	.27
Oil, linseed, boiled.....	Gal.	1.44
Oil, linseed, raw.....	Gal.	1.50
Oil, locomotive, engine.....	Gal.	.26
Oil, lard.....	Gal.	1.30
Oil, marine engine, "Gargoyle".....	Gal.	.93
Oil, marine engine, "Atlas".....	Gal.	.50
Oil, marine, dark, cylinder, vacuum, "West India".....	Gal.	.75
Oil, marine, engine, "Dolphin".....	Gal.	.33
Oil, marine, engine.....	Gal.	.55
Oil, "Mineral Seal".....	Gal.	.27
Oil, nonliquid.....	Lb.	.08
Oil, stationary engine.....	Gal.	.31
Oil, sperm.....	Gal.	2.42
Oil, signal.....	Gal.	1.18
Oil, valve.....	Gal.	.45
Oil, car.....	Gal.	.18
Vaseline.....	Lb.	.18
Wax, lamp.....	Lb.	.09
Grease, black, gear.....	Lb.	.65
Grease, yellow, cup, No. 3.....	Lb.	.10
Grease, yellow, cup, No. 5.....	Lb.	.12
Grease, rod, special.....	Lb.	.18
Grease, tunnel, bearing.....	Lb.	.12
Tallow.....	Lb.	.15
Turpentine.....	Gal.	1.05
Turpentine, substitute.....	Gal.	.37
Vaseline.....	Lb.	.09
Paint, lead, white, dry.....	Lb.	.10
Paint, lead, white, in oil.....	Lb.	.12
Paint, zinc, white, dry.....	Lb.	.18
Paint, zinc, white, in oil.....	Lb.	.18

Commodity.	Unit.	Price.
Paint, zinc, white leaded, 35 per cent in oil.....	Lb.	\$0.16
Rivets.....	Lb.	.08
Rope, Manila, 1" diameter.....	Cft.	.75
Rope, Manila, 1 1/2" diameter.....	Cft.	1.65
Rope, Manila, 2" diameter.....	Cft.	2.55
Rope, Manila, 2 1/2" diameter.....	Cft.	4.50
Rope, Manila, 3" diameter.....	Cft.	4.75
Rope, Manila, 3 1/2" diameter.....	Cft.	5.00
Rope, Manila, 4" diameter.....	Cft.	7.50
Rope, Manila, 4 1/2" diameter.....	Cft.	10.00
Rope, Manila, 5" diameter.....	Cft.	13.00
Rope, Manila, 5 1/2" diameter.....	Cft.	27.00
Rope, Manila, 6" diameter.....	Cft.	33.00
Rope, Manila, 6 1/2" diameter.....	Cft.	35.00
Rope, Manila, 7" diameter.....	Cft.	80.00
Rope, Manila, 7 1/2" diameter.....	Cft.	100.00
Steel, bar.....	Lb.	.05
Steel, spring.....	Lb.	.10
Steel, cold rolled, rd.....	Lb.	.18
Steel, sheet.....	Lb.	.05
Steel, structural (angles, beams, etc.).....	Lb.	.05
Tin, block.....	Lb.	.75
Tin, banea.....	Lb.	.50
Tin, sheet.....	Lb.	.16
Washers, cut.....	Lb.	.10
Waste, white and colored.....	Lb.	.17
Zinc, boiler plate { by 6 12.....	Lb.	.12

*No surcharge. †Steel now on hand purchased at a cost over \$0.05 pound will be given the purchase price.

Change in Rate on Balsa Wood.

The Panama Railroad Steamship Line has issued Supplement No. 2 to Freight Tariff No. 26, publishing freight rates from Panama and Colon, R. P., and Cristobal, C. Z., to New York.

The amendment changes the rate on balsa wood from Colon and Cristobal from 75 cents per 100 pounds to 62 cents per 100 pounds, and from Panama, from \$1.25 to 93 cents per 100 pounds. The old rate of \$1.18 per 100 pounds on corkwood from Colon to New York has been canceled. Freight charges are collected on the basis of 33 pounds to the cubic foot.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Research operator, metallurgical (male); grade 1, \$1,500 to \$2,000 a year; August 12, 1919; form 1312; age, 21 years and over.*

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Painting Canal Quarters.

Employees occupying Panama Canal quarters are not authorized to paint their quarters at their own expense without first securing permission from the Supply Department, which will designate colors that may be used.

Official Circulars.

Use of Transfer Receipts.

THE PANAMA CANAL.
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 30, 1919.
CIRCULAR No. 204:

The following instructions will govern the use of Form 5395-1, transfer receipt, which will be

used to cover any material or property turned into store or transferred between divisions.

Transfer receipt should be prepared in sextuplicate, one copy to be retained by issuing official and the balance delivered with the material or property to the store or division receiving same.

On receipt and check of material the receiving official will sign three copies, return one to employee from whom material is received, and forward original and one copy to the Property Bureau for all divisions except the Mechanical

Division, Dredging Division, and District Quartermasters, to whom they should be sent direct, for the preparation of necessary invoices on Form 6924 for nonexpendable property and Form 6907 for expendable material.

Storehouses will number all receipts covering return of property and material to stock, and invoice must show this storehouse receipt number. The account, job, or work order number to be credited must be shown on all transfer receipts, and where transaction is between division, the account number to be charged must also be shown by receiving officials.

If for any reason, transfer receipts as originally rendered require rewriting by the store or division receiving, a copy of the original receipt should accompany the corrected copy for purposes of identification.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 30, 1919.
CIRCULAR No. 205:

Effective July 9, 1919, Mr. R. C. Shady, acting district quartermaster, Balboa, is designated an accountable official of The Panama Canal, vice Mr. B. C. Poole, and as such will account for all nonexpendable property in use by the district quartermaster, Balboa.

H. A. A. SMITH,
Auditor The Panama Canal.

Approved:

CHESTER HARDING,
Governor.

Refilling Fusible Plugs.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BOARD OF LOCAL INSPECTORS,
BALBOA HEIGHTS, C. Z., June 25, 1919.
To all concerned—It has come to the attention of the Board of Local Inspectors that some divisions are removing old fusible plugs from boilers, refilling, and placing them back in service. All old fusible plugs should be turned in to the General Storekeeper, Balboa, who will have them refilled at the Balboa Shops, said shops to furnish proper affidavit, to this Board, in accordance with United States Inspection Rules, pages 45 and 46.

CHAS. SVENSSON,
Acting Chairman.

Approved:

CHESTER HARDING,
Governor.

Hours of Balboa School Library.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., July 5, 1919.
To all concerned—During the vacation period the grade library of the Balboa School will be open to the public on Wednesdays and Saturdays between 3 p. m. and 5 p. m.

MADGE G. REIDY,
Librarian.

Yardmasters at Cristobal.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., July 2, 1919.
CIRCULAR No. 1294:
To all concerned—During the absence of Mr. F. L. Wertz on leave, effective July 1, 1919, Mr. H. C. Hamlin will be Acting General Yardmaster at Cristobal, and during the same period Mr. A.

White will succeed Mr. Hamlin as second trick yardmaster, and Mr. C. C. Ross will act as third trick yardmaster.

W. J. BISSELL,
Acting Master of Transportation.

Joint Commission.

Rules of Dismissal.

In the matter of the claim of Toribio Valdespino for property known as "R. Valdespino" rule of dismissal No. 418, docket No. 2659, June 27, 1919—The claim of Toribio Valdespino, Docket No. 2659, is hereby disallowed and dismissed on account of the total lack of evidence upon which to base any judgment against the United States.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, *Commissioners.*

In the matter of the claim of Jose C. Argote G. for property known as "R. Valdespino," rule of dismissal No. 419, docket No. 2876, June 27, 1919—The claim of Jose C. Argote G., Docket No. 2876, is hereby disallowed and dismissed on account of the total lack of evidence upon which to base any judgment against the United States.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, *Commissioners.*

Misdirected Letters.

BALBOA HEIGHTS, C. Z., June 30, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Requests may be made by telephone, calling No. 182, Balboa.

Andasol, Manuel	Madress, Frank P.
Atkinson, C. A.	Millar, Mrs. J. C., Box
Barton, Mrs. Frank,	251
Box 177	Mooney, P.
Berger, Martin S.	Nepoleon, Edward
Blair, Uriah	O'Brien, D. Jack
Bronte, J. E.	Payne, Mrs. R. T., Box
Graham, J. A.	167
Hines, J. B.	Phillips, E. A.
Johnston, Frances Carl	Polsen, Miss Lillian
Lamar, Guy	Schaffer, Miss L.
Lynch, George	Silvera, Jerald, Box 742
McFarlane, R. I.	Williams, I. E., M. D.
McPherson, Miss	Wilson, Wilhelmina
Florence	Winchester, Guy

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.00 per barrel of 42 gallons.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound:

Beef hinds, 13 cents; beef tores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

Additions to Commissary Stock.

Curtain, cretonne, cotton, 35/36", yd.....	\$0.57
Curtain, cretonne, cotton, 35/36", yd.....	.60
Curtain, cretonne, cotton, 35/36", yd.....	.64
Curtain, cretonne, cotton, 35/36", yd.....	.65
Curtain, cretonne, cotton, 35/36", yd.....	.66
Curtain, cretonne, cotton, 35/36", yd.....	.67
Curtain, cretonne, cotton, 35/36", yd.....	.70
Curtain, cretonne, cotton, 35/36", yd.....	.77

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII.

Balboa Heights, C. Z., July 16, 1919.

No. 48.

Notice to Mariners.—U. S. Naval Radio Station La Palma in Operation.

THE PANAMA CANAL, BALBOA HEIGHTS, July 11, 1919.

CIRCULAR NO. 643-60:

1. The U. S. Naval Radio Station, La Palma, located on Stanley Island at the head of San Miguel Bay (latitude 8° 26' 00", longitude 78° 8' 30") is now in operation.

The station is located one and one-half miles from the town of La Palma, R. P., in the Darien District, Province of Panama.

2. La Palma is operated by the U. S. Naval Communication Service and is prepared to handle United States and Panaman Government despatches free of charge. The station also handles commercial traffic at rates which may be obtained from the Naval Radio Station, Balboa, C. Z.

3. The following daily schedule of watches will be maintained by La Palma Radio: 5 to 10 a. m.; 12 noon to 3 p. m.; 5 to 8 p. m. All messages for this station will be handled via Balboa Radio on above schedules. Messages received at Balboa at any time outside of schedule can not be transmitted until the following schedule.

CHESTER HARDING,
Governor.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 12, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cauca.....	Pacific Steam Navigation Co.....	July 8.....	July 8.....		
Balboa.....	Colombian Maritime Company.....	July 8.....	July 9.....	1	1
San Jose.....	Pacific Mail S. S. Company.....	July 10.....	July 10.....		22
La Primera.....	Standard Oil Company.....	July 10.....	July 13*	1484	*100
Balboa.....	Colombian Maritime Company....	July 12.....	July 12.....		16

* La Primera cleared on the morning of July 13; cargo taken aboard and ship left mooring on July 12.

† Cargo discharged July 10.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 13, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.*
				Tons.	Tons.
Palena.....	United Fruit Company.....	July 7.....	July 7.....		948
Carrillo.....	United Fruit Company.....	July 7.....	July 7.....	(†)	(*)
Median.....	Leyland S. S. Line (W. Andrews)...	July 7.....	July 7.....	1,736	
Cauca.....	Pacific Steam Navigation Co.....	July 7.....	July 10.....		1,319
Catalina.....	Royal Mail S. S. Co.....	July 7.....	July 11.....	176	1,245
General O. H. Ernst...	Panama Railroad Steamship Line...	July 7.....	July 11.....	3,191	(*)
Mantaro.....	Peruvian S. S. Line.....	July 8.....	July 8.....	3,167	
Panama.....	Panama Railroad Steamship Line...	July 8.....	July 8.....	2,742	
Balboa.....	Terminal Shipping Agency.....	July 8.....	July 12.....	645	224
Santa Marta.....	United Fruit Company.....	July 9.....	July 10.....	1,070	285
Marne.....	S. A. Thompson.....	July 9.....	July 9.....	51	
San Jose.....	Pacific Mail S. S. Line.....	July 9.....	July 10.....		1,791
Cartago.....	United Fruit Company.....	July 9.....	July 10.....		291
Benefactor.....	T. J. Harrison Line (W. Andrews)...	July 9.....	July 11.....	476	(*)
Zacapa.....	United Fruit Company.....	July 10.....	July 10.....	4	
Allianca.....	Panama Railroad Steamship Line...	July 10.....	July 10.....	1,876	
Orotina.....	Panama Railroad Commissary.....	July 10.....	July 12.....		
Caribbean.....	Panama Railroad Commissary.....	July 10.....	July 13.....	400	20
Legazpi.....	Compañia Trasatlantica.....	July 13.....	July 13.....	512	
Parismina.....	United Fruit Company.....	July 13.....	July 13.....	858	
Metapan.....	United Fruit Company.....	July 13.....	July 13.....	16	
Manavi.....	Pacific Steam Navigation Co.....	July 13.....	July 13.....	630	

* No cargo laded.

† 100 pounds.

MOVEMENTS OF OCEAN VESSELS. Week ending at Midnight, July 12, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage		
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net	
Asiyanax.....	5	15	02	6	00	6	13	01	6	13	48	49	0	26	6	General.....	500	5,165	3,211	
Tsuruga Maru.....	5	17	09	6	05	6	14	50	6	15	40	58	0	26	6	General.....	9,010	7,618	5,419	
Cheron.....	6	4	06	6	50	6	15	46	7	7	30	46	0	23	0	Coal.....	2,646	2,632	1,610	
Bogota.....	6	8	27	6	10	55	6	18	15	6	19	29	52	5	0	General.....	6,813	5,733	4,015	
Wisconsin (a).....	6	8	38	7	50	7	13	28	9	5	35	72	0	26	0	General.....	6,813	5,733	4,015	
Maine (a).....	5	6	40	7	55	7	13	39	9	5	38	74	0	26	0	General.....	6,813	5,733	4,015	
Alabama (a).....	5	6	49	7	55	7	13	42	9	5	34	73	0	25	0	General.....	6,813	5,733	4,015	
Illinois (a).....	5	6	47	7	55	7	13	42	9	5	34	73	0	25	0	General.....	6,813	5,733	4,015	
Kearney (a).....	5	6	42	7	55	7	13	42	9	5	34	73	0	25	0	General.....	6,813	5,733	4,015	
Kentucky (a).....	5	6	45	7	55	7	13	42	9	5	34	73	0	25	0	General.....	6,813	5,733	4,015	
Armenia.....	6	13	40	7	9	50	7	18	29	7	19	40	72	0	25	0	General.....	6,000	5,851	3,853
Patena.....	2	16	18	7	11	22	7	19	26	7	21	48	35	0	25	0	General.....	949	3,639	2,537
Lake Sanford.....	7	12	42	7	13	07	7	20	45	8	20	47	45	0	26	0	Coke.....	1,715	2,362	1,546
Santa Isabel.....	8	6	07	8	7	10	8	14	55	8	20	47	45	0	26	0	General.....	2,109	1,981	1,312
Cauca.....	4	13	51	8	11	04	8	17	58	8	21	52	45	0	26	3	General.....	2,109	1,981	1,312
British Lantern.....	8	6	20	8	11	10	8	19	29	8	20	26	35	0	27	0	General.....	8,862	7,177	4,903
Port Nicholson.....	8	17	36	9	6	35	9	17	52	9	18	18	62	0	28	0	Kerosene.....	6,000	10,821	8,017
Knoxville.....	8	18	15	9	6	35	9	17	52	9	19	45	62	0	28	0	General.....	3,635	3,959	2,506
Aberdeen.....	9	12	12	9	7	23	9	18	02	10	8	02	49	0	23	0	Coke.....	2,641	3,052	1,828
S. P. 2232.....	30	13	45	9	6	49	9	16	22	10	8	02	49	0	24	0	General.....	6,000	5,851	3,853
S. P. 1841.....	30	13	45	9	6	49	9	16	22	10	8	02	49	0	24	0	General.....	6,000	5,851	3,853
Aviator (b).....	1	16	30	10	6	22	10	13	12	10	1	45	18	0	7	0	Coal.....	69	53	53
San Jose.....	4	20	20	10	7	54	10	14	33	10	20	50	37	0	18	6	Ballast.....	2,337	1,617	1,017
Cadique.....	10	8	20	10	12	10	10	19	47	10	20	35	52	0	25	2	General.....	5,545	6,610	4,993
U. S. S. Itasca.....	9	22	40	11	8	18	11	15	48	12	18	05	30	0	13	0	General.....	5,545	6,610	4,993
Venachar.....	11	2	09	11	15	45	12	10	38	12	23	30	51	0	24	6	Ballast.....	5,910	4,691	3,411
Balboa.....	8	20	15	12	7	09	12	13	51	12	21	52	20	1	0	Kerosene.....	734	330	330	
Lt. David Putnam.....	12	16	52	12	12	30	12	20	17	12	21	29	54	0	25	6	General.....	6,992	6,196	4,945
Sagaparak.....	12	16	52	12	12	30	12	20	17	12	21	29	54	0	25	6	Railroad iron.....	6,992	6,196	4,945

a Battleship. b Schooner. c Did not complete transit.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Aviles.....	5	23	30	6	7	40	7	16	50	Alejandro Navajos Co.....	370	41	24	0	Mejillones.....	Balboa, Spain.....	Nitrates.....	4,100	3,687	2,407
Bushong.....	6	1	45	6	9	37	6	20	15	United States Shipping Board...	307	45	26	0	Portland.....	New York.....	Lumber.....	(*)	2,970	1,556
Middleham.....	6	8	04	6	9	55	6	19	06	James Chambers & Co.....	380	50	19	6	Wellington.....	London.....	General.....	3,000	4,981	3,786
Manada.....	7	7	11	8	6	35	8	14	25	United States Shipping Board...	266	46	22	2	San Francisco.....	Norfolk.....	Barley.....	2,292	2,640	1,657

*1,333,581 feet. B. M.

*1,382,581 feet, B. M.

Tops.	8	8	9	0	25	9	12	25	American..	United States Shipping Board...	Baltimore...	Ties.....
Alcona.....	7	21	00	8	10	15	8	18	15	Peruvian..	Seattle.....	Nitrates
Ankara.....	9	20	08	10	13	18	19	10	9	United States Shipping Board...	Iquique.....	General
Bahia.....	7	26	08	11	23	8	18	19	10	Peruvian S. Line ..	Callao.....	General
Buenaventura.....	7	27	8	13	31	8	20	15	12	Colombian Maritime Co.	Buenaventura.	
Canton.....	7	13	52	9	0	09	9	3	26	United States Navy.	St. Thomas.	
Chimonin (a).....	7	13	38	9	5	37	9	3	26	United States Navy.	St. Thomas.	
Colon (a).....	7	14	58	9	6	59	9	3	26	United States Navy.	St. Thomas.	
Haiti (a).....	7	15	19	9	6	59	9	3	26	United States Navy.	Guantanamo	
Lima (a).....	7	15	19	9	6	59	9	3	26	United States Navy.	Guantanamo	
Mexico (a).....	7	16	34	9	7	45	9	6	30	United States Navy.	St. Thomas.	
New York (a).....	7	17	03	9	7	57	9	6	33	United States Navy.	Guantanamo	
Panama (a).....	9	10	15	9	11	50	9	20	15	United States Navy.	Sydney.....	
Submarine C-4.....	11	6	40	11	6	40	11	15	10	United States Navy.	London.....	Chrome ore.
Texas.....	4	17	0	11	45	11	20	00	12	United States Shipping Board...	Baltimore.	Copra
Vancouver (a).....	11	11	06	11	12	09	11	20	12	United States Shipping Board...	West Hartlepool.	lumber.
Yokohama (a).....	11	11	06	11	12	09	11	20	12	United States Shipping Board...	Seattle.....	

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(a) Battleship.
(d) Indicates ship
+3,151,500 feet.

PORT OF CRISTOBAL.

*ARRIVALS			*DEPARTURES				
Date	Vessel	Line	From	Date	Vessel	Line	For
July 6	Cartago	United Fruit Company	New Orleans.	July 6	Caribbean	Panama Railroad Commissary	Cartagena.
July 7	Gen. O. H. Ernst.	Panama Railroad Steamship Line.	New York via Haiti.	July 6	Gen. Hodges	Panama Railroad Steamship Line	New York.
July 7	Median.	Leyland Steamship Line.	Liverpool via wayports.	July 6	Lake Wilson	United States Shipping Board	New York.
July 7	Cartillo.	United Fruit Company	New York via Port Limon.	July 7	Cartillo.	United Fruit Company	New York.
July 7	Catalina.	Royal Mail Steam Packet Co.	Port Limon.	July 8	Linda (b).	Surgeon Brothers.	Colon waters.
July 8	Panama.	Panama Railroad Steamship Line.	New York	July 10	Zacapa	United Fruit Company	New York and Kingston.
July 9	Santa Marta	United Fruit Company	New York and Kingston.	July 10	Santa Marta.	United Fruit Company	Colombian ports.
July 9	Marie (b).	S. A. Thompson	Bluefields, Nic.	July 10	Cartago	United Fruit Company	New Orleans and Bogota.
July 9	Benefactor.	Harrison Steamship Line.	Liverpool via wayports.	July 11	Catalina.	Royal Mail Steam Packet Co.	Harve, France.
July 10	Allianca	Panama Railroad Steamship Line	New York.	July 11	Benefactor.	Harrison Steamship Line	Belize and Porto Barrios.
July 10	Zacapa	United Fruit Company	Cartagena.	July 11	Gen. O. H. Ernst.	Panama Railroad Steamship Line.	New York and Cienfuegos.
July 10	Cartagena.	North Atlantic Shipping Co.	Santiago de Cuba.				
July 10	Caribbean.	Panama Railroad Commissary	Cartagena.				

(b) Schooner.

PORT OF BALBOA.

*ARRIVALS		*DEPARTURES	
July 10....	La Primera.....	Standard Oil Company.....	San Francisco.....

*Other than ships passing through the Canal

RATES OF PAY, SILVER ROLL.

THE PANAMA CANAL, THE PANAMA RAILROAD COMPANY, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 30, 1919.

CIRCULAR No. 666-12 (Superseding all previous circulars of 666 series):

1. Effective July 1, 1919, the pay of employees on the silver roll will be increased above rates in effect on June 30, 1919, as follows:

Rates of 20 cents an hour or less, two cents an hour; excepting as indicated in the schedule that forms part of this circular.

Rates of 21 to 28 cents an hour inclusive, one cent an hour.

Rates of \$40 a month or less, five dollars a month.

Rates from \$42.50 to \$57.50 inclusive, two dollars fifty cents a month.

2. Monthly rates for subsisted employees are established at \$5 less than the monthly non-subsisted rates. Subsisted rates are established to take care of employees who are required, for the good of the service, to take their meals on the work, and only these may be given a subsisted rate of pay.

3. Effective July 1, employees on the silver roll (except patients and special employees at Corozal Farm, and Palo Seco Leper Asylum), shall be rated as hereinafter shown. These ratings and rates of pay have been prepared with a view to limiting the minimum and maximum rates of pay that may be given without obtaining prior authority; to eliminating, so far as possible, all unnecessary ratings, and to establishing uniform rates of pay for work of a similar nature in the various departments and divisions.

4. An employee's rating shall in all cases correspond with his duties. Where it is considered desirable to pay a higher or lower rate or to use a different rating than shown, each case should

be taken up separately and authority secured to use the higher or lower rate of pay or different rating. The ratings and rates of pay hereinafter shown will be sufficient to meet ordinary requirements and no change should be requested unless this is absolutely necessary in order to make the employee's pay commensurate with the work done, or to make the rating correspond with the duties performed.

5. Unless covered by paragraph 2 or otherwise specified, the maximum salary paid an employee on entering the service shall be the lowest rate of pay given in the table of authorized ratings, and a new employment shall not be made at a higher rate of pay than that authorized as the maximum entrance salary for the class of work performed. Roll keepers must see that new employees are not started at higher rates unless special authority is issued by the Governor; however:

(a) An employee may be regularly transferred from one department, division, or gang to another without reduction in pay.

(b) An employee, absent with the prior consent of competent authority in his department or division, or discharged on account of reduction of force or lack of work, may be reinstated at his former rate of pay.

(c) An employee transferred from one class of work to another (artisan to clerk, etc.) may be paid at the monthly rate or hourly rate corresponding to that received at the time of transfer or to the next higher or lower rate, regardless of the entrance salary of the position to which transferred. Provided, however, that when an employee is transferred from an hourly rate to a monthly rate the new rate shall be based on the regular working hours of the gang.

6. The following conditions shall govern the reemployment of a former employee on the silver roll who has been discharged for unsatisfactory service or misconduct, with no objection to his reemployment, or who has left the service of his own accord:

(a) If discharged for unsatisfactory service or misconduct, with no objection to his reemployment, he may be reemployed only at a lower rate of pay than that previously received.

(b) If he quits voluntarily, with no objection to his reemployment, without having given five days' notice, he may be reemployed only at a lower rate of pay than that previously received.

(c) If he quits voluntarily, with no objection to his reemployment, after having given five days' notice, he may be reemployed at the rate previously received, or at the entrance salary of any other position for which he is qualified, even though such entrance rate be higher than his old rate.

7. An employee on the silver roll who has been discharged for unsatisfactory service or misconduct, with objection to his reemployment, may not be reemployed unless objection is removed by the department or division entering the objections, or by the Governor, and he will be reemployed only under the conditions quoted in paragraph 6 (a).

8. An employee leaving the service or transferring from one department, division, or gang, to another, will be furnished with "Silver Employee's Service Slip," Form 262-1, properly filled out.

9. The monthly silver rates of pay are intended for those employees whose hours of work are more or less irregular, or whose time it would be difficult to check up on an hourly basis. The rate of pay per month shall not exceed the pay which would be received for the number of

hours worked at the hourly rate of pay established for the same class of work. Whenever practicable, an hourly rate should be applied in preference to a monthly rate. The following table shows the corresponding monthly amount, at different hourly rates of pay based on eight, nine, ten, and twelve hours (without constructive overtime), work per day:

	MONTHLY PAY EQUIVALENT TO DIFFERENT HOURLY RATES. SUNDAYS NOT INCLUDED.			
	8 hours daily, 208 hours a month	9 hours daily, 234 hours a month	10 hours daily, 260 hours a month	12 hours daily, 312 hours a month
5 cents.....	\$10.40	\$11.70	\$13.00	\$15.60
6 cents.....	12.48	14.04	15.60	18.72
7 cents.....	14.56	16.38	18.20	21.84
8 cents.....	16.64	18.72	20.80	24.96
9 cents.....	18.72	21.06	23.40	28.08
10 cents.....	20.80	23.40	26.00	31.20
11 cents.....	22.88	25.74	28.60	34.32
12 cents.....	24.96	28.08	31.20	37.44
13 cents.....	27.04	30.42	33.80	40.56
14 cents.....	29.12	32.76	36.40	43.68
15 cents.....	31.20	35.10	39.00	46.80
16 cents.....	33.28	37.44	41.60	49.92
17 cents.....	35.36	39.78	44.20	53.04
18 cents.....	37.44	42.12	46.80	56.16
19 cents.....	39.52	44.46	49.40	59.28
20 cents.....	41.60	46.80	52.00	62.40
21 cents.....	43.68	49.14	54.60	65.52
22 cents.....	45.76	51.48	57.20	68.64
23 cents.....	48.07	53.82	59.80	71.76
24 cents.....	49.92	56.16	62.40	74.88
25 cents.....	52.00	58.50	65.00	
26 cents.....	54.08	60.84	67.60	
27 cents.....	56.16	63.18	70.20	
28 cents.....	58.24	65.52	72.80	
29 cents.....	60.32	67.86		
30 cents.....	62.40	70.20		
31 cents.....	64.48	72.54		
32 cents.....	66.56	74.88		
33 cents.....	68.64			
34 cents.....	70.72			
35 cents.....	72.80			
36 cents.....	74.88			

10. Unless otherwise specified, and where promotion rates are provided, an employee may be promoted on the first of the month following one month's satisfactory service. Promotion may be made only to the next grade, and an employee must serve at least one month in a grade before he may be promoted.

11. Employments, changes in ratings, transfers, and terminations of service, of American citizens, or of aliens who receive more than \$75 a month or 40 cents an hour, on the silver roll, shall be reported in the same manner and on the same forms as in case of persons employed on the gold roll. As these employees are entitled to leave privileges, it is necessary that this information be furnished in every case, and that every absence be reported promptly on the prescribed form (484).

12. In time books and on pay rolls the designations or ratings used will be as shown in this circular, including the "s" in front of all subsistence ratings.

13. *Boy "A"—Nine cents an hour*—This is the entrance rate of pay for all boys (including water, shop, and messenger). Promotion to Boy "B," at eleven cents an hour may be made under the conditions in section 10.

14. *Boy "B"—Eleven cents an hour*—This may be used as the entrance rate only in cases where prior authority has been obtained from the Governor's office, and for well-developed boys of 16 years of age or over.

15. *Laborer "A"—Nineteen cents an hour*—This is the standard rate for common labor, the other rates being for special classes or special work.

16. *Laborer "B"—Twenty cents an hour*—This rate may be used only where the work is especially difficult, extra hazardous, or particularly disagreeable, such as work that requires the

men to be in mud continuously, caisson work, cleaning sewers, etc. Prior authority must be obtained in each case where it is considered necessary to use this rate, and a statement must be furnished showing the nature of the work to be performed and the approximate length of time that this class of laborer will be required. This will also be the entrance rate for European laborers.

17. *Laborer "C"*—*Twenty-two cents an hour*—Only European laborers are included in this class. It is desired that West Indian laborers be employed whenever and wherever practicable.

18. *Helper "A"*—*Twenty cents*; and *"B"*—*Twenty-two cents an hour*—These ratings may be applied only to those performing the duties of helper to shop or other mechanics, such as machinists, car repairers, carpenters, plumbers, etc.

19. *Artisan*—Employees performing the duties of shop, building construction, and other mechanics and artisans shall be given this rating. It covers such employees as:

Blacksmith	Cement finisher	Mason	Pressman
Boilermaker	Coppersmith	Molder	Printing plant employee
Cablesplicer	Drill runner	Painter	Riveter
Calker	Ironworker	Pipefitter	Sailmaker
Carpenter	Lineman	Planing mill hand	Upholsterer
Car repairer	Machinist	Plumber	Wireman

20. *Artisan "A"*—*Twenty-two cents an hour*—This is the standard rate of pay and maximum entrance rate for artisans.

21. *Artisan "B"*—*Twenty-four cents an hour*—This rate may be granted only after an artisan has demonstrated that the quality and quantity of his work is such as would, in the opinion of the foreman in charge, entitle him to a higher rate than that for Artisan "A." (See Section 10.)

22. *Artisan "C"*—*Twenty-seven cents an hour*—This rate may be granted only after an artisan has demonstrated that the quality and quantity of his work is such as would, in the opinion of the foreman in charge, entitle him to a higher rate than that for Artisan "B." (See Section 10.)

23. All rates over \$75 are "special," and positions carrying these rates may be filled only after obtaining consent of the Governor.

DESIGNATIONS AND RATES OF PAY.

HOURLY RATES.

	Cents U. S. C.	
Artisan "A"	.22	For explanation of duties to be performed under Artisan "A," "B," and "C," see paragraphs 20, 21, and 22. The Artisan "E" at 36 cents is for use of Mechanical Division only. A special rate of 34 cents is authorized for bitumastic painters at the locks.
"B"	.24	
"C"	.27	
"D"	.29	
"E"	.36	
Asphaltman	.20	
	.22	
	.28	
Blueprinter	.29	For blueprinting room of Administration Building only.
	.22	
Helper	.23	
	.24	
	.29	
Bookbinder	.14	
Bottlewasher (female)	.09	
Boy "A"	.11	
"B"		

See paragraphs Nos. 13 and 14.

Bricklayer.....	.29	For European workmen only.
Caissonman (for work at top of caisson).....	.34	
(for work in caisson).....	.20	
Cementman.....	.23	
Checker.....	.20	This rate shall apply only to men handling dry cement in cars and cement sheds.
Coal handler.....	.26	
Compositor.....	.29	
.....	.24	
.....	.25	
.....	.27	
Concrete man.....	.29	
Crusher man.....	.20	This rate shall apply only to men handling concrete material to mixers and to men placing concrete in forms.
Diver.....	.22	
.....	.27	
.....	.29	
.....	.47	
Fireman.....	.22	
.....	.26	For P. R. R. docks and Incinerator Plant.
Foreman.....	.28	
.....	.29	For P. R. R. docks and coaling plants only.
Gangwayman.....	.23	
.....	.24	For P. R. R. docks only.
Helper "A".....	.20	
"B".....	.22	For explanation of duties to be performed under this designation, see paragraph No. 18.
Ironworker.....	.29	

Cents U. S. C.	
Laborer "A".....	.19
"B".....	.20
"C".....	.22
Laundress.....	.09
	.10
	.11
	.12
	.13
	.14
	.15
	.16
	.17
Laundryman.....	.19
	.21
	.23
	.27
Leverman.....	.20
Longshoreman.....	.23
Molder, tile.....	.24
Mucker.....	.20
Nozzleman.....	.22
	.23
	.25
Operator, crane.....	.22
	.25

For explanation of different grades, see paragraphs 15, 16, and 17. Subsistence is authorized for laborers on Sanitation of Plantations and Cattle Industry.

Maximum entrance rate 13c.

For P. R. R. main line service only.

For P. R. R. docks only.

For concrete block plant only.

Motor truck.....	22	For P. R. R. docks only
Packer (female).....	12	
Papercutter.....	25	
Paver.....	20	
Pitman.....	20	
	22	
Powder helper.....	20	
	22	
Powderman (loading holes).....	20	
	22	
	23	
	25	
Printer.....	29	For special classes of work and extra skillful men.
Rigger.....	20	
	23	
Riveter.....	29	For extra skillful men working aloft
Rubber stamp maker.....	29	
Scytheman.....	20	
Shoemaker.....	23	
Stower.....	22	For P. R. R. docks and Local Agency at Panama
Trucker.....	22	For P. R. R. docks only.
Winchman.....	24	For P. R. R. docks only.
	26	
Woodsman.....	22	For field parties only.

