

# CANAL RECORD

VOL. - 14  
1920 - 1921

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# THE PANAMA CANAL RECORD

PUBLISHED WEEKLY UNDER  
THE AUTHORITY AND SUPER-  
VISION OF THE PANAMA CANAL

AUGUST 18, 1920, TO AUGUST 10, 1921

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VOLUME XIV  
WITH INDEX

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THE PANAMA CANAL  
BALBOA HEIGHTS, CANAL ZONE  
1921

THE PANAMA CANAL PRESS  
MOUNT HOPE, CANAL ZONE  
1921.

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# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., August 18, 1920. No. 1.

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## Commercial Traffic in First Six Years.

The Panama Canal completed 6 years of operation at the close of business on August 14, 1920, having been opened to commerce on August 15, 1914. During the 6 years the total number of commercial ships making the transit was 10,573. Their aggregate net tonnage, according to the rules of measurement of The Panama Canal, was 34,540,266. The cargo they carried totaled 40,313,629 tons of 2,240 pounds.

This traffic was made up of 4,934 ships, of 16,145,434 net tons, carrying 16,576,778 tons of cargo from the Atlantic to the Pacific, and 5,639 ships, of 18,394,832 net tons, with 23,736,851 tons of cargo from Pacific to Atlantic. Details of the traffic by calendar and fiscal years are presented in the table on pages 2 and 11.

The Canal was opened shortly after the beginning of the war in Europe. This and the interruptions of traffic due to slides, the last serious one of which came to an end on April 15, 1916, interfered with the normal use of the Canal in its earlier years, and government requisitioning, high freights, scarcity of tonnage, financial and industrial uncertainties, and fueling difficulties have since the signing of the armistice delayed the establishment of what may be considered the conditions of unrestricted commerce. A distinct and healthy growth of the traffic is, however, discernible, especially in the calendar year 1919 and the fiscal year 1920. Each of these, in ships and net tonnage, exceeded all previous years; and the fact that the traffic in the month and a half of the current fiscal year, beginning July 1, 1920, has been at a rate greater than that of any of the preceding years, indicates a continuing upward trend.

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## Adequate Stock of Diesel Oil.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., August 13, 1920.

*To all steamship agents and all oil companies*—Until further orders, rules recently established for bunkering vessels will not be considered to extend to the sale of Diesel oil, as the quantity on hand on the Isthmus would appear to be adequate for fulfilling all requirements.

The Port Captains have been instructed in accordance herewith.

E. P. JESSOP,  
*Marine Superintendent.*

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## From Seattle to Chicago.

The steamship *Iroquois*, passing through the Canal on July 4, was bound from Seattle to Chicago, in ballast. She is a ship of 787 net tons, Panama Canal measurement, 214 feet long by 34 feet beam, and was drawing 13 feet of water at time of transit.

## Commercial Traffic in First Six Years.

PERIOD	ATLANTIC TO PACIFIC.				PACIFIC TO ATLANTIC.				TOTAL.			
	Vessels.	Panama Canal net tonnage.	Tons cargo.	Vessels.	Panama Canal net tonnage.	Tons cargo.	Vessels.	Panama Canal net tonnage.	Tons cargo.	Vessels.	Panama Canal net tonnage.	Tons cargo.
	Calendar year 1914.....	177	633,086	736,082	174	648,033	1,699,252	351	1,281,119	1,745,834		
December 31, 1914, to June 30, 1915.....	345	1,218,785	1,351,306	376	1,272,313	1,829,305	721	2,491,048	3,189,811			
Fiscal year 1915.....	522	1,851,821	2,087,388	550	1,920,346	2,858,757	1,072	3,772,167	4,926,145			
June 30, 1915, to December 31, 1915.....	227	736,510	719,594	201	645,954	993,729	428	1,382,464	1,713,323			
Calendar year 1915.....	572	1,955,245	2,070,900	577	1,918,267	2,823,234	1,149	3,872,512	4,894,131			
December 31, 1915, to June 30, 1916.....	169	535,142	654,463	163	467,678	695,585	332	1,002,820	1,350,048			
Fiscal year 1916.....	396	1,271,652	1,374,057	364	1,113,632	1,689,314	760	2,585,284	3,063,371			
June 30, 1916, to December 31, 1916.....	442	1,412,263	1,394,412	448	1,419,029	2,094,036	890	2,831,292	3,488,448			
Calendar year 1916.....	611	1,947,405	2,048,875	611	1,896,707	2,789,021	1,222	3,834,112	4,838,496			
December 31, 1916, to June 30, 1917.....	437	1,413,197	1,566,177	479	1,573,118	2,028,420	916	2,986,315	3,694,597			
Fiscal year 1917.....	879	2,825,400	2,960,589	927	2,992,147	4,122,456	1,806	5,817,607	7,083,045			
June 30, 1917, to December 31, 1917.....	485	1,448,404	1,507,028	559	1,780,114	2,325,455	1,044	3,237,518	3,853,083			
Calendar year 1917.....	922	2,801,601	3,073,805	1,038	3,362,232	4,353,875	1,960	6,223,833	7,427,680			
December 31, 1917, to June 30, 1918.....	429	1,295,557	1,130,859	595	2,049,867	2,571,853	1,024	3,345,424	3,702,712			
Fiscal year 1918.....	914	2,743,961	2,638,487	1,154	3,888,981	4,897,508	2,068	6,582,942	7,535,795			
June 30, 1918, to December 31, 1918.....	421	1,186,515	1,087,968	627	1,883,583	2,568,822	1,048	3,070,098	3,501,790			
Calendar year 1918.....	850	2,482,072	2,218,827	1,222	3,933,450	5,075,675	2,072	6,415,522	7,294,502			
December 31, 1918, to June 30, 1919.....	440	1,488,494	1,652,902	540	1,563,331	1,678,731	980	3,051,825	3,331,633			
Fiscal year 1919.....	861	2,675,069	2,740,870	1,167	3,446,914	4,182,553	2,028	6,121,923	6,923,423			
June 30, 1919, to December 31, 1919.....	529	1,843,591	1,512,888	635	2,624,822	2,324,646	1,154	3,867,324	4,136,534			
Calendar year 1919.....	969	3,331,995	3,465,790	1,165	3,587,154	4,002,377	2,134	6,919,149	7,468,167			

(Continued on page 11, column 1.)

### Cruiser "Kasuga" on Her Way from New Orleans.

The Japanese cruiser *Kasuga* is expected to arrive at Cristobal on August 22 from New Orleans. Arrangements have been made for an official reception, with the customary calls and sightseeing trips for the officers and crew, on August 23, 24, and 25.

### Holland-American Line Service to West Coast.

Cable advice from the Washington Office of the Canal states that a deposit has been made to cover tolls and other charges on the steamship *Emdijk* of the Holland-American Line. This is believed to be the vessel which sailed from Rotterdam for San Francisco, via New York and Philadelphia, in July, beginning a projected three-weekly service of the line between Rotterdam and San Francisco, Portland, and Seattle.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 14, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Urubamba.....	Peruvian Line.....	.....	August 8.....	.....	840
Caribbean.....	Panama Railroad Cattle Industry.....	.....	August 8.....	.....	44
Pastores.....	United Fruit Co.....	August 8.....	August 8.....	24	22
Crynassen.....	Royal Dutch West India Mail.....	August 8.....	August 9.....	14	216
Jamaica.....	Pacific Steam Navigation Co.....	.....	August 9.....	.....	999
Manavi.....	Pacific Steam Navigation Co.....	August 8.....	August 13.....	590	669½
Inca.....	Pacific Steam Navigation Co.....	August 8.....	August 13.....	510	(*)
Ulua.....	United Fruit Co.....	August 9.....	August 10.....	488	11
Point Lobos.....	Pacific Mail Steamship Line.....	.....	August 10.....	.....	494
Rosana.....	Alberto Falt.....	.....	August 10.....	.....	50
Laura C. Hall.....	Pacific Metals Corporation.....	.....	August 11.....	.....	10
Parismina.....	United Fruit Co.....	August 9.....	August 11.....	750	6
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....	August 9.....	August 12.....	1,550	62
Patrician.....	Harrison Steamship Line.....	August 10.....	August 12.....	805	(*)
Abangarez.....	United Fruit Co.....	August 11.....	August 11.....	½	7
Huasco.....	Chilean Steamship Co.....	August 12.....	.....	271	.....
Salvador.....	Pacific Steam Navigation Co.....	.....	August 12.....	.....	1,182
Peru.....	Pacific Steam Navigation Co.....	.....	August 13.....	.....	1,100
Volga.....	Pacific Steam Navigation Co.....	August 12.....	August 13.....	80	(*)
Caribbean.....	Panama Railroad Cattle Industry.....	August 12.....	.....	350	.....
Balboa.....	Colombian Maritime Co.....	August 12.....	.....	592	.....
Cristobal.....	Panama Railroad Steamship Line.....	August 12.....	.....	3,424	.....
Caldas.....	Caribbean Steamship Co.....	August 13.....	August 13.....	55	(*)

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 14, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Urubamba.....	Peruvian Line.....	August 8.....	August 8.....	.....	67
Manavi.....	Pacific Steam Navigation Co.....	August 8.....	August 8.....	14	.....
Jamaica.....	Pacific Steam Navigation Co.....	August 9.....	August 9.....	.....	37
Point Lobos.....	Pacific Mail Steamship Co.....	August 10.....	August 10.....	117	41
Laura C. Hall.....	Pacific Metals Corporation.....	August 11.....	August 11.....	.....	52
Salvador.....	Pacific Steam Navigation Co.....	August 12.....	August 12.....	.....	12
Manavi.....	Pacific Steam Navigation Co.....	August 13.....	August 13.....	.....	1
Balboa.....	Colombia Maritime Co.....	August 12.....	August 13.....	1	.....
F. D. Asche.....	Standard Oil Co.....	August 10.....	August 11.....	12,400	.....
Rosana.....	Alberto Falt.....	August 11.....	August 12.....	15	.....

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

THE PANAMA CANAL RECORD

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight August 14, 1920.

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
Donna (a).....	6	7.50	8	6.12	8	15.02	12	13.35	American.....	Ecuador Brewing Co.....	84.0	19.0	9.0	Habana.....	Guayaquil.....	Ballast.....	98	22	
Urumbaba.....	3	17.45	8	6.21	8	15.21	8	23.46	Peruvian.....	Peruvian Line.....	381.2	41.1	20.1	Cristobal.....	Callao.....	General.....	4,893	2,951	
Tres Hermanos.....	4	12.15	8	6.30	8	15.49	8	17.00	Peruvian.....	Moyano & Co.....	206.0	37.0	14.6	Norfolk.....	Antofagasta.....	Coal.....	1,223	870	
Saint Teath (a).....	7	12.21	8	6.50	8	12.49	9	6.32	British.....	British Government.....	135.0	29.0	13.0	Irish seas.....	Arica.....	Ballast.....	1,050	105	
San Joaquin.....	8	8.40	8	8.02	8	18.23	8	18.37	Norwegian.....	W. Wilhelmsen.....	425.0	57.6	23.6	Point Lobos.....	Antofagasta.....	Fuel oil.....	9,400	5,081	
Santa Olivia.....	8	5.36	8	9.17	8	18.05	8	22.09	American.....	Atlantic & Pacific S. S. Co.....	429.0	53.0	23.5	New York.....	Valparaiso.....	General.....	4,530	4,883	
Crown of Chalica.....	8	14.42	9	9.10	9	13.31	9	14.45	British.....	T. & J. Harrison.....	399.0	52.0	21.0	Liverpool.....	Seattle.....	General.....	4,500	5,714	
Mina Drea.....	9	1.53	9	7.08	9	15.05	9	15.05	British.....	International Petroleum Co.....	360.0	49.0	24.5	Port Lobos.....	Pisagua.....	Crude oil.....	5,000	4,437	
Jamaica.....	5	18.00	9	8.58	9	16.06	9	21.38	British.....	Pacific Steam Navigation Co.....	220.0	34.0	14.6	Cristobal.....	Tumaco.....	General.....	999	1,187	
Point Lobos.....	7	21.55	10	6.03	10	13.46	11	7.35	American.....	Pacific Mail Steamship Co.....	280.0	44.0	19.6	Baltimore.....	San Francisco.....	General.....	2,659	2,895	
Rosana.....	7	16.56	10	6.13	10	14.15	11	10.37	American.....	Alberto Fall.....	112.0	23.0	7.0	Cristobal.....	Panama.....	Gasoline.....	50	256	
Cosigan.....	8	18.12	10	6.34	10	14.05	10	15.45	American.....	United States Shipping Board.....	409.7	54.2	19.6	New York.....	Santiago.....	General.....	3,417	6,529	
F. D. Ascho.....	9	16.00	10	6.40	10	15.17	(c)		American.....	Standard Oil Co.....	461.5	90.0	26.3	Tampico.....	Crude oil.....	Crude oil.....	12,400	8,606	
West Modhus.....	8	21.58	10	6.45	10	16.01	10	17.00	American.....	United States Shipping Board.....	409.8	54.2	25.1	New York.....	Cavite, P. I.....	Coal.....	7,179	6,589	
Barges 26 & 28.....	10	17.15	11	6.23	11	17.04	(f)		American.....	Panama Railroad Steamship Line.....	231.0	43.6	12.8	New Orleans.....	Arica.....	Ballast.....	2,501	1,599	
Lake Fluvanna.....	7	21.00	11	6.24	11	16.17	11	17.20	French.....	United States Shipping Board.....	337.0	50.0	18.0	Have.....	Valparaiso.....	General.....	1,091	3,349	
Saint Jean.....	7	15.52	11	6.30	11	12.38	11	14.22	British.....	Cie. Gle. Transatlantique.....	135.0	29.0	14.0	Bermada.....	Arica.....	Ballast.....	447	101	
St. Blazey (a).....	7	16.47	11	7.05	11	14.45	12	22.10	British.....	Pacific Metals Corporation.....	81.0	23.0	9.6	Cristobal.....	Buenaventura.....	General.....	10	130	
Laura C. Hall b.....	10	17.25	11	7.15	11	16.00	14	19.48	Chilean.....	Chilean Government.....	388.0	51.0	29.0	Norfolk.....	Valparaiso.....	Coal and general.....	7,770	6,385	
Maipo.....	10	17.25	11	6.00	11	8.15	(f)		Panamanian.....	Bernardo Bergaro.....	492.0	45.0	25.7	Cristobal.....	Gatun Lake.....	General.....	3,800	4,956	
La Cabrira (c).....	11	18.12	12	6.15	12	13.45	13	16.36	Japanese.....	Kobe Kier Co.....	435.0	56.0	28.0	Philadelphia.....	Yokohama.....	General.....	(g)	7,389	
Harina Maru.....	12	2.08	12	6.49	12	15.46	13	7.36	American.....	Union Oil Co.....	215.0	33.0	15.0	Palo Blanco.....	Crude oil.....	Crude oil.....	686	1,213	
Los Angeles.....	5	13.00	12	6.50	12	14.58	12	17.17	British.....	Pacific Steam Navigation Co.....	360.0	46.0	19.0	New York.....	Champerico.....	General.....	2,814	3,052	
Salvador.....	8	18.08	13	6.09	13	13.03	13	13.58	British.....	Pacific Steam Navigation Co.....	165.0	26.0	13.0	Hullfax.....	Guayaquil.....	General.....	125	589	
Inca.....	12	15.18	13	6.11	13	13.05	13	13.52	Peruvian.....	E. Leith.....	135.3	29.1	14.8	London.....	Callao.....	Briquette coal.....	443	99	
Princess.....	12	15.18	13	6.26	13	12.55	14	7.00	British.....	British Government.....	216.0	35.1	13.3	Cristobal.....	Guayaquil.....	General.....	659	1,357	
St. Hilary (d).....	8	18.00	13	6.20	13	17.43	13	18.37	British.....	Pacific Steam Navigation Co.....	350.0	43.1	18.0	Cristobal.....	Valparaiso.....	General.....	1,100	4,005	
Manavi.....	5	17.55	13	10.14	13	17.08	13	20.06	British.....	Pacific Steam Navigation Co.....	381.9	59.2	25.0	Norfolk.....	Chilo.....	Coal.....	5,631	2,665	
Peru.....	13	13.00	14	6.20	14	14.10	16	14.18	Danish.....	United Steamship Co.....	425.0	54.0	28.0	New York.....	Yokohama.....	General.....	7,313	6,832	
Nevada.....	13	13.00	14	6.28	14	14.53	14	15.52	Japanese.....	Nippon Yusen Kaisha.....	425.0	54.0	28.0	New York.....	Yokohama.....	General.....	7,313	6,832	
Genoa Miru.....	13	13.13	14	6.28	14	14.53	14	15.52	Japanese.....	Nippon Yusen Kaisha.....	425.0	54.0	28.0	New York.....	Yokohama.....	General.....	7,313	6,832	
Niceto de Lar- rriaga.....	13	18.25	14	6.58	14	15.10	14	17.08	British.....	Larrriaga Steamship Co.....	458.0	56.0	16.0	Baltimore.....	Astoria.....	Ballast.....	7,600	11,026	
Mabia.....	14	6.58	14	8.08	14	15.42	14	17.45	British.....	Shaw, Saville & Albion Co.....	476.0	63.0	27.6	New York.....	Brisbane.....	General.....	7,600	11,026	
Reve Kerviler d.....	13	13.30	14	13.12					French.....	Societe Gen. de Armeement.....	209.0	35.0	13.0	Nantes.....	San Francisco.....	Ballast.....	7,600	11,026	

(a) Tug. (b) Power schooner. (c) Launch. (d) Dark. (e) Returned north through Canal. (f) Went to Gatun Lake only. (g) 80,000 barrels.

THE PANAMA CANAL RECORD

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Stanley Dollar.	Alisce.	Lake Foxboro.	Manavi.	Port Lyttleton.	Loran.	Vulcan (h).	Lake Fillion.	West Cahokia.	La Habra.	Etna Maru.	Cathlamet.	Santa Tecla.	Maple Branch.	Tuyooka Maru.	West Jappa.	Republic.	Santa Paula.	Sancta.	F. D. Asche.	Huasco.	Essequibo.	Balboa.	Statesman.	Lake Berdan.	National Bridge.	Barges Nos. 26 and 28.	Dunelutha.	Maryland.	Sapulpa.	Subchaser No.	
8	5 00	8	7 41	8	14 10	8	17 20	American.	Robert Dollar.	288 8	44 6	22 6	San Francisco	New York	3 500	3 460	2 404	General													
8	5 00	8	7 22	8	15 20	9	15 45	French.	A. D. Bordes & Son.	400 3	52 4	24 0	Tallah.	Cristobal (f).	7 069	5 879	4 156	Nitrates													
7	23 40	9	13 8	8	17 18	8	19 40	American.	United States Navigation Board.	251 0	43 6	24 0	Ionique.	San Juan, P.R.	3 600	2 754	1 792	Nitrates													
8	6 25	8	10 32	8	18 00	8	6 36	British.	Pacific Steam Shipping Co.	216 0	35 1	12 8	Guayaquil	Cristobal	590 16	1 357	884	Produce													
8	13 05	9	6 33	9	15 18	9	17 55	British.	Commonwealth and Dom. Line.	395 9	55 2	25 0	Wellington.	London.	6 414	8 219	5 824	General													
8	18 14	9	8 11	9	16 30	9	11 12	American.	United States Shipping Board.	385 0	53 0	18 0	San Diego	New York.	7 300	5 258	3 256	General													
9	6 30	9	8 54	9	17 20	9	21 55	American.	United States Navy.	385 0	53 0	18 0	San Diego	New York.	7 300	5 258	3 256	Ballast													
9	6 40	9	9 34	9	18 05	9	12 16	American.	United States Shipping Board.	251 0	43 6	24 0	Ionique.	Philadelphia.	3 611	2 823	1 740	Nitrates													
7-28	7 00	9	9 40	9	18 48	10	3 50	American.	United States Shipping Board.	410 5	54 0	23 0	Io Ho	Philadelphia.	7 126	6 622	4 882	Sugar													
9	16 00	10	6 34	10	14 50	10	17 00	Japanese.	Kokusai Kaisha.	425 8	57 0	15 0	Ionique.	Philadelphia.	9 278	7 215	5 339	Ballast													
9	17 00	10	6 56	10	15 15	11	9 34	American.	United States Kaisha.	410 5	54 2	27 6	Formosa, Japan	New Orleans	6 380	6 755	4 883	Sugar													
9	14 30	10	7 35	10	16 05	10	19 20	American.	W. Wilhelmson.	289 6	40 2	23 0	Tallah.	London	3 431	2 835	1 827	General													
9	22 30	10	9 25	10	17 25	10	19 15	British.	F. & W. Ritson.	400 0	52 0	23 0	Antofagasta.	New York.	6 670	5 618	4 105	Nitrates and gen													
9	22 30	10	9 25	10	17 25	10	19 15	British.	Nippon Yusen Kaisha.	445 0	52 0	23 0	Antofagasta.	New York.	6 670	5 618	4 105	Nitrates and gen													
10	7 30	10	11 04	10	18 30	10	18 30	Japanese.	United States Shipping Board.	341 0	49 1	23 6	Mejillones	New York	9 829	7 747	5 556	General													
10	14 55	11	6 54	11	17 08	11	17 38	American.	Chile Steamship Co.	404 6	53 9	28 0	Valparaiso	New York	7 500	6 755	4 873	General													
10	13 05	11	7 04	11	17 35	11	19 55	American.	White Star & Co.	462 5	60 0	26 0	Portland	New York	8 820	6 744	4 875	Nitrate of soda...													
10	17 55	11	7 43	11	18 27	11	21 00	American.	United States Shipping Board.	461 5	60 0	26 0	Balboa	New York	7 545	6 566	4 819	Wheat and flour.													
10	15 17	12	7 25	12	14 05	12	14 05	American.	Standard Oil Co. of N. J.	370 6	44 3	21 0	Valparaiso	Cristobal	2 627	9 037	6 080	Ballast.													
12	4 25	12	8 20	12	15 25	16	8 08	Chilean.	South American Steamship Line	140 4	57 3	24 6	Valparaiso	New York	592 85	7 41	350	General													
12	3 20	12	8 54	12	16 05	13	7 25	British.	Royal Mail Steam Packet Co.	190 0	29 1	12 3	Valparaiso	New York	592 85	7 41	350	General													
12	8 12	12	11 20	12	17 47	16	6 00	American.	Colombian Maritime Co.	190 0	29 1	12 3	Buenaventura	Cristobal	7 977	6 361	4 592	General													
12	19 00	13	7 51	13	15 40	13	16 66	British.	Thomas Jas. Harrison	423 0	53 8	26 3	San Francisco.	Liverpool	3 140	2 510	1 570	General													
13	1 30	13	8 38	13	17 00	14	6 16	American.	United States Shipping Board.	250 5	43 5	22 0	Tallah.	New Orleans.	4 760	3 959	2 649	Nitrates													
13	1 45	13	8 44	13	16 35	13	23 00	American.	United States Shipping Board.	324 0	46 2	23 0	Antofagasta.	Charleston.	4 760	3 959	2 649	Nitrates													
10	16 50	13	7 00	13	23 14			American.	Panama Railroad Steamship Line				Balboa	Cristobal				Ballast.													
13	19 30	14	7 54	14	20 30			British.	Glen & Co.	360 0	49 2	23 4	Mejillones	Liverpool	5 958	4 310	3 213	Nitrates													
14	7 00	14	8 30	14	18 24			French.	French Line.	410 5	54 0	23 3	Talcahuano	Havre.	5 978	6 234	4 639	Nitrates													
14	9 00	14	10 10	14	18 45	15	12 35	American.	United States Shipping Board.	425 8	57 0	21 0	San Francisco.	Palo Blanco.				Ballast.													
								American.	United States Navy				Balboa	Cristobal.				Ballast.													

(h) Collier. (i) For orders. (j) Copper, nitrates, and general. (k) Saltpetre, copper, wool, and hides.

PORT OF CRISTOBAL.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
Aug. 8.....	Crijnsen.	Royal Netherlands W. I. Mail.	Amsterdam.	Aug. 8.....	Caribbean	Panama Railroad Cattle Industry.	Cartagena.
Aug. 9.....	Pastores.	United Fruit Co.	Port Limon.	Aug. 8.....	Pastores	United Fruit Co.	New York via Habana.
Aug. 9.....	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	New York via Haiti.	Aug. 9.....	Crijnsen.	Royal Netherlands W. I. Mail.	Amsterdam and waypoints.
Aug. 9.....	Ulua.	United Fruit Co.	New York via Habana.	Aug. 10.....	Ulua	United Fruit Co.	Port Limon.
Aug. 9.....	Parismina.	United Fruit Co.	New Orleans.	Aug. 10.....	Vulcan (h)	United States Navy	Norfolk.
Aug. 9.....	Patriac.	T. & J. Harrison.	Liverpool and waypoints.	Aug. 11.....	Parismina	United Fruit Co.	New Orleans.
Aug. 10.....	Vulcan (h).	United States Navy.	High seas.	Aug. 11.....	Abangarez	United Fruit Co.	New Orleans.

Continued on page 11, column 2.

### Ships at Cristobal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ending Monday, August 16:

Steamships *Cristobal*, *Ulysses* and barge *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; *Nemesis*, renewing 4 plates in shell and bulkheads, changing propeller and repairing rudder; *Walter Hardcastle*, electric welding boilers; *Balboa*, repairing anchor engine; *Lorraine*, *Crijnsen*, *Point Lobos*, *Costigan*, *Parismina*, *Cathlamet*, *Santa Paula*, *Henry Steers*, *Eastern Admiral*, *Caribbean*, *Lake Gorman*, *National Bridge*, *Lake Fansdale*, *Donato*, *Dunclutha*, minor repairs.

### Additions to Motor-ship Line between Scandinavian Ports and West Coast of United States.

The Norway-Pacific Line (Fred Olsen) contemplates augmenting considerably its motor-ship line between Norwegian and Continental ports and San Francisco via the Canal. A 9,000-ton motor ship for this service has recently been launched in Copenhagen, and other additions are planned. The present service is approximately monthly in each direction, employing the motor ships *Borgland* of 4,894 registered gross tons and *George Washington* of 5,633 tons.

### First Jugoslavian Ship through the Canal.

The steamship *Jugoslaven Prvi*, which passed through the Canal on July 12, bound from Newport News to Arica with a cargo of 4,025 tons of coal, is the first vessel flying the flag of Jugoslavia to pass through the Canal. She is reported by her agents as due at Balboa on her return voyage. She is a ship of 3,125 gross and 2,034 net registered tons, 326 feet long by 40 feet beam, and carries a crew of 27.

### Visit of Cuban Naval Training Ship.

The *Patria*, a Cuban naval training ship, with a personnel of 84 men arrived at Cristobal, August 11, from Guantanamo Bay, Cuba. The vessel probably will not transit the Canal, calling at Cristobal merely for orders and to allow the crew an opportunity of seeing the Canal. Date of departure and the destination are unknown. Her length is 200 feet; beam 30 feet; draft 11 feet.

### Executive Order.

Paragraphs 230, 236, and 237 of the Consular Regulations are 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 balance of his wages earned and remaining unpaid at the time when such demand is made at every port where such vessel, after the voyage has been 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 a demand shall not be made before the expiration of, nor oftener than: once in five days nor more than once in the same harbor on the same entry. Any failure on the part 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. And when the voyage is ended every such seaman shall be entitled to the remainder of the wages which shall be then due him, as provided in section 4529 of the Revised Statutes. R. S., sec. 4530, as amended by section 31 of the Act of June 5, 1920.

236. NO ADVANCE WAGES. It shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any person, for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed

guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than \$25 nor more than \$100 and may also be imprisoned for a period of not exceeding six months, at the discretion of the court. The payment of such advance wages or allotment, whether made within or without the United States or territories subject to the jurisdiction thereof, shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly, or indirectly, from any seaman or other person seeking employment, as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned not more than six months or fined not more than \$500. Section 32 of the Act approved June 5, 1920.

237. **ADVANCE TO SEAMEN SHIPPED IN FOREIGN PORTS.** The provision of the statute prohibiting the payment of advance wages to seamen is intended to apply to seamen shipped in foreign ports as well as to seamen shipped in ports of the United States. Section 32 of the Act approved June 5, 1920.

THE WHITE HOUSE,  
July 21, 1920.

WOODROW WILSON

[No. 3313.]

### September Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of September, 1920. Predictions are based on the records at Colon and Balboa Heights for the past 13 and 14 years, respectively:

*Winds*—Light southeast and variable winds will prevail over the Atlantic Coast, with an average hourly velocity of about 7 miles, although a maximum velocity as high as 35 miles an hour may occur during the passage of local rain or thunder showers. Light northwest or north winds will prevail over the interior and the Pacific Coast, with an average hourly velocity of about 6 miles. A maximum velocity of 30 or 35 miles an hour may be expected during local rain or thunder storms, but such storms seldom last for more than a few minutes.

*Rain*—The average September rainfall on the Atlantic Coast for a period of 49 years is 12.65 inches, while the average rainfall at the Pacific side entrance for a period of 23 years is 7.89 inches. Heavy showers may be expected on both coasts. The average number of days during the month on which the rainfall equals or exceeds 1 inch has been 4 on the Atlantic Coast and 3 on the Pacific side.

*Fogs*—Few, if any, fogs are likely to occur on either coast, but night and early morning fogs will be numerous over the interior. The average number of fogs over the Gaillard Cut section of the Canal during the month of September, is about 25, of which 57 per cent have been dense. (In a dense fog objects can not be distinguished at a distance of 1,000 feet.) All fogs that occur may be expected to lift or be dissipated by 8.30 a. m.

*Temperature*—The average shade air temperature over both coasts will be approximately 80° Fahrenheit. The maximum temperature for the month is not likely to exceed 94° F. at the Pacific entrance, or the minimum be lower than 68° F., while at the Atlantic entrance a temperature higher than 91° F. or lower than 71° F. is not likely to occur. The mean daily range in temperature will be about 13° F. on the Pacific Coast and 10° F. on the Atlantic.

*Barometric pressure*—Except for the well-marked diurnal changes, variations in atmospheric pressure on the Isthmus are very slight, and have little value in indicating future weather conditions. The mean atmospheric pressure for the month will be about 29.84 inches over both coasts. The highest pressure is not likely to be above 29.95 inches, or the minimum lower than 29.70 inches.

*Relative humidity*—The percentage of moisture in the air varies but slightly from month to month during the rainy season. The average humidity for the month of September on both coasts will be close to 87 per cent. On the Pacific Coast the average maximum nighttime humidity will be about 95 per cent while the average minimum daytime value will be close to 74 per cent. On the Atlantic Coast the values will be about 92 per cent and 79 per cent, respectively.

*Storms*—Local wind, thunder, or rain squalls of limited extent may be expected quite frequently over the Isthmus during the month of September. No severe general storms are likely to occur as the Canal Zone lies without the regions of violent and

widespread atmospheric disturbance. The West Indian hurricane season is from June to November, but the normal paths of these storms during the coming month lie well to the northward of the Isthmus. A rough sea with fresh winds may be experienced occasionally outside the breakwaters at the Atlantic entrance to the Canal, following the passage of these storms. The average number of days during September on which thunderstorms occur is 18 on both coasts.

Generally cloudy weather will prevail and smooth to moderate seas may be expected at the Pacific entrance.

*Tides*—Tidal fluctuations at the Atlantic entrance to the Canal are too small to affect navigation, as the maximum tidal range of record is only about 2 feet.

Panama (Balboa) tide predictions for September 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	5:25	11:38	<b>5:42</b>	<b>11:55</b>	S	11	2:27	8:44	<b>2:49</b>	<b>9:06</b>	Tu	21	3:43	9:37	<b>4:21</b>	<b>10:31</b>
		16.4	0.5	<b>15.9</b>	<b>0.6</b>			15.7	1.2	<b>16.1</b>	<b>0.5</b>			5.2	12.0	<b>6.1</b>	<b>11.0</b>
Th	2	6:00	<b>12:13</b>	<b>6:19</b>	.....	S	12	3:16	9:33	<b>3:37</b>	<b>9:51</b>	W	22	4:52	11:04	<b>5:30</b>	<b>11:56</b>
		16.4	<b>0.6</b>	<b>15.8</b>	.....			16.6	0.2	<b>16.8</b>	<b>-0.2</b>			5.7	11.6	<b>5.3</b>	<b>11.7</b>
F	3	0:30	6:39	<b>12:54</b>	<b>6:58</b>	M	13	4:02	10:15	<b>4:22</b>	<b>10:33</b>	Th	23	6:05	<b>12:26</b>	<b>6:39</b>	.....
		0.9	16.3	<b>1.0</b>	<b>15.4</b>			17.1	-0.5	<b>17.2</b>	<b>-0.5</b>			5.6	<b>11.9</b>	<b>5.0</b>	.....
S	4	1:11	7:19	<b>1:37</b>	<b>7:41</b>	Tu	14	4:45	10:56	<b>5:05</b>	<b>11:12</b>	F	24	0:59	7:09	<b>1:24</b>	<b>7:37</b>
		1.5	15.8	<b>1.7</b>	<b>14.9</b>			17.3	-0.7	<b>17.1</b>	<b>-0.4</b>			12.4	4.9	<b>12.6</b>	<b>4.3</b>
S	5	1:59	8:04	<b>2:31</b>	<b>8:31</b>	W	15	5:26	11:35	<b>5:48</b>	<b>11:50</b>	S	25	1:49	8:02	<b>2:08</b>	<b>8:25</b>
		2.3	15.1	<b>2.4</b>	<b>14.1</b>			17.2	-0.4	<b>15.8</b>	<b>0.1</b>			13.3	4.0	<b>13.4</b>	<b>3.3</b>
M	6	2:58	8:58	<b>3:35</b>	<b>9:35</b>	Th	16	6:05	<b>12:13</b>	<b>6:27</b>	.....	S	26	2:28	8:47	<b>2:48</b>	<b>9:06</b>
		3.1	14.3	<b>3.1</b>	<b>13.4</b>			16.7	<b>0.2</b>	<b>16.1</b>	.....			14.2	2.8	<b>14.3</b>	<b>2.3</b>
Tu	7	4:08	10:13	<b>4:46</b>	<b>11:01</b>	F	17	0:28	6:43	<b>12:52</b>	<b>7:06</b>	M	27	3:05	9:25	<b>3:26</b>	<b>9:44</b>
		3.7	13.7	<b>3.4</b>	<b>13.2</b>			1.0	16.0	<b>1.2</b>	<b>15.2</b>			15.2	1.7	<b>15.2</b>	<b>1.4</b>
W	8	5:23	11:39	<b>6:02</b>	.....	S	18	1:07	7:20	<b>1:34</b>	<b>7:44</b>	Tu	28	3:41	10:02	<b>4:03</b>	<b>10:20</b>
		3.8	13.7	<b>3.2</b>	.....			2.1	15.0	<b>2.3</b>	<b>14.2</b>			15.9	0.7	<b>15.8</b>	<b>0.7</b>
Th	9	0:24	6:39	<b>12:54</b>	<b>7:13</b>	S	19	1:51	7:58	<b>2:22</b>	<b>8:26</b>	W	29	4:18	10:38	<b>4:41</b>	<b>10:58</b>
		13.7	3.3	<b>14.3</b>	<b>2.5</b>			3.3	14.0	<b>3.4</b>	<b>13.1</b>			16.5	0.1	<b>16.2</b>	<b>0.3</b>
F	10	1:32	7:47	<b>1:56</b>	<b>8:14</b>	M	20	2:42	8:39	<b>3:16</b>	<b>9:17</b>	Th	30	4:56	11:16	<b>5:20</b>	<b>11:33</b>
		14.7	2.4	<b>15.3</b>	<b>1.5</b>			4.4	12.9	<b>4.4</b>	<b>12.2</b>			16.9	-0.3	<b>16.4</b>	<b>0.2</b>

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.

### Tourist Committee.

The Governor appointed a Tourist Committee, under date of April 15, 1920, to look after the encouragement of travel to the Isthmus and the comfort and satisfaction of visitors. The committee consists of the Master of Transportation of the Panama Railroad, chairman; the manager and the assistant manager of the Tivoli Hotel; the manager of the Washington Hotel; and the editor.

They have initiated correspondence with the various travel bureaus in the United States, and are also engaged in improving arrangements on the Isthmus for making the stay of visitors attractive. The cooperation of the Government of Panama, the chambers of commerce of Panama and Colon, and of the local representatives of steamship lines has been invited.

### Binders for Current File of The Panama Canal Record.

This issue of THE PANAMA CANAL RECORD is No. 1 of Volume XIV. Cardboard covers, punched and fitted with brass fasteners, forming handy binders for those who wish to keep a file of the current volume, are offered for sale for 25 cents. Orders may be addressed to THE PANAMA CANAL RECORD, Balboa Heights, Canal Zone.

Offices of The Panama Canal and the Panama Railroad may secure binders on application to the Executive Office.

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### Dental Treatment for Children.

In consequence of the physical examinations of school children made at the beginning of the school year, numbers of children are sent to the dentist by the examining physicians. In previous years this has resulted in a congestion of work, made especially difficult by the fact that the children usually go to the dentist in the afternoon hours which are the ones most convenient for employees. To obviate this as much as possible and give the children the advantage of treatment in the morning hours, the Chief Health Officer suggests that parents take their children to the district physician for oral examination during the time yet remaining of the vacation period, so that their dental work may be completed under the best conditions before the opening of school.

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### Boy Scouts to Visit Costa Rica.

Arrangements have been made for a trip of between 40 and 50 Boy Scouts and other Canal Zone boys, accompanied by 4 men of the Bureau of Clubs and Playgrounds, to Costa Rica. The party is to leave Cristobal on September 8 and return there on September 29. The United Fruit Company has granted a special rate of \$10 for the round trip, deck passage, between Cristobal and Port Limon, and in cooperation with the Government of Costa Rica will furnish free transportation in Costa Rica. Through the consul for Costa Rica in Colon the Government and press of Costa Rica have assured the party a cordial reception.

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### Hay Fever Excursion.

The steamship *Panama* of the Panama Railroad Steamship Line is due to sail from New York for Cristobal, via Haiti, on August 19, with a party of sufferers from hay fever, for whom an ocean voyage is considered highly beneficial. The vessel will be at Cristobal about 6 days.

After the departure of the *Panama* from New York the passenger agent there will cable the number of berths taken by the hay fever sufferers, from which the office on the Isthmus will know how many additional passengers may be assigned for the return voyage. Hay fever is not contagious.

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### Sale of Budded Nursery Stock of Citrus Fruit Trees.

The citrus grove at Juan Mina has for disposition 1,000 to 1,500 budded nursery stock trees of the following fruit:

Oranges: Pineapple, ten gin gong, Mediterranean sweets, valencias, washing navel; Villafranca lemons, Satsuma limes.

The above are offered for sale subject to purchaser's inspection and selection at Juan Mina at \$1.50 per tree, f. o. b. Gamboa. All trees will be properly labeled for shipment. Interested parties should apply to Superintendent, Cattle Industry, Cristobal, 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Assistant in poultry and egg handling (male and female); \$1,200 to \$1,620 a year; No. 435-amended; form 1312; age, 25 years and over; August 21, 1920; entrance salary changed from \$1,620-\$2,400 to \$1,200-\$1,620 a year.

Assistant specialist in food investigations (male and female); \$1,800 to \$2,220; No. 467; form 1312; September 22, 1920; within reasonable age limits.

Traveling auditor; resident auditor (male and female); \$2,500 to \$3,000 a year (Grade 2); \$3,600 to \$4,500 a year (Grade 3); No. 177-amended; form 1312; October 1, 1920; amended as to qualifications; age, 25 years but not 55 years.\*

Captain, fire department; lieutenant, fire department (male and female); \$1,800 to \$2,000 a year (captain); \$1,500 to \$1,800 a year (lieutenant); No. 459; form 1800; September 14, 1920; age, 20 years but not 55 years.\*

Draftsman, architectural and structural steel (male and female); \$1,560 to \$1,800 a year; No. 460; form 1312; September 14, 1920; age, 18 years but not 45 years.\*

Engineering draftsman; topographic draftsman (male and female); \$1,200 to \$3,000 (engineering); \$1,200 to \$3,000 (topographic) per year; No. 466; form 1312; September 21, 1920; age, 22 years and over.\*

Instrument maker (male and female); \$1,200 a year to \$1,260-\$1,440 a year; No. 464; form 1312; September 21, 1920; age, 21 years and over.\*

Junior drainage engineer (male and female); \$1,200 to \$1,920 a year; No. 463; form 1312; September 22, 1920; age, 30 years and over.

Paleontologist (male and female); \$1,800 to \$2,400 a year; No. 458; form 2118; September 14, 1920; age, 20 years and over.\*

Preparator, Division of History, \$1,020 a year; preparator, Division of Textiles, \$80 a month; preparator, Anthropological Laboratory, \$75 a month (male and female); form 304; September 22, 1920; age, 18 years and over.\*

Mining draftsman (male and female); \$1,200 a year; No. 325; September 8, 1920; form 1312; age, 20 years and over.

Assistant plant pathologist in sugar plant investigations (male and female); \$2,040 to \$2,280; September 7, 1920; age, 21 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.

**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.
Edward (alias William) Worrell.....	37024	Barbados.....	Panama.....	Mechanical Division...	July 22, 1920.
John Bartley.....	27174	Jamaica.....	Colon.....	Panama Railroad.....	August 4, 1920.

**Official Circulars.**

**Acting General Manager, Commissary Division.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., August 13, 1920.

To all concerned—Mr. A. W. Goulet is appointed acting general manager of the Commissary Division during the absence of Mr. J. J. Jackson, general manager, effective August 13, 1920.

R. K. MORRIS,  
Chief Quartermaster

Approved:

CHESTER HARDING, Governor.

**Acting Station Agent, Panama City.**

PANAMA RAILROAD COMPANY,  
OFFICE OF THE SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., August 3, 1920.

To all concerned—Effective July 29, Mr. W. F. Ilgen, agent and operator, is appointed acting station agent at Panama.

S. W. HEALD, Superintendent

**Steamship Transportation from the Isthmus.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 11, 1920.

To all concerned—Owing to the congestion in steamship passenger traffic, transportation for employees and the immediate members of their families, is being issued in accordance with date of receipt of application by this office, except when preference is merited because of reduction of force or other emergency.

Visiting relatives can not be granted transportation to the States until employees and their immediate families have been provided for.

Applications received by this office will be held until accommodations are available, when authority for the transportation will be issued, usually a week or 10 days prior to the sailing of the steamer.

The following tentative schedule of sailings from Cristobal after departure of the steamship *Cristobal* on or about August 20 is announced:  
Steamship *Gen. Geo. W. Goethals*..... August 25  
Steamship *Allianca*..... August 27  
Steamship *Colon*..... September 5

C. A. MCLVAINE, Executive Secretary

Commercial Traffic in First Six Years—Continued from page 2.

PERIOD.	ATLANTIC TO PACIFIC.			PACIFIC TO ATLANTIC.			TOTAL.		
	Vessels.	Panama Canal net tonnage.	Tons cargo.	Vessels.	Panama Canal net tonnage.	Tons cargo.	Vessels.	Panama Canal net tonnage.	Tons cargo.
December 31, 1919, to June 30, 1920.....	651	2,325,372	2,279,628	673	2,352,957	2,458,337	1,324	4,678,329	5,237,965
Fiscal year 1920.....	1,180	4,108,873	4,092,516	1,298	4,376,780	5,281,983	2,478	8,515,653	9,374,496
Grand total to June 30, 1920.....	4,752	15,536,776	15,393,907	5,460	17,688,800	23,012,371	10,212	33,225,576	38,906,278
July, 1920.....	107	361,850	398,317	118	494,948	458,497	225	856,798	886,814
August 1 to August 14, inclusive, 1920.....	75	246,808	284,554	61	211,684	235,983	136	437,892	520,537
Grand total to August 15, 1920.....	4,934	16,145,434	16,576,778	5,639	18,394,832	23,736,851	10,573	34,540,266	40,313,629

MOVEMENTS OF OCEAN VESSELS.—Continued from page 5.

PORT OF CRISTOBAL—Continued.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.			
		Line.	From—	Date.	Vessel.	Line.	For—
Aug. 11.....	Alvarez.	United Fruit Co.	New Orleans and waypts.	Aug. 12.....	Patrieta.	T. & J. Harrison.	Galveston.
Aug. 11.....	Padra (t).	Cuban Government.	Guantanamo.	Aug. 12.....	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	Colombian ports.
Aug. 12.....	Volga.	Pacific Steam Navigation Co.	London.	Aug. 13.....	Volga.	Pacific Steam Navigation Co.	Philadelphia.
Aug. 12.....	Caribbean.	Panama Railroad Cattle Industry.	Cartagena.	Aug. 13.....	Caldas.	Caribbean Steamship Co.	Curaçoa.
Aug. 12.....	Cristobal.	Panama Railroad Steamship Line.	New York.				
Aug. 13.....	Caldas.	Caribbean Steamship Co.	New York.				

(t) Training ship.

\*Other than ships passing through the Canal.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., August 16, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Requests for forwarding may be made by telephone, calling No. 182, Balboa:

Brodthman, Mrs. M. A., Box 648	Peterson, Charles Rosson, Virginia Rush, Miss Edna Russell, Fred
Faget, Mrs. Francis L. Jones, Dr. Geo. D. Landers, Miss E. K. Davison, W. G. Herbst, Miss Dorothy Judd, Leon	Ryan, Mrs. Wm. Ord Stewart, Miss Irene Tweedie, Robert, Box 124
Lathrop, Deana H. Muncy, Miss G.	Zarillo, Antonio

**Additions to Commissary Stock.***Dry Goods Section.*

Brushes, tooth, ea.....	\$0.37
Caps, bathing, ea.....	.42
Chemises, envelope, ea.....	3.70
Chemises, envelope, ea.....	5.20
Chemises, envelope, ea.....	6.30
Chemises, envelope, ea.....	5.95
Corsets, coutil, white, medium bust, short hip, ea.....	3.05
Dress goods:	
Voile, Jassamine, yd.....	.49
Voile, Deauville, yd.....	.46
Lotion, sunburn, P. C., 4-oz. bot.....	.15
Two cents allowed for return of empty bottle.	
Mirrors, with frames, black metal, ea.....	.23
Shampoo, oil coconut, multisified, bot.....	.46
Ties, 4-in-hand, fancy silk, open ends, ea.....	.84

*Grocery Section.*

Chocolate, raisin, bar.....	.09
Dressing, salad, Thousand Island, 10-oz. bot.....	.23
Preserves, pineapple, P. C., 10-oz. bot.....	.25
Two cents allowed for return of empty bottle.	
Sugar, granulated, States', 5-lb. bag.....	1.25

*Hardware Section.*

Fishing tackle:	
Sinkers, ringed, No. 803, 3/0, ea.....	.38
Sinkers, ringed, No. 803, 1/0, ea.....	.18
Wobblers, Magic, No. 3234, 1, ea.....	.23

**Sale of Two Buildings.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., until 10.30 a. m., August 20, 1920, and then opened, for the purchase of two 1-story frame buildings, located on the former San Jose estate on the Canal Zone, reached via the Tumbo Muerto Road. 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.

**COMMISSARY NOTES.****Electric Appliances.**

Information has been received from the commissary purchasing agent in New York, that manufacturers are so far behind on orders for electric appliances that it is impossible for them to say just when shipments will be made to the Isthmus.

**Laundry Charge Accounts.**

Commissary patrons who are taking advantage of laundry charge accounts are informed that the time limit in which payment may be made without penalty has been changed from the 25th to the 20th of the month following that in which the work is done.

**Hair Dressing.**

A new article of hair dressing known as "Antiseptic Scalp Lotion" is now being manufactured in the industrial laboratory, its use being for the relief of an itching scalp or for the treatment of dandruff. While it is not an oily preparation, it will give the hair an excellent gloss. To obtain best results brush the head briskly with a stiff hairbrush, apply lotion and rub scalp freely but gently. This lotion sells for 25 cents the bottle.

**Books.****Books received:**

A novel of manners: "Many Junes," by Archibald Marshall. A book of the sea: "The Rescue," by Joseph Conrad. Other books for Conrad fans, fast selling, are: "Almayer's Folly," "Youth," "Romance," "Arrow of Gold," "Chance," "The Inheritors." Of baseball: "Commy" (The Story of Chas. A. Comiskey, by Axelson). Of youth and its amusing follies: "Seventeen," by Booth Tarkington. Of the garment trade: "We Need the Business," by Joseph C. Austrian, a second "Potash and Perlmutter." Rattling detective stories: "Clue of Gold," "File No. 113," "Mystery of the Yellow Room," "Monsieur Lecocq." Most readable essays: "Walking Stick Papers," by Robert Cortes Holliday; "Chimney Pot Papers," by Brooks. Of big business: "Wolves," by Alden W. Welch. Of the American war-time secret service: "The Web," by Emerson Hough. Of many laughs: "Local Color," by Irvin S. Cobb; "Little Journeys Toward Paris," by Simeon Strunsky; "The Young Visitors," by Daisy Ashford; "Going Some," by Rex Beach. Of the late war: "In the Fourth Year," by H. G. Wells; "Out to Win," by Coningsby Dawson; "Shock at the Front," by Doctor Porter; "All in it," by Lieut. Ian Hay Beith; "High Adventure," by Capt. James Norman Hail; "Headquarters Nights," by Vernon Kellogg. Drama: "The Admirable Crichton" (called in the Cecil de Mille photoplay production "Male and Female"), by James M. Barrie. Children's gift books: "King Arthur and His Knights," "Otto of the Silver Hand," "Sir Launcelot and His Companions." Biography: "The Career of Leonard Wood," "Moments with Mark Twain." Religion: "On the Manuscript of God." Poetry: "Panama and Other Poems;" "Poems of Francis Ledwidge;" "McAroni Ballads," by T. A. Daly; "Door of Dreams," by Jessie B. Rittenhouse; "Irish Poetry;" "Mountain Interval," by Robert Frost. A novel of the unusual: "Peter Middleton," by Henry K. Marks. Technical: "How to run an Automobile," by Victor W. Page. Travel: "In Seven Lands," by Alfred Vezetely. Historical: "Ireland in the Last Fifty Years," by Ernest Baker; "Ireland's Fight for Freedom," by George Creel. Art: Joseph Pennell's "Pictures of the Wonder of Work;" Art of Rodin (Modern Library); Art of Aubrey Beardsley (Modern Library). Adventure: "Standard Bearers," by Katherine Mayo (absorbing tales of the Pennsylvania State Police).

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV.

Balboa Heights, C. Z., August 25, 1920.

No. 2.

## Return of Midshipmen's Practice Squadron.

The battleships *Connecticut*, *Kansas*, *Michigan*, *Minnesota*, *New Hampshire*, and *South Carolina*, and the supply ship *Culgoa*, arrived at Balboa on August 21 from San Pedro, on their way to Annapolis, returning from the midsummer practice cruise of the midshipmen of the United States Naval Academy. The vessels spent 2 days in Canal waters and shore liberty was granted the men. The squadron had passed through the Canal in the middle of June, bound for Honolulu.

## The Fuel Situation.

THE PANAMA CANAL, MARINE DIVISION,

BALBOA HEIGHTS, C. Z., August 20, 1920.

To all steamship agents—The following information regarding the fuel situation has accumulated since the issuance of my circular of August 9:

August 4, 1920—Letter from American Consulate, Kingston, Jamaica, advises no changes since their message of July 15 (my circular of July 19); also that there is no fuel oil there, except small quantity kept by British Admiralty.

August 9, 1920—Panama Canal, Washington, advises it has advice that tanker for Shipping Board was delayed and sailed from New Orleans for St. Thomas August 6th, and that next best fueling station in West Indies is Port of Spain, Trinidad, where oil is available for all vessels; that there is plenty of oil at Honolulu for Shipping Board vessels; that, while there is no change in situation on west coast of South America, Shipping Board is trying to make arrangements at Iquique.

August 10, 1920—American Consul, Habana, advises fuel oil situation unchanged since report July 23d; that no boat has yet been refused low grade oil to make next port of call; that there are only 100 tons of bunker coal available, but that shipment of 3,000 tons expected to arrive 13th or 14th.

August 12, 1920—Panama Canal, Washington, advises that, after further delay, Shipping Board tanker with oil for St. Thomas 10th or early 11th; that, meantime, Shipping Board has no oil at St. Thomas.

August 14, 1920—Governor, Porto Rico, advises, in reply to inquiry, that no restrictions have been established at San Juan on sale of bunker coal to ships.

August 18, 1920—Shipping Board advises tanker sailed from New Orleans 13th for St. Thomas; 70,000 barrels of oil on hand at Honolulu 17th; no change in situation on west coast of South America, negotiations with Grace & Company still pending; no oil at Azores; 35,000 barrels on hand at Bizerta, September 15th.

Referring to my circular of August 13 advising that, until further orders, rules recently established for bunkering vessels will not extend to sale of Diesel oil, as the quantity on hand on the Isthmus would appear to be adequate for fulfilling all requirements.

This does not mean that we will oil in an unlimited fashion vessels propelled by Diesel engines. Such vessels will be bunkered to their next regular port of call where Diesel oil is available. We, of course, can not permit vessels to take more Diesel oil here than is needed for the immediate voyage merely because of the advantageous price at which we sell it, as maintenance of supply would then be too difficult.

E. P. JESSOP,  
Marine Superintendent.

## Service to Puntarenas, Costa Rica.

A regular service between the Canal ports and Puntarenas, Costa Rica, has been established with the Costa Rican motor ship *Rosana* of 278 gross and 207 net tons, Panama Canal measurement. Sailings are approximately every 15 days in each direction. Accommodations are available for 6 first-class passengers. The *Rosana* is 112 feet long by 25 feet beam, is fitted with two 75-horsepower Diesel engines and makes approximately 9 knots. Puntarenas is 471 miles from Balboa.

The management of the *Rosana* is in the hands of the Empresa de Navegación Centro Americana, with headquarters in Puntarenas.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight August 21, 1920.

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
Henry Steer...	11	19.30	15	6.22	15	13.31	16	14.30	American	Barber Line (S. B.)	409.0	54.2	26.1	Philadelphia.	Yokohama.	General	7,558	6,598	4,724
Lake Germania...	13	16.15	15	6.30	15	15.33	19	14.00	American	American Metal Transp (S. B.)	255.0	43.6	21.3	Norfolk.	Antofagasta.	Coal	2,740	2,530	1,857
Eastern Admiral	13	12.36	15	7.25	15	15.28	15	16.25	American	Barber Line (S. B.)	414.7	55.7	24.6	New York.	Comax.	General	8,951	7,257	5,269
Pilar de Larrinaga	15	1.40	15	8.15	15	16.30	15	17.54	British	Larrinaga Steamship Co.	415.0	58.0	19.0	New Castle-on-Tyne.	Portland.	Ballast	7,027	5,847	
Eagle	15	6.50	15	8.33	15	16.48	15	17.51	American	Standard Transportation Co.	410.0	56.0	27.0	New York.	Manila.	Case oil and paint	7,800	8,243	6,266
Hwah Chic...	15	7.30	15	10.10	15	17.41	16	8.32	Japanese	Japanese Government.	270.0	38.0	18.4	Fort Arthur.	Hongkong	Caso oil and steel	2,600	2,198	1,501
Grawden	14	19.17	15	11.40	15	19.06	16	12.06	British	J. C. Gould.	389.0	52.5	24.6	Fort Arthur.	Adelaide.	Ohls	7,000	5,973	4,526
Rose Mahoney	14	10.00	15	15.13	15	17.52	18	15.34	American	A. F. Mahoney & Co.	260.0	48.3	19.0	Buenos Aires.	San Francisco.	Bones	2,300	2,116	1,960
Balboa	13	17.47	16	6.00	16	19.11	17	20.08	American	Colombian Maritime Co.	190.0	29.1	13.2	Cristobal	Buenaventura.	General	515	741	350
Itasco	12	19.25	16	8.08	16	14.45	16	21.42	Chilean	South American Steamship Line.	379.7	44.3	22.6	Cristobal	Valparaiso.	General	795	4,552	3,182
Zaluma (b)	16	5.55	16	19.20	16	17.32	18	12.35	American	A. M. Andrews	80.0	21.0	8.0	New York.	Los Angeles.	Ballast	75	75	58
Touraine (c)	15	19.00	16	19.57	17	16.07	17	16.30	French	Soc. Gen. de Armement.	263.0	39.0	14.0	St. Nazaire.	San Francisco.	Ballast	2,042	1,800	
Alicia (c)	12	14.10	17	6.24	17	13.14			American	Pacific Metals Corporation.	44.4	13.0		Cristobal	Balboa.	Ballast	22	12	
Progresso (d)	17	7.05	17	15.25	18	11.43			Mexican	Mexican Government.	230.0	38.0	11.0	Progreso.	Manzanillo.	Ballast	1,399	639	
Santa Ana	17	16.45	18	6.17	18	12.40	18	15.08	American	W. R. Grace & Co.	360.2	51.6	22.6	New York.	Valparaiso.	General	1,904	5,842	4,150
Benjamin	17	14.11	18	6.17	18	14.19	18	19.05	American	Standard Oil Co.	411.0	53.4	27.0	Tampico.	Pisagua.	Crude oil	(7)	6,360	4,337
Brewster	17	11.57	18	7.05	18	14.22	18	15.25	American	Green Star Line.	400.0	51.2	27.0	Baltimore.	Singapore.	General	7,500	6,928	5,050
Woonsoket	16	17.45	19	6.20	19	14.52	19	15.55	American	Callahan Alkison Co. (S. B.)	251.0	43.6	25.6	Norfolk.	Louique.	Briquette coal.	2,933	2,856	1,806
Lake Fundale	16	17.45	19	6.20	19	14.52	19	15.55	American	Callahan Alkison Co. (S. B.)	251.0	43.6	25.6	Norfolk.	Louique.	Briquette coal.	2,933	2,856	1,806
R-22 (e)	19	7.15	19	7.15	19	15.30			American	United States Navy.				Coco Solo	Balboa.				
Cauca	15	18.20	20	6.10	20	14.45	20	19.02	British	Pacific Steam Navigation Co.	316.2	35.0	17.6	Cristobal	Guayaquil	General	1,030	1,582	1,023
Tecumseh	19	13.44	20	6.28	20	14.05	20	15.03	British	Standard Transportation Co.	440.0	53.7	27.6	Beaumont	Shanghai.	Oil	8,595	8,233	5,272
Fortol	20	7.37	20	8.12	20	18.43	21	22.50	British	British Admiralty	331.0	41.4	21.0	Portsmouth.	Acapulco.	Fuel oil	2,123	2,780	1,108
Calera	18	10.18	20	9.12	20	18.46	21	22.50	Chilean	Ladies Navigation Co.	269.0	35.4	11.6	New York.	Valparaiso	Steel and gasoline	8,500	7,589	5,495
Steel Worker	19	22.18	20	10.50	20	18.09	26	15.30	American	Island Steamship Line.	424.2	56.2	26.0	Liverpool.	Yancovyer	General	3,100	16,822	11,908
Orbita	19	13.45	20	6.40	20	19.42	20	20.50	British	United States Navy.	350.0	67.0	26.0	Coco Solo.	Balboa.	General	410	4,662	3,512
Eagle No. 4	20	7.05	21	6.27	21	12.31	21	11.59	American	Cha. Gen'l Transport. Maritime.	363.0	48.0		Marselles.	San Francisco.	General	3,300	3,688	2,438
Mont Conis	21	7.05	21	8.03	21	15.23	21	15.10	French	Klaymen Steamship Co.	331.3	46.0	25.0	Tampico.	Antofagasta.	Kerosene, etc.	10,400	9,931	7,095
Daybreak	21	9.02	21	6.50	21	18.05	21	19.40	American	Standard Transportation Co.	437.6	62.7	27.0	Beaumont.	Taku-Bar.	Petroleum			
Soyan Arrow	21	9.02	21	6.50	21	18.05	21	19.40	American	United States Navy				Beaumont.	Taku-Bar.	Petroleum			
S. C. 285	21	6.50	21	6.50	21	12.03			American	Standard Transportation Co.				Beaumont.	Taku-Bar.	Petroleum			
Chance Divine	20	6.00	21	6.00	21				Panama	Daniel Rotti				Cristobal	Panama	Ballast			

(g) 52,000 barrels.

(f) Cayuco.

(e) Submarine.

(d) Transport.

(c) Launch.

(b) Yacht.

(a) Bark.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Date	Vessel	Line	From	Date	Vessel	Line	To	For
Laurel Branch	14 22.30	15	7.50	15 19.05	Nauticus Steam Shipping Co.	360.2	46.0 23.3	Anofagasta	Wilmingon.
Dona6	8.04	15	18.00	15 16.45	Commercial Co.	345.0	47.9 24.0	Cateta Buena.	Nitrates.
Laake Fibre	9.12	15	11.32	15 18.20	Pacific Steam Navigation Co.	246.0	35.2 16.0	Guayaquil.	Nitrates.
Cote Blanc	15 19.00	16	8.04	16 16.15	Gilmartin & Co. (S. B.)	248.6	43.7 24.0	Iquique.	Nitrates.
Robn Hood	17 2.00	17	7.45	17 15.57	Wessel Duval & Co. (S. B.)	359.4	43.7 22.4	Manila.	Nitrate of soda.
Santa Luisa	17 22.00	18	8.13	17 16.57	Barber Line (S. B.)	390.0	52.4 23.0	Mexico.	General, rice, etc.
South Bend (h)	18 13.20	19	7.05	18 16.05	Robin Line.	423.8	51.6 27.8	Mexico.	Nitrates.
Yonah Maru	18 19.00	19	9.28	19 18.20	W. R. Grace & Co.	360.2	51.6 23.3	Valparaiso.	Nitrates, general.
Orlysh.	19 5.30	19	13.16	19 20.15	Hasler Brothers (S. B.)	453.4	43.7 22.6	New York.	Nitrates.
Arbit.	18 22.45	19	13.16	19 20.15	United States Army.	448.9	60.2 27.6	Astoria.	Flour, general.
Cosaling.	7 1.30	20	6.54	20 15.35	United States Army.	415.0	55.5 24.0	Kobe.	Sugar, general.
Coaling.	7 1.30	20	6.54	20 15.35	Turnbull Martin & Co.	525.0	61.4 26.0	Sydney.	Frozen, general.
Martopa.	20 5.30	20	9.41	20 16.57	Frank Waterhouse & Co. (S. B.)	380.5	51.3 23.0	Seattle.	Flour.
Lake Maurepas	20 8.30	20	10.46	20 17.55	Amer. Metals Transp. Co. (S. B.)	402.6	55.0 20.0	Anofagasta.	Nitrates.
Oriana	20 17.30	21	6.35	21 13.50	Union Oil Co.	471.0	55.0 19.0	Toconilla.	Ballast.
Junin	20 21.34	21	6.42	21 16.03	Peruvian Line.	425.3	46.0 21.8	Callao.	Ballast.
Cedar Branch	20 23.25	21	7.43	21 16.28	Wessel Duval (S. B.)	253.5	43.5 19.6	Iquique.	General.
R-23 (c)	4 15.16	21	8.28	21 14.44	Pacific Steam Navigation Co.	437.5	56.2 21.0	Valparaiso.	Nitrates.
Oron (c)	21 7.30	21	8.28	21 18.20	Pacific Steam Navigation Co.	390.0	50.2 20.0	Valparaiso.	General.
Raranga.	21 8.20	21	10.03	21 19.12	F. & W. Ritson.	390.3	51.0 22.0	Valparaiso.	General.
Standard Arrow	21 10.30	21	11.08	21 19.25	United States Navy.	514.0	65.0 21.0	Balboa.	Ballast.
					United States Navy.	478.0	63.2 29.0	San Diego.	Hampion R'ds
					Shaw, Saville & Albion Co.	457.6	62.7 21.0	Wellington.	General.
					Standard Transportation Co.			San Francisco.	Ballast.

PORT OF CRISTOBAL.

*ARRIVALS.										*DEPARTURES.									
Date	Vessel	Line	From	Date	Vessel	Line	To	Date	Vessel	Line	To	Date	Vessel	Line	To	Date	Vessel	Line	To
Aug. 15	Ulua	(t)	United Fruit Co.	Port Limou.	Aug. 15	Caribbean.	Panama Railroad	Aug. 15	Ulua	Cartagena.	Cartagena.	Aug. 15	Ulua	Cartagena.	Cartagena.	Aug. 15	Ulua	Cartagena.	Cartagena.
Aug. 15	Ulysses (t)	(t)	Panama Railroad Steamship Line.	Norfolk.	Aug. 15	Ulua	Cartagena.	Aug. 15	Ulysses (t)	Cartagena.	Cartagena.	Aug. 15	Ulysses (t)	Cartagena.	Cartagena.	Aug. 15	Ulysses (t)	Cartagena.	Cartagena.
Aug. 15	Dario (G)	(t)	Panama Railroad Steamship Line.	Norfolk.	Aug. 15	Ulysses (t)	Cartagena.	Aug. 15	Dario (G)	Cartagena.	Cartagena.	Aug. 15	Dario (G)	Cartagena.	Cartagena.	Aug. 15	Dario (G)	Cartagena.	Cartagena.
Aug. 16	Cartago	(t)	United Fruit Co.	New Orleans.	Aug. 16	Cartago	Cartagena.	Aug. 16	Cartago	Cartagena.	Cartagena.	Aug. 16	Cartago	Cartagena.	Cartagena.	Aug. 16	Cartago	Cartagena.	Cartagena.
Aug. 16	Tolva	(t)	United Fruit Co.	New Orleans.	Aug. 16	Tolva	Cartagena.	Aug. 16	Tolva	Cartagena.	Cartagena.	Aug. 16	Tolva	Cartagena.	Cartagena.	Aug. 16	Tolva	Cartagena.	Cartagena.
Aug. 16	Chinampa	(t)	Standard Oil Co.	New York via Habana.	Aug. 16	Chinampa	Cartagena.	Aug. 16	Chinampa	Cartagena.	Cartagena.	Aug. 16	Chinampa	Cartagena.	Cartagena.	Aug. 16	Chinampa	Cartagena.	Cartagena.
Aug. 16	Perou	(t)	French Line.	St. Nazaire and waypts.	Aug. 16	Perou	Cartagena.	Aug. 16	Perou	Cartagena.	Cartagena.	Aug. 16	Perou	Cartagena.	Cartagena.	Aug. 16	Perou	Cartagena.	Cartagena.
Aug. 17	Atenas	(t)	New Orleans via waypts.	New Orleans via Kingston.	Aug. 17	Atenas	Cartagena.	Aug. 17	Atenas	Cartagena.	Cartagena.	Aug. 17	Atenas	Cartagena.	Cartagena.	Aug. 17	Atenas	Cartagena.	Cartagena.
Aug. 18	Zacapa	(t)	United Fruit Co.	New York Col. Kingston.	Aug. 18	Zacapa	Cartagena.	Aug. 18	Zacapa	Cartagena.	Cartagena.	Aug. 18	Zacapa	Cartagena.	Cartagena.	Aug. 18	Zacapa	Cartagena.	Cartagena.
Aug. 18	Carrillo	(t)	United Fruit Co.	New York via Kingston.	Aug. 18	Carrillo	Cartagena.	Aug. 18	Carrillo	Cartagena.	Cartagena.	Aug. 18	Carrillo	Cartagena.	Cartagena.	Aug. 18	Carrillo	Cartagena.	Cartagena.
Aug. 18	Columbia	(t)	N. O. & S. A. S. Line.	New Orleans.	Aug. 18	Columbia	Cartagena.	Aug. 18	Columbia	Cartagena.	Cartagena.	Aug. 18	Columbia	Cartagena.	Cartagena.	Aug. 18	Columbia	Cartagena.	Cartagena.
Aug. 19	Caribbean	(t)	Panama Railroad Cattle Industry.	Cartagena.	Aug. 19	Caribbean	Cartagena.	Aug. 19	Caribbean	Cartagena.	Cartagena.	Aug. 19	Caribbean	Cartagena.	Cartagena.	Aug. 19	Caribbean	Cartagena.	Cartagena.
Aug. 20	Colon	(t)	Panama Railroad Steamship Line.	New York.	Aug. 20	Colon	Cartagena.	Aug. 20	Colon	Cartagena.	Cartagena.	Aug. 20	Colon	Cartagena.	Cartagena.	Aug. 20	Colon	Cartagena.	Cartagena.
Aug. 21	Nessiau	(t)	Leyland Line.	Liverpool via wayports.	Aug. 21	Nessiau	Cartagena.	Aug. 21	Nessiau	Cartagena.	Cartagena.	Aug. 21	Nessiau	Cartagena.	Cartagena.	Aug. 21	Nessiau	Cartagena.	Cartagena.

(g) Barge. (t) Training ship.

*ARRIVALS.										*DEPARTURES.									
Date	Vessel	Line	From	Date	Vessel	Line	To	Date	Vessel	Line	To	Date	Vessel	Line	To	Date	Vessel	Line	To
Aug. 21	Seiyo Maru	(t)	Toyo Kisen Kaisha	Valparaiso.	None			None				Aug. 21	Seiyo Maru	(t)	Toyo Kisen Kaisha	Valparaiso.	None		

\*Other than ships passing through the Canal.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

### Visit of the "Kasuga."

The Japanese cruiser *Kasuga* arrived at Cristobal on August 22 from New Orleans and, after passing through the Canal, tied up at dock 16 at Balboa. A reception, with exhibitions of jiu-jitsu, was given on board in the afternoon of August 24. The *Kasuga* is due to sail on August 26 for San Francisco.

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### Red Cross Ship Carrying Polish and Russian Children.

The Japanese steamship *Yomei Maru*, under charter to the American Red Cross, arrived at Balboa on August 18 on her way from Kobe, via Vladivostok and San Francisco, to New York with 852 Russian and Polish children, 87 Russian prisoners taken by the Japanese in eastern Siberia, 4 physicians, 14 nurses, and 4,900 tons of cargo. The destination of the ship was Petrograd but on account of the political situation in Russia and Poland she was diverted to New York for orders. The children in charge of the Red Cross came into its care after being separated from their families in consequence of the Russian revolution and are being returned home by the trans-Siberian railroad and the ocean route on account of difficulties of transportation in western Russia.

At both Balboa and Cristobal the *Yomei Maru* was met by representatives of the Canal Zone Chapter of the Red Cross, and other residents of the Canal Zone, and the children were given refreshments and entertainment.

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### Quarantine Circular Regarding the Port of Paita.

BALBOA HEIGHTS, C. Z., August 24, 1920.

Arrangements have been made by which all lighters used for loading vessels bound for the Canal Zone or the United States will be fumigated at the port of Paita before use, and all dry hides in bundles shipped from that port will be similarly fumigated. Vessels carrying freight from Paita and bringing certificates that the above-mentioned fumigation has been performed will not be subject to any additional restrictions.

S. B. GRUBBS,  
Chief Quarantine Officer.

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### Passengers from Paita.

It has been reported that steamship companies have been refusing to receive passengers from Paita for the Canal ports direct, but have been requiring them to embark from Callao, on account of supposed quarantine requirements at the Canal.

The Canal is doing everything possible to reduce to a minimum the delays to ships or passengers arriving at its ports, and has not initiated such a requirement. Passengers from Paita have always been received without detention if they have been away from the port 6 days. If the steamer arrives at Balboa in less than 6 days, passengers from Paita were taken off and were required to remain in the quarantine station at either Balboa or Colon until the 6 days have expired. There has been no other delay to them unless they became sick; furthermore, if in transit they were allowed to embark and leave the Canal Zone before the quarantine time was over. There has been no delay to the vessel on account of taking passengers at Paita.

Since the epidemic of yellow fever and plague that occurred in northern Peru 6 months ago, very thorough work has been done, especially at Paita, so that this port is considered safe and passengers who have not come from interior points are not quarantined at all.

In this connection, there is now no quarantine of persons on account of bubonic plague, all of the measures at the Canal being directed against rats. On this account special rules have been made for freight from Paita. These will be removed promptly after the reconstruction of Paita and the consequent abolition of the port as a plague menace.

### Ships at Cristobal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ending Monday, August 23:

Steamships *Colon*, *Advance*, *Gen. Geo. W. Goethals*, miscellaneous repairs and painting to engine, deck, and steward departments; *Walter Hardcastle*, patch furnace and boiler front; U. S. Army transport *South Bend*, repair circulator, fire pumps, etc.; *Mantaro*, repair furnace and electric weld boiler; *Springfield*, repair condenser and rebrick boilers; *Donato*, *Chinampa*, *Benjamin Brewster*, *Caribbean*, tug *St. Finbarr*, *Lake Granby*, *Maricopa*, U. S. S. *Morris*, U. S. S. *Tern*, U. S. S. *Orion*, *City of Joliet*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 21, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Ulua.....	United Fruit Co.....	August 15....	August 15....	30	7
Caribbean.....	Panama Railroad Cattle Industry.....	.....	August 15....	.....	12
Balboa.....	Colombian Maritime Co.....	.....	August 16....	.....	504
Huasco.....	Cilean Steamship Line.....	.....	August 16....	.....	795
Ulysses.....	Panama Railroad Steamship Line.....	August 15....	August 19....	11,991	(†)
*Darien.....	Panama Railroad Steamship Line.....	August 15....	August 19....	7,276	(†)
Cauca.....	Pacific Steam Navigation Co.....	August 15....	August 20....	1,043	1,030
Tolca.....	United Fruit Co.....	August 16....	August 17....	396	15
Cartago.....	United Fruit Co.....	August 15....	August 18....	675	255
Chinampa.....	Standard Oil Co.....	August 16....	August 19....	8,571	(†)
Peron.....	French Line.....	August 17....	.....	16	.....
Atenas.....	United Fruit Co.....	August 18....	August 18....	1	1
Zacapa.....	United Fruit Co.....	August 18....	August 18....	1	6
Carrillo.....	United Fruit Co.....	August 18....	August 19....	1	165
Calera.....	Indies Navigation Co.....	August 18....	August 20....	378	(†)
Orbita.....	Pacific Steam Navigation Co.....	August 19....	August 20....	114	(†)
Columbia.....	New Orleans & So. Am. S. S. Co....	August 19....	August 20....	22	591
Caribbean.....	Panama Railroad Cattle Industry.....	August 19....	.....	210	.....
Mantaro.....	Peruvian Steamship Co.....	August 20....	.....	2,976	.....
Colon.....	Panama Railroad Steamship Line.....	August 20....	.....	2,412	.....
Cristobal.....	Panama Railroad Steamship Line.....	.....	August 20....	.....	5,871
Almeo.....	Royal Dutch W. I. Mail S. S. Co....	August 21....	.....	424	.....
Nessian.....	Leyland Line.....	August 21....	.....	1,445	.....
Junia.....	Pacific Steam Navigation Co.....	August 21....	.....	70	.....

\* Barge.

† No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 21, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Cauca.....	Pacific Steam Navigation Co.....	August 15....	August 15....	11	.....
Balboa.....	Colombia Maritime Co.....	August 16....	August 17....	.....	74
Seiyo Maru.....	Toyo Kisen Kaisha.....	August 21....	(*)	.....	.....
Calera.....	Indies Navigation Co.....	August 20....	(*)	500	.....

\* In port.

### Time of Passenger Connections between New York and Buenos Aires.

The recent voyage of a passenger liner from New York to Buenos Aires direct in 19 days and 15 hours was reported as establishing a new record for the voyage between those ports, southbound.

The ships of the Grace Line, plying between New York and the west coast of South America, make the voyage between New York and

Valparaiso in 18 days. The railway journey between Valparaiso and Buenos Aires takes about a day and a half. The new record for the direct voyage is seen to be slightly above the time which can be made by using the west coast route.

The Pacific Steam Navigation Company makes the voyage between New York and Valparaiso, with the liners *Ebro* and *Essequibo*, in 20 days.

The South American Steamship Company (Chilean Line), operating the steamship *Renaico* between Valparaiso and New York, makes the voyage in 21 days.

The voyage from the Isthmus to Valparaiso, or *vice versa*, can be made in from 12 to 15 days. The time for direct sailing between the Isthmus and New York is 7 days; for direct sailing between Cristobal and New Orleans, 5 days.

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#### Passengers to be Carried on Baltimore-San Francisco Line.

The Pacific Mail Steamship Company has announced its intention of establishing a coastwise passenger service between Baltimore and San Francisco, via wayports, early in 1921, or as soon as 4 of the 535-foot passenger liners allocated to its trans-Pacific service by the United States Shipping Board shall have been delivered. Upon receipt of the new ships the *Colombia*, *Ecuador*, and *Venezuela* will be diverted from the trans-Pacific service to the coastwise line, which is now carrying cargo only and employing the *Point Adams*, *Point Bonita*, *Point Judith*, and *Point Lobos*. The *Cuba* is also to be employed in the coastwise service, carrying passengers; and if ships can be secured to replace the *Santa Cruz* and *Colusa* in the company's Far Eastern service they will be used in the coastwise line, giving 6 passenger carriers and 4 cargo vessels for the Baltimore-San Francisco service.

All of these vessels will stop at the Canal terminals to handle passengers or cargo; schedules as at present outlined have them spending about 2 days at each end of the Canal.

Ports of call will be as at present: Habana, Puerto Colombia, Cristobal, Balboa, Acajutla, San Jose de Guatemala, and Los Angeles.

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#### Addition to Fire-fighting Equipment for Terminals.

A new automobile combination hose and chemical fire engine has been added to the equipment of the fire station at Balboa, allowing the transfer of an older engine to Cristobal.

The equipment at Cristobal consists now of 2 combination pumping and hose wagons, and 1 hose wagon which is to be fitted with a chemical tank. The equipment of the Balboa station includes 1 pumping and hose wagon and the new chemical and hose wagon, which carries 2 extension ladders. The personnel at each of the 2 terminal stations includes 17 men when the force is at full strength.

In addition to the fire force and equipment on land, each terminal has two tugs equipped for fire fighting. These are the *Porto Bello* and the *Tavernilla* at Cristobal, and the *Cocoli* and the *Gorgona* at Balboa.

With all the equipment engaged at once, the fire force at Cristobal could play 15 streams through 1½-inch nozzles under 50 pounds pressure on a ship, delivering 3,900 gallons of water per minute. That at Balboa could play 13 streams through 1½-inch nozzles, under 50

pounds pressure, delivering 3,500 gallons per minute. This is in addition to the work of the chemical engines.

The policy of The Panama Canal of not insuring its buildings and supplies has had a tendency toward the development of unusual care in the prevention of fire, and of extra facilities for combating fires which break out.

**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.
Hugh M. Brown.....	38354	St. Vincent.....	San Miguel.....	Cattle Industry.....	July 27, 1920.
George Hazel.....	20916	Barbados.....	Panama.....	Supply Department...	July 24, 1920.
Peter Gale or Gayle...	26954	Jamaica.....	Colon.....	Panama Railroad.....	August 11, 1920.
Charles Cumberbatch, <i>alias Samuel Wickham</i>	42883	Barbados.....	Red Tank.....	Pacific Locks.....	August 18, 1920.

**Official Circulars.**

**Charges for Inspection of Cattle and Other Food Animals.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 16, 1920.

CIRCULAR NO. 700-3:

Paragraph No. 2 of Circular No. 700, dated June 1, 1915, is hereby amended to read as follows: "2. A charge of ten (10) cents per animal will be made for the quarantine inspection herein required."

CHESTER HARDING,  
*Governor.*

**Prohibition of Political Activity.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 16, 1920.

To all concerned—At the request of the United States Civil Service Commission, the following warning against activity in politics by Federal officers and employees is issued:

"Competitive employees, while retaining the right to vote and to express privately their opinion on political subjects, are forbidden to take an active part in political management or in political campaigns. This also applies to temporary employees, employees on leave of absence with or without pay, substitutes and laborers. Political activity in city, county, State, or National elections, whether primary or regular, or in behalf of any party or candidate, or any measure to be voted upon, is prohibited.

"Employees are accountable for political activity by persons other than themselves, including wives or husbands, if, in fact, the employees are thus accomplishing by collusion and indirection what they may not lawfully do directly and openly. Political activity, in fact, regardless of the methods or means used by the employee constitutes the violation.

"Further information is contained in Circular 1236, a copy of which may be obtained from the Commission, its District Secretaries, or any local civil-service board.

POLITICAL ASSESSMENTS, SOLICITATIONS, AND DISCRIMINATION.

"Sections 118, 119, 120, and 121 of the Criminal Code (see 35 Stat., 1110) provide that no legisla-

tive, executive, or judicial officer or employee shall solicit or be concerned in soliciting or receiving any money or contribution for political purposes from any other officer or employee of the Government; that no solicitation or receipt of political assessments shall be made by any person in any room or building occupied in the discharge of official duties by any officer or employee of the United States; that no officer or employee shall be discharged or demoted for refusing to make any contribution for political purposes; and that no officer or employee of the Government shall directly or indirectly give or hand over to any other officer or employee in the service of the United States or to any member or delegate to Congress any money or other valuable thing for the promotion of any political object whatever.

"Section 122 of the Criminal Code provides that whoever shall violate any provisions of the four preceding sections shall be fined not more than \$5,000 or imprisoned not more than three years, or both.

"It is the duty of any person having knowledge of the violation of any of the foregoing provisions of the Civil Service Rules or Criminal Code to submit the facts to the United States Civil Service Commission, Washington, D. C.

MARTIN A. MORRISON,  
*President, U. S. Civil Service Commission."*

Employees of The Panama Canal and the Panama Railroad Company should be governed by the foregoing. Those employees who are not in the competitive classified service should deport themselves in the same manner as is expected of competitive classified employees.

CHESTER HARDING,  
*Governor, The Panama Canal.*  
*President, Panama Railroad Company.*

**Acting Electrical Engineer.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., August 17, 1920.

To all concerned—Effective August 20, 1920, and during the absence of Mr. W. L. Hersh, on leave, Mr. A. C. Garlington will act as Electrical Engineer.

JAY J. MORROW,  
*Engineer of Maintenance.*

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., August 17, 1920.  
CIRCULAR NO. 254:

Effective August 20, 1920, Mr. A. C. Garlington, Superintendent, Maintenance and Construction, is designated an accountable official of The Panama Canal, *vice* Mr. W. L. Hersh, and as such will account for all nonexpendable property charged to the Electrical Division and the Division of Telephones and Signals of the Panama Railroad.

ELWYN GREENE,

*Acting Auditor, The Panama Canal.*

Approved:

CHESTER HARDING,  
*Governor.*

**Office, Filing, and Drafting Room Furniture carried by District Quartermaster, Balboa Heights.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., August 13, 1920.

*To all concerned*—The stock of office, filing, and drafting room furniture now carried at Balboa storehouse will hereafter be carried by the District Quartermaster, Balboa Heights.

All items such as chairs, desks, tables, stools, etc., which become surplus, will be shipped and invoiced to the District Quartermaster, Balboa Heights, for physical accounting only.

Furniture in unserviceable condition will be presented for survey and, if in the opinion of the Surveying Officer it is worth repairing, he will direct that same be shipped and invoiced to the District Quartermaster, Balboa Heights, for physical accounting only.

The cost of repairs to furniture turned over to District Quartermaster for reissue will be charged to division to which same is subsequently issued. If no repairs are necessary, issue will be made for physical accounting only.

When additional items of office furniture are required, requisitions will be made on the District Quartermaster, Balboa Heights, and forwarded to the chairman, furniture committee (Property Bureau) for approval, before issue is made. If items required are not on hand, the chairman, furniture committee, will endeavor to fill requisition by transfer from other divisions.

All items of office furniture which become surplus must be transferred to the District Quartermaster, Balboa Heights, unless other disposition is approved by the chairman, furniture committee.

It is requested that all offices arrange to turn over to the District Quartermaster at once all surplus furniture, in order that present shortage of same may be relieved.

R. K. MORRIS,  
*Chief Quartermaster.*

Approved:

CHESTER HARDING,  
*Governor.*

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., August 23, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Requests for forwarding may be made by telephone, calling No. 182, Balboa: Asebedo, Mrs. Carmen Lackner, John Barnes, Fred M. McMurtag, W. Campion, T. A. McNice, Thomas Connelly, J. E. Macfie, Mrs. Sarah A. Durone, P. F. Stewart, P. S. Frazier, T. A. Thompson, Thomas C. Haferman & Co., Win. or Carmen Harding, Robert & S. Williams, Mrs. F. T. and W. D. Clark Wycoff, Russell

**Binders for The Panama Canal Record.**

Cardboard covers, punched and fitted with brass fasteners, forming binders for those who wish to keep a file of the current volume, are offered for sale for 25 cents. Orders may be addressed to THE PANAMA CANAL RECORD Balboa Heights, Canal Zone.

Offices of The Panama Canal and the Panama Railroad may secure binders on application to the Executive Office.

**Sale of Typewriters at Balboa Storehouse.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., September 10, 1920, and then opened, for the purchase of about 39 used typewriters on hand at Balboa storehouse. Form of proposal may be had upon application to the office of the General Storekeeper, Balboa, or the office of the Chief Quartermaster, Balboa Heights. The Panama Canal reserves the right to reject any or all bids.

**Cable Notice.**

Western Union advises that the rate to Tahiti Island via British Pacific is now 10 cents per word more than via British Pacific as quoted in the tariff book.

**Additions to Commissary Stock.**

*Grocery Section.*

Biscuits, Jacob's Butter Puffs, 1-lb. tin..	\$0 68
Biscuits, Jacob's Cream Crackers, 1-lb. tin.....	.68
Biscuits, Jacob's Puff Cracknel, 1-lb. tin..	.66
Chow Chow, Heinz, Regal, bot.....	.20
Dressing, salad, Heinz, 10-oz. jar.....	.43
Gherkins, Heinz, sweet, small, picnic, small bot.....	.24
Pickles, Heinz, sweet, mustard, small bot..	.24
Pickles, Heinz, sweet, mustard, med. bot..	.38
Powder, washing, Star Naptha, 8-oz. ctu..	.08
Powder, washing, Star Naptha, 3 1/2-lb. ctu..	.31
Preserves, strawberry, Heinz Empress, medium jar.....	.55
Sauce, beefsteak, Heinz, 6-oz. bot.....	.21
Spaghetti, Heinz, 10-oz. tin.....	.13

**COMMISSARY NOTES.**

**Shoe Enamel.**

For use in whitening the heels and sole edges of shoes, the commissaries stock a white enamel, at 19 cents per bottle. Ask for stock number 21327.

**Shoes.**

For the inexpensive white shoe for every-day wear which is in so much demand in the tropics, the commissaries are now offering women's white duck Oxfords with white enameled soles and heels, at \$2.25 the pair. Not only is the price very reasonable but the shoe is quite a durable one and should prove popular with the trade.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., September 1, 1920. No. 3.

## CANAL WORK IN JULY.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of July, 1920:

BALBOA HEIGHTS, C. Z., August 26, 1920.

*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, 1920:

### CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal during the month was 225, in addition to which there were 26 United States Government vessels including 16 United States Navy submarines, 2 Navy colliers, 1 Navy tug, 3 Navy eagle boats, and 4 merchant vessels with coal for the Navy. A detailed classification of the month's traffic is included with this report.

The Panama Canal net tonnage of the 225 commercial vessels aggregated 856,798 tons, 152,086 tons greater than for June. Their registered gross tonnage was 1,109,079 and registered net tonnage, 702,951. The total cargo carried was 886,814 tons of 2,240 pounds, 52,393 tons greater than for the preceding month. Of the total for July, 3,081 tons were carried as deck cargo. The total number of vessels and craft of all kinds through the Canal was 258, as compared with 218 last month. The total tolls earned for July were \$842,312.05, as compared with \$711,226.90 in June. The average toll-paying vessels per day were 7.6, and the average tolls per vessel, \$3,543.64. Tolls collected amounted to \$836,298.68.

The average tonnage, Panama Canal measurement, per vessel, was 3,803; United States net equivalent, 3,136; registered gross, 4,929; and registered net, 3,124. The average cargo carried by the laden vessels was 4,571 tons.

The United States coastwise trade for July included 19 vessels with a total Panama Canal net tonnage of 70,840, and cargo of 57,235 tons. There were 10 vessels from the Atlantic to the Pacific with a total tonnage of 32,599 and cargo of 20,797 tons; and from the Pacific to the Atlantic Coast 9 vessels with a total tonnage of 38,241 and cargo of 36,438 tons.

### PRINCIPAL COMMODITIES.

Bulk shipments of whole cargoes of the different principal commodities included in the July traffic were:

#### FROM ATLANTIC TO PACIFIC.

Commodity.	No. of cargoes.	Tons.	Total tons.	From—	To—
Coal.....	2	6,392	.....	Norfolk.....	Iquique.
Coal.....	2	5,899	.....	Norfolk.....	Arica.
Coal.....	1	12,264	.....	Norfolk.....	Balboa.
Coal.....	1	6,209	.....	Norfolk.....	Chilean ports.
Coal.....	1	3,260	.....	Norfolk.....	Valparaiso.
Coal.....	1	2,862	.....	Norfolk.....	Antofagasta.
Coal.....	1	2,360	.....	Norfolk.....	Mejillones.
Coal.....	1	4,092	.....	Newport News.....	Iquique.
Coal.....	1	4,025	47,363	Newport News.....	Arica.
Fuel oil.....	1	11,343	.....	Tampico.....	Chilean ports.
Fuel oil.....	1	9,254	.....	Tampico.....	Tocopilla.
Fuel oil.....	1	8,600	.....	Tampico.....	Pisagua.
Fuel oil.....	1	7,500	.....	Tampico.....	Balboa.
Fuel oil.....	1	4,478	.....	Tampico.....	Corinto.
Fuel oil.....	1	10,148	.....	Puerto Lobos.....	Pisagua.
Fuel oil.....	1	9,500	.....	Puerto Lobos.....	Iquique.
Fuel oil.....	1	10,746	71,569	Palo Blanco.....	San Francisco.
Steel.....	1	8,768	.....	New York.....	Shanghai.
Steel.....	1	6,284	.....	New York.....	Kobe.
Steel.....	1	800	15,852	Mobile.....	La Union, Salvador.
Sugar.....	1	.....	5,000	Cuba.....	British Columbia.
Fuel briquettes.....	1	.....	3,194	Norfolk.....	Iquique.
Norway spelter.....	1	.....	2,000	Christiana.....	San Francisco.
Coke.....	1	.....	1,861	Baltimore.....	Valparaiso.