MONTHLY RATES.

Dollars
U. S. C.

Agent, Assistant.....	75.00	For use on P. R. R. only.
Artisan.....	45.00	For use of the coaling plants, motor car house, and locks only; except that the \$45.00 rate may be used by Cristobal Store, and by the Mechanical Division for the helper to the Scale Inspector; the \$57.50 rate with subsistence may be used only on pasture and plantation work; the \$70.00 rate may be used only at the locks.
	47.50	
	52.50	
	57.50	
	60.00	
	70.00	
Attendant.....	32.50	An entrance rate of \$32.50 is authorized when subsistence is not furnished.
	35.00	
	40.00	The \$57.50 rate for laboratory attendant at filtration plants and operating room and laboratory attendants in the Health Department.
	45.00	
	47.50	
	52.50	
	57.50	
Baggagemaster, road service.....	70.00	
	75.00	The \$75.00 rate is for Colon-Panama passenger service only.
Baker.....	s 45.00	
	52.50	
	57.50	
	60.00	
	70.00	
	75.00	
Blacksmith.....	52.50	For use in corrals, floating equipment, and pastures and plantations only.
	60.00	

Boatman.....	42.50	
	45.00	
	47.50	
Boatswain.....	50.00	
	57.50	
	s 57.50	
	65.00	
	67.50	
Boy.....	20.00	
	22.50	
	25.00	
	30.00	
	s .25	
	s .35	
Brakeman, road service ..	60.00	
	65.00	
Butcher.....	42.50	
	45.00	
	47.50	
	50.00	
	52.50	
	57.50	
	60.00	
Cable splicer (steel cable).....	70.00	
	75.00	

For the crews of cayucas and rowboats only. Does not include 4 boatmen of Division of Meteorology and Hydrography located on Chagres river, who are to retain their old subsisted rates of \$40 and \$45.

Water boys and shop boys may be employed at hourly rate only. Cabin boys and mess boys must be rated as waiter. See note under "Messenger."

The s \$0.25 and s \$0.35 rates for clearing work, pastures and plantations only.

Maximum entrance rate, \$52.50.

		Dollars U. S. C.
Captain:		
Dredge.....	\$	100.00
		100.00
Clapet.....		85.00
Steam launch.....		75.00
		42.50
Carpenter.....		52.50
		57.50
		60.00
		65.00
		70.00
Car recorder and sealer.....		57.50
Cartman.....		45.00
		47.50
Cattleman.....	s	27.50
	s	30.00
	s	35.00
		42.50
		45.00
		47.50
		52.50
Cemeteryman.....		45.00
Chainman.....		45.00
		50.00
		52.50

Masters will be known and rated as "Captain." Rates above \$75.00 a month are special, not intended for West Indian employees.

All rates apply to Marine Division. The \$52.50 rate is for floating equipment; the \$70.00 rate is for seagoing dredges and Pacific Locks; \$57.50 rate for floating equipment and locks; \$60.00 and \$65.00 rates for locks.

For P. R. R. docks only.

Chauffeur	\$ 57.50
	60.00
	\$ 40.00
	52.50
	57.50
	60.00
Checker	47.50
	50.00
	52.50
	60.00
	75.00
Clerk	45.00
	47.50
	52.50
	57.50
	60.00
	65.00
	70.00
	75.00
Coachman	60.00
	75.00
Coalman	45.00
Coalpasser	52.50
Cook	\$ 32.50
	\$ 35.00
	\$ 40.00

American citizens may be employed at \$50.00 entrance rate in the Commissary Division.

R. & F. Agency only and may be used as entrance rate.

Special.

For floating equipment only.

The maximum entrance rate for cook on marine equipment and field parties is \$47.50. In all other cases the maximum entrance rate shall be \$35.00. The Section of Surveys may pay an entrance rate of \$57.50 when sending out a field party for a short time. Palo Seco Leper Asylum has a special entrance rate of \$50.00.

Cook—continued.

Dollars
U. S. C.

s 42.50

s 45.00

s 47.50

s 52.50

s 57.50

s 60.00

s 65.00

s 32.50

s 35.00

s 40.00

s 18.00

s 20.00

s 22.50

45.00

47.50

52.50

s 27.50

s 30.00

37.50

40.00

45.00

40.00

45.00

47.50

52.50

For hotels with *a la carte* service only.

Counterman

Counterwoman

Crematoryman

Crib and valve tender

Dairyman.

Elevatorman

For passenger elevatormen only

Engineer:		
Marine (Dredge).....	72.50	
	75.00	
	\$ 75.00	Including engineers of towboats of Marine Division.
(Clapet).....	70.00	
	75.00	
	85.00	The \$85.00 rate is special.
Marine (Steam launch).....	75.00	
Steam.....	47.50	
	52.50	
	57.50	
	60.00	
	65.00	
	70.00	
Farrier.....	52.50	
	60.00	
Fireman.....	42.50	Maximum entrance rate for firemen: Pile drivers, \$45.00; standard gauge locomotive, \$47.50; dredges, tugs, and clapets, \$57.50. Cristobal power plant, \$52.50; Balboa Oil Plant, \$47.50. The \$70.00 rate may be paid only on road locomotives.
	45.00	
	47.50	
	52.50	
	57.50	
	60.00	
	\$ 60.00	\$60.00 is the maximum for yard engine and steamshovel.
	70.00	
Fisherman.....	45.00	
	47.50	

Fisherman—continued.	Dollars U. S. C.
Flagman (Crossing)	52.50
	45.00
	50.00
Road service.	60.00
	65.00
Foreman	\$ 35.00
	45.00
	47.50
	52.50
	57.50
	60.00
	65.00
	70.00
	75.00
	100.00
Forewoman	45.00
Gardener	42.50
	45.00
	47.50
Gateman	52.50
Helper	\$ 22.50
	\$ 25.00
	\$ 27.50
	\$ 30.00
	\$ 32.50

The \$60.00 rate for flagman is the maximum for motor car service

The maximum entrance rate for European foreman shall be \$60.00. An entrance and maximum rate of \$60.00 shall be allowed for dock foremen. Entrance rate of \$35.00, when subsistence is furnished for pasture clearing foreman. Entrance rate for grass-cutting gangs is \$32.50.

For coal-handling plants only.

s 35.00

s 40.00

47.50

52.50

42.50

45.00

47.50

52.50

Hostler.....

s 40.00

37.50

40.00

42.50

45.00

47.50

52.50

57.50

60.00

65.00

70.00

Housekeeper.....

Ice cream maker.....

52.50

s 27.50

s 32.50

42.50

45.00

52.50

32.50

Inspector.....

Janitor.....

Head.....

Janitress.....

The \$47.50 and \$52.50 rates for use only at the motor car house, Balboa, and sub-stations and power plants.

For Hotels Washington, Tivoli, and Aspinwall.

Health Department only.

The s \$27.50 is an entrance rate.

		Dollars U. S. C.	McKinley House. Special.
Janitress—continued.		37.50	
Keeper.....		70.00	
		75.00	
Assistant.....		47.50	
		55.00	
		60.00	
		70.00	
Laborer.....		s 37.50	
		40.00	
		42.50	
		45.00	
		47.50	
		52.50	
	per diem	s.65	Each of these is an entrance rate. For Plantations and Cattle Industry only.
		s.75	For P. R. R. service only.
Lampighter.....		50.00	
Laundress.....		25.00	
		27.50	Maximum entrance rate, \$35.00.
		30.00	
		32.50	
		35.00	
		40.00	
		42.50	
		45.00	
Laundryman.....		42.50	

45.00	
47.50	
52.50	
57.50	
60.00	
52.50	
57.50	
55.00	
60.00	
42.50	
45.00	
47.50	
70.00	
75.00	
42.50	
45.00	
47.50	
52.50	
57.50	
13.00	
14.00	
15.00	
\$ 17.00	
\$ 20.00	
\$ 22.50	
50.00	

For hydrographic work only.

These rates for Division of Lock Operation only.

The rating of luggerman shall be confined to men handling ice, meat, and other commissary supplies.

The \$13.00, \$14.00, and \$15.00 rates for maid in women's bachelor quarters where Panama Canal pays only part of salary.

Maintainer

Maintainer—continued.	Dollars U. S. C.
Mate:	55.00
Clapet.....	\$ 75.00
	75.00
Dredge.....	\$ 80.00
	80.00
Messenger.....	32.50
	35.00
	37.50
	40.00
	42.50
	45.00
	47.50
	52.50
Money counter.....	60.00
	60.00
	70.00
	75.00
Nurseryman.....	52.50
	57.50
	60.00
Observer.....	\$ 43.00
	\$ 45.00
Rainfall.....	5.00
	10.00

The maximum entrance rate for messengers shall be \$42.50. The rating "messenger" shall not be applied to boys under 16 years of age, but the rating "Boy" shall be used.

The \$60.00 rate shall be confined to distribution messengers in Executive Office.

Special.

Special for Plantations.

Does not include two Observers, one on Trinidad river and one on Chagres river, who are to retain their subsisted rate of \$42.50

On dredges, tugs, and clappers, oilers may be appointed at any rate up to and including \$60.00. The \$65.00 rate shall be confined to oilers on pipeline dredges, and tugs; the \$60.00 rate is the maximum for oilers on other marine equipment. The maximum rate for oilers on land shall be \$57.50. The \$75.00 rate is for "licensed oilers", only and may be used as entrance rate.

A maximum entrance rate of \$57.50 is authorized for positions authorized at a rate of \$65.00 or more.

For operators of electric trucks in railroad stations; and also between commissary warehouses and plants.

Oiler.....	45.00
	47.50
	52.50
	57.50
	60.00
	65.00
	75.00
Licensed.....	
Operator:	
Air compressor.....	70.00
	75.00
Filter.....	47.50
	52.50
	57.50
	62.50
Motor boat.....	40.00
	45.00
	45.00
	47.50
	52.50
	57.50
	60.00
	65.00
	70.00
	75.00
Motor truck.....	75.00
	45.00

Motor truck—continued.	Dollars U. S. C.
	47.50
Pontoon Bridge.....	50.00
Pump.....	47.50
	52.50
	57.50
	60.00
Telephone.....	45.00
	47.50
	52.50
	57.50
	60.00
Paint and Call Boy.....	50.00
Painter.....	47.50
	50.00
	60.00
	70.00
Patrolman.....	47.50
	52.50
	60.00
Photographer's helper.....	52.50
	57.50
	60.00
	65.00
	70.00
Ploughman.....	52.50

The rating of operator, pump, at \$60.00 shall be confined to employees in pump stations where there is no white supervision.

For use on P. R. R. Docks only.

The \$47.50 and \$50.00 rates for Miraflores filter plant only.

The \$60.00 rate for Supply Department only.

The \$70.00 rate for Supply Department only, for resilvering mirrors.

Policeman, first and second year.....	57.50	
Third and fourth year.....	52.50	
Fifth and sixth year.....	57.50	
After six years.....	60.00	
Chauffeur, police.....	65.00	
Clerk.....	70.00	
Porter.....	60.00	
Printer.....	75.00	
Saddler.....	42.50	
Salesman.....	45.00	
Saleswoman.....	45.00	
	47.50	
	52.50	
	57.50	
	60.00	
	65.00	
	70.00	
	75.00	
	80.00	
	85.00	
	90.00	
	95.00	
	100.00	
	105.00	
	110.00	
	115.00	
	120.00	
	125.00	
	130.00	
	135.00	
	140.00	
	145.00	
	150.00	
	155.00	
	160.00	
	165.00	
	170.00	
	175.00	
	180.00	
	185.00	
	190.00	
	195.00	
	200.00	
	205.00	
	210.00	
	215.00	
	220.00	
	225.00	
	230.00	
	235.00	
	240.00	
	245.00	
	250.00	
	255.00	
	260.00	
	265.00	
	270.00	
	275.00	
	280.00	
	285.00	
	290.00	
	295.00	
	300.00	
	305.00	
	310.00	
	315.00	
	320.00	
	325.00	
	330.00	
	335.00	
	340.00	
	345.00	
	350.00	
	355.00	
	360.00	
	365.00	
	370.00	
	375.00	
	380.00	
	385.00	
	390.00	
	395.00	
	400.00	
	405.00	
	410.00	
	415.00	
	420.00	
	425.00	
	430.00	
	435.00	
	440.00	
	445.00	
	450.00	
	455.00	
	460.00	
	465.00	
	470.00	
	475.00	
	480.00	
	485.00	
	490.00	
	495.00	
	500.00	

The \$70.00 rate may be paid only to policemen acting as operators of motor boats, irrespective of length of service. The policeman acting as clerk at the penitentiary may be paid \$60.00 irrespective of length of service.

The rating of porter shall be used only for employees handling baggage at P. R. R. stations.

Tivoli Hotel only.

The Commissary Division may pay American citizens entrance salary of \$52.50.

These ratings are for non-Americans only.

	Dollars U. S. C.
Scavenger.....	47.50
Seaman.....	45.00
	47.50
	52.50
	57.50
	65.00
Signalman.....	70.00
Stableman.....	45.00
Steward.....	s 45.00
	s 57.50
	s 65.00
	s 75.00
Storeman.....	42.50
	45.00
	47.50
	52.50
	57.50
	60.00
Switchman (yard).....	60.00
Switchtender.....	57.50
Tailor.....	45.00
	50.00
	55.00
	60.00
	62.50

Rates cover all positions in the Marine Division. The \$57.50 and \$65.00 rates are for the tugboats and dredges in the Dredging Division only.

For Marine Division only. Four Leading signalmen authorized at \$75.00.

Teacher.....	67.50	Teacher acting as principal of a school will be paid \$5.00 in addition to regular salary.
	75.00	
	60.00	
	70.00	
Teamster.....	47.50	For emergency use only where long hours and Sunday and holiday work are required. For use on P. R. R. only. For Mechanical Division only.
	52.50	
Trackman.....	45.00	
Trackwalker.....	45.00	
Trainman.....	50.00	Motor car house only.
	52.50	
Upholsterer.....	60.00	
Vulcanizer.....	47.50	
	52.50	The \$40.00 rate is for use only on floating equipment where the waiters have to take care of crew's quarters in addition to other duties.
	57.50	
Waiter.....	\$ 27.50	
	\$ 30.00	
	\$ 32.50	The \$65.00 rate for Hotels Tivoli and Washington, only.
	\$ 35.00	
	\$ 40.00	
Head.....	\$ 37.00	
	\$ 40.00	
	\$ 45.00	
	\$ 65.00	
Waitress.....	\$ 17.50	
	\$ 19.00	
	\$ 21.00	

	Dollars U. S. C.	
Watchman.....	\$ 30.00	
	40.00	
	45.00	
	47.50	
	50.00	
Water tender.....	47.50	
	57.50	
	60.00	
	65.00	
Wheelwright.....	60.00	
Winchman.....	60.00	
	65.00	
Wiper.....	52.50	For use on oil burning equipment.

"S"—Denotes rates that include subsistence.

CHESTER HARDING,
Governor of The Panama Canal.
President, Panama Railroad Company.

Does not include one watchman of Division of Meteorology and Hydrography located on Chagres river, who is to retain his subsisted rate of \$40.00.

Charges for Transmitting Messages to La Palma Radio Station.

The current schedule of charges for messages to or from La Palma by way of Balboa is published below. A station charge of two cents per message is added to the charges as computed by the schedule below, when messages originate or are to be delivered on shore, and a station charge of six cents is added for a message received from or delivered to ships by radio. The rates per word to or from La Palma are as follows:

	Messages to or from a point on shore. Charge per word.	Messages received from or for delivery to a ship by radio. Charge per word.
*Balboa.....	\$0.04	\$0.12
*Panama, R. P.	.06	.14
*Colon, R. P.	.06	.14
*Cristobal.....	.06	.14
*Any point in Canal Zone.....	.06	.11

*For messages relayed via Panama, R. P., telegraph company lines and messages of ten words or less relayed via Panama Railroad telegraph lines.

Messages of 10 words or over destined to Cristobal, C. Z., Panama City, R. P., Colon, R. P., or any point in the Republic of Panama, relayed via Panama National telegraph lines will carry a charge of 20 cents for first ten words or fraction thereof, (cable count) and one cent additional for each word over 10. This charge is additional to radio charges.

Discontinuance of Shipper's Export Declarations.

The use of shipper's export declarations in the Canal Zone has been discontinued, following the removal of restrictions with regard to enemy trading and export control which were exercised during the war. These declarations were used covering all shipments of goods originating in Panama or the Canal Zone and exported from Canal Zone ports.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death
Darnley Beekles...	39651	Barbados.	Panama.	Building Division...	June 29, 1919.
Linnaras Betty...	32495	Jamaica.	Gatun.	Commissary Division	June 27, 1919.
George Hart...	27032	Barbados.	Colon.	Mechanical Division	June 23, 1919.
Edward Dennis...	102443	Martinique.	Panama.	Mun. Eng. Division..	June 14, 1919.
Osmund Costillan...	39353	Martinique	Colon.	Cristobal Shops.....	July 2, 1919.
Joseph Henry...	34264	St. Lucia	Panama	Marine Division....	July 4, 1919.
Alexander McDonald	111085	Jamaica	Camp Field.	Docks	June 25, 1919.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Isaac Woolery	114552	Jamaica.	Colon.	R. and F. Agency.	June 20, 1919.
George Badrow	28752	Jamaica.	Panama	Mechanical Division	June 28, 1919.

Stopping Train Service between Culebra and Las Cascadas.

Under time table No. 28, effective July 20, at 3.01 a. m., there will be no passenger train service north of Culebra on the Panama-Las Cascadas shuttle line. Service between Culebra and Panama will be continued. The new time card is published in this issue.

FORT RANDOLPH BRANCH STATIONS																				
Sun-day only	DAILY				Daily except Sun-day	DAILY				Daily except Sun-day	DAILY				Sun-day only					
	67	65	63	61		59	57	55	53		51	50	52	54		56	58	60	62	64
FORT RANDOLPH BRANCH STATIONS	Leave					Arrive					Leave					Arrive				
	Third Street, Colon					Seventh Street					Cristobal Commissary					Tower "B"				
	France Field					Coco Solo Station					Fort Randolph					Arrive				
	Leave					Arrive					Leave					Arrive				
	A.M. 12.30	P.M. 11.05	P.M. 7.30	P.M. 5.30	P.M. 3.30	P.M. 1.00	P.M. 10.00	A.M. 10.00	A.M. 7.45	A.M. 6.15	7.10	8.40	10.55	1.55	4.25	6.25	8.25	11.50		
	12.32	11.07	7.32	5.32	3.32	1.02	10.02	7.47	6.17		7.08	8.38	10.53	1.53	4.23	6.23	8.23	11.52		
	12.34	11.09	7.34	5.34	3.34	1.04	10.04	7.49	6.19		7.00	8.30	10.51	1.51	4.21	6.21	8.21	11.54		
	12.37	11.12	7.37	5.37	3.37	1.07	10.07	7.52	6.22		7.03	8.33	10.48	1.48	4.18	6.18	8.18	11.53		
	12.43	11.18	7.43	5.43	3.43	1.13	10.13	7.58	6.28		6.55	8.25	10.40	1.40	4.10	6.10	8.10	11.45		
	12.49	11.24	7.49	5.49	3.49	1.19	10.19	8.04	6.34		6.50	8.20	10.35	1.35	4.05	6.05	8.05	11.40		
	Arrive					Leave					Arrive					Leave				
	A.M. 12.55	P.M. 11.30	P.M. 7.55	P.M. 5.55	P.M. 3.55	P.M. 1.25	10.25	8.10	6.40	6.45	8.15	10.30	1.30	4.00	6.00	8.00	11.35	1.40		
	12.57	11.32	7.57	5.57	3.57	1.27	10.27	8.12	6.42											
	12.59	11.34	7.59	5.59	3.59	1.29	10.29	8.14	6.44											
	1.01	11.36	8.01	6.01	4.01	1.31	10.31	8.16	6.46											
	1.03	11.38	8.03	6.03	4.03	1.33	10.33	8.18	6.48											
	1.05	11.40	8.05	6.05	4.05	1.35	10.35	8.20	6.50											
	1.07	11.42	8.07	6.07	4.07	1.37	10.37	8.22	6.52											
	1.09	11.44	8.09	6.09	4.09	1.39	10.39	8.24	6.54											
	1.11	11.46	8.11	6.11	4.11	1.41	10.41	8.26	6.56											

Official Circulars.

Appointments.

PANAMA RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,
BALBOA HEIGHTS, C. Z., July 8, 1919.

To all concerned—Effective Saturday, July 12, 1919, Mr. R. B. Walker is appointed Receiving and Forwarding Agent, in charge of both the Atlantic and Pacific terminals, vice Mr. C. H. Mann, resigned.

Effective Friday, July 11, 1919, the following changes in the organization and personnel of the Panama Railroad Company are announced:

Mr. W. Arosemena will act as local agent at Panama until the return of Mr. A. B. Goodenow from vacation, who is hereby appointed local agent, vice Mr. R. B. Walker, transferred.

Mr. W. M. White is appointed local agent, Balboa Terminals, vice Mr. A. B. Goodenow, transferred.

S. W. HEALD, *Superintendent.*

Approved:

CHESTER HARDING, *President.*

Dry Docking of Vessels Subject to Inspection.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BOARD OF LOCAL INSPECTORS,
BALBOA HEIGHTS, C. Z., June 25, 1919.

To all concerned—Whenever any of the floating plant of The Panama Canal or Panama Railroad that is subject to Circular No. 644, is dry docked for any purpose, the Board of Local Inspectors must be notified sufficiently in advance to permit proper inspection of all parts.

CHAS. SVENSSON, *Acting Chairman.*

Approved:

CHESTER HARDING,
Governor.

Shipment of Household Goods to New York.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., July 7, 1919.

To all concerned—In connection with the plan whereby Canal Zone customs inspectors inspect and seal freight shipments of household goods made by employees of The Panama Canal and members of the Army and Navy from the Isthmus to the United States, the freight agent of the Panama Railroad Steamship Line has called attention to the fact that bill of lading and Canal Zone customs declaration covering shipments on Panama Railroad steamers must be presented to the customs officials at the pier in order to secure the release of the shipment. The parcels must then be removed from the dock at the expense of the consignee.

The delivery or forwarding of the shipment from the dock may be handled by a forwarding agency. It is stated that the Hendrickson Transfer Company, which has an office on the pier for the privilege of hauling the goods to freight offices or other destination in New York City at reasonable rates will, without further charge, procure the necessary customs release and deliver or reship parcels in accordance with whatever instructions may be given by the consignee. If it is desired to have the shipment handled by the abovenamed company, in order to avoid delay, bill of lading and customs declaration should be surrendered to the representative of the company on the pier immediately after landing, or in case the employee or member of the Army or Navy does not take passage on the steamer carrying his belongings, the bill of lading and customs declaration should be forwarded to the transfer company by mail so as to be received prior to the arrival of the freight.

JNO. H. SMITH,
Acting Executive Secretary.

Requests for Certain Maintenance Work.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., July 7, 1919.

To all concerned—The provisions of Circular 642-1 are modified as follows:

The maintenance of electrical equipment, oil and water pipe lines, gasoline measuring pumps, etc., and any other regular work, such as loading and shipping of scrap wood for kindling, inspection of boilers and scales, running repairs to electric trucks on docks, etc., that has been previously authorized on form 159, may be requested on form 3431, as heretofore, although the estimated cost may exceed \$75.

It is not necessary to show estimated cost on form 3431.

CHESTER HARDING, Governor.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., July 14, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request may be made by telephone, calling No. 182, Balboa:

Bailey, Richard	Magnuson, Chas.
Boyd, Miss Magret	Mott, George
*Cumberbatch, Eustace	Smith, R. A.
†Deitrick, Col. James	Tolson, Miss Lillian
Gurney, James	Weigner, Thomas
Hearn, Miss Etta	Wilson, W. W.
Johnson, Robert F.	

* Special delivery.

† Books.

Sales Amounting to More Than \$200.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., July 11, 1919.

To all concerned—By recent ruling of the Governor, paragraph 7-(C) of circular No. 630 of April 1, 1914, has been modified to the extent that all sales made under authority of this paragraph, which amount to more than \$200, must be referred to the Governor for approval.

R. K. MORRIS, Chief Quartermaster.

Removal of Ice Cream Plant.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., July 10, 1919.

MEMORANDUM No. 766-8:

To all concerned—Ice cream is being shipped to-day, as usual, in bricks, but, due to the moving of the ice cream plant to Mount Hope, it will be necessary to ship all cream in bulk for several days to come.

Quart cartons are being distributed to-day to all commissaries and it will be necessary to put up the cream in these cartons as sold. No pint cartons are available and all orders for pints will have to be put in quart cartons.

It is realized that this may work a slight hardship for several days, but, in view of the circumstances, the cooperation of all concerned is requested and it is hoped that we will be able to resume putting out the bricks by the first of the week.

J. J. JACKSON,

General Manager, Commissary Division.

Hen Eggs for Hatching.

The poultry farm at Summit is offering eggs for hatching, until further notice, from single comb Rhode Island reds, and single comb white leghorns. Prices are as follows:

Fifteen eggs (one setting), \$3; 30 eggs, \$5.50; 50 eggs, \$7.50; 100 eggs, \$12.50.

The farm guarantees that 75 per cent of the eggs shall be fertile, or it will promptly replace the clear eggs, free of charges, when the purchaser returns the infertile eggs to the farm for examination, express prepaid. Orders may be addressed to the Poultry Expert, Summit, C. Z., but it is preferable for purchasers to go to the farm in person.

Books.

Among the interesting books recently received by the Commissary Division and now on sale in the retail stores, may be mentioned the following:

A Negro Explorer at the North Pole.....	Matthew Henson.
The Broadway Anthology.....	
Three Weeks in France.....	John U. Higinbotham.
Enchanted Cigarettes.....	Stephen Chalmers.
The Rib of the Man.....	Chas. Rann Kennedy.
Second Nights.....	Arthur Ruhl.
Stories of Shakespeare's Comedies.....	H. A. Guerber.
American Ideals, Character and Life.....	Hamilton Wright Mabie.
The Women of Shakespeare.....	Frank Harris.
All in It.....	Jan Hay.
Gems of Irish Wit and Humor.....	H. P. Kelly.
Joe Taylor.....	J. H. Taylor.
The Prince and the Pauper.....	Mark Twain. (Specia lEdition).
Seven Vagabonds.....	Nathaniel Hawthorne. (Special Edition).
Little Eve Edgarton.....	Eleanor H. Abbott.
The Harbor of Love.....	Ralph Henry Barbour.
The Man Who Rocked the Earth.....	Arthur Train and Robert W. Wood.
Held to Answer.....	Peter Clark MacFarlane.
The Clarion.....	Samuel Hopkins Adams.
The Leopard Woman.....	Stewart Edward White.
Peace and Quiet.....	Edwin Milton Royle.
It Never Can Happen Again.....	William De Morgan.
The Diary of a Beauty.....	Molly Elliott Seawell.
The Lion's Share.....	Arnold Bennett.
Rest Harrow.....	Maurice Hewlett.
Nothing Else Matters.....	Wm. S. Johnson.
Angel Unawares.....	C. H. and A. N. Williamson.
Degarmo's Wife.....	David Graham Phillips.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Mechanic, qualified as 'mechanical store and tool room keeper (male); \$900 to \$1,000 a year; August 6, 1919; form 304; age, 18 years and over.

Assistant ionic physicist (male); \$2,000 to \$3,000 a year; August 12, 1919; form 2118; age, 24 years and over.*

Inspector, mechanical, (male); \$4 to \$7.04 a day; August 19, 1919; form 1312; age, 21 years and over.*

Specialist in cotton classing (male); \$2,000 to \$3,600 a year; August 12, 1919; form 2118; age, 25 years but not 45 years.*

Statistical agent (male); \$1,000 a year; August 24, 1919; form 304; age, 20 years but not 35 years.

Technical assistant (field civil engineering), (male); \$3,200 a year; August 19, 1919; age, within reasonable age limits.*

Technical assistant (torpedo design), (male); \$3,000 a year; August 19, 1919; age, within reasonable age limits.*

Assistant plant pathologist (male and female); \$1,620 to \$2,040 a year; form 2118; age, within reasonable age limits.†

Field assistant in plant pathology (male and female); \$1,200 to \$1,560 a year; form 2118; age, within reasonable age limits.†

Senior cost accountant (male and female); Departmental Service, Washington, D. C., War Dept., \$2,200 to \$4,200 a year; Navy Dept., \$7.52 to \$13.28 a day; No. 155-amended; form 1312; age, within reasonable age limits.†

Junior cost accountant (male and female); Departmental Service, Washington, D. C., War Dept., \$1,560 to \$3,000 a year; Navy Dept., \$5.60 to \$7.04 a day; No. 155-amended; form 1312; age, within reasonable age limits.†

Accounting clerk (male and female); Treasury Dept., grade 1, \$1,200 to \$1,400 a year; grade 2, \$1,400 to \$1,800 a year; Navy Dept., grade 1, \$3.92 to \$4.16 a day; grade 2, \$4.40 to \$8 a day; No. 187-amended; form 1312; age, within reasonable age limits.

Supplemental announcement—Draftsmen, Navy Department.

No. 314—Ship draftsman (male and female).

No. 315—General engineering draftsman (male and female); architectural draftsman (male and female); power plant draftsman (male and female); heating and ventilating draftsman (male and female); electrical draftsman (male and female).

No. 316—Marine engine and boiler draftsman (male and female); marine engine and boiler draftsman (male and female) internal combustion; marine engine and boiler draftsman, aero, (male and female); marine electrical draftsman (male and female); radio draftsman (male and female).

No. 317—Ordnance draftsman (male and female).

No. 318—Aeronautical draftsman (male and female).

No. 350-amended—Copyist draftsman (male and female).

The United States Civil Service Commission calls attention to the fact that applicants for the above examinations who desire employment in the Navy Department, Washington, D. C., should file their applications with the Commission at Washington, D. C.

Applicants desiring employment at Navy yards or naval stations should file their applications with the Labor Board at the Navy establishment at which employment is desired, the following being a list of establishments at which there are such boards:

Navy yards at Portsmouth, N. H.; Boston, Mass.; Brooklyn, N. Y.; Philadelphia, Pa.; Washington, D. C.; Portsmouth, Va.; Charleston, S. C.; Mare Island, Vallejo, Calif.; and Bremerton, Wash.; naval station at Newport, R. I.; Key West, Fla.; New Orleans, La.; and Honolulu, Hawaii; Naval Training Station, North Chicago, Ill.; and the Naval Air Station, Pensacola, Fla.

Metallographist (male); \$2,800 a year; No. 323; July 29, 1919; form 1312; July 29, 1919, age, 25 years but not 45 years.*

Metallographist (male); \$7.52 a day; No. 325; form 2118; July 29, 1919; age, under 40 years.*

Photostat operator (male and female); \$900 to \$1,200 a year; No. 331; form 1312; age, 18 years and over.†

Architectural and structural steel draftsman (male); Lighthouse Service, \$1,500 a year; No. 333; form 1312; age, 25 years but not 45 years; July 29, 1919.*

Commercial aid and chief auditor (radio), (male); \$3,000 a year; No. 337; August 12, 1919; form 1312; age, 25 years but not 50 years.*

Stenographer, typist, and stenographer-typist (male and female); Departmental Service, No. 807-amended.

The United States Civil Service Commission announces that on account of the urgent needs of the service, and until further notice, subjects of countries allied with the United States during the War, who are otherwise eligible, will be admitted to the open competitive examinations for stenographer, typist, and stenographer-typist, for the Departmental Service, Washington, D. C., which are held throughout the United States every Tuesday. Such persons may not be certified for appointment, however, so long as there are eligibles who are American citizens.

* Nonassembled. Date given for nonassembled examinations is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Weather Conditions in the Canal Zone during June, 1919.

The rainfall for the month of June was slightly above normal on the Pacific coast and generally below the average over the interior and on the Atlantic side. The greatest monthly amount was 12.59 inches at Bohio, and the greatest amount on any one day was 3.70 inches at Brazos Brook on the 30th.

The least monthly rainfall was 3.99 inches at Pedro Miguel.

The estimated average rainfall over Gatun Lake watershed was 9.11 inches, compared with a 9-year mean of 11.35 inches; and the average over the Chagres River basin above Alhajuela was 8.72 inches, compared with an 18-year mean of 13.05 inches.

The temperature, humidity, and wind movement were approximately normal. The degree of cloudiness was below normal on the Pacific side and considerably above on the Atlantic side. Fogs occurred on both coasts, and an unusually large number were reported over the interior. Evaporation on Gatun Lake was slightly below normal.

Wind squalls were general over the Isthmus on the night of June 16-17. The maximum wind velocity recorded was 50 miles an hour, from the south at Gatun, shortly after midnight.

Gatun Lake hydrology—Mean elevation of Gatun Lake, 85.10 feet; maximum, 85.39 on the 17th; minimum, 85, on the 3d and 4th; evaporation from lake surface, 4.013 inches; rainfall on Gatun Lake drainage basin, 9.11 inches; total yield of Gatun Lake watershed, 4.32 inches on watershed. The total yield amounted to 47 per cent of the rainfall.

Monthly weather conditions are shown in the following table:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.				
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
Balboa															
Heights ..	29.812	80.6	90	June 3	72	June 18	86.2	8.93	7.56	19	4,521	N. W.	28	S. W.	June 16
Colon	29.814	80.7	92	June 2	71	June 26	86.9	12.08	13.35	24	4,752	N.	24	E.	June 4
Gamboa	80.7	92	June 14	71	June 28	.....	6.02	9.68	21	2,933	N. E.	20	N. E.	June 9	
Gatun	80.2	91	June 1	72	June 26	.....	12.54	12.62	24	3,066	N.	50	S.	June 17	

June Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1919.
	1917	1918	1919			
<i>Pacific section—</i>						
Balboa	8.14	4.57	7.75	7.32	23	19
Balboa Heights	7.35	5.20	8.93	7.56	22	19
Miraflores	11.23	5.70	4.60	8.28	11	19
Pedro Miguel	11.34	6.55	3.99	8.99	12	18
Rio Grande	11.45	7.33	6.23	8.96	15	19
<i>Central section—</i>						
Culebra	9.89	8.07	5.73	8.73	28	19
Camacho	12.33	10.92	6.77	9.54	13	21
Empire	12.24	9.31	5.57	8.50	16	22
Gamboa	7.82	10.12	6.02	9.68	38	21
Juan Mina	9.45	13.56	5.50	10.50	9	17
Alhajuela	8.70	15.76	6.87	12.23	20	25
Vigia	9.66	15.53	7.07	12.91	11	21
Frijoles	10.04	8.06	5.85	9.69	8	13
Trinidad	9.45	5.39	12.30	10.32	12	23
Monte Lirio	14.50	9.43	8.16	12.30	12	21
<i>Atlantic section—</i>						
Gatun	12.41	8.29	12.54	12.62	15	24
Brasos Brook	12.33	10.11	11.70	14.40	13	25
Colon	14.37	8.56	12.08	13.25	49	24

Rainfall from June 1 to 30, 1919, Inclusive.

STATIONS.	Maximum in one day.	Date.	Total.
<i>Pacific section—</i>	<i>Ins.</i>		<i>Ins.</i>
Balboa	2.33	16 & 17	7.75
Balboa Heights	2.89	3 & 4	8.93
Miraflores	.85	25 & 26	4.60
Pedro Miguel	.80	16 & 17	3.99
Rio Grande	1.61	25 & 26	6.23
<i>Central section—</i>			
*Culebra	1.45	26	5.73
*Camacho	1.92	26	6.77
*Empire	1.57	25 & 26	5.57
Gamboa	2.16	3 & 4	6.02
*Juan Mina	1.04	26	5.50
Alhajuela	1.33	16 & 17	6.87
*El Vigia	1.12	30	7.07
*Frijoles	2.28	24	5.85
*Trinidad	3.00	14 & 15	12.30
*Monte Lirio	1.44	30	8.16
*Darien	1.10	26	6.02
<i>Atlantic section—</i>			
Gatun	2.75	23 & 24	12.54
*Brasos Brook	3.70	30	11.70
Colon	2.91	29 & 30	12.08
Porto Bello	1.24	25	10.04

*Standard rain gauge—readings at 5 p. m. daily.
Automatic rain gauge at unstarred stations—values, midnight to midnight.

COMMISSARY NOTE.

Fruits and Vegetables.

Fruits and vegetables were received on the last two Panama Railroad steamers only in limited quantities, the bulk being shipped from New Orleans. This was due to the strike of truckmen and fruit and produce handlers in New York, which decided the commissary purchasing agent to ship from New Orleans instead.

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Volume XII.

Balboa Heights, C. Z., July 23, 1919.

No. 49.

Radio Reports from Ships Approaching the Canal.

The masters of many ships bound for the Canal have been neglecting to report by radio to the Captain of the Port at the nearest terminal of the Canal the probable time of the arrival of the ship. This report is called for by Paragraph 40 of the "Rules and Regulations for the Operation and Navigation of The Panama Canal," as follows:

"As soon as radio communication can be established with the Canal, vessels should report their names, nationality, length, draft, tonnage, whether or not they desire to pass through the Canal, require coal, provisions, supplies, repairs, to go alongside of a wharf, the use of tugs, probable time of arrival, length of stay in port, or any other matters of importance or interest. If this information has been previously communicated, through agents or otherwise, to the Captain of the Port, it will not be necessary to report by radio; but the probable time of arrival should always be sent."

No charges are made on such reports, as provided in Paragraph 49 of the same rules and regulations:

"No radio tolls, either coast station or forwarding, will be imposed against ships on radiograms transmitted by ships on Canal business. There will be no charge made against The Panama Canal, by Canal Zone land lines or radio stations, for the transmission of radiograms to ships on Canal business."

In addition to the reports of probable time of arrival, position reports (TR) should be the first communication between ships approaching the Canal and the Canal radio stations. The compliance of vessels with these instructions will greatly reduce radio work and unnecessary interference, as it will enable shore radio stations to know when a ship is within communication range and will obviate the necessity of calling these vessels before they are in communication range. Ships can always hear the shore stations long before they themselves can be heard by the shore station concerned.

Position reports received by the Canal radio stations are delivered to the Port Captain, the steamship agents, and local newspapers for publication. In addition to this the report is forwarded free of charge to New York for publication in the daily shipping bulletin.

It is desired that all reports to the Port Captain and position reports, be forwarded through Colon Radio for ships in the Atlantic, and through Cape Mala Radio for ships in the Pacific, when more than fifty miles from Balboa Radio Station. As these reports should invariably be forwarded to the Port Captain, Balboa, before a ship is within fifty miles of Balboa, these communications should be sent through Cape Mala Radio as the International Radio Regulations require that ships communicate through the nearest shore radio station, except in special cases.

There is no charge by radio stations in this district for the above mentioned service. All reports of time of arrival should be addressed, "(Govt.) Port Captain _____" to show that they are official despatches. The shore stations reserve the right to decide whether despatches are official or commercial in character. Position reports should merely be addressed to the radio station concerned and should be in the form given in Article 28 of service regulations affixed to the International Radio Telegraph Convention, London, 1912.

MOVEMENTS OF OCEAN VESSELS. *Week ending at Midnight, July 19, 1919.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Mary J. (a)	13	5 00	13	6 00	13	14 10	American	J. A. Walker	345.0	50.0	24.0	Cristobal	Gatun Lake.	Petroleum	4,629	4,304	2,935
S. C. 286	13	5 00	14	9 20	14	14 32	American	United States Navy	475.0	53.2	25.0	New York	San Francisco.	Fuel oil	7,000		
Yamagata	14	9 00	14	10 16	14	17 03	Japanese	Nippon Yusen Kabushiki Kaisha	412.0	53.0	26.3	Port Arthur	San Francisco.	Fuel oil	7,452	6,124	4,479
Maru	14	7 35	14	10 10	14	17 03	American	Port Arthur	435.0	56.0	25.0	Port Arthur	San Francisco.	Fuel oil	9,500	7,195	5,002
Mitshu	14	10 30	14	11 08	14	21 30	British	Anglo-Saxon Petroleum Co.	448.0	56.0	25.0	Tampico	San Francisco.	Fuel oil	5,000	8,535	6,044
Los Angeles	15	6 17	15	6 50	15	20 13	American	Union Oil Company	343.0	43.0	22.3	London	Guam	Ballast			
Matatia	14	20 10	15	11 45	15	15 30	British	Shaw, Savill and Albion	470.0	56.0	20.6	Hampton Rds.	San Pedro	General	2,359	7,689	5,443
U. S. Supply	10	15 40	16	6 03	16	14 16	American	United States Navy	360.0	46.0	20.6	Cristobal	Callao	General	4,300	3,831	2,348
Crown of Toledo	15	13 32	16	6 28	16	13 22	British	Pentecost Service & Henderson	322.7	46.2	23.0	Cristobal	Guayaquil	Crude oil	4,300	3,831	2,348
Manaro	8	19 19	16	10 44	16	17 36	Peruvian	Peruvian Steamship Line	390.0	50.0	25.2	New Orleans	West Coast	General	5,642	6,014	4,510
Manavi	13	13 15	17	16 45	18	8 49	British	Pacific Steam Navigation Co.	81.0	25.0		Cristobal	Callao	General	11	130	69
El Segundo	18	2 23	18	6 53	18	13 45	American	Standard Oil Company	215.0	34.0		Cristobal	Callao	General	1,170	620	
Lake George	18	8 32	18	8 53	18	16 05	American	United States Shipping Board	327.7	43.5	20.6	New York	Tacoma	General	6,889	6,613	4,943
Duendes	18	6 13	18	13 45	19	21 07	British	Pacific Steam Navigation Co.	353.0	51.0	20.0	Cristobal	Champerico	General	7,277	1,213	692
Laura C. Hall	16	14 35	19	6 08	19	13 22	British	Pacific Steam Navigation Co.	410.0	54.2	24.6	Cristobal	San Francisco.	General	9,042	7,651	5,425
Acajutla	15	15 44	19	6 10	19	13 44	British	Pacific Steam Navigation Co.	215.0	34.0		Cristobal	Callao	General			
Jamaica	16	14 07	19	6 10	19	14 04	British	Pacific Steam Navigation Co.	370.0	49.9		Cristobal	Callao	General			
Vancouver	18	13 45	19	6 15	19	15 34	British	Gow Harrison and Company	327.7	43.5	20.6	Cristobal	Callao	General			
Calebes Maru	19	10 10	19	10 47	19	18 33	Japanese	Oaka Shosen Kaisha	353.0	51.0	20.0	New York	Tacoma	General			
West Wind	18	18 02	19	11 35	19	19 38	American	United States Shipping Board	410.0	54.2	24.6	Cristobal	San Francisco.	General			
Salvador	18	18 02	19	12 45	19	20 54	British	Pacific Steam Navigation Co.	410.0	54.2	24.6	Cristobal	San Francisco.	General			
Tsuayama Maru	19	11 00	19	13 24	19	21 18	Japanese	Nippon Yusen Kabushiki Kaisha	445.0	58.0	37.0	New York	San Francisco.	General			

(b) Anchored in Gatun Lake.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Manavi	12	23 30	13	7 54	13	15 15	British	Pacific Steam Navigation Co.	216.0	35.0	13.0	Guayaquil	Cristobal	General	630	1,241	759
Wancyanda	13	1 50	13	7 45	13	15 25	American	United States Shipping Board	266.4	46.2	19.7	San Francisco	Europe	Barley	2,359	2,687	1,701
Eldorado	13	4 30	13	8 10	13	17 46	American	Western Transport Co.	244.0	42.0	19.6	Hongkong	Habana	General	2,800	2,439	1,671
Itasca	11	15 48	13	8 16	13	16 10	American	United States Navy	89.0	32.0	13.0	New London	Cristobal	General			
Guaracate	12	21 25	13	10 55	13	19 23	American	Guaracate Ship Corporation	165.5	36.5	15.1	Punatenas	New York	Manganese ore	849	644	453
Acarista	11	20 30	14	6 57	14	14 05	American	United States Shipping Board	267.5	46.4	20.0	Astoria	New York	Lumber	2,500	2,655	1,745
Remera	14	8 15	14	8 25	14	16 15	British	New Zealand Shipping Co.	485.0	62.3	25.0	Wellington	New York	General	6,002	1,681	8,776
Grayson	14	13 00	14	9 26	14	16 57	American	Garland Steamship Co.	247.0	43.7	18.6	Tacoma	Liverpool	Beans, oil paper	2,300	2,773	1,832
West Hematite	14	12 45	14	13 44	14	21 15	American	United States Shipping Board	409.7	54.2	24.0	Tacoma	Newport News	Flour	5,000	6,690	4,907
Wabblers (a)	(c)	14 45	15	6 30	15	15 45	American	Luis Martinez	28.5	7.7		Balboa	Cristobal	Ballast			
Salvador	(c)	14 45	15	6 30	15	15 45	American	United States Shipping Board	431.2	54.5		Balboa	New York	General	6,411	4,307	
Taranga	14	10 00	15	7 24	15	15 15	British	Shaw, Savill & Albion	477.0	62.7	27.6	Gisborne	London	General	6,470	1,352	8,338

(c) Arrived Nov. 8, 1918.

(a) Launch.

14	18	00	15	7.37	15	15.45	19	6.10	British.	Pacific Steam Navigation Co.	Callao	33	5	15	0	Cristobal	Copper, cotton.	706
Acajula	14	19	27	15	8.32	15	16.32	15	18.45	Shaw Saville & Albion	London	448	3	56	5	General	General	5,400
Kia Ora	14	12	00	15	9.47	15	18.50	16	17.55	United States Shipping Board	New York	409	8	54	2	Cristobal	Flour	5,771
West Celeron	14	12	00	15	11.02	15	18.50	19	12.46	United States Shipping Board	Champerico	215	0	53	2	Cristobal	General	4,770
Salvador	5	22	18	15	13.04	15	22.15	17	8.25	United States Shipping Board	San Francisco	402	6	55	0	Cristobal	General	554
Keketicut	5	22	18	15	13.04	15	22.15	17	8.25	United States Shipping Board	San Francisco	402	6	55	0	Cristobal	General	1,213
Laura C. Hall	11	9	00	16	6.32	16	14.35	19	6.09	Pacific Metals Corporation	Buenaventura	81	0	25	6	Cristobal	Flour	6,364
Jamaica	15	16	50	16	6.41	16	14.07	19	6.10	Pacific Steam Navigation Co.	Buenaventura	81	0	25	6	Cristobal	Platinum	6,571
Aysen	15	16	50	16	7.55	16	15.06	21	11.38	Chilean Steamship Line	Valparaiso	379	6	34	0	Cristobal	General	1,170
Broad Arrow	15	23	00	16	8.05	16	15.26	16	15.26	Standard Steamship Line	Valparaiso	379	6	34	0	Cristobal	General	3,853
Devon	15	23	00	16	8.40	16	15.41	16	19.40	Standard Transportation Co.	San Francisco	407	6	52	0	Cristobal	General	6,804
Forbates	16	7	00	16	9.02	16	17.10	16	20.02	Alfred Holt & Co.	San Francisco	473	3	59	0	Cristobal	General	9,941
Papacoz	16	7	00	16	10.16	16	18.30	17	8.45	United States Shipping Board	San Francisco	430	2	52	6	Cristobal	General	9,000
Oraton	16	20	30	17	8.05	17	15.25	18	9.02	United States Shipping Board	San Francisco	267	3	46	0	Cristobal	General	8,000
Philicia (a)	16	20	30	17	13.31	17	22.25	18	9.02	Morris Valencia	Valparaiso	35	5	46	0	Cristobal	General	1,300
Newport	17	2	38	17	13.31	17	22.25	18	9.02	Pacific Mail Steamship Co.	San Francisco	336	0	38	2	Cristobal	General	624
Ozette	10	14	00	17	14.10	17	22.27	18	3.30	United States Shipping Board	Seattle	401	5	53	2	Cristobal	General	3,173
Alana	11	11	00	17	14.22	17	23.59	18	1.20	United States Shipping Board	Seattle	401	5	53	2	Cristobal	General	7,900
Afrania	17	22	00	18	7.57	18	15.13	19	7.45	United States Shipping Board	Aberdeen	267	5	46	3	Cristobal	General	6,586
Aleis	17	20	53	18	8.41	18	17.13	19	7.15	United States Shipping Board	Eureka	267	5	46	3	Cristobal	General	2,500
Ucayal	19	6	00	19	9.19	19	16.21	19	20.55	Peruvian Steamship Line	St. Helen	374	7	46	3	Cristobal	General	2,500
Dancey	19	6	00	19	10.51	19	18.08	19	20.55	United States Shipping Board	Eureka	267	3	46	3	Cristobal	General	2,482

(a) Launch. (b) Indicates 33 pounds.

(c) Flour and Red Cross supplies.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessel	Line	From	Date	Vessel	Line	For
July 13	Lerazpi	Spanish Steamship Line	Habana.	July 13	Caribbean	Panama Railroad Commissary	Cartagena.
July 13	Parimima	United Fruit Company	New Orleans.	July 14	Median	Leyland Steamship Line	Newport News.
July 13	Metapan	United Fruit Company	New Orleans via Habana.	July 14	Panama	Panama Railroad Steamship Line	New York.
July 14	Trivies	United Fruit Company	New York and Port Limon.	July 14	Trivies	United Fruit Company	New York.
July 15	L. J. Drake	Standard Oil Company	Tampico.	July 15	Lerazpi	Spanish Steamship Line	Puerto Colombia.
July 16	Isasca	United States Navy	High seas.	July 15	Metapan	United Fruit Company	Bocas, Habana; N. Orleans.
July 17	Alangarez	United States Company	New York and Kingston.	July 16	Parimima	United Fruit Company	Bocas; Limon; N. Orleans.
July 17	Santa Maria	Panama Railroad Commissary	Colombian ports.	July 16	Alangarez	S. A. Thompson	Colon.
July 17	Cristobal	Panama Railroad Commissary	Cartagena.	July 17	Median	Panama Railroad Steamship Line	New York via Haiti.
July 18	Orotina	P. Wilson	Port Limon.	July 17	L. J. Drake	Standard Oil Company	Tampico, Mex.
July 19	Castine (gunboat)	United States Navy	Port Limon.	July 17	Santa Maria	United Fruit Company	New York and Kingston.
				July 18	Alangarez	United Fruit Company	Colombian ports.

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessel	Line	From	Date	Vessel	Line	For
July 16	Juan of Arc.	Rolph Navigation Company	Callao	July 13	La Primera	Standard Oil Company	San Francisco.
				July 17	Guardian	Gen. & South American Cable Co.	High seas.
				July 19	Joan of Arc.	Rolph Navigation Company	San Francisco.

* Other than ships passing through the Canal.

Summary of Traffic Through the Canal.

The traffic through the Canal from its opening to July 1, 1919, by ships and tons of cargo handled each way each month, is summarized in the following table:

Month and year.	ATLANTIC TO PACIFIC		PACIFIC TO ATLANTIC		TOTAL	
	Vessels	Cargo, tons	Vessels	Cargo, tons	Vessels	Cargo, tons
1914						
August.....	13	49,106	11	62,178	24	111,284
September.....	27	141,762	30	180,276	57	322,038
October.....	41	168,069	40	253,288	84	421,357
November.....	54	206,510	38	242,291	92	448,801
December.....	43	179,235	57	271,219	100	450,454
Total.....	181	744,682	176	1,009,252	357	1,753,934
1915						
January.....	44	208,082	54	240,925	98	449,007
February.....	39	150,987	53	276,078	92	427,065
March.....	57	217,447	80	417,610	137	635,057
April.....	59	237,384	60	285,457	119	522,841
May.....	67	246,534	75	332,174	142	578,708
June.....	83	320,619	60	282,561	143	603,180
July.....	93	316,773	77	388,696	170	705,469
August.....	89	249,119	72	326,218	161	575,337
September.....	49	181,350	51	274,937	100	456,317
October.....						
November.....						
December.....	3	671	6	12,908	9	13,579
Total.....	583	2,128,996	588	2,837,564	1,171	4,966,560
1916						
January.....			2	550	2	550
February.....	4	1,100	1		5	1,100
March.....	2		5	7,000	7	7,000
April.....	32	144,133	48	224,620	80	368,753
May.....	69	248,289	60	245,861	129	494,150
June.....	70	292,771	54	225,020	124	517,791
July.....	76	296,094	73	352,863	149	648,957
August.....	77	246,149	65	270,672	142	516,821
September.....	69	224,661	85	437,509	154	662,170
October.....	74	231,016	84	416,877	158	647,893
November.....	72	198,718	76	320,325	148	519,043
December.....	82	241,987	73	305,696	155	547,683
Total.....	627	2,124,918	626	2,806,993	1,253	4,931,911
Total to January 1, 1917.....	1,391	4,998,596	1,390	6,653,809	2,781	11,652,405
1917						
January.....	77	246,139	98	425,254	175	671,393
February.....	68	244,307	72	313,462	140	557,769
March.....	80	315,920	73	255,899	153	571,819
April.....	82	322,656	77	305,049	159	627,705
May.....	62	194,022	106	423,101	168	617,103
June.....	86	315,194	89	325,705	175	640,899
July.....	97	292,470	90	384,642	187	677,112
August.....	79	228,732	93	354,693	172	583,425
September.....	79	222,564	111	513,878	190	736,442
October.....	87	274,766	87	327,526	174	602,292
November.....	84	311,024	106	396,115	190	707,139
December.....	67	194,624	98	354,774	165	549,398
Total.....	948	3,162,398	1,100	4,350,098	2,048	7,542,496
1918						
January.....	72	212,596	91	240,910	163	553,506
February.....	63	131,567	44	339,168	137	470,735
March.....	67	164,253	126	490,154	193	654,407
April.....	79	219,362	95	400,696	174	620,058
May.....	77	206,233	123	573,808	200	780,041
June.....	70	181,275	95	446,283	165	627,558
July.....	64	136,875	107	452,537	171	589,412
August.....	62	131,666	97	401,257	159	532,923
September.....	88	184,456	89	363,717	177	548,173
October.....	75	172,206	114	485,391	189	657,597
November.....	71	228,457	114	405,391	185	633,848
December.....	61	229,250	105	236,213	166	465,463
Total.....	849	2,198,196	1,250	4,935,525	2,099	7,133,721
1919						
January.....	77	243,729	94	317,539	171	561,268
February.....	84	321,232	80	245,860	164	567,092
March.....	111	271,067	82	244,977	193	516,044
April.....	76	272,668	100	234,261	176	506,929
May.....	75	354,372	101	388,410	176	742,782
June.....	63	288,596	99	411,638	162	640,234
Total.....	486	1,691,664	556	1,842,685	1,042	3,534,349
Total to July 1, 1919.....	3,674	12,050,854	4,296	17,812,117	7,970	29,862,971

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 19, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
				Tons.	Tons
Manavi.....	Pacific Steam Navigation Co.....	July 12.....	July 13.....	7	
Laura C. Hall.....	Anglo-American Steamship Co.....	July 11.....	July 15.....		14
Salvador.....	Pacific Steam Navigation Co.....	July 15.....	July 15.....	2	
Jamaica.....	Pacific Steam Navigation Co.....	July 15.....	July 16.....	15	
Mantaro.....	Peruvian Steamship Line.....	July 16.....	July 17.....		3
Newport.....	Pacific Mail Steamship Co.....	July 17.....	July 17.....	137	
Manavi.....	Pacific Steam Navigation Co.....	July 18.....	July 18.....		2
Jamaica.....	Pacific Steam Navigation Co.....	July 19.....	July 19.....		5
Salvador.....	Pacific Steam Navigation Co.....	July 19.....	July 19.....		3
Joan of Arc.....	Rolph Navigation Company.....	July 16.....	July 19.....		1,168

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 20, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
				Tons.	Tons
Median.....	Leyland S. S. Line (W. Andrews).....		July 14.....		2,304
Panama.....	Panama Railroad Steamship Line.....		July 14.....		3,768
Tivives.....	United Fruit Company.....	July 14.....	July 14.....	‡	(*)
Legazpi.....	Compania Transatlantica.....		July 15.....		215
Metapan.....	United Fruit Company.....		July 15.....		60
Parismina.....	United Fruit Company.....		July 16.....		‡
Allianca.....	Panama Railroad Steamship Line.....		July 16.....		2,126
Marne.....	S. A. Thompson.....		July 16.....		52
Mantaro.....	Peruvian Steamship Line.....		July 16.....		2,509
L. J. Drake.....	West India Oil Company.....	July 15.....	July 17.....	9,600	(*)
Manavi.....	Pacific Steam Navigation Co.....		July 18.....		631
Acajutla.....	Pacific Steam Navigation Co.....	July 15.....	July 19.....	694	942
Salvador.....	Pacific Steam Navigation Co.....	July 15.....	July 19.....	551	865
Laura C. Hall.....	Anglo-American S. S. Agency.....	July 16.....	July 19.....	(†)	32
Jamaica.....	Pacific Steam Navigation Co.....	July 16.....	July 19.....	673	899
Aysen.....	United Fruit Company.....	July 16.....		1,552	
Abangarez.....	United Fruit Company.....	July 17.....	July 17.....	863	52
Santa Marta.....	United Fruit Company.....	July 17.....	July 17.....	1	192‡
Caribbean.....	Panama Railroad Commissary.....	July 17.....	July 20.....	400	48
Newport.....	Pacific Mail Steamship Line.....	July 17.....		620	
Orotina.....	Panama Railroad Commissary.....	July 18.....		80	
Uyayah.....	Peruvian Steamship Line.....	July 19.....		2,482	
Puerto Rico.....	Compagnie Gen. Transatlantique.....	July 20.....		221	

* No cargo laded.

† 33 pounds.

Charges for Transmitting Commercial Messages to or from La Palma Radio Station.

The following is a corrected and revised statement as to the charges for messages to or from La Palma by way of Balboa:

A station charge of two cents per word is made by Balboa and by La Palma Radio when messages originate or are to be delivered on shore, and a station charge of six cents per word is made for a message received from or delivered to ships by radio. The rates per word to or from La Palma are as follows:

	Messages to or from a point on shore. Charge per word.	Messages received from or for delivery to a ship by radio. Charge per word.
Balboa.....	\$0.01	\$0.12
Panama, R. P.....	• .06	• .14
Colon, R. P.....	• .06	• .14
Cristobal.....	• .06	• .14
Any point in Canal Zone.....	• .06	• .14

*For messages relayed via Panama R. R. telegraph company lines and messages of ten words or less relayed via Panama National telegraph lines.

Messages of 10 words or over destined to Cristobal, C. Z., Panama City, R. P., Colon, R. P., or any point in the Republic of Panama, relayed via Panama National telegraph lines will carry a charge of

20 cents for first 10 words or fraction thereof, (cable count) and one cent additional for each word over 10. This charge is additional to radio charges which are charges given above for messages destined to Balboa.

Communication with La Palma will be through Balboa Radio. The call letters of La Palma station are NNW.

Bunker Rules and Regulations Canceled.

Effective July 15, all existing bunker rules and regulations were canceled. A general bunker license (No. 3) has been issued through Division of Customs, Treasury Department, effective July 14. Under this general bunker license vessels of all flags may secure in the United States and its possessions bunker fuel and ships' stores in any quantities desired whenever said vessels are engaged or are about to engage in trade to any part of the world. No forms of any kind are required.

Control of Exports.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., July 15, 1919.

To all steamship agents, exporters, and others concerned—My circular of February 15, 1919, relative to export control, is hereby revoked, and shipper's export declarations for all cargo originating in the Canal Zone, or originating in or reexported from the Republic of Panama, are no longer required.

All restrictions regarding the export of coin, bullion, and currency from the Canal Zone, are also rescinded, effective this date.

CHESTER HARDING, *Governor*.

Bureau of the Shipping Commissioner.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., July 11, 1919.

CIRCULAR No. 660-48:

1. Effective July 1, 1919, the Bureau of the Shipping Commissioner is authorized in the Executive Department, under the direction of the Executive Secretary.

2. This Bureau will perform such duties of the shipping commissioners in the United States and of American consuls in foreign ports, as are necessary to be performed in the Canal Zone under existing laws and regulations.

CHESTER HARDING, *Governor*.

Executive Order.—Reinstatement of Frank H. Wang.

Mr. Frank H. Wang may be reinstated in the Panama Canal Service as a postal clerk without regard to the year limitation upon reinstatement contained in Civil Service Rule IX. Mr. Wang entered the service as a postal clerk on June 10, 1910, and on May 20, 1917, was granted leave of absence to go to France as a volunteer ambulance driver. After the expiration of his leave he resigned from the Red Cross, enlisted in the Foreign Legion of the French Army, completed the course at the French officers' training school at Fontainebleau, held the grade of aspirant, and was demobilized on February 17, 1919. In view of his experience on the Panama Canal and his services in the cause of the Allies, the Civil Service Commission recommends the waiver of the one-year limitation.

THE WHITE HOUSE,
May 31, 1919.

WOODROW WILSON.

Above has been published as Panama Canal Circular No. 601-93.

Connections from Fort Randolph with Morning Train to Panama.

Train No. 3, leaving Colon at 7.10 a. m. for Panama, waits for connection with train No. 50, from Fort Randolph. The latter train arrives at Seventh Street, Colon, near the north end of the railway station, at 7.08 a. m., and the north gate of the train shed is opened to permit passengers to reach train No. 3 with the least possible delay. Passengers from train No. 50 who pay cash fare on train No. 3 are not charged the customary excess.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal post offices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Practical optical and glass worker's helper (male); \$720 to \$1,200 a year; No. 340; August 12, 1919; form 1312; age, 18 years and over.*

Research operator—metallurgical (male); grade I, \$1,500 to \$3,000 a year, grade II, \$2,000 to \$2,500 a year; No. 332; August 12, 1919; form 1312; age, 21 years and over.*

Guard (male), penitentiary service; \$840 and \$1,080 a year; No. 338; August 19, 1919; form 1800; age, 21 years but not 60 years.*

Statistical agent (male); \$1,000 a year; No. 339; August 20, 1919; form 304; age, 20 years but not 35 years.

Supervision draftsman (male); \$12.80 to \$13.60 a day; No 356; August 19, 1919; form 1312; age, within reasonable age limits.*

Cotton classer's helper (male); \$600 to \$1,200 a year; No. 346; August 20, 1919; age, 16 years but not 25 years.

Inspector (mechanical) (male); grade 1, \$4 to \$5.52 a day, grade 2, \$6 to \$7.04 a day; No. 343; August 19, 1919; age, 21 years and over.*

Assistant in agricultural technology, qualified as instrument maker (male); \$1,200 to \$1,800 a year; No. 341; August 19, 1919; forms 304 and 2029; age, 21 years but not 49 years.*

Specialist in cotton classing (male); \$2,400 to \$3,600 a year; No. 342; August 19, 1919; form 2118; age, 25 years but not 45 years.*

Stockkeeper, photographic material (male); \$1,200 a year; No. 347; August 20, 1919; form 304; age, 21 years and over.

Agricultural economist in charge of land economics (male); \$3,000 to \$4,260 a year; No. 352; August 12, 1919; form 2118; age, 25 years and over.*

Farm economist in charge of cost of production studies (male); \$3,000 to \$4,260 a year; No. 351; August 12, 1919; form 2118; age, 25 years and over.*

Supplemental announcement—Examiners Estate Tax Division (male and female); No. 189. No applications will be accepted unless filed with the Civil Service Commission, Washington, D. C., prior to the hour of closing business on July 15, 1919.

Supplemental announcement—Observer and meteorologist (male); No. 296. Cancellation of announcement. The United States Civil Service Commission announces that announcement No. 296 of examinations for this position on July 23, August 20, and September 17, 1919, is hereby canceled.

Supplemental announcement—Philippine Civil Service Examination. Teachers (male and female). No. 31—amendment. The United States Civil Service Commission announces that the minimum age limit for male applicants for the continuous open competitive nonassembled examination for teacher in the Philippine Service, has been reduced from 24 to 20 years.

Supplemental announcement—United States Civil Service Examination. Subclerical (male), messenger, skilled laborer, watchman. No. 431—amended. The United States Civil Service Commission announces that no applications for this examination will be received unless filed with the Commission at Washington, D. C., prior to hour of closing business on July 15, 1919.

* Nonassembled. Date given for nonassembled examinations is the last day for filing application and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

Comparative Wind Records, June, 1919.

The total wind movement for the month of June, 1919, was 59 per cent greater on Sosa Hill and 50 per cent greater at Cape Mala than at Balboa Heights. Average hourly velocities were 6.3 miles at Balboa Heights, 10.0 miles on Sosa Hill and 9.4 miles at Cape Mala.

Northwest winds prevailed at Balboa Heights and Sosa Hill and southwest winds at Cape Mala.

The maximum velocities recorded during the month were as follows: Ancon, 28 miles from the southwest on the 16th; Sosa Hill, 40 miles from the south on the same date; and Cape Mala, 44 miles from the southeast on the 5th.

NOTE.—Sosa Hill anemometer is 35 feet above ground and 405 feet above mean sea level; Balboa Heights anemometer is 97 feet above ground and 231 feet above mean sea level, and Cape Mala anemometer is 110 feet above ground and 150 feet above mean sea level.

August Weather Probabilities.

The following weather conditions may be expected to prevail at the Canal entrances during the month of August, 1919. Predictions are based on the records at Colon and Balboa Heights for the past 11 and 13 years, respectively:

Winds—The winds over the Atlantic coast will be light and variable, with an average velocity of about 8 miles an hour. The maximum velocity during local rain or thunder squalls is not likely to exceed 35 miles an hour.

Northwest and north winds will prevail at the Pacific entrance and over the interior, with an average velocity of about 7 miles an hour. Maximum winds of 35 miles an hour may occur during the passage of rain or thunder squalls, but wind squalls of

this character do not occur often, and the high winds seldom last longer than a few minutes.

Rain—Frequent heavy showers may be expected during the month on both coasts and over the interior. The average August rainfall at the Atlantic entrance is about 15 inches, and the average at the Pacific entrance is about 8 inches.

Fogs—Few, if any fogs are likely to occur during the month at either Canal entrance, but night and early morning fogs will be numerous over the interior. However, all fogs that occur are likely to lift or become dissipated by 8.30 a. m.

Temperature—The average air temperature in the shade will be approximately 80° Fahrenheit on both coasts. The average daily range in temperature will be about 15° F. on the Pacific side and 8° F. on the Atlantic side. Temperatures higher than 94° or lower than 70° are not likely to occur during the month.

Barometric pressure—Atmospheric pressure over the Isthmus is relatively constant and uniform, except for well-marked diurnal fluctuations. The average sea level pressure during August should be about 29.85 inches on both coasts. The highest pressure is not likely to be more than 29.95 inches, nor the minimum to be lower than 29.70.

Relative humidity—The relative humidity on the Isthmus is high throughout the rainy season. The average humidity for the month of August is about 85 per cent.

Storms—No severe general storms are likely to occur at either Canal entrance during the month of August. Local wind and rain squalls occur frequently, but they are of too short duration to stir up a heavy sea.

The West Indian hurricane season extends from June to November. These storms pass across the Caribbean Sea and West Indian waters, but they never extend as far south as the Atlantic entrance of the Canal.

Generally cloudy weather will continue over both coasts, and smooth to moderate seas may be expected at the Pacific entrance.

Tides—Tidal fluctuations at the Atlantic entrance of the Canal are too small to affect navigation, as the average tidal range is approximately one foot and the maximum range only about two feet. Panama tide predictions are given below. These are taken from 1919 Tide Tables, published by the Department of Commerce, Washington, D. C.

Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.				Day of—		Time and Height of High and Low Water.			
W.	Mo.					W.	Mo.					W.	Mo.				
F	1	0:52	7:07	1:17	7:21	Tu	12	4:00	10:21	4:13	10:40	S	23	1:31	7:51	1:53	8:21
		0.8	15.5	1.6	14.5			15.3	1.0	15.5	0.1			13.9	2.7	14.6	1.6
S	2	1:33	7:42	2:02	8:00	W	13	4:38	10:58	4:53	11:17	S	24	2:29	8:48	2:47	9:11
		1.8	14.7	2.5	13.5			16.0	0.3	16.0	-0.3			14.7	1.8	15.2	0.8
S	3	2:17	8:21	2:51	8:41	Th	14	5:17	11:36	5:33	11:55	M	25	3:18	9:34	3:35	9:54
		2.9	13.8	3.4	12.6			16.5	-0.1	16.2	-0.3			15.5	0.9	15.8	0.2
M	4	3:06	9:03	3:45	9:32	F	15	5:57	12:16	6:15	.....	Tu	26	4:03	10:16	4:19	10:33
		3.9	13.0	4.2	11.7			16.7	-0.1	16.1	.....			16.1	0.3	16.1	-0.2
Tu	5	4:03	9:56	4:49	10:38	S	16	0:35	6:37	12:59	6:57	W	27	4:44	10:55	5:00	11:11
		4.8	12.2	4.7	11.2			0.0	16.6	0.3	15.7			16.4	0.0	16.1	-0.1
W	6	5:07	11:06	5:58	11:55	S	17	1:18	7:21	1:46	7:43	Th	28	5:22	11:33	5:38	11:47
		5.3	11.9	4.8	11.2			0.6	16.2	0.9	15.1			16.3	0.1	15.9	0.2
Th	7	6:18	12:18	7:03	.....	M	18	2:08	8:09	2:40	8:35	F	29	5:57	12:08	6:14	.....
		5.4	12.0	4.4	.....			1.5	15.5	1.7	14.2			16.0	0.5	15.1	.....
F	8	1:02	7:21	1:19	7:58	Tu	19	3:05	9:04	3:44	9:39	S	30	0:23	6:31	12:45	6:48
		11.7	4.9	12.6	3.6			2.4	14.7	2.5	13.3			0.9	15.5	1.2	14.7
S	9	1:56	8:15	2:08	8:45	W	20	4:12	10:13	4:55	10:58	S	31	0:59	7:04	1:25	7:22
		12.5	4.0	13.3	2.6			3.3	12.9	3.0	12.9			1.8	14.8	2.1	13.9
S	10	2:41	9:01	2:51	9:27	Th	21	5:27	11:33	6:11	.....						
		13.5	2.9	14.2	1.6			3.7	13.6	3.0	.....						
M	11	3:21	9:43	3:33	10:04	F	22	0:20	6:43	12:49	7:21						
		14.4	1.9	14.9	0.7			13.2	3.5	13.9	2.5						

The tides are placed in the order of their occurrence; the time of high and low tides are shown on the upper lines. The figures in boldfaced type are hours and elevations between noon and midnight; ante meridian figures are given in the ordinary lightfaced type. The time is Cosmopolitan Standard for the meridian 75° W.

The elevations of the water are shown on the second line for each day; a comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean low water springs, which is 8.3 below mean sea level and is the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The annual inequality or variation in the mean sea level is included in the predictions.

Record in Dry Docking at Cristobal.

The dry dock at Cristobal Shops set a new record on July 3 for vessels dry-docked at one time at that place. The dry dock is 300 feet long, and the total length of 6 vessels occupying it at the same time was 685 feet. The vessels were 3 United States submarine patrol boats, *Nos. 1841, 2232, and 2235*, the auxiliary schooner *Linda S.*, the schooner *Aviator*, and the submarine *C-3*.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death
Nestor Lazaro ..	20379	Spain	Balboa	Mechanical Division.	July 7, 1919.
Claud Vincent.	20014	Grenada	Panama	Executive Dept.	July 11, 1919.
Felix Robinson	33175	Jamaica	Colon	Building Division.	July 12, 1919.
Augustus Hall	20848	Jamaica	Colon	Health Department...	July 17, 1919.
Manuel Ramirez	52196	Peru	Colon	Panama Railroad.	July 12, 1919.
Fitz Green	26843	Barbados.	Colon	Mechanical Division.	July 12, 1919.

Sailors Invited to Clubhouses on the Isthmus.

The clubhouses operated by The Panama Canal primarily for its employees offer their facilities to the officers and crews of merchant and naval vessels passing through the Canal or calling at the terminal ports. The clubhouses have free reading and writing rooms, libraries of fiction and reference works and current periodicals, and the charges for the use of the pool tables and bowling alleys are 40 cents an hour for the tables and 10 cents per game per person for the alleys. Lunches and refreshments are sold at a small profit. Moving pictures or other entertainments are given in the evenings. Clubhouses are operated at Cristobal, Gatun, Pedro Miguel, Ancon, and Balboa. Clubhouses for colored men are at Cristobal and La Boca, adjoining Balboa.

The house of the Salvation Army at Cristobal is especially for seamen. A Salvation Army seamen's home is being built at Balboa, near the land end of Pier 18. The Salvation Army provides meals and lodging, and facilities for table games, reading, and writing.

Sailors of the Navy are invited to use, in addition to the above, the service clubhouses conducted by the Y. M. C. A. at Cristobal, France Field, Coco Solo, Fort Randolph, Fort Sherman, Gatun, Culebra, Empire, Corozal, and Balboa, and the halls of the Knights of Columbus in the cities of Colon and Panama.

Balboa High School Library.

The Panama Canal library announces that the Balboa High School library will be open during the vacation period during the same hours as the grade school library—on Wednesdays and Saturdays from 3 to 5 p. m.

Embroidery and Lace.

The retail stores have received an entirely new stock of embroideries and laces of Swiss make.

In the embroideries there are edgings and insertions varying in width from 1 inch to 4 inches, some of these being especially desirable for children's wear in underthings. There are also wide flouncings in the heavier embroideries suitable for women's underwear or children's dresses. The first-named range in price from 6 cents to 18 cents;

the latter can be had as low as 31 cents. There is a particularly attractive embroidery in the sheerest of material, an organdie effect, which comes in insertion at 24 cents, and also in very wide flouncing at 77 cents, \$1.05, and \$1.15 the yard. The laces are priced at 7 cents, 10 cents, 14 cents, 17 cents, 20 cents, 21 cents, 26 cents, and 40 cents, and range in width, insertings and edgings, from about 1½ inches to 4 or 5 inches. They come in various designs, in round and square mesh. One petticoat flouncing comes in pointed effects with wide beading, this being very reasonably priced at 21 cents

Official Circulars.

Items of Interest.

THE PANAMA CANAL,
EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., July 13, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

Your cooperation is requested in bringing to the attention of THE PANAMA CANAL RECORD items of especial interest in the work of construction, operation, maintenance, and sanitation of the Canal and its adjuncts, especially incidents of interest to the shipping world. Under the present organization of the Executive Department it is impracticable to send a reporter to collect news, and valuable items are likely to be overlooked. If you will supply the essential facts to THE PANAMA CANAL RECORD by telephone or in writing, item will be written up and copy supplied to head of department or division for approval prior to publication.

CHESTER HARDING, *Governor.*

Business Messages for Germany.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., July 18, 1919.

CIRCULAR NO. 1310:

To agents and operators—The following from the Central & South American Telegraph and Cable Co.: "Business messages to Germany now accepted, must be strictly business and written French or English, fully addressed and signed surname."

W. J. BISSELL,
Acting Master of Transportation.

Acting Superintendent, Southern District, Municipal Division.

THE PANAMA CANAL,
DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., July 12, 1919.

To all concerned—During the absence of Mr. R. C. Hardman on leave, Mr. George W. Green will act as Superintendent of the Southern Municipal District.

Effective July 14, 1919.

D. E. WRIGHT, *Municipal Engineer.*

Applications for Marine Licenses.

THE PANAMA CANAL,
BOARD OF LOCAL INSPECTORS,
BALBOA HEIGHTS, C. Z., July 21, 1919.

To all concerned—Applications for marine licenses must be filed in this office at least three days before the day on which examination is to be held.

CHAS. SVENSSON, *Acting Chairman.*

Acting District Quartermaster, Ancon-Balboa District.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,
BALBOA HEIGHTS, C. Z., July 18, 1919.

To all concerned—Effective July 15, 1919, and continuing during the absence on leave of Mr. B. C. Poole, Mr. R. C. Shady will be in charge of the Ancon-Balboa district, as Acting District Quartermaster.

R. K. MORRIS, *Chief Quartermaster.*

Stop-over Privilege on Passes.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., July 19, 1919.

CIRCULAR NO. 1312:

To conductors and collectors—Complaint has reached this office to the effect that some of our conductors have refused to allow stop-over privilege to passengers holding Panama Canal and Panama Railroad official business trip passes.

The handling of this form of transportation is covered by rule 29, page 13, and rule 32, page 14, in Book of Rules for the guidance of conductors and collectors in the handling of passenger train transportation, which reads as follows:

"Panama Canal Official Business Passes, First and Second Class—

29. This form of transportation is good on Sundays or holidays and stop-over privilege is allowed. When same is taken, conductors and collectors must punch ticket and mark on the back of transportation 'Off No. at. Date.' and sign his initials. This endorsement should be made with indelible pencil.

"Panama Railroad Employees' Trip Passes.

"32. This form of transportation is good on Sundays or holidays and stop-over privilege is allowed. Indicate stop-over as shown in paragraph 29."

W. J. BISSELL,
Acting Master of Transportation.

Joint Commission.

Award.

In the matter of the claim of Juan B. Sosa for property located in Pueblo Nuevo, award No. 198, docket No. 3354, July 8, 1919—An award is hereby made against the United States in favor of Juan B. Sosa in the sum of \$495.38 U. S. currency, for all right, title, and interest which the said Juan B. Sosa may possess or may have possessed in and to the property located in Pueblo Nuevo, in the District of Ancon, Canal Zone, subject of claim docket No. 3354, including any and all damages sustained on account of the expropriation of the said property by the United States of America.

If payment or tender of payment of this award is not made on or before the 8th day of August, 1919, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, *Commissioners.*

Rule of Dismissal.

In the matter of the claim of Jose H. Stilson for property located near Gatun, C. Z., rule of dismissal No. 423, docket No. 1870, July 16, 1919—The claim of Jose H. Stilson, docket No. 1870, is hereby disallowed and dismissed for the reason that an award was heretofore made by the Joint Commission on the 18th day of August, 1913, in the matter of the claim of Francisco V. de la Espriella and Jose H. Stilson, docket Nos. 1 and 47, in favor of said parties, for the same property mentioned in said claim No. 1870, which award is conclusive and final.

FEDERICO BOYD, JULIO J. FABREGA, GEORGE A. CONNOLLY, BURT NEW, *Commissioners.*

Directory of The Panama Canal.

Executive Department.

Headquarters, Balboa Heights.

COLONEL CHESTER HARDING, U. S. A., Governor.

M. B. Stevens, Secretary.

C. A. McILVAINE, Executive Secretary.

JOHN H. SMITH, Chief Clerk, Executive Office.

GUY JOHANNES, Chief, Police and Fire Division.

CREDE H. CALHOUN, Chief, Division of Civil Affairs.

A. R. LANG, Superintendent, Division of Schools.

T. S. BOOZ, General Secretary, Bureau of Clubs and Playgrounds.

FRANK FEUILLE, Special Attorney, Ancon.

WALTER F. VAN DAME, Assistant to the Special Attorney and Land Agent, Ancon.

ALBERT C. HINDMAN, District Attorney, Ancon.

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(Under immediate direction of the Governor as Head of the Department.)

Headquarters, Balboa Heights.

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W. L. HERSH, Electrical Engineer, Electrical Division.

W. R. HOLLOWAY, Superintendent, Pacific Locks, Pedro Miguel.

E. D. STILLWELL, Superintendent, Gatun Locks, Gatun.

C. J. EMBREE, Office Engineer.

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J. M. KING, District Quartermaster, Cristobal.

STANLEY FORD, District Quartermaster, Gatun.

C. PETERS, District Quartermaster, Pedro Miguel.

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ELWYN GREENE, Assistant Auditor on the Isthmus.

JOHN H. McLEAN, Paymaster.

E. P. SINE, Collector.

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 DR. HENRY HANSON, U. S. A., Assistant Chief Health Officer.
 DR. DALFERES P. CURRY, U. S. A., Chief Sanitary Inspector.
 SURGEON S. B. GRUBBS, U. S. P. H. S., Chief Quarantine Officer.
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 WM. B. CHEATHAM, Clerk, Cristobal.
 J. W. BLACKBURN, Magistrate, Balboa.
 JOHN W. THOMPSON, Magistrate, Cristobal.

The Panama Canal in the United States.

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Volume XII.

Balboa Heights, C. Z., July 30, 1919.

No. 50.

Passage of the Pacific Fleet through the Canal.

The passage of 33 vessels of the Pacific Fleet of the United States Navy through the Canal, 30 of them on the two days, July 24 and 25, and the supply of large orders of coal, fuel oil, and foodstuffs to the squadron, constituted the largest operations which has been effected through the Canal to date. The ships were on their way from Atlantic waters, many of them recently from the war zone, to station in the Pacific Ocean, their next stop beyond the Canal to be at San Diego, California. The statement below shows the time used by each ship in passing through the Canal and the time required for handling each of them through the three sets of locks. The destroyers were handled in groups, with a Canal pilot in charge of three destroyers, and in the passage through the locks six of these 310-foot vessels were placed in one chamber together, in two ranks of three each, lashed together. The other ships were handled individually, with a Canal pilot on each. Two of these, the sister dreadnaughts *Mississippi* and *New Mexico*, are the largest ships which have ever passed through the Canal or visited this part of the world; they are 624 feet long and 97 feet 4½ inches in the beam, with a displacement of 32,000 tons. The *Mississippi* had a draft at time of transit of 32 feet, 8 inches.

The total length of ships in the fleet was 13,409 feet. Placed stem to stern, they would reach over two and a half miles. Their aggregate displacement was approximately 265,000 tons. Prior to the coming of the *Mississippi* and the *New Mexico*, the largest ship to have passed through the Canal was the merchantman *Minnesota*, 622 feet in length by 73 feet, 5 inches beam, with a gross tonnage, Panama Canal measurement, of 22,053 tons.

The *Mississippi* went through the Canal from Cristobal to Balboa in 10 hours and 46 minutes, 3 hours and 43 minutes of which were spent in the locks. The *New Mexico*, spending 13 hours and 31 minutes at anchor in Gatun Lake, completed transit in 25 hours and 25 minutes, being under way 11 hours and 54 minutes. Data on the transit of these vessels and of the others are presented on page 608.

Eliminating interruptions due to fueling, actual travel times of transit in the case of the several dreadnaughts (Cristobal to Balboa) were as follows:

New Mexico, 11 hours, 39 minutes; *Wyoming*, 10 hours, 56 minutes; *New York*, 10 hours, 11 minutes; *Texas*, 10 hours, 28 minutes; *Mississippi*, 10 hours, 46 minutes; *Arkansas*, 10 hours, 1 minute. These actual travel times are in excess of the time necessary for direct transit by reason of delays involved in getting away from the coaling dock, discharging liberty parties, and other features. Six hundred men were discharged from each of the big ships at Pedro Miguel Lock, and during the time that they were disembarking the emptying of the chambers was suspended. The *Arkansas* was less affected by such features than the others, and her actual travel time of transit conse-

Table of Transit of Pacific Fleet through the Canal.

	Gatun Locks.			Pedro Miguel Locks.			Miraflores Locks.			Arrived at Balboa.		Total time in locks.		Total time for transit.	
	Left.	Arrived.	Time in locks.	Left.	Arrived.	Time in locks.	Left.	Arrived.	Time in locks.	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.
<i>July 24.</i>															
Battleship Georgia	5 25 a. m.	6 33	7 33	1 00	10 30	11 01	0 31	11 21	12 07	0	46	2	17	7	48
Destroyer Elliot	11 00 a. m.	11 13	1 54	2 41	4 07	5 55	1 48	6 15	8 00	1	45	5	14	10	5
Destroyer Buchanan	11 00 a. m.	12 00	1 54	2 54	4 12	5 55	1 48	6 15	8 00	1	45	5	22	9	36
Destroyer Phil	11 00 a. m.	11 33	1 54	2 54	4 12	5 55	1 48	6 15	8 00	1	45	5	22	9	36
Destroyer Boggs	11 00 a. m.	11 37	2 00	2 23	4 26	5 58	1 32	6 34	8 35	2	1	5	42	10	25
Destroyer Dent	11 00 a. m.	11 42	2 00	2 18	4 35	5 58	1 32	6 34	8 35	2	1	5	42	10	50
Destroyer Waters	11 00 a. m.	12 02	2 00	1 58	4 47	5 58	1 11	6 34	8 35	2	1	5	42	10	50
Destroyer Yarnall	11 00 a. m.	12 10	2 10	2 00	4 50	6 15	1 11	6 34	8 35	2	1	5	42	10	50
Destroyer Wickes	11 00 a. m.	12 12	2 10	1 58	4 57	6 15	1 18	6 43	8 45	2	2	5	17	10	7
Destroyer Woolsey	11 00 a. m.	12 17	2 10	1 53	5 02	6 15	1 13	6 43	8 40	1	57	5	18	10	26
Destroyer Tarbell	11 00 a. m.	12 33	2 14	1 41	5 07	6 15	1 18	6 44	8 45	1	51	5	3	10	21
Cruiser Birmingham	12 55 p. m.	1 55	3 40	1 45	5 55	7 08	1 13	7 25	9 35	2	10	4	40	10	10
Destroyer Crosby	12 25 p. m.	1 45	4 05	2 20	6 36	8 40	2 4	9 20	11 06	1	46	5	8	9	15
Destroyer Ward	12 25 p. m.	1 02	4 05	3 3	6 09	7 37	1 28	8 45	11 00	2	15	6	10	11	28
Destroyer Montgomery	12 25 p. m.	1 13	4 05	2 52	6 20	8 25	2 5	8 45	11 00	2	15	6	10	11	28
Destroyer Lamberton	12 25 p. m.	1 15	4 14	2 59	6 35	8 53	2 18	9 20	11 06	1	46	5	11	13	13
Destroyer Ludlow	12 25 p. m.	1 24	4 14	2 50	6 30	9 00	2 30	9 20	11 06	1	46	5	11	13	13
Fuel ship Vulcan	3 10 p. m.	4 25	5 41	1 16	9 16	9 54	0 38	10 17	11 05	0	48	2	42	8	33
Destroyer Breze	3 10 p. m.	4 32	5 42	1 10	8 05	11 09	3 4	11 49	1 19	1	30	5	44	10	22
Destroyer Thatcher	4 32 p. m.	5 24	7 47	2 23	10 30	11 09	0 39	11 49	1 19	1	30	5	44	10	22
Destroyer Ramsay	4 57 p. m.	5 55	7 47	1 52	10 36	11 37	1	11 49	1 19	1	30	5	44	10	22
Destroyer Walker	6 14 p. m.	6 14	8 00	1 46	10 45	11 37	0 52	12 05	1 30	1	25	4	23	8	43
Destroyer Palmer	5 16 p. m.	6 06	8 00	1 54	10 35	11 15	0 40	12 05	1 30	1	25	4	23	8	43
Destroyer Gamble	5 16 p. m.	6 23	8 00	1 37	10 53	11 45	0 52	12 05	1 30	1	25	4	23	8	43
<i>July 25.</i>															
Battleship Arkansas (a)	7 25 a. m.	8 09	9 35	1 26	1 38	2 55	1 17	3 35	4 43	1	8	3	51	33	46
Battleship Texas (b)	7 35 a. m.	8 27	9 53	1 26	12 11	1 25	1 14	1 58	3 09	1	11	3	51	32	5
Battleship Vermont	8 48 a. m.	9 40	11 05	1 25	3 11	2 45	0 34	3 08	3 53	0	45	4	20	32	32
Auxiliary Prairie	10 25 a. m.	11 20	12 20	1 00	3 30	4 40	1 10	5 01	5 31	0	50	3	0	7	49
Battleship New Mexico (c)	12 10 p. m.	2 49	4 11	1 22	10 06	11 13	1 17	11 48	1 00	1	12	3	41	25	25
Battleship New York (d)	3 32 p. m.	5 07	6 19	1 12	11 48	12 45	0 57	1 31	2 29	0	58	3	7	23	25
Battleship Wyoming (e)	4 05 p. m.	5 46	7 20	1 34	10 40	11 35	0 55	12 10	1 20	1	11	3	40	21	50
<i>July 26.</i>															
Battleship Mississippi	5 54 a. m.	7 19	8 35	1 16	12 57	2 19	1 22	2 55	4 00	1	5	3	43	10	46
<i>July 27.</i>															
Destroyer Rathburn	6 50 a. m.	7 16	8 20	1 4	10 19	10 43	0 24	10 56	11 32	0	36	2	4	5	2
Supply ship Vestal	8 45 a. m.	8 19	10 17	1 58	1 04	1 40	0 36	1 57	3 19	1	22	3	56	7	5

(a) Arkansas anchored in Gatun Lake at 9.53 a. m., July 25, and weighed anchor at 9.20 a. m. on 26th; 23 hours, 27 minutes at anchor. (b) Texas anchored in Gatun Lake at 10.25 a. m., on 25th and weighed anchor at 1.30 on 26th; 21 hours, 5 minutes at anchor. (c) New Mexico anchored in Gatun Lake at 4.29 p. m., weighed anchor at 6.00 a. m. on 26th; 13 hours, 31 minutes at anchor. (d) New York anchored in Gatun Lake at 6.35 p. m., weighed anchor at 7.43 a. m. on 26th; 13 hours, 8 minutes at anchor. (e) Wyoming anchored in Gatun Lake at 7.41 p. m., weighed anchor at 6.14 a. m., July 26; 10 hours, 30 minutes at anchor.

quently most nearly represents the performance of the Canal in the case of these ships. In her case, however, delay resulted from congestion at the locks, due to the slowing down of ships ahead for reasons beyond Canal control, so that normal travel time of transit for the dreadnaughts might be represented by a figure somewhat less than that of the time of transit of the *Arkansas*.

Time of arrival at Balboa is taken to the moment the vessel passes abreast of the Port Captain's office, after which the vessel ties up in the harbor or passes to sea or to outside anchorage, as in the case of the dreadnaughts. Thirty minutes is an approximate figure for the time required to pass from the point opposite the Port Captain's office to the Pacific end of the dredged channel.

The fleet was handled smoothly and without mishap or unwarranted delays. No interruption of the normal commercial traffic through the Canal was occasioned; on account of a strike of marine workers in United States ports the commercial traffic was less than usual.

The Canal plants furnished 13,000 tons of coal and 48,233 barrels of fuel oil to the fleet. Ten thousand, five hundred tons of coal were furnished from the Cristobal plant, including 1,200 tons sent in barges to Gatun Lake for delivery to the *Arkansas* and the *Texas*. The Balboa coaling plant supplied 2,500 tons, of which 500 were delivered by barges, the remainder direct from the reloaders of the plant. The fuel oil was taken from a stock maintained by the Navy in Canal tanks. Two dreadnaughts and 4 destroyers received 20,334.50 barrels at Cristobal, and 19 destroyers received 27,888.97 barrels at Balboa.

The following is the statement of the supplies of fresh meat and other food furnished by the Commissary Division of the Canal:

<i>Dry Stores.</i>			
Biscuits, cartons.....	628	Ice, pounds.....	147,200
Bread, fresh, pounds.....	16,409	Ice cream, quarts.....	706
Bread, Pilot, pounds.....	1,100	Limes.....	14,496
Sausage, Vienna, tins.....	816	Lemons, dozen.....	306
Salt, table, sacks.....	776	Mangoes.....	4,856
Soap, cakes.....	1,383	Onions, pounds.....	11,753
		Oranges.....	22,702
		Potatoes, white, pounds.....	74,951
		Potatoes, sweet, pounds.....	1,727
		Peppers, green, pounds.....	621
		Pork loin, pounds.....	2,733
		Peaches, evaporated, pounds...	700
		Radishes, bunches.....	555
		Sausage, bologna, pounds.....	2,190
		Sausage, pork, pounds.....	1,385
		Sausage, Frankfurter, pounds...	2,657
		Steak, Hamburger, pounds.....	800
		Sauerkraut, pounds.....	531
		Spinach, bunches.....	512
		Turnips, pounds.....	882
		Yams, pounds.....	1,988
<i>Cold Stores.</i>		<i>Hardware Items.</i>	
Bananas, bunches.....	417	Blades, razor, packages.....	752
Beef, fores, pounds.....	24,412	Plates, ice cream.....	1,500
Beef, hinds, pounds.....	27,979		
Beef, chipped, pounds.....	504		
Butter, pounds.....	2,179		
Carrots, pounds.....	854		
Cabbage, pounds.....	1,630		
Corn, green, dozen.....	602½		
Cucumbers, pounds.....	1,645½		
Ducks, fresh killed, pounds...	1,458		
Eggs, dozen.....	7,604		
Eggplant, pounds.....	539		
Fish, fresh, pounds.....	1,238		
Fowls, pounds.....	766		
Ham, pounds.....	3,520		

In addition to the foregoing, there were purchased in quantities of less than 500:

Apples, tinned	Beets, tinned	Bacon
Apples, evaporated	Beef—corned, plate, rib	Catsup
Broilers	roast, pot roast, porter-	Cheese
Beans, string	house and sirloin steaks.	Chocolate
Biscuits, fancy	spareribs, liver, hearts	Chow chow

Chickens, corn fed	Mace	Polish, shoe
Chickens, milk fed	Matches	Pudding, plum
Cigarettes	Milk, bulk	Raisins
Coffee	Milk, evaporated	Rolls
Crackers	Mutton	Sauce, Worcestershire
Cream of tartar	Oatmeal	Smelts
Cream, dairy farm	Oil, salad	Sugar
Endive	Okra	Syrup
Extract, lemon	Oxtails	Tea
Extract, vanilla	Padlocks	Tomatoes, fresh
Flakes, corn	Parsley	Tongue, fresh and corned
Flour	Peaches, tinned	Tongue, lunch, special
Flour, buckwheat	Pears, tinned	Turkey
Lamb	Pies	Turtle steak
Leeks	Pigsfeet, pickled	Veal
Lettuce	Pineapples	Watermelon
Lime juice	Plantains	Yeast

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Balboa for Week Ending July 27, 1919.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
Newport	Pacific Mail Steamship Co.	July 22	July 22	<i>Tons.</i> (*)	<i>Tons.</i> 18
Georgina Rolph	Rolph Navigation & Coal Co.	July 24	July 26	30	(†)
U. S. S. Evansville	United States Navy	July 24	July 25	1	(†)
Cauca	Pacific Steam Navigation Co.	July 24	July 25	1	(†)

* No cargo discharged.

† No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Cristobal for Week Ending July 26, 1919.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded
Atenas	United Fruit Company	July 21	July 21	<i>Tons.</i> 23	<i>Tons.</i> (*)
Newport News	United States Government	July 21	July 21	30	(*)
Aysen	United Fruit Company	July 21	July 21		2,418
Houston	United States Government	July 21	July 22	10	(*)
Puerto Rico	Cia. Generale Transatlantique		July 22		
Newport	Pacific Mail Steamship Co.		July 22		1,839
Orotuna	Panama Railroad Commissary		July 22		19
Lt. Pegoud	Pacific Steam Navigation Co.		July 22		79
Kilpatrick	United States Government	July 23		1,268	
Upayali	Peruvian Steamship Co.		July 24		1,039½
Abangarez	United Fruit Company	July 24	July 24	5	1
Caribbean	Panama Railroad Commissary	July 24		400	
Geo. W. Barnes	Anglo-American	July 24	July 25	9,000	(*)
Antillian	Leyland Line (W. Andrews)	July 25		638	
Cauca	Pacific Steam Navigation Co.	July 25		937	

* No cargo laded.

Sale of a Miscellany of Machinery.

The Panama Canal is inviting bids for the purchase of eight 4-ton Maine cargo-unloading cranes, four 4-ton Shaw cargo-unloading cranes, now located at Dock 4, Balboa; one new air compressor, capacity 5,670 cubic feet of free air per minute compressed to a pressure of 105 pounds to the square inch; one air compressor, capacity 2,350 cubic feet of free air per minute; a number of electric motors; a 600-horse power cross-compound steam engine; a vacuum-cleaning machine, 6-sweeper capacity; an electric bake oven with 61 square feet of baking surface; eleven 12-yard Western steel dump cars; 22 Western steel dump cars of 18 cubic yards or 80,000 pounds capacity; 120 Lidgerwood flat cars; four 117-ton Mogul locomotives, each of a hauling capacity of 3,447 tons on the level; and other minor pieces

of equipment, and spare parts. Bids are to be placed with the General Purchasing Officer, The Panama Canal, Washington, D. C., or the Chief Quartermaster, Balboa Heights, C. Z., not later than 10.30 a. m. September 2, 1919.

The equipment is advertised under circular No. 1288, copies of which may be obtained from the Chief Quartermaster or from the General Purchasing Officer, The Panama Canal, Washington, D. C., or from the Assistant Purchasing Agents, 24 State Street, New York City; 606 Common Street, New Orleans, La.; and Fort Mason, San Francisco, Cal.; also from the U. S. Engineer offices in the following cities: Baltimore, Md.; Philadelphia, Pa.; Pittsburgh, Pa.; Boston, Mass.; Buffalo, N. Y.; Cleveland, Ohio; Cincinnati, Ohio; Chicago, Ill.; St. Louis, Mo.; Detroit, Mich.; Milwaukee, Wis.; St. Paul, Minn.; Chattanooga, Tenn.; Louisville, Ky.; Mobile, Ala.; Galveston, Tex.; Seattle, Wash.; and Los Angeles, Cal.; Chamber of Commerce, Kansas City, Mo.; Chamber of Commerce, Quincy, Ill.; Commercial Club, Tacoma, Wash.; and Chamber of Commerce, Portland, Oreg.

Marine Examinations.

Examinations for marine licenses and for navigators of motor boats will be conducted at Balboa Heights on Wednesday, August 6, 1919, at 8 a. m.

Notice to Mariners.—Gas Buoy Temporarily Established, Miraflores Southern Approach (West Bank).

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., July 23, 1919.

CIRCULAR No. 643-61:

1. A gas buoy, cylindrical, pyramidal superstructure, black, focal plane height 12 feet, exhibiting a white flash light, one second light, one second dark, will be maintained temporarily until dredging operations can be resumed to mark the edge of the navigable channel of the Southern Approach, (west bank) Miraflores Locks.

2. Owing to peculiar tide and current conditions this buoy should be given a clearance of at least fifty feet.

CHESTER HARDING, *Governor.*

Coaling Four Cruisers at Once.

In coaling four cruisers of the United States Navy on July 21, the coaling plant at Cristobal delivered an aggregate of 2,051 tons of coal to the four vessels in $5\frac{1}{2}$ hours. The quantities delivered were: to the *Chicago*, 755 tons; the *Denver*, 555 tons; the *Tacoma*, 399 tons; and the *Cleveland*, 342 tons. All four were handled simultaneously, three of the cruisers at the reloader wharf of the plant and the fourth at the wharf bunker at the north end of the plant. During these operations the 5-masted French steamer schooner *Lt. Pegoud* was also being coaled on the unloader side of plant from DeMayo barges, making a total of five ships berthed at the coaling station at one time for receiving bunkers.

Bakery Output.

The output of the commissary bakery on July 25th was the largest in many months, approximately 40,000 sixteen-ounce loaves having been baked. This greatly increased production was necessitated by the demands of the Pacific Fleet.

Vegetable Shortage Partly Relieved.

The motor vessel *Orotina* brought 75 tons of vegetables from Costa Rica this week, partly relieving the shortage existing because of the lack of transportation from the United States.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight, July 26, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour										Gross	Net
S. V. Harkness.....	20	12 22	20	12 42	20	20 32	21	8 55	American	435.0	57.0	26.4	Tampico.....	Fuel oil.....	8,648	7,560	5,696
Asen.....	17	15 06	21	11 38	21	18 25	21	23 11	Chilean	379.6	44.3	24.2	Cristobal.....	Valparaiso.....	2,418	4,584	3,633
Newport News.....	21	6 15	21	12 21	21	19 29	21	22 15	American	371.5	45.4	23.0	Newport News.....	General.....	2,713		
Taroma a.....	19	12 05	21	13 12	21	21 02	23	22 20	American	300.0	42.0	18.0	Boston.....	San Diego.....			
Denver (a).....	19	12 03	21	14 11	21	21 34	23	22 10	American	308.0	44.0	17.0	New York.....	San Diego.....			
Chicago (a).....	19	12 01	21	14 44	21	21 12	23	22 10	American	342.0	48.0	23.2	New York.....	San Diego.....			
Cleveland (a).....	19	12 07	21	15 23	21	22 10	23	22 10	American	308.0	44.0	15.3	Charleston.....	San Diego.....			
Coverup.....	21	18 39	22	6 33	22	13 23	23	18 05	American	201.0	43.7	26.8	Baltimore.....	Guayaquil.....	2,947	2,751	1,699
Newport.....	17	20 35	22	10 50	22	16 50	22	11 17	American	326.0	38.2	18.6	Cristobal.....	San Francisco.....		3,173	2,163
Dyer.....	22	11 47	23	15 37	23	9 37	23	11 35	British	420.0	54.0	26.6	Cristobal.....	Shanghai.....	8,251	6,383	4,470
British Empress.....	22	17 47	23	6 20	23	14 03	23	15 15	British	430.0	57.0	28.0	New Orleans.....	Paraffin oil.....	9,138	7,082	5,167
Port Hacking.....	21	22 14	23	6 30	23	14 10	23	15 22	British	456.0	55.0	25.6	New Orleans.....	General.....	4,769	8,228	6,200
Montana (a).....	23	10 48	23	11 22	23	18 35	26	10 17	American	502.0	73.0	25.1	Liverpool.....	Puget Sound.....			
Australind.....	23	13 46	23	17 08	24	11 07	24	17 10	British	395.0	50.0	25.1	Norfolk.....	Sydney.....	4,153	5,654	4,167
S. P. 2235.....			23	9 30	23	14 28			American	435.0	76.0	26.0	Coco Solo.....	Balboa.....			
Georgia (b).....	23	22 35	24	5 25	24	12 33	24	17 48	American	374.7	46.3	18.8	Boston.....	San Diego.....	1,029	4,278	2,244
Ucayal.....	19	16 21	24	5 47	24	12 33	24	17 48	Peruvian	422.0	47.0	18.7	Cristobal.....	Callao.....			
Birmingham (a).....	24	1 03	24	12 55	24	22 10	28	7 03	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Elliot (c).....	24	8 42	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Buchanan (e).....	24	8 42	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Philip (e).....	24	8 42	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Waters (e).....	24	8 42	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Boggs (a).....	24	8 42	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Dent (c).....	24	8 72	24	11 00	24	21 05	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Tarbell (c).....	24	8 37	24	11 00	24	21 10	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Yarnell (c).....	24	8 37	24	11 00	24	21 10	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Wickes (c).....	24	8 37	24	11 00	24	21 10	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Woolsey (c).....	24	8 48	24	11 06	24	21 10	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Ward (c).....	21	20 23	24	12 25	24	22 38	28	7 35	American	313.0	32.0	10.0	Hampton Rds.....	San Diego.....			
Montgomery (c).....	24	9 05	24	12 25	24	23 38	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Radford (c).....	24	9 05	24	12 25	24	23 38	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Lamberton (c).....	24	9 05	24	12 25	24	23 38	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Ludlow (c).....	24	9 05	24	12 25	24	23 38	28	7 35	American	314.0	30.0	11.6	Hampton Rds.....	San Diego.....			
Crosby (c).....	24	9 12	24	12 25	24	23 38	28	7 35	American	314.0	30.0	12.0	Hampton Rds.....	San Diego.....			