## FROM PACIFIC TO ATLANTIC.

Commodity.	No. of cargoes.	Tons.	Total tons.	From—	To—
Flour.....	2	13,130		Portland.....	New York.
Flour.....	1	6,719		Portland.....	Belfast.
Flour.....	1	6,646		Portland.....	London.
Flour.....	1	6,239		Portland.....	Alexandria.
Flour.....	1	1,154		Portland.....	Limerick, Ireland.
Flour.....	1	8,476		Tacoma.....	Alexandria, Egypt.
Flour.....	1	7,545		Tacoma.....	Glasgow.
Flour.....	1	7,409		San Francisco.....	Alexandria, Egypt.
Flour.....	1	5,310	62,628	San Francisco.....	New York.
Wheat.....	1	8,221		Portland.....	Manchester, England
Wheat.....	1	7,430		Portland.....	Lisbon.
Wheat.....	1	7,265		Portland.....	Bordeaux.
Wheat.....	1	6,938		Portland.....	Liverpool.
Wheat.....	1	6,886		Portland.....	Avonmouth, England.
Wheat.....	1	5,000		Portland.....	Limerick, Ireland.
Wheat.....	1	6,374		San Francisco.....	Dublin, Ireland.
Wheat.....	1	3,100	51,214	Darien.....	Copenhagen.
Cold storage food products.	1	10,000		Sydney.....	London.
Cold storage food products.	1	8,201		Sydney.....	Rotterdam.
Cold storage food products.	1	5,800		Sydney.....	New York.
Cold storage food products.	1	6,594		Wellington.....	London.
Cold storage food products.	1	5,768		Port Chambers.....	London.
Cold storage food products.	1	4,898		New Plymouth.....	London.
Cold storage food products.	1	3,800	45,061	Timaru, N. Z.....	London.
Nitrate.....	1	8,666		Chilean ports.....	New York.
Nitrate.....	1	8,000		Antofagasta.....	Rotterdam.
Nitrate.....	1	5,100		Caleta Colosa.....	European ports.
Nitrate.....	1	4,200		Taltal.....	European ports.
Nitrate.....	1	3,135		Taltal.....	New York.
Nitrate.....	1	3,000	32,101	Talara.....	San Juan, P. R.
Rice.....	1	7,612		Saigon, China.....	Habana, Cuba.
Rice.....	1	7,100		Saigon, China.....	Cardenas, Cuba.
Rice.....	1	6,500		Saigon, China.....	Cienfuegos, Cuba.
Rice.....	1	5,000		Hongkong.....	Cuban ports.
Rice.....	1	1,200	27,412	San Francisco.....	Cienfuegos, Cuba
Lubricating oil.....	1	11,000		San Francisco.....	Loudon.
Lubricating oil.....	1	9,642	20,642	San Francisco.....	Paulsboro, N. J.
Sugar.....	1	7,605		Kobe.....	New Orleans.
Sugar.....	1	6,596		Philippines.....	New York.
Sugar.....	1	3,000	17,201	Philippines.....	U. S. Atlantic ports
Lumber.....	2	4,525		Seattle.....	Nacvitas, Cuba.
Lumber.....	1	7,359		Vancouver.....	Gramgemouth.
Lumber.....	1	1,127		Vancouver.....	Glasgow.
Lumber.....	1	1,100	14,111	Portland.....	Birmingham, England.

## LATIN-AMERICAN TRAFFIC.

Commercial vessels through the Canal en route to the west coast of Central and South America were classified as follows:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
United States.....	26	95,520	57,988	71,733	102,599
*British.....	16	53,724	31,499	37,999	20,075
Chilean.....	6	23,094	13,574	17,026	12,928
Norwegian.....	3	16,078	10,158	11,879	21,844
Italian.....	2	10,035	6,010	7,193	2,186
Peruvian.....	2	7,922	3,941	5,364	2,188
Swedish.....	2	7,576	5,714	7,936	6,820
French.....	1	5,818	3,712	4,166	1,048
Spanish.....	1	4,500	3,625	3,166	Ballast.
Dutch.....	1	3,689	2,291	3,660	2,330
Jugoslav.....	1	3,185	2,034	2,254	4,025
Costa Rican.....	1	185	172	185	50
Total.....	62	231,426	149,718	172,561	176,093

\*Does not include 1 British cruiser of 5,482 tons displacement.

Five of the above vessels with an aggregate Panama Canal net tonnage of 9,734 were in ballast; 2 from European ports, 2 from Cristobal, and 1 from the United States. Five vessels with a total Panama Canal net tonnage of 4,352, carrying 7,320 tons of cargo, were bound for Central American ports; the remainder for South American

west coast ports. The registry of the vessels, the kind and quantity of their cargo and its destination are shown below:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
9	United States		General	25,118	South American west coast ports.
4	United States	37,591	Fuel oil		South American west coast ports.
1	United States	4,478	Fuel oil	42,069	Cen. American west coast ports.
7	United States		Coal	31,418	South American west coast ports.
1	United States		Fuel briquettes	3,194	South American west coast ports.
3	United States		Ballast		South American west coast ports.
1	United States		Railroad iron	800	Cen. American west coast ports.
12	British		General	18,063	South American west coast ports.
1	British		Cable supplies	20	South American west coast ports.
1	British		Ballast		South American west coast ports.
2	British		General	1,692	Cen. American west coast ports.
5	Chilean		General	10,307	South American west coast ports.
1	Chilean		Coal	2,621	South American west coast ports.
2	Norwegian		Fuel oil	18,754	South American west coast ports.
1	Norwegian		Coal	3,090	South American west coast ports.
2	Italian		General	2,186	South American west coast ports.
2	Peruvian		General	2,183	South American west coast ports.
2	Swedish		General	6,820	South American west coast ports.
1	French		General	1,043	South American west coast ports.
1	Spanish		Ballast		South American west coast ports.
1	Dutch		General	2,330	South American west coast ports.
1	Jugoslav		Coal	4,025	South American west coast ports.
1	Costa Rican		General	50	Cen. American west coast ports.
62				176,093	

\*Includes 583 tons routed to Buenos Aires via steamship *Valparaiso*.

The Latin-American traffic from the west coast of Central and South America for July is classified in the following tabulation:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
British	21	72,484	43,991	53,542	Tons.
United States	16	78,830	49,681	58,831	32,214
Peruvian	4	15,414	8,663	11,064	27,410
Chilean	3	9,734	6,244	7,931	7,974
Norwegian	2	13,948	8,840	10,189	1,677
Italian	2	13,793	8,113	9,204	Ballast
German	2	12,094	7,687	10,289	7,983
Dutch	1	6,424	4,231	4,760	10,508
Costa Rican	1	265	194	207	8,000
Total	52	222,986	137,644	166,017	233

Thirteen of the above vessels were in ballast and 1 carried passengers only; this traffic including 11 oil tankers, 1 collier, 1 tug, and 1 steamship with passengers. Five of the 52 vessels were from Central American ports, the remaining 47 were from South American ports. This traffic is further classified in the following statement:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
9	British	6,749	General		Cristobal.
5	British	17,760	General		United Kingdom.
2	British	4,735	General		United States Atlantic ports.
1	British	2,970	General	32,214	France.
3	British		Ballast		Tampico, Mexico.
1	British		Ballast		United Kingdom.
5	United States	19,891	General		United States Atlantic ports.
2	United States	1,384	General		Cristobal.
1	United States	3,135	Nitrate		United States Atlantic port.
1	United States	3,000	Nitrate	6,135	Porto Rico.
6	United States		Ballast		Mexican ports.
1	United States		Ballast		United States Atlantic port.
3	Peruvian	5,846	General		Cristobal.
1	Peruvian	2,128	General	7,974	United Kingdom.
2	Chilean		General	1,677	Cristobal.
2	Norwegian		Ballast		Tampico, Mexico.
2	Italian		General	7,988	Genoa, Italy.
2	German		Nitrate and ore	10,508	United Kingdom.
1	Dutch		Nitrate	8,000	Rotterdam.
1	Costa Rican		Logs	233	Cristobal.
52				96,004	

Forty-nine of the vessels passing through the Canal during July were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 202,022 and carrying 261,158 tons of cargo. Twenty-nine were northbound with a total tonnage of 131,658 and cargo of 180,496 tons; 20 were southbound with a tonnage of 70,364 and cargo of 80,662 tons.

## PRINCIPAL TRADE ROUTES.

Statements attached to this report show the distribution of the cargo through the Canal this month (see pages 37, 38, and 39); the tabulation following gives the classification of the traffic according to the principal trade routes.

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
United States to west coast of South America.....	22	64,236	79,354	1	6,220
Cristobal to west coast of South America.....	17	24,077	12,117	2	124
United States to Far East.....	13	61,578	92,069	.....	.....
Europe to west coast of South America.....	10	43,121	19,142	2	4,390
United States coastwise.....	10	32,599	20,797	1	2,940
Mexico to west coast of South America.....	6	29,787	56,345	.....	.....
United States to Australia and New Zealand.....	5	25,864	34,977	.....	.....
Europe to Australia and New Zealand.....	4	29,826	37,539	.....	.....
Europe to west coast of United States.....	4	12,306	8,000	2	4,231
Cristobal to west coast of United States.....	3	3,937	2,064	1	742
Cristobal to west coast of Central America.....	3	1,583	2,042	.....	.....
North Colombian ports to west coast of South America.....	2	6,988	1,815	.....	.....
Cuba to British Columbia.....	2	8,307	9,800	.....	.....
Mexico to west coast of United States.....	1	5,342	10,746	.....	.....
East coast of United States to British Columbia.....	1	5,448	6,232	.....	.....
East coast to west coast of United States (not coastwise).....	1	4,082	.....	1	4,082
Mexico to west coast of Central America.....	1	2,316	4,478	.....	.....
United States to west coast of Central America.....	1	453	800	.....	.....
Total.....	106	361,850	398,317	10	21,720
<i>Pacific to Atlantic.</i>					
West coast of South America to Cristobal.....	14	20,299	13,896	.....	.....
West coast of United States to Europe.....	13	62,105	93,081	.....	.....
*West coast of South America to Europe.....	12	48,298	45,151	1	105
West coast of South America to Mexico.....	11	53,710	.....	11	53,710
Australia and New Zealand to Europe.....	9	65,849	58,191	.....	.....
Far East to east coast of United States.....	9	44,347	72,216	.....	.....
United States coastwise.....	9	35,241	36,438	3	14,234
West coast of South America to United States.....	9	34,650	27,761	1	6,930
Far East to Europe.....	4	22,948	28,711	.....	.....
Far East to Cuba.....	4	18,600	29,212	.....	.....
West coast of United States to Mexico.....	3	16,097	.....	3	16,097
West coast of United States to Egypt.....	3	15,470	22,124	.....	.....
West coast of United States to Cuba.....	3	4,414	5,725	.....	.....
West coast of Central America to Cristobal.....	3	1,605	1,993	.....	.....
Australia and New Zealand to United States.....	2	12,207	13,868	.....	.....
Philippines to east coast of United States.....	2	9,745	15,376	.....	.....
British Columbia to Europe.....	2	8,831	15,548	.....	.....
West coast of Central America to Europe.....	2	5,528	4,293	.....	.....
West coast of United States to Cristobal.....	2	3,756	2,003	.....	.....
British Columbia to Mexico.....	1	6,321	.....	1	6,321
West coast of South America to Porto Rico.....	1	1,927	3,000	.....	.....
Total.....	118	494,948	488,497	20	97,397

The statement of traffic from the Atlantic to the Pacific does not include 1 British cruiser of 5,482 tons displacement, bound from British West Indies to west coast of South America.

\* One vessel of 2,286 tons net, Panama Canal measurement, carried passengers only.

## SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 136 vessels and craft during July; 79 at Cristobal and 57 at Balboa. Of these 29 were dry-docked, 14 at Cristobal and 15 at Balboa. Bunker coal in the amount of 42,337 tons was supplied to 123 commercial vessels; 39,280 tons to 101 vessels at Cristobal, and 3,057 tons to 22 vessels at Balboa. Twenty-nine commercial vessels were furnished a total of 55,907 barrels of fuel oil; 3 with 1,718 barrels at Cristobal, and 26 with 54,189 barrels at Balboa. There were 294 vessels supplied with 12,814,322 gallons of water; 177 at Cristobal with 10,233,572 gallons, and 117 with 2,580,750 gallons at Balboa. Sales of commissary supplies to commercial vessels other than those of the Panama Railroad Steamship Line aggregated \$116,383.45, including \$6,529.61 for laundry service, these sales were made to 171 vessels at Cristobal in the

amount of \$82,490.81, and to 89 vessels at Balboa in the amount of \$33,892.64. Charges for tug service for vessels using the Canal and the terminal ports totaled \$24,030.75, of which \$14,333.65 was earned at Cristobal and \$9,697.10 at Balboa

## STATEMENT OF OPERATIONS.

Item.	Cristobal.	Balboa.	Total.
Commercial vessels passing through the Canal.....	107	118	225
New tonnage of above commercial vessels, Panama Canal measurement.....	361,850	494,948	856,798
United States equivalent net tonnage of commercial vessels.....	295,834	409,809	705,643
Registered gross tonnage of commercial vessels.....	469,188	639,891	1,109,079
Registered net tonnage of commercial vessels.....	295,519	407,432	702,951
Cargo through the Canal in commercial vessels, tons of 2,240 pounds.....	398,317	488,497	886,814
Deck load cargo included in above..... tons	730	2,351	3,081
Nationality of commercial vessels through the Canal:			
British.....	*33	35	68
Chilean.....	6	3	9
Chinese.....		1	1
Costa Rican.....	1	1	2
Cuban.....		1	1
Danish.....		3	3
Dutch.....	1	1	2
French.....	3		3
German.....		2	2
Italian.....	2	2	4
Japanese.....	3	6	9
Jugoslav.....	1		1
Norwegian.....	4	2	6
Peruvian.....	2	4	6
Spanish.....	1		1
Swedish.....	2		2
United States.....	48	57	105
<b>Total.....</b>	<b>107</b>	<b>118</b>	<b>225</b>
Panama Canal net tonnage of commercial vessels by nationality:			
British.....	123,421	144,351	267,772
Chilean.....	17,026	7,931	24,957
Chinese.....		4,432	4,432
Costa Rican.....	185	207	392
Cuban.....		702	702
Danish.....		16,224	16,224
Dutch.....	3,660	4,760	8,420
French.....	8,397		8,397
German.....		10,289	10,289
Italian.....	7,193	9,204	16,397
Japanese.....	13,616	28,466	42,082
Jugoslav.....	2,254		2,254
Norwegian.....	15,765	10,189	25,954
Peruvian.....	5,364	11,064	16,428
Spanish.....	3,166		3,166
Swedish.....	7,936		7,936
United States.....	153,867	247,129	400,996
<b>Total.....</b>	<b>361,850</b>	<b>494,948</b>	<b>856,798</b>
United States equivalent net tonnage of commercial vessels by nationality:			
British.....	100,463	118,751	219,214
Chilean.....	12,798	5,818	18,616
Chinese.....		3,792	3,792
Costa Rican.....	172	194	366
Cuban.....		578	578
Danish.....		13,934	13,934
Dutch.....	3,256	4,198	7,454
French.....	7,877		7,877
German.....		7,712	7,712
Italian.....	5,797	7,049	12,846
Japanese.....	11,683	24,823	36,506
Jugoslav.....	1,951		1,951
Norwegian.....	13,268	8,862	22,130
Peruvian.....	2,818	7,603	10,421
Spanish.....	2,877		2,877
Swedish.....	4,598		4,598
United States.....	128,276	206,495	334,771
<b>Total.....</b>	<b>295,834</b>	<b>409,809</b>	<b>705,643</b>
Registered gross tonnage of commercial vessels by nationality:			
British.....	161,710	190,730	352,440
Chilean.....	23,094	9,734	32,828
Chinese.....		6,026	6,026
Costa Rican.....	185	265	450
Cuban.....		1,050	1,050
Danish.....		20,569	20,569
Dutch.....	3,689	6,424	10,113

\*Includes 1 British cruiser.

Item.	Cristobal.	Balboa.	Total.
<b>Registered gross tonnage of commercial vessels by nationality—Contd:</b>			
French.....	10,617		10,617
German.....		12,094	12,094
Italian.....	10,035	13,793	23,828
Japanese.....	17,609	37,271	54,880
Jugoslav.....	3,185		3,185
Norwegian.....	20,972	13,948	34,920
Peruvian.....	7,922	15,414	23,336
Spanish.....	4,600		4,600
Swedish.....	7,576		7,576
United States.....	197,994	312,573	510,567
<b>Total.....</b>	<b>469,188</b>	<b>639,891</b>	<b>1,109,079</b>
<b>Registered net tonnage of commercial vessels by nationality:</b>			
British.....	100,658	118,783	219,441
Chilean.....	13,574	6,244	19,818
Chinese.....		3,871	3,871
Costa Rican.....	172	194	366
Cuban.....		577	577
Danish.....		13,915	13,915
Dutch.....	2,291	4,231	6,522
French.....	7,627		7,627
German.....		7,687	7,687
Italian.....	6,010	8,113	14,123
Japanese.....	11,574	21,261	35,835
Jugoslav.....	2,034		2,034
Norwegian.....	13,212	8,840	22,052
Peruvian.....	3,941	8,663	12,604
Spanish.....	3,625		3,625
Swedish.....	5,714		5,714
United States.....	125,087	202,053	327,140
<b>Total.....</b>	<b>295,519</b>	<b>407,432</b>	<b>702,951</b>
<b>Cargo carried by commercial vessels by nationality:</b>			
British.....	131,842	128,861	260,703
Chilean.....	12,928	1,677	14,605
Chinese.....		6,500	6,500
Costa Rican.....	50	233	283
Cuban.....		1,200	1,200
Danish.....		27,293	27,293
Dutch.....	2,330	8,000	10,330
French.....	1,048		1,048
German.....		10,508	10,508
Italian.....	2,186	7,988	10,174
Japanese.....	18,280	46,420	64,700
Jugoslav.....	4,025		4,025
Norwegian.....	23,844		23,844
Peruvian.....	2,183	7,974	10,162
Spanish.....			
Swedish.....	6,820		6,820
United States.....	192,776	241,843	434,619
<b>Total.....</b>	<b>398,317</b>	<b>438,497</b>	<b>836,814</b>
<b>Tolls levied against commercial vessels by nationality:</b>			
British.....	\$127,173.32	\$143,631.37	\$270,804.69
Chilean.....	15,871.15	6,818.20	22,689.35
Chinese.....		4,740.00	4,740.00
Costa Rican.....	215.00	242.50	457.50
Cuban.....		722.50	722.50
Danish.....		17,417.50	17,417.50
Dutch.....	4,670.00	5,247.50	9,917.50
French.....	7,723.25		7,723.25
German.....		9,640.00	9,640.00
Italian.....	7,246.25	8,811.25	16,057.50
Japanese.....	14,425.95	30,669.00	45,094.95
Jugoslav.....	2,438.75		2,438.75
Norwegian.....	16,585.00	7,336.08	23,921.08
Peruvian.....	3,522.50	9,381.05	12,903.55
Spanish.....	2,279.52		2,279.52
Swedish.....	5,747.50		5,747.50
United States.....	157,442.30	232,914.61	390,356.91
<b>Total.....</b>	<b>\$364,740.49</b>	<b>\$477,571.56</b>	<b>\$842,312.05</b>
<b>Vessels passing through the Canal free of tolls:</b>			
U. S. Navy submarines.....	10	6	16
U. S. Navy colliers.....		2	2
U. S. Navy tug.....	1		1
U. S. Navy Eagle boats.....	3		3
Merchant vessels with coal for U. S. Navy.....	4		4
<b>Total.....</b>	<b>18</b>	<b>8</b>	<b>26</b>

Item.	Cristobal.	Balboa.	Total.
Yachts, ocean-going, passing through the Canal.....	2	2	4
Net tonnage of above, Panama Canal measurement.....	169	735	904
Total ocean-going vessels passing through the Canal.....	127	125	255
Launches passing through the Canal.....	3	3	3
Net tonnage of above, Panama Canal measurement.....	11	11	11
Total vessels and craft passing through the Canal.....	130	128	258
Cargo on which no tolls were charged..... tons.	23,253		23,253
Commercial vessels through the Canal without cargo but not in ballast.....	1		1
Net tonnage of above, National measurement.....	1,665		1,665
Commercial vessels through the Canal in ballast.....	10	20	30
Net tonnage of above, Panama Canal measurement.....	21,729	97,397	119,126
Vessels with passengers only through the Canal.....		1	1
Net tonnage of above, Panama Canal measurement.....		2,286	2,286
Motor vessels through the Canal.....	7	7	14
Net tonnage of above, Panama Canal measurement.....	12,598	20,858	33,456
Sailing vessels through the Canal.....	3		3
Net tonnage of above, Panama Canal measurement.....	5,455		5,455
Tolls levied on laden vessels through the Canal.....	\$346,147.05	\$404,317.35	\$750,464.40
Tolls levied on vessels in ballast through the Canal.....	\$15,862.44	\$70,511.01	\$86,373.45
Tolls levied on displacement tonnage through the Canal.....	2,741.00		2,741.00
Tolls levied on vessels with passengers only through the Canal.....		2,743.20	2,743.20
Tolls levied on ocean-going yachts through the Canal.....	121.68	520.20	650.88
Tolls levied on launches through the Canal.....	8.25		8.25
Total tolls levied.....	\$364,880.42	\$478,100.76	\$842,981.18
Total vessels entering port, including Canal transit.....	284	245	529
Total vessels clearing port, including Canal transit.....	277	247	524
Total vessels entered and cleared.....	561	492	1,053
Registered gross tonnage of vessels entering port.....	1,422,021	1,144,151	2,566,172
Registered gross tonnage of vessels clearing port.....	1,396,960	1,150,332	2,547,292
Total for vessels entering and clearing.....	2,818,981	2,294,483	5,113,464
Net registered tonnage of vessels entering port.....	869,903	725,349	1,595,252
Net registered tonnage of vessels clearing port.....	854,670	730,571	1,585,241
Total for vessels entering and clearing.....	1,724,573	1,455,920	3,180,493
Vessels entering port but not passing through the Canal.....	57	3	60
Gross tonnage of vessels entering port but not passing through the Canal.....	265,302	10,194	275,496
Net tonnage of above.....	163,671	8,117	171,788
Vessels clearing port but not passing through the Canal.....	53	5	58
Gross tonnage of above.....	255,814	16,164	271,978
Net tonnage of above.....	154,627	13,052	167,679
Vessels passing through Canal and handling passengers or cargo at port—entering.....	49	55	104
Gross tonnage of above.....	210,137	186,056	396,193
Net tonnage of above.....	126,079	112,151	238,230
Vessels passing through Canal and handling passengers or cargo at port—clearing.....	50	55	105
Gross tonnage of above.....	257,141	187,995	445,136
Net tonnage of above.....	128,369	115,821	244,190
Transit cargo arriving..... tons.	933,488	811,191	1,744,679
Transit cargo cleared..... tons.	837,479	849,496	1,736,975
Total transit cargo..... tons.	1,820,965	1,690,687	3,511,652
Local cargo arriving..... tons.	42,879	25,274	68,153
Local cargo shipped..... tons.	4,688	800	5,488
Total local cargo..... tons.	47,567	26,074	73,641
Cargo received for transshipment..... tons.	33,425	8,962	42,387
Cargo transhipped..... tons.	50,773	1,597	52,370
Total cargo arriving..... tons.	1,009,792	875,427	1,885,219
Total cargo cleared..... tons.	942,940	851,893	1,794,833
Cargo received by Receiving and Forwarding Agency, P. R. R..... tons.	56,067	6,805	62,872
Cargo dispatched by Receiving and Forwarding Agency, P. R. R..... tons.	51,739	8,187	62,926
Cargo rehandled by Receiving and Forwarding Agency, P. R. R..... tons.	3,553	658	4,211
Total cargo handled by Receiving and Forwarding Agency, P. R. R. tons.	114,359	15,650	130,009
Cargo stevedored, included in above..... tons.	54,908	840	55,748
Commercial vessels, other than P. R. R., supplied with bunker coal.....	99	22	121
Coal supplied above vessels..... tons.	38,979	3,057	42,036
Panama Railroad vessels supplied with bunker coal.....	2	2	2
Coal supplied above vessels..... tons.	401		401
U. S. Army vessels supplied with bunker coal.....	5	2	7
Coal supplied above vessels..... tons.	498	17	515
Total vessels supplied with bunker coal from Panama Railroad deposits.....	106	24	130
Total coal furnished above vessels..... tons.	39,878	3,074	42,952

Item.	Cristobal.	Balboa.	Total.
Coal supplied Panama Railroad departments..... tons..	1,063	40	1,103
Coal supplied U. S. Army, excepting vessels..... tons..	170		170
Coal supplied The Panama Canal..... tons..	1,998	317	2,315
Coal supplied individuals and companies..... tons..	436		436
<b>Total coal furnished from Panama Railroad deposits..... tons..</b>	<b>43,545</b>	<b>3,431</b>	<b>46,976</b>
Coal received during July..... tons..	26,048	11,023	37,071
Coal on hand, August 1, 1920..... tons..	28,406	13,153	41,559
Coal on hand, July 1, 1920..... tons..	45,903	5,561	51,464
<i>Coal—U. S. Navy Account.</i>			
Coal furnished U. S. Navy, including vessels..... tons..	1,641	801	2,442
Coal received during July..... tons..	2,008		2,008
Coal on hand, August 1, 1920..... tons..	67,862	23,697	91,559
Coal on hand, July 1, 1920..... tons..	67,495	24,498	91,993
Commercial vessels other than Panama Railroad supplied with fuel oil from Panama Canal tanks.....	2	25	27
Fuel oil sold to above vessels..... barrels..	552	52,636	53,188
Fuel oil furnished Panama Railroad vessels..... barrels..	1,166	1,533	2,719
Fuel oil issued to U. S. Navy..... barrels..	306		306
Fuel oil issued to U. S. Army..... barrels..		124	124
Fuel oil issued to Canal departments..... barrels..	7,368	30,664	38,032
Fuel oil sold to individuals and companies..... barrels..	194	5,982	6,176
<b>Total fuel oil furnished from Panama Canal tanks..... barrels..</b>	<b>9,586</b>	<b>90,959</b>	<b>100,545</b>
Fuel oil received during July..... barrels..		104,774	104,774
Fuel oil on hand, August 1, 1920..... barrels..	13,353	23,173	36,526
Fuel oil on hand, July 1, 1920..... barrels..	22,939	9,358	32,297
Other oil pumped for individuals and companies..... barrels..	139,568	56,583	196,151
Diesel oil issued during July..... barrels..		20	20
Diesel oil on hand, August 1, 1920..... barrels..		1,134	1,134
Vessels supplied with water.....	177	117	294
Water sold to above vessels..... gallons..	10,233,572	2,580,750	12,814,322
Vessels on which miscellaneous repairs were made.....	65	42	107
Vessels dry-docked.....	14	15	29
Commercial vessels furnished commissary supplies.....	171	89	260
Panama Railroad vessels furnished commissary supplies.....	12		12
Other U. S. Government vessels furnished commissary supplies.....	14	10	24
<b>Total vessels furnished commissary supplies.....</b>	<b>197</b>	<b>99</b>	<b>296</b>
<b>Commissary sales to commercial vessels:</b>			
Ice.....	\$3,119.95	\$671.85	\$3,791.80
Wholesale groceries.....	14,389.14	7,932.98	22,322.12
Wholesale cold storage.....	55,436.85	21,828.62	77,265.47
Laundry.....	6,529.61		6,529.61
Miscellaneous.....	3,015.26	3,459.19	6,474.45
<b>Total.....</b>	<b>\$82,490.81</b>	<b>\$33,892.64</b>	<b>\$116,383.45</b>
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice.....	\$162.00		\$162.00
Wholesale groceries.....	2,467.55	427.47	2,895.02
Wholesale cold storage.....	8,670.24	969.41	9,639.65
Laundry.....	1,984.62		1,984.62
Miscellaneous.....	696.67	54.17	750.84
<b>Total.....</b>	<b>\$13,981.08</b>	<b>\$1,451.05</b>	<b>\$15,432.13</b>
<b>Commissary sales to other Government vessels:</b>			
Ice.....	\$141.22	\$140.72	\$281.94
Wholesale groceries.....	4,949.32	14,945.08	19,894.40
Wholesale cold storage.....	18,953.49	17,643.11	36,596.60
Laundry.....	1,057.25	15.30	1,072.55
Miscellaneous.....	809.31	1,502.21	2,311.52
<b>Total.....</b>	<b>\$25,910.59</b>	<b>\$34,246.42</b>	<b>\$60,157.01</b>
<b>Total commissary sales to all vessels.....</b>	<b>\$122,382.48</b>	<b>\$69,590.11</b>	<b>\$191,972.59</b>
<b>Passengers arriving, including transit passengers:</b>			
First cabin.....	3,513	4,233	7,746
Other than first cabin.....	5,327	2,613	7,940
<b>Total.....</b>	<b>8,840</b>	<b>6,846</b>	<b>15,686</b>
<b>Passengers departing, including transit passengers:</b>			
First cabin.....	3,737	4,198	7,935
Other than first cabin.....	5,555	2,407	8,052
<b>Total.....</b>	<b>9,292</b>	<b>6,605</b>	<b>15,897</b>
<b>Total movement of passengers.....</b>	<b>18,132</b>	<b>13,451</b>	<b>31,673</b>

Item.	Cristobal.	Balboa.	Total.
Passengers disembarking:			
First cabin.....	1,657	208	1,865
Other than first cabin.....	1,002	169	1,171
Total.....	2,659	377	3,036
Passengers embarking:			
First cabin.....	1,941	173	2,114
Other than first cabin.....	1,230	53	1,283
Total.....	3,171	226	3,397
Services to American seamen:			
Seamen shipped.....	336	119	455
Seamen paid off.....	153	60	213
Seamen deserted.....	11	9	20
Seamen deceased.....			
Seamen lodged and subsisted.....	35	15	50
Seamen repatriated.....	35	8	43
Wages of American seamen:			
Total amount earned.....	\$16,573.51	\$9,839.54	\$26,413.05
Deductions approved by Deputy Shipping Commissioners.....	5,173.84	2,955.44	8,129.28
Balance due seamen.....	\$11,399.67	\$6,884.10	\$18,283.77
Paid to seamen.....	5,464.68	4,782.47	10,247.15
Received on deposit for seamen.....	5,934.99	*2,746.63	8,681.62
Services to American vessels:			
Crews shipped.....	2		2
Crews paid off.....	2		2
Shipping articles written.....	2		2
Marine notes of protest noted.....	15	7	22
Bills of health issued.....	146	118	264
Clearances issued.....	155	111	266

\* Includes \$645 immigration deposits.

#### LOCK OPERATION.

Lockages of commercial vessels for July were as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	116	100	216	120	114	234
Pedro Miguel.....	116	108	224	118	110	228
Miraflores.....	116	105	221	118	110	228

All lockages, including Army and Navy vessels, those of the Panama Railroad and The Panama Canal, are shown in the following statement of lockages for July:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial.....	216	224	221
Noncommercial, Army and Navy.....	10	9	9
Noncommercial, Canal equipment.....	9	20	18
Total.....	235	253	248
<i>Vessels.</i>			
Commercial.....	234	228	228
Noncommercial, Army and Navy.....	10	9	9
Noncommercial, Canal equipment.....	9	20	18
Total.....	285	297	300

The total consumption of water for lockages during July was 1,708,350,000 cubic feet. The consumption by lockages was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockage.....	<i>Cubic feet.</i> 926,740,000	<i>Cubic feet.</i> 781,610,000	<i>Cubic feet.</i> 758,280,000
Leakage.....	20,000,000	56,440,000	15,000,000
Maintenance.....			
Total.....	946,740,000	838,050,000	773,280,000

#### METEOROLOGY.

The total rainfall for the month in the Canal Zone and vicinity ranged from 6.18 inches at Balboa Heights to 24.63 inches at the Chilibrillo station, and was unusually heavy over the Upper Chagres River. At Juan Mina, Alhajuella, Vigia, Chilibrillo,

Indio, Frijoles, Gatun River, Gatun, and Brazos Brook, the July rainfall exceeded the total at these stations for the period from January to June, 1920, inclusive. A hail storm was reported as occurring on the 24th in a region about 2½ miles north of Empire; the storm moving from the southwest to the northeast. On the following day a storm of the tornado type swept over San Carlos, Republic of Panama, causing considerable damage.

The estimated July rainfall over the Gatun Lake watershed was 15.70 inches, compared with a 10-year mean of 11.37 inches; over the Chagres River above Alhajuella it was 19.19 inches, compared with a 19-year mean of 14.86 inches. The greatest amount of rainfall occurring on any one day was 5.64 inches at Vigia on the 16th. The Chagres River discharge at Alhajuella was 3,039 c. f. s., being 6 per cent above the 19-year July average of 2,856 c. f. s., and furnished 37 per cent of the Gatun Lake-total yield. This is the first time in the last 15 months, and the second time in 20 months, that the discharge of the Chagres River has been above its monthly normal.

The Gatun Lake watershed total yield was 8,256 c. f. s., 20 per cent above the 10-year mean of 6,858 c. f. s. The maximum July total yield since the existence of the lake was 10,967 c. f. s., in 1915, and the minimum total yield was 2,677 c. f. s. in 1914. The net yield for the month was 7,788 c. f. s. The maximum July net yield of record was 10,376 c. f. s. in 1915, and the minimum net yield was 1,898 c. f. s. in 1914. Gatun Lake varied from a minimum elevation of 82.79 feet on the 3d to a maximum elevation of 85.67 feet on the 31st. The increase in storage was 12.57 billion cubic feet, which is the largest monthly increase in storage since the lake attained operating level in 1914. The consumption of 1,657 c. f. s. at the hydroelectric plant during July was the heaviest on record. The draft on the lake for lockage and hydroelectric power was 2,295 c. f. s., the highest on record, being 5 c. f. s. higher than in December, 1919, the month of maximum lockages since the operation of the Canal. Miraflores Lake varied from a maximum elevation of 54.09 feet on the 4th to a minimum elevation of 52.24 feet on the 20th, ending at 53.01 feet on the 31st.

Three slight seismic tremors were recorded by the Balboa Heights seismographs on the 1st, 16th, and 19th. None of these were of sufficient intensity to be felt in the Canal Zone.

#### ELECTRICAL DIVISION.

*Gatun hydroelectric station*—The gross output of this station for July was 5,994,200 KWH on a computed water consumption of 4,438,210,000 cubic feet.

*Miraflores steam plant*—The gross output of this plant was 15,330 KWH with an oil consumption of 2,125 barrels; the plant was operated for stand-by purposes only.

*Total power output*—The total gross output of both stations was 6,009,530 KWH. The total power distributed to consumers was 4,948,356 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 1,061,174 KWH, or 17.65 per cent of the gross output.

There were 8 operations of the Gatun spillway during July, all being for the regulation of the level of the lake. These are the first operations of the spillway for the lowering of the lake level since December 15, 1919. But one interruption to transmission line service occurred during the month. All substations were operated without any extraordinary occurrences; the construction work under way at the substations remains as reported for May, 1920. Miscellaneous repairs and installations of electrical equipment were made on 68 vessels during the month; 31 at Cristobal and 37 at Balboa.

Construction work for the Army is separately reported.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

Work on the repairs to the steamship *Marne* was begun at Balboa as soon as possible after her arrival at the plant on July 3. It is estimated that this work will cost approximately two-thirds of a million dollars and consume about 6 months. The tangled mass of wreckage amidships of what was formerly her deck houses, and shelter deck structure was removed during the month, together with her poop and fore-castle structures, bulwark plating and most of the shelter deck plates; so that the vessel has practically been stripped to the weather deck beams. All the machinery has been removed to the shops and the boiler room cleared out, leaving the boilers in place. It is evident that the boilers, main turbines, and very nearly all of the auxiliary machinery have not been badly damaged and will be thoroughly serviceable after overhauling. A considerable amount of shopwork has been performed on the vessel, and at the end of the month some of the steel work removed to the shops and worked back into shape was being replaced on the ship.

The steamship *Silverado* was towed to the Balboa plant with a broken crank shaft. The after web of the low pressure crank was broken through. It was decided to make a new section of shaft carrying the low pressure crank, the after end of the shaft and

coupling, and to attach it to the forward part of the old shaft. The remaining part of the low pressure crank was cut from the forward section of shaft and the end turned down. The new forging was made, rough machined, twice annealed, bored at the forward crank web to suit the turned down portion of the old shaft, shrunk on, and keyed, when the assembled shaft was finished, machined, and trued up.

The turbine steamship *Westward Ho* arrived at the Balboa plant with a portion of the blading of her main propelling turbines stripped. Her turbine was of the same size and manufacture as that installed on the steamship *Cansumset* in June. Fortunately the turbine removed from the *Cansumset* had not been shipped from the Isthmus, and sufficient parts were recovered from it in good condition to replace the damaged parts on the turbine of the *Westward Ho*.

Considerable repair work was done for the Navy during the month, including repairs to the submarines *O-11, O-12, O-13, O-14, O-15, O-16*, to the cruisers *Cleveland* and *Tacoma*, the U. S. S. *Sciota, Eagle No. 14*, and the *Eagle Earp*. In addition to these, the following vessels received miscellaneous repairs at the Balboa plant: U. S. S. *Gen. Geo. W. Getty*, subchaser No. 284; steamships *Adria, Ardmore, Askawaka, Benjamin Brewster, Caddo, Coalinga, Cordelia, Cristobal, Dungannon, Easterling, Effingham, Eldena, Guatemala, Hwah' Yah, Lake Elkwater, La Habra, Lompoc, Los Angeles, Margaret Coughlan, Mina Brea, Olockson, Point Adams, San Juan, S. V. Harkness, Seiyo Maru, Sherman, Silverado, West Camak, West Mahomet*; collier *Ulysses*, dredge *Culebra*, launch *Vacuun, Jr.*, tender *Perico*, schooners *Challamba, Laura C. Hall*, and *Valparaiso*; barges Nos. 4 and 136; and tugs *Gatun* and *Gorgona*. Of these the following were dry-docked: U. S. submarines *O-11, O-12, O-13, O-14, O-15, O-16*; steamships *Guatemala, Hwah' Yah, Lake Elkwater, La Habra, Mina Brea*; barges Nos. 4 and 136; and tugs *Gatun* and *Gorgona*.

The more important ship repairs at the Cristobal plant included those to 6 commercial vessels and 3 United States Government vessels. The feed water heater, ice machine, and other auxiliaries of the steamship *Coushatta* were overhauled. The heater coils, windlass, oil pump, and hawse pipe of the auxiliary schooner *Juneau* were repaired. The steamship *Lake Farrington* received an extensive overhaul of her pumps, ice machine, boilers, and other auxiliaries. The decks of the steamship *Harish* were caulked and her anchor windlass, steering engine, ice machine, blower engine, and pumps were repaired. The steamship *Covena* had her circulator shaft renewed and various repairs made. The extensive overhaul of turbines and gears of the U. S. S. *Eagle No. 32* were completed during the month. The main feed pump of the U. S. A. T. *Edellyn* was repaired, new coils for evaporator manufactured and her boilers electric welded and caulked. There was a general overhaul of engines and auxiliaries of the U. S. cableship *Cyrus W. Field*. In addition the following vessels received miscellaneous repairs at Cristobal: U. S. A. T. *Buford* and U. S. S. *Eagle No. 14*; steamships *Acajulla, Advance, Afalkey, Alianca, Ancon, Balboa, Bantu, Bologna, Caribbean, Cartago, Cartona, Cauca, Chile, Colon, Concol, Cuba, Europa, Fairhaven, Farraday, General Goethals, General Gorgas, General Hodges, Guatemala, Haiti, Hayden, Haxtum, Heredia, Jamaica, Lake Flynnus, Larne, Mantaro, Metapan, Newport, Nika, Paiti, Panama, Parismina, Point Adams, Point Judith, Saint Louis, Salvador, San Jose, San Juan, Ucayali, Ulua, Van Rensselaer*, and *Wilhelm Jebsen*, barges Nos. 27, 29, 47, 87, 105, 109, *Darien*, and old French lighter; launches *Activo, Capron, Conroy, and Putnam*; schooners *Juneau, Laura, C. Hall, Linda S., Rosana, and Tahitian Maiden*; tugs *Favorite, Porto Bello, St. Mabyu, St. Teath, and Tavernilla*, and yacht *Wilck Duck*. Of these vessels the following were dry-docked: U. S. S. *Eagle No. 14*, cable ship *Cyrus W. Field*, barges Nos. 27, 29, 47, 87, 105, 109, and old French lighter; launch *Putnam*, schooners *Laura C. Hall, Linda S., and Rosana*, and tug *Porto Bello*.

The output of the Mechanical Division in patterns, castings, and other foundry production for July, as compared with the preceding month, is shown below:

	July.			June.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	39	1,538	103,719	30	1,203	64,851
Steel.....	11	609	64,576	5	266	55,382
Brass.....	14	1,378	20,402	9	846	9,364

The ordinary repair and maintenance work of the Mechanical Division for July included among other items the following:

Cars repaired.....	1,877
Locomotives and cranes repaired.....	1,186
Passenger coaches packed, cleaned, oiled, and inspected.....	3,841

Freight cars repacked.....	234
Locomotives hosted.....	1,565
Cranes hosted.....	211
Locomotives ridden.....	73
Locomotives inspected.....	94
Crews instructed in handling locomotives.....	12
Crews instructed in oil and fuel economy.....	27
Crews instructed in air brakes.....	13
Cranes, locomotive, inspected.....	27

## BUILDING CONSTRUCTION.

The statement following represents the degree of completion, July 31, of the more important construction work performed by the Building Division:

Colon stables:	
East half—	
Six stables.....	(*)
One latrine.....	†85
Deposit pits.....	100
West half—	
Six stables.....	80
Five wagon sheds.....	†90
One feed room.....	†5
One shop building.....	10
Silver townsite, Mount Hope:	
Commissary.....	†80
Two houses, married quarters.....	100
Four houses, married quarters.....	95
Six houses, married quarters.....	90
Two houses, married quarters.....	80
Four houses, married quarters.....	60
Two houses, married quarters.....	50
Two houses, married quarters.....	40
Ten houses, married quarters.....	25
One house, married quarters.....	20
Two 30-room bachelor quarters.....	5
Two 30-room bachelor quarters.....	††
Cristobal incinerator.....	97
Combination shop and storehouse.....	65
Royal Mail Steam Packet Company's office, Cristobal.....	35
Oil tank (55,000 barrels capacity), Cristobal.....	†98
Moving and re-erecting 2 type-7 houses from Las Cascadas to Gatun.....	95
Applying Specification roofing, cold storage plant, Cristobal.....	100
Applying Specification roofing, Pier 6, Cristobal.....	75
Lighthouse, end of breakwater, Cristobal.....	†25
National Catholic War Council building, Balboa.....	48
Bake shop, workroom, and storage room building, Ancon Hospital.....	†75
Oil tank (55,000 barrels capacity), Balboa.....	75
Alterations, Balboa clubhouse.....	100
Alterations, Ancon restaurant.....	†95
Demolition of old French pier, La Boca.....	†75
Moving 3 type-7 houses from Las Cascadas to Pedro Miguel.....	100
Moving two 4-family quarters from Las Cascadas to Quarry Heights.....	65
Moving two 4-family quarters from Las Cascadas to Quarry Heights.....	55
Moving house 47 from Las Cascadas to La Boca.....	95
Addition to nurses' quarters, Corozal.....	100
Moving old Ancon school building to Balboa.....	20

\*Completed except plastering. No work done during the month.

†No work done during the month.

††Footings poured.

Building construction performed for the Army and Navy is separately reported.

## DREDGING DIVISION.

The general movement of material in Cucaracha slide continued during July. Two dipper dredges removed 337,300 cubic yards of earth and rock from the slide area extending over the Canal prism between stations 1805 and 1814 into the proposed basin at the foot of Cucaracha slide and reaching the eastern dredging limit at one place. A channel of ample depth and full width was maintained throughout the month without interference with Canal traffic.

Including the excavation of this month, the dredges have removed a total of 1,730,700 cubic yards of earth and rock from this area since the slide of February 22, 1920. Grader No. 3, engaged continuously during the month, removed an estimated total of 35,000 cubic yards of material from the slide.

The total excavation by dredges during July was 533,214 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(a) 62,100	15,500	46,600	Maintenance.....	<i>Cucaracha Slide.</i> 1805-00 to 1814-00 E. and W.....	<i>Cascadas.</i>
(a) 88,200	22,100	66,100	Maintenance.....	1805-00 to 1814-00 E. and W.....	<i>Paraiso.</i>
(a) 187,000	46,800	140,200	Maintenance.....	1805-00 to 1814-00 E. and W.....	<i>Gamboa.</i>
(a) 18,700 (Relayed)	10,000	8,700	Maintenance.....	<i>Barge repair slide.</i> 1750-00 to 1760-00 W.....	<i>Paraiso.</i>
(a) 50,000	37,500	12,500	Maintenance.....	<i>Gaillard Cut.</i> 1834-50 to 1823-00 E. and W.....	*No. 88.
(b) 5,000	5,000	.....	Construction.....	Balboa inner harbor.....	No. 84.
(b) 85,000	85,000	.....	Maintenance.....	Balboa inner harbor.....	No. 84.
(c) 29,314	29,314 Sand.	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
(c) 7,900	7,900 Gravel.	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
533,214	259,114	274,100			

\* This dredge rehandled 7,200 cubic yards of earth and 12,800 cubic yards of rock to relay at station 1845, for which no credit is given above.

(a) Gaillard Cut.

(b) Balboa inner harbor.

(c) Chagres River.

The excavated material was dumped as follows:

	<i>Cubic yards.</i>
Gatun Lake, north of Gamboa.....	348,450
Canal north of Gold Hill.....	7,200
Rio Grande valley.....	50,000
Canal south of Cucaracha slide.....	350
San Juan dump.....	90,000
Gamboa gravel plant.....	37,214
Total.....	533,214

The following excavation remained to be done on August 1:

Location.	Earth.	Rock.	Total.
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Gaillard Cut.....	.....	25,000	25,000
Pacific entrance.....	47,500	82,900	130,400
Total Canal prism.....	47,500	107,900	155,400
Cristobal coaling station.....	.....	2,100	2,100
Balboa inner harbor.....	104,850	13,400	118,250
Total, ocean to ocean.....	152,350	123,400	275,750

#### MUNICIPAL ENGINEERING DIVISION.

This division had the construction work itemized below in progress during July, with the completion on August 1 as shown:

#### *Northern District.*

	Per cent completed.
Municipal work, New Cristobal townsite:	.....
Grading.....	22
Roads.....	97½
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	*75
Grading, fill, and general municipal work, new Silver townsite, Mount Hope:	.....
Water lines.....	99
Streets and roads.....	*90
Sewers, sanitary.....	*95
Sewers, storm.....	*98
Sidewalks.....	(†)
Road to new incinerator, Mount Hope.....	45
Roads for west half, Colon stables.....	99
Installation of water and sewer system, new Panama Railroad station, Gatun.....	*99
Construction of sidewalks on Lighthouse and Telephone Row, Gatun.....	*30
Well drilling at Chagres village.....	100
Municipal work, block No. 53, Colon:	.....
Roads.....	15
Tracks.....	2
Water lines.....	80
Sanitary sewers.....	90
Storm drains.....	75
Installation of sewer in area between 9th and 10th streets, Colon.....	95

\*No work done during the month. † Not started.

## Southern District.

	Per cent completed.
Municipal work for 4 type-14 houses, Quarry Heights.....	15
New road, Balboa to Diablo Hill.....	*99
Municipal work, Catholic Community building, Balboa.....	25
Sewer and water lines for Central and South American Telegraph Company, Balboa.....	*95
Storm sewer, Javillo Fill.....	*99
Sewer, Northern avenue to beach.....	*99.1
Box sewer, Panama Railroad yards.....	95
Demolition of Calidonia bridge.....	92
Concreting Panama Tramway tracks, Calidonia crossing.....	*75
Concreting streets, new Santo Tomas Hospital.....	56

\*No work done during the month.

The total output of all pumping stations for July was 774,598,950 gallons; and that of the 3 filtration plants, 471,023,000 gallons. The consumption in Panama City was 86,491,000 gallons; and that for Colon, 52,230,500 gallons. Sales of water to 294 vessels at Cristobal and Balboa totaled 12,814,322 gallons. There were 2,640 tons of garbage and 35 dead animals consumed at the Gavilan Island incinerator during July.

## WORKING FORCE.

(Effective July 20, 1920.)

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	38	40	78
Building Division.....	484	1,331	1,815
Electrical Division.....	241	272	513
Municipal Engineering.....	112	1,202	1,314
Lock Operation.....	169	589	758
Dredging Division.....	187	1,137	1,324
Mechanical Division.....	1,019	1,714	2,733
Marine Division.....	177	437	614
Fortifications.....	60	243	303
Total.....	2,487	6,965	9,452
Supply Department:			
Quartermaster.....	219	1,813	2,032
Subsistence.....	37	401	438
Commissary.....	318	1,649	1,967
Cattle Industry—Plantations.....	27	515	542
Hotel Washington.....	11	100	111
Total.....	612	4,478	5,090
Accounting.....	257	9	266
Health Department.....	250	867	1,117
Executive Department.....	549	229	778
Total.....	1,056	1,105	2,161
Panama Railroad:			
Superintendent.....	79	582	661
Transportation.....	147	186	333
Receiving and Forwarding Agency.....	99	1,188	1,287
Coaling Stations.....	120	1,110	1,230
Total.....	445	3,066	3,511
Grand total.....	4,600	15,614	20,214

## OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on July 31, 1920, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,615	2,098	2,528	8,241
Europeans.....	141	29	54	224
West Indians.....	4,901	1,915	3,821	10,637
Total.....	8,657	4,042	6,403	19,102

## PUBLIC HEALTH.

One hundred and twenty cases of malaria with no deaths were reported for July, as compared with 204 cases with 2 deaths in June. There were 37 cases of influenza and 2 deaths. Pneumonia caused 21 deaths. Fourteen cases of chickenpox were reported, as compared with 18 the preceding month. There were 2 cases of smallpox, 1 in Panama and 1 nonresident. One case of leprosy, nonresident, was admitted to Palo Seco. Two cases of typhoid fever were reported, both nonresident, and 1 death.

## RECEIPTS AND SALES OF MATERIAL AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during July was \$745,691.47. Of these receipts \$665,453.81 was chargeable to operation and maintenance, \$44,986.77 to construction and equipment, and \$35,250.89 to miscellaneous departments. The total cash sales on the Isthmus from storehouses and obsolete store amounted to \$198,466.66, of which \$193,495.74 was for stock material, including \$134,342.81 for fuel oil; \$1,952.09 for scrap material; and \$3,018.83 for obsolete second-hand material.

Sales to steamships from storehouses for July amounted to \$149,926.69, of which \$30,554.03 was for miscellaneous stock items and \$119,372.66 for fuel oil. Total sales of commissary supplies to all purchasers for July amounted to \$1,125,700.74, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$117,431.89; to The Panama Canal, \$145,276.01; to the United States Government, including the Army and Navy, \$150,221.22; to individuals and companies, mainly through charge accounts in the retail commissaries, \$31,114.63; to the Panama Railroad including its steamships and the Hotel Washington, \$34,041.38; and to individuals purchasing coupons, \$647,615.61.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on July 31, exclusive of Fortifications, was \$21,002,246.87. The balance in fortification funds allotted to The Panama Canal was \$1,421,037.40; and in fortification funds not allotted to The Panama Canal, \$3,062,332.78. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$828,359.28, and by the Paymaster on the Isthmus to \$1,736,542.66. Purchases of commissary books from the Panama Railroad Company amounted to \$384,621.40.

Collections of tolls on the Isthmus totaled \$836,298.68. Deposits of \$75,300 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 \$2,461,661.48, and collections by the Disbursing Clerk, Washington, \$12,321.73. Receipts from Canal Zone and miscellaneous funds were \$176,096.45; disbursements from the same source were \$243,517.78. July payrolls on the Isthmus aggregated \$1,363,618.63, as compared with \$1,355,500.02 for June, an increase of \$8,118.61 for this month.

Respectfully,

CHESTER HARDING, *Governor.*

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**The Fuel Situation.**

THE PANAMA CANAL, MARINE DIVISION,  
BALBOA HEIGHTS, C. Z., August 26, 1920.

*To all steamship agents*—The following additional cablegrams bearing on the fuel situation have been received since my circular of the 20th instant was issued:

*August 20*—From Governor of Porto Rico advising that stock of bunker coal at San Juan is 2,500 tons only.

*August 20*—From our Washington office, advising that Shipping Board states its stocks of fuel oil at Honolulu, St. Thomas, and west coast of South America are for Shipping Board vessels only; that oil situation throughout the world, coupled with lack of transportation, makes it impossible for Shipping Board to determine sufficiently in advance what stocks will be available at various stations; and that, for this reason, Shipping Board feels that to supply Isthmus with information relative Azores and Mediterranean ports would be misleading and have tendency to encourage ships other than Shipping Board ships to endeavor to obtain bunkers at these stations when Shipping Board is in no position to supply them.

*August 25*—From United British Refineries, Port of Spain, Trinidad, advising that fuel oil for bunkering is available for vessels calling; that current price is \$30 for 2,240 pounds; and that vessels should be requested to cable, stating quantity required and date.

E. P. JESSOP, *Marine Superintendent.*

THE PANAMA CANAL, MARINE DIVISION,  
BALBOA HEIGHTS, C. Z., August 28, 1920.

*To all steamship agents*—Recent restrictions with regard to bunkering ships with fuel oil are amended to permit oil companies having contracts with steamship companies to bunker their vessels without restriction from The Panama Canal.

It must be appreciated, however, that if the demand for oil becomes too great for the supply on hand, the former restrictions will again be put in force; and it is suggested that steamship agents assure themselves that their vessels bunker full at their regular bunkering ports, as required by my original circular letter. This is necessary if vessels are not to be again placed under the hardship of being diverted off their regular routes for bunkers.

E. P. JESSOP, *Marine Superintendent.*

### Inspection of "Koyo Maru" at Balboa Dry Dock.

Repairs to the forward hull of the steamship *Koyo Maru*, which was grounded on the reef at Serrana Bank, are underway at the 1,000-foot dry dock. Inspection shows that shell frames for approximately 80 feet from bow on each side are badly damaged; most of the frames require splicing, being too badly bent and twisted to allow straightening; about 75 per cent of the shell plates for 5 strakes will require renewal, the balance being in such a condition that they can be reused. As cargo in No. 1 hold could not be worked due to this hold being flooded, it is being removed while the ship is in dry dock; due to this fact the entire damage can not be seen at this time; it seems probable that the tank tops will require repairs.

### North Atlantic and Western Line in Coastwise Service.

The North Atlantic and Western Steamship Company, formerly operating as the New England Maritime Corporation, is conducting a line of cargo vessels in the United States coastwise trade, with sailings approximately monthly in each direction. The latest ship of this line to make the transit is the steamship *Springfield*, which passed through the Canal on August 24, bound from Boston to Seattle, by way of Los Angeles and San Francisco, carrying 4,450 tons of general cargo.

### "West Kasson" Completing Around-the-World Voyage.

The steamship *West Kasson* is due shortly at Cristobal, returning to San Francisco in the completion of the first voyage in the company's around-the-world service. She arrived in New York from Boston on August 11, having reached Boston on August 5 from Bilbao, after calls at a number of Far Eastern and Mediterranean ports. From New York her schedule is to Baltimore, thence to Cristobal. The *West Kasson* sailed from San Francisco on March 12, and to the time of reaching New York had traveled 26,000 miles.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended August 28.

Steamship *Adria*, boiler and engine repairs; *Koyo Maru*, repairs to hull, forward, where grounded; tug *Gatun*, damaged bow rebuilt and extensive boiler repairs; submarines *R-23* and *R-26*, in for periodic overhaul, work completed; submarines *R-22*, in for periodic overhaul; steamship *Coalinga*, was docked, bottom cleaned and painted, miscellaneous repairs to boilers and machinery performed; dredge *Culebra*, has been practically re-conditioned; steamships *Marne*, rebuilding; *Lake Gorman*, minor repairs; tender *Perico*, boiler repairs; steamship *Caddo*, dock, paint, and clean bottom and periodic repairs to machinery and cargo pumps and pipes; dredge *No. 83*, general repairs hull and machinery; U. S. Eagle boat *No. 14*, turbine and reduction gears, completed; barges *Nos. 133* and *141*, general repairs; submarine *R-22*, periodic repairs; steamships *Calera*, repairs to reverse ram, completed; *Argus*, main engine repairs, completed; U. S. S. *Parrott*, bearing repairs.

The following vessels were at the Cristobal shops for repairs during the week ended August 30.

Steamships *Achilles*, *Allianca*, *Panama*, miscellaneous repairs and painting to engine, deck, and steward departments; *Walter Hardcastle*, patch furnace and boiler front; *Chile*, repair boilers, reversing engine, and pump; hulk *Arica*, dock, clean, and patch hull; steamships *Heredia*, *Calamares*, *Caribbean*, *Jamaica*, *Acajulla*, *Metapan*, U. S. M. P. *Graham*, U. S. S. *Owl*, U. S. S. *Kingfisher*, U. S. S. *Lap Wing*, *Ucayali*, *Orca*, *Rosana*, *Minnequa*, minor repairs.

Distribution of Cargo Passing Through the Canal from the Pacific to the Atlantic, July, 1920.

FROM—	NORTH AMERICA.						EUROPE.		
	UNITED STATES.			Atlantic terminals (Cristobal).	West Indies.	Total, North America.	British Isles.	Denmark.	France.
	North Atlantic ports.	Gulf ports.	Total, United States.						
South America:									
Chile.....	20,385		20,385	906	3,000	24,291	14,968		
Colombia.....				1,459		1,459			
Ecuador.....	2,583		2,583	3,521		6,104			
Peru.....	6,584		6,584	4,942		11,526	3,697		
*W. coast, S. America..	266		266	182		448			
Total, S. America....	29,818		29,818	11,010	3,000	43,828	18,665		
North America:									
Pacific Coast, U. S. ....	33,962		33,962	2,374	7,976	44,312	85,735		7,265
Canadian Pacific ports..							8,189		
Central America.....	141		141	1,730		1,871	214	205	3,180
Total, N. America....	34,103		34,103	4,104	7,976	46,183	94,138	205	10,445
Asia:									
China.....	32,048		32,099		5,006	37,099		6,181	
Japan.....	18,155	9,625	27,780		622	28,402		21,112	
Indo China and Malay Peninsula.....	9,383		9,383		21,212	30,595			
Philippines and E. Indies.....	17,562		17,562		3,000	20,562			
Other Asiatic ports.....									
Total, Asia.....	77,148	9,676	86,824		29,834	116,658		27,293	
Australasia:									
Australia.....	9,532		9,532			9,532	14,501		
New Zealand.....	4,336		4,336			4,336	43,690		
Total, Australasia....	13,868		13,868			13,868	58,191		
Grand totals.....	154,937	9,676	164,613	15,114	40,810	220,537	170,994	27,498	10,445
Per cent of total cargo	31.7	2.0	33.7	3.1	8.4	45.2	35.0	5.6	2.1

FROM—	EUROPE—Continued.							Africa.	East coast, South America.	Grand total.	Per cent of total cargo.
	Germany.	Holland.	Italy.	Norway and Sweden.	Spain and Portugal.	Other European.*	Total European.				
South America—Con:											
Chile.....	6,008	8,000	5,257			4,500	38,733		688	63,024	12.9
Colombia.....							599			2,147	0.4
Ecuador.....			599				3,714			6,703	1.4
Peru.....			17				2,115			15,240	3.1
*W. coast, S. Amer.					2,115		2,115			2,563	0.5
Total, S. America....	6,008	8,000	5,873		2,115	4,500	45,161		688	89,677	18.4
North America:											
Pacific Coast, U. S. ....					7,430		100,430	22,124		166,866	34.2
Canadian Pacific pts							8,189			8,189	1.7
Central America.....		80		7		780	4,466			6,337	1.3
Total, N. America....		80		7	7,430	780	113,085	22,124		181,392	37.1
Asia:											
China.....							6,181			43,280	8.9
Japan.....							21,112			49,514	10.1
Indo China and Malay Peninsula.....										30,595	6.3
Philippines and E. Indies.....										20,562	4.2
Other Asiatic ports..			1,418				1,418			1,418	0.3
Total, Asia.....			1,418				28,711			145,369	29.8

\*General cargo, not specifically routed. [Includes cargo not definitely routed.

†Includes 7,823 tons of cargo from New Caledonia.

**Distribution of Cargo Passing Through the Canal from the Pacific to the Atlantic, July, 1920.**  
 Continued.

FROM—	EUROPE—Continued.						Africa.	East coast, South America.	Grand total.	Per cent of total cargo.	
	Germany.	Holland.	Italy.	Norway and Sweden.	Spain and Portugal.	Other Euro pean*					Total European.
Australasia:											
Australia .....							14,501		24,033	4.9	
New Zealand .....							43,690		48,026	9.8	
Total, Australasia .....							58,191		72,059	14.7	
Grand totals.....	6,008	8,080	7,291	7	9,545	5,280	245,148	22,124	688	488,497	100.0
Per cent of total cargo.....	1.2	1.7	1.5	...	2.0	1.1	50.2	4.5	0.1	100.0	.....

\*Includes cargo not definitely routed.

**Distribution of Cargo Passing Through the Canal from the Atlantic to the Pacific, July, 1920.**

FROM—	SOUTH AMERICA.							Total, South America.
	Chile.	Colombia.	Ecuador.	Peru	East coast, South America.	West coast, South America.	Total, South America.	
North America:								
United States—								
North Atlantic ports .....	13,544			3,746		8,187	25,477	
South Atlantic ports .....	38,301						38,301	
Gulf ports .....	2,620		302			2,532	5,454	
Total, United States .....	54,465		302	3,746		10,719	69,232	
Atlantic terminus, Panama Canal (Cristobal) .....	7,084	2,374	2,687				12,145	
Mexico, Gulf ports .....	48,845						48,845	
West Indies .....								
Central America .....								
Total, North America .....	110,394	2,374	2,989	3,746		10,719	130,222	
Europe:								
British Isles .....	2,092					4,107	6,179	
France .....	1,048						1,048	
Germany .....	232		100			930	1,322	
Holland .....	240					590	830	
Italy .....	391						391	
Scandinavian ports .....	6,237				583		6,820	
*Other European ports .....						410	410	
Total, Europe.....	10,220		100		583	6,097	17,000	
East coast, South America.....	1,795		20				1,815	
Grand total .....	122,400	2,374	3,109	3,746	583	16,816	149,037	
Per cent of total cargo.....	30.7	0.6	0.8	0.9	0.1	4.2	37.4	

FROM—	NORTH AMERICA.					AUSTRALASIA.		
	Pacific Coast, United States.	Canadian Pacific ports.	West coast, Central America.	Pacific terminus, Panama Canal (Balboa).	Total, North America.	Australia.	New Zealand.	Total.
North America—Continued:								
United States—Continued—								
North Atlantic ports .....	13,741	6,232	1,450	12,264	21,423	11,556	18,373	32,855
South Atlantic ports .....			800		12,264	3,867	661	4,528
Gulf ports .....					800			
Total, United States .....	13,741	6,232	2,250	12,264	34,487	15,423	19,034	37,383

\* Includes cargo not specifically routed.

† Includes 2,926 tons of cargo, not specifically routed.

Distribution of Cargo Passing Through the Canal from the Atlantic to the Pacific, July, 1929.  
Continued.

FROM—	NORTH AMERICA—Continued.					AUSTRALASIA—Continued.		
	Pacific Coast, United States.	Canadian Pacific ports.	West coast, Central America.	Pacific terminus, Panama Canal (Balboa).	Total, North America.	Australia.	New Zealand.	Total.
North America—Continued:								
Atlantic terminus, Panama Canal (Cristobal).....	2,064		1,876		3,940			
Mexico, Gulf ports.....	10,746		4,478	7,500	22,724			
West Indies.....		9,400			9,400			
Central America.....			1,022		1,022			
<b>Total, North America.....</b>	<b>26,551</b>	<b>15,632</b>	<b>9,626</b>	<b>19,764</b>	<b>71,573</b>	<b>15,423</b>	<b>19,034</b>	<b>137,333</b>
Europe:								
British Isles.....	10,750				10,750		35,133	35,133
France.....		342			342			
Germany.....								
Holland.....								
Italy.....	58				58			
Scandinavian ports.....	2,000				2,000			
*Other European ports.....								
<b>Total, Europe.....</b>	<b>12,808</b>	<b>342</b>			<b>13,150</b>		<b>35,133</b>	<b>35,133</b>
East coast, South America.....								
<b>Grand total.....</b>	<b>39,359</b>	<b>15,974</b>	<b>9,626</b>	<b>19,764</b>	<b>84,723</b>	<b>15,423</b>	<b>54,167</b>	<b>172,516</b>
Per cent of total cargo.....	9.9	4.0	2.4	4.9	21.3	3.9	13.6	18.2

FROM—	ASIA.				Grand total.	Per cent of total cargo.
	China.	Japan.	Philippines and East Indies.	Total, Asia.		
North America:						
United States—						
North Atlantic ports.....	33,113	32,661	6,712	72,486	152,241	38.2
South Atlantic ports.....	5,400			5,400	60,493	15.2
Gulf ports.....	273	13,882		14,155	20,409	5.1
<b>Total, United States.....</b>	<b>38,786</b>	<b>46,543</b>	<b>6,712</b>	<b>92,041</b>	<b>233,143</b>	<b>58.5</b>
Atlantic terminus, Panama Canal (Cristobal).....					16,035	4.0
Mexico, Gulf ports.....					71,569	18.0
West Indies.....					9,400	2.3
Central America.....					1,022	0.3
<b>Total, North America.....</b>	<b>38,786</b>	<b>46,543</b>	<b>6,712</b>	<b>92,041</b>	<b>331,219</b>	<b>83.1</b>
Europe:						
British Isles.....					52,062	13.1
France.....					1,390	0.4
Germany.....					1,322	0.3
Holland.....					830	0.2
Italy.....					419	0.1
Scandinavian ports.....					8,820	2.2
*Other European ports.....					410	0.1
<b>Total, Europe.....</b>					<b>65,283</b>	<b>16.4</b>
East coast, South America.....					1,815	0.5
<b>Grand total.....</b>	<b>38,786</b>	<b>46,543</b>	<b>6,712</b>	<b>92,041</b>	<b>398,317</b>	<b>100.0</b>
Per cent of total cargo.....	9.7	11.7	1.7	23.1	100.0	.....

\* Includes cargo not specifically routed.

† Includes 2,926 tons of cargo, not specifically routed.

Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight August 28, 1920.*

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	Panama Canal tonnage		
	Day	Hour	Day	Hour	Day	Hour	Day	Hour									Tons	Net	
Athena.....	21	21	20	10	22	17	22	18	57	British	500	3	63	3	Wellington.....	General.....	5,689	12,877	9,587
Kasuga (a).....	22	16	23	6	00	23	13	34	26	Japanese	365	0	59	0	San Francisco.....	General.....	3,306	9,403	6,653
Almelo.....	21	9	21	7	22	23	14	46	24	Dutch	460	0	63	0	Corral.....	Steel, machinery.....	8,221	6,093	5,425
Tsuyama Maru.....	22	20	23	7	45	23	15	40	23	Japanese	445	0	58	0	Manila.....	Ballast.....	5,848	5,256	4,204
Morris S. (b).....	23	6	30	7	50	23	9	38	15	Panamanian	370	0	51	6	Galben Lake.....	General.....	2,516	2,772	1,767
Trawallder.....	23	6	37	8	30	23	16	37	15	British	251	0	43	0	Avonmouth.....	Coke.....	449	449	109
Lake Granby.....	23	8	11	23	8	50	23	17	50	American	146	0	29	0	Baltimore.....	Ballast.....	449	449	109
Sena (c).....	22	18	22	10	24	23	16	44	25	American	314	0	33	0	Alba.....	Ballast.....	449	449	109
St. Finbar (a).....	20	7	26	23	10	52	23	17	45	British	146	0	29	0	Coco Solo.....	Ballast.....	449	449	109
Morris No. 271d.....	21	9	23	11	35	23	17	50	26	American	314	0	33	0	Hampden R'ds.....	Ballast.....	449	449	109
(d).....	21	9	15	23	11	35	23	17	41	American	314	0	33	0	San Diego.....	Ballast.....	449	449	109
Springfield.....	20	16	05	24	6	55	24	14	10	American	410	5	54	2	Philadelphia.....	General.....	4,450	6,376	4,971
Port Napier.....	18	6	22	24	7	10	24	15	06	British	490	0	61	0	Seattle.....	General.....	10,882	10,987	8,165
Muncester.....	23	21	42	24	7	25	24	18	24	British	412	0	50	0	London.....	General.....	6,776	5,739	4,364
Castle.....	24	10	53	24	11	18	24	19	15	American	393	5	55	0	New York.....	General, case oil.....	6,600	7,280	5,219
Liberty.....	24	16	22	25	6	17	25	13	10	American	298	6	41	0	Baltimore.....	General.....	1,959	2,833	1,822
Mincola.....	24	16	22	25	6	17	25	13	10	American	298	6	41	0	Baltimore.....	General.....	1,959	2,833	1,822
Minnie de Lar- ringa.....	24	15	05	25	6	37	25	13	52	British	420	0	54	0	Baltimore.....	Ballast.....	6,421	4,904	
Lucente.....	24	10	34	25	6	55	25	14	54	British	412	5	53	5	New York.....	Ballast.....	6,895	4,863	
La Habra.....	24	16	35	25	7	33	25	15	56	Norwegian	424	8	57	0	Puerto Lajas.....	Crude oil.....	9,200	7,053	5,093
Waterbury.....	24	16	38	25	11	10	25	18	03	American	400	7	54	2	Portland.....	General.....	4,000	6,329	4,737
Manaro.....	20	16	37	25	16	00	26	12	46	Peruvian	367	0	46	0	Callao.....	General.....	1,000	4,838	2,959
Astral.....	25	13	12	26	6	25	26	13	57	American	439	5	58	0	Sabine.....	Petroleum.....	10,046	6,319	
Tokufuku Maru.....	25	6	52	26	6	52	26	14	07	Japanese	385	0	41	0	Port Arthur.....	Oil, grease, etc.....	7,367	5,956	4,471
Talareite.....	23	6	30	26	8	35	26	16	48	British	290	0	43	0	Tampico.....	Fuel oil.....	3,000	2,631	1,718
Fanny.....	21	19	12	26	10	00	26	16	38	British	155	0	31	1	Bermuda.....	Ballast.....	684	684	209
Frederick Lee- keobach.....	26	9	01	26	11	30	26	18	49	American	317	5	40	2	New York.....	General.....	3,900	2,986	2,091
Cyrus W. Fields (e).....	25	8	30	25	15	40	27	10	26	American	251	0	43	6	Cristobal.....	Ballast.....	1,478	2,861	1,812
Lake Faubush.....	26	14	40	27	6	30	27	13	25	British	460	0	68	0	New Orleans.....	General.....	6,242	9,194	6,602
Kaikoura.....	26	14	40	27	6	30	27	13	17	British	483	0	65	0	London.....	Ballast.....	9,273	6,326	
Tanneberg.....	27	6	07	27	8	57	27	15	33	British	483	0	65	0	Cardiff.....	Ballast.....	9,273	6,326	

(d) Destroyer

(c) Tug

(b) Launch

(a) Cruiser

Term (e)	23	14	30	22	11	20	27	18	17	27	19	30	American	United States Navy	187.0	36.0	12.5	Cristobal	San Diego	General	874	1,187	623
Jamaica	27	15	57	28	6.11	28	13	57	28	13	57	28	British	Pacific Steam Navigation Co	400.7	34.0	13.6	Cristobal	Buenaventura	Coal	7,665	6,599	4,712
Yapoca	27	20	58	28	6.30	28	15	05	24	13	38	American	Thorndyke & Tremblin (S. B.)	400.7	54.2	25.0	Norfolk	San Diego	General	6,004	6,573	4,901	
West Katan	28	5	40	28	7.18	28	14	40	28	21	30	American	William Diamond & Co (S. B.)	410.5	54.3	22.0	Liverpool	Tacoma	General	6,004	6,573	4,901	
Indiana Harbor	28	8	09	28	9.32	28	16	21	29	7.16	American	Ind. Navigation Co	251.0	43.6	21.0	Pensacola	Valparaiso	Coke	2,849	2,857	1,784		
George Wash-	28	10	26	28	11.00	28	17	58	28	21	40	Norwegian	Peter Olsen	425.0	55.0	27.6	Antwerp	San Francisco	Silver sand	9,000	7,440	5,627	
Ington (J)	26	6	25	28	11.18	28	18	48	28	20	12	British	Pacific Steam Navigation Co	575.0	67.6	30.2	Liverpool	Coronel	General	10,312	15,381	10,456	

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

(f) Motor ship.

(g) U. S. tug and barges 297 and 308.

Michigan (f)	21	14	30	22	6.54	22	14	40	24	13	35	American	United States Navy	450.0	76.0	27.0	San Pedro	Annapolis	General	642	1,187	622
South Carolina	21	14	30	22	7.01	22	15	05	24	13	38	American	United States Navy	452.9	80.6	27.0	San Pedro	Annapolis	General	642	1,187	622
Term (e)	21	14	30	22	7.13	22	14	30	27	11	20	American	United States Navy	187.5	35.5		High seas	Cristobal				
Oreas	21	22	00	22	8.16	22	15	05	22	22	25	American	Wesol Duval & Co (S. B.)	380.2	53.1	24.0	Antofagasta	Savannah	Nitrates	6,089	5,667	4,220
New Hamp-	21	14	30	23	6.10	23	14	40	24	13	38	American	United States Navy	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
shire (f)	21	14	30	23	6.17	23	15	45	24	13	35	American	United States Navy	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
Kansas (f)	22	15	00	23	6.23	23	15	57	28	6.11	British	Pacific Steam Navigation Co	226.0	34.0	13.0	Buenaventura	Cristobal					
Jamaica	22	15	00	23	7.43	23	16	55	24	18	05	British	Sicoms Bros. & Co	300.4	52.3	21.0	Callao	London	Ballast			
Faraday (f)	21	14	00	23	8.34	23	15	22				American	United States Navy	200.0	25.0		High seas	Cristobal				
Eagle No. 4 (f)	21	14	00	23	8.37	23	15	22				American	United States Navy	200.0	25.0		High seas	Cristobal				
Silver Shell	22	23	10	23	10.08	23	19	07				British	Shell Oil Co. of California	411.6	53.4	25.6	San Francisco	St. Catherine	Lubricating oil	7,367	6,108	4,991
Chile	22	19	15	23	12.46	23	19	20	30	11	00	British	Pacific Steam Navigation Co	350.3	43.1	17.3	San Francisco	Cristobal	General	747	4,065	2,668
Acajutla	23	4	45	23	12.46	23	19	20	30	11	00	British	Pacific Steam Navigation Co	350.3	43.1	17.3	San Francisco	Cristobal	General	747	4,065	2,668
Connecticut (f)	21	14	30	24	6.35	24	15	05	24	15	06	American	United States Navy	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
Minnesota (f)	21	14	30	24	6.41	24	14	05	24	14	05	American	United States Navy	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
Arawa	23	14	30	24	6.51	24	15	45	24	21	25	British	United States Navy	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
Paparoa	23	22	30	24	8.22	24	16	07	25	12	40	British	Shaw, Saville & Albion Co.	456.0	76.1	27.0	San Pedro	Annapolis	General	642	1,187	622
Ucaval	24	3	30	24	9.41	24	17	40				Peruvian	New Zealand Shipping Co.	430.0	54.2	23.0	Lyttelton	London	Frozen, general	9,800	10,035	7,504
Porosi	24	3	30	24	9.47	24	18	25				Peruvian	New Zealand Shipping Co.	430.0	54.2	23.0	Lyttelton	London	Frozen, general	9,800	10,035	7,504
Okulca (f)	23	5	45	24	6.36	25	14	00	25	22	30	American	Pacific Steam Navigation Co	351.4	46.3	21.6	Callao	Cristobal	General	2,305	4,466	2,405
Argus	21	20	40	23	6.54	25	15	10	23	17	37	American	United States Navy	343.0	41.0	18.11	Tacnauno	Liverpool	General	5,860	5,567	4,296
Canabas	25	6	45	25	8.45	25	16	40	26	12	52	American	Green Star Steamship Corp.	401.2	53.2	25.0	Vancouver	New York	Supplies	300	(e)	6,500
Jugo Slaven	25	6	45	25	8.45	25	16	40	26	12	52	American	Green Star Steamship Corp.	401.2	53.2	25.0	Vancouver	Immingham	Railroad ties	7,882	7,082	5,167
Prei	25	7	45	25	10.30	25	18	25	25	20	10	Jugoslav	Paul Metrovitch	326.0	40.0	23.1	Iquique	Hampton Rds	Nitrates	4,300	2,286	2,254
Lake Teao	25	6	15	25	10.59	25	19	30	25	1	30	American	Hasler Brothers (S. B.)	351.0	43.7	21.0	Iquique	Savannah	Nitrates	3,212	2,505	1,622
S. C. No. 286	21	12	03	25	13.07	25	18	58				American	United States Navy	351.0	43.7	21.0	Balboa	Cristobal	Nitrates	3,212	2,505	1,622
Eastern Ocean	25	15	45	26	6.35	26	15	15	26	20	40	American	McCormick & McPherson (S.B.)	385.3	51.2	27.0	Portland	United King	Wheat	7,324	6,224	4,465
Laura C. Hall k	26	5	00	26	7.15	26	15	22	30	7	35	British	Pacific Metals Corp.	107.7	25.6	10.0	Buenaventura	Cristobal	(e)	681	130	69
Rosana (f)	26	9	45	27	6.20	27	14	43				Costa Rican	Alberto Falt	181.0	25.0	8.5	Puntarenas	Cristobal	Logs and sacks	158	265	185
Crown of	26	14	30	27	6.32	27	14	30	27	14	30	British	Thomas and James Harrison	455.4	56.2	27.5	San Francisco	Liverpool	(p)	9,400	7,600	5,443
Toledo	26	19	30	27	8.53	27	17	10	27	20	50	American	Hodge Steamship Co.	297.3	46.0	23.6	Mejillones	Cristobal (f)	Nitrates	2,800	2,580	1,747
Nika	27	7	30	27	9.54	27	17	18	27	15	35	American	Barber Line (S. B.)	395.5	55.0	22.0	Shanghai	Boston	General	7,000	6,841	4,758
Wytheville	27	7	30	27	9.54	27	17	18	27	15	35	American	Barber Line (S. B.)	395.5	55.0	22.0	Shanghai	Boston	General	7,000	6,841	4,758
Robin Good-	27	20	45	28	0.57	28	14	50	28	15	45	American	Skinner & Eddy	424.8	55.2	26.1	Vancouver	Rio de Janeiro	Coal	7,648		
fellow	27	12	30	28	11.09	28	18	03	28	21	08	Chilean	South American Steamship Line	412.0	50.3	26.0	Tacatunano	New York	General	3,353	6,050	3,442
Remaco	27	12	30	28	11.09	28	18	03	28	21	08	Chilean	South American Steamship Line	412.0	50.3	26.0	Tacatunano	New York	General	3,353	6,050	3,442

(g) Battleship. (h) Cable ship. (i) Eagle boat. (j) Supply ship. (k) Motor schooner. (l) For orders. (m) Coffee, wool, hides, etc. (n) Copper, cotton, sugar, etc. (o) Coffee and box platinum. (p) Flour, wheat, barley, etc. (q) Displacement.

## MOVEMENTS OF OCEAN VESSELS.—Continued.

## PORT OF CRISTOBAL.

*ARRIVALS.			*DEPARTURES.				
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
Aug. 22.....	Tolosa.....	United Fruit Co.	Port Limon.	Aug. 22.....	Tolosa.....	United Fruit Co.	New York via Habana.
Aug. 22.....	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	Colombian ports.	Aug. 22.....	Caribbean.....	Panama Railroad Cattle Industry.	Cartagena.
Aug. 22.....	Advance.....	Panama Railroad Steamship Line.	New York via Haiti.	Aug. 22.....	Peron.....	French Line	Puerto Colombia.
Aug. 22.....	Calamarcos.....	United Fruit Co.	New York via Habana.	Aug. 23.....	Colon.....	Panama Railroad Steamship Line.	Colombian ports.
Aug. 22.....	Canon Tulla.....	Diego Martinez.....	Colon.	Aug. 23.....	Canon Tulla.....	Diego Martinez.....	Colon.
Aug. 23.....	Antonio Lopez.....	Spanish Line.....	Barcelona and wayports.	Aug. 24.....	Nessian.....	Keybird Line.....	Texas City.
Aug. 24.....	Achilles.....	Panama Railroad Steamship Line.	Norfolk.	Aug. 24.....	United Fruit Co.	United Fruit Co.	Port Limon.
Aug. 24.....	Heredia.....	United Fruit Co.	New Orleans.	Aug. 24.....	Lindsay Swan Hunter.....	Lindsay Swan Hunter.....	Kingsston.
Aug. 25.....	Alhena.....	Panama Railroad Steamship Line.	New York and Haiti.	Aug. 25.....	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	New York via Haiti.
Aug. 25.....	Metapan.....	United Fruit Co.	New Orleans via waypts.	Aug. 25.....	Metapan.....	United Fruit Co.	New Orleans.
Aug. 25.....	Nessus.....	Lindsay Swan Hunter.....	Returned from high seas.	Aug. 26.....	Heredia.....	United Fruit Co.	New Orleans and waypts.
Aug. 26.....	Caribbean.....	Panama Railroad Cattle Industry.	Cartagena.	Aug. 26.....	Antonio Lopez.....	Spanish Line.....	Puerto Colombia.
Aug. 26.....	San Pablo.....	United Fruit Co.	Boston.	Aug. 27.....	Nessus.....	Lindsay Swan Hunter.....	Kingsston.
Aug. 27.....	Santa Leonora.....	United States Army.....	N. Orleans and San Juan.	Aug. 27.....	Achilles.....	Panama Railroad Steamship Line.	Norfolk.
Aug. 28.....	Panama.....	Panama Railroad Steamship Line.	New York via Haiti.	Aug. 27.....	San Pablo.....	United Fruit Co.	Port Limon.
Aug. 28.....	Crescent (r).....	H. A. Bodden.....	Colon.	Aug. 28.....	Advance.....	Panama Railroad Steamship Line.	New York via Haiti.

(7) Schooner.

## PORT OF BALBOA.

*ARRIVALS.			*DEPARTURES.				
Aug. 21.....	Tacoma (s).....	United States Navy.....	Guayquil.	Aug. 22.....	Seiyo Maru.....	Toyo Kisen Kaisha.....	Hongkong.
Aug. 21.....	Imperial.....	South American Steamship Line.....	Talcahuano.	Aug. 23.....	Eagle No. 14.....	United States Navy.....	Honolulu.
Aug. 23.....	Sisiyou.....	E. K. Wood Lumber Co.....	Callao.				

\*Other than ships passing through the Canal.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

**Hotel Tivoli Dinner Concert Season.**

The Hotel Tivoli will open its dinner concert season on Sunday, September 5, and will present for the first time on the Isthmus, the Francis B. Ackerman Symphony Orchestra. The orchestra will render a program of popular concert music from 7.30 until 9 p. m.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 28, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean.....	Panama Railroad Cattle Industry.	.....	August 22.....		
Perou.....	French Line.....	.....	August 22.....		72
Junin.....	Pacific Steam Navigation Co.....	.....	August 22.....		(†)
Tolca.....	United Fruit Co.....	August 22.....	August 22.....	84	15
Colon.....	Panama Railroad Steamship Line.....	.....	August 23.....		173
Nessian.....	Leyland Line.....	.....	August 24.....		141
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....	August 22.....	August 25.....	260	2,179
Mantaro.....	Peruvian Line.....	.....	August 25.....		1,110
Advance.....	Panama Railroad Steamship Line.....	August 22.....	August 28.....	275½	529
Acajutla.....	Pacific Steam Navigation Co.....	August 23.....	.....	577	
Chile.....	Pacific Steam Navigation Co.....	August 23.....	.....	676	
Jamaica.....	Pacific Steam Navigation Co.....	August 23.....	August 28.....	646½	874
Calamares.....	United Fruit Co.....	August 23.....	August 24.....	542	
Hereza.....	United Fruit Co.....	August 24.....	August 26.....	793	108
Achilles.....	Panama Railroad Steamship Line.....	August 24.....	August 27.....	12,016	(†)
Albanca.....	Panama Railroad Steamship Line.....	August 24.....	.....	1,624	
Antonio Lopez.....	Spanish Line.....	August 21.....	August 27.....	4	130
Ucayali.....	Peruvian Line.....	August 24.....	.....	2,305	
Caribbean.....	Panama Railroad Cattle Industry.....	August 26.....	.....	350	
Orca.....	Pacific Steam Navigation Co.....	August 26.....	August 28.....	497	15
Laura C. Hall.....	Pacific Metals Corporation.....	August 26.....	.....	68½	
San Pablo.....	United Fruit Co.....	August 27.....	August 27.....	25	(†)
Rosana.....	Alberto Fain.....	August 27.....	.....	158	
*Santa Leonora.....	United States Army.....	August 27.....	.....	1,141	
*Edgemore.....	United States Army.....	August 28.....	.....	431	
Panama.....	Panama Railroad Steamship Line.....	August 28.....	.....	2,675	

\* United States Army transport.

† No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 23, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Chile.....	Pacific Steam Navigation Co.....	August 22.....	August 23.....	30	
Jamaica.....	Pacific Steam Navigation Co.....	August 22.....	August 23.....	4	
Acajutla.....	Pacific Steam Navigation Co.....	August 23.....	August 23.....	53	
Imperial.....	South American S. S. Co (U. F. C.).....	August 26.....	.....	157	
Renoira.....	South American S. S. Co (U. F. C.).....	August 27.....	August 28.....		129
Pomona.....	United States Shipping Board.....	August 28.....	.....	101	
Jamaica.....	Pacific Steam Navigation Co.....	August 28.....	August 28.....		1

**Electric Wiring in Quarters.**

The Electrical Engineer requests the attention of all concerned to the provisions on this subject contained in the Governor's circular No. 676-11, issued May 1, 1917, as follows:

- Occupants of Panama Canal quarters are forbidden to make any change or additions whatsoever in the electrical wiring in quarters. Such work will be done by the district wireman or other representative of the Electrical Division.
- Occupants are also forbidden to use any electrical heating or power appliances without first notifying the district wireman of the Electrical Division, who will make an inspection of such equipment, after which it may be used as herein provided.
- Portable table lamps purchased by employees may be plugged into existing drop cords or chandeliers without special permission, providing that the flexible cord connection shall not exceed 10 feet in length. Employees will be held responsible for the proper care in the use of such lamps in order that fixtures and fittings shall not be pulled out, or damaged by undue strain on the extension cord, and will be required to pay for any repairs that may be necessitated by their use. In case the reading lamp is to be used in a location too remote from an existing outlet to be reached with the length of cord above specified, a special outlet will be necessary.
- In case of violation of the provisions of paragraph 1 of this circular, the Electrical Engineer will immediately remove the unauthorized installation and restore the system to its original condition, and the party responsible for the violation will be charged with the cost of such work. In addition, the violation will be reported to this office for such disciplinary measures as may be deemed proper.

5. The following and similar work in gold quarters will be done only at the expense of the employee: installation of additional lighting fixtures; installation of additional receptacles, outlets, roscttes, switches, or other fittings to accommodate any electrical device which is the property of the employee, including all heating appliances, motors, and dry lamps in pianos, phonographs, bookcases, etc.

Such installations will conform to the original type of installation in the quarters and will become a part of the house wiring, not to be removed; except that such part or parts of an installation which are installed in portable articles, such as pianos, bookcases, etc., the property of the employee, will become the employee's property and may be taken with him upon vacating the quarters.

6. All repairs to electrical equipment which is the property of an employee will be made only at his expense. This will include such work as the following: Repairs to or renewals of cords on flatirons, toasters, portable lamps, etc., including the renewal of caps and plugs, repairs to appliances proper, including cost of new elements and parts, except when same are furnished by the employee, fitting sockets, cords, switches, etc., to portable lamps and other equipment.

7. When any work as described herein is desired by an employee, he should call the district wireman in his district, stating what is desired, except in case of repairs to apparatus, which can be taken directly to the shop. In such cases the apparatus should be delivered to the shop and called for when completed. The labor charge will include the travel time of the wireman. The district wireman is authorized to proceed with the work on verbal authority from the employee. This does not include repairs to the house-lighting proper nor for lamp renewals, fuse renewals, or any other work properly chargeable to the house-lighting system.

8. Bills for repairs and installations made for the benefit of the employee occupying quarters will be written by the district wireman\* on form A 443-1 in quadruplicate. The person making the bill must forward the original, duplicate, and triplicate copies promptly to the Collector of The Panama Canal, Balboa Heights, for collection, accompanied by a letter listing the bills forwarded, and copy of this letter must be sent to the Auditor. The quadruplicate copy of the bill will remain in the book and be retained by the issuing office. The bill should show the name, check number, and postal address of the employee or person responsible for the payment, and the house number in which the work was done. Itemized detail on the bill is not necessary. It will be sufficient to show the nature of the work done and the amount, as: "For repairs to 1 flatiron, \$2.00." The employee will be charged actual cost of labor plus the Electrical Division overhead of 25 per cent; the actual cost of material and Panama Canal surcharge of 10 per cent on the total for all work chargeable to the employee.

Detailed instructions covering the rendering of these bills will be issued to the district wiremen concerned by the Electrical Engineer.

9. Employees not occupying Panama Canal quarters will be required to make a deposit with the Collector of The Panama Canal sufficient to cover the estimated cost of any work done by the Electrical Division, before the work is done.