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	
Vulcan (e)	24	2	00	24	15	10	25	11	43	28	7	35	American.	403	0	53	0	30	0	Norfolk.	San Diego.	Coal for fleet.					
Bresce (e)	24	14	55	24	15	10	25	11	43	28	7	35	American.	310	0	31	8	10	0	Hampden Rds.	San Diego.						
Platicher (e)	24	14	55	24	15	10	25	11	43	28	7	35	American.	314	0	31	8	10	0	Hampden Rds.	San Diego.						
Palmer (e)	24	11	49	24	17	16	25	13	28	28	7	35	American.	314	0	30	11	0	0	Hampden Rds.	San Diego.						
Ramsey (e)	24	9	05	24	16	25	25	28	7	35	American.	314	0	31	8	10	0	0	0	Hampden Rds.	San Diego.						
Walker (e)	24	9	12	24	16	25	25	28	7	35	American.	314	0	31	8	10	0	0	0	Hampden Rds.	San Diego.						
Gambel (e)	24	10	07	24	17	16	25	25	28	7	35	American.	310	0	31	8	10	0	0	Hampden Rds.	San Diego.						
Arkansas (b)	25	6	20	25	7	25	26	17	11	27	23	52	American.	454	0	93	0	0	0	Hampden Rds.	San Diego.						
Texas (b)	25	6	43	25	7	25	26	15	40	27	23	52	American.	565	0	95	0	0	0	Hampden Rds.	San Diego.						
Vermont (b)	24	16	11	25	7	25	26	16	20	27	14	40	American.	450	0	76	0	28	0	Hampden Rds.	San Diego.						
Manana	24	14	26	25	8	55	25	17	25	25	18	30	British.	402	0	53	0	0	0	Liverpool.	Point Napier.					5,635 4,901	
Walter Hard-																											
castle	24	16	12	25	10	10	25	19	14	25	20	31	American.	405	0	44	0	25	0	Tampico.	Corinto.	Crude oil.				3,240 2,316	
Prairie (d)	24	8	06	25	10	25	15	18	11	28	6	30	American.	304	0	48	0	21	0	Hampden Rds.	San Diego.						
New Mexico (b)	25	6	20	25	10	16	25	13	25	27	23	52	American.	472	0	96	0	32	0	Hampden Rds.	San Diego.						
Wyoming (b)	25	6	25	25	10	16	25	13	25	27	23	52	American.	524	0	93	0	30	0	Hampden Rds.	San Diego.						
New York (b)	25	6	37	25	10	16	25	14	17	27	23	52	American.	573	0	95	0	29	0	Hampden Rds.	San Diego.						
Mississippi (b)	25	6	22	26	5	54	26	16	40	27	23	52	American.	624	0	92	0	32	0	Hampden Rds.	San Diego.					3,680 10,416 8,026	
Somerset.	25	7	00	26	7	07	26	18	20	26	19	40	British.	480	0	56	0	23	0	Liverpool.	Littleton.	General.				8,620 5,345	
Oriana.	24	7	30	26	12	40	26	19	14	26	21	50	British.	465	0	56	0	23	0	Liverpool.	Peru and Chile.	General.					

(g) 29,500 barrels.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

(a) Cruiser. (b) Battleship. (c) Destroyer. (d) Auxiliary. (e) Fuel ship.

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)
Boekin	20	4	00	20	7	35	20	16	20	21	14	12	American.	206	9	48	1	22	0	Philadelphia...	Nitrates	2,637	1,708			
Thiers (a)	19	19	00	20	8	44	20	19	28	21	19	24	French.	252	8	44	0	20	6	Cristobal, F.O.	Flax, seed, hemp.	2,732	2,345			
Houston (f)	20	19	45	21	8	09	21	15	48	22	9	20	American.	392	0	51	0	23	0	Norfolk.	Flax, seed, hemp.	3,939				
Kanakee.	20	23	40	21	8	39	21	17	40	24	11	55	American.	287	5	46	4	22	3	Southampton.	Lumber, twy. ties	2,655	1,745			
Ediso.	21	7	50	21	9	25	22	10	37	22	15	10	American.	409	6	54	0	26	1	New York.	Flax, seed, hemp.	8,800	5,729			
Roman.	21	11	00	21	13	12	21	20	23	19	00	American.	206	2	40	4	16	0	Molende.	Flax, seed, hemp.	3,044	1,779				
Heilin Maru.	21	12	01	21	14	12	21	20	22	7	36	Japanese.	345	0	49	8	24	0	Cristobal, F.O.	Ballast	4,460	3,182				
S. C. 286.	21	10	18	21	16	40	21	16	40	21	10	18	American.	400	9	52	3	23	6	United King.	Barley	4,592				
Mexico.	21	22	15	22	8	09	22	15	25	22	21	04	British.	400	9	52	3	23	6	Cristobal.		6,551	4,202			
War Cavalry.	20	15	45	23	6	38	23	15	04	23	18	08	British.	410	7	54	1	25	0	Liverpool.	General	7,200	6,245			
Arawa.	15	5	00	23	8	00	23	16	07	24	6	12	British.	460	0	60	0	25	0	London.		9,988	4,731			
Dooland.	19	17	14	25	6	43	25	14	03	24	22	30	American.	272	8	49	1	24	6	Wellington.	Flax, seed, hemp.	2,062	3,072			
Mulpan.	19	23	45	25	6	43	25	14	03	25	22	30	American.	402	6	53	0	25	0	Poughkeepsie.	Flax, seed, hemp.	8,859	1,839			
Benzoona.	24	14	15	25	6	47	25	16	03	26	15	52	American.	266	6	46	2	21	6	Newport News.	Flour	6,542	8,849			
Pauma Maru.	24	14	15	25	7	37	25	16	03	26	9	00	Japanese.	400	0	51	8	26	0	Hull, Eng.	Flax, seed, hemp.	2,649	1,572			
Cauca.	24	14	15	25	7	37	25	16	15	26	16	35	British.	246	0	35	2	26	0	New Orleans.	Rice, ties, lumber	5,995	5,355			
Wayuan.	24	16	00	25	10	37	25	16	15	26	16	35	British.	246	0	35	2	26	0	Hongkong.	Rice	937	1,023			
Evanville.	24	19	40	25	11	30	25	20	20	26	11	38	American.	387	0	42	0	19	4	Cristobal.	General	2,677	1,756			
																				Lumber	4,000	4,125	3,143			
																				Hampton Rds	4,000	4,125	3,143			

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(f) Collier. (b) 1,300,000 feet. (c) 1,250,168 feet. (d) 1,216,644 feet board measure. (e) 1,399,240 feet. (f) Nitrates, borate, wool, metals and cotton. (m) Meat, wool, butter and sheese. (n) Sail.

PORT OF CRISTOBAL

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
July 20	Puerto Rico	French Steamship Line	San Nazaire and wayports.	July 20	Caribbean	Panama Railroad Commissary	Cartagena
July 21	Oraton	United States Shipping Board	High seas for repairs.	July 21	Atenas	United Fruit Company	New York
July 21	Atenas	United Fruit Company	New York via Fort Limon.	July 22	Orotina	P. Wilson	Port Limon
July 22	Benficator	Harrison Steamship Line	Belize, Honduras.	July 22	Puerto Rico	French Steamship Line	San Nazaire and way ports.
July 23	U. S. A. T. Kilpatrick	United States Government	New Orleans.	July 24	Abangarez	United Fruit Company	New York and Kingston*
July 24	Geo. W. Barnes	Pan-American Petroleum Co.	Tampico.	July 25	Casine (gunboat)	United States Navy	New Orleans
July 24	Artilian	United Fruit Company	Cartagena.	July 26	Benficator	Harrison Steamship Line	Liverpool, England.
July 24	Caribbean	Panama Railroad Commissary	Liverpool via wayports.				
July 25	Columbia	Leyland Steamship Line	New Orleans.				
July 25	United States Shipping Board	United States Shipping Board					
*ARRIVALS				*DEPARTURES			
July 24	Georgina Rolph	Rolph Navigation and Cyal Co.	San Francisco.	July 23	Cherub (launeh)	Antonio Valdez	Panama
July 24	Goodspeed	United States Shipping Board	Coquimbo.				

* Other than ships passing through the Canal.

Official Circulars.

Substitution of Metal Checks for Photo-Metal Checks.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., July 22, 1919.

CIRCULAR NO. 722-2:

1. Effective at once, circular No. 722 is canceled in-so-far as it requires new employees to secure photo-metal checks. Photo-metal checks now in use will be continued until new metal checks are issued.

2. Until a new series of metal checks is obtained, old metal checks now in use from the series 100,000 to 199,000 will continue to be used for silver employees to whom photo-metal checks have not been issued; such old metal checks of the series below 100,000 which are still in use by silver employees, will be taken up and checks of the 100,000 series substituted therefor. Gold employees not holding photo-metal checks will be assigned old metal checks of the 199,001 series.

3. Foremen or those responsible for the employment of new men, should arrange to have a supply of metal checks on hand, and checks should be issued prior to the performance of any duty. A supply of metal checks will be issued upon written request to the Auditor, Panama Canal, or, in cases of emergency, upon telephone call No. 22 Balboa.

CHESTER HARDING,
Governor.

Observing Emancipation Day.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT.

BALBOA HEIGHTS, C. Z., July 28, 1919.

TO HEADS OF DEPARTMENTS AND DIVISIONS:

Employees on the silver roll may be given permission to be absent without pay on the afternoon of Emancipation Day, August 1, if their services can be spared. Absence without permission will not be condoned.

CHESTER HARDING,
Governor.

Reporting for Duty Prior to Expiration of Leave.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., July 25, 1919.

HEADS OF DEPARTMENTS AND DIVISIONS:

In the case of an employee who is allowed to report for duty prior to the expiration of leave, the leave not used will be placed to the credit of the employee. The reporting of such action on Form 484 will be sufficient authority for the records of this office.

By direction of the Governor.

C. A. McILVAINE,
Executive Secretary.

Closing Post Offices on Sundays and Holidays.

THE PANAMA CANAL,
EXECUTIVE DEPARTMENT.

BALBOA HEIGHTS, C. Z., July 28, 1919.

To all postmasters—On account of the reduced allotments and consequent reduction of force, in the future Post Offices will not be opened for business on Sundays or holidays excepting when a mail is leaving for the States on the day in question. A clerk will be on duty on Sundays and holidays when mail is leaving for the States, only for the purpose of selling stamps and dispatching the mail.

C. H. CALHOUN,
Director of Posts.

Itemized Statements of Charges for Work at Canal Shops.

Provisions have been made in the accounting systems of Balboa and Cristobal Shops to include in bills rendered to individuals and companies for work done at the shops statements showing the cost by main items. Each large repair job at the shops is divided into a number of items, and the bills will show the cost of performing the work under each of the items, instead of consolidating the charges in one total only. This arrangement has been adopted in consequence of complaints that patrons had had no way to determine the cost of the various units of a job and it is believed that in the future the bills will be satisfactory in this respect.

Baggage of Employees Going on Leave.

The Panama Railroad calls attention to the requirement that employees going on leave should have their baggage delivered at the railroad station and be there to check it at least one hour before the time for departure of train, in order that baggage may go on the steamer and not be held over for the next steamer. On sailing days a baggage car is placed at the Balboa Heights station from 9.30 to 10.15 a. m., when it is switched to Panama and placed in train No. 6, leaving Panama at 11 a. m. This is done in order to avoid holding the train at Balboa for loading baggage, and the cooperation of passengers is necessary to make the arrangement effective.

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal postoffices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Assistant in tobacco investigations (male); \$1,200 to \$1,800 a year; No. 162-amended; August 20, 1919; form 1312; age, 20 years but not 45 years.

Assistant instructor, motor transport training school (male); \$1,500 to \$2,400 a year; form 2118; age, not 45 years.*

* Nonassembled. Applications will be received at any time until further notice.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Astifen Adelaide . . .	27167	Guadeloupe . . .	Panama . . .	Munic. Eng. Div. .	July 14, 1919
Earnest Goodrich . . .	26870	Barbados . . .	Colon . . .	Mechanical Division	July 20, 1919.
George Holliday . . .	39063	Barbados . . .	Colon . . .	Panama Railroad . .	July 11, 1919.
Cecil Malcom . . .	28781	Jamaica . . .	Panama . . .	Dredging Division .	July 11, 1919.
Livingston Moss . . .	115031	Fortune Island .	Colon . . .	Panama Railroad . .	July 15, 1919.
Doll Graves . . .	35467	Barbados . . .	Panama . . .	Munic. Eng. Div. . .	July 22, 1919.
Frederick Francis . . .	40321	Jamaica . . .	Colon . . .	Colon Docks . . .	July 23, 1919.

Children's Books.

The increasing demand for juvenile fiction has in a measure been met by the recent addition to stock in the commissaries of a number of books for children containing folk tales, biographical sketches, and character portrayals, which are very interesting and all within the scope of the child mind.

Misdirected Letters.

The following insufficiently addressed mail has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request may be made by telephone, calling No. 182, Balboa:

Cohen, I. D.	MacCollum, Dr. W. G.
Henlin, R. Geo.	Mitchell, G. A.
Hull, Carlos Albertos.	Nicholson, J. A.
Johnson, H. J.	Watson, John J.
Jones, J. H.	

Joint Commission.**Certificates of Disagreement.**

In the matter of the claim of heirs of Agustin Arias F., for land loca ed in Balboa and known as "El Mangal," certificate of disagreement, rule No. 417, docket No. 2799, June 2, 1919—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this second day of June, 1919.

FEDERICO BOYD, BURT NEW, R. J. ALFARO, GEORGE A. CONNOLLY, *Commissioners.*

In the matter of the claim of Josefina Vallarino de Aleman, et al, heirs of Adolfo Aleman, for property known as La Gloria, in Ancon District, certificate of disagreement, rule No. 422, docket No. 3257, June 27, 1919—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty, that the Commission has been unable to reach an agreement in the above entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 27th day of June, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, *Commissioners.*

In the matter of the claim of heirs of Agustin Arias Feraud for property situated on the La Boca road, in Balboa District, certificate of disagreement, rule No. 421, docket No. 2798, June 27, 1919—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 27th day of June, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, *Commissioners.*

In the matter of the claim of Guillermina Diez, Viuda de Arias, for property situated on the La Boca road, in Balboa, certificate of disagreement, rule No. 420, docket No. 2797, June 27, 1919—

Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above entitled matter on the following, to wit:

The Question of Value.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this 27th day of June, 1919.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, *Commissioners.*

In the matter of the claim of Horacio Stevenson, for property located near Crislobal, certificate of disagreement, rule No. 423, docket No. 1622, July 23, 1919—Pursuant to the provisions of Article XV of the Treaty between the United States of America and the Republic of Panama, ratified February 26, 1904, the Commission hereby desires to bring to the notice of the Umpire duly appointed under the said Treaty that the Commission has been unable to reach an agreement in the above-entitled matter on the following, to wit:

The Question of Liability.

The Commission herewith certifies this disagreement to the Umpire appointed under the Treaty as provided for in Article XV thereof.

Done at the National Palace, Panama, Republic of Panama, this twenty-third day of July, 1919.

FEDERICO BOYD, BURT NEW, JULIO J. FABREGA, GEORGE A. CONNOLLY, *Commissioners.*

Award.

In the matter of the claim of Enrique Linares, for property located in Pueblo Nuevo, award No. 197, docket No. 3050, July 2, 1919—An award is hereby made against the United States in favor of Enrique Linares in the sum of \$4,686 U. S. currency, for all right, title and interest which the said Enrique Linares may possess or may have possessed in and to the property located near the village of Pueblo Nuevo, in the District of Ancon, Canal Zone, subject to claim docket No. 3050, including any and all damages sustained on account of the expropriation of the said property by the United States of America.

If payment or tender of payment of this award is not made on or before the second day of August 1919, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

FEDERICO BOYD, GEORGE A. CONNOLLY, R. J. ALFARO, BURT NEW, *Commissioners.*

Rule of Dismissal.

In the matter of the claim of Emilia Corina Castilla, for property located near Empire, C. Z., rule of dismissal No. 424, docket No. 3593, July 23, 1919—The claim of Emilia Corina Castilla, docket No. 3593, is hereby disallowed and dismissed for lack of evidence sufficient to justify an award against the United States.

FEDERICO BOYD, JULIO J. FABREGA, BURT NEW, GEORGE A. CONNOLLY, *Commissioners.*

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama"; in the United States, "Pancanal, Washington."

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

COMMISSARY NOTES.

Scarfs.

A price increase on raw silk used in the manufacture of ties is predicted by a number of manufacturers, according to a recent issue of a trade journal. This will affect principally the high-grade scarfs sold during the holiday season. The anticipated increase is due not only to the rising cost of material, but to the difficulty encountered in securing experienced stitchers. Haberdashers are reported as being strongly opposed to this advance and it is possible that a reaction will take place which will keep prices at present levels.

Grape Juice.

The firm from which the Commissary Division has been buying most of its grape juice for the past few years, has advised that it has no more of this product in stock and can export none until the next crop of grapes is received, which will be about December. Last year's crop is said to have been very short due to early frosts. Efforts will be made to obtain satisfactory brands of grape juice from other sources.

Books Received.

The Four Horsemen of the Apocalypse (109th Edition), Blasco Ibañez; The Cup of Fury, Rupert Hughes; Love Stories, Mary Roberts Rinehart; Pinto Ben, William S. Hart; The Undeclared, J. C. Snaith; The Little Hunchback Zia, Frances M. Burnett; Little Stories from the Screen, Wm. Addison Lathrop; The Quest Flower, Clara Louise Burnham; When My Ship Comes Home, Clara R. Laughlin; Kate Plus 10, Edgar Wallace; Best Short Stories, 1918, Edward J. O'Brien.

Additions to Commissary Stock.

Curtain, cretonne, cotton, 35/36", yd.	\$0.82
Curtain, cretonne, cotton, 35/36", yd.	.84
Curtain, cretonne, cotton, 35/36", yd.	.96
Curtain, cretonne, cotton, 35/36", yd.	1.05
Dress goods:	
Satin, De Lux, 40", yd.	4.70
Shirting, silk, 30/31", yd.	2.70
Hats, black felt, summer weight, ea.	4.35
Hats, black felt, summer weight, ea.	4.70
Laces, net, 72", yd.	.77
Laces, net, 72", yd.	.97
Napkins, sanitary, 5s. pkg.	.20
Packages, Bucilla:	
Dresses, baby, ea.	.85
Dresses, children's, ea.	1.40
Ribbon, jeweler's, fob silk, yd.	.17
Stationery:	
Crayons, wax, school, box.	.07
Envelopes, linen, post card size, 25s. pkg.	.28
Paper, writing, tablets, ruled or plain, ea.	.05
Suitings:	
Cotton, Covert Costume, 38/39", yd.	1.65
Duck, bleached linen, 28", yd.	.85
Linen, cream, 46", yd.	.80
Suits, union, B. V. D., youths', knee length, suit.	.93
Suits, bathing, 2-piece, all worsted, navy blue, suit.	5.10
Towels, hemmed, lettered, glass, 23" x 30", ea.	.29
Belts, leather, women's, black patent, 4", ea.	.84
Belts, leather, women's, black patent, 3 1/2", ea.	.68
Blouses, boys', ea.	.36
Buttons, black, bachelor pants, 12s. box.	.11
Caps, bathing, assorted colors, for diving, ea.	.30
Cases, pillow, baby, ea.	1.25
Cloths, table, hemmed, red and white, 58" x 58", ea.	1.35
Cloths, table, fringed, red and white, 58" x 72", ea.	1.95
Coats, wool, baby, ea.	1.30
Covers, couch, tapestry, ea.	4.85
Dress goods, silk, changeable, assorted colors, 36", yd.	
Girdles, Treo, for women, ea.	3.00
Hose, black lisle, children's, pr.	.37
Jumpers, blue denim, striped, ea.	1.50
Laces, corset, white cotton, 5-yd., ea.	.03

Nets, fringe, hair, ea.	\$0.10
Powder, face, Melba, flesh and white, box.	.42
Shirts, white, with French cuffs, ea.	2.40
Shirts, colored stripes, with French cuffs, ea.	2.40
Tonic, hair, Agua de Quina, Nacional, bot.	.47
Boards, ironing, Rid-Jid, ea.	2.20
Checkers, set.	.40
Jap-a-lac, Malachite green, 1/2-pt. tin.	.43
Pins, rolling, wood, ea.	.34
Powder, Chili, Creole, 2-oz. tin.	.17
Sugar, Central American, brown, lb.	.045
Laces, shoe, heavy, pr.	.02
Slippers, men's, tan kid, stitchdown, elastic side, pr.	2.95
Straps, simplex carrying, for pint size vacuum bottles, ea.	1.15
Straps, simplex carrying, for quart size vacuum bottles, ea.	1.35
Buckram, cotton, white, 24", yd.	.48
Cord, coronation, 6-yd. pc.	.15
Hats, straw, children's, ea.	1.00
Hats, straw, children's, ea.	1.00
Hats, straw, children's, ea.	1.15
Hats, straw, children's, ea.	1.35
Hats, straw, children's, ea.	1.35
Hats, straw, children's, ea.	1.35
Paste, tooth, Forhan's, large tube.	.46
Suiting:	
Serge, blue, 56/58", yd.	3.70
Candy, chocolate, Eagle, Maillard's, cake.	.13
Dressing, poultry, Slade's, 4-oz., tin.	.19
Powder, curry, Durkee's, 4-oz., bot.	.19
Women's black vici oxfords, 5 eyelets, pr.	3.10
Women's black Cabretta pumps, 1 strap pr.	2.95
Women's black Cabretta pumps, pr.	2.95
Women's canvas tennis pumps, without strap, pr.	1.65
Bags, hand, black, 16", ea.	25.85
Checker boards, ea.	.31
Pans, cake, aluminum, 12" x 8", ea.	.79
Pans, cake, jelly, loose bottom, aluminum 9 1/2", ea.	.62
Tricycles, ea.	9.80
Tricycles, ea.	10.75
Buttons:	
Black jet, line 12, doz.	.11
Black jet, line 16, doz.	.17
Black jet, line 22, doz.	.22
Fancy, doz.	.21
Fancy, doz.	.20

Additions to Commissary Stock.

Buttons:	
Fancy, doz.....	\$0.19
Fancy, doz.....	.13
Cream, vanishing, Hudnut's, tube.....	.24
Dress goods:	
Skirting, white, 36", yd.....	.42
Skirting, white, 36", yd.....	.65
Skirting, white, 36", yd.....	.68
Skirting, white, 36", yd.....	.71
Skirting, white, 35/36", yd.....	.32
Skirting, white, 35/36", yd.....	.45
Skirting, white, 35/36", yd.....	.62
Skirting, white, 36", yd.....	.57
Skirting, white, 36", yd.....	.64
Dresses, plain white, trimmed with cadet Belgium cloth, ea.....	3.45
Dresses, assorted colors, pink, blue and tan, ea.....	3.45
Dresses, assorted colors, pink, blue, and green, ea.....	3.85
Elastic, cotton, black or white, $\frac{1}{8}$ ", yd.....	.06
Hats, straw, ladies', mushroom sailor, ea.....	2.75
Lace, net, black, 40", yd.....	1.15
Ointment, skin-success, Palmer's, 2-oz., tin Shirts, cotton, men's negligee, assorted stripes, with soft plain cuffs, ea.....	.22
Toweling, Turkish, white, 24", yd.....	.76
Trimming, picot edge, 2-yd, pc.....	.50
Veils, black, Bennie B, ea.....	.13
Water, toilet, lilac, William's 5-oz., bot.....	.29
Waists, ladies' white voile, lace trimmed and embroidered, ea.....	.62
Pipes, Calabash, ea.....	1.70
Shoes, men's, chrome tanned calf, blucher, pr.....	2.60
Biscuits, Social Tea, 1s, tin.....	5.55
Candy, chocolates, selected, Cadbury's, $\frac{1}{2}$ -lb, tin.....	.55
Ginger Ale, C. & C., pt., bot.....	.45
Corn puffs, ctn.....	.19
Sardines in oil, Continental brand, tin.....	.1c
Sausage, Vienna, tin.....	.06
Soda, baking, pkg.....	.70
Soups, Franco-American, 10 $\frac{1}{2}$ -oz., tin.....	.05
Braid, lingerie, mercerized, assorted colors 8-yd, pc.....	.10
Cloth, cotton, bleached, 42", yd.....	.07
Cloths, table, white mercerized cotton, hemmed, assorted patterns, 63", ea.....	.53
Cloths, table, white mercerized cotton, hemmed, assorted patterns, 54", ea.....	1.75
Cloths, table, white mercerized cotton, hemmed, assorted patterns, 45", ea.....	1.55
Cloths, table, hemmed, mercerized, 72" x 72", ea.....	1.20
Cloths, table, hemmed, mercerized, 72" x 90", ea.....	2.70
Cloths, table, hemmed, mercerized, 72" x 108", ea.....	3.25
Corsets, Bon Ton, ea.....	3.95
Damask, table linen, bleached, 70", yd.....	2.50
Damask, table, union, bleached, 70", yd.....	1.90
Damask, table, white mercerized cotton, assorted patterns, 68", yd.....	1.40
Dress goods:	
Gingham, Scotch, 32", yd.....	1.03
Lawn, Persian, white, 39/40", yd.....	.84
Garters, single grip, "E-Z", pr.....	.40
Handkerchiefs, ladies, linen, hand stitched, 13", ea.....	.23
Handkerchiefs, cotton, ladies', embroidered and hand stitched, ea.....	.17
Handkerchiefs, cotton, ladies', embroidered and hand stitched, ea.....	.10
Handkerchiefs, cotton, ladies', embroidered and hand stitched, ea.....	.15
Handkerchiefs, cotton, ladies', embroidered and hand stitched, ea.....	.20
Handkerchiefs, linen, men's, ea.....	.30
Handkerchiefs, linen, ladies', ea.....	.10
Handkerchiefs, linen, ladies', ea.....	.27
Handkerchiefs, linen, ladies', ea.....	.31
Handkerchiefs, linen, ladies', ea.....	.36
Handkerchiefs, linen, ladies', ea.....	.39
Handkerchiefs, linen, ladies', ea.....	.48
Handkerchiefs, linen, ladies', ea.....	.52
Handkerchiefs, linen, ladies', ea.....	.56
Handkerchiefs, linen, ladies', ea.....	.59
Handkerchiefs, linen, ladies', ea.....	.63

Handkerchiefs, linen, ladies', ea.....	\$0.81
Handkerchiefs, ladies', ea.....	.85
Handkerchiefs, linen, ladies', ea.....	.90
Hose, ladies', silk, full fashioned, black, pr.....	2.00
Hose, ladies', silk, full fashioned, white, pr.....	2.00
Hose, ladies', silk, full fashioned, cordovan, pr.....	2.00
Muslin, white, 36", yd.....	.19
Napkins, linen, bleached, 22" x 22", ea.....	.42
Napkins, union, bleached, 22" x 22", ea.....	.33
Napkins, hemmed, 22", ea.....	.29
Nightgowns, flannette, children's, assorted, ea.....	1.05
Nightgowns, flannette, children's, assorted, ea.....	1.00
Rugs, steamer, all wool, Kenilworth, ea.....	8.70
Rugs, steamer, all wool, Rothesay, ea.....	11.10
Shirts, flannel, gray, ea.....	2.20
Shirts, flannel, gray, ea.....	1.50
Suiting:	
Alpaca, black, 54", yd.....	1.35
Drill, cotton, white, 27", yd.....	.83
Duck, union, bleached, 27", yd.....	.80
Serge, indigo blue, 56/58", yd.....	4.25
Thread, cotton, basting, white all sizes, 500-yd., spool.....	.11

Cable Information.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., July 26, 1919.

To agents and operators—The following information received from the Central and South American Telegraph and Cable Company:

"Private telegrams all classes may now be accepted for Germany if written plain English, French, German, Italian, Spanish.

"Normal route and rates to Bermuda and Turks Island restored.

"Messages code cipher or plain language may be accepted for Holland. Code addresses may be used signatures not necessary. Dutch Government reserves right question any messages passing over lines. Message therefore should be accepted sender's risk.

"Censorship restrictions messages to and from Norway withdrawn. Code and code addresses may now be used and signatures are not necessary.

"Western Union advise withdrawal American and British censorship night July 23d means reversion prewar codes for messages to and from Belgium, Denmark, Great Britain, Ireland and British possessions except Egypt. Present censorship conditions for Egypt and other countries will remain. Only one general cable address may be used anywhere until further notice. Also normal route French Guiana interrupted. Messages sent by boat opportunities from nearby points. Venezuelan messages subject to delay owing congestion Venezuelan Government lines."

W. J. BISSELL,

Acting Master of Transportation.

Current Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships, including warships of all nations, in transit through the Canal, delivered and trimmed in bunkers, at \$11.50 per ton of 2,240 pounds at either Cristobal or Balboa. For ships not in transit through the Canal, \$11.50 per ton at Cristobal and \$13.50 per ton at Balboa. For ships taking less than carload lots from plants or less than 25 tons from lighters, the price is \$13 per ton at Cristobal, \$15 at Balboa. Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.00 per barrel of 42 gallons.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. The prices will be increased by 25 per cent in cases of sales to United States and foreign naval vessels and commercial ships, including yachts. Prices quoted are United States currency, per pound;

Beef hinds, 13 cents; beef fores, 10 cents; beef ribs, entire set, 14 cents; short loins, 18 cents. This beef is from Colombian cattle, slaughtered on the Isthmus.

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., August 6, 1919.

No. 51.

Prices of Various Commodities for Ships.

The Supply Department has issued the following bulletin, effective August 1, 1919, of prices to individuals and companies, on commodities listed:

Commodity.	Unit.	Price.
Brass, bar.....	Lb.	\$0.45
Brass, sheet.....	Lb.	.62
Bronze, Tobin.....	Lb.	.41
Cement, at Panama:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.1925
Credit for empty bags returned.....	Bag	.085
Individuals and companies (includes surcharge and bags).....	Bag	1.765
Credit for empty bags returned.....	Bag	.25
Cement, at Colon:		
Departments of United States Government, includes surcharge and bags.....	Bag	1.0475
Credit for empty bags returned.....	Bag	.085
Individuals and companies (includes surcharge and bags).....	Bag	1.58
Credit for empty bags returned.....	Bag	.25
Charcoal.....	Cwt.	.75
Copper, bar.....	Lb.	.41
Gasoline, in drum (motor grade).....	Gal.	.38
Lead, sheet.....	Lb.	.11
Lead, pig.....	Lb.	.11
Lumber, yellow pine or fir.....	M ft. B.M.	57.00
Metal, yellow.....	Lb.	.35
Nuts, iron, machine, hexagonal.....	Lb.	.20
Nuts, iron, machine, square.....	Lb.	.20
Nails, common, wire.....	Lb.	.06
Nails, galvanized.....	Lb.	.08
Oakum, Navy, spun.....	Lb.	.17
Oakum, Navy, unspun.....	Lb.	.15
Fuel oil, at Balboa and Cristobal—in bulk:		
United States Army and Navy, and vessels operated by same.....	42-gal. bbl.	*2.00
Commercial vessels and individuals and companies.....	42-gal. bbl.	*2.00
Individuals and companies from tank No. 116, Balboa.....	42-gal. bbl.	*2.04
Fuel oil, at Balboa and Cristobal—in drums or barrels:		
United States Army and Navy and vessels operated by same.....	42-gal. bbl.	*2.25
Commercial vessels and individuals and companies.....	42-gal. bbl.	*2.25
Oils, greases, and lubricants:		
Oil, air compressor cylinder.....	Gal.	.52
Oil, ammonia cylinder.....	Gal.	.37
Oil, burning, "Colza".....	Gal.	1.08
Oil, cylinder, dark marine, "Texas".....	Gal.	.75
Oil, cylinder, ice machine, steam, "Garnett".....	Gal.	.70
Oil, engine, "Arctic".....	Gal.	.63
Oil, engine, "Cetus"—in tins.....	Gal.	.55
Oil, engine, "Cetus"—in barrels.....	Gal.	.475
Oil, gas engine, "Texas," heavy—in drums.....	Gal.	.45
Oil, gas engine, "Ursa"—in barrels.....	Gal.	.70
Oil, gas engine, "Ursa"—in cases.....	Gal.	.84
Oil, kerosene—in drums.....	Gal.	.20
Oil, kerosene—in tins.....	Gal.	.27
Oil, linseed, boiled.....	Gal.	1.80
Oil, linseed, raw.....	Gal.	1.80
Oil, locomotive, engine.....	Gal.	.26
Oil, lard.....	Gal.	1.40
Oil, marine engine, "Gargoyle".....	Gal.	.93
Oil, marine engine, "Atlas".....	Gal.	.50
Oil, marine, dark, cylinder, "Vacuum".....	Gal.	1.00
Oil, marine, engine, "Dolphin".....	Gal.	.33
Oil, marine, engine.....	Gal.	.55
Oil, "Mineral Seal".....	Gal.	.27
Oil, nonliquid.....	Lb.	.08
Oil, stationary engine.....	Gal.	.31
Oil, sperm.....	Gal.	2.42
Oil, signal.....	Gal.	1.10
Oil, valve.....	Gal.	.45
Oil, car.....	Gal.	.18
Vachite.....	Lb.	.18
Wax, lamp.....	Lb.	.09
Grease, black, gear.....	Lb.	.05
Grease, yellow, cup, No. 3.....	Lb.	.10

Commodity.	Unit.	Price.
Grease, yellow, cup, No. 5.	Lb	\$0.12
Grease, rod, special	Lb	.18
Grease, tunnel, bearing	Lb	.13
Tallow	Lb.	.15
Turpentine	Gal	1.05
Turpentine substitute	Gal	.37
Vaseline	Lb.	.09
Paint, lead, white, dry	Lb.	.10
Paint, lead, white, in oil	Lb.	.12
Paint, zinc, white, dry	Lb.	.18
Paint, zinc, white, in oil	Lb.	.18
Paint, zinc, white leaded, 35 per cent in oil	Lb.	.16
Rivets	Cft.	.08
Rope, Manila, $\frac{1}{2}$ " diameter	Cft	.75
Rope, Manila, $\frac{3}{4}$ " diameter	Cft	1.65
Rope, Manila, $\frac{1}{2}$ " diameter	Cft.	2.85
Rope, Manila, $\frac{3}{4}$ " diameter	Cft	4.50
Rope, Manila, $\frac{1}{2}$ " diameter	Cft	4.75
Rope, Manila, $\frac{3}{4}$ " diameter	Cft	5.00
Rope, Manila, 1" diameter	Cft	7.50
Rope, Manila, 1 $\frac{1}{2}$ " diameter	Cft.	10.00
Rope, Manila, 1 $\frac{1}{2}$ " diameter	Cft	13.00
Rope, Manila, 1 $\frac{1}{2}$ " diameter	Cft	27.00
Rope, Manila, 2" diameter	Cft	33.00
Rope, Manila, 2 $\frac{1}{2}$ " diameter	Cft	35.00
Rope, Manila, 3" diameter	Cft	80.00
Rope, Manila, 3 $\frac{1}{2}$ " diameter	Cft.	100.00
Steel, bar	Lb.	.05
Steel, spring	Lb.	.10
Steel, cold rolled, rd.	Lb.	.08
Steel, sheet	Lb.	.05
Steel, structural (angles, beams, etc.)	Lb.	.05
Tin, block	Lb.	.78
Tin, banca	Lb.	.80
Tin, sheet	Lb.	.16
Washers, cut.	Lb.	.10
Waste, white and colored	Lb.	.17
Zinc, boiler plate, $\frac{1}{8}$ by 6 by 12	Lb.	.12

* No surcharge.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 2, 1919.