10. Circular No. 676-6, dated August 4, 1915, and paragraphs 34 (b), (c), (d), and (e) of Circular No. 627-15, dated August 5, 1916, are revoked.

11. This circular will be effective at once.

CHESTER HARDING, *Governor.*

\*This practice has been changed with respect to place of preparation of bills. Bills are prepared in the office of the Electrical Engineer on Form 5445-1, in quadruplicate, after which the procedure is as in Section 8, above.

## Official Circulars.

### Time Off for Recuperation.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 23, 1920.

To all concerned—In the case of an hourly employee who works overtime and desires time off for recuperation, such time may be allowed him at the discretion of the head of his department, and may be, at the option of the employee concerned, without pay or a charge against leave due.

CHESTER HARDING, *Governor.*

### Quarters for Employees with Large Number of Children.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 27, 1920.

CIRCULAR No. 627-27:

Paragraph No. 12 of Circular No. 627-24, is amended to read as follows:

"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, or is at head of the list for 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."

CHESTER HARDING, *Governor.*

### Misdirected Letters.

BALBOA HEIGHTS, C. Z., August 30, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forward-

ing may be made by telephone, calling No. 182, Balboa:

Beatie, Mrs. Mary	McDonald, Miss Margaret
*Beyzart, Sr. Mary	Pomare, Mr. Talmago
Brandenburg, Millard W.	Poole, Mr. Herbert M.
Christien, Mr. Frank	Rodman, Mr. John
Devane, Mr. Foy	*Russell, Jas. G.
Edwards, Margerite	Sandoval, Mr. Onofre
Lance, Wm. Paul	F.
Lavalay, Emanuel J. J.	*Sanford, C. G.
Leokow, R.	Specht, Mr. S. Orville
Moxley, R.	Zuik, Raymond

\* Paper.

### Sale of Marine Engine at Cristobal.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., September 10, 1920, and then opened, for the purchase of 1 engine, steam, vertical, marine type, 18-horsepower, on hand at Cristobal storehouse. Form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

### Sale of Unclaimed and Insufficiently Addressed Mail.

The Director of Posts, room 301, Administration Building, Balboa Heights, will accept written sealed bids up to the close of business September 15, 1920, for the purchase of the articles contained in unclaimed mail parcels originating in or addressed to post offices in the Canal Zone. An itemized list of the articles offered for sale will be found posted at the Canal Zone post offices, customs offices, clubhouses, and railroad stations, and prospective bidders desiring to examine the articles should apply to the above-mentioned office on any business day. Bids may be made for the entire lot of the articles to be sold, or be limited to individual articles, and should be submitted in sealed envelopes addressed to the Director of Posts, marked "Bid on unclaimed mail matter." No advance deposit of money is required. The right is reserved to reject any or all bids.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address  
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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 XIV. Balboa Heights, C. Z., September 8, 1920. No. 4.

## New High Record for Month's Business Through the Canal.

A new high record for a month's traffic through the Canal was established in August. Two hundred and sixty-six commercial ships made the transit, carrying 1,040,740 tons of cargo. Their aggregate net tonnage, on the basis of Panama Canal measurement, was 951,345 tons. The tolls collected amounted to \$936,209.44.

The previous record month was December, 1919, when 260 ships, of 927,726 net tons, carried 924,479 tons of cargo and paid \$891,375.70 in tolls.

The average number of commercial ships passing through the Canal per month during the current calendar year up to August was 221.57; including the August traffic, the average per month this year has been 227.375.

Details of the traffic in August are presented in the tabulation, "Canal Traffic in August," published below.

### Canal Traffic in August.

The Canal traffic for August, 1920, is shown as classified in the following tabulation:

#### PACIFIC TO ATLANTIC.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
22	American...	81,141	51,721	59,680	98,795	W. coast S. America...	E. coast U. S.
2	British.....	12,241	7,495	9,122	8,176	W. coast S. America...	E. coast U. S.
1	Chilean.....	9,261	2,981	3,442	3,536	W. coast S. America...	E. coast U. S.
25	.....	102,643	62,197	72,244	110,507	W. coast S. America...	E. coast U. S.
9	British.....	12,478	6,923	9,496	5,142	W. coast S. America...	Cristobal.
4	American...	1,150	907	885	612	W. coast S. America...	Cristobal.
3	Peruvian....	12,666	6,614	8,315	8,090	W. coast S. America....	Cristobal.
1	Chilean.....	3,793	2,272	3,182	271	W. coast S. America....	Cristobal.
17	.....	30,092	16,721	21,878	14,115	W. coast S. America...	Cristobal.
10	British.....	55,599	34,516	43,942	44,999	W. coast S. America...	Europe.
2	French.....	11,228	7,431	8,795	13,047	W. coast S. America...	Europe.
2	German.....	7,654	4,619	6,938	7,987	W. coast S. America...	Europe.
1	Spanish.....	4,600	3,625	3,166	6,032	W. coast S. America...	Europe.
1	Jugoslav....	3,185	2,034	2,254	4,300	W. coast S. America...	Europe.
16	.....	82,266	52,225	65,095	76,365	W. coast S. America...	Europe.
7	American...	42,957	28,831	34,619	52,808	W. coast U. S.....	Europe.
2	British.....	13,215	8,427	10,035	17,398	W. coast U. S.....	Europe.
1	Swedish....	5,706	3,513	5,032	7,493	W. coast U. S.....	Europe.
10	.....	61,878	40,771	49,686	77,699	W. coast U. S.....	Europe.
8	British.....	62,938	40,324	54,904	49,806	Australia and N. Z'land	Europe.
1	American...	5,869	3,636	4,883	6,380	Australia and N. Z'land	Europe.
9	.....	68,807	43,960	59,787	56,186	Australia and N. Z'land	Europe.
9	American...	51,663	32,197	43,244	30,818	U. S. coastwise.	
5	American...	34,588	23,937	27,677	Ballast...	W. coast S. America...	Mexico.
3	Norwegian..	20,970	13,278	15,282	Ballast...	W. coast S. America...	Mexico.
8	.....	5,558	37,215	42,959	Ballast...	W. coast S. America...	Mexico.

## PACIFIC TO ATLANTIC—Continued.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
4	Japanese...	25,744	17,499	19,400	29,327	Far East.....	E. coast U. S.
3	American...	14,499	9,801	11,047	16,546	Far East.....	E. coast U. S.
1	British.....	4,329	2,798	3,991	6,154	Far East.....	E. coast U. S.
8	.....	44,572	30,098	34,438	52,027	Far East.....	E. coast U. S.
2	British.....	2,298	1,304	1,398	1,215	W. coast Cen. America	Cristobal.
2	Costa Rican	316	186	370	395	W. coast Cen. America	Cristobal.
4	.....	2,614	1,490	1,768	1,610	W. coast Cen. America	Cristobal.
2	American...	12,289	7,565	10,050	15,300	Australia and N. Z'land	E. coast U. S.
1	British.....	6,975	5,299	5,296	3,766	Australia and N. Z'land	E. coast U. S.
3	.....	19,264	12,864	15,346	19,066	Australia and N. Z'land	E. coast U. S.
2	American...	14,623	9,052	10,424	Ballast...	W. coast U. S.....	Mexico.
2	American...	11,588	7,185	9,755	14,626	Philippines.....	E. coast U. S.
2	American...	4,777	3,493	3,384	6,841	W. coast S. America...	Porto Rico.
1	American...	6,861	5,122	5,624	7,648	British Columbia.....	E. coast U. S.
1	British.....	6,697	4,077	5,309	9,550	W. coast S. America...	Egypt.
1	American...	6,324	4,672	5,141	7,100	W. coast U. S.....	Egypt.
1	American...	6,094	3,816	5,167	8,260	British Columbia.....	Europe.
1	American...	5,784	3,513	4,401	6,135	Philippines.....	Cuba.
1	American...	3,099	2,365	2,316	1,145	W. coast Cen. America.	Cuba.
1	American...	632	456	453	842	W. coast Cen. America.	E. coast U. S.
1	British.....	562	519	422	246	Tahiti.....	E. coast U. S.
123	.....	586,398	374,008	458,841	500,786		

## ATLANTIC TO PACIFIC.

16	American...	58,365	36,959	44,161	40,376	E. coast U. S.....	W. coast S. America.
5	British.....	31,097	19,234	23,634	15,234	E. coast U. S.....	W. coast S. America.
4	Chilean.....	8,033	5,617	5,639	7,812	E. coast U. S.....	W. coast S. America.
1	Norwegian...	7,777	5,912	6,328	6,957	E. coast U. S.....	W. coast S. America.
1	Danish.....	3,766	2,302	3,558	5,632	E. coast U. S.....	W. coast S. America.
1	Peruvian...	1,269	863	870	1,223	E. coast U. S.....	W. coast S. America.
28	.....	110,307	70,887	84,240	77,224	E. coast U. S.....	W. coast S. America.
9	American...	59,664	36,779	49,360	72,697	E. coast U. S.....	Far East.
8	Japanese...	43,837	29,048	33,383	47,150	E. coast U. S.....	Far East.
3	British.....	15,962	10,120	13,576	19,258	E. coast U. S.....	Far East.
1	Chinese.....	1,962	1,209	1,501	2,600	E. coast U. S.....	Far East.
21	.....	121,425	77,156	97,820	141,705	E. coast U. S.....	Far East.
8	British.....	8,629	4,613	6,049	4,727	Cristobal.....	W. coast S. America.
3	American...	953	710	688	531	Cristobal.....	W. coast S. America.
2	Chilean...	7,612	4,560	6,250	1,504	Cristobal.....	W. coast S. America.
2	Peruvian...	9,361	5,100	5,910	1,930	Cristobal.....	W. coast S. America.
15	.....	26,555	14,983	18,897	8,692	Cristobal.....	W. coast S. America.
5	French.....	13,679	11,402	11,813	410	Europe.....	W. coast U. S.
4	British.....	26,515	16,832	21,101	4,532	Europe.....	W. coast U. S.
2	American...	12,963	8,862	10,118	14,605	Europe.....	W. coast U. S.
1	Norwegian..	7,093	4,479	5,627	9,000	Europe.....	W. coast U. S.
12	.....	60,250	41,575	48,659	28,547	Europe.....	W. coast U. S.
9	British.....	37,311	21,554	25,868	18,746	Europe.....	W. coast S. America.
1	Dutch.....	6,899	4,417	6,653	3,373	Europe.....	W. coast S. America.
1	French.....	5,681	3,600	4,081	1,091	Europe.....	W. coast S. America.
1	Norwegian..	371	288	306	492	Europe.....	W. coast S. America.
12	.....	50,262	29,859	36,908	23,702	Europe.....	W. coast S. America.
5	American...	32,849	22,344	26,137	43,739	Mexico.....	W. coast S. America.
4	British.....	16,411	10,018	11,814	20,300	Mexico.....	W. coast S. America.
2	Norwegian..	14,009	8,860	10,174	18,600	Mexico.....	W. coast S. America.
11	.....	63,269	41,222	48,125	82,639	Mexico.....	W. coast S. America.

## ATLANTIC TO PACIFIC—Continued.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
9	British.....	64,391	40,987	54,542	53,397	Europe.....	Australia & N. Z'land
8	American...	34,198	21,765	27,388	24,351	U. S. coastwise.	
3	British.....	21,669	13,788	19,396	24,600	E. coast U. S.....	Australia & N. Z'land
2	American...	11,579	7,138	9,951	12,400	E. coast U. S.....	Australia & N. Z'land
5	.....	33,248	20,926	20,347	37,000	E. coast U. S.....	Australia & N. Z'land
2	British.....	2,298	1,304	1,308	1,458	Cristobal.....	W. coast Cen. Am.
2	Costa Rican	530	388	370	112	Cristobal.....	W. coast Cen. Am.
4	.....	2,828	1,692	1,768	1,570	Cristobal.....	W. coast Cen. Am.
2	American...	13,921	8,615	10,536	21,500	Mexico.....	W. coast U. S.
2	American...	12,356	7,600	10,764	17,473	E. coast U. S.....	British Columbia.
2	American...	5,150	4,416	4,429	4,733	E. coast S. America....	W. coast U. S.
2	Mexican....	2,559	1,659	2,638	Ballast...	Mexican coastwise.	
1	British.....	8,838	5,714	6,457	5,500	Canada.....	Australia & N. Z'land
1	American...	6,274	3,834	6,266	7,800	E. coast U. S.....	Philippines.
1	American...	2,643	1,654	2,163	1,681	Cristobal.....	W. coast U. S.
1	British.....	2,629	1,202	1,108	2,123	Europe.....	W. coast Mexico.
1	Peruvian...	542	252	188	125	Canada.....	W. coast S. America.
1	British.....	212	138	151	180	E. coast U. S.....	Papeete.
1	American...	101	28	22	12	Cuba.....	W. coast S. America.]
3	*Miscel'ous.	115	88	88	Ballast.		
143	.....	622,073	396,312	492,504	539,954		

\*One yacht and 2 launches of over 10 tons gross register.

### The "Favorite" Repairing Roncador and Serrana Lights.

The steamship *Favorite* of the Panama Canal lighthouse service sailed on September 7 for Roncador Cay and Serrana Bank, in the Caribbean Sea, on the course to New Orleans, to renew the gas supply and repaint the structures of the lights maintained there.

A cable message from the United States received September 2, reported that the Serrana Bank light was out on August 22. Masters of vessels bound in that direction are being cautioned by the Port Captains.

### Atlantic-Gulf and Pacific Lines.

The Atlantic-Gulf and Pacific Lines, operated by the Atlantic-Gulf and Pacific Steamship Corporation, of New York, are now engaged in the United States coastwise trade, between Philadelphia and Baltimore, on the Atlantic Coast, and Los Angeles and San Francisco on the Pacific, carrying cargo only. The steamship *Cape Romain*, from Philadelphia, is due at the Canal now, and the *West Apaum* was advertised to sail from Philadelphia on August 31. Definite schedule beyond these sailings has not been announced.

The company is also operating cargo ships between the Atlantic Coast of the United States and the west coast of South America, with irregular sailings.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight September 4, 1920.*

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		Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Nature	Tons	Gross	Net
Mamari.....	28	8.30	29	6.25	29	14.33	29	15.30	British	Shaw, Saville & Albion Co.	455.0	58.0	28.11	London.....	New Plymouth	General	6,000	8,641	6,017
Carpentaria.....	28	18.28	29	7.04	29	15.21	29	16.15	British	British India Steam Nav. Co.	436.0	53.0	27.11	Hull.....	Brisbane.....	General	7,939	8,082	5,440
Willie A. Hig- gins.....	29	9.31	29	10.40	29	16.59	2	19.02	American	C. H. Higgins	200.0	41.0	14.0	Norfolk.....	San Francisco	Ballast	6	922	553
Western Knight.....	29	20.40	30	6.17	30	15.14	30	17.00	American	Admiral Line (S. B.)	409.8	54.2	25.8	Norfolk.....	Cavite.....	Navy coal	6,489	6,546	4,557
Laura C. Hall e.....	28	15.22	30	6.42	30	15.10	31	9.09	British	Pacific Metals Corporation	81.0	25.6	9.0	Cristobal	Buenaventura	General	21	130	60
Mexico.....	30	9.19	30	10.14	30	16.20	4	11.42	Mexican	Mexican Navigation Co.	310.0	43.2	14.0	Progreso	Salina Cruz	Ballast	2,870	1,999	
Acoajuba.....	23	19.20	30	11.00	30	17.15	30	21.15	British	Pacific Steam Navigation Co.	215.7	33.5	16.0	Cristobal	Champerico	General	772	1,213	700
City of Joliet.....	22	17.08	30	11.13	30	19.23	30	20.43	American	Barber Steamship Co. (S. B.)	305.0	55.1	26.0	Philadelphia	Chempico	General	(9)	7,316	5,130
Nocani (b).....	25	17.40	31	5.45	31	14.17	10	20.22	French	Soc. Gen. de Armement	281.0	49.0	13.5	Nantes	San Francisco	Ballast	62	236	185
Rosana (c).....	27	14.43	31	6.38	31	14.08	31	10.22	Costa Rican	Alberto Valt.	107.7	25.0	7.0	Cristobal	Puntarenas	General	5,800	6,528	4,732
Ireland.....	30	17.15	31	9.37	31	14.08	31	15.12	American	U. S. & Australian Line (S. B.)	400.7	54.2	24.5	New York	Lytleton	General	5,000	6,106	4,355
Minnesota.....	30	17.15	31	7.55	31	15.23	31	16.26	American	Wessel Duval & Co. (S. B.)	390.0	54.2	20.3	New York	Talcahuano	General	3,859	7,486	5,827
Edgenoor (d).....	28	10.15	31	10.00	31	16.54	31	18.22	American	United States Army (S. B.)	423.9	54.0	21.0	New York	Valparaiso	General	2,242	5,957	4,325
Santa Elisa.....	31	12.04	1	6.21	1	13.28	1	14.20	American	W. R. Grace & Co.	360.3	51.7	22.6	New York	Valparaiso	General	7,049	6,447	4,698
West Cajon.....	31	19.10	1	6.30	1	14.37	2	19.43	American	Cosmopolitan S. S. Corp. (S. B.)	410.0	54.4	25.0	Norfolk	Honolulu	Navy coal	10,000	8,912	6,254
Astmascho III.....	1	7.15	1	11.24	2	13.00	2	17.58	American	Asotria Mahogany Co.	265.0	42.5	13.0	New York	Balboa	Ballast	1,424	4,065	2,668
D. G. Schofield.....	2	1.05	2	6.52	2	13.57	2	17.58	American	Standard Oil Co.	479.4	58.0	27.0	Tampico	Crude naphtha	General	8,886	6,775	
Bermuda.....	2	4.05	2	7.33	2	15.30	3	5.20	British	Lawther, Latta & Co.	469.0	57.2	17.0	Cardiff	Portland	Ballast	1,424	4,065	2,668
Chilo.....	23	19.07	2	10.00	2	17.05	2	20.21	British	Pacific Steam Navigation Co.	350.3	43.1	19.0	Cristobal	Valparaiso	General	4,740	4,100	3,033
Aviles.....	2	15.05	3	6.17	3	13.12	3	14.30	Spanish	Cia. Genl. de Navegacion	370.0	42.2	14.0	Cartagena (f)	Atrica	Ballast	705	1,357	884
Tauriguan Maru.....	3	6.15	3	7.45	3	16.03	3	17.25	Japanese	Mitsui Bussan Kaubashiki Kaisha	356.0	45.0	24.6	Newport News	Guayquil	Coal	6,109	8,154	5,309
Manavi.....	30	18.30	4	6.17	4	13.20	4	15.20	British	Pacific Steam Navigation Co.	216.0	35.2	13.0	Cristobal	Arifaqat	Crude oil	4,000	12,792	9,506
Coalinga.....	4	1.20	4	7.00	4	7.00	4	7.00	American	Union Oil Co.	471.0	55.0	30.0	Point Lobos	Antofagasta	General	3,750	713	488
Otrra.....	4	6.47	4	7.54	4	14.29	4	20.30	British	Shaw, Saville & Albion Co.	450.0	58.0	27.0	Montreal	Sydney	General	4,740	4,065	2,668
Corinthia.....	3	17.20	4	7.55	4	16.08	4	17.35	British	White Star Line	500.0	63.3	28.1	London	Auckland	General	4,740	4,065	2,668
Woudrahen.....	3	23.17	4	9.05	4	16.55	4	16.55	American	Keystone Eng. & Equip. Co.	355.0	43.5	22.9	New York	Camton	General	4,740	4,065	2,668
Hornet (g).....	4	8.10	4	9.55	4	17.23	5	8.04	American	S. E. Slade Lumber Co.	176.0	35.0	15.8	Jacksonville	San Francisco	Ballast	4,740	4,065	2,668
Gen. O. H. Ernst.....	2	17.10	4	11.36	4	19.01	4	20.00	American	Panama Railroad Steamship Line	356.4	45.3	17.4	Jacksonville	Caleta Buena	Ballast	4,740	4,065	2,668
Esequibo.....	3	12.09	4	11.46	4	18.19	4	20.00	British	Pacific Steam Navigation Co.	466.1	57.6	26.6	New York	Valparaiso	General	2,713	9,037	6,089

(a) Power schooner. (b) Bark. (c) Motor ship. (d) Transport. (e) Steam schooner. (f) Spain. (g) 216,000 cases oil and 300 barrels. (h) 70,000 barrels.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Submarine R-26.....	28	12.30	29	7.12	29	15.09	29	17.20	American	United States Navy	420.7	54.0	22.0	High seas	Cristobal	(i)	3,766	7,137	5,298
Durham.....	28	17.55	29	7.59	29	16.30	29	17.20	British	Federal Steam Navigation Co.	419.4	57.2	19.0	Adelaide	New York	Ballast	7,137	5,298	
S. V. Hackness.....	29	1.18	29	8.07	29	16.15	29	19.55	American	Standard Oil Co.	419.4	57.2	19.0	Iquique	Tampico	Ballast	3,766	7,137	5,298

(i) Lumber, tallow, gum, and machinery.

Port of Origin	Date	Vessel	Line	From	Date	Vessel	Line	For
Panama	28	6, 19	29	American	Williams Dimond & Co. (S. B.)	440.0	Seattle	General
Emigkelt (i)	29	9, 11	29	German	German Government	153.1	Arica	Ballast
India	29	15, 05	30	Swedish	East Asiatic Co.	410.5	Portland	Hull, Eng.
Oreona	29	16, 30	30	British	Pacific Steam Navigation Co.	511.6	Valparaiso	General
Ormaiztegui	30	6, 45	30	British	Andrew Weir & Co.	412.3	Tucupilla	Nitrates
Manavi	30	3, 00	30	British	Pacific Steam Navigation Co.	216.0	Guayaquil	General
Bradford	26	29, 30	30	American	Standard Oil Co.	436.9	Antofagasta	Ballast
Hathor	29	7, 00	30	German	Rossmo Line	471.9	Antofagasta	(i)
Culebra (k)	4-3	20, 11	30	American	United States Government	288.0	Balboa	Paraiso, C. Z.
Watowan	20	11, 00	30	American	Luckenbach Steamship Co.	400.7	New York	General, lumber
Point Bonita	29	8, 00	30	American	Pacific Mail Steamship Co.	289.0	San Francisco	General
Ballena	31	1, 20	31	British	Pacific Steam Navigation Co.	400.1	Valparaiso	Nitrates
San Joaquin	31	2, 30	31	Norwegian	W. Wilhelmson	425.5	Antofagasta	Ballast
Nishimaha	31	6, 15	31	American	U. S. & A. Line (S. B.)	402.5	Noumea, N. C.	New York
Javary	31	12, 15	31	American	Garland Steamship Corp.	235.5	Hankow	Chrome ore
Balboa	31	16, 05	1	American	Colombian Maritime S. Co.	190.0	Buenaventura	Wood oil
Halo	31	3, 45	1	American	McCormack & McPherson (S.B.)	435.0	Palo Blanco	(r)
Acon	31	23, 00	1	American	Panama Railroad Steamship Line	489.5	New Orleans	Ballast
C. W. Fields (i)	25	15, 40	1	American	United States Army	133.0	Mojilones	Nitrates
Santa Teresa	1	12, 15	1	American	W. R. Grace & Co.	360.2	Balboa	(s)
Bologna	1	6, 00	1	Italian	La Yelco Line	380.3	Valparaiso	General
Sciota (j)	23	16, 44	1	American	United States Navy	155.0	Balboa	Genoa
Caddo	19	4, 60	2	British	Pacific Steam Navigation Co.	290.0	Valparaiso	Nitrates
Kumera	3	1, 15	3	British	Standard Oil Co.	415.0	Pisaca	Ballast
Jason (m)	2	12, 15	3	British	Shaw, Sanrille & Albion Co.	425.1	Wellington	Frozen, general
India (n)	2	12, 15	3	American	United States Navy	514.0	San Francisco	General
Ricocheal	3	2, 10	3	Panamanian	Lutri & Mora	34.4	Panama	Ballast
Bellepine	31	19, 30	3	Chilean	Struthers & Dixon (S. B.)	435.0	Tampico	Ballast
Wrengatia	3	12, 45	4	British	Robert Hasler & Co. (S. B.)	395.5	Valparaiso	General
San Jose	31	13, 00	4	British	British India Steam Nav. Co.	400.3	Antofagasta	Nitrates
Barces 4 and 5	4	2, 00	4	Panamanian	J. C. Gould	400.3	Talca	Frozen, general
	4	14, 45	4	Panamanian	Thompson & Daly	283.0	Panama	Nitrates
	4	14, 45	4	Panamanian	Pacific Mail Steamship Co.	124.0	Panama	General
	4	14, 45	4	Panamanian	Thompson & Daly	124.0	Panama	Ballast

(i) Tug. (k) Dredge. (l) Mine planter. (m) Collier. (n) Launch. (o) Anchor in Gatun Lake. (p) For orders. (q) Coconut cake, nitrate, asphalt, and lumber. (r) Castor seed, cocoa, coffee, hides, rubber, and nuts. (s) Nitrates, vanadium, and general.

PORT OF CRISTOBAL.

ARRIVALS.				DEPARTURES.			
Date	Vessel	Line	From	Date	Vessel	Line	For
Aug. 29	Calamares	United Fruit Co.	Port New York	Aug. 29	Calamares	United Fruit Co.	New York via Ila Babia
Aug. 30	Pastores	Leyland Line	Liverpool and waypoints.	Aug. 29	Caribbean	Panama Railroad Cattle Industry.	Cartagena.
Aug. 30	Mellonia	French Line	Hayre via waypoints.	Aug. 30	Alliance	Panama Railroad Steamship Line.	New York via Haiti.
Aug. 31	Puerto Rico	Royal Mail Steam Packet Co.	London	Aug. 31	Pastores	United Fruit Co.	Port Limon.
Aug. 31	Tevot	United States Army	New York via San Juan.	Sept. 1	Santa Leonora (d)	United States Army	New Orleans.
Aug. 31	Bufof (d)	United States Army	New York via San Juan.	Sept. 1	Abanquer	United Fruit Co.	New Orleans.

(Continued on page 50, column 2.)

### New Record for Traffic in Canal Ports.—Comparison with Foreign-Trade Traffic in New York, Philadelphia, and Boston.

The traffic through the Canal terminal ports, Cristobal and Balboa, reached new high records in the month of August, 1920, when a new record for traffic through the Canal was also established. The previous high records were those made in December, 1919.

The total entrances and clearances at the 2 ports, including the ships which passed through the Canal, were as follows:

	Entered.		Cleared.		Total handling.	
	Ves-sels.	Net tonnage.	Ves-sels.	Net tonnage.	Ves-sels.	Net tonnage.
Cristobal—						
August, 1920 .....	321	1,071,814	322	1,072,307	643	2,144,121
December, 1919 .....	323	971,127	322	964,896	645	1,936,023
Balboa—						
August, 1920 .....	294	928,515	286	911,576	580	1,840,091
December, 1919 .....	282	833,657	285	842,886	567	1,676,543

The number of ships entering Cristobal and the total of those handled in that port were 2 less in August, 1920, than in December, 1919; in other respects the figures for August establish new high records, both in ships handled and in net tonnage.

Comparison of the traffic in the Canal terminal ports with the foreign-trade traffic in New York, Philadelphia, and Boston is afforded by figures in an article published in *The Journal of Commerce* of New York of July 24, 1920.

This reported a high record for the year 1920 having been made in New York in the month of June, when 508 ships, of 1,545,144 net tons, entered and 436 ships, of 1,364,297 net tons, cleared. The "total handling" was, accordingly, 944 vessels, of 2,909,441 net tons. The total handling in Cristobal in August was 68 per cent of the New York record for this year with respect to the number of ships and 73.7 per cent with respect to net tonnage; or, roughly, about seven-tenths of the foreign-trade traffic in New York. The domestic or coastwise traffic in New York, however, is considered to be about 3 times the foreign traffic (exact figures are not available); so that to reach a comparison of actual port movements, the percentages above, in comparison with foreign traffic, should be divided by 4. This would indicate the traffic in Cristobal in August to have been about 17½ per cent of the total traffic in New York Harbor in June. For normal months in both ports, it would appear that the traffic in Cristobal is between one-sixth and one-fifth of the total traffic in New York Harbor. This designation comprises everything above The Narrows, including both sides of the Hudson River, East River, the Harlem River, Gowanus Bay, Newtown Creek, and minor sections, and all of the Brooklyn, Flushing, and Jamaica sections, but does not include the strictly New Jersey section, having access to the ocean outside of The Narrows, and of which the parts are Arthur Kill, Raritan Bay, Newark Bay, and the Elizabeth and Raritan rivers. The New York section, as outlined above, is what is generally understood by the port of New York; and it is the port of the longest quayage and the greatest traffic in the world.

Philadelphia's record month so far this year, for foreign traffic, was May, when 129 vessels of 316,246 net tons, entered and 126 vessels, of 315,997 net tons, cleared. The "total handling" was 255 ships, of 632,243 net tons. No approximation of the domestic traffic can be

arrived at here. In comparison with Philadelphia's foreign traffic, the traffic in Cristobal is between  $2\frac{1}{2}$  and 3 times as great.

The record in Boston for this year was also made in June, when 120 ships, of 198,136 net tons, entered and 88 ships, of 124,594 net tons, cleared in the foreign trade alone; making a "total handling" in foreign trade of 208 vessels, of 322,730 net tons. Omitting any consideration of the domestic trade, the Cristobal traffic was about 3 times as many ships and 6 times as much net tonnage as that in the foreign trade of Boston. If the domestic trade in Boston Harbor is about 3 times the foreign trade, as in the case of New York, it would appear that the traffic in Cristobal is about the same as the aggregate traffic in Boston.

None of the traffic reported for the Canal ports is considered "domestic" or "coastwise." Vessels in the United States coastwise trade, passing through the Canal, are reported with the others, and the local Canal Zone or Panama coastwise traffic using the Canal terminal ports is practically nil.

#### **German Seamen Attempt to Desert Ship in Canal.**

During the passage of the German steamship *Lucie Woerman* through the Canal on September 6, on the way from Hamburg to Chile with some 688 seamen to man German sailing vessels which are to be returned to Europe under terms established by the Reparations Commission of the Allies, a number of the seamen slipped overboard and swam ashore with the intention of deserting. They began going overboard in the Gatun Lake section, approximately opposite Frijoles, and continued through Gaillard Cut. As soon as the matter was reported a police launch ran alongside the ship and prevented further desertions, while a call was sent out for the apprehension of all that came to land. Up to the time of the clearing of the *Lucie Woerman* from Balboa in the afternoon of September 7, 61 had been returned aboard, and 5, taken later, are now held by the police.

The master of the vessel was unable to say how many had gone overboard or even to state exactly how many had shipped on the vessel, as he had found a number of stowaways and in the mutinous condition of the men had not been able to secure a check on their number.

#### **Service of the American Metal Transport Company.**

The service of the American Metal Transport Company, Inc., between Atlantic ports of the United States and Peruvian and Chilean ports is not on fixed schedule, but averages 4 or 5 ships a month through the Canal. They usually sail from New York or Norfolk, with general cargo or coal, and returning, bring back nitrate, going to some Atlantic port according to orders—New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, or New York. During August passages of the company's vessels have been more frequent than usual, as sailings had been delayed, both in the United States and Chilean ports, by strikes.

#### **The "Von Steuben" to go on World Cruise with Exposition.**

The United States Shipping Board has sold the passenger liner *Von Steuben* to a company which has announced its intention of fitting the vessel out as a floating exposition of American products and sending it on a cruise around the world.

The *Von Steuben*, then a transport in the service of the United States, was repaired at Balboa shops during the three weeks from December

30, 1917, to January 20, 1918, and the rush work performed on her was made the subject of a note in THE PANAMA CANAL RECORD of January 30, 1918, the name of the ship being omitted for military reasons. The vessel had suffered 2 collisions, and 2 important items in the repairs were the building of a new stem, 60 feet long, and repairs to the stern; in addition to which extensive repairs were made to the fire main. the number of coaling chutes was increased, and alterations were made to increase her capacity for carrying coal. The force employed included 450 skilled mechanics and about 1,000 helpers and laborers. The total number of hours worked was about 400.

It is stated that the vessel will be changed from coal to oil burning, and generally reconstructed at a cost of about \$3,000,000, the 3 lower decks being renovated for exhibition space, with the idea of allotting 100 square feet to each exhibitor. The name is to be changed to the *United States*.

The *Von Steuben* was formerly the *Kronprinz Wilhelm* of the North German Lloyd and in the early part of the war was a famous raider, having stayed at sea 251 days and sunk 15 vessels before she went into American waters at Newport News and was interned, in April 1915. She is a vessel of 14,908 gross and 5,162 net tons, 637.3 feet long by 66.3 beam, and was built in 1901 at Stettin.

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#### Pacific Steamship Company Service through the Canal.

The Pacific Steamship Company, of Seattle, whose regular service is between that port and Japan, has been dispatching an occasional vessel through the Canal to New York or to European ports, as cargo offers. At times the intervals between its vessels passing through the Canal is as great as 3 months, at others 2 of its ships will arrive in the same month. This company works in conjunction with the North Atlantic and Western Steamship Company in the United States coast-wise trade.

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#### Notice to Mariners.—Front Range Light, Atlantic Approach to Panama Canal, Destroyed by Lightning.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., August 30, 1920.

CIRCULAR NO. 643-75:

1. On August 27, 1920, the front range light (tower No. 5, Mindi), Atlantic Approach of the Panama Canal, was totally destroyed by lightning.

2. Until this light can be replaced, a temporary light of the same characteristic will be exhibited.

CHESTER HARDING,  
Governor.

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#### Notice to Mariners.—Obstruction to Navigation.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., September 2, 1920.

CIRCULAR NO. 643-76:

The master of the steamship *Watowan* reports by radio having passed at noon on August 29th, while in latitude 7° 08' North, longitude 81° 30' West, a submerged wreck about 100 feet long with short spars barely out of water, very dangerous to navigation.

CHESTER HARDING,  
Governor.

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#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended September 4:

Steamships *Koyo Maru*, repairs to hull where damaged; *Talaralite*, boiler and engine repairs; *Bradford*, boiler and engine repairs; *Caddo*, boiler and engine repairs; *Adria*, boiler and engine repairs; *Marne*, rebuilding; *Willie A. Higgins*, auxiliary machinery repairs; *Cordelia*, boiler and engine repairs; *Grelbank*, boiler repairs; *West Cajoot*, main engine repairs; tender *Perico*, boiler repairs; U. S. S. *Tacoma*, machinery repairs; dredge *No. 83*, general repairs; barges *No. 133* and *141*, general repairs; submarine *R-22*, periodic repairs; steamship *Belleplaine*, main turbine repairs; launch *Coco Solo*, clutch repairs.

The following vessels were at the Cristobal shops for repairs during the week ended September 6:

Steamships *Colon* and *General Ernst*, miscellaneous repairs and painting to engine, decks, and steward departments; *Point Bonita*, repair feed pumps, bilge pump, and steering gear; *Teviot*, repair winch, sanitary pump, and water service; *Puerto Rico*, repair ice machine; tug *Etnigkeit*, repair boiler, blower engines, and auxiliaries; tug *Tavernilla*, repair and rebrick boiler, repair condenser, and repairs to piping; U. S. S. *Favorite*, retube port boiler, repair air, bilge, and ballast pumps, repair ice machine and make awnings; barge *No. 29*, overhaul barge and convert into De Mayo; steamships *Parismina*, *Caddo*, U. S. A. T. *Buford*, *Balboa*, *Essequibo*, dredge *Gamboa* and *Mevanic*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending September 4, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Calamares.....	United Fruit Co.....	August 29....	August 29....	95	15
Caribbean.....	Panama Railroad Cattle Industry.....	August 29....	August 29....		50
Acajutla.....	Pacific Steam Navigation Co.....	August 30....	August 30....		781
Allianca.....	Panama Railroad Steamship Line.....	August 30....	August 30....		1,518
Laura C. Hall.....	Pacific Metals Corporation.....	August 30....	August 30....		21
Pastores.....	United Fruit Co.....	August 30....	August 31....	585	94
Rosana.....	A. Fait.....	August 30....	August 31....		62
*Santa Leonora.....	United States Government.....	August 30....	September 1....		1,371
Chile.....	Pacific Steam Navigation Co.....	August 30....	September 2....		1,424
Point Bonita.....	Pacific Mail Steamship Co.....	August 30....	September 2....	303	662
Meltonian.....	Leyland Line.....	August 30....	September 2....	1,149	5
Manavi.....	Pacific Steam Navigation Co.....	August 30....	September 4....	705	705
Teviot.....	Pacific Steam Navigation Co.....	August 31....	September 4....	400	2,150
Parismina.....	United Fruit Co.....	August 31....	September 2....	953	45
Puerto Rico.....	French Line.....	August 31....	September 3....	293	145
*Buford.....	United States Government.....	August 31....	September 3....	123	26
Panama.....	Panama Railroad Steamship Line.....	August 31....	September 3....		2,531
Abangares.....	United Fruit Co.....	September 1....	September 1....	‡	(‡)
Santa Marta.....	United Fruit Co.....	September 1....	September 2....		205
Tivives.....	United Fruit Co.....	September 1....	September 2....	(†)	4
Colon.....	Panama Railroad Steamship Line.....	September 1....	September 1....	800	
Balboa.....	Colombian Maritime Co.....	September 1....	September 1....	606	
Caribbean.....	Panama Railroad Cattle Industry.....	September 2....	September 2....	200	
Essequibo.....	Pacific Steam Navigation Co.....	September 3....	September 4....	282	4
Palena.....	Chilean Steamship Co.....	September 3....	September 3....	10	
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	September 4....	September 4....	2,340	
San Jose.....	Pacific Mail Steamship Co.....	September 4....	September 4....	146	

\* United States Army transport.

† No cargo discharged.

‡ No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending September 4, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Bonita.....	Pacific Mail Steamship Co.....	August 29....	August 30....	827	7
Manavi.....	Pacific Steam Navigation Co.....	August 30....	August 30....	20	
Laura C. Hall.....	Pacific Metals Corporation.....	August 30....	August 30....		57
Halo.....	United States Shipping Board.....	August 31....	September 1....	1,493	
Balboa.....	Colombia Maritime Co.....	August 31....	September 1....	1	

### Announcing a New Line from New Orleans in Coastwise Service.

*The Seamen's Journal* of San Francisco reports in its issue of August 18:

Lunham & Moore, of New Orleans, have announced a steamship service between the Gulf ports and ports on the Pacific. The service will begin with 1 steamship a month, with San Francisco and Portland as the principal ports of call.

### Barber Line Service Around the World.

The Barber Steamship Lines, Inc., which send vessels through the Canal approximately every other day in its varied services, largely to the Far East, is operating an around-the-world service by sending some of its vessels from the Orient to New York by way of Suez and Mediterranean ports. Fixed schedule has not been announced but such despatches appear to be approximately every 2 months.

### Sale of Former Panaman Vessel in Savannah.

The motor schooner *Belen Quezada*, formerly registered in Panama, was advertised to be sold by the United States marshal at Savannah on August 17. The *Belen Quezada* made transit of the Canal on January 10, 1920, bound from Port Angeles to Antilla, Cuba, with 850 tons of lumber. She is 213 feet in length by 30 feet beam and was drawing 16 feet of water at time of transit.

### 100-foot Contour Boundary of Gatun Lake.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., August 23, 1920.

CIRCULAR No. 651-1:

1. The map of the Gatun Lake shore, prepared jointly by The Panama Canal and the Panama Government, shows the 100-foot contour and such monuments as were placed on the ground to mark its limits.

2. Obviously it is impractical to mark the 100-foot contour line by monuments on the ground throughout its entire length. Furthermore, a detailed survey of the entire area bordering Gatun Lake was and still remains impractical owing to the prohibitive cost of such a survey.

3. The map prepared and the monuments placed are for the convenience of property owners in determining the limits of their property. The map does not purport to show every isolated 100-foot contour; nor, with the necessarily limited number of monuments, was it possible to mark on the ground all prohibited areas.

4. Property owners are hereby notified that they will be held responsible for any error in development or construction on land which by treaty agreement is under the jurisdiction of the United States Government.

5. In doubtful cases, and prior to any unnecessary expense, property owners are hereby notified to request the Section of Surveys of The Panama Canal to determine their boundary limits.

CHESTER HARDING,  
Governor.

### Books for Ancon Hospital.

The chaplain of Ancon Hospital, Rev. H. R. Carson, has issued an appeal for books to provide reading matter for the patients in Section A, American surgical and medical cases. Either single volumes or sets are desired, dealing with fiction, travel, biography, history, or science.

The Canal library is undertaking to meet this need and will issue books to the chaplain from its current stock and from special donations which may be made in response to this appeal. Books may be turned into the central library at Balboa Heights or to the librarian at Ancon, Balboa, Pedro Miguel, and Gatun clubhouses. A donor's card will be attached to the inside front cover of each of the books and they will be forwarded without expense or further trouble to the donors.

**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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Assistant in marketing fruits and vegetables (male and female); \$1,200 to \$1,800; form 2118; age, 21 years but not 45 years; vacancies in Bureau of Markets, Department of Agriculture, and in the field; December 1, 1920.\*

Investigator in marketing fruits and vegetables (male and female); \$1,800 to \$2,760 a year; form 2118; age, 21 years but not 45 years; vacancies in Bureau of Markets, Department of Agriculture; December 1, 1920.\*

Chemist, \$3,000 to \$4,000 a year; associate chemist; \$2,000 to \$3,000 a year (male and female); form 2118; age, within reasonable age limits; vacancies in the Chemical Warfare Service, Edgewood Arsenal, Edgewood, Md.; October 5, 1920.\*

Magnetic observer; \$1,140 a year (male and female); form 1312; age, 20 years but not 40 years; vacancies in the United States Coast and Geodetic Survey; September 28, 1920.\*

Radio inspector; grade 1, \$6 per diem; grade 2, \$7.60 per diem (male and female); vacancies in the Fifteenth Naval District, Balboa, C. Z.; October 5, 1920.\*

Junior civil engineer; \$1,500 per year (male and female); No. 410-amended; form 1312; age, 20 years but not 30 years; vacancies in the Bureau of Public Roads, Department of Agriculture; September 28, 1920.\*

Specialist in economic research; \$3,600 to \$4,500 a year (male and female); No. 475; form 2118; vacancies in the Bureau of Markets, Department of Agriculture; September 28, 1920.\*

Tariff examiner; \$1,620 a year (male and female); No. 366-amended; form 1312; age, 25 years but not 50 years; vacancies in the Interstate Commerce Commission, Washington, D. C.; September 22 and October 20, 1920.

Purchase agent; \$2,400 a year (male and female); No. 476; form 1312; age, 21 years and over; vacancy at the Watertown Arsenal, Mass.; September 22, 1920.

Assistant director of educational work; Class A, \$3,000 to \$4,500 a year; Class B, \$2,800 to \$3,600 a year; Class C, \$1,800 to \$3,000 a year (male and female); age, within reasonable age limits; form 2118; No. 95-amended; vacancies in the Division of Venereal Diseases, Public Health Service; October 12, 1920.\*

Captain, fire department; \$1,800 to \$2,000 a year; lieutenant, fire department; \$1,500 to \$1,800 a year (male and female); No. 459-supplemental; canceling announcement No. 459; September 14, 1920.

Naturalist; \$2,200 a year (male and female); No. 472; form 2118; age, 25 years but not 45 years. vacancy in Bureau of Fisheries, steamer *Albatross*; September 21, 1920.\*

\*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 day.

**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.
John Victor Leach....	3503	United States....	Cristobal.....	Building Division.....	August 29, 1920
*John Murrell.....	43517	Barbados.....	Paraiso.....	Dredging Division.....	August 22, 1920.
Elbert S. Waid.....	4437	United States....	Colon Beach.....	Panama Railroad.....	August 27, 1920.
Lewis Paul.....	43923	Martinique.....	Panama.....	Coaling Plants.....	August 12, 1920.
George Baum.....	5959	United States....	Cristobal.....	Supply Department.....	September 1, 1920.

\*Alias Morrell, alias Morrill.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

**Official Circulars.**

**Substitution of Private Property for Public Property.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 28, 1920.

CIRCULAR NO. 656-15:

1. The substitution of private tools, instruments, equipment, or any other class of property privately owned, for public property in actual use or in storehouse stock of The Panama Canal or the Panama Railroad Company, is prohibited.  
2. Violation of these instructions will be punished by discharge, and in cases warranting prosecution, criminal action will be instituted.

CHESTER HARDING,  
*Governor.*

**Appointments.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 1, 1920.

CIRCULAR NO. 661-88.

The following appointments, effective this date, are announced:

Commander F. V. McNair, U. S. N., Captain of the Port, Cristobal; Chairman, Board of Local Inspectors; and Member, Board of Pilot Affairs; *vice* Lieut.-Commander John G. Fels, U. S. N. R. F., resigned.

Lieut.-Commander S. L. Henderson, U. S. N., Captain of the Port, Balboa; Member, Board of Local Inspectors; and Member, Board of Pilot Affairs; *vice* Lieut.-Commander Chas. Svensson, U. S. N. R. F., assigned to other duties.

CHESTER HARDING,  
*Governor.*

**Issuance of Mileage Books.**

PANAMA RAILROAD COMPANY,  
OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., August 31, 1920.

CIRCULAR NO. RA 695:

*To all concerned*—Under Circulars RA 624, RA 684, and Governor's Circular 608-5 the sale of reduced rate mileage was authorized to employees, personnel of the United States Army and Navy, members of their families, servants, and nonresident visiting guests. It was not intended, however, to have this transportation issued in the name of "John Jones and family" as is being done in exceptional cases.

When this class of transportation is sold for use of family, the book and stubs should be issued to show the employee, as "John Brown, wife, 3 children and 2 servants." The names of visiting guests should be added, when properly authorized by letter from Executive office, or, as otherwise provided in Governor's circular 608-5.

This transportation will be honored for servants only when accompanied by employer, or other member of the family shown on the book.  
The use of this mileage is also authorized under Circular RA 689, for use of employees of certain steamship lines, which in one case was issued to the steamship company "for employees." This is in error. The books should be issued when properly authorized in the name of steamship company for, not exceeding 5 employees showing the names of each individual entitled to this privilege. Please be governed accordingly.

H. A. A. SMITH,  
*Auditor.*

Approved and compliance directed.

S. W. HEALD,  
*Superintendent.*

**MOVEMENTS OF OCEAN VESSELS.**—Continued from page 49.

PORT OF CRISTOBAL—Continued.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
Aug. 31.	Parissima.	Sept. 2.	Tivives.
Sept. 1.	Almagarce.	Sept. 2.	Meltonian.
Sept. 1.	Colon.	Sept. 2.	H. A. Boddien.
Sept. 1.	Santa Marta.	Sept. 2.	Crescent (l).
Sept. 1.	Tivives.	Sept. 2.	Santa Marta.
Sept. 2.	Caribbean.	Sept. 2.	Parissima.
Sept. 2.	Gen. W. C. Gorgas.	Sept. 3.	Panama.
Sept. 3.		Sept. 3.	Panama Railroad Steamship Line.
		Sept. 3.	United States Army.
		Sept. 3.	French Line.
		Sept. 3.	Puerto Rico.
		Sept. 4.	Teviot.
			Royal Mail Steam Packet Co.
			United Fruit Co.
			Leyland Line.
			New York via wayports.
			Galveston.
			Colon.
			N. Y. Col., Jam., Cuba.
			N. Orleans and wayports.
			New York.
			New York via San Juan.
			Hayre and Pto. Colombia.
			Cartagena.

PORT OF BALBOA.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
Aug. 29.	Siskiyou.	Aug. 29.	E. K. Wood Lumber Co.
Aug. 30.	Imperial.	Aug. 30.	South American Steamship Co.
Sept. 4.	Siskiyou.	Sept. 4.	E. K. Wood Lumber Co.
			Las Palmas.
			Vulparaiso.
			San Francisco.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

\*Other than ships passing through the Canal.

(l) Schooner.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

Subscription rates, domestic, \$1.00 per year; foreign, \$1.50; address,  
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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., September 15, 1920. No. 5.

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## The Fuel Situation.

THE PANAMA CANAL, MARINE DIVISION,  
BALBOA HEIGHTS, C. Z., September 10, 1920.

*To all steamship agents*—Since the issuance of my last circular letter regarding the fuel situation, the following information has been received; and your particular attention is invited to the report of September 8 from Habana:

*August 26*—U. S. Shipping Board advises no change in fuel oil situation on west coast of South America, and that it will be 35 or 40 days before the Board will have oil there; that there is sufficient oil at Honolulu to meet the Board's requirements; that the Board has no oil at St. Thomas and will not have until September 20th or 25th.

*September 1*—Governor of Porto Rico states that stock of bunker coal at San Juan is practically exhausted, and that he will advise when replenished.

*September 3*—American Consul, Kingston, Jamaica, advises 2,900 tons coal just arrived; price nine pounds F. O. B. untrimmed.

*September 3*—Seven thousand barrels of fuel oil available at Salina Cruz; prospects favorable for considerable receipts in immediate future.

*September 8*—American Consul at Habana, Cuba, advises fuel oil situation unchanged since report of August 10 (my circular letter of August 20th); bunker coal situation better—21,000 tons on hand; 15,000 more expected within 10 days.

*August 23 (received September 8th)*—A firm in Port-of-Spain, Trinidad, invite attention to fact that Trinidad is exceptionally well placed to provide coal and fuel oil requirements of ships going both south and north.

*September 9*—U. S. Shipping Board advises no change in situation given in cable of 26th ultimo (above), except that they are now buying oil in open market at St. Thomas and expect small supply for their own vessels will be available on west coast of South America about October 7th.

E. P. JESSOP,  
Marine Superintendent.

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## The "General Goethals" Rescues Crew of Sunken Submarine.

A cable message received from the New York office of the Panama Railroad Steamship Line on September 4 stated:

"Steamship *General Geo. W. Goethals* arrived 6 p. m. 3d instant; was delayed 12 hours standing by disabled submarine *S-5*, cutting hole in submarine stern projecting out of water 30 feet and rescuing crew of 40."

Press reports state that the submarine was resting on the bottom of the sea at a point about 45 miles off Cape Henlopen, Delaware, and that in the hope of attracting attention the crew had released a telephone buoy which went to the surface. The buoy was sighted by the *Goethals* and investigated. After communicating with the crew by means of the telephone the *Goethals* began efforts toward rescuing them, sending out at the same time radio calls for assistance, which were responded to by the U. S. *Ohio* and the steamship *Thantums*; and the vessels, working together, managed to raise the submarine sufficiently to allow the crew to be brought out.

On the voyage on which this occurred, the *Goethals* had sailed from Cristobal for New York via Port-au-Prince on August 25.

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## Whole Cargo of Silver Sand.

The Norwegian motor ship *George Washington*, of 7,093 gross tons, passed through the Canal on August 2, bound from Antwerp direct to San Francisco with a cargo of 9,000 tons of silver sand.

**MOVEMENTS OF OCEAN VESSELS.**  
Week ending at midnight September 11, 1920.

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		Panama Canal tonnage		
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Nature	Tons	Gross	Net	
Urayaba	7	40	5	6	10	5	13	10	Peruvian	Peruvian Line	374	2	46	3	19	2	General	1,341	4,466	2,405
Balboa	3	27	5	6	12	5	13	36	American	Columbian Maritime Co.	190	0	29	1	13	8	General	2,236	7,411	350
Rooke	4	40	5	6	35	5	15	13	British	F. C. Strack & Co.	345	9	43	1	22	6	Coal	4,601	4,061	2,961
Maritopa	3	50	5	7	03	5	17	20	Norwegian	W. Withelven	435	0	57	0	27	0	Crude oil	10,000	6,996	5,118
Neptune (a)	5	06	5	8	29	8	9	48	American	United States Navy	542	0	65	0	24	8	Coal, misc.	5,339		
Arizans	5	17	5	8	40	5	19	06	American	N. Atlantic & Western Co. (S. B.)	380	0	54	2	19	8	General	3,800	6,161	4,427
Treacrell	3	55	6	6	21	6	13	05	British	Hain Steamship Co.	400	0	52	0	15	7	Ballast	8,347	11,192	8,149
Talora	2	35	6	6	32	6	14	52	British	Shaw, Saville & Alison Co.	477	0	63	2	18	6	General	4,000	5,206	3,743
Morrastown	5	24	6	6	45	6	13	53	American	Wessell Duval & Co. (S. B.)	377	0	52	8	19	0	General	4,000	5,206	3,743
Lucie Woer-																				
Palera	3	00	6	10	5	6	18	30	German	New Zealand Shipping Co.	365	0	48	0	22	0	Ballast		4,897	3,640
Standard Arrow	6	21	6	13	00	6	18	28	Chilean	South American Steamship Line	350	0	42	0	23	6	General	557	3,066	2,577
Sag Harbor	6	30	7	0	17	8	11	50	American	Standard Transportation Co.	467	6	62	7	27	0	Petroleum	10,481	9,931	7,019
Gaidannas	6	12	7	6	18	7	13	4	Spanish	W. H. Tracy & Co. (S. B.)	264	0	42	2	22	6	Coal	2,882	2,504	1,701
Mempius	6	19	7	6	23	7	13	37	British	Cia. Auxiliar Maritime	331	9	46	11	14	6	Ballast		3,686	2,632
Kent	6	24	7	6	28	7	15	31	British	Pacific Steam Navigation Co.	471	0	61	0	16	0	Ballast		9,100	7,54
Canada Maru	7	54	7	7	58	7	15	31	Japanese	Federal Steam Navigation Co.	460	0	52	9	30	0	General	8,600	10,503	8,121
San Jose	7	6	7	12	05	7	19	00	British	Osaka Shosen Kaisha	400	0	51	0	20	0	General	258	5,999	4,101
H. M. Flagler	4	21	8	6	40	8	14	19	American	Pacific Mail Steamship Co.	474	9	60	0	20	0	Ballast		9,028	6,151
Stanley Dollar	8	3	8	7	22	8	14	25	British	Standard Oil Co.	461	3	37	0	17	8	General	1,849	2,352	1,062
Pandijk	8	5	8	8	00	8	15	30	Dutch	Robert Dollar Steamship Line	288	8	44	6	16	0	Fuel oil	(c)	8,006	6,325
Tatoka	6	15	8	6	23	10	15	12	American	Holland-American Line	467	0	58	0	15	6	General	2,000	3,400	2,404
Thodore	9	18	9	7	48	9	12	05	American	United States Navy	477	0	60	0	23	6	Fuel oil	6,000	20,854	6,066
Rosevelt	5	18	9	7	48	9	14	49	Norwegian	Fred Olsen & Co.	425	5	55	2	12	0	General	700	7,593	5,637
Salvador	10	11	10	6	15	11	13	05	British	Pacific Steam Navigation Co.	215	0	33	0	15	6	General	975	1,213	692
Imma Maru	10	11	10	6	20	11	13	20	Japanese	Nippon Yusen Kaisha	443	0	58	0	24	6	General	6,980	7,674	5,383
Corcovado	10	10	10	6	55	11	15	20	British	Pacific Steam Navigation Co.	390	0	47	0	23	5	General	4,160	4,976	3,273
Ansaldo	10	10	10	6	30	11	14	50	Italian	Soc. Nazionale di Nav.	393	11	51	0	15	6	General	900		
Giovio IV	10	16	10	6	31	11	15	40	Japanese	Kobe Kai Sen Kabushiki Kaisha	385	0	51	0	26	8	Case oil	7,000	5,933	4,505
Yefuku Maru	10	16	10	6	31	11	15	40	Japanese	Kobe Kai Sen Kabushiki Kaisha	385	0	51	0	26	8	Case oil	7,000	5,933	4,505

(c) For orders.

(d) Structural steel and general.

(e) 70,500 barrels.

(f) Returned north.

(g) Collier.

Ship	Line	Length	Beam	Salt water draft	From—	For—	Cargo	Panama Canal tonnage
Assund.	Th. Just	315.3	44.8	23.4	Puntarenas	Hamburg	General	5,050
Justin	Garland Steamship Corp.	277.0	39.0	14.7	San Francisco	New York	General	680
Hermes	Royal Netherlands Steamship Co.	344.6	46.1	19.6	Amfofagasta	Harve	General	3,885
Quernstad	B. J. Orcestad	290.0	42.0	19.0	Taltal	Savannah	Nitrates	3,334
Cauca	Pacific Steam Navigation Co.	246.0	35.2	14.6	Guayaquil	Cristobal	General	416

Origin	Date	Vessel	Line	From	Date	Vessel	Line	To
Salvador	5 10 30	5 12 13	5 18 55	11 6 15	British	Pacific Steam Navigation Co.	215.0	Champerico
Mevania	5 11 45	5 12 38	6 17 48	American	Walker & Daly (S. B.)	425.8	37.6	San Francisco
City of Para	5 1 00	6 5 35	6 17 00	American	Pacific Mail Steamship Co.	345.0	18.6	San Francisco
Waukegan	5 14 30	6 7 06	6 18 00	American	Barber Steamship Line (S. B.)	393.8	27.0	Ilo Ilo
Cordelia	5 30 00	6 13 25	6 20 50	British	C. T. Bowring Co.	420.3	17.0	Tampico
Amazon Maru	6 18 00	7 6 25	7 14 45	Japanese	Ozaka Shosen Kaisha	425.0	27.0	New York
Slavie Prince	7 14 30	8 6 40	8 13 15	British	Green Star Line, Ltd.	418.3	27.0	New York
Antinous	7 19 30	8 7 29	8 15 37	American	Prince Line	401.1	27.0	Southampton
Grangepark	7 23 30	8 8 94	8 15 31	British	Denholm Line	400.3	27.0	Colombia river
Ebro	9 6 30	9 7 59	9 15 38	British	Pacific Steam Navigation Co.	430.3	22.6	Valparaiso
Duenos	9 11 45	9 12 43	9 19 31	British	Pacific Steam Navigation Co.	390.0	17.0	Valparaiso
Martica (J)	7 7 00	9 14 13	9 21 21	American	United States Army	443.9	29.0	Punta Arenas
H. M. P. Flagler	8 18 30	9 15 37	9 22 25	American	Standard Oil Co.	461.6	29.0	New York
Lake Fluvanna	8 14 30	10 6 33	10 15 55	American	Earned Line (S. B.)	251.0	20.6	Philadelphia
The Angeles	9 7 30	10 35	10 17 50	American	Col. Pacific Steamship Co. (S. B.)	410.0	21.0	Philadelphia
Tasabusa	10 15 00	11 6 58	11 13 50	British	Standard Transportation Co.	420.5	19.0	Leith
Steel Trader	10 15 35	11 6 58	11 14 15	American	United States Steel Products Co.	424.2	22.6	New York
Mount Emma	10 16 20	11 7 28	11 15 00	British	Sifton Steamship Co.	380.0	22.6	Vancouver
West Kader	10 23 00	11 8 42	11 16 10	American	William Christanson (S. B.)	410.0	23.6	Portland
West Togus	11 4 30	11 9 12	11 17 20	American	Siddons Dimond (S. B.)	410.5	23.0	Portland
Celebes Maru	10 18 30	11 12 33	11 19 45	Japanese	N. Atlantic & Western Co. (S. B.)	409.8	25.0	San Francisco
Chance Devine	11 6 00	11 8 30	12 14 30	Panamanian	Ozaka Shosen Kabushiki Kaisha	385.0	18.6	Colcutta
					D. Rotti	19.5	3.4	Panama

(f) U. S. Army transport. (g) Cayuco. (h) Coffee, hides, skins, and merchandise. (i) Coconut oil, lumber, rubber, rice, sugar, and general. (j) Cotton, sugar, and ores. (k) Wool, skins, ores, etc. (l) 60,000 barrels. (m) 4,738,000 ft. B. M. (n) Short tons. (o) Long tons.

Date	Vessel	Line	From	Date	Vessel	Line	To
Sept. 5	PaStores	United Fruit Co.	Port Limon.	Sept. 5	Caribbean	Panama Railroad Cattle Industry	Cartagena.
Sept. 5	Chinampa	Standard Oil Co.	Tampico.	Sept. 5	Colon	Panama Railroad Steamship Line.	New York.
Sept. 6	Ulua	United Fruit Co.	New York via Habana.	Sept. 5	Pastores	United Fruit Co.	New York via Habana.
Sept. 6	Cartago	United Fruit Co.	New Orleans.	Sept. 6	Owl	United States Navy	Norfolk.
Sept. 7	Stuyvesant	Royal Dutch West India Mail Co.	Amsterdam and waypoints	Sept. 7	Ulua	United States Navy	Port Limon.
Sept. 7	Atenas	United Fruit Co.	N. O. and waypoints.	Sept. 7	Chinampa	Standard Oil Co.	Tampico.
Sept. 8	Frednes	J. C. Knudsen	New York.	Sept. 8	Cartago	United Fruit Co.	New Orleans, via Bocas, Limon, and Habana.
Sept. 9	Elm Leaf	Anglo-Saxon Petroleum Co.	Curacao.	Sept. 8	Stuyvesant	Royal Dutch West India Mail Co.	Cartagena.
Sept. 9	Caribbean	Panama Railroad Cattle Industry.	Cartagena.	Sept. 8	Atenas	United Fruit Co.	New Orleans.
Sept. 9	Ulysses	Panama Railroad Steamship Line.	Norfolk.	Sept. 8	Frednes	J. C. Knudsen	Cape Gracias.
Sept. 10	Cristobal	Panama Railroad Steamship Line.	New York.	Sept. 9	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	Puerto Colombia.
Sept. 10	Calcutta (H. M. S.)	British Government.	United Kingdom.				
Sept. 10	Bonham	United States Shipping Board	Centrifogs.				
Sept. 11	Vinton County	United States Shipping Board	New York.				

Date	Vessel	Line	From	Date	Vessel	Line	To
Sept. 6	Guardian (p)	All America Cables Co.	Callao.	Sept. 5	Tacoma (p)	United States Navy	San Francisco.
Sept. 11	Cleveland (q)	United States Navy	Anapala.	Sept. 7	Kaisho Maru	Kaisera Steamship Co.	Valparaiso.
				Sept. 8	Guardian (p)	All America Cables Co.	Callao.

(p) Cable ship. (q) Cruiser. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Cristobal for Week Ending September 11, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
Colon.....	Panama Railroad Steamship Line.....		Sept. 5.....	<i>Tons.</i>	<i>Tons.</i>
Balboa.....	Colombia Maritime Co.....		Sept. 5.....		1,459
Caribbean.....	Panama Railroad Cattle Industry.....		Sept. 5.....		226
Pastores.....	United Fruit Co.....	Sept. 5.....	Sept. 5.....	72½	(*)
Salvador.....	Pacific Steam Navigation Co.....	Sept. 5.....	Sept. 11.....	556	975
Cauca.....	Pacific Steam Navigation Co.....	Sept. 5.....		416	
Palena.....	Chilean Steamship Co.....		Sept. 6.....		547
Ulua.....	United Fruit Co.....	Sept. 6.....	Sept. 7.....	610	11
Cartago.....	United Fruit Co.....	Sept. 6.....	Sept. 8.....	656	6½
San Jose.....	Pacific Mail Steamship Co.....		Sept. 8.....		1,859
William Isom.....	American Italian Commercial Corp.....	Sept. 6.....		4,000	
City of Para.....	Pacific Mail Steamship Co.....	Sept. 6.....		667	
Stuyvesant.....	Royal Netherlands Steamship Co.....	Sept. 7.....	Sept. 8.....	15	164
Atenas.....	United Fruit Co.....	Sept. 8.....	Sept. 8.....	2	(*)
Ansaldo S. Giorgio IV.....	Societa Nazionale di Navigazione.....	Sept. 9.....	Sept. 11.....	32	(*)
Ulysses.....	Panama Railroad Steamship Line.....	Sept. 9.....		12,036	
Caribbean.....	Panama Railroad Cattle Industry.....	Sept. 9.....		210	
Coreovado.....	Pacific Steam Navigation Co.....	Sept. 10.....	Sept. 11.....	120	81
Cristobal.....	Panama Railroad Steamship Line.....	Sept. 10.....		5,080	

\*No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Balboa for Week Ending September 11, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
Balboa.....	Colombia Maritime Co.....	Sept. 5.....	Sept. 5.....	<i>Tons.</i>	<i>Tons.</i>
Cauca.....	Pacific Steam Navigation Co.....	Sept. 5.....	Sept. 5.....	10	117
City of Para.....	Pacific Mail Steamship Co.....	Sept. 5.....	Sept. 6.....	67	
San Jose.....	Pacific Mail Steamship Co.....	Sept. 8.....	Sept. 8.....		12
H. M. Flagler.....	Standard Oil Co.....	Sept. 8.....	Sept. 9.....	10,071	
Celebes Maru.....	Osaka Shoshen Kaisha.....	Sept. 10.....	Sept. 11.....	150	

**First German Line Through the Canal.**

The Danish steamer *Alssund*, chartered by the Kosmos Line, arrived at Balboa on September 4, bound from Punta Arenas, Chile, via Callao, for Hamburg. This is the first vessel operated directly by German interests to have made use of the Canal. A number of German vessels have passed through the Canal, mostly bound from Chile to Europe, but these have been under the orders of the British Admiralty.

The *Alssund* was carrying 5,050 tons of general cargo. She is a vessel of 4,123 gross tons, 315.8 feet in length by 44.8 feet beam.

**Return of the "Renown" with the Prince of Wales.**

The British battle cruiser *Renown*, the largest ship to have used the Canal, made her second transit on September 13, bearing the Prince of Wales on his return to Great Britain from visits in Pacific ports. The *Renown* is 795 feet in length, over all, and her displacement is 33,379 tons.

No ceremonies, other than the salutes in the ports, marked the second visit of the Prince. He disembarked at Gatun Locks and, in company with members of his staff and Isthmian officials, spent part of the afternoon fishing for tarpon below the Gatun spillway. In the evening he was host at a dinner aboard his ship. The *Renown* cleared for the United Kingdom, via Trinidad, at 7 a. m., September 14.

### White Star Liner "Megantic" to Go on West Indian Cruises.

The steamship *Megantic* of the White Star Line is to be used during the coming winter for 3 cruises through the West Indies, calling at Cristobal, according to advice received from the International Mercantile Marine. Under the proposed schedule the *Megantic* is to arrive at Cristobal at about 7 a. m. and sail at 6 p. m. on the same date. It is anticipated that about 400 passengers will go on each cruise, and the information furnished the company by The Panama Canal as to special trains for their accommodation in sight-seeing has been based on this number. The itineraries and dates of sailing have not been announced.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended September 11:

Barges *Nos. 102 and 121*, being decked over hoppers for garbage service; barges *Nos. 133 and 141*, general repairs; barge *No. 131*, general repairs and repairs to hull where rammed by a steamship; U. S. S. *Tacoma*, auxiliary machinery repairs and repairs to hull where rammed by a tug; steamship *Cordelia*, boiler and machinery repairs; tug *Cocoli*, minor repairs; steamships *West Cajoot*, main engine repairs; *Adria*, boiler and machinery repairs; *Talarite*, boiler and machinery repairs; motor ship *Astmahco III*, main engines, auxiliary machinery and boiler repairs; steamship *Koyo Maru*, repairs to hull where damaged in grounding;\* dredge *No. 83*, general overhauling; steamships *Marne*, rebuilding; *Woudrichem*, boiler and auxiliary machinery repairs; U. S. A. T. *Marcia*, expansion joints made for the main turbine; steamship *Lake Flurianna*, minor repairs.

\*This is one of the most interesting jobs, so far handled in the 1,000-foot dry dock, from the viewpoint of a person unfamiliar with ship work. It is now possible to look through the No. 1 hold while standing on the dock wall.

The following vessels were at the Cristobal shops for repairs during the week ended September 13:

Steamships *General Gorgas*, *Ulysses*, *Cristobal*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. S. *Eagle No. 8*, install 25 tons of ballast; U. S. S. C. *285*, renew cylinders, overhaul auxiliary engine, etc.; tug *Porto Bello*, renew propeller, repair stern bushing, clean and paint, conduct inclining experiment; steamships *Canca*, repair stem and renew plates in bow; *City of Para*, repair evaporator, bilge pumps, and dynamo governor; *Elm Leaf*, electric weld boiler, renew tubes and minor repairs to engines and auxiliaries; *Bonham*, repack stern gland, renew bricks and tubes in boilers, overhaul all pumps, winches, and piping; caulk deck and bulkheads; *Urubamba*, electric weld boiler stays, repair lifeboats, hawsepipe, and piping; *Goldemes*, *San Jose*, *Stuyvesant*, *Salvador*, schooner *Arabia*, steamships *Caribbean*, *Steel Trader*, U. S. *Forse*, *William Isom*, and U. S. S. *Bath*, minor repairs.

### Prices of Miscellaneous Supplies.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective September 1, 1920:

Commodities	Unit.	Price.
Brass, bar.....	Lb.	\$0.46
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	.43
Cement, at Panama:		
Departments of United States Government (including surcharge and bags).....	Bag	1.1925
Credit for empty bags returned.....	Bag	.085
Individuals and companies (including surcharge and bags).....	Bag	1.97
Credit for empty bags returned.....	Bag	.25
Cement, at Colon:		
Departments of the United States Government (including surcharge and bags).....	Bag	1.0475
Credit for empty bags returned.....	Bag	.085
Individuals and companies (including surcharge and bags).....	Bag	1.81
Credit for empty bags returned.....	Bag	.25
Charcoal.....	Cwt.	1.25
Copper bar.....	Lb.	.46
Gasoline, in drums (motor grade).....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, ceiling, siding, and flooring, 1" x 6".....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	143.75
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	100.00
Metal, yellow.....	Lb.	.375

Commodities.	Unit.	Price.
Nuts, iron, machine, hexagon.....	Lb.	\$0.25
Nuts, iron, machine, square.....	Lb.	.225
Nails, common wire.....	Lb.	.075
Nails, galvanized.....	Lb.	.125
Oakum, navy, spun.....	Lb.	.20
Oakum, navy, unspun.....	Lb.	.20
Oil, fuel, at Balboa and Cristobal, in bulk:		
United States Army and Navy, and vessels operated by same—barrel of 42 gallons.....	Bbl.	3.50
Commercial vessels and individuals and companies—barrel of 42 gallons.....	Bbl.	3.50
Oil, fuel, at Balboa and Cristobal, in drums and barrels:		
United States Army and Navy, and vessels operated by same—barrel of 42 gallons.....	Bbl.	3.75
Commercial vessels and individuals and companies—barrel of 42 gallons.....	Bbl.	3.75
Oils, greases, and lubricants:		
Oil, air compressor cylinder.....	Gal.	.575
Oil, ammonia cylinder.....	Gal.	.47
Oil, burning.....	Gal.	1.56
Oil, cylinder, dark, marine.....	Gal.	1.125
Oil, cylinder, dark, marine.....	Gal.	1.25
Oil, ice machine, steam.....	Gal.	1.00
Oil, engine, dynamo.....	Gal.	.79
Oil, engine, in tins.....	Gal.	.69
Oil, engine, in barrels.....	Gal.	.44
Oil, gas engine, heavy, in barrels.....	Gal.	.69
Oil, gas engine, heavy, in cases.....	Gal.	.975
Oil, gas engine, in drums, medium.....	Gal.	.60
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins (cases).....	Gal.	.45
Oil, linseed, boiled.....	Gal.	2.50
Oil, linseed, raw.....	Gal.	2.60
Oil, locomotive engine.....	Gal.	.59
Oil, lard.....	Gal.	2.07
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.625
Oil, marine engine.....	Gal.	.44
Oil, marine engine.....	Gal.	.75
Oil, marine engine.....	Gal.	1.02
Oil, mineral seal.....	Gal.	.375
Oil, nonliquid.....	Lb.	.09
Oil, stationary engine.....	Gal.	.49
Oil, sperm.....	Gal.	2.875
Oil, signal.....	Gal.	1.375
Oil, valve.....	Gal.	.975
Oil, ear.....	Gal.	.34
Grease, black gear.....	Lb.	.115
Grease, yellow, eup, No. 3.....	Lb.	.14
Grease, yellow, eup, No. 5.....	Lb.	.17
Grease, rod, special.....	Lb.	.25
Grease, tunnel bearing.....	Lb.	.215
Tallow.....	Lb.	.225
Turpentine.....	Gal.	2.69
Turpentine substitute.....	Gal.	.69
Vaseline.....	Lb.	.11
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	1.75
Paint, zinc, white, dry.....	Lb.	.225
Paint, zinc, white, in oil.....	Lb.	.20
Paint, zinc, 35 per cent in oil.....	Lb.	.19
Rivets.....	Lb.	.10
Rope, Manila, 1" diameter.....	C. ft.	.69
Rope, Manila, 1 1/8" diameter.....	C. ft.	1.50
Rope, Manila, 1 1/4" diameter.....	C. ft.	2.50
Rope, Manila, 1 1/2" diameter.....	C. ft.	4.06
Rope, Manila, 1 3/4" diameter.....	C. ft.	4.88
Rope, Manila, 2" diameter.....	C. ft.	7.00
Rope, Manila, 2 1/8" diameter.....	C. ft.	8.75
Rope, Manila, 2 1/4" diameter.....	C. ft.	12.50
Rope, Manila, 2 1/2" diameter.....	C. ft.	19.69
Rope, Manila, 2 3/4" diameter.....	C. ft.	26.81
Rope, Manila, 3" diameter.....	C. ft.	31.44
Rope, Manila, 3 1/8" diameter.....	C. ft.	46.88
Rope, Manila, 3 1/4" diameter.....	C. ft.	76.25
Rope, Manila, 3 1/2" diameter.....	C. ft.	91.25
Rope, Manila, 4" diameter.....	C. ft.	111.44
Scap, laundry.....	Lb.	.175
Soda, ash.....	Lb.	.05
Steel, bar.....	Lb.	.03
Steel, spring.....	Lb.	.21
Steel, cold, round (rolled).....	Lb.	.20
Steel, sheet.....	Lb.	.06
Steel, structural (angles, beams, etc.).....	Lb.	.06
Tin, block.....	Lb.	.79
Tin, banea.....	Lb.	.75
Tin, sheet.....	Lb.	.225
Washers cut.....	Lb.	.15
Waste, colored.....	Lb.	.26
Waste, white.....	Lb.	.26
Zinc, boiler plate, 8" x 6" x 12".....	Lb.	.17

## Weather Conditions in August, 1920.

The rainfall for the month was above normal everywhere except at Taboga, the Indio station on the upper Chagres, Bohio, and at stations near the continental divide. The rainfall on the Atlantic Coast was unusually heavy, the August total at Brazos Brook and Porto Bello being the highest on record for the month, and the total at Colon the greatest August rainfall since 1883. Totals in the Canal Zone and vicinity ranged from 5.86 inches at Taboga to 27.45 inches at Porto Bello. The greatest amount of rainfall recorded on any one day was 8.57 inches, at Porto Bello on the 19th.

The estimated August rainfall over the Gatun Lake watershed was 13.67 inches, compared with a 10-year mean of 11.77 inches; over the Chagres River basin above Alhajuela it was 17.54 inches, compared with a 19-year mean of 14.52 inches.

The air temperature, relative humidity, temperature of the sea, and evaporation were generally below the normal, while the atmospheric pressure and daytime cloudiness were above the average. The wind movement was near the normal on both coasts, and over the interior.

The usual number of fogs occurred at interior stations, all of which lifted or were dissipated by 8.30 a. m.

A seismic tremor was recorded on the 3d.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 85.60 feet; maximum, 85.74 feet, on the 15th; minimum, 85.49 feet, on the 3d and 10th; evaporation from Gatun Lake surface was 2.754 inches; rainfall on Gatun Lake watershed, 13.67 inches; total yield of Gatun Lake watershed, 7.64 inches on the watershed. The total yield amounted to 56 per cent of the rainfall.

Climatological conditions at the representative 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 with 01 inch or more.	Total movement (miles.)	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.		
Balboa																	
Heights...	29.846	80.3	92	Aug. 25	70	Aug. 15	85.6	12.22	7.91	19	4,945	N.W.	30	N.W.	Aug. 20		
Colon.....	29.856	80.7	90	Aug. 14	73	Aug. 29	86.9	23.04	15.00	23	6,519	W.	30	N.	Aug. 16		
Gamboa.....	79.0	90	Aug. 21	71	Aug. 12	.....	8.97	11.70	26	3,192	N.W.	18	N.W.	Aug. 20			
Gatun.....	79.4	87	*Aug. 12	73	*Aug. 7	.....	15.23	14.07	28	4,209	N.W.	24	S.E.	Aug. 12			

\* And other dates.

## October Weather Probabilities.

During the month of October, 1920, 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 13 and 14 years, respectively:

*Winds*—Light, variable winds will prevail over the Atlantic Coast with an average hourly velocity of about 7 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 6 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 15.03 inches, and on the Pacific side 10.33 inches, these averages being for periods of 50 and 23 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 6 at the Atlantic entrance and 3 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 are dissipated before 8.30 a. m., they should not prove a hindrance to navigation.

*Temperature*—The average shade air temperature will be about 79 degrees 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 of temperature will be about 10° F. on the Atlantic Coast and 14° F. on the Pacific Coast.

*Barometric pressure*—The average sea-level 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. The figures for years of records are 94 and 74 on the Pacific side and 92 and 78 on the Atlantic.

*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 2 feet.

Panama (Balboa) tide predictions for the month are presented in the following table:

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	5:36	11:54	<b>6:01</b>	.....	Tu	12	3:38	9:55	<b>4:02</b>	<b>10:10</b>	S	23	0:04	6:20	<b>12:34</b>	<b>6:48</b>
		17.0	-0.2	<b>16.4</b>	.....			16.6	0.1	16.5	<b>0.5</b>			12.5	4.9	<b>12.2</b>	<b>4.0</b>
S	2	0:12	6:18	<b>12:34</b>	<b>6:44</b>	W	13	4:18	10:34	<b>4:44</b>	<b>10:49</b>	S	24	0:57	7:16	<b>1:27</b>	<b>7:30</b>
		0.6	16.8	<b>0.2</b>	<b>16.1</b>			16.8	-0.2	<b>16.5</b>	<b>0.5</b>			13.3	4.1	<b>13.1</b>	<b>3.0</b>
S	3	0:55	7:02	<b>1:20</b>	<b>7:30</b>	Th	14	4:57	11:12	<b>5:23</b>	<b>11:26</b>	M	25	1:45	8:07	<b>2:12</b>	<b>8:27</b>
		1.2	16.2	<b>1.0</b>	<b>15.5</b>			16.6	0.0	<b>16.2</b>	<b>0.9</b>			14.3	3.0	<b>14.0</b>	<b>2.9</b>
M	4	1:46	7:51	<b>2:14</b>	<b>8:23</b>	F	15	5:37	11:48	<b>6:03</b>	.....	Tu	26	2:26	8:51	<b>2:52</b>	<b>9:10</b>
		2.0	15.4	<b>1.9</b>	<b>14.8</b>			16.2	0.5	<b>15.8</b>	.....			15.2	1.8	<b>15.0</b>	<b>1.9</b>
Tu	5	2:48	8:48	<b>3:18</b>	<b>9:27</b>	S	16	0:04	6:15	<b>12:24</b>	<b>6:40</b>	W	27	3:07	9:33	<b>3:34</b>	<b>9:52</b>
		2.9	14.5	<b>2.7</b>	<b>14.0</b>			1.6	15.6	<b>1.2</b>	<b>15.1</b>			16.1	0.7	<b>15.8</b>	<b>1.0</b>
W	6	3:57	10:02	<b>4:29</b>	<b>10:49</b>	S	17	0:41	6:50	<b>1:03</b>	<b>7:16</b>	Th	28	3:48	10:14	<b>4:17</b>	<b>10:32</b>
		3.5	13.8	<b>3.2</b>	<b>13.7</b>			2.4	14.9	<b>2.2</b>	<b>14.4</b>			16.7	-0.2	<b>16.4</b>	<b>0.4</b>
Th	7	5:10	11:26	<b>5:41</b>	.....	M	18	1:21	7:27	<b>1:47</b>	<b>7:56</b>	F	29	4:30	10:54	<b>4:59</b>	<b>11:14</b>
		3.7	13.6	<b>3.3</b>	.....			3.4	14.0	<b>3.2</b>	<b>13.8</b>			17.2	-0.6	<b>16.7</b>	<b>0.2</b>
F	8	0:09	6:24	<b>12:41</b>	<b>6:52</b>	Tu	19	2:11	8:06	<b>2:36</b>	<b>8:41</b>	S	30	5:16	11:36	<b>5:47</b>	<b>11:58</b>
		14.0	3.3	<b>14.1</b>	<b>2.9</b>			4.3	13.1	<b>4.1</b>	<b>12.9</b>			17.3	-0.7	<b>16.8</b>	<b>0.4</b>
S	9	1:15	7:29	<b>1:42</b>	<b>7:52</b>	W	20	3:06	8:53	<b>3:35</b>	<b>9:40</b>	S	31	6:05	<b>12:19</b>	<b>6:35</b>	.....
		14.8	2.5	<b>14.9</b>	<b>2.2</b>			5.0	12.3	<b>4.8</b>	<b>12.4</b>			17.0	-0.4	<b>16.6</b>	.....
S	10	2:08	8:25	<b>2:33</b>	<b>8:45</b>	Th	21	4:11	10:03	<b>4:39</b>	<b>10:54</b>						
		15.6	1.5	<b>15.6</b>	<b>1.4</b>			5.4	11.8	<b>5.1</b>	<b>12.2</b>						
M	11	2:55	9:12	<b>3:21</b>	<b>9:30</b>	F	22	5:15	11:26	<b>5:44</b>	.....						
		16.2	0.7	<b>16.2</b>	<b>0.8</b>			5.4	11.7	<b>5.1</b>	.....						

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 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.

### Seriousness of Malaria.

The Chief Health Officer submits the following statement to the careful attention of all residents of the Canal Zone:

There have been several deaths recently from malarial fever, cases that have not come under the doctor's care until too late.

It can not be too strongly impressed that malaria is often a most serious and dangerous disease in this region. The Isthmus of Panama has always been the home of the pernicious form of malaria. With the freedom from disease we enjoy in the sanitated regions many grow careless, forget the grave danger all around, and uselessly expose themselves to infection in outside areas.

At present one of our residents is critically ill with pernicious malaria in Ancon Hospital. The infection is clearly traceable to an evening picnic party at Bella Vista beach where she was bitten by mosquitoes. Unfortunately, not sufficient attention was paid to the illness and several days elapsed after the first symptoms before a physician was consulted.— If her life is saved it will be the result of expert and heroic treatment in Ancon Hospital.

In another recent case we are still acutely feeling the loss of a valued employee who was sick 5 days before calling a physician, entered the hospital too late, and died of pernicious malaria the following night.

The *anopheles* mosquitoes of this country are an infinitely greater source of danger than are its venomous snakes.

There are two morals to this sermon:

1. Do not expose yourself to be bitten by *anopheles* mosquitoes by remaining outside the sanitated areas after dusk.
2. When sick consult a physician promptly, even though you think yourself only trivially ill.

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### Calls of Official Automobile Transportation in Cristobal District.

In the furnishing of official jitney transportation in the Cristobal district it has heretofore been required that requests be made on the office of the district quartermaster. This has been changed, and calls should now be made direct to the office at the corral, telephone 19 or 33 Cristobal.

The above refers to calls from persons to whom authority to use official transportation has been issued. Requests for special service from persons not regularly authorized should be addressed to the office of the district quartermaster.

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### Meaning of "Metalled Roads" in Circular on Hunting.

In connection with the publication of circular No. 645-3, on areas in the Canal Zone in which hunting is allowed (page 67, this issue), the Chief of the Police and Fire Division calls attention to the meaning of "metalled roads," within 100 yards of which hunting is not allowed. The term includes all surfaced roads, and railroads, as distinguished from trails and unsurfaced roads.

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### Beekeeping in the Canal Zone.

The keeping of bees in the Canal Zone, using principally native swarms from queens imported from the United States, Cuba, and Porto Rico, has been found a profitable interest by residents of the Canal Zone, and the Supply Department of The Panama Canal has an apiary of 40 hives on Juan Mina plantation on the Chagres River. A check made by the police during August showed a total of 572 hives in the Canal Zone, distributed as follows: Cristobal, 46; Gatun, 10; Frijoles, 1; Gamboa, 50; Juan Mina, 40; Pedro Miguel, 118; Paraiso, 23; Rio Grande reservoir, 9; Empire, 70; Balboa, 171; Ancon, 34. The greatest number of hives owned by any individual was 72, at Balboa; the next greatest, 70, at Empire. The total number of owners was 43.

One of the keepers of bees, Mr. J. H. Poole, Box 164, Cristobal, has suggested the formation of a beekeepers' association on the Canal Zone for the interchange of experience and promotion of common interests. He invites those interested to write to him, as above, or telephone to him at his residence (call Cristobal 106).

### Sunday Excursions to Taboga Island.

Excursions on Sundays to Hotel Aspinwall under the rate of \$2.50 for transportation both ways, lunch, and dinner are increasingly popular. Last Sunday the hotel was practically filled to capacity. The launch leaves Balboa at 10 a. m. on Sundays and holidays.

### Examinations for Clerks, Postal Clerks, and Stenographers and Typists, Panama Canal Service.

The United States Civil Service Commission announces the following examinations for the Panama Canal service on the dates given: Clerk, October 16, 1920; postal clerk, October 20; and stenographer and typist, October 23.

In the examination for clerks, accounting training and experience has been included as an optional subject, in addition to the former optional subjects of typewriting, bookkeeping, general business training and experience, and timekeeping training and experience. The usual entrance salary for clerk with accounting experience is \$158 a month; for clerks qualifying in any of the other optional subjects, from \$106 to \$127 a month.

The postal clerk examination will be a second grade examination, as in the United States, instead of first grade, as previously on the Canal Zone. Entrance salary is \$125 a month.

No changes have been made with respect to the stenographer and typist examination. The entrance salary is \$137 a month.

Further information may be ascertained from announcement No. 484, posted in the Canal clubhouses and post offices, or from the local Civil Service Board at Balboa Heights (telephone 286, 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Assistant in federal grain supervision (male and female); \$1,800 to \$3,000 a year; No. 491; form 1312; age, 22 but not 50 years; vacancies in Bureau of Markets, Department of Agriculture; October 6, 1920.

Assistant testing engineer (male and female); \$2,100 to \$2,700 a year; No. 502; form 2118; age, 25 years and over; vacancies in Bureau of Public Roads, Department of Agriculture; October 19, 1920.\*

Chief surveillance inspector, \$3,200 to \$4,000 a year; assistant chief surveillance inspector; \$2,400 to \$3,200 a year (male and female); No. 498; form 1312; age, 25 years and over; vacancies in Ordnance Department at Large; October 12, 1920.\*

Cotton classer's helper; \$900 to \$1,440 a year (male); form 1312; age, 16 years but not 25 years; vacancies in the Bureau of Markets, Department of Agriculture; October 6, 1920.

Commercial telephone engineer (male and female); \$3,000 to \$4,000 a year; form 1312; age, within reasonable age limits; vacancies in the Signal Service at Large; October 12, 1920.\*

Dairy manufacturing specialist (male and female); \$2,200 to \$3,200 a year; No. 298; form 2118; age, below 45 years; vacancies in the Dairy Division, Bureau of Animal Industry, Department of Agriculture; October 12, 1920.\*

Die and tool maker (male and female); \$5.50 per diem; No. 480; form 1800; age, 20 years and over; vacancy in the equipment shops, Post Office Department; September 28, 1920.\*

File clerk (male and female); \$900 to \$1,200 a year; No. 497; form 1312; age, 18 years and over; vacancies in the Departmental Service; October 6 and December 8, 1920.

Grain sampler (male and female); \$1,200 to \$1,620 a year; No. 490; form 1312; age, 21 years but not 45 years; vacancies in the Bureau of Markets, Department of Agriculture; October 6, 1920.

Investigator in office management (male and female); Grade 1, \$1,400 to \$2,200 a year; Grade 2 \$2,200 to \$3,000 a year; Grade 3, \$3,000 to \$3,800 a year; No. 500; form 2118; age, within reasonable age limits; vacancies in the United States Bureau of Efficiency; October 12, 1920.\*

Junior engineer and deck officer (male and female); \$2,000 a year; No. 383-amended; form 1312; age, below 26 years; vacancies in the United States Coast and Geodetic Survey; October 6 and 7; December 8 and 9, 1920.

Junior physicist (male and female); \$1,800 a year; No. 483; form 1312; age, below 40 years; vacancies in the Fixed Nitrogen Research Laboratory, American University, Washington, D. C., September 28, 1920.\*

Laboratory assistant (male and female); senior grade, \$1,320 to \$1,500 a year; intermediate grade, \$1,200 to \$1,320 a year; junior grade, \$1,080 to \$1,200 a year; No. 505; form 1312; age, 18 years but not 35 years; vacancies in the Bureau of Mines, Department of the Interior; December 1, 1920.\*

Laboratory helper; \$900 to \$1,080 a year; laboratory aid; \$720 to \$900 a year (male and female); form 1312; age, 18 years but not 35 years; vacancies in the Bureau of Mines, Department of the Interior; December 1, 1920.\*

Law clerk (male and female); \$2,000 a year; No. 496; form 1312; age, below 35 years; vacancies in the Department of State; October 6, 1920.

Master computer; \$1,800 to \$2,400 a year; computer, grade I, \$1,400 to \$1,800 a year; computer, grade II, \$900 to \$1,400 a year (male and female); No. 277-amended; form 1312; age, below 50 years; vacancies in the Ordnance Department at Large of the War Department; December 14, 1920.\*

Multigraph operator (male and female); \$1,000 to \$1,100 a year; No. 482; form 304; age, 18 years and over; vacancy in Division of Publications, Department of Agriculture and in the office of the Comptroller of the Currency, Treasury Department; September 22 and November 3, 1920.

Oiler (male and female); \$900 a year; No. 479-amended; form 1800; age, 18 years and over; vacancy in the Treasury Department, September 28, 1920.\*

Passenger rate clerk; freight rate clerk (different services); No. 123-amended; amended to show examination closing date as August 31, 1920 instead of continuous nonassembled.

Railway mail clerk (male and female); \$1,600 a year; No. 510; form 304; age, 18 years but not 35 years; vacancies in the Railway Mail Service; October 9, 1920.