Name of vessel.	Line or charterer	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Balboa	Colombia Maritime Co	July 30	July 30		10
Cauca	Pacific Steam Navigation Co.	July 31	July 31		3
Lama	Johnson Line.	July 31	August 1	350	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 2, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Kilpatrick	United States Government	July 23	July 28	1,268	21
Caribbean	Panama Railroad Commissary.	July 24	July 26	409	70
Antillian	Leyland Line (W. Andrews)	July 25	July 27	638	550
Cauca	Pacific Steam Navigation Co.	July 25	July 31	937	1,143
Balboa	Columbian Maritime Co.	July 27	July 30	533	
C. A. Canfield	Anglo American S. S. Co.	July 29	July 30	9 000	
Orotina	Panama Railroad Commissary.	July 29	July 30	90	
Ellis	United Fruit Company	July 30	July 30	3	1 $\frac{1}{2}$
Caribbean	Panama Railroad Commissary.	July 31		400	
Turrialba	United Fruit Company	Aug. 1	August 2	15	15

Relation of Shop Overhead Expense to Efficiency.

The following concerning shop overhead expense is published for the general information of commercial shipping agencies and the various offices of The Panama Canal and the Panama Railroad, for the reason that there appears to be a great deal of misunderstanding of overhead expense.

Overhead expense is known also by the following other names: "Indirect expense," "surcharge," "burden," and, somewhat less accurately, "shop expense." The total cost of performing work

consists of cost of direct labor, material, and incidentals or overhead expense. The overhead expense consists of certain incidental expense which it is not practicable or convenient to split up into small parts at the time each charge is made and apportion to each job its proper share.

The most common method of distributing overhead expense is according to the amount of direct labor charged to the job. The amount of indirect expense that is incurred for every dollar expended in direct labor having been determined from the cost records, accordingly that amount for overhead is charged in future work for each dollar of direct labor expended.

This system is in general use by manufacturing concerns throughout the United States, and is also followed in work done in Navy yards.

The items chargeable to overhead expense are not always the same at different plants, as different cost accounting systems are used by different firms. This makes it impossible for one to say whether the overhead expense is excessive in a certain plant unless he is thoroughly familiar with the details included in the overhead expense. From this condition it results that the overhead or indirect expense percentage is widely different in different plants (the indirect expense in some firms being even as great as 200 per cent of the direct labor costs).

The items which go to make up the overhead expense of the Mechanical Division of The Panama Canal, given in the order of their importance, the largest ones first, are as follows: Leave gratuity or the value of leave earned by employees; general expense; supervision; repairs to equipment; power; miscellaneous expense and consumable supplies; repairs to tools; clerical expense; new tools; light; structure repairs; correction of errors. Of these, leave gratuity is much the greatest and this expense is unusually large with The Panama Canal on account of the amount of leave per annum allowed employees. General expense is the next largest to gratuity and is made up mainly as follows: Tracks and transportation; yard expense; main office expense.

The overhead expense of plants using similar methods of production may also vary and the efficiency of the plant carrying the higher rate may be the better. At one plant, the workman may be required to look after and obtain from stock his own material or perhaps he is required to work up unsuitable or too costly material. He may be required to attend to the cleaning and lubrication of his machine. He may be supplied with unfit and dull tools from a neglected toolroom. His work after completion may be allowed to remain on the floor, hampering his movements and handicapping his efficiency. The coordination of the plant might be poor, with the result that material would not move through the plant as it should and that idle time would occur between successive operations. If the millwright work were neglected, the machines would be in poor condition and the output would suffer. These and various other matters would tend to reduce the overhead but the direct costs would be increased to such an extent that a plant operating under proper conditions with the consequent higher overhead would turn out work more cheaply.

A plant may carry a very high rate of overhead and still operate

more economically than a plant where the overhead is low. That this is true is best illustrated by comparing the relative cost of an article made in the fraction of a second by an automatic machine, to the cost of the same article produced by hand, with perhaps inadequate tools. The power consumption, repairs, and depreciation necessary on the automatic machine might require a very high overhead charge but it would be based on the very small labor cost involved when thousands of the article are produced each day, whereas the low overhead applied on the "hand" job would be based on a labor charge covering a period of perhaps several hours.

It can not be expected that a jobbing shop manufacture an article as cheaply as a concern which specializes in and produces the same article in enormous quantities. The demand, however, if sufficiently urgent, often justifies the prospective customer in patronizing the less efficient plant.

Overhead cost should be kept as low as is consistent with efficient production, of course; but so should the cost of so-called direct labor, and the cost of material. And the only positive proof of efficient production is the sum of these three items of expense, each properly determined. If the cost of direct labor can be reduced \$100 by increasing the overhead cost \$50, the net saving is \$50. This form of test applied to standardized "operations," or to comparable operations, should in time disclose the most efficient method known of performing those operations.

Executive Order.

Paragraph 230 of the Consular Regulations of 1896 is hereby amended to read as follows:

230. PAYMENT OF WAGES AT PORTS. Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs, one-half part of the wages, which he shall have then earned, less any advances which may have been made to him at the time of or before he signed the articles in case the advances were made in a foreign port and sanctioned by the law of such port, at every port where such vessel, after the voyage has commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract to the contrary shall be void: Provided such demand shall not be made before the expiration of nor oftener than five days. Any failure of the master to comply with this demand shall release the seaman from his contract, and he shall be entitled to full payment of wages earned less any advances which may have been legally made. And when the voyage is ended, every such seaman shall be entitled to the remainder of the wages which shall then be due to him as provided in R. S. 4529. R. S. 4530, as amended by section 4 of the Seamen's Act of March 4, 1915, 38 Stat. 1165; also opinions of the Supreme Court of the United States in the cases of the British ship *Talus* and the American ship *Rhine*, rendered December 23, 1918, 248 U. S. 185; 205.

WOODROW WILSON

THE WHITE HOUSE
17 June, 1919.

[No. 3097.]

Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletins giving details of the examinations for positions for which there are likely to be a number of qualified persons on the Isthmus are posted at Canal postoffices and clubhouses. In cases where such announcements are not posted, persons interested may obtain data on application to the Civil Service Board, Balboa Heights (telephone 286):

Teacher of agriculture (male); \$1,200 a year; No. 370; September 3, 1919; form 1312; age, 20 years but not 50 years.

Check and bond sorter (female); \$900 to \$1,000 a year; No. 369; August 20, 1919; form 304; age, 18 years and over.

Machinist's helper (male); \$960 a year; No. 375; form 1800; August 26, 1919; age, 18 years and over.*

Timber inspector (male); \$4.40 and \$7.36 per day; No. 368; form 1312; August 19, 1919; age, 20 years and over.*

Expert X-ray mechanic (male); \$200 a month; No. 367; form 1800; August 19, 1919; age, 21 years and over.*

Assistant in tobacco investigations (male); \$1,200 to \$1,800 a year; No. 357; form 1312; August 20, 1919; age, 20 years but not 45 years.

Telephone plant engineer (male); \$1,800 to \$2,400 a year; No. 379; form 1312; August 26, 1919; age, 20 years and over.*

Assistant observer, Weather Bureau (male); \$1,800 a year; No. 361; form 304; August 20; September 17, and October 22, 1919; age, 18 years but not 35 years.

Photographer (male); \$1,200 a year; No. 358; August 19, 1919; form 1312; age, 18 years and over.* Assistant in grain standardization (male and female); \$900 to \$1,800 a year; No. 353; August 20, 1919; form 1312; age, 18 years but not 35 years.

Assistant mechanical engineer (male); \$1,500 to \$1,680 a year; No. 360; August 26, 1919; form 1312; age, within reasonable age limits.*

Electrical assistant (male); \$1,500 to \$2,000 a year; No. 365; August 19, 1919; form 1312; age, 20 years and over.*

Valuation aid (male and female); Assistant valuation engineer (male and female); Valuation engineer (male and female); Income-Tax Unit, Internal Revenue Bureau; \$1,200 to \$4,800 a year; No. 234-amended; form 1312; age, 21 years but not 55 years.†

Special agent for commercial education (male and female); \$3,000 to \$3,500 a year; No. 362; August 26, 1919; form 2118; age, not over 50 years.*

Assistant instructor, motor transport training school (male); \$1,500 to \$2,400 a year; No. 359; form 2118; age, not over 45 years.†

Radio inspector (male); \$1,200 to \$1,620 a year; August 20, 1919; form 1312; age, 21 years and over.*

Mathematics and dynamics experts (male); \$2,500 to \$5,000 a year; September 2, 1919; form 2118; age, (Grade II) 30 years and over.*

Herbarium assistant (male and female); \$900 to \$1,200 a year; September 3, 1919; form 1312; age, 20 years but not 50 years.

Radio engineer (male); \$3,000 to \$4,800 a year; assistant radio engineer; (male) \$2,000 to \$3,000 a year; radio laboratory assistant (male); \$800 to \$2,000 a year; September 2, 1919; form 2118; age, (radio engineer) 25 years but not 50 years, (assistant radio engineer) 22 years but not 40 years, (radio laboratory assistant) 18 years but not 30 years.*

Mechanical mine safety engineer (male); \$2,400 a year; August 26, 1919; form 2118; age, 24 years but not 50 years.*

Metallurgist (male); \$2,700 a year; August 26, 1919; form 2118; age, not more than 45 years.*

Assistant in dehydration investigations (male and female); \$1,200 to \$2,040 a year; August 26, 1919; form 2118; not 45 years.*

Mining draftsman (male and female); \$1,200 a year; August 20, 1919; form 1312; age, 20 years and over.*

Research engineer in metallurgy (male); \$2,800 to \$3,200 a year; September 2, 1919; form 1312; age, 25 years but not 45 years.*

Electrical engineer (male) (qualified in electrical safety work); \$2,800 to \$3,300 a year; August 26, 1919; form 2118; age, 25 years but not 45 years.*

Research physicist (male); \$2,700 to \$3,200 a year; September 2, 1919; form 2118; age, 25 years but not 45 years.*

Plant superintendent (male); \$2,000 to \$2,400 a year; September 2 1919; form 1312; age, not 50 years.*

Operative (male and female); \$900 a year; No. 32-amended. Supplemental; August 20, 1919. The United States Civil Service Commission calls attention to the fact that from the register of eligibles resulting from the open competitive examinations for operative a considerable number of appointments will be made to the Bureau of War Risk Insurance, Treasury Department, Washington, D. C., and that two registers of eligibles will be established, as follows:

(a) *Operative*—Those who have had at least three months' experience in operating card perforating machines.

(b) *Student operative*—Those who have not had such experience. Those who furnish a certificate of proficiency in connection with any course of instruction in the use of card-punching machines will have their names entered at the head of the register for student operative.

* Nonassembled. Date given for nonassembled examination is the last day for filing applications, and they must be in the hands of the Commission at Washington prior to the hour of closing business on that date.

† Nonassembled. Applications will be received at any time until further notice.

Increased Rates at Hotel Aspinwall, Toboga.

In order to make unnecessary the closing down of the Hotel Aspinwall on account of loss, the rates have been increased slightly. The following rates have been established, effective August 1:

Employees: Dinner, lodging, and breakfast.....	\$2.00
Employees.....per day..	2.75
Children under 12 years of age.....per day..	1.25
Servants of employees.....per day..	1.50
Employees for stay of 7 days.....per day..	2.00
Reduction of 10 per cent on above rates for stay of 30 days. Reduction of 10 per cent for families of four or more for over 7 days' stay.	
Nonemployees.....per day..	3.50
Children of nonemployees (under 12 years of age).....per day..	1.50
Servants of nonemployees.....per day..	1.75
Meals:	
Breakfast.....	1.00
Luncheon.....	1.25
Dinner.....	1.25

Canadian Vol- unteer.....	29	12 30	29	13 28	29	20 25	30	15 23	British	King of England Commonwealth & Dominion Line	320 0	44 0	20 1	Genoa Bay	Queenstown	Lumber	(t)	3, 209	1, 998	
Port Jackson.....	29	13 15	29	13 47	29	22 05	30	1 05	British	Commonwealth & Dominion Line	480 4	60 3	27 6	Townsville	United King.	Wool and meat.	7, 889	10, 912	8, 336	
Cap Finisterre.....	14	18 09	30	6 38	30	16 10	1 10	17	American	William Lyall Ship Co.	242 7	44 4	21 0	Port Blakely	United King.	Douglas fir lum.	(j)	1, 473	1, 171	
Quilcass.....	30	29 30	9 18	30	16 30	1 10	17	American	United States Shipping Board	379 4	53 1	23 0	Tacoma	New York	Flour	(l)	6, 389	6, 682	4, 111	
Oregea.....	30	12 30	30	13 50	30	21 15	31	9 10	British	Pacific Steam Navigation Co.	405 3	56 3	25 0	Talcahuano	United King.	Ballast	(l)	5, 024	8, 245	4, 908
Tamaba.....	30	12 01	30	13 51	36	21 59	30	23 19	British	Standard Transportation Co.	420 5	54 4	18 6	San Francisco	Beaumont	Ballast		6, 673	4, 717	
Bantu.....	30	13 39	30	11 24	30	23 40	31	7 09	American	United States Steel Products Co.	360 0	47 0	24 6	Talca	New York	Nitrates		5, 700	4, 905	3, 047
Viretina.....	21	30	9 40	30	9 40	30	23 45	31	2 52	Panama	J. C. Fernandes	26 7	7 7		Balboa	Cristobal		3	3	
Orange Branch.....	30	14 09	30	14 49	30	23 45	31	2 52	British	Nautilus Steamship Co., Ltd.	340 3	45 6	21 0	Valparaiso	London	(m)		4, 382	3, 801	2, 726
S. P. 1811.....	28	11 17	31	9 23	31	15 00	American	United States Navy		United States Navy				Balboa	Cristobal					
S. P. 2232.....	31	7 26	31	9 23	31	15 00	American	United States Navy		United States Navy				Balboa	Cristobal					
Urumbaba.....	31	7 26	31	10 17	31	17 29	Peruvian	Peruvian		Peruvian Line	381 0	46 0	23 0	Callao	Cristobal	General		3, 142	5, 018	3, 215
Tokwa Maru.....	31	9 45	31	10 40	31	18 45	31	1 55	Japanese	Nippon Yusen Kaisha	445 0	58 0	24 6	Hongkong	New York	General		10, 633	7, 670	5, 360
Huasco.....	1	2 30	1	7 37	1	14 26	Chilean	Chilean		Chilean Line	379 7	41 3	22 6	Valparaiso	Cristobal	General		1, 866	4, 563	3, 121
La Habra.....	2	4 09	2	7 45	2	14 30	2	16 37	Norwegian	W. Willhelmsen	424 8	57 0	19 0	Torquay	Tampico	Ballast		7, 235	5, 267	
Key West.....	2	3 30	2	8 15	2	17 08	3	1 56	Norwegian	Knutte Knutsen	380 0	53 2	24 0	San Francisco	United King	Barley		6, 348		

(f) 1,305,041 feet. (g) 537,811 tons. (h) 1,32,979 feet. (i) 2,955,539 feet. (j) 4,465,887 feet. (k) Coffee, hides, rubber, nits. (l) Quits, wool, cotton, and general. (m) Cottonseed, sugar, nitrate, and general. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(f) 1,305.00 feet, (g) 537.81 tons, (h) 1,322,979 feet, (i) 2,955,589 feet, (j) 1,465,887 feet, (k) Coffee, hides, rubber, nuts. (l) Oats, wool, cotton, and general. (m) Cottonseed, sugar, nitrate, and general. (n) Launch. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
July 29	C. A. Canfield	Pan-American Petroleum Co	Port Arthur.	July 27	Caribbean	Panama Railroad Commissary	Carriaga.
July 29	Orotina	P. Wilson	Port Limon.	July 27	Gro. W. Barnes	Pan-American Petroleum Co.	Tampico.
July 30	Ellis	O. Irgens	New Orleans via wayports.	July 28	Andrian	Leyland Steamship Line.	New Orleans.
July 31	Caribbean	Panama Railroad Commissary	Carriaga.	July 28	Columbia	United States Shipping Board.	Habana.
August 2	Turrialba	United Fruit Company	New York via Kingston.	July 28	Kilpatrick	United States Government.	New Orleans and San Juan.
				July 30	Ellis	O. Irgens	New Orleans and wayports.
				July 31	C. A. Canfield	Pan-American Petroleum Co.	Tampico.
				July 31	Orotina	P. Wilson.	Port Limon.

PORT OF BALBOA.

*ARRIVALS				*DEPARTURES			
Date	Vessels	Line	From	Date	Vessels	Line	For
July 29	Marie le Ronde (a)	Donald Steamship Co.	Muckitoe.	July 27	Goodspeed	United States Shipping Board	Tacoma.
July 29				July 28	Goerema Rolph	Rolph Navigation and Coal Co.	Iquique.

*Other than ships passing through the Canal. (a) Motor ship.

Deceased Employees.

The estates of the following deceased employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Samuel Foster.....	46083	Jamaica.....	Colon.....	Munic. Eng. Div....	July 25, 1919.
Gerald E. Lee.....	115078	China.....	Colon.....	Panama Railroad....	July 13, 1919.
Thomas Griffith.....	27457	Jamaica.....	Panama.....	Munic. Eng. Div....	July 27, 1919.

Official Circulars.**Physical Examination of Silver Employees.**

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 31, 1919.

To all concerned—Effective at once the physical examination of all silver applicants for employment will be discontinued, except in the case of persons who are to be engaged in handling food products.

In cases where it may be deemed advisable, for the best interests of the work, the head of a department or division may order any employee before the district physician for medical examination.

The medical examination of all gold employees will be continued as heretofore.

CHESTER HARDING, *Governor.*

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., July 26, 1919.

CIRCULAR No. 206:

Effective July 24, 1919, Mr. C. A. McIlvaine, Executive Secretary, is designated an accountable official of The Panama Canal, vice Mr. J. H. Smith, and as such will account for all non-expendable property in use in the Executive Department.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, *Governor.*

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 1, 1919.

CIRCULAR No. 207:

Effective July 30, 1919, Mr. Alfred Bryan is designated an accountable official of The Panama Canal, vice Mr. J. W. Hearn, and as such will account for the supply department storehouse stock at Balboa Heights storeroom.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, *Governor.*

Accountable Official.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 1, 1919.

CIRCULAR No. 208:

Effective July 28, 1919, Mr. W. B. Brown is designated an accountable official of The Panama Canal, vice Mr. J. H. K. Humphrey and as such will account for all nonexpendable property in use by the Cattle Industry Division, Supply Department.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, *Governor.*

Acting General Manager, Commissary Division.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., July 31, 1919.

To all concerned—Effective August 1, and continuing during the absence of Mr. J. J. Jackson on leave, Mr. Harry Leonard will be in charge of the Commissary Division as Acting General Manager.

R. K. MORRIS,
Chief Quartermaster.

Approved:

CHESTER HARDING,
Governor.

Rates for Knights of Columbus Welfare Workers.

THE PANAMA CANAL,
PANAMA RAILROAD COMPANY,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., July 30, 1919.

To all concerned—With the approval of the Governor, Mr. James M. Mead and his associates in connection with the Knights of Columbus welfare work on the Isthmus have been extended the same special rates for steamship and railroad transportation, hotel, commissary, and other privileges as are allowed the Army and Navy Y. M. C. A.

H. A. A. SMITH,
Auditor, The Panama Canal.

Cable Information.

PANAMA RAILROAD COMPANY,
OFFICE OF MASTER OF TRANSPORTATION,
BALBOA HEIGHTS, C. Z., July 30, 1919.

To agents and operators—The following information received from the Central and South American Cable and Telegraph Company:

"Censorship restrictions withdrawn with Sweden and Germany. Prewar conditions apply."

"Sweden, Germany are now free from all censorship. Any code may be used both countries."

W. J. BISSELL,
Adg. Master of Transportation.

Misdirected Letters.

BALBOA HEIGHTS, C. Z., August 5, 1919.

The following insufficiently addressed mail has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request may be made by telephone, calling No. 182, Balboa:

Adams, William B.	Frank, Oliver Lee
Allpass, T. F.	Hartley, H. H.
Anderton, Joseph	Joseph, E. M.
Barnett, Henry	Kahnken, Peter
Bates, A. G.	Lambert, George A.
Dickerson, Jos. A., Box 125.	Miller, Sterling P.
Downing, Patrick	Willard, Louis Beers
	Woods, Mrs. Mary A.

Additions to Commissary Stock.

Brushes, hair, white, ea.....	\$1.30
Caps, boudoir, assorted colors, ea.....	1.25
Caps, boudoir, assorted colors, ea.....	.88
Cloths, sweat, ea.....	.07

THE PANAMA CANAL RECORD



OFFICIAL PUBLICATION OF THE PANAMA CANAL.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address
The Panama Canal Record, Balboa Heights, Canal Zone, or
The Panama Canal, Washington, D. C.

Entered as second-class matter, February 6, 1918, at the Post Office
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XII. Balboa Heights, C. Z., August 13, 1919. No. 52.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 10, 1919.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Saramacca	United Fruit Company	Aug. 3	Aug. 5	399	20½
Ansaldo San Giorgio I.	Mario Ronco	Aug. 3	Aug. 7	26	
Orator	Andrews and Co.	Aug. 5	Aug. 7	620	
Colon	Panama Railroad Commissary	Aug. 6		1,787	
Parimibia	United Fruit Company	Aug. 6	Aug. 8	1,900	2½
Santa Marta	United Fruit Company	Aug. 6	Aug. 8	138	2
Imperial	United Fruit Company	Aug. 6		35	
Jason	United States Navy	Aug. 7	Aug. 8	80	
Caribbean	Panama Railroad Commissary	Aug. 7		200	
Advance	Panama Railroad Steamship Line	Aug. 8		936	
Celtic	United States Navy	Aug. 8	Aug. 9	1	
Zacapa	United Fruit Company	Aug. 9	Aug. 10	1,363	

Charges for Special Customs Service.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., August 7, 1919.

CIRCULAR NO. 679-8:

In order to facilitate the discharge of passengers from vessels after the usual working hours at the terminal ports of the Canal, the following additional customs regulations are hereby established, effective September 1, 1919.

1. The Bureau of Customs shall furnish customs inspectors for inspection of passengers' baggage between the hours of 6 p. m. and 7 a. m. and on Sundays and holidays, only upon the request of the master or authorized agent of any vessel calling at the ports of Balboa and Cristobal.

2. A charge will be made for such services against the vessel for which the service is rendered on the basis of \$5 for each customs inspector engaged between the hours of 6 p. m. and 11 p. m., or fraction thereof, on any work day, and \$10 for each inspector engaged after 11 p. m.; and for service on Sundays and holidays a charge of \$10 will be made for each inspector engaged between the hours of 7 a. m. and 6 p. m., and 6 p. m. and 11 p. m.

3. The number of customs inspectors who may be required to inspect passengers' baggage of any vessel will be determined by the chief customs inspectors, or designated subordinate officers, based on their information and knowledge of the requirements.

CHESTER HARDING,
Governor.

CANAL WORK IN JUNE.

The report of the Governor to the Secretary of War, of Canal operations in June, is presented below:

BALBOA HEIGHTS, C. Z., July 20, 1919.

The Honorable, the Secretary of War,
Washington, D. C.

SIR: I have the honor to submit the following report of The Panama Canal for the month of June, 1919.

CANAL TRAFFIC.

The number of ocean-going commercial vessels passing through the Canal for the month was 161, exclusive of 1 U. S. Coast and Geodetic Survey ship, 1 launch, and 5 Naval ships. The total number of vessels was 168. Classifications are shown in the following tabulations. Net tonnage of the 161 commercial ships aggregated 520,006 tons, Panama Canal measurement. Their registered

gross tonnage was 686,176 tons, and their registered net tonnage 436,132 tons. The cargo carried totaled 586,877 tons of 2,240 pounds, of which 5,616 tons were carried as deck load. Ships of 10 different nationalities were included in the month's traffic. The total net tonnage was less by 46,886 tons than that of commercial ships passing through the Canal in May, when 176 ships of 566,892 tons made the transit. The cargo carried was 55,284 tons less than that handled through the Canal in May.

The United States coastwise traffic was made up of 39 vessels, aggregating 134,787 tons net, Panama Canal measurement, and carrying 201,749 tons of cargo. From the Atlantic to the Pacific, 4 ships with a total net tonnage of 12,298 tons, Panama Canal measurement, carrying 22,791 tons of cargo, and from Pacific to Atlantic, 35 ships of 122,489 net tons, carrying 178,958 tons of cargo.

The United States Shipping Board operated 1 of the westbound ships of 5,333 net tons, carrying 8,300 tons of cargo, in the coastwise trade, and operated 32 out of the 35 eastbound. The net tonnage of the 32 ships was 115,814 tons, and their cargo 168,855 tons. One of the westbound ships with 3,491 tons of cargo was operated by the U. S. Navy, and 1 of the eastbound, a ship of 2,564 tons, with 2,928 tons of cargo.

In the foreign trade, the Shipping Board sent 4 vessels of 7,924 net tons, Panama Canal measurement, through from Atlantic to Pacific, carrying 12,497 tons of cargo. From Pacific to Atlantic, the Shipping Board vessels in foreign trade numbered 12, of 25,081 net tons; of these, 1 was in ballast. The 11 ships carrying cargo carried an aggregate of 36,636 tons.

Among the principal commodities included in the traffic from Pacific to Atlantic during June were: Flour, 12 whole cargoes aggregating 93,545 tons; lumber and ties, 12 whole cargoes, 23,632 tons; sugar, 4 whole cargoes amounting to 23,084 tons; barley, 7 whole cargoes, 17,555 tons; wheat, 2 cargoes, 15,910 tons; and nitrates, 3 whole cargoes, 13,341 tons. One oil tanker passed through from the west coast of the United States to New Jersey, carrying 5,000 tons of lubricating oil. Five oil tankers went in ballast from the west coast of South America to Tampico; their aggregate net tonnage, Panama Canal measurement, was 25,381 tons. The principal bulk shipments from Atlantic to Pacific were: Crude oil, 49,382 tons, all from Tampico, 28,500 tons for the west coast of South America and 20,882 tons to San Francisco; petroleum 20,000 tons, of which 11,000 were from Sabine Pass, Texas, to San Francisco, and 9,000 from Tampico to Pisagua; kerosene, 14,370 tons, from New Orleans to the Far East; coal, 12,800 tons, from Norfolk, 7,290 tons to San Francisco and 5,510 tons to the west coast of South America; and coal and coke, 4,771 tons from Baltimore to Callao. One United States Navy hospital ship passed through in June carrying invalided sailors to San Francisco.

Vessels passing through the Canal on their way to the west coast of South and Central America during June may be classified as follows:

No.	Nationality.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
					Tons.
12	British.....	32,632	18,404	24,337	20,872
4	Chilean.....	13,037	8,551	10,972	8,324
3	Norwegian.....	20,996	13,282	15,351	28,500
4	Peruvian.....	15,946	9,097	10,516	10,434
1	Spanish.....	3,361	2,174	2,467	.....
11	United States.....	26,472	16,354	20,173	27,733
35	Totals.....	112,445	67,862	83,816	95,863

Of the 35 vessels, 18, with 23,717 tons of cargo, originated at the Atlantic terminal of the Canal; 9 with 25,089 tons of cargo came from the United States ports; 2, with 9,557 tons from Great Britain; 4, with 37,500 tons of oil from Tampico, Mexico; 1, in ballast, from Bilbao, Spain; and 1, in ballast, from Bermuda.

SERVICES TO CANAL SHIPPING.

Repairs were made on 100 vessels during the month, 61 at Cristobal and 39 at Balboa. Ten vessels were dry-docked at Cristobal and 7 at Balboa. Sales of fuel oil to ships from the tanks at Cristobal were 233.80 barrels to 1 vessel. Coal sales were 32,092 tons to 77 vessels at Cristobal, and 8,400 tons to 32 vessels at Balboa, a total of 109 vessels receiving 40,492 tons. A total of 8,792,875 gallons of water were delivered to 149 vessels at Cristobal, and 2,640,750 gallons to 111 vessels at Balboa, making a total of 11,433,625 gallons to 260 vessels. Sales of commissary supplies to commercial ships of lines other than that of the Panama Railroad aggregated \$71,069.73, of which \$52,740.60 worth was supplied at Cristo-

bal, \$18,329.13 at Balboa. Laundry service for all ships amounted to \$2,022.44. Tug service performed for vessels using the Canal and the terminal ports was charged at \$13,881.97, of which \$7,085.00 was collected through the office of the Captain of the Port at Cristobal, and \$6,796.97 at Balboa.

STATEMENT OF OPERATIONS.