Rural engineering draftsman (male and female); \$1,800 to \$2,200 a year; No. 501; form 1312; age, 22 years and over; vacancy in the Bureau of Public Roads, Department of Agriculture; October 12, 1920.\*

Teacher (male and female); \$760 a year; No. 499; form 1312; age, 20 years but not 50 years; vacancies in the Indian Service.†

Telegraph operator (male and female); \$900 to \$1,200 a year; No. 215-amended; forms 304 and 1140; age, 18 years and over; vacancy in the Bureau of Markets, Department of Agriculture at \$1,000 to \$1,600 a year; September 22, November 3, December 15, 1920.

Trained nurse (male and female); \$1,710 to \$2,000 a year; No. 1952-amended-supplemental; vacancies in the Indian and Public Health services and Federal Board for Vocational Education.†

Typewriter repairman (male and female); \$1,200 to \$1,400 a year; No. 481; form 304; age, 18 years and over; vacancies in the Departmental Service; September 28, 1920.\*

\*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 day.

†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 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.
Christopher Clinton...	25616	Barbados.....	Colon.....	R. & F. Agency.....	August 31, 1920.
William C. Mauldin...	1627	United States...	Pedro Miguel...	Electrical Division....	February 13, 1920.
Joseph S. McCarthy...	3959	United States...	Colon Beach....	Cattle Industry.....	September 8, 1920.
Selvin Cumberbatch...	27874	Barbados.....	Colon.....	R. & F. Agency.....	August 23, 1920.
Melville Matthew.....	23754	St. Lucia.....	Camp Bierd....	Coaling Plants.....	August 23, 1920.

**Official Circulars.**

**Areas in Which Hunting is Allowed.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 1, 1920.

CIRCULAR No. 645-3:

1. Hunting with shotguns is permitted within the areas outside of townsites or within 100 yards of metalled roads, and except in the watershed reservations of Brazos Brook and Agua Clara reservoirs, on the east side of the Panama Canal and Panama Railroad north from the southern shore of Gatun River and Quebrancha arms of Gatun Lake including the islands of lake arms, north to the Atlantic Ocean; provided that no hunting with the aid of dogs will be permitted within the hunting area from the north shore of Gatun River and Quebrancha arms of Gatun Lake north to the Brazos Brook watershed reservations and line of intake tunnel from lake arm to Brazos Brook reservoir.

2. The use of firearms is prohibited in areas on the Canal Zone designated as playgrounds, such as Farfan Beach.

3. Circular No. 645-2, dated June 1, 1920, is amended accordingly.

CHESTER HARDING, Governor.

**Appointments.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 3, 1920.

CIRCULAR No. 661-89:

Effective September 7, 1920, Judge James W. Blackburn is appointed Assistant District Attorney and will, during the absence on leave of Mr. Albert C. Hindman, District Attorney, perform the duties of that office.

Mr. Joseph J. McGuigan is appointed Magistrate, effective September 7, 1920, to fill the vacancy caused by the temporary appointment of Judge Blackburn to the above office.

CHESTER HARDING, Governor.

Telephone Rates.

THE PANAMA CANAL,  
PANAMA RAILROAD OFFICE,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 26, 1920.

To all concerned—The following amendments are made to Departmental Tariff "A"—Schedule of rates for supplies and services furnished to departments and divisions of The Panama Canal, Panama Railroad, other departments of the United States Government, employees, and those entitled to employees' rates, except where otherwise specified:

CLASS IX. MISCELLANEOUS.  
Item 9.  
Telephones.

Effective September 1, 1920.

- 1. To departments and divisions of The Panama Canal:  
Pro rata of monthly charge of \$7,500 against The Panama Canal on basis of the official telephones in use by the various departments.
- 2. To Panama Railroad, other departments of the Government, employees, and those entitled to employees' rates:  
Office telephones.....per month... \$7.00  
Residence telephones...per month... 4.00  
Extensions.....per month... 2.00  
Trunk lines.....per month... 40.00

CHESTER HARDING,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

Acting Office Engineer.

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., September 3, 1920.

To all concerned—During the absence of Mr. C. J. Embree on leave, Mr. E. S. Randolph will act as office engineer, in addition to his other duties.

JAY J. MORROW,  
Engineer of Maintenance.

Acting Chief Clerk.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., September 7, 1920.

To all concerned—Effective this date and during the absence of Mr. John H. Smith on leave, Mr. R. S. Erdman will be Acting Chief Clerk.

C. A. McILVAINE,  
Executive Secretary.

Approved:  
CHESTER HARDING,  
Governor.

Property Returns.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., September 2, 1920.  
CIRCULAR No. 255 (amending Auditor's circular No. 148):

To all concerned—In accordance with the Governor's circular No. 656-1, paragraph No. 17, the following change in accounting for property is authorized:

The property returns for the current period will not be closed as of September 30, but will be held open until December 31, 1920. In the future, beginning January 1, 1921, returns will cover periods of 12 months instead of 6 and will be opened as of January 1 and closed as of December 31 of each year.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
CHESTER HARDING,  
Governor.

Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., September 11, 1920.  
CIRCULAR No. 256:

Effective September 1, 1920, Commander F. V. MacNair, U. S. N., is designated an accountable official of The Panama Canal, vice Capt. H. L. Eden, and as such will account for all non-expendable property in use by the Captain of the Port, Cristobal.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
CHESTER HARDING,  
Governor.

Opening of Public Schools.

THE PANAMA CANAL,  
EXECUTIVE DEPARTMENT,  
DIVISION OF SCHOOLS,  
BALBOA HEIGHTS, C. Z., September 8, 1920.

To all concerned—The public schools of the Canal Zone will open on Monday, October 4, 1920.

All children residing in the Canal Zone, whether of employees or nonemployees, and children of American citizens residing in Panama or Colon are entitled to free school privileges. The children of employees not living in the Canal Zone and not citizens of the United States are not entitled to Canal Zone school privileges. No child will be admitted, however, who will not be 6 years old on or before February 1, 1921.

Schools for white children will be opened at the following places:

Balboa.....	Grades 1 to 12, inclusive
Ancon.....	Grades 1 to 8, inclusive
Pedro Miguel.....	Grades 1 to 7, inclusive
Gatun.....	Grades 1 to 8, inclusive
Cristobal (Colon Beach)	Grades 1 to 12, inclusive

The dividing line between the Ancon and Balboa school districts commences at the bachelor girls' quarters (house No. 203) and extends to the railroad tracks, passing between houses Nos. 592 and 593-X. Grade pupils who live in houses Nos. 569, 570, 571, 572, 574, 578, 592, and 592-X, and on the Ancon side of these houses, will attend the Ancon school; those who live in houses Nos. 201, 202, 576, 593 to 604, including 593-X, and on the Balboa side of these houses, will attend the Balboa school.

Pupils of grades 1 to 4, inclusive, residing at La Boca and on the Fort Amador side of the Balboa Road will report to the school at Balboa lodge hall. Other pupils of these grades residing in proximity to this school may report there and will be temporarily assigned according to accommodations available.

Pupils who live in Corozal will attend the Balboa school.

Pupils of grades 1 to 7, inclusive, who live in Paraiso and on the west side of the Canal will attend the Pedro Miguel school. Pupils above grade 7 will attend the Balboa school.

Grade pupils who live between Gatun and New Culebra will attend the Gatun school.

Pupils living in Cristobal will take the train to the Washington Hotel leaving the commissary at 8.36 a. m., and return on the train leaving the Washington Hotel at 3.30 p. m.

Pupils in all schools remaining at school during the noon hour will be under the supervision of a teacher.

White schools will open and close according to the following schedule:

	A. M.	P. M.
Balboa High.....	8.00-11.30	1.00-3.30
Balboa elementary....	8.00-11.30	1.00-2.30
Ancon.....	8.00-11.30	1.00-2.30
Pedro Miguel.....	8.00-11.30	1.00-2.30
Gatun.....	8.00-11.30	1.00-2.30
Cristobal elementary...	9.00-12.00	1.00-3.00
Cristobal high.....	9.00-12.00	1.00-4.00

Wherever practicable, the first grade in all white schools will dismiss 30 minutes earlier than the other grades, and the second grade 15 minutes earlier, both morning and afternoon.

Schools for colored children will open at La Boca, Pedro Miguel, Paraiso, Empire, Gatun, and Cristobal. The sessions will be from 8 to 11 a. m., and 1 to 3 p. m.

The above schedules are subject to such changes as conditions may warrant.

Requests should be made to this office immediately for necessary railroad transportation.

Parents of pupils attending the Canal Zone schools for the first time should prepare the following information and give the slip of paper containing the same to the pupils to hand to the teachers on the first day of school: (1) Pupil's name; (2) place and date of birth; (3) date of arrival on the Isthmus; (4) city or town, and State in which pupil attended school, if pupil has previously attended school; (5) and name, check number, occupation, and address of parent or guardian. Pupils who have attended schools in the States should, if possible, submit their report cards from such schools.

A. R. LANG,

Approved: Superintendent of Schools.

C. A. McILVAINE,  
Executive Secretary.

**Sale of Brown Hoist at Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 30, 1920, and then opened, for the purchase of a "Fast Plant" for handling coal and general merchandise, manufactured by the Brown Hoisting Machinery Company, Cleveland, Ohio. This plant has been used by the Panama Railroad Company at Cristobal for handling coal since 1906, and is now located at dock 14, Cristobal, C. Z. The plant is no longer required and bids are solicited for the entire hoisting plant, including all parts above the rails on which it now stands, together with all spare parts now on hand which were purchased for use on this plant. Detailed description 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.

**August Rainfall for Three Years.**

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1920.
	1918	1919	1920			
<i>Pacific section—</i>						
Balboa	3.75	5.96	11.48	7.72	22	19
Balboa Heights	3.84	5.82	12.22	7.91	25	19
Miraflores	5.70	4.02	9.31	8.25	12	26
Pedro Miguel	4.41	7.61	7.62	8.22	13	26
Rio Grande	5.52	9.95	7.05	9.23	16	23
<i>Central section—</i>						
Culebra	4.91	8.58	9.51	9.98	29	22
Camacho	6.81	8.63	7.95	9.33	15	23
Empire	5.18	8.49	10.01	9.17	17	25
Gamboa	8.59	7.37	8.97	11.70	38	26
Juan Mina	11.36	9.32	13.01	11.77	10	28
Alhajuela	9.16	8.11	14.17	13.89	22	26
Vigia	10.25	7.82	12.43	12.25	12	29
Frijoles	8.91	10.19	12.67	10.22	9	27
Trinidad	5.81	6.78	10.82	10.25	13	22
Monte Lirio	11.82	10.17	14.27	11.92	13	29
<i>Atlantic section—</i>						
Gatun	17.95	9.07	15.23	14.07	16	28
Brazos Brook	19.20	11.10	23.47	15.05	15	29
Colon	18.85	6.77	23.04	15.00	50	28
Porto Bello		17.76	27.45	20.01	9	30
Bocas del Toro	13.83	17.54	20.93	11.94	12	25

**Rainfall from August 1 to August 31, 1920, Inclusive.**

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section—</i>			
Balboa	2.51	27	11.43
Balboa Heights	2.93	27	12.22
Miraflores	1.41	27	9.31
Pedro Miguel	1.19	16	7.62
Rio Grande	1.22	16	7.05
<i>Central section—</i>			
*Culebra	1.23	6	9.51
*Camacho	1.42	3	7.95
Empire	1.24	18	10.01
Gamboa	1.29	3	8.97
*Juan Mina	2.73	31	13.01
Alhajuela	3.26	18	14.17
*Vigia	2.19	31	12.43
*Darien	3.50	29	12.67
*Trinidad	3.53	7	10.82
*Monte Lirio	1.93	9	14.27
<i>Atlantic section—</i>			
Gatun	1.49	14	15.23
*Brazos Brook	2.89	15	23.47
Colon	4.97	15	23.04
†Bocas del Toro	2.21	7	20.93
Porto Bello	8.57	19	27.45

\*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.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., September 7, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forwarding may be made by telephone, calling No. 182, Balboa:

- |                     |                         |
|---------------------|-------------------------|
| Bedore, Phillip     | Kirchheiner, H. E., Box |
| Bland, S. L.        | 144                     |
| Clark, Mr. and Mrs. | Leighton, Mrs. Harry    |
| Geo., Box 525       | McGivney, Thos. A.      |
| Dayton, Geo. W.     | Mowatt, Vivia           |
| Denone, P. F.       | Phillips, Mrs. Ethel    |
| Forbes, Joe         | *Ritchie, Katherine,    |
| Hale, Duke          | Box 46                  |
| Hampton, Jim        | Teszinske, Adoph        |
| Harris, Mrs. Wm.    | Tobin, Mrs. M. J., Box  |
| Holland, Miss Helen | 363                     |
| King, Paul          |                         |

\*Circular

**Additions to Commissary Stock.**

*Dry Goods Section.*

Acid, boric (powder), 12-oz. bot	\$0.28
Brushes, hair, Prophylactic, ea.	.51
Brushes, hair, Prophylactic, ea.	.90
Cream, cold, face, Mavis, tube	.23
Curtain drapery, No. 28, yd.	.29
Lavender water, P. C., bot.	.30
Nightgowns, ladies', Philippine embroidered, ea.	4.45
Pants, work, blue check, pr.	3.40
Shirts, negligee, with cuffs attached, Prin. percale, ea.	1.85
Shirts, negligee, with soft cuffs, white, Madras, ea.	2.55
Shirts, negligee, with soft cuffs, colored, ea.	2.10
Tonic, scalp, antiseptic, P. C., bot.	.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."

### Current Net Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships including warships of all nations delivered and trimmed in bunkers, at \$15.00 per ton of 2,240 pounds at Cristobal and \$17.00 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$15.00 per ton at Balboa. For ships taking less than car load lots from plants or less than 25 tons from lighters, the price is \$16.50 per ton at Cristobal, \$18.50 at Balboa.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$3.50 per barrel of 42 gallons.

Diesel oil is not sold by The Panama Canal, but may be obtained from private concerns at approximately \$4.50 per barrel. Cable arrange-

ments should be made in advance of arrival of vessel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. Prices quoted are United States currency, per pound net:

Beef hinds, 21 cents; beef fores, 16 cents, beef ribs, entire set, 23 cents; short loins, 29 cents. This beef is from Colombian cattle slaughtered on the Isthmus.

### Postal Address of The Panama Canal.

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

### Locations of Patients, and Visiting Hours, at Ancon Hospital.

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
<b>Section "A"—White American, male:</b>		
Ward No. 1, Medical, Eye and Ear .....	44	Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical .....	44	
Ward No. 4, Surgical .....	41	
Cells (2) .....	2	
	172	
<b>Section "B":</b>		
White American, female .....	23	{ Daily except Sunday 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m., 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.
White foreign, female .....	15	
Nursery .....	16	
Private Rooms, (40) .....	46	
Cells (2) .....	2	
	102	
<b>Section "C":</b>		
Ward No. 9, White foreign, male .....	39	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 10, Colored, eye and ear, convalescent medical .....	39	
Ward No. 11, Colored Acute surgical .....	39	
Ward No. 12, Colored Acute medical .....	39	
Ward No. 13, Colored Convalescent surgical .....	39	
Ward No. 14, Colored Convalescent surgical .....	39	
Cells (6) .....	6	
Rooms (7) .....	7	
	247	
<b>Section "D":</b>		
Ward No. 15 .....	41	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m. Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 16 .....	39	
Ward No. 17, Colored children .....	32	
Ward No. 18, White children .....	30	
Ward No. 19, Colored female medical .....	41	
Ward No. 20, Colored female surgical .....	34	
Rooms (6) .....	6	
Cells (6) .....	6	
	229	
<b>Isolation:</b>		No visitors permitted.
Floor No. 1 .....	14	
Floor No. 2 .....	29	
Floor No. 3 .....	28	
Floor No. 4 .....	28	
	99	
<b>Total number of beds .....</b>	<b>849</b>	

Emergency passes are issued only by and in the discretion of the section nurse.

### 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.

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### COMMISSARY NOTES.

#### Books.

There is now on sale in all commissaries a book on "Domestic Science—Principles and Applications," by Bailey, selling at \$1.30 each.

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#### Lace.

The Commissary Division has just received a large assortment of laces in various widths and patterns, ranging in prices from 4 to 23 cents the yard.

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#### Toilet Water.

Another new product recently added to stock is lavender water at 30 cents for a 12-ounce bottle, with 3 cents refund for return of bottle. This may be used after shaving, for sprinkling in dry closets, for perspiration, in fact, for any purpose a toilet water is used.

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#### Boric Acid.

Boric acid, packed by the industrial laboratory, has recently been added to stock. This is excellent as a dusting powder for babies, and also as an eye, ear, mouth, and wound wash, and as a spray for the throat and nose. This preparation may be obtained in the commissaries at 28 cents for a 12-ounce bottle.

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#### Madras.

A new assortment of men's Madras shirtings in plain colors, white ground and colored stripes has been received and is now on sale in all commissaries, ranging in prices from 61 to 71 cents a yard. There is also a line of Madras suitable for children's dresses at 42 cents a yard.

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#### Care of Milk or Cream Receptacles.

The attention of commissary patrons is called to Section No. 1 of Board of Health Ordinance No. 8, reading as follows:

"1. It shall be the duty of every person having in his possession bottles, cans, or other receptacles containing milk or cream, which are used in the transportation or delivery of milk or cream, to clean or cause them to be cleaned immediately upon emptying; and no person shall receive or have in his possession any such receptacle which has not been washed after holding milk or cream, or which is unclean in any way."

Wagon men and others who receive empty milk bottles have been instructed to accept only those that have been properly cleaned, in accordance with this ordinance.

PANAMA RAILROAD PASSENGER TRAIN TIME-TABLE No. 30, EFFECTIVE DECEMBER 26, 1919.

	MAIN LINE STATIONS.				MAIN LINE STATIONS.				DAILY.				Sat day only.		Sunday only.	
	DAILY.				DAILY.				DAILY.				Sat day only.		Sunday only.	
	3	8	7	101	8	11	101	8	11	4	8	10	12	4	8	10
<b>Leave</b>	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Colon.....	7.10	11.00	5.00	11.15	11.30	9.35	11.00	11.00	7.10	11.00	5.00	11.30	7.10	11.00	5.00	11.30
Mount Hope.....	7.15	11.05	5.05	11.20	11.35	9.40	11.05	11.05	7.15	11.05	5.05	11.35	7.15	11.05	5.05	11.35
New Gatun.....	7.27	11.17	5.17	11.28	11.45	9.52	11.28	11.28	7.21	11.12	5.10	11.41	7.21	11.12	5.10	11.41
Gatun.....	7.27	11.17	5.17	11.28	11.45	9.52	11.28	11.28	7.26	11.17	5.15	11.46	7.26	11.17	5.15	11.46
Monte Lirio.....	7.42	11.32	5.32	11.55	12.04	10.07	11.55	12.04	7.30	11.23	5.23	11.53	7.30	11.23	5.23	11.53
Frijoles.....	7.53	11.43	5.43	12.10	12.15	10.18	12.10	12.15	7.40	11.35	5.35	12.05	7.40	11.35	5.35	12.05
Darien.....	8.00	11.50	5.50	12.18	12.22	10.25	12.18	12.22	7.58	11.47	5.47	12.17	7.58	11.47	5.47	12.17
Gambog.....	8.14	12.02	6.02	12.30	12.33	10.37	12.30	12.33	8.14	12.04	6.04	12.35	8.14	12.04	6.04	12.35
Summit.....	8.30	12.14	6.14	12.42	12.45	10.49	12.42	12.45	8.25	12.15	6.15	12.46	8.25	12.15	6.15	12.46
Pedro Miguel.....	8.44	12.28	6.24	1.00	12.57	11.01	1.00	12.57	8.40	12.30	6.30	1.01	8.40	12.30	6.30	1.01
Red Tank.....	8.50	12.32	6.30	1.06	1.05	11.09	1.06	1.05	8.40	12.30	6.30	1.01	8.40	12.30	6.30	1.01
Miraflores Locks.....	8.50	12.32	6.30	1.06	1.05	11.09	1.06	1.05	8.40	12.30	6.30	1.01	8.40	12.30	6.30	1.01
Corozal.....	8.54	12.36	6.34	1.10	1.10	11.14	1.10	1.10	8.50	12.40	6.40	1.10	8.50	12.40	6.40	1.10
Balboa Heights.....	9.00	12.45	6.40	1.15	1.15	11.20	1.15	1.15	8.58	12.45	6.45	1.15	8.58	12.45	6.45	1.15
Panama.....	9.05	12.50	6.45	1.20	1.20	11.25	1.20	1.20	9.05	12.50	6.45	1.20	9.05	12.50	6.45	1.20
<b>Arrive</b>	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
Colon.....	12.30	11.30	7.00	1.35	9.25	6.45	1.35	9.25	8.50	12.40	6.50	1.20	8.50	12.40	6.50	1.20
Mount Hope.....	12.35	11.35	7.05	1.40	9.30	6.55	1.40	9.30	9.00	12.45	7.00	1.25	9.00	12.45	7.00	1.25
New Gatun.....	12.45	11.47	7.13	1.53	9.43	7.07	1.53	9.43	9.10	12.50	7.10	1.30	9.10	12.50	7.10	1.30
Gatun.....	12.50	11.50	7.21	1.56	9.46	7.11	1.56	9.46	9.20	12.55	7.15	1.35	9.20	12.55	7.15	1.35
Monte Lirio.....	12.55	11.55	7.24	1.59	9.49	7.14	1.59	9.49	9.30	13.00	7.20	1.40	9.30	13.00	7.20	1.40
Frijoles.....	12.56	11.57	7.25	1.59	9.53	7.19	1.59	9.53	9.40	13.05	7.25	1.45	9.40	13.05	7.25	1.45
Darien.....	1.00	12.01	7.33	2.03	10.05	7.30	2.03	10.05	9.50	13.10	7.30	1.50	9.50	13.10	7.30	1.50
Gambog.....	1.05	12.03	7.40	2.05	10.10	7.35	2.05	10.10	10.00	13.15	7.40	1.55	10.00	13.15	7.40	1.55
Summit.....	1.10	12.15	7.40	2.10	10.10	7.35	2.10	10.10	10.10	13.15	7.40	1.55	10.10	13.15	7.40	1.55
Pedro Miguel.....	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Red Tank.....	4.3	8	5	7	101	9	11	101	8	11	101	9	11	101	8	11

All trains stop where time is shown except f indicates stop on signal only.

	LAS CASCADAS BRANCH STATIONS.				DAILY.				DAILY.				Sat day only.		Sunday only.	
	DAILY.				DAILY.				DAILY.				Sat day only.		Sunday only.	
	33	35	37	38	31	33	35	37	38	33	35	37	38	33	35	37
<b>Leave</b>	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Empire.....	6.20	0.10	12.55	4.00	6.50	11.23	12.23	4.00	6.20	0.10	12.55	4.00	6.50	11.23	12.23	4.00
Culebra.....	6.16	0.05	12.50	3.55	6.45	11.19	12.20	3.55	6.16	0.05	12.50	3.55	6.45	11.19	12.20	3.55
Paraiso.....	6.00	0.16	12.35	3.41	6.31	11.06	12.07	3.41	6.00	0.16	12.35	3.41	6.31	11.06	12.07	3.41
Pedro Miguel.....	5.56	0.08	12.32	3.38	6.25	11.03	12.04	3.38	5.56	0.08	12.32	3.38	6.25	11.03	12.04	3.38
Red Tank.....	5.45	0.00	12.29	3.35	6.25	11.00	12.01	3.35	5.45	0.00	12.29	3.35	6.25	11.00	12.01	3.35
Miraflores Locks.....	5.40	0.00	12.25	3.31	6.21	10.56	11.56	3.31	5.40	0.00	12.25	3.31	6.21	10.56	11.56	3.31
Corozal.....	5.44	0.00	12.21	3.26	6.16	10.51	11.51	3.26	5.44	0.00	12.21	3.26	6.16	10.51	11.51	3.26
Balboa Heights.....	5.35	0.00	12.15	3.20	6.10	10.46	11.45	3.20	5.35	0.00	12.15	3.20	6.10	10.46	11.45	3.20
Panama.....	5.30	0.00	12.10	3.15	6.05	10.40	11.40	3.15	5.30	0.00	12.10	3.15	6.05	10.40	11.40	3.15
<b>Arrive</b>	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Colon.....	4.3	8	5	7	101	9	11	101	30	32	34	35	38	40	42	42

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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, 1915, at the Post Office  
at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV. Balboa Heights, C. Z., September 22, 1920. No. 6.

## Cofferdam on Steamship "Bonham."

The Cristobal shops are now repairing the stern tube of the steamship *Bonham* by the use of a cofferdam. This cofferdam had to be built especially for this job and required the making of a mold of the ship's stern with the aid of a diver. The cofferdam is 16 by 18 by 22 feet high, was built in the Cristobal shop yards, and handled into the water by the use of the derrick barge. Difficulty was encountered in getting this cofferdam under the ship's stern on account of insufficient water in the dry-dock slip. This was finally accomplished by tilting the cofferdam. The cofferdam was secured in place, pumping started on the afternoon of September 19, and men were able to go to work on the propeller on Monday, September 20. The cofferdam extends from the rudderpost to 16 feet along the ship's stern. When the cofferdam was pumped out it raised the ship approximately 8 inches at the stern.

This method of removing the propeller and rewooding the stern bushing was undertaken when it was ascertained that no dry dock would be available for this ship for approximately 1 month, and the operation will save the operators a considerable amount, in that no tolls will have to be paid by this ship back and forth through the Canal and in avoiding the delay while waiting for the docking.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending September 12, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean	Panama Railroad Cattle Industry.		September 12.		1
Ulua	United Fruit Co.	September 12.	September 12.	100	( <sup>1</sup> )
City of Para	Pacific Mail Steamship Line.		September 14.		2,687
Urubamba	Peruvian Line.	September 12.		3,233	
Aysen	Chilean Steamship Co.	September 12.	September 15.	642	510
Jamaica	Pacific Steam Navigation Co.	September 12.	September 16.	434	910
Tolosa	United Fruit Co.	September 13.	September 14.	1,034	6
Point Adams	Pacific Mail Steamship Line.	September 13.	September 15.	494	7
Heredia	United Fruit Co.	September 13.	September 16.	1,354	1,929
H. F. Hodges	Panama Railroad Steamship Line.	September 13.		299	
Glenpool	Standard Oil Co.	September 14.	September 16.	7,857	( <sup>2</sup> )
Pennsylvania	Texas Oil Co.	September 14.	September 13.	9,000	( <sup>2</sup> )
Rosana	A. Pait	September 15.		218	
Metapan	United Fruit Co.	September 15.	September 15.	1	28
Carrillo	United Fruit Co.	September 15.	September 16.	211	140 <sup>1</sup>
Caribbean	Panama Railroad Cattle Industry.	September 16.		212	
Laura C. Hall	Pacific Metals Corporation.	September 16.		6	
Cristobal	Panama Railroad Steamship Line.		September 17.		5,367
Cuba	Pacific Mail Steamship Co.	September 16.	September 17.	( <sup>1</sup> )	6
Manuel Calvo	Spanish Line	September 17.		513	
San Juan	Pacific Mail Steamship Line.	September 18.		499	
Acajutla	Pacific Steam Navigation Co.	September 18.		77	
Architect	Harrison Line.	September 17.		831	

(<sup>1</sup>) No cargo discharged.

(<sup>2</sup>) No cargo laded.

### Postal and Cable Addresses of The Panama Canal.

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

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







**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Balboa for Week Ending September 18, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....	September 12.	September 12.	2	.....
Ansaldo San Giorgio IV.....	Societa Nacional di Navigazion....	September 12.	September 18.	15	.....
City of Para.....	Pacific Mail Steamship Co.....	September 14.	September 14.	.....	5
Laura C. Hall.....	Pacific Metals Corporation.....	September 15.	September 15.	5	.....
Altai Maru.....	Osaka Shosen Kaisha.....	September 17.	September 17.	80	.....
San Juan.....	Pacific Mail Steamship Co.....	September 17.	September 18.	243	28
Halsey.....	United States Shipping Board.....	September 17.	.....	3,433	.....

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended September 18:

Steamships *Marne*, rebuilding; *Koyo Maru*, repairs to bow where damaged; submarine *R-22*, periodic repairs; barges *Nos. 133* and *141*, general repairs; barges *Nos. 102* and *121*, fitting up wood decks for handling garbage; steamships *Adria*, boiler and machinery repairs; *Woudrichem*, boiler and engine repairs; dredge *No. 83*, general repairs; motor ship *Astmahco*, boiler and engine repairs; steamships *Ansaldo San Giorgio IV*, boiler and machinery repairs; *Nima Bua*, *Benjamin Brewster*, and *Juneau*, minor repairs; U. S. S. *Cleveland*, minor repairs.

The following vessels were at the Cristobal shops for repairs during the week ended September 20:

Steamship *General Goethals*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. S. *R-25*, repair and alter engine foundation; *Lake Ellicott*, repair ice machine and feed water heater; U. S. S. *Eagle No. 4*, fair dent, starboard side; tug *St. Mabyn*, repair dynamo generator; steamship *Agamemnon*, change propeller (done by tipping ship); *St. Andre*, electric weld port boiler; U. S. S. *Vulcan*, make new high power piston; steamships *San Juan*, repair piping and straighten crankshaft; *Cauca*, continued repairs to bow; *Bonham*, fitted cofferdam and continued overhaul of all auxiliaries, winches, and piping; *Toloo*, *General Hodges*, *Admiral Wainwright*, U. S. S. *Forse*, *Metapan*, *Broad Arrow*, *Caribbean*, *Jamaica*, U. S. S. *Poe*, steamship *Quilotta*, U. S. S. *Sanderling*, U. S. S. *Fields*, minor repairs.

**Tariff Supplement.**

The Panama Canal has issued supplement No. 2 to Tariff No. 4, as follows:

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., September 1, 1920.

The following amendments are made to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

ITEM 4—HANDLING LINES.

Effective October 1, 1920.

5. The following charges will be made for handling lines by boat, when necessary, and on piers for vessels arriving or departing from berths:
- |  |        |
|--|--------|
| Vessels not exceeding 100 feet in length over all..... | \$2.00 |
| Vessels not exceeding 200 feet in length over all..... | 5.00   |
| Vessels over 200 feet in length over all.....          | 10.00  |

ITEM 5—TUGS AND SUPPLY BOATS.

Effective October 1, 1920.

9. Lighthouse tender, steamship *Favorite*:
- |   |            |
|---|------------|
| For salvage work, per day or fraction thereof.....            | \$1,500.00 |
| For other than salvage work, per day or fraction thereof..... | 1,000.00   |

ITEM 7—LIGHTERS.

Effective October 1, 1920.

1. For class "A" lighters, having a capacity of 28,000 cubic feet and over:
- |   |         |
|---|---------|
| First day or fraction thereof.....                | \$40.00 |
| Each succeeding half day or fraction thereof..... | 15.00   |

ITEM 7—LIGHTERS—Continued.

- 2. For Class "B" lighters, having a capacity of over 17,999 cubic feet and less than 28,000 cubic feet:
  - First day or fraction thereof.....\$30.00
  - Each succeeding half day or fraction thereof..... 10.00
- 3. For Class "C" lighters, having a capacity of less than 18,000 cubic feet:
  - First day or fraction thereof..... 15.00
  - Each succeeding half day or fraction thereof..... 5.00

ITEM 17—STORAGE ON PIERS.

Effective October 1, 1920.

- 1. Transit cargo, routed and unrouted:
  - For first 20 days after delivery on pier..... Free
  - For succeeding 30 days, per ton per day..... \$0.03
  - Thereafter, per ton per day..... .05
- 2. All transit cargo, routed and unrouted, shall be removed in the order of arrival.
- 3. Local cargo:
  - For first 72 hours after cargo is ready for delivery..... Free
  - Thereafter—per 100 pounds per day (minimum charge, \$0.25)..... \$0.03
  - Or, per car per day or fraction thereof..... 5.00
  - (Company's option)
- 4. Specie:
  - On specie, and other commodities on which freight is charged *ad valorem*:
    - For first 72 hours..... Free
    - For each succeeding period of 72 hours or fraction thereof (Sundays and holidays excepted)..... 1/16th of 1 per cent *ad valorem*
- 5. Cargo consigned to the Isthmus for reshipment beyond, when so indicated on bills of lading turned over to the Receiving and Forwarding Agent prior to the commencement of discharge, will be classed as "Transit Cargo" and subject to charges under paragraph 1 if forwarded complete as originally billed and the original bills of lading are surrendered to the Receiving and Forwarding Agent prior to reshipment.

ITEM 18—STEVEDORING AND TRANSFERRING CARGO.

Effective October 1, 1920.

- 1. Stevedoring:
  - (a) General cargo, per ton..... \$0.40
  - (b) Cotton, wool, kapok, hemp, bark, leather, hides, and similar commodities, per ton of 2,000 pounds..... .80
- 2. Transferring cargo between vessels:
  - From cleared slings of the delivering carrier to the slings of the receiving carrier:
    - (a) General cargo, per ton..... 1.80
    - (b) Cotton, wool, kapok, hemp, bark, leather, hides, and similar commodities, per ton of 2,000 pounds..... 3.25
  - NOTE 1. If the commodities listed under either paragraph 1 or 2 are offered on measurement basis, the general cargo rate will apply.
  - NOTE 2. Rubber will be stevedored and transferred as general cargo.
  - (c) Mail, baggage, and specie, per ton..... 3.00
    - Mail will be handled at an average weight of 40 pounds per sack.
  - (j) Minimum charge on specie, per shipment..... 2.50
- 3. Isthmian cargo:
  - (a) For handling inward and outward local general cargo across piers at Cristobal and Balboa, per ton..... 1.00
    - On other commodities, one-half of the rates specified in paragraph 2, items "b" to "j."
    - NOTE.—Bills will be made against the delivering or receiving line, as the case may be.
  - (b) Cargo for Colon landed on the piers at Cristobal will be delivered at the option of the Railroad Company, either through the freight house or on cars on public team track.
    - If delivery is requested in cars at some place in the terminal other than on public team track, an additional charge will be made for switching, per car..... 7.50

## ITEM 18—STEVEDORING AND TRANSFERRING CARGO—Continued.

Isthmian cargo—Continued.

Arrangements for delivery in cars must be made at the time the cargo is being discharged or prior thereto; otherwise, a charge will be made for rehandling, per ton..... \$0.75

NOTE—Delivery must be taken within 72 hours after cargo is ready for delivery. If it remains on hand longer than 72 hours, storage or demurrage charges will be made in accordance with item 17, paragraph 3.

6. For extra labor used in the following:

(c) For rehandling, weighing, or sorting cargo on piers, for convenience of consignee, shipper, or vessel, per ton..... .75

14. For use of electric winches, including operators, to facilitate loading or unloading cargo, per ton..... 1.25

## ITEM 22—FUEL AND DIESEL OILS.

Effective August 1, 1920.

1. Fuel oil per barrel of 42 gallons, delivered to vessels at either Cristobal or Balboa..... \$3.50

## ITEM 30—RAT GUARDS.

Effective October 1, 1920.

1. For each rat guard loaned to vessel and not returned..... \$10.00

## ITEM 34—PANAMA RAILROAD PASSENGER TARIFF.

Effective October 1, 1920.

First class fares, per mile.....	\$0.05
Second class fares, per mile.....	.02½
Children, between 5 and 12 years, 1st class.....	Same as second class rate
Children, between 5 and 12 years, 2d class.....	Half second class fare
Children under 5 years, when accompanied.....	Free
Minimum fare.....	.10
Cash fares, on train, additional.....	.10
Mileage books (1,000 miles).....	40.00
Mileage books (500 miles).....	20.00
Parlor and chair car seats.....	.50

## BAGGAGE ALLOWANCE.

First class ticket.....	lbs.. 150
Second class ticket.....	lbs.. 75
Excess baggage, per pound.....	\$0.02

## SPECIAL SUNDAY AND HOLIDAY RATES.

First class, round trip.....	\$3.00
Second class, round trip.....	2.00

CHESTER HARDING,

*Governor, The Panama Canal.**President, Panama Railroad Company.***Concrete Fuel Oil Tanks at Canal Terminals.**

Three 55,000-barrel tanks of concrete construction, for the storage of fuel oil have been erected among the steel tanks on the oil farms at the Canal terminals. One was erected at the Atlantic terminal in 1919, and one has been completed at each terminal this year.

The first concrete tank was 117 feet in outside diameter, cylindrical in shape, 30 feet high from floor to top of the wall. The floor was made 6 inches thick, stiffened with 5 rows of beams each way. The beams were 3 feet wide by 1 foot deep. The capacity of the tank is 55,000 barrels of 42 gallons each.

The walls were made 6 inches thick on top and 12 inches thick at the bottom, thoroughly reinforced with circumferential steel rods, and enough vertical rods to prevent temperature cracks.

The roof of this tank was made of No. 10 gauge steel plate, supported on a steel channel and at beam sections, with 25 pipe columns filled with concrete.

A special treatment was applied to the inside surface of the walls to prevent leaking. This treatment is described in Bureau of Yards and Docks specifications for coating interior surfaces of fuel oil reservoirs. A hydrostatic test is made on this type of a tank by filling it with water, which gives higher pressure than crude oil, due to its greater weight.

The 2 tanks constructed this year differ from the one described above, in that the later tanks have solid concrete roofs supported on concrete beams and columns. Considerable saving in money was made by the use of these roofs. Much less time is required to complete this type of a roof than a steel one. At the present time several months are saved by constructing entirely in concrete. Less than one month is sufficient to complete the pouring of a tank.

Of the 2 tanks built this year, with concrete roofs, that at Cristobal cost approximately \$47,300, and that at Balboa approximately \$53,000, the difference being due to additional cost of excavation on the site at Balboa. It has been estimated that the concrete tanks are about \$70,000 cheaper, each, than steel tanks of equal capacity, and they were built much more quickly than steel tanks could have been under present delivery conditions.

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### Notice to Mariners.—Lights Established, Cristobal Harbor.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 16, 1920.

CIRCULAR NO. 643-77:

1. On or about October 1, 1920, two white occulting lights will be established near the western extremity of Cristobal Harbor, within the "L." Position, latitude 9° 23' 23" North, longitude 79° 55' 07" West. These lights will be unwatched. Illuminant, acetylene gas.

UPPER LIGHT—Focal plane 110 feet, visible 18 miles, exhibited from top of pyramidal steel lattice work tower painted black. Characteristic, white, flashing; 0.5 second light, 3.0 seconds dark; 0.5 second light, 3.0 seconds dark; 5.0 seconds light, 8.0 seconds dark (one group of flashes every 20 seconds).

LOWER LIGHT—Exhibited from bracket on the northeastern extremity of tower. Focal plane 38 feet, visible 9 miles. Characteristic, white, flashing; 1 second light, 1 second dark.

2. The gas buoy marking western extremity of the East Breakwater will then be discontinued.

CHESTER HARDING,

Governor.

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### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Clerk translator (male and female); \$1,200 to \$1,800 a year; form 304; age, 18 years and over; vacancies in War Department, General Service Schools, Fort Leavenworth, Kans., and in the Departmental Service, Washington, D. C.; October 20-21, 1920.

Druggist (male and female); \$720 to \$2,000 a year; form 1312; age, 21 but not 50 years; vacancies in the Public Health Service throughout the United States, and in the Internal Revenue Service; October 20, 1920.

Editorial clerk (male and female); \$1,200 to \$1,600 a year; form 304; age, 18 years and over; October 20, 1920.

Electrical engineering aid (male and female); \$1,200 to \$1,680 a year; form 1312; age, under 40 years; vacancies in the Bureau of Mines, Department of the Interior, for duty at Pittsburgh, Pa. or elsewhere.<sup>1</sup>

Microscopist (male and female); \$1,800 a year; age, within reasonable limit; vacancies in office of Surgeon General, Army Medical Museum, and elsewhere.<sup>2</sup>

Assistant oil chemist (male and female); \$1,400 to \$1,800 a year; age, 20 but not 45 years; vacancies in the Bureau of Standards, Department of Commerce, Washington, D. C., October 26, 1920.<sup>3</sup>

Assistant enameled metal technician (male and female); \$1,000 to \$1,500 a year; vacancies in the Bureau of Standards, Department of Commerce, Washington, D. C., and elsewhere; age, 21 years and over; October 26, 1920.<sup>2</sup>

Coal mining engineer; salary, \$4,000 to \$4,800 a year; associate coal mining engineer, salary, \$3,000 to \$4,000 a year; assistant coal mining engineer, salary, \$2,000 to \$3,000 a year; junior coal mining engineer; \$1,500 to \$2,000 a year (male and female); form 2118; age, under 45 years; vacancies in the Bureau of Mines, Department of the Interior, for service in the field; October 26, 1920.<sup>2</sup>

Matron (female); \$500 to \$720 a year; vacancies in the Indian Service, in positions of matron, seamstress, housekeeper, field matron, and female industrial teacher; age 21 years but not 50 years; October 20; November 17; December 15, 1920.<sup>2</sup>

<sup>1</sup> Nonassembled. Applications will be received at any time until further notice.

<sup>2</sup> 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 day.

### **Examinations for Clerks, Postal Clerks, and Stenographers and Typists, Panama Canal Service.**

The United States Civil Service Commission announces the following examinations for the Panama Canal service on the dates given: Clerk, October 16, 1920; postal clerk, October 20; and stenographer and typist, October 23.

In the examination for clerks, accounting training and experience has been included as an optional subject, in addition to the former optional subjects of typewriting, bookkeeping, general business training and experience, and timekeeping training and experience. The usual entrance salary for clerk with accounting experience is \$158 a month; for clerks qualifying in any of the other optional subjects, from \$106 to \$127 a month.

The postal clerk examination will be a second grade examination, as in the United States, instead of first grade, as previously on the Canal Zone. Entrance salary is \$125 a month.

No changes have been made with respect to the stenographer and typist examination. The entrance salary is \$137 a month.

Further information may be ascertained from announcement No. 484, posted in the Canal clubhouses and post offices, or from the local Civil Service Board at Balboa Heights (telephone 286, Balboa).

### **Important Age Limit Concession in Civil Service Clerk, Stenographer, and Typewriter Examinations on Two Dates Only.**

For the clerk examination, to be held on the Isthmus on October 16, 1920, and also for the stenographer and typewriter examination scheduled for October 23, the age limit has been raised to 55 years. This concession is for these examinations only, and has been granted by the Civil Service Commission in order to enable those who have passed the age limit for these examinations to compete for a classified status.

### **Gallstones a Valuable By-product of Slaughterhouse.**

As a by-product of the abattoir at Cristobal, the Commissary Division has sold more than a pound of gallstones recovered from cattle, realizing from the sales approximately \$160. They were sold to an agency which forwarded them to Japan.

In investigating the market for the stones, the commissary purchasing agent in New York found that in the United States a few years ago they were thrown away or sold for a few cents. Then a market developed and prices went up by leaps of \$25 a pound to \$150, at which they seemed to stick, though sales as high as \$225 a pound have been reported. Numerous theories have been advanced as to their use, principally as charms or medicaments, but it is believed that they are wanted on account of their large content of cholesterin, which is used principally in biological laboratories.

### Personal Estates of Deceased or Insane Employees Administered Free.

The Administrator of Estates calls attention to the fact that the personal estates in the Canal Zone of deceased or insane employees of The Panama Canal or the Panama Railroad Company are administered by him free of all court costs and expenses of administration.

#### 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.	Cheek No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Sebastian Addison....	39011	Barbados.....	Colon.....	Building Division.....	Sept. 10, 1920.
Manuel Jiminez.....	45470	Panama.....	Summit.....	Cattle Industry.....	Sept. 5, 1920.
Simon Moses (Moises)	23634	Guadeloupe.....	Camp Biedr.....	Panama Railroad.....	Sept. 2, 1920.
Clarence Ramsey.....	44366	Barbados.....	Colon.....	Panama Railroad.....	Sept. 6, 1920.
George Skerrett (Sker- ritt).....	34421	Montserrat.....	Cristobal.....	Supply Department....	Sept. 2, 1920.

#### Official Circulars.

##### Refund for Lost or Damaged Property.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 21, 1920.

*To all concerned*—Refunds for lost or damaged material, supplies, or property, whether covered by payroll deduction, security deposit, or formal invoice, can only be made when authorized by this office.

Requests for such refunds will be transmitted to the surveying officer for investigation and recommendation to the Governor, whose decision in turn will be transmitted by the surveying officer to all concerned.

CHESTER HARDING,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

##### Acting Superintendent and Acting Master of Transportation, Panama Railroad.

PANAMA RAILROAD COMPANY,  
OFFICE OF THE PRESIDENT,

BALBOA HEIGHTS, C. Z., September 15, 1920.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective September 16, 1920, and during the absence on leave of Mr. S. W. Heald, Mr. W. F. Foster will act as Superintendent of the Panama Railroad Company, and Mr. W. J. Bissell will act as Master of Transportation.

CHESTER HARDING,  
President.

##### Reduced Rate on Steamships for Non-dependent Relatives.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., August 21, 1920.