Details of the business at the Atlantic and Pacific terminals of the Canal are shown in the following tabulation:

Item.	Cristobal.	Balboa.	Total.
Commercial ships making transit of Canal.....	62	99	161
Net tonnage of commercial ships, P. C. measurement.....	202,793	317,213	520,006
United States equivalent net tonnage of commercial ships.....	168,406	271,619	440,025
Registered gross tonnage of commercial ships.....	274,543	411,633	686,176
Registered net tonnage of commercial ships.....	168,145	267,987	436,132
Cargo through Canal, tons of 2,240 pounds.....	232,087	354,800	586,887
Deck load cargo, included in above.....	284	5,332	5,616
Nationality of commercial ships through Canal:			
British.....	29	28	57
Belgian.....	1	1	2
Chilean.....	4	3	7
Danish.....	2	2	4
French.....	1	1	2
Japanese.....	3	1	4
Norwegian.....	4	2	6
Peruvian.....	4	2	6
Spanish.....	1	1	2
United States.....	16	59	75
Total.....	62	99	161
Registered gross tonnage of commercial ships, by nationalities:			
British.....	139,100	124,072	263,172
Belgian.....	370	370	740
Chilean.....	13,037	10,340	23,377
Danish.....	4,102	4,102	8,204
French.....	6,888	2,326	9,214
Japanese.....	17,564	6,999	24,563
Norwegian.....	28,890	14,009	42,899
Peruvian.....	15,946	7,576	23,522
Spanish.....	3,361	3,361	6,722
United States.....	49,757	241,839	291,596
Total.....	274,543	411,633	686,176
Registered net tonnage of commercial ships by nationalities:			
British.....	85,127	79,138	164,265
Belgian.....	267	267	534
Chilean.....	7,773	6,143	13,916
Danish.....	2,587	2,587	5,174
French.....	4,427	2,156	6,583
Japanese.....	12,159	4,295	16,454
Norwegian.....	16,336	8,860	25,196
Peruvian.....	9,097	3,966	13,063
Spanish.....	2,174	2,174	4,348
United States.....	31,652	160,575	192,227
Total.....	168,145	267,987	436,132
United States equivalent net tonnage of commercial ships, by nationalities:			
British.....	86,241	80,817	167,058
Belgian.....	268	268	536
Chilean.....	7,078	5,498	12,576
Danish.....	2,610	2,610	5,220
French.....	4,408	2,155	6,563
Japanese.....	12,302	4,404	16,706
Norwegian.....	16,590	9,007	25,597
Peruvian.....	8,073	3,579	11,652
Spanish.....	2,224	2,224	4,448
United States.....	31,400	163,281	194,681
Total.....	168,406	271,619	440,025
Cargo carried by ships of various nationalities:			
British.....	92,133	97,344	189,477
Belgian.....	464	464	928
Chilean.....	8,324	3,087	11,411
Danish.....	6,994	6,994	13,988
French.....	1,200	3,580	4,780
Japanese.....	22,809	9,857	32,667
Norwegian.....	35,790	35,790	71,580
Peruvian.....	10,434	4,525	14,959
United States.....	61,406	228,949	290,355
Total.....	232,087	354,800	586,887
Vessels passing through the Canal free of tolls:			
U. S. Navy subchaser.....	1	1	2
U. S. Navy Hospital ship.....	1	1	2
U. S. Navy destroyers.....	2	2	4

Item.	Cristobal.	Balboa.	Total.
Vessels passing through the Canal free of tolls:—Continued.			
U. S. Navy cargo ship.....	1		1
U. S. Navy gunboat.....	1		1
U. S. Coast and Geodetic ship <i>Surveyor</i>	1		1
Total.....	5	2	7
Launches.....	1		1
Net tonnage of launches, Panama Canal measurement.....	5		5
Yachts.....	1		1
Net tonnage of yachts, Panama Canal measurement.....	142		142
Total ships transiting Canal.....	67	101	168
Cargo on which no tolls were charged.....	3,491		3,491
Commercial ships through Canal without cargo, but not in ballast.....	7		7
Net tonnage of above.....	24,985		24,985
Commercial ships through Canal in ballast.....	3	8	11
Net tonnage of above.....	3,366	32,732	36,098
Total of commercial ships without cargo transiting Canal.....	10	5	15
Net tonnage of above.....	28,351	32,732	61,083
Motor ships through the Canal.....	1	5	6
Net tonnage of Motor ships.....	453	2,936	3,389
Sailing ships through the Canal.....	1	3	4
Net tonnage of sailing ships.....	875	4,725	5,600
Tolls levied on laden ships through the Canal.....	\$203,039.43	\$202,518.59	\$505,557.98
Tolls on ships in ballast through the Canal.....	\$4,080.49	\$23,694.33	\$28,574.82
Total tolls levied.....	\$207,919.97	\$326,212.83	\$534,132.80
Total ships entering port.....	207	173	380
Total ships cleared port.....	203	168	376
Total ships handled.....	415	341	756
Net registered tonnage of vessels entering port.....	550,222	449,131	999,353
Net registered tonnage of vessels clearing port.....	551,833	445,000	999,838
Total, for vessels entering and clearing.....	1,105,060	894,171	1,999,231
Registered gross tonnage of vessels entering.....	871,003	708,442	1,579,446
Registered gross tonnage of vessels clearing.....	879,557	703,768	1,583,325
Vessels entering port, but not passing through Canal.....	51	4	55
Net tonnage of above.....	127,351	11,627	139,288
Gross tonnage of above.....	211,336	18,253	229,609
Vessels clearing port, but not passing through Canal.....	51	2	53
Net tonnage of above.....	131,755	7,170	138,926
Gross tonnage of above.....	218,542	11,683	230,230
Vessels passing through Canal, and handling passengers or cargo at port, entered.....	22	27	59
Net tonnage of above.....	45,727	62,231	108,538
Gross tonnage of above.....	76,845	106,554	183,399
Vessels passing through Canal, and handling passengers or cargo at port, cleared.....	25	36	61
Net tonnage of above.....	47,139	62,181	109,320
Gross tonnage of above.....	81,847	106,443	188,290
Transit cargo arriving..... tons.....	604,692	605,611	1,210,213
Transit cargo cleared..... tons.....	604,280	591,703	1,195,989
Total..... tons.....	1,208,882	1,197,320	2,406,202
Local cargo arriving..... tons.....	27,517	19,165	46,682
Local cargo shipped..... tons.....	1,648	88	1,736
Total local cargo handled..... tons.....	29,165	19,253	48,418
Total local and transit cargo..... tons.....	1,238,047	1,216,573	2,454,620
Cargo received by Receiving and Forwarding Agency of P. R. R..... tons.....	59,089	676	59,765
Cargo dispatched by Receiving and Forwarding Agency of P. R. R..... tons.....	42,877	751	43,628
Cargo rehandled by Receiving and Forwarding Agency of P. R. R..... tons.....	1,522	62	1,584
Total cargo handled by Receiving and Forwarding Agency of P. R. R..... tons.....	103,488	1,489	104,977
Cargo stevedored, included in above..... tons.....	44,250	176	44,426
Commercial vessels other than P. R. R. supplied with bunker coal..... tons.....	74	32	106
Panama Railroad vessels supplied with bunker coal..... tons.....	3		3
Coal received during June..... tons.....	24,165		24,165
Coal supplied Panama Railroad Steamship Line..... tons.....	439		439
Coal supplied Panama Railroad departments..... tons.....	1,134	10	1,144
Coal supplied individuals and companies..... tons.....	309		309
Coal supplied other steamship lines..... tons.....	31,662	8,400	40,062
Coal supplied Army, including vessels..... tons.....	345	44	389
Coal supplied Navy, including vessels..... tons.....	2,232	85	2,317
Coal supplied The Panama Canal..... tons.....	1,352	779	2,122
Coal on hand, July 1..... tons.....	152,840	17,862	170,702
Vessels supplied with water..... gals.....	149	111	260
Water sold to ships..... gals.....	8,792,875	2,640,750	11,433,625
Vessels dry-docked.....	10	7	17
Commercial vessels furnished commissary supplies.....	125	69	194
Panama Railroad vessels furnished commissary supplies.....	10		10
Other U. S. Government vessels furnished commissary supplies.....	23	11	34
Total vessels furnished commissary supplies.....	158	80	238

Item.	Cristobal.	Balboa.	Total.
Commissary sales to commercial vessels:			
Ice.....	\$833 71	\$553 80	\$1,367.51
Wholesale groceries.....	14,227.19	3,770.71	17,997.90
Wholesale cold storage.....	35 031 22	12,754.54	47,835.76
Laundry.....	1,462 34		1,402 34
Miscellaneous.....	1,196 14	1,270.08	2,466.22
Total.....	\$52,740.60	\$18,329.13	\$71,069.73
Commissary sales to Panama Railroad vessels:			
Ice.....	\$42.00		\$42.00
Wholesale groceries.....	1,848 47		1,848 47
Wholesale cold storage.....	7,983.91		7,983.91
Laundry.....	610 44		610.44
Miscellaneous.....	1,256.26		1,256.26
Total.....	\$11,741.08		\$11,741.08
Commissary sales to other Government vessels:			
Ice.....	\$166.79	\$117 53	\$278.32
Wholesale groceries.....	11,914.88	380 06	12,294.94
Wholesale cold storage.....	24,509.83	2,529.85	27,039.68
Laundry.....	9 66		9.66
Miscellaneous.....	1,092.98	24.95	1,117.93
Total.....	\$37,688.14	\$3 052 39	\$40 740.53
Total commissary sales to vessels.....	\$102,169.82	\$21,381.52	\$123,551.34
Fuel oil sold to commercial ships from Canal tanks.....	barrels.. 233.80		233.80
Fuel oil issued to U. S. Navy.....	barrels.. 102.51		102.51
Fuel oil issued to U. S. Army.....	barrels..	679.06	679.06
Fuel oil issued to Canal departments.....	barrels.. 6,752.12	12,947.44	19,699.56
Other sales, issues, and consumption at plant.....	barrels.. 161 88	187.95	349.83
Total furnished from Canal tanks.....	barrels.. 7,250.31	13,815.35	21,065.66
Fuel oil on hand July 1.....	barrels.. 38,906.65	142,528.99	181,435.64
Diesel oil, sales and issues.....	barrels..	199.94	199.94
Diesel oil on hand July 1.....	barrels..	1,516.21	1,516.21
Passengers arriving, including transit passengers:			
First cabin.....	3,474	2 962	6,436
Other than first cabin.....	6,243	6,867	13,110
Total.....	9,717	9,829	19,546
Total passengers departing including transit passengers:			
First cabin.....	3,939	2,834	6,763
Other than first cabin.....	4,456	6,475	10,931
Total.....	8 835	9 309	17,694
Total movement of passengers.....	18,102	19,138	37,240
Passengers disembarking:			
First cabin.....	1,740	266	2,006
Other than first cabin.....	872	109	981
Total.....	2,612	395	3,007
Passengers embarking:			
First cabin.....	2,189	181	2,370
Other than first cabin.....	1,017	78	1,095
Total.....	3,206	259	3,465
Services to seamen:			
Seamen shipped.....	245	46	291
Seamen paid off.....	186	58	244
Seamen deserted.....	5	3	8
Seamen lodged, subsisted, and repatriated.....	18		13
Seamen's identification certificates issued:			
United States citizens.....	8	7	15
Aliens.....	459	60	519
Total seamen handled.....	921	174	1,095
Seamen's wages received.....	\$2,275 60	\$231 00	\$2,506 60
Seamen's wages disbursed.....	\$2,434.12	\$824 45	\$3,258.57
Seamen's wages on hand, June 30.....	\$780.21	\$422.17	\$1,202.38
Services to American vessels:			
Crews shipped.....	2		2
Crews paid off.....	2		2
Shipping articles written.....	2	1	3
Marine notes of protest noted.....	15	1	16

LOCK OPERATIONS.

Lockages of commercial vessels were made during the month as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	96	55	151	98	62	160
Pedro Miguel.....	98	60	158	99	62	161
Miraflores.....	85	56	141	99	62	161

Army and Navy vessels, and vessels operated by The Panama Canal, are included in the following summary of all lockages during the month:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial lockages.....	151	158	141
Noncommercial, United States Army and Navy.....	8	9	4
Canal equipment.....	14	32	25
Total.....	173	199	170
Vessels:			
Commercial vessels.....	160	161	161
Noncommercial, United States Army and Navy.....	14	17	17
Total.....	174	178	178

Water consumed for all lockages amounted to 1,831,020,000 cubic feet, the water used at Pedro Miguel becoming available for second use at Miraflores.

Consumption of water during the fiscal year was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Previously reported.....lockage..	8,195,720,000	7,491,960,000	6,834,260,000
Previously reported.....lockage..	180,366,000	589,590,000	216,630,000
During the month.....lockage..	672,390,000	645,300,000	513,330,000
During the month.....lockage..	20,000,000	36,860,000	14,000,000
During the month.....maintenance..		47,310,000	7,980,000
Total to date.....lockage..	8,868,110,000	8,137,260,000	7,347,590,000
Total to date, leakage and miscellaneous.....	200,366,000	673,760,000	238,610,000

The first accident at the locks that has resulted in a delay of traffic occurred at Miraflores on June 14. Through carelessness on the part of a control house operator, the rising stem valves in center culvert between upper and lower locks were not closed before upper valves were opened, putting the full head of Miraflores Lake on the east lower lock. After the error was discovered and before the valves could be closed, the power was lost by the water from inspection wells short-circuiting the conductor rails in the towing locomotive track, enforcing hand operation of the valves. The lower level was flooded for a few minutes to a depth of about 4 feet in both the center wall and east wall operating tunnels. This caused a delay to traffic of about 5 hours but resulted in no serious damage to any of the operating machinery or equipment.

METEOROLOGY.

The estimated average rainfall over Gatun Lake watershed was 9.11 inches, which is 64 per cent of the 9-year mean of 11.35 inches. The estimated average over the Chagres River basin above Alhajuela was 8.72 inches, or 73 per cent of the 18-year mean of 13.05 inches. The rainfall for June was slightly above normal on the Pacific side, and generally below the average over the interior and on the Atlantic side, the greatest monthly fall being at Bohio, 12.59 inches, and the greatest precipitation recorded in 24 hours being 3.70 inches at Brazos Brook on the 30th.

There was one slight seismic disturbance recorded at Balboa Heights on June 29. Its epicenter was approximately 600 miles away, and it is believed to have been in Salvador.

The average Chagres River discharge at Alhajuela was 27 per cent below the June average, or 1,887 cubic feet per second. There was one freshet in the Chagres River with a rise of more than 5 feet at Alhajuela.

The elevation of Gatun Lake carried from a maximum of 85.39 feet on the 17th to a minimum of 85.00 feet on the 3d and 4th, averaging 85.10 feet. On June 30 it was 85.29 feet.

There was an increase in storage of 1,080 million cubic feet. The draft on Gatun Lake for lockages and electric power was 2,014 c. f. s., compared with 1,988 c.f.s. for last month and 1,719 c. f. s., for June, 1918. The ratio of water used for hydroelectric power to that used for Gatun Lake lockages was 2.95 to 1. The Brazos Brook reservoir and the pumping plant at Gamboa drew, respectively, 30.42 and 140.75 million cubic feet from Gatun Lake.

ELECTRICAL DIVISION.

Gatun hydroelectric station—The net output of the hydroelectric station for the month of June was 5,011,353 kilowatt hours, and the computed water consumption was 3,897,865,000 cubic feet. There was no interruption in service or failure of equipment at this station during the month. A new regulating valve was received and installed on Unit No. 1, and has been operating satisfactorily since June 12. The effect of this new valve is very noticeable in connection with oil supply, and it

is now possible to operate all four units with one oil pump. The Building Division completed the carpentry work, plastering, and washing of the interior of the hydroelectric station, and also completed repairing of tile on the roof. There were 53 spillway gate operations during the month, 18 of which were for testing equipment after being overhauled.

Miraslores steam plant—There were two disturbances to the system which made it necessary for the plant to pick up local load for a few minutes. One extra boiler was cut in on line for two hours on account of Unit No. 4 at Gatun hydroelectric station being taken off the line for inspection.

The total net power output for both generating stations was 4,824,883 kilowatt hours, and the total amount of power distributed to feeders by substations and generating plants was 4,315,873 kilowatt hours, representing an energy loss of 10.6 per cent.

Transmission line—There was one interruption to transmission service during the month. Line No. 2 failed at 4.19 p. m. on the 11th, interrupting service at Cristobal 2 minutes, Darien 10 minutes, Gamboa 4 minutes, and Balboa 2 minutes. No cause could be found for this failure.

Marine work—At Cristobal 24 orders were accomplished embracing 34 items of electrical repairs and additions on the following vessels: *General Hodges*, tug *Engineer*, *Advance*, *General Ernst*, *Caribbean*, *Elizabeth Ruth*, *Cap Vert*, *Balboa*, tug *Po to Bello*, *Achilles*, *Cape Horn*, *Allianca*, *Urubamba*, *Andra*, *Ulysses*, *Oregon*, *Colon*, and *Ashawa*. At Balboa electrical work was performed on the following: *Salaverry*, submarine C-4, *Anubis*, *Circassian Prince*, tug *Cocoli*, *Cristobal*, tug *Mariner*, patrol vessel *Roman*, barge No. 29, *Getty*, *Invader*, *Cotteral*, crane *Hercules*, *La Habra*, patrol boat *Hawk*, *Graham*, *Quoque*, launch *Lemon*, *Coalinga*, *Cap Palos*, *Brampton*, tug *Behio*, *Cap Vincent*, *Comfort*, tug *Gorgona*, and *Trollind*.

New construction work—Substation batteries were being replaced at all four of the substations. The installation of a K-5 feeder equipment in the Gatun station for use in supplying power to the new Army post at Gatun was completed during the month. Installation of lighting in the new cold storage plant at Mount Hope was carried to 96 per cent of completion, and the installation of electrical equipment there to 80 per cent of completion. Electrical work at the slaughterhouse nearby was advanced to 92 per cent of completion. Installation on pier 6, Cristobal, was 25 per cent complete at the end of the month. Work was continued on the power-plant equipment at Coco Solo, and the exterior work on the seaplane hangar was advanced to 90 per cent of completion. No work was done on the 6,600-volt extension to the fortified islands at Fort Amador, which remains 99 per cent complete.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

Repairs to the ex-German vessel *Uarda*, renamed *Salaverry*, were carried nearly to completion. Repairs to the *Anubis*, another former German ship, were pushed but delay has been occasioned by nonreceipt of material from the United States, particularly the main engine cylinders.

Extensive overhauling of the steamship *Cristobal* of the Panama Railroad Steamship Line was taken in hand, but two important features have not been decided, namely, provision of additional passenger accommodations and conversion of the steam plant to the oil-burning system.

The alterations to the steamship *Middlebury*, which were discontinued for several weeks at the request of the Chief Quartermaster, were again undertaken the latter part of the month. It is now expected to have that vessel ready for service about August 1.

The following vessels arrived for repairs at the Cristobal shops: Subchasers 279 and 282, tugs *Tavernilla* and *Porto Bello*, barge No. 150, U. S. S. submarines C-2 and C-3, steamer *Poe*, launches *Capren* and *Azimuth*, steamer *Cyrus W. Field*, motor schooner *Cap Nord*, trawler *Ft. Saunders*, motorships *Orotin* and *Dragnor*, auxiliary schooner *Cap Horn*, U. S. S. *Ozark*, H. M. N. Z. T. *Prinzessen*, U. S. A. T. *Kil atrick*, steamships *Balboa*, *Culebra*, *Advance*, *Middlebury*, *Caribbean*, *Virginie*, *Andra*, *Achilles*, *Cauca*, *West Arnada*, *Lake Crescent*, *St. Jean*, *Guatemala*, *Marama*, *Fort Stevens*, *Kitma*, *Lake Wilson*, *Eldena*, *Haiti*, *Ucayali*, *Brookhaven*, *Ernst*, *Tallac*, *Eclipse*, *Allianca*, *Kigoma*, *National Bridge*, *Ulysses*, *Edgewood*, *Cranenest*, *Peru*, *Metapan*, *Salvador*, *Cap Vert*, *Elizabeth Ruth*, *Columbia*, *Jamaica*, *Bologna*, *Panama*, *Jacona*, *West Hembrie*, and *Hodges*.

Of the above the following were in dry dock during the month: Subchasers 279 and 282, tug *Tavernilla*, steamships *Balboa* and *Culebra*, barge No. 150, U. S. submarines C-2 and C-3, steamer *Poe*, and tug *Porto Bello*.

At the Cristobal shops 179 individual and company job orders were issued during the month, 15 of which were for work on submarines, and 16 on other Navy craft.

Of the remaining 148, fifty covered repairs to ships making this port or in transit of the Canal, exclusive of Panama Railroad ships.

Work was performed at the Balboa shops during the month for the following vessels: Steamships *Roman*, *Cristobal*, *Uarda*, *Anubis*, *Bradford*, *Gen. Geo. W. Getty*, *Colon*, *La Habra*, *Middlebury*, *Circassian Prince*, *Prinzessen*, *Culebra*, *Cokesit*, *Cotteral*, *Gen. O. H. Ernst*, *Quoque*, *Broncho*, *San Joaquin*, *West Hembrie*, *Coloma*, *Brompton*, *Tjickembang*, *Amensdaw*, *Port Sydney*, *National Bridge*, *Peru*, *Cow Boy*, U. S. S. *Annapolis*, U. S. mine planter *W. M. Graham*, trawler *Hawk*, tug *Perico*, auxiliary schooner *Elizabeth Ruth* and schooner *Cap Vert*, schooner yacht *Invader*, motor ships *Cap Palos*, *Cap Vincent*, *Trollind*, and *Suzanne*, and U. S. scout patrol No. 1841.

The following vessels were in dry dock during the month at Balboa: Schooner yacht *Invader*, U. S. claret No. 7, tug *Bohio*, steamships *Uarda* and *Cristobal*, U. S. S. *Gen. Geo. W. Getty*, and pile driver No. 2.

Work on the four new 61-foot steel underframe passenger coaches was continued, and two were brought to practical completion.

Foundry output, as compared with that of May, was as follows:

	June.	May.
	Pounds.	Pounds.
Iron.....	176.027	149.563
Steel.....	18.459½	10.726
Brass.....	17.389½	18.551½

Equipment was hostled as follows: Locomotives, 1,542; cranes, 212; making a total of 1,754. Two hundred and thirty-seven shop and 1,518 field repairs were made on cars; 773 freight cars were repacked, and 2,191 passenger coaches were packed, oiled, and inspected.

BUILDING CONSTRUCTION.

The construction work of the Building Division had reached the following status on June 30:

Ancon Hospital buildings—Ward group No. 8 was completed with the exception of painting, which was brought to 95 per cent of completion.

Cement block walls of the lumber shed at Balboa were 95 per cent completed at the end of June.

The La Palma radio station was completed during the month and the men and a portion of the equipment were brought back to Balboa on June 21.

Work was started at Cristobal, assembling material preparatory to erection of towers for the Puerto Obaldia radio station.

Status of other buildings was as follows:

Abattoir, 99% complete.

Equipment for the abattoir, 95% complete.

Canning plant, 99% complete.

Boiler house and exterior steam lines, Mt. Hope cold storage plant, 99% complete.

Machine shop, Mt. Hope, 75% complete.

Carpenter shop, Mt. Hope, 55% complete.

Garage, Mt. Hope, practically completed.

Ten 12-family silver quarters, Mt. Hope:

4 houses, 100% complete.

4 houses, 99% complete.

2 houses, 90% complete.

Silver clubhouse, Gatun, 90% complete.

Office building, Central and South American Telegraph Co., 20% complete.

Tuberculosis ward, Corozal Hospital, 80% complete.

Office, Lighthouse subdivision, Gatun, 50% complete.

In addition to the work described in the foregoing, many miscellaneous jobs were performed, the principal of which are given below:

Twenty-seven houses were painted in the Ancon-Balboa district. Construction of a temporary bone mill at Mt. Hope was brought to 99 per cent of completion. Demolition of the old storehouse at Mt. Hope was 90 per cent completed. A 12-stall boathouse at Gatun was completed. Construction of a fumigating shed on Pier 8 was 96 per cent completed. A type-17 cottage attached to the Seamen's Home at Cristobal was completed. Reconstruction of an old type-5 house for a seaman's home at Balboa was 20 per cent completed, and erection of a type-17 cottage adjacent to it was 30 per cent completed. A shed adjoining the clubhouse at Balboa, for moving pictures, was carried to 20 per cent of completion.

Terminal construction—Following is the progress report for the month of June, 1919, covering the work of construction of Pier 6, Cristobal:

Item.	Reported last month.	Work performed during month.	Total to date.	Per cent complete.
Forms	333,272	42,956	376,228	100
Reinforcing.....square feet	1,451,199	74,218	1,528,417	100
Concrete.....pounds	5,804	268	6,072	100

Installation of steel doors and mill work was in progress at the end of the month.

DREDGING DIVISION.

Excavation by dredges during June was as follows:

Location.	Earth.	Rock.	Total.	Classified as:		
				Maint.	Constr'n.	Auxiliary.
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Pacific Entrance Channel.....	24,400	56,900	81,300	79,200	2,100	.....
Inner Harbor at Balboa.....	139,900	21,300	161,200	127,200	34,000	.....
Atlantic Terminal.....	55,200	2,000	57,200	.....	.....	57,200
Naval Air Station, Coco Solo.....	5,600	4,400	10,000	.....	.....	10,000
Total.....	225,100	84,600	309,700	206,400	36,100	67,200

There was no dredging during the month in Gaillard Cut or in the Atlantic entrance channel.

The following disposition was made of the excavated material: From the Pacific entrance channel 73,300 cubic yards were dumped at sea and 8,000 cubic yards on the flats west of the Canal. From the inner harbor at Balboa, 53,200 cubic yards were dumped at sea and 108,000 cubic yards were deposited in Diablo Dump "A." The 5,300 cubic yards of earth and rock excavated from the boathouse slip of the Naval Air Station at Coco Solo were placed on a fill in the vicinity of the boathouse site; 1,500 cubic yards from the Submarine Base were dumped behind the seaplane shed; 3,200 yards from the apron of hangar No. 2 were placed on flats west of Navy field "B"; and 57,200 cubic yards of earth from alongside Pier 6, Cristobal, were deposited north of the mole, at the shore end, near the Colon waterfront.

On July 1st there remained to be excavated from the Canal prism, ocean to ocean, 173,200 cubic yards of earth and rock, and from the Cristobal Coaling Station and Balboa inner harbor, 188,400 cubic yards of earth and rock.

The following table shows the distribution:

Location.	Earth.	Rock.	Total.
Gaillard Cut.....	.....	25,000	25,000
Pacific Entrance.....	61,300	86,900	148,200
Total, Canal prism.....	61,300	111,900	173,200
Cristobal Coaling Station.....	.....	2,100	2,100
Balboa Inner Harbor.....	162,900	23,400	186,300
Total, Cristobal Coaling Station and Balboa Inner Harbor.....	162,900	25,500	188,400
Grand total—ocean to ocean.....	224,200	137,400	361,600

During the month, the usual surveys were made at the Pacific entrance, including the Miraflores P. I. improvement work, Balboa Harbor, Navy aviation station at Coco Solo, and Pier No. 6, Cristobal. Surveys were also made in Gaillard Cut and over east and west Culebra slide areas, and slide areas were dragged daily. Revised estimates were prepared of material remaining in the inner harbor and the Pacific entrance.

MUNICIPAL DIVISION.

Jobs completed in June included concreting roof gutters around shop and storehouse at the Aviation Base, Manzanillo Bay; the grading of the ball park at Coco Solo; relocation of the Mount Hope road; installation of 4-inch water main at Margarita Hog Farm; resurfacing the Paraiso-Gamboia road as far as has been authorized to date; and a sewer line for barracks at La Boca. The continuation of the roads in Ancon Hospital grounds was 70 per cent completed. The work begun in May at the Army post at Miraflores was well advanced, the grading being 75 per cent complete, tracks 85 per cent complete, and the temporary water lines 80 per cent complete at the end of the month.

Water pumped in the Southern district amounted to 581,814,000 gallons, and in the Northern district to 170,115,750 gallons, making a total of 751,929,750 gallons. This was a decrease of 3,239,250 gallons from the quantity pumped in May. Colon was furnished with 43,294,000 gallons of water, Panama with 82,951,000 gallons

and 11,433,625 gallons were supplied to 260 ships. The incinerator at Gavilan Island burned 1,797 tons of garbage and 8 dead animals during June.

WORKING FORCE.

Effective June 18, 1919.

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	35	49	84
Building Division.....	199	1,486	1,685
Electrical Division.....	199	340	539
Municipal Engineering.....	101	2,656	2,757
Lock Operation.....	124	628	752
Dredging Division.....	110	808	918
Mechanical Division.....	786	1,779	2,565
Marine Division.....	105	350	455
Fortifications.....	41	261	302
Total.....	1,700	8,357	10,057
Supply Department:			
Quartermaster.....	109	1,697	1,806
Subsistence.....	23	402	425
Commissary.....	221	1,777	1,998
Cattle industry—Plantations.....	29	654	683
Accounting.....	191	12	203
Health.....	202	973	1,175
Executive.....	461	216	677
Panama Railroad:			
Superintendent and coaling stations.....	136	1,660	1,796
Transportation.....	140	266	406
Receiving and Forwarding Agent.....	78	1,057	1,135
Grand total.....	3,290	17,071	20,361

The total gold force at work on June 18 was 11 more than the 3,279 at work on May 21, and the silver force was 168 more than the 16,903 then a work. As compared with the gold force for the corresponding month of last year, reported as of June 19, 1918, the gold force was an increase of 182 over the 3,108 at work at that date, and the silver force an increase of 914 over the 16,157 of that day.

The occupation of quarters on June 30 was as follows:

Occupants.	Men.	Women.	Children.	Total.
Americans.....	3,244	2,274	2,542	8,060
Europeans.....	213	38	70	321
West Indians.....	5,415	2,015	3,732	11,162
Total.....	8,872	4,327	6,344	19,543

PUBLIC HEALTH.

Influenza cases admitted to Ancon and Colon Hospitals numbered 56, with no deaths. There were 9 admissions from pneumonia, and 4 deaths. A total of 231 cases of malaria was reported; no deaths.

RECEIPTS AND SALES OF MATERIAL AND SUPPLIES.

The value of material received during the month on United States requisitions was \$769,754.37, as compared with \$628,824.01 in May. Of that received in June, \$696,247.82 was chargeable to operation and maintenance; \$61,205.63 to construction and equipment; and \$12,300.92 to miscellaneous departments. Isthmian cash sales from the storehouses and obsolete store amounted to \$28,204.73, of which \$25,967.70 was for stock, \$1,569.29 for scrap, and \$640.74 for obsolete and second-hand material. The more important sales made in the United States included 500 net tons of scrap car wheels for \$9,030; motors and accessories originally purchased for the floating cranes *Hercules* and *Ajax* but never used, for \$1,900; 47,745 pounds of scrap steam hose and other rubber scrap for \$664.50; 11,450 pounds of scrap rubber tires for \$343.50; and 7,000 pounds of scrap metal for \$1,075.10.

The total sales of material from storehouses to steamships, exclusive of fuel oil, commissary supplies, and ice, for the month was \$15,824.07. Sales of commissary supplies to all purchasers for the month aggregated \$836,606.24, made up as follows: To steamships, \$70,921.99; to The Panama Canal, \$118,611.85; to the United States Government, including sales to the Army and Navy, \$98,689.82; to individuals and companies, principally through charge accounts in the retail stores, \$16,901; to the Panama Railroad, including the Hotel Washington, \$34,734.93; to individuals purchasing with coupons, \$496,746.65.

FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on June 30, exclusive of fortifications, was \$8,494,511.16; the balance in fortifications was \$7,433,276.44. Payments from

appropriations by the Disbursing Clerk in Washington amounted to \$1,438,981.35 and from the Paymaster on the Isthmus to \$1,394,562.92. Purchases of commissary books from the Panama Railroad Company amounted to \$25,796.22. Collections of tolls totaled \$527,369.05. Deposits of \$202,359.50 were made with the Assistant Treasurer of the United States to be applied on payment of tolls and other charges against vessels using the Canal. The total Panama Canal collections on the Isthmus were \$1,854,460.03 and collections by the Disbursing Clerk, Washington, \$122,564.83. Receipts from the Canal Zone and miscellaneous funds were \$173,740.04 and disbursements from the same source amounted to \$195,864.58. June pay rolls on the Isthmus aggregated \$1,132,305 as compared with \$1,110,999.39 for May, a difference of \$21,305.61.

CHESTER HARDING,
Governor.

Rates for Transportation to Trinidad and Barbados.

The Italian Navigation Company, "La Veloce" line, announces that its steamship *Bologna* will sail from Cristobal for Genoa via Curacao, Trinidad, and Barbados, on or about August 26, and will accept passengers for Trinidad and Barbados at the following rates:

General public—First class, \$100; second class, \$70; third class, \$50.

Employees of The Panama Canal—First class, \$75; second class, \$52.50; third class, \$35.

Rates for children have been modified to the following extent: One year of age and under 10 years, half fare each; under one year, free. Only one child within the free-age limit will be carried free of charge with each family. When there is more than one child within the free-age limit, the additional child or children will be charged half fare each.

Severe Electric Storms.

During an electric storm on the Atlantic side on August 5, an observation balloon at Coco Solo Naval Air Station was burned by lightning at about 12.40 p. m. The mess hall was struck at practically the same time. It is believed the balloon caught fire from static rather than a direct stroke of lightning. At the mess hall the current seems to have passed from the bottom of the building upward, passing out through the roof, splintering one joist for a length of 6 feet, another for 2 feet, and fusing nearby nails, and made a hole in the roof about one foot square. No damage to the wiring or electric installation occurred. The balloon had no occupants at the time it was struck and there was no loss of life. The storm came on suddenly from the southeast, accompanying a rain and wind squall, which apparently passed across the Isthmus in a southeast-northwest direction, as the storm occurred on the Pacific side about one hour and 20 minutes before it reached the Atlantic side. The maximum wind velocity recorded was 48 miles an hour, from the east, on Sosa Hill at 11.20 a. m.

A violent electric storm occurred in the Ancon-Balboa district from about 11.20 p. m. to 11.40 p. m., August 11. No high winds and only light rainfall accompanied this storm. No damage has been reported.

Surrendered Submarine Exhibited at Canal Ports.

The German submarine U. B-88, one of 5 surrendered submarines brought to the United States for exhibition, arrived at Cristobal on August 6, and after being visited by a number of residents of the north end of the Canal Zone and of Colon, passed through the Canal on August 12, and tied up at the docks at Balboa to receive visitors from Panama and the south end of the Canal Zone. The submarine is scheduled to leave Balboa on August 14, for San Diego, Cal.

MOVEMENTS OF OCEAN VESSELS.

Week ending at Midnight August 9, 1919.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port		Entered Canal		Completed transit		Cleared for sea		Nationality	Line	Length	Beam	Salt water draft	From	For	Cargo	Tons	Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour										Gross	Net
Charleston (a)	2	7 25	3	6 10	2	13 56	4	15 42	American	United States Navy	424.0	66.0	25.0	Philadelphia	San Diego	Naval supplies	3,000		
Glacier (b)	2	13 45	3	6 45	3	18 42	3	16 47	American	United States Navy	388.0	46.0	24.6	New York	San Francisco	General	476	4,563	3,121
Huaso	1	14 26	5	12 23	5	15 48	5	21 17	Chilean	South American Steamship Line	380.0	44.0	22.1	Cristobal	Valparaiso	Railroad iron	932	4,716	3,215
Chiriquima (d)	5	10 10	6	6 48	6	14 38	6	15 40	American	Chiriquima Ship Corporation	176.3	36.1	16.0	New York	La Union	General	612	5,018	3,215
Urumbaba	31	17 15	6	11 15	6	17 53	6	23 01	Peruvian	Peruvian Steamship Line	381.0	46.0	20.6	Cristobal	Callao	General	6,606	5,970	4,294
Mira	6	6 50	6	11 37	6	19 52	6	21 05	British	Anglo-Saxon Petroleum Co.	406.0	51.0	26.0	New Orleans	Shanghai	Kerosene			
Kronprinsessan	6	17 11	6	17 34	7	9 35	7	12 45	Swedish	Hobson Steamship Line	360.0	52.4	25.0	Stockholm	San Francisco	Ballast		5,296	3,967
Margareta	5	17 48	7	6 12	7	12 59	7	13 46	British	Harrison Steamship Line	385.0	52.0	15.10	Liverpool	Vancouver	General	1,200	5,178	3,870
Analdo San																			
Giorgio I (e)	5	11 45	7	8 20	7	13 31	8	14 36	Italian	Societa Nazionale de Nav'zione	383.0	55.0	14.3	Genoa	Valparaiso	General	700	5,804	4,266
Austraplano	7	7 40	7	8 50	7	15 27	7	21 18	British	Commonwealth Government	385.0	50.0	24.0	New York	Sydney	Oil	6,000	4,975	3,724
Hofuku Maru	7	6 44	7	12 23	7	20 06	7	21 16	Japanese	Kawasaki Dockyard Company	400.0	51.0	27.0	New York	Yokohama	General	7,400	5,907	4,398
Athena	7	6 47	7	18 02	8	10 54	8	12 10	British	White Star Line	500.0	63.0	28.0	London, W/P	New Zealand	Crude oil	12,877	9,587	
Melania	7	11 50	8	6 12	8	13 47	8	14 33	American	Anglo-Saxon Petroleum Co.	523.0	63.0	26.0	Tampico	San Francisco	Crude oil	7,568	6,003	4,452
Jason (c)	7	16 49	8	7 15	8	15 08	9	9 45	American	United States Navy	536.0	63.0	30.0	Norfolk	San Francisco	Crude oil	10,461		
Tilbeet	8	8 26	8	8 55	8	16 20	8	17 15	Dutch	Java-China Japan Line	421.0	54.0	24.0	New York	Marine Island	Oil	6,068	6,889	5,115
Seattle Maru	8	11 00	8	11 23	8	18 23	9	7 55	Japanese	Osaka Mercantile Steamship Co.	420.0	51.0	25.0	New York	Hongkong	General	5,793	6,861	3,941
Euryodon	8	12 13	8	13 28	8	20 48	8	21 56	American	Alfred Holt & Company	425.0	49.0	27.3	New York	Shanghai	General	7,000	5,681	4,240
Broad Arrow	8	20 00	9	6 20	9	13 37	9	14 43	American	Standard Transportation Co.	485.0	62.6	25.0	Sabine	Hongkong	Kerosene	10,816	9,649	6,803
U. S. S. Celtie	8	19 46	9	6 40	9	13 53	10	15 45	American	United States Navy	371.8	44.2	24.0	New York	San Francisco	Naval supplies	1,600		
S. C. 282			8	6 40	8	12 17			American	United States Navy				Cristobal	Balboa				

(a) Cruiser. (b) Supply ship. (c) Collier. (d) Schooner. (e) Motor ship. (f) General and Rwy. material.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Whakatane	3	8 15	3	9 21	3	16 53	3	23 00	British	New Zealand Shipping Co.	490.0	54.0	24.0	Port Chalmers	London	General	4,500	7,146	5,532
Kineo	3	10 00	3	10 45	3	18 40	5	16 50	American	United States Shipping Board	267.6	46.2	20.0	San Francisco	New York	General	1,754	2,649	1,572
Jamaica	3	11 07	3	11 47	3	20 35	3	20 35	British	Pacific Steam Navigation Co.	220.0	34.0	12.6	Buenaventura	Cristobal	General	743	1,170	620
Fort Sill	7-27	12 15	3	12 20	3	20 50	4	13 00	American	United States Shipping Board	267.5	46.4	22.5	Portland	United King.	Ties and lumber	1,800	2,655	1,745
West Cavalal	3	16 20	4	6 22	4	14 18	5	5 50	American	United States Shipping Board	410.5	54.3	23.4	Honolulu	New York	Sugar	8,100	6,567	4,909
Pelican (g)	2	21 04	4	7 23	5	10 45	5	12 25	American	O. A. Anderson	245.6	44.3	20.0	Melbourne	Christiana	Wheat; lumber	1,943	1,763	1,308

(g) Motor ship.

	3	22	20	4	8	10	4	15	54	23	20	British	New Zealand Shipping Co.	457	7	58	2	23	0	Wellington	London	General	5,000	9,429	7,217
Rimutaka	5	5	00	5	7	31	5	15	00	11	10	02	Pacific Steam Navigation Co.	216	0	33	1	13	3	Guayaquil	Cristobal	General	692	1,241	739
Snetind (h)	7-11	13	05	5	12	42	5	21	27	5	21	27	Anglo-Norwegian Shipping Co.	232	7	45	1	20	0	Port Blaney	Portsmouth	Timber	2,500	1,525	1,143
Rose Mahony (i)	5	10	40	6	6	25	6	16	45	6	16	45	A. F. Mahony	260	7	48	3	22	6	Sao Francisco	London	Lumber & barley	3,200	2,116	1,960
Walter	5	20	15	6	8	30	6	15	42	6	19	34	Shelcar Navigation Co.	304	0	44	2	15	8	Corinto	Tampico	Ballast	3,240	2,316	
Hardcastle	5	19	19	6	8	52	6	17	12	7	3	25	United States Shipping Board	410	5	51	0	23	0	Honolulu	New York	Sugar and pines	7,751	6,592	4,969
West Alcoa	5	23	45	6	9	14	6	17	32	7	9	09	United States Shipping Board	267	5	46	5	22	1	Port and	Southampton	Douglas fir, ties	(k)	2,655	1,745
Knkomo	5	8	20	6	9	50	6	18	00	11	10	23	Chilean Line	336	8	41	2	23	0	Tatehuanu	Cristobal	General	847	3,621	2,397
Imperial	6	19	43	7	7	40	7	15	42	7	20	37	American	410	0	54	2	23	4	Portland	New York	Wheat	7,370	6,582	4,776
Mount Evans	7-30	22	38	7	8	49	7	16	21	8	14	15	United States Shipping Board	267	5	46	4	22	8	Portland	Grimsby, Eng.	Oregon pine, ties	(l)	2,655	1,745
Aculo	7-30	22	38	7	8	49	7	16	21	8	14	15	American	267	5	46	4	22	8	Portland	Grimsby, Eng.	Oregon pine, ties	(l)	2,655	1,745
Lt. D. Putman (j)	7-12	14	03	7	14	35	7	22	35	8	14	08	United States Army	273	7	40	1	24	6	Seattle	Swansea	Lumber	(m)	3,062	1,875
Brookside	3	23	15	7	8	26	8	17	23	9	2	08	United States Shipping Board	409	8	54	2	24	1	Portland	New York	Wheat and flour	7,416		
Wear Collina	8	7	00	8	8	26	8	17	23	9	2	08	United States Army	409	8	54	2	24	1	Portland	Cristobal	Wheat and flour	7,416		
F. No. 1 (U)	8	7	00	8	8	26	8	17	23	9	2	08	United States Army	409	8	54	2	24	1	Portland	Cristobal	Wheat and flour	7,416		
Ossining	7-28	9	50	9	6	39	9	14	48	9	18	27	United States Shipping Board	380	1	53	1	24	3	Tacoma	New York	Wheat and flour	7,500	5,685	4,122

(h) Motor schooner. (i) Sail. (j) Launch. (k) 1,231,731 feet. (l) 1,304,225 feet. (m) 1,515,576 feet. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS					*DEPARTURES				
Date	Vessels	Line	From	Date	Vessels	Line	For		
August 3	Saramacca	United Fruit Company	New Orleans	August 3	Caribbean	Panama Railroad Commissary	Cartagena		
August 4	Orotina (n)	P. Wilson	Port Limon	August 3	Turrialba	United Fruit Company	New York and Colombia		
August 5	Carillo	United Fruit Company	New York	August 5	Saramacca	United Fruit Company	New Orleans and Bocas		
August 6	Colon	Panama Railroad Steamship Line	New York via Haiti	August 6	Orotina	P. Wilson	Port Limon		
August 6	Parimania	United Fruit Company	New Orleans	August 6	Carillo	United Fruit Company	New York and Port Limon		
August 6	Santa Maria	United Fruit Company	New York and Kingston	August 7	Santa Maria	United Fruit Company	Colombian ports		
August 6	U. S. E. L. Doheny	United States Navy	Port Arthur	August 8	No. 3	United States Navy	Guantanamo		
August 7	Carillo	Panama Railroad Commissary	Cartagena	August 8	Parimania	United Fruit Company	New York, via Bocas		
August 8	Advance	Panama Railroad Steamship Line	New York	August 8	Caoba	Caoba Corporation	New York		
August 8	Caoba	Caoba Corporation	Buchfields						
August 9	Zacapa	United Fruit Company	New York						

(n) Power schooner.

PORT OF BALBOA.

*ARRIVALS					*DEPARTURES				
Date	Vessels	Line	From	Date	Vessels	Line	For		
August 9	Rhode Island (o)	United States Navy	High seas						
August 9	North Carolina (p)	United States Navy	High seas						

*Other than ships passing through the Canal. (o) Battleship (p) Cruiser.

Cold Storage Shipments Affected by Marine Strike.

During the recent marine strike in New York, on account of the delayed sailing of the steamship *Colon*, the commissary purchasing agent endeavored to sell the fruits and vegetables which had been placed aboard the vessel, rather than risk their spoiling before they could be delivered on the Isthmus. He found, however, that the market was flooded with perishable goods, as the steamship and export demand was cut off and the farmers, during a 10-day period of rain, rushed their goods to market to save what they could. Cabbage and lettuce, spoiling on the ship, he offered to the dealers for their taking them away, in order that the cost of carting them to a dump might be saved, but they advised him it would not pay them, with the state of the market as it was. About 200 barrels of potatoes in boxes were disposed of at approximately their cost. The potatoes in the hold of the ship were forwarded to the Isthmus and arrived with very little loss. The fermil-lac was taken off and turned back to the manufacturers.

At New Orleans it was necessary for the purchasing agent to take the eggs out of the steamers aboard which he had shipped them for the Isthmus.

Deceased and Insane Employees.

The estates of the following deceased or insane employees of The Panama Canal or the Panama Railroad Company are now in process of settlement, and any claims against these estates, or any information which might lead to the location of heirs, or to the recovery of property, bank deposits, postal savings or postal money order deposits, or any other moneys due them, should be presented at the office of the Administrator of Estates at once in order that the estate may be settled as soon as possible. All claims should be itemized, sworn to before a notary public, or other public officer having a seal, and submitted in duplicate. These names will be published but once:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Roderick Hutchinson.	112347	Jamaica.....	Colon.....	Panama Railroad...	May 2, 1919.
James Campbell.....	115991	Jamaica.....	Colon.....	Panama Railroad...	Aug. 5, 1919.
Viola Morris.....	21141	Barbados.....	Panama.....	Health Dept.....	Aug. 2, 1919.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Gossiper Martin.....	136505	Martinique.....	Camp Biedr....	Panama Railroad...	July 19, 1919.
Emanuel Roberts....	88753	Jamaica.....	Colon.....	Panama Railroad...	July 19, 1919.

Admitting Office, Ancon Hospital.

Effective August 15, the admitting office of Ancon Hospital will be removed from the administration-clinics building to its original location, that is, the admitting office-dispensary building, at the entrance to the hospital reservation.

Weather Conditions in July, 1919.

Rainfall during the month of July was generally deficient, except over the upper Chagres River drainage basin. The greatest monthly amount was 24.23 inches, at Porto Bello, and the least was 3.60 inches, at Cucherbo. The maximum rainfall on any one day was 3.90 inches, at Porto Bello on the 5th.

The estimated average rainfall over Gatun Lake watershed was 11.06 inches, compared with a 9-year mean of 10.89 inches, and the average over the Chagres River basin above Alhajuela was 16.71 inches, compared with an 18-year mean of 14.61 inches.

The air temperature, wind movement, and relative humidity were approximately normal. Cloudiness was unusually heavy on the Atlantic side, and there

were more fogs than usual over the interior. All fogs lifted or were dissipated by 9 a. m. The evaporation was below normal at all stations.

Gatun Lake hydrology.—Mean elevation of Gatun Lake, 85.12 feet; maximum, 85.29, on the 1st; minimum, 84.99, on the 26th; evaporation from Gatun Lake surface, 3,686 inches; rainfall on Gatun Lake drainage basin, 11.06 inches; total yield of Gatun Lake watershed, 4.51 inches on watershed. The total yield amounted to 41 per cent of the rainfall.

The following table gives a summary of the weather conditions at the principal stations:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.				
		Mean.	Maximum.	Date.	Minimum.	Date.		Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles).	Prevailing direction.	Max. velocity in miles.	Direction.	Date.
Balboa															
Heights . . .	29.834	80.6	91	July 14	71	July 8	86	4.75	7.69	15	51.50	N.W.	25	S.	July 28
Colon	28.841	80.2	87	July 6	73	July 8	87	13.60	15.97	28	66.20	W.	32	N.	July 14
Gambao	80.0	92	88	July 8	71	July 8	....	6.70	10.12	21	34.56	N.W.	30	N. E.	July 1
Gatun	79.9	88	88	July 15	72	July 8	....	7.86	11.68	25	37.17	N.W.	24	S. E.	July 28

Notice to Ex-Service Men.

The Assistant Director of the Bureau of War Risk Insurance has requested the cooperation of The Panama Canal in bringing to the attention of men retiring from the military and naval service, their rights under the War Risk Insurance Act, and what must be done to keep in force their policies. He also calls attention to the number of ex-service men who are permitting this valuable form of insurance to lapse.

Samples of the various circulars and blank forms necessary for converting war risk insurance, or for securing reinstatement when policy has lapsed, sample forms of policy, etc., have been received and are on file in The Panama Canal Library. No extra copies, however, are available.

Post-Hospital Treatment for Malarial Cases.

The Health Department requires that patients dismissed from hospitals after treatment for malaria, call at their district dispensary for follow-up treatment. The reason for this is that a patient can recover sufficiently to be able to go about his business, without being free of the malarial germs, but that while he has the germs he is a potential carrier of the infection to other people through the activity of the anopheles mosquito, and it is important that everyone possible be freed of the germs. This situation is made plain to malarial convalescents at the time of their discharge, and the Governor has ordered that disciplinary action be taken on those who wilfully fail to comply with the requirements made in the interest of the public health.

Beef Tenderloins.

The commissary purchasing agent has stated that it will be impossible for him to make regular shipments of beef tenderloins, as there exists a shortage at present, the packers claiming that the hotels are using large quantities of this class of beef.

Roses.

Fresh cut tea and plain red roses can be obtained daily at Ancon, Balboa and Cristobal commissaries. Orders for roses taken at all commissaries at 75 cents per dozen.

Joint Commission.

Decision of the Umpire.

In the matter of the claim of Francis Schuber et al for the property known as Juan Diaz Caballero located in the district of Ancon.

Decision of the Umpire, award No. 199, docket No. 1967, August 2, 1919.

The joint claimants in this case are Francis Schuber, James B. Schuber, Clementina Schuber Kehrbahn, Alice Schuber Moore, Lottie Aylsbury, Harry Wilson and Daisy Wilson Nay,—the five first named claiming an undivided one-sixth interest each, and the last two each a one-twelfth undivided interest.

The hearing of this claim was commenced before the Joint Commission on the 15th of July, 1918, and concluded on the 25th of that month. At the hearing it was shown and admitted that the area of the part of the property of Juan Diaz Caballero covered by this claim is eight hundred forty-three and six-tenths (843 6/10) hectares, its general boundaries being: On the north, the Cárdenas River; on the south, the Curundu River; on the east, the Old Cruces Trail; on the west, the Rio Grande.

According to the claimants, a portion of this property was devoted to the grazing of cattle, they had a dairy established there, and there was a frame house with zinc roof located on the tract.

The claimants have proven their unquestionable right to 479 6/10 hectares of the total area. The remainder, 364 hectares, is in dispute between the claimants, the Panama Railroad Company, and the Hurtado family. Claimants and intervenors have agreed that the amount awarded for this disputed area shall be deposited in the District Court of the Canal Zone, Balboa Division, subject to the judicial determination of that court.

The disputed 364 hectares are located along the Cárdenas River, in the vicinity of the properties known as "El Guanábano" and "El Guayabal," and are, like these, distinctively agricultural lands.

The 479 6/10 hectares are, however, better situated than the other portion. This undisputed section lies between two roads and adjoins the limits of the City of Panama, and, by reason of its elevation as compared with that of Ancon and Balboa, a large part of it is adapted to building purposes.

El Arbitro de la Comisión Mixta de Tierras Estados Unidos de América—República de Panamá, Panamá.

Reclamación de Francis Schuber, et alii por el predio denominado Juan Diaz Caballero, situado en el Distrito de Ancon. Cantidad reclamada: \$1,825,000.00.

Decisión del Arbitro, laudo No. 199, expediente No. 1967.

Con Francis Schuber son además reclamantes: James B. Schuber, Clementina Schuber Kehrbahn, Alice Schuber Moore, Lottie Aylsbury, Harry Wilson, y Daisy Wilson Nay. Los cinco primeros por derechos sobre una sexta parte indivisible cada uno; y los dos últimos, por una dozana parte indivisible también cada uno.

El 15 de Julio de 1918 comenzó la vista de esta reclamación ante la Comisión Mixta, terminando el 25 de dicho mes. En ella quedó aprobado y convenido que la parte del predio Juan Diaz Caballero objeto de esta reclamación, comprende ochocientas cuarenta y tres hectáreas y seis décimas (843 6/10), siendo sus límites, en términos generales, por el Norte, el río Cárdenas; por el Sur, el río Corundú; por el Este, el antiguo camino de las Cruces; y por el Oeste, el río Grande.

Según los reclamantes parte de esta propiedad estaba dedicada al pasto de ganado; tenían establecida una lechería; y contenía una casa de madera y zinc.

Los reclamantes han probado derecho indiscutible sobre cuatrocientas setenta y nueve hectáreas y seis décimas (479 6/10) del área total, estando en disputa el de las trescientas sesenta y cuatro (364) restantes, entre ellos y la familia Hurtado, y la Compañía del Ferrocarril de Panamá. Reclamantes y contendientes, han convenido en que la cantidad en que se avalue esta parcela sea depositada en la Corte de Distrito de la Zona del Canal, División de Balboa, para su adjudicación al que pruebe tener mejor derecho.

Dichas 364 hectáreas quedan a lo largo del río Cárdenas, en las inmediaciones de los predios denominados "El Guanábano" y "El Guayabal," y son como estos eminentemente agrícolas.

Las 479 6/10 hectáreas, estan más ventajosamente situadas que las anteriormente citadas, comprendidas entre dos caminos, llegando hasta los límites de la ciudad de Panamá, y, por su elevación, comparada con la de Ancon y Balboa, adaptables, en su mayor parte, a la construcción.

Of the 479 6/10 hectares, 12 hectares adjoining the Plaza de Toros were in the City of Panama until, by a special treaty of September 2, 1914, the boundary was changed and they became a part of the Canal Zone.

The amount demanded by the claimants from the Treasury of the United States is \$1,825,000. Considering the amount claimed and the area involved, this is probably the most important claim which has been presented to the Joint Commission.

The members of the Commission not having been able to reach an agreement as to the value, they issued a certificate to that effect on the 9th of August, 1918.

The Commissioner for the United States, Mr. Burt New, who in every case has prepared his written opinion promptly upon the signing of a certificate of disagreement, filed his opinion in this case on October 2, 1918. The Panamanian members of the Commission filed their opinion under date of May 6, 1919, and that of the other American Commissioner was filed on the 7th of July, 1919,—the papers in connection with this claim being delivered to the Umpire on the 16th of the same month of July.

In regard to the written opinions of the members of the Joint Commission, which should accompany the certificates of disagreement, I would remind those members who have not yet written them that for the lack of certain opinions there are still 10 claims pending decision, some of which claims were heard many months ago.

In this claim the difference in opinion between the members of the Commission is shown by the following figures:

Panamanian Commissioners:	
Messrs. Federico Boyd and	
Ricardo J. Alfaro....	\$463,868.80
American Commissioners:	
Mr. Burt New.....	64,800.00
Mr. George A. Connolly	71,370.00

Owing to the large area of this property and the varying qualities of the land therein contained, it is impossible to consider it as a whole for the purpose of valuation, neither can the valuation be made in the same manner as in the case of a smaller area.

The disputed area of 364 hectares in the vicinity of the Guayabal and Guanábano properties being, like those tracts, agricultural lands, should be valued as such. Therefore, taking into consideration the award for the property known as "El Guayabal," I value the 364

De dichas 479 6/10 hectáreas, hay 12 por el lado de la Plaza de Toros, que pertenecieron a la ciudad de Panamá hasta que por convención especial de 2 de Septiembre de 1914, se amplió la Zona del Canal incluyendo en ella aquella parte.

La suma que los reclamantes reclaman del Tesoro de los Estados Unidos, asciende a \$1,825,000.00

En consideración a la suma demandada y al área del terreno, puede considerarse como la reclamación mas importante que se ha presentado ante la Comisión Mixta.

No habiendo logrado los miembros de la Comisión ponerse de acuerdo acerca de su valor, expidieron certificado haciéndolo constar así, en 9 de Agosto de 1918.

El Comisionado por los Estados Unidos Señor Burt New, fué el primero, come de costumbre, en presentar su opinión escrita (2 de Octubre, 1918); los señores Comisionados por Panamá lo hicieron con fecha 6 de Mayo de 1919; y el otro Comisionado por los Estados Unidos con fecha 7 de Julio próximo pasado; habiendo sido remitida al Arbitro la reclamación, el 16 de Julio, de 1919.

Con respecto a las opiniones escritas de los Señores Miembros de la Comisión Mixta que deben acompañar a los certificados de desacuerdo, me permito recordar a aquellos que aún no lo han hecho, que por falta de algunas opiniones estan pendientes de fallo 10 reclamaciones varias terminadas hace muchos meses.

La diferencia de avalúo entre los Miembros de la Comisión con respecto del valor de esta reclamación esta representada en las siguientes cifras:

Por Panamá:	
Señores Federico Boyd	
y R. J. Alfaro.....	\$463,868.80
Por los Estados Unidos:	
Señor Burt New.....	\$64,800.00
Señor George A. Connolly	\$71,370.00

La extensión de este predio y la variedad de sus aspectos impiden englobarlo equiparándolos para los efectos de la valoración; y el avalúo, por otra parte, tampoco puede ser como si se tratara de una extensión reducida.

La parte disputada de 364 hectáreas, en las inmediaciones de los predios denominados "El Guayabal" y "El Guanábano," y agrícola como estos, tiene que ser considerada como tal. En su consecuencia, tomando como base el laudo dictado en la reclamación de "El

hectares, as in that case, at the rate of \$60 per hectare.

From the 479 6/10 hectares, we must set aside for separate consideration the 12 hectares which until 10 years after the signing of the Canal Treaty formed part of the City of Panama, and which now adjoins this city.

This leaves 467 6/10 hectares in the undisputed section. Of these, 125 6/10 hectares are agricultural lands and, lying between two roads, are better situated than the 364 hectares of disputed area; and the remaining 342 hectares of the undisputed section are suitable for building purposes. This latter part, in addition to being located between two roads, is near the town of Corozal, and its elevation is comparable to that of the built-up portion of Ancon and Balboa. Therefore, in considering the adaptability as I did previously in deciding the "Carro de San Juan" claim, I value the said 342 hectares at the rate of \$150 per hectare; and the remaining 125 6/10 hectares at the rate of \$65 per hectare.

The remaining 12 hectares, having belonged to the City of Panama up to the year 1914, form an exception in these claims. Due to the circumstances, I feel that the provision of Article VI of the Treaty of November 18, 1903, to which I have strictly adhered since my appointment as Umpire, should not in this instance be applied for the purpose of valuation. Article II of the Treaty covers this point clearly and explicitly. The article reads:

"Article II. The Republic of Panama grants to the United States in perpetuity the use, occupation and control of a zone of land and land under water for the construction, maintenance, operation, sanitation and protection of said canal of the width of ten miles extending to the distance of five miles on each side of the center line of the route of the canal to be constructed; the said zone beginning in the Caribbean Sea three marine miles from mean low water mark and extending to and across the Isthmus into the Pacific Ocean to a distance of three marine miles from mean low water mark with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the Zone above described, shall not be included within this grant. * * *"

Consequently, I consider that in this very particular case the general principles of law relative to forcible expropriation are applicable, and I ap-

Guayabal," avaluo las 364 hectáreas a razón de sesenta dollars (\$60.00) por hectárea, como en aquella.

De las 479 6/10 hectáreas, hemos de descontar las 12, que hasta 10 años después de formado el Tratado del Canal formaron parte de Panamá, con cuya ciudad limitan hoy, y que deben ser objeto de consideración especial.

Quedan 467 6/10 hectáreas. De ellas 125 6/10 son tierra agrícola, mejor situada que las otras 364 hectáreas en disputa, por el hecho de estarlo entre dos caminos; y las restantes 342 hectáreas son adaptables a la construcción. Estas, a más de quedar entre dos caminos, están vecinas al pueblo de Corozal, y su elevación es comparable con la parte edificada en Ancon y Balboa. En su consecuencia, apreciando la adaptabilidad, como lo hice previamente en el fallo de la reclamación del "Cerro de San Juan," avaluo las mencionadas 342 hectáreas a razón de ciento cincuenta dollars (\$150.00) por hectárea; y las otras 125 6/10 hectáreas, a razón de sesenta y cinco dollars (\$65.00) por hectárea.

Las 12 hectáreas que nos restan por el hecho de haber pertenecido a Panamá hasta el año 1914, forman una excepción en estas reclamaciones. Considero que por esta circunstancia no es aplicable a ellas para los efectos del avalúo, el Artículo VI del Tratado de 18 de Noviembre de 1903, que ha venido siendo mi regla de conducta como deber ineludible, desde el principio de mi intervención en este arbitraje. El Artículo II del Tratado, clara y explícitamente se expresa en este sentir:

ARTICULO II.

"La República de Panamá concede a perpetuidad a los Estados Unidos el uso, ocupación y control de una zona de tierra y de tierra cubierta por agua, para la construcción, conservación, servicio, sanidad y protección de dicho Canal, zona de una anchura de diez millas que se extenderá cinco millas a cada lado de la línea central del Canal que se va a construir, principiando dicha zona a tres millas de la línea media de la baja mar en el mar Caribo, extendiéndose a través del Istmo y terminando en el océano Pacífico a tres millas de distancia de la línea media de la baja mar, con la condición de que las ciudades de Panamá y Colón y los puertos adyacentes a dichas ciudades que están incluidas dentro de los límites de la zona descrita no quedarán comprendidos en esta concesión * * *"

En su consecuencia, considero que en este caso particularísimo son aplicables los principios generales de derecho acerca de expropiación forzosa, y estimo

praise the value of these twelve (12) hectares at the rate of sixty cents (\$0.60) per square meter plus interest at six per centum (6%) per annum from September 2, 1914, to August 2, 1919.

In view of the above valuations which, it is understood, include the improvements mentioned, the following items result:

(a) 342 hectares at \$150 per hectare.....	\$51,300.00
(b) 125 6/10 hectares at \$65 per hectare.....	8,164.00
(c) 12 hectares at \$.60 per square meter.....	72,000.00
(d) Interest on \$72,000 at the rate of six per centum (6%) per annum from September 2, 1914, to August 2, 1919.....	21,240.00
(e) 364 hectares at \$60 per hectare.....	21,840.00
Total	\$174,544.44

el valor de estas 12 hectáreas a razón de sesenta centavos de dólar (\$0.60) el metro cuadrado, más el seis por ciento (6%) de interés anual desde el día 2 de Septiembre de 1914 hasta el día de la fecha.

En vista del avalúo que antecede en el cual se entiende incluidas las mejoras mencionadas, resultan las siguientes partidas:

A. 342 hectáreas a \$150 hectárea.....	\$51,300.00
B. 125 6/10 hectáreas a \$65 hectárea.....	\$8,164.00
C. 12 hectáreas a \$0.60 metro cuadrado.....	\$72,000.00
D. Intereses de la suma anterior a razón del 6% anual desde el 2 de Septiembre de 1914 al 2 de Agosto de 1919.....	\$21,240.00
E. 364 hectáreas a \$60 hectárea.....	\$21,840.00
(Para depositar en Corte, según se ha advertido.)	
Total	\$174,544.00

De esta suma total corresponde a los reclamantes la cantidad de ciento cincuenta y dos mil setecientos cuatro dólares (\$152,704.00), en la forma siguiente:

$\frac{1}{6}$ á Francis Schubert.....	\$25,450.66
$\frac{1}{6}$ á James B. Schubert.....	\$25,450.66
$\frac{1}{6}$ á Clementina Schubert Kehrhaun.....	\$25,450.66
$\frac{1}{6}$ á Alice Schubert Moore.....	\$25,450.66
$\frac{1}{6}$ á Lottie Aylsbury.....	\$25,450.66
1/12 á Harry Wilson.....	\$12,725.35
1/12 á Daisy Wilson Nay.....	\$12,725.35

Therefore an award is hereby made against the United States of America in the total sum of \$174,544 U. S. currency of which amount the sum of \$152,704 U. S. currency shall be paid to the persons hereinafter named in the amounts shown after their names, for all right, title and interest which they may possess or may have possessed in and to the property known as "Juan Diaz Caballero" located in the District of Ancon, subject of claim docket No 1967, including any and all damages sustained by them on account of the expropriation of this property by the United States of America:

To Francis Schubert, one sixth thereof.....	\$25,450.66
To James B. Schubert, one sixth thereof.....	25,450.66
To Clementina Schubert Kehrhaun, one sixth thereof.....	25,450.66
To Alice Schubert Moore, one sixth thereof.....	25,450.66
To Lottie Aylsbury, one sixth thereof.....	25,450.66
To Harry Wilson, one twelfth thereof.....	12,725.35
To Daisy Wilson Nay, one twelfth thereof.....	12,725.35

Total..... \$152,704.00

This award shall be paid on or before the second day of September, 1919, and if payment or tender of payment is not made on or before that date, said award shall thereafter bear interest at the rate of six per centum per annum until paid.

The balance of \$21,840 U. S. currency, representing my valuation of the 364 hectares in dispute, is hereby ordered deposited in the District Court of the Canal Zone until that Court shall have determined the conflict existing as to the ownership of this portion of the "Juan Diaz Caballero" tract.

Done in English and Spanish in the National Palace, Panama, on the second day of August, 1919.

MANUEL WALLS Y MERINO,
Umpire.

MANUEL WALLS Y MERINO,
Arbitro.

Official Circulars.

Hunting Restriction.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 5, 1919.

To all concerned—On and after this date, hunting will be permitted on Sundays and holidays only, within that part of the Canal Zone lying west of the Canal between the Cocoli River and the Paraiso-Arraijan trail.

However, as pasture camps have been established, and men will be living in them at all times, extreme caution must be exercised by all hunters to avoid injury to persons or property, and care must be taken not to encroach on the watershed of the Rio Grande reservoir.

CHESTER HARDING,
Governor.

Data on Motor Vehicles.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 4, 1919.

CIRCULAR NO. 209:

To all concerned—It has been called to the attention of this office that certain automobile equipment has been rebuilt or changed without complying with the following general instructions covering accountability for property:

"Articles of non-expendable property must not be rebuilt, modified or changed in any respect, nor cut up or applied to other articles in such manner as to lose their identity, without first obtaining authority from the Surveying Officer."

In view of the above, it is requested that a statement be furnished this office as soon as practicable after September 1, 1919, showing motor vehicles in your charge as of September 1, 1919, as follows:

U. S. number, P. R. R. number, engine number, name of maker, kind of top or body, tonnage capacity; if passenger car, show number of passengers that can be carried; special remarks.

H. A. A. SMITH,
Auditor, The Panama Canal.

Approved:
CHESTER HARDING,
Governor.

Acting Superintendent, Colon Hospital.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 9, 1919.

SPECIAL ORDER NO. 370:

Dr. J. S. Vance is appointed Acting Superintendent, Colon Hospital, effective August 11, 1919, vice Dr. R. L. Bowen, resigned.

H. C. FISHER,
Chief Health Officer.

Commissary Division Manufacturing Plants.

THE PANAMA CANAL,
SUPPLY DEPARTMENT,

CRISTOBAL, C. Z., August 11, 1919.

MEMORANDUM NO. 761-34:

To all concerned—Effective Monday, August 11, 1919, until further notice, Mr. George Sharp will devote his entire time to superintendence of the new plants at Mt. Hope, reporting to the undersigned.

Mr. R. W. Wilson will act as General Foreman of the Cold Storage Plant, reporting to Mr. Sharp.

HARRY LEONARD,
Acting General Manager, Commissary Division.

Leaves of Absence and Time Limits on Quarters of Employees Delayed by Seamen's Strike.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 9, 1919.

To all concerned—The following communication, dated July 30, 1919, has been received from our Washington office:

"I beg to refer to your cable of the 23d instant, advising that the leaves of absence and time limits on quarters in cases of all employees delayed on account of the recent seamen's strike will be protected, and we are advising all inquirers accordingly.

"In this connection I beg to state that the delay in the resumption of sailings has caused such a congestion at this end that even the assistance of 80 berths which we were able to secure on the transport *Buford*, sailing August 1, passengers will be sailing overdue as late as the steamship *Colon*, scheduled to leave New York, August 23. We will do everything possible to avoid any passengers sailing overdue beyond that date, but it is impossible to avoid this with reference to the *Colon*, and your attention is brought to this matter at this time in order that such steps may be taken on the Isthmus as are necessary to protect the time limits and quarters on passengers coming as late as the steamship *Colon* on August 23."

Leaves of absence and time limits on quarters in cases of employees will be protected accordingly.

By direction of the Governor.

C. A. MCILVAINE,
Executive Secretary.

Joint Commission.

Public Notice.

To J. C. Perry, J. M. Hyatt, W. Andrews, John N. Popham, C. P. Fairman, Mrs. Emma S. Ganson, heir of Stevens Ganson, deceased, the unknown heirs of Stevens Ganson, deceased, Theodore C. Hinckley, the firm of Hinckley and Ganson, the unknown heirs of Pedro C. Cerezo, deceased, Eusebio Diaz, Compania Agraria de Panama, and all persons claiming any right, title, or interest in and to the lands and improvements described in the claim of the Playa de Flor Land and Developing Company, docket No. 2900, and in the claim of Eufracia C. de Villalobos, et al, docket No. 3064, covering lands and improvements said to be located along the shore of the Bay of Limon, west of the cities of Colon and Cristobal, and at a place called "Playa Limon" on the west side of the Bay of Limon, opposite the City of Colon: You are hereby notified that the public hearing of the claim of the Playa de Flor Land and Developing Company and the claim of Eufracia C. de Villalobos et al, and of all intervenors and claimants to said lands and improvements, will take place in the National Palace, Panama, at 9 a.m. on Monday, October 13, 1919. All claimants to the said lands and improvements thereon in question are hereby notified to appear on said date or be forever barred from making claim to the said premises or any part thereof.

By order of the Joint Commission.

August 8, 1919. GENELLA BLISS,
Secretary.

Postal Address of The Panama Canal.

The postal address is, "The Panama Canal, Balboa Heights, Canal Zone," or "The Panama Canal, Washington, D. C."

Cable Address of The Panama Canal.

The cable address of The Panama Canal, on the Isthmus, is "Pancanal, Panama"; in the United States, "Pancanal, Washington."

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