*To all concerned*—Effective October 1, 1920, the issuance of reduced rate of \$45 to nondependent relatives of employees from New York to Cristobal via the Panama Railroad Steamship Line, which was temporarily suspended, as per circular of April 30, 1920, will be resumed with the understanding, however, that priority in assignment of accommodations will be given to employees and their immediate families.

By direction of the Governor.

C. A. McILVAINE,  
Executive Secretary.

#### Accountable Official.

THE PANAMA CANAL,

ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., September 15, 1920.

CIRCULAR No. 259:

Effective September 17, 1920, Mr. W. F. Foster is designated an accountable official of The Panama Canal, *vice* Mr. S. W. Heald, and as such will account for all nonexpendable property in use by the Superintendent of the Panama Railroad and the Panama Canal transportation.

H. A. A. SMITH,  
Auditor, The Panama Canal

Approved:

CHESTER HARDING,  
Governor.

#### Accountability for Household Furniture.

THE PANAMA CANAL,

ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., September 3, 1920.

CIRCULAR No. 258:

*To all concerned*—All household furniture in use in any building, a part or all of which is used as quarters, will be charged to the district quartermaster in whose district it is located, except in cases where it is impractical for him to accept responsibility, as follows:

*Executive Department*—Police station, Monte Lirio; police station, Gamboa; penitentiary, Gamboa.

*Health Department*—Palo Seco asylum.

*Cattle Industry*—Mandinga-Far Fan pasture camps, except Cocoli; Mindi hog farm; Limon plantation; Juan Mina plantation; Mandinga pasture camp; Frijoles plantation; Bohio pasture camp; Manawa.

*Supply Department*—La Boca mess; Camp Biedr mess.

*Hydrographic office*—Alhajuela, Trinidad, Vigia.

*Municipal Engineering*—Maintenance Camp, Toro Point.

*Marine Division*—Lighthouse subdivision; La Pita signal station; Gamboa signal station; Sosa Hill signal station.

In the quarters enumerated above and in others which in the future may be established in buildings equally inaccessible, the household furniture will be charged to the divisions using it, for physical accounting only, and district quartermasters will exchange and repair it without charge.

Rooms held for the convenience and occasional use of one or more employees of a division are not considered quarters.

H. A. A. SMITH,  
*Auditor*

Approved:  
CHESTER HARDING,  
*Governor.*

**Appointments.**

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., September 9, 1920.

To all concerned—Effective September 10, Mr. T. M. Reynolds is appointed station agent at Panama, *vice* Mr. J. D. Williamson resigned, and will enter upon his duties on his return from leave. Effective same date, Mr. H. C. Adams is appointed station agent at Colon, *vice* Mr. T. M. Reynolds transferred.

ROBT. BEVERLEY,  
*Assistant to Superintendent.*

Approved:  
S. W. HEALD,  
*Superintendent.*

**Notice.**

The special launch for Taboga, leaving dock 19, Balboa, at 8 p. m. on Sundays, will be discontinued hereafter.

R. K. MORRIS,  
*Chief Quartermaster.*

**Acting Superintendent, Southern District, Municipal Engineering Division.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., September 17, 1920.

All concerned—Effective September 17, Mr. W. E. Maxon will act as superintendent of the southern district, during the absence on leave of Mr. Geo. W. Green.

D. E. WRIGHT,  
*Municipal Engineer.*

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., September 20, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Requests for forwarding may be made by telephone, calling No. 182, Balboa:

- |                                       |                               |
|---------------------------------------|-------------------------------|
| Adler, Mr. and Mrs. *                 | Ludwig, Max                   |
| Alfred, Mrs. L. E.                    | Maulvic, Mr., Box 198         |
| Bedore, Phillip                       | Mitchell, Josiah              |
| Brucks, Fred J., Box 1596             | McDonald, Miss Marg., Box 228 |
| Burow, J. S., c/o R. R. Cannon, P. J. | Neuman, J. B. A., Box 408     |
| Cavanaugh, Frank, Box 374             | Nick, Andy, Box 3             |
| Champion, F. Sutton                   | Norbury, Joseph *             |
| Cockerell, Mrs. Susan                 | Paulson, J. M. *              |
| Daniels, Chas. T.                     | Perez, R. M.                  |
| Hall, Mrs. A. A.                      | Prosser, John H.              |
| Haywood, Thos. J., Box 578            | Rodman, John W.               |
| Harman, John J.                       | Stanton, Emerson              |
| Hirshfield, Adorf *                   | Stevens, J. A.                |
| Hurert, Mrs. Clarence                 | Symons, W. Fred, Box 443      |
| Keight, W. A., Box 464                | Vaughn, Charles               |
| Kenyon, Mrs. A., Box 314              | Walters, Mrs. L. A., Box 1015 |
| Johnson, Mrs. Dorothy                 | Welter, Theo. *               |
| Lorhsbough, C. J., Box 446            | White, Miss E. M., Box 279    |
| Lopez, Lino M.                        | Wilson, Joel                  |

\*Card.      \*Paper.      \*Catalogue.

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, will accept written bids up to noon Monday, October 11, 1920, for the purchase of the personal effects belonging to the estates of George Prettie and Alberto Orozco, deceased American seamen. Itemized lists of the articles offered for sale will be found posted at the Canal Zone customs offices at Balboa and Cristobal, and persons desiring to examine the effects should apply to the Shipping Commissioner's office on any business day. Bids may be made for the entire lot of the effects of each decedent, or be limited to individual articles, and should be submitted in sealed envelopes, addressed to the Shipping Commissioner, marked "Bid on effects of (insert name of seaman), deceased." The right is reserved to reject any or all bids, and no advance deposit of money is required.

**Sale of Harness and Sole Leather.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10.30 a. m., September 30, 1920, for about 133 pounds harness leather at Ancon corral, and 2,511 pounds sole leather at Balboa storehouse in deteriorated condition. 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.

**Sale of Launch Hull.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, up to 10.30 a. m., October 10, 1920, and then opened for the purchase of a launch hull, about 36 feet by 9 feet 1 inch by 4 feet 6 inches, now at Gamboa. Form of proposal may be had upon application to the office of the Chief Quartermaster, Balboa Heights, or the office of the Superintendent of Cattle Industry, Cristobal. The Panama Canal reserves the right to reject any or all bids.

**Sale of Typewriters.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 10, 1920, and then opened, for the purchase of all or part of a lot of 30 used typewriters on hand at Balboa storehouse. Form of proposal may be had upon application to the office of the Chief Quartermaster, Balboa Heights, or the office of the General Storekeeper, Balboa. The Panama Canal reserves the right to reject any or all bids.

**Current Net Prices on Coal, Fuel Oil, and Beef.**

Coal is being supplied to steamships including warships of all nations delivered and trimmed in bunkers, at \$15.00 per ton of 2,240 pounds at Cristobal and \$17.00 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$15.00 per ton at Balboa. For ships taking less than car load lots from plants or less than 25 tons from lighters, the price is \$16.50 per ton at Cristobal, \$18.50 at Balboa.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$3.50 per barrel of 42 gallons.

Diesel oil is not sold by The Panama Canal, but may be obtained from private concerns at approximately \$4.50 per barrel. Cable arrangements should be made in advance of arrival of vessel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. Prices quoted are United States currency, per pound net:

Beef hinds, 21 cents; beef fores, 16 cents, beef ribs, entire set, 23 cents; short loins, 29 cents. This beef is from Colombian cattle slaughtered on the Isthmus.

### Rates at Hotel Aspinwall, Taboga.

The following are the current rates at the Aspinwall:

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 for employees on above rates for stay of 30 days.		
Further reduction of 10 per cent for families of four or more.		
Nonemployees.....	per day..	3.50
Children of nonemployees.....	per day..	1.50
Servants of nonemployees.....	per day..	1.75
Meals without room.....	{ Breakfast ..... Luncheon..... Dinner.....	1 00
		1 25
		1.25

### Route Service Jitney—Cristobal-Mt. Hope.

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

### COMMISSARY NOTE.

#### Recipes.

Some commissary patrons may not be aware of the fact that rice flour is an excellent item in baking as a substitute for the regular wheat flour. Several recipes are shown below:

##### RICE FLOUR BREAD.

2½ level cupfuls rice flour	1 level teaspoonful salt
1 level cupful corn flour	1 egg
½ cupful wheat flour	1 tablespoonful corn syrup
5½ level teaspoonfuls baking powder	2½ cupfuls milk.

Sift dry ingredients together, beat egg, add milk and syrup, then flour, and beat all well. Turn into well-greased loaf tin and bake in moderate oven for 1 hour.

##### WAFFLES.

1 level cupful rice flour	1 level teaspoonful salt
1 level cupful corn flour	2 eggs, beaten separately
4 level teaspoonfuls baking powder	1½ cupfuls milk
4 level tablespoonfuls fat, melted.	

Mix and sift dry ingredients. Beat yolks of eggs, add milk and combine gradually with first mixture. Add melted fat and fold in egg whites stiffly beaten. Pour from a pitcher into the center of a hot, well-greased waffle iron. Serve with maple syrup.

##### SPONGE CAKE.

1 level cupful sugar	3 eggs
1 level cupful rice flour	2 tablespoonfuls cold water
½ level teaspoonful salt	1 teaspoonful lemon extract or 2
¾ level teaspoonful baking powder	teaspoonfuls lemon juice.

Separate yolks and whites of eggs. Beat the yolks until creamy; add the sugar, lemon, and water and beat all until very light. Add to this the twice sifted mixture of rice flour, baking powder, and blend thoroughly. Finally fold in the stiffly beaten whites of the eggs. If lemon juice is added, the water will not be required. Bake in loaf tin in a medium oven, 20 to 30 minutes. This serves 15 people.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., September 29, 1920. No. 7.

## Progress of Commercial Traffic Through the Canal.

The progress of commercial traffic through the Panama Canal from its opening to the beginning of the current fiscal year, July 1, 1920, is shown graphically by means of the accompanying plate (page 87).

The chart indicates the total number of commercial ships handled through the Canal each month; the average number for each 6-month period; the average at any time for the period from the opening of the Canal to that time; and the average per month since June, 1916, the beginning of regular traffic after the suspension on account of slides in the Cut.

The total number of commercial vessels which passed through the Canal to July 1, 1920, was 10,212. Figures by 6-month periods are presented in this table:

COMMERCIAL VESSELS PASSING THROUGH THE PANAMA CANAL.

Period.	Number of vessels during period.	Average number of vessels per month for period.	Average number of vessels per month since opening of Canal.	Per cent above or below normal.	Per cent above or below previous record.
August 15 to December, 1914.....	351	78.0	78.0	.....	.....
January to June, 1915.....	721	120.2	102.1	+17.7	+54.0
July to December, 1915.....	428	71.3	90.9	-21.2	-40.6
January to June, 1916.....	332	55.3	81.4	-32.1	-22.4
July to December, 1916.....	590	148.3	95.5	+55.3	+169.0
January to June, 1917.....	916	152.7	105.4	+44.8	+3.0
July to December, 1917.....	1,044	174.0	115.5	+50.6	+13.9
January to June, 1918.....	1,024	170.3	122.7	+38.8	-2.1
July to December, 1918.....	1,043	174.7	128.6	+35.8	+2.6
January to June, 1919.....	980	163.3	132.2	+23.5	-6.5
July to December, 1919.....	1,154	192.3	137.8	+39.6	+17.8
January to June, 1920.....	1,324	220.7	144.9	+52.4	+14.8

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending September 25, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Manuel Calvo.....	Spanish Line.....	.....	Sept. 19.....	.....	57
Caribbean.....	Panama Railroad Cattle Industry.....	.....	Sept. 19.....	.....	1/2
Inoa.....	Pacific Steam Navigation Co.....	Sept. 19.....	Sept. 19.....	14	( <sup>t</sup> )
Tolosa.....	United Fruit Co.....	Sept. 19.....	Sept. 19.....	84	11
Laura C. Hall.....	Pacific Metals Corporation.....	.....	Sept. 20.....	.....	45
Urubamba.....	Peruvian Line.....	.....	Sept. 20.....	.....	1,654
Quillota.....	Pacific Steam Navigation Co.....	Sept. 19.....	Sept. 21.....	209	1,221
Saint Andre.....	French Line.....	Sept. 19.....	Sept. 21.....	209	( <sup>t</sup> )
Pioneer.....	Standard Oil Co.....	Sept. 19.....	Sept. 21.....	8,064	( <sup>t</sup> )
General Goethals.....	Panama Railroad Steamship Line.....	Sept. 19.....	.....	2,100	.....
Point Judith.....	Pacific Mail Steamship Line.....	Sept. 20.....	Sept. 21.....	53	( <sup>t</sup> )
Calamares.....	United Fruit Co.....	Sept. 20.....	Sept. 21.....	490	79
Balboa.....	Colombian Maritime Co.....	Sept. 20.....	Sept. 21.....	712	135
Parismina.....	United Fruit Co.....	Sept. 20.....	Sept. 23.....	1,026	195
Lake Copley.....	United States Shipping Board.....	Sept. 21.....	.....	.....	1/2
General W. C. Gorgas.....	Panama Railroad Steamship Line.....	Sept. 21.....	Sept. 25.....	91	1,690
Abangarez.....	United Fruit Co.....	Sept. 22.....	Sept. 22.....	1	( <sup>t</sup> )
Manavi.....	Pacific Steam Navigation Co.....	Sept. 22.....	.....	763	.....
Caribbean.....	Panama Railroad Cattle Industry.....	Sept. 23.....	.....	220	.....
Alliance.....	Panama Railroad Steamship Line.....	Sept. 23.....	.....	324	.....
Panama.....	Panama Railroad Steamship Line.....	Sept. 24.....	.....	2,540	.....
Huasco.....	Chilean Line.....	Sept. 24.....	.....	500	.....
San Pablo.....	United Fruit Co.....	Sept. 24.....	Sept. 24.....	32	( <sup>t</sup> )
F. D. Asche.....	Standard Oil Co.....	Sept. 25.....	.....	12,000	.....

\*No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending September 25, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Judith.....	Pacific Mail Steamship Co.....	Sept. 19.....	Sept. 20.....	63	
Urubamba.....	Peruvian Line.....	Sept. 20.....	Sept. 20.....		213
Laura C. Hall.....	Colombia Metals Corporation.....	Sept. 20.....	Sept. 20.....	6	20
Balboa.....	Colombia Maritime Co.....	Sept. 20.....	Sept. 20.....	1	16
Achilles.....	Panama Railroad Steamship Line.....	Sept. 21.....		447	
Manavi.....	Pacific Steam Navigation Co.....	Sept. 22.....	Sept. 22.....	1	
Balboa.....	Colombia Maritime Co.....	Sept. 23.....	Sept. 23.....		103
San Juan.....	Pacific Mail Steamship Co.....	Sept. 24.....		( <sup>1</sup> ) 20	( <sup>2</sup> ) 66
Borgland.....	Peter Olsen.....	Sept. 24.....	Sept. 25.....	265	

\* Ex Pt. Adams from Cristobal.

\* San Juan.

#### Change in Steamship Freight Rates Between Isthmus and New York.

The Panama Railroad has issued Tariffs 40 and 41 and Supplement No. 1 to Tariffs 31 to 36, in which the principal changes consist of an additional 10 per cent on the steamship proportion of all rates between New York and the Isthmus, which result in an increase of approximately 6 per cent in the through rates between Panama and New York, and 10 per cent between Cristobal and New York.

In addition to this the handling charges at Cristobal are for account of consignee or shipper instead of being absorbed in the freight as heretofore.

#### Panama Railroad Steamship Line Operating to West Coast as far South as Guayaquil.

The Panama Railroad Steamship Line has begun a service through the Canal from New York to Colombian and Ecuadorian ports as far south as Guayaquil, which is 2° 11' south of the equator. The vessels are to stop at the Canal terminals en route. The first sailing was that of the steamship *Allianca*, which went through the Canal southbound on September 27, for Guayaquil via Buenaventura. On the return voyage she is due to call at Manta, Bahia de Caraquez, Esmeraldas, and Buenaventura.

It is expected that there will be 2 sailings a month in each direction, but no advice has been received on the Isthmus from the New York office of the line as to a fixed schedule or the number and names of the ships to be placed in this service.

Passengers and cargo will be carried.

#### Correction as to Comparative Cost of Steel and Concrete 55,000-barrel Oil Tanks.

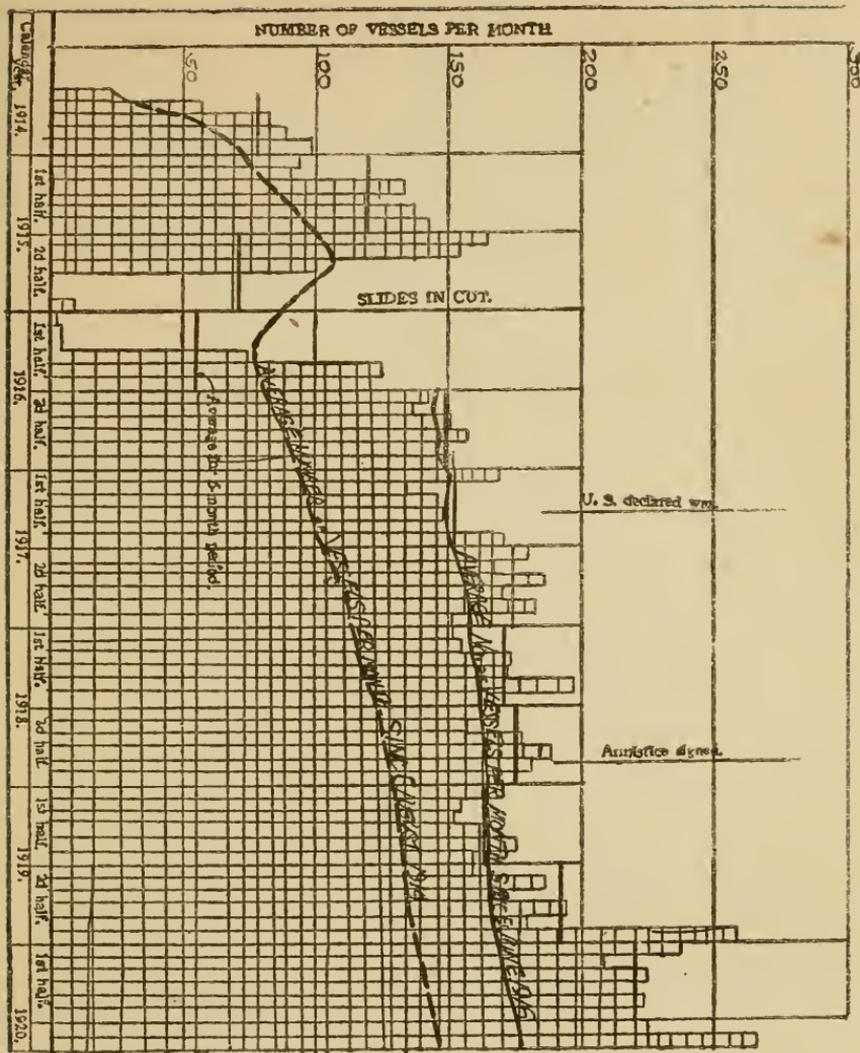
In the item on "Concrete Fuel Oil Tanks at Canal Terminals" in last week's issue, page 79, it was stated that "it has been estimated that the concrete tanks are about \$70,000 cheaper, each, than steel tanks of equal capacity." This was in error. It should have been said that the steel tanks of equal capacity (55,000 barrels) cost at current prices about \$70,000, which would make the concrete tanks about \$20,000 cheaper, each.

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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



COMMERCIAL VESSELS THROUGH THE PANAMA CANAL.—Upper line indicates average number of vessels per month since June, 1916; lower line indicates average number of vessels per month since August, 1914 (see page 85).

### Ships at Cristobal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended September 27:

Steamships *General Gorgas*, *Allianca*, *Panama*, miscellaneous repairs and painting to engine, deck, and steward departments; *Balboa*, repair piping, port, and gangway braces; *Hathor*, repair damaged plates, etc., starboard side; *Lake Copley*, repair feed pump; U. S. S. *Rail*, rebrick boilers; steamship *Friesland*, install Panama Canal chocks and minor repairs; tug *St. Ewe*, repair feed, bilge, and circulating pumps; repair piping, make ladders and roll boiler tubes; U. S. S. *Lap Wing*, change propeller, clean and paint hull, etc.; U. S. S. *R-25*, repair and alter engine foundation; steamships *Caribbean*, clean and paint hull and superstructure; *Nokatay*, repair feed and air pumps, dynamo, etc.; *Guatemala*, electric weld stay nuts, repair steering engine, etc.; U. S. S. *C-285*, overhaul main and auxiliary engines; steamships *Bonham*, drew tail shaft, installed new sleeves, etc.; *Chepadoa*, *Manavi*, U. S. S. *Eagle No. 12*, *Eagle No. 38*, and U. S. S. *Cantigny*, minor repairs.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight September 25, 1920.

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		Panama Canal tonnage	
Day	Hour	Day	Hour	Day	Hour	Day	Hour	Day	Hour							Nature	Tons	Gross	Net	
15	15:30	19	6:07	19	14:40	19	7:10	19	7:10	Costa Rican	Alberto Falt & Co.	107.7	25.0	7.0	Cristobal	Puntarenas	.....	256	185	
17	16:21	19	6:23	19	14:46	19	15:45	19	15:45	British	Harrison Steamship Line.	408.0	52.0	20.0	Liverpool	San Francisco	.....	6,245	4,306	
18	9:00	19	6:28	19	16:49	19	17:47	19	17:47	British	Commonwealth and Dom. Line.	475.0	55.0	27.1	Hull	Auckland	.....	7,000	7,757	
18	15:05	19	6:30	19	15:56	19	17:05	19	17:05	Norwegian	W. Wilhelmsen	425.4	57.0	27.0	Tampico	Teupilla	.....	9,400	7,059	
12	22:14	20	6:00	20	13:37	21	2:20	20	13:37	Peruvian	Peruvian Line.	381.0	46.0	19.7	Cristobal	Callao	.....	1,650	4,803	
19	10:00	20	6:31	20	13:57	20	14:50	20	14:50	American	W. R. Grace & Co.	298.6	40.0	20.8	New York	Callao	.....	2,000	2,835	
16	15:45	20	6:58	20	15:01	21	9:22	20	15:01	British	Pacific Metals Corporation	321.0	25.0	0.0	Cristobal	Buenaventura	.....	45	180	
19	22:08	20	7:03	20	14:37	20	15:40	20	15:40	American	Luckenbach S. S. Line (S. B.)	84.0	46.0	22.0	New York	San Francisco	.....	3,898	3,959	
20	5:40	20	7:20	20	15:06	20	19:08	20	19:08	British	Clan Steamship Line.	409.5	52.0	23.0	New York	San Francisco	.....	7,500	6,450	
20	6:13	20	7:54	20	15:48	21	19:08	20	19:08	Danish	East Asiatic Steamship Co.	413.0	53.5	16.0	Copenhagen	San Francisco	.....	600	7,404	
19	22:23	20	8:35	20	16:41	20	18:48	20	18:48	British	Nautilus Steam Shipping Co.	398.0	51.0	17.7	Liverpool	Coronel	.....	3,267	5,291	
20	10:17	20	10:38	20	17:39	20	23:36	20	23:36	American	Pacific Mail S. S. Co. (S. B.)	410.5	54.3	20.6	Boston	San Francisco	.....	5,000	6,547	
20	11:00	21	6:20	20	18:40	20	21:40	20	21:40	Chinese	Matson Navigation Co. (S. B.)	438.0	54.0	24.6	Norfolk	Pearl Harbor	.....	7,081	6,547	
20	18:10	21	6:23	21	13:49	21	17:40	21	17:40	Chinese	Chinese Government	438.0	54.0	24.6	Norfolk	Yokohama	.....	7,081	6,547	
19	6:15	21	10:10	21	18:18	21	21:00	21	21:00	French	Panama Railroad Steamship Line	503.0	65.0	30.0	Norfolk	Yokohama	.....	4,500	6,139	
21	11:36	22	6:22	22	16:18	22	17:25	22	17:25	Japanese	Cie. Cie. Transoceanique	463.0	60.0	16.4	Bordeaux	Valparaiso	.....	12,025	11,519	
21	18:50	22	6:25	22	15:10	22	18:45	22	18:45	British	Osaka Shosen Kaisha	425.0	58.0	27.5	New York	Yokohama	.....	900	5,917	
21	7:00	22	6:32	22	17:12	22	15:20	22	15:20	Spanish	Canadian Western S. S. Ltd.	411.5	54.0	14.6	Grazemouth	Vancouver	.....	6,624	4,999	
22	5:15	22	9:50	22	18:00	22	19:00	22	19:00	American	Stratton & Munce	305.0	45.0	14.0	Baridco	Talca	.....	4,152	2,855	
19	9:07	22	12:00	22	17:05	22	22:33	22	22:33	British	Green Star Line S. S. Corp.	409.8	54.2	24.5	Sabine	Portland	.....	9,081	7,642	
1	16:15	22	9:40	22	16:58	22	20:50	22	20:50	American	Pacific Steam Navigation Co.	360.0	46.0	19.3	London	Guayaquil	.....	7,000	6,583	
28	20:40	23	6:05	23	13:25	23	20:50	23	20:50	American	United States Navy	190.0	29.1	12.0	Coco Solo	Balboa	.....	402	4,768	
23	19:57	23	6:12	23	16:13	23	17:15	23	17:15	Spanish	Colombian Maritime Co.	319.7	49.9	25.0	Newport News	Buenaventura	.....	134	741	
18	13:50	24	6:06	24	13:45	24	15:45	24	15:45	American	Sudden & Christensen (S. B.)	410.5	54.0	25.0	Philadelphia	San Francisco	.....	4,366	6,622	
23	8:19	23	9:26	23	16:23	23	18:15	23	18:15	Japanese	Navigra Gunda Juevar	359.7	49.9	25.0	New Orleans	San Francisco	.....	5,500	4,460	
18	5:35	24	6:19	24	14:50	24	15:45	24	15:45	American	Osaka Shosen Kaisha	419.0	51.0	19.0	Cristobal	San Francisco	.....	1,802	6,146	
19	23:55	24	6:33	24	14:55	24	16:40	24	16:40	British	Pacific Mail Steamship Co.	283.0	37.0	19.0	Cristobal	San Francisco	.....	501	2,379	
18	15:10	24	8:22	24	16:58	24	17:55	24	17:55	American	United States Navy	476.9	53.0	18.0	Hardlepool	Bremont	.....	6,500	9,629	
23	7:52	24	10:00	24	16:58	24	17:55	24	17:55	American	Philips, Phillips & Co.	387.5	62.5	18.0	Norfolk	Columbia river	.....	9,629	7,013	
22	19:35	24	10:47	24	20:51	24	20:30	24	20:30	British	United States Army	465.5	49.0	25.6	New York	San Diego	.....	4	7,805	
24	22:05	25	6:48	25	13:30	25	18:07	25	18:07	American	Glen Line, Ltd.	530.7	64.2	15.0	Newcastle-on-Tyne	Port Townsend	.....	4	12,321	
25	8:25	25	7:35	25	15:07	25	16:14	25	16:14	Dutch	Swaync & Hoyt (S. B.)	380.5	53.1	20.5	Buenos Aires	San Francisco	.....	6,502	5,659	
25	8:25	25	9:00	25	17:37	25	18:20	25	18:20	Japanese	Holland-American Line.	469.0	53.0	17.0	Rotterdam	San Francisco	.....	50	50	
25	8:22	25	10:58	25	18:31	26	15:55	26	15:55	American	Toyo Kisen Kaisha.	400.0	53.0	22.0	New York	Shanghai	.....	4,818	6,186	
25	8:22	25	10:58	25	18:31	26	15:55	26	15:55	American	Atlantic Gulf & Pacific S. S. Co.	376.4	52.3	20.2	Baltimore	San Francisco	.....	4,800	4,500	

\* Motor ship. \* Tug. \* Collier. \* And barge No. 280. \* Transport. \* Steel, machinery, cigarettes, tobacco, and merchandise.



**Subsistence for Extra Deck Hands Furnished to Vessels.**

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., September 24, 1920.

To all steamship agents—Complaint has recently come to this office that deck hands furnished by The Panama Canal to a transiting vessel, for the purpose of assisting in the handling of lines at the locks, were denied subsistence by the master of the vessel.

Section 55 of the Rules and Regulations for the Operation and Navigation of the Panama Canal provides:

"Pilots and other authorized persons on duty, belonging to the Canal service, shall be subsisted without charge while on board vessels in transit through the Canal."

Please bring this regulation to the attention of your shipmasters, to the end that there may be no repetition of the well-founded complaint above referenced.

E. P. JESSOP,  
Marine Superintendent.

**Increased Rates on United Fruit Company's Lines.**

Effective October 1 there will be an increase in passenger fares on the United Fruit Company's lines. Below are the rates that will apply to Panama Canal and Panama Railroad employees from Cristobal to New York and New Orleans:

	Minimum.	Maximum.
Cristobal to New York.....	\$108.75	\$120.00
Cristobal to New Orleans (direct).....	82.50	95.25
Cristobal to New Orleans (via Bocas del Toro and Habana).....	95.25	108.00

**Authority to Carry Employees on Transports to San Francisco.**

The War Department has authorized furnishing transportation to Panama Canal employees from the Canal Zone to San Francisco on any transports which may be passing through the Canal en route to San Francisco, when accommodations are available, at the \$20 and \$30 rates now in force between the Canal Zone and New York.

Applications from employees for such transportation should be made in the usual manner to the Executive Office of The Panama Canal.

**Executive Order.—Paitilla Point Military Reservation.**

The area hereinafter described as Paitilla Point Military Reservation, formerly situated within the Republic of Panama, but acquired by the United States Government and now a part of the Canal Zone, is hereby set apart as a military reservation under the control of the Secretary of War, the said reservation, however, to remain subject to the civil jurisdiction of the Canal Zone authorities in conformity with the Panama Canal Act.

The said area is described as follows:

**PAITILLA POINT MILITARY RESERVATION.**

Starting at a triangulation station marked "Paitilla 1914" on the map (Panama Canal Drawing No. X-6053-1) the geodetic coordinates of which are Lat. 8°-58' plus 3,045.82-feet and Long. 79°-30' plus 5,847.92 feet, go on an azimuth of 180°-00' for a distance of 1,399.24-feet to a concrete monument, marked "A" on the map, which is the point of beginning on the boundary of the reservation; thence on a line the azimuth of which is 270°-00' for a distance of 1,146.95-feet to a concrete monument marked "B" on the map, which monument is on the extreme high water line on the shore of the Bay of Panama; thence along the extreme high water line, in a general southwesterly direction, for a distance of 6,000-feet more or less to a concrete monument marked "C" on the map, which monument is on the extreme high water line; thence on a line the azimuth of which is 123°-43' for a distance of 67.3-feet to a concrete monument marked "D" on the map, which monument is on the extreme high water line. The last mentioned course between "C" and "D" cuts off the extreme end of Paitilla Point and coincides with the old Panama City boundary. From "D" follow the extreme high water line in a northerly direction along the east bank of the estuary of the Rio Matasnillo for a distance of 4,000-feet

more or less to a concrete monument marked "E" on the map; thence on a line the azimuth of which is 270°-00' for a distance of 1,088.76-feet to a concrete monument marked "A" on the map, which is the point of beginning.

All bearings are true.

In addition to the above, the Secretary of War shall have control of all land on the eastern side of above described area between extreme high water line and low water line within the confines of the prolongation of boundary lines E-B and D-C; also all land on the western side of above described area between extreme high water line and low water line, but in no case further than the center line of the Rio Matasnillo, between the confines of the prolongation of boundary lines B-E and C-D.

WOODROW WILSON

THE WHITE HOUSE,  
1 Sept., 1920.

[No. 3322.]

\*The foregoing is being published as Canal Circular No. 601-113.

### **Cable Rates for Government Employees.**

The following is an extract from the revised agreement between The Panama Canal and Panama Railroad and the All America Cables, Inc., approved September 3, 1920:

1. The All America Cables, Inc., agrees to transmit over its lines, at 50 per cent (fifty per cent) of the existing tariff rate for private messages, all social and personal messages forwarded by officers, employees, and other persons in the service of the United States Government, the Panama Railroad Company, or The Panama Canal, stationed on the Isthmus of Panama; such reduced rates to apply at the time message or messages are sent, the sender having the privilege of prepaying reply at the same reduced rate of 50 per cent (fifty per cent) of the existing tariff rate, or the receiver of the message in the United States of America may reply to the same at the reduced rate granted on the Canal Zone.

2. The cable company will deliver, without extra charge, all messages addressed to persons residing in the Canal Zone within 2 miles of its Balboa or Colon offices.

\*The foregoing has been published by the Panama Railroad Company as Circular No. RA-696, dated September 20, 1920.

### **Cooperative Colony for Vacation.**

A movement has been started among employees in the Administration Building toward securing the names of 25 or 30 families who would care to spend their next summer's vacation in a co-operative colony on the Atlantic Coast of the United States.

Anyone interested in reducing vacation expenses in this manner may communicate with H. H. Hudson, Balboa Heights, Canal Zone.

### **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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Clerk translator (male and female); \$1,200 to \$1,800 a year; form 304; age, 18 years and over; vacancies under War Department, General Service Schools, Fort Leavenworth, Kansas, and in Bureau of Chemistry, Department of Agriculture, Washington, D. C., October 20-21, 1920.

Commercial telephone engineer (male and female); \$3,000 to \$4,000 a year; form 1312; age, unlimited; vacancies in the Signal Service at Large, for duty at Washington, D. C., New York, N. Y., and Chicago, Ill.; October 12, 1920.

Master computer, \$1,800 to \$2,400 a year.

Computer, grades I and II (male and female); \$1,400 to \$1,800 a year; form 1312; age, under 50 years; vacancies in the Ordnance Department at Large of the War Department, for duty at the various proving grounds within the United States; December 14, 1920.

Cotton classer's helper (male and female); \$900 to \$1,440 a year; form 1312; age, 16 but not 25 years; vacancies in the Bureau of Markets, Department of Agriculture, for duty in Washington, D. C., or in the field; October 20, 1920.

Dairy manufacturing specialist (male and female); \$2,200 to \$3,200 a year; vacancies in the Dairy Division, Bureau of Animal Industry, Department of Agriculture, for duty in Washington, D. C., or in the field; form 2118; age, under 45 years; October 12, 1920.

Druggist (male and female); \$720 to \$2,000 a year; form 1312; age, unlimited; vacancies in the Public Health Service throughout the United States and in the Internal Revenue Service; October 20, 1920.

Editorial clerk (male and female); \$1,200 to \$1,600 a year; form 304; vacancies in the Departmental Service, Washington, D. C., age 18 years and over; October 20, 1920.

Electrical engineering aid (male and female); \$1,200 to \$1,680 a year; form 1312; vacancies in the Bureau of Mines, Department of the Interior, for duty at Pittsburgh, Pa., or elsewhere; age, under 40 years.<sup>2</sup>

Laboratory helper and laboratory aid (male and female) \$720 to \$1,080 a year; form 1312; vacancies in the Bureau of Mines, Department of the Interior, for duty at Pittsburgh, Pa., or elsewhere; age, 18 but not 35 years; December 14, 1920.<sup>1</sup>

Laboratory aid in agricultural technology (male and female); form 1312; a vacancy in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C., at \$840 a year; age, within reasonable limits; October 20, 1920.

Matron, Indian Service (female); \$500 to \$720 a year; form 304; age, 21 but not 50 years; about 50 vacancies in the Indian Service, in the positions of matron, seamstress, housekeeper, field matron, and female industrial teacher; October 20, November 17, and December 15, 1920.

Metallographist (male and female); \$1,800 to \$2,500 a year; form 2118; age, within reasonable limits; a vacancy at the Rock Island Arsenal, Rock Island, Ill.; November 1, 1920.<sup>1</sup>

Microscopist (male and female); form 1312; age, within reasonable limits; a vacancy exists in the office of the Surgeon General, Army Medical Museum, Washington, D. C., at \$1,800 a year; October 19, 1920.<sup>1</sup>

Mineral geographic aid, mineral geographer (male and female); \$1,200 to \$2,400 a year; form 1312; age, 20 but not 45 years; vacancies in the Geological Survey, Department of the Interior; October 20 and 21, 1920.

Ore-dressing engineer (male and female); \$2,400 to \$3,600 a year; form 2118; age, under 50 years; a vacancy exists in the Bureau of Mines, for duty at Moscow, Idaho; October 12, 1920.<sup>1</sup>

Preparator in nematology (male and female); \$660 to \$1,000 a year; form 304; age, 18 years and over; a vacancy exists in the Bureau of Plant Industry, Department of Agriculture; October 20, 1920.

Scientific assistant (male and female); \$1,320 to \$1,860 a year; form 1312; age, 20 years and over; vacancies exist in the Department of Agriculture, for duty in Washington, D. C., or in the field; October 20 and 21, 1920.<sup>1</sup>

Topographic draftsman (male and female); \$1,500 to \$1,880 a year; form 1312; age, 21 years and over; vacancies exist in the Engineer Department at Large, War Department; December 1, 1920.<sup>1</sup>

<sup>1</sup>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 day.

<sup>2</sup>Nonassembled. Applications will be received at any time until further notice.

**Official Circulars.**

**Absence of Engineer of Maintenance.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 25, 1920.

To all concerned—Effective to-morrow and during the absence on leave of Col. Jay J. Morrow the heads of departments and divisions reporting to the Engineer of Maintenance will report to the Governor.

CHESTER HARDING,  
Governor.

**Sale of Cement Sweepings.**

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., September 23, 1920.

To all concerned—The Panama Railroad Company has on hand 191 sacks of cement ex the steamship *Ancon*, April 16, 1920.

This cement is known as sweepings, or loose cement picked up after the discharge of a steamer. There is very little foreign substance to be found in it, and for almost any concrete work, it is just as good as any cement.

We will be glad to have you bid on this lot of cement before 3.00 p. m., Saturday, October 2, 1920. Please make your bids on the basis of keeping the bags, and also returning the bags to us.

A charge of 10 cents per bag will be collected when cement is delivered.

This charge will be refunded when bags are returned in usable condition.

W. F. FOSTER,  
Acting Superintendent.

**Appointment.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., September 20, 1920.

To all concerned—Effective September 18, 1920, Mr. Meade Bolton is appointed Architect, vice Mr. S. M. Hitt, resigned.

J. B. FIELDS,  
Acting Resident Engineer.

**Prices of Scrap.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., September 20, 1920.  
HEADS OF DEPARTMENTS AND DIVISIONS:

Effective October 1, 1920, the following prices will be allowed by the Supply Department for scrap turned in by the various departments and divisions of The Panama Canal. The selling prices to departments and divisions, employees, and to individuals and companies are also indicated.

Kind of scrap.	Credit to be allowed division.	Issue and sale prices.	
		To Depts. of Panama Canal.	To employees and I.& C.
Car wheels.....	\$7.00	\$8.00	( <sup>1</sup> )
Cast iron.....	7.00	8.00	\$35.00
Mixed scrap and wrought iron and steel.....	5.00	6.00	20.00
Rail, scrap.....	7.00	8.00	( <sup>1</sup> )
Rail, relaying....	20.00	21.00	( <sup>1</sup> )
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Aluminum.....	10.00	11.00	25.00
Brass, mixed....	9.00	10.00	15.00
Brass borings and turnings..	7.00	8.00	12.00
Bronze screening	8.00	9.00	20.00
Copper, mixed...	10.00	11.00	20.00
Cork.....	2.00	3.00	10.00
Hose.....	2.00	3.00	6.00
Lead.....	4.00	5.00	10.00
Leather.....	2.00	3.00	6.00
Pewter.....	25.00	26.00	50.00
Rags.....	2.00	3.00	8.00
Rope.....	2.00	3.00	6.00
Rubber.....	2.00	3.00	6.00
Zinc.....	4.00	5.00	10.00

\* None to be sold. R. K. MORRIS,  
Chief Quartermaster.

**Additions to Commissary Stock.**

Boot and Shoe Section.

Shoes, growing girls', Oxfords, dull calf, sizes 2½ to 6, pr.....	\$8.20
Shoes, growing girls' lace boots, dull calf, sizes 2½ to 6, pr.....	10.35

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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.



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Volume XIV. Balboa Heights, C. Z., October 6, 1920. No. 8.

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## New Record for Net Tonnage and Tolls.

The aggregate net tonnage, Panama Canal measurement, of the commercial ships passing through the Canal in the month of September, 1920, established a new high record. It was 1,008,785 net tons, as compared with the previous record of 951,345 net tons, in August, 1920.

September, 1920, is the first month in which as high as \$1,000,000 in tolls has been levied. The tolls earned in September were \$1,010,166.38, as compared with the previous record of \$936,209.44 in August.

In number of ships and in cargo, the traffic in September was less than that in August. In September 255 ships made the transit, with 1,009,557 tons of cargo, as compared with 266 ships in August, carrying 1,040,740 tons of cargo.

## Aeroplane Flight To Washington.

First Lieut. Charles B. Austin left France Field, near Cristobal, at 6.26 a. m., October 6, in an attempt to accomplish the first flight by aeroplane from the Isthmus to Washington. His machine is a remodeled DeHaviland 4, the front seat of which was removed to provide additional space for gasoline. He is carrying 220 gallons of gasoline and 15 pounds of mail. His first stop is to be Kingston, Jamaica, and from there his route will be to Habana, Cuba, thence to Miami, Florida, and thence to Bolling Field, Washington, with possibly a stop somewhere in the Carolinas. He is making the flight alone, but was accompanied 75 miles out to sea by 2 other planes, which then returned to France Field. The first 60 miles of the trip was made in just 40 minutes. The weather was clear and prospects are very good for a successful flight.

## CANAL WORK IN AUGUST.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of August, 1920:

BALBOA HEIGHTS, C. Z., September 27, 1920.

*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, 1920:

### CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal during the month was 266, in addition to which there were 30 United States Government vessels, including 6 battleships, 2 destroyers, 5 submarines, 2 mine sweepers, 2 Eagle boats, 1 subchaser, 3 Navy tugs, 1 Army tug, 1 Army transport, 1 Navy supply ship, 1 Coast Guard cutter, and 5 merchant vessels with coal for the Navy. A detailed classification of the month's traffic is included with this report.

The Panama Canal net tonnage of the 266 commercial vessels aggregated 951,345 tons, 94,547 tons greater than for July. Their registered gross tonnage was 1,208,471, and registered net tonnage, 770,320. The total cargo carried was 1,040,740 tons of 2,240 pounds, 153,926 tons greater than for the preceding month. Of this total for August, 1,638 tons were carried as deck cargo. The total number of vessels and craft

of all kinds through the Canal was 301, as compared with 258 last month. The total tolls earned for August were \$936,209.44, as compared with \$842,312.05 in July. The average toll-paying vessels per day was 8.65, and the average tolls per vessel, \$3,493.32. Tolls collected amounted to \$929,574.44.

The average tonnage, Panama Canal measurement, per vessel was 3,576; United States net equivalent, 2,941; registered gross, 4,543; and registered net, 2,896. The average cargo carried by the laden vessels was 4,752 tons.

The United States coastwise trade for August included 17 vessels with a total Panama Canal net tonnage of 70,632, and cargo of 55,169 tons. There were 8 vessels from the Atlantic to the Pacific with a total tonnage of 27,388 and cargo of 24,351 tons; and from the Pacific to the Atlantic Coast 9 vessels with a total tonnage of 43,244 and cargo of 30,818 tons.

PRINCIPAL COMMODITIES.

Bulk shipments of whole cargoes of the different principal commodities included in the August traffic were:

FROM ATLANTIC TO PACIFIC.

Commodity.	No. of cargoes.	Tons.	Total tons.	From—	To—
Fuel oil.....	2	19,400		Tampico.....	Balboa.
Fuel oil.....	2	15,761		Tampico.....	Pisagua.
Fuel oil.....	1	9,500		Tampico.....	San Francisco.
Fuel oil.....	1	9,000		Tampico.....	Taltal.
Fuel oil.....	1	3,000		Tampico.....	Talara.
Fuel oil.....	2	18,600		Puerto Lobos.....	Antofagasta.
Fuel oil.....	2	13,578		Puerto Lobos.....	Pisagua.
Fuel oil.....	2	21,840		Beaumont, Tex.....	Far East.
Fuel oil.....	1	12,000		Puerto Blanco.....	Oleum, Cal.
Fuel oil.....	1	2,123	124,802	Portsmouth, England.....	Acapulco, Mex.
Coal.....	2	6,349		Newport News.....	Mejillones.
Coal.....	3	6,557		Norfolk.....	Antofagasta.
Coal.....	1	7,000		Norfolk.....	Valparaiso.
Coal.....	1	6,957		Norfolk.....	Mejillones.
Coal.....	1	5,632		Norfolk.....	Balboa.
Coal.....	1	3,624	36,119	New York.....	Chile.
Kerosene and gasoline.....	1	10,046		Sabine, Tex.....	China.
Kerosene and gasoline.....	1	8,525		Beaumont, Tex.....	China.
Kerosene and gasoline.....	1	8,066		Philadelphia.....	Japan.
Kerosene and gasoline.....	1	2,300	29,937	Tampico, Mex.....	Antofagasta.
Coke.....	1	2,742		Baltimore.....	San Antonio, Chile.
Coke.....	1	2,549	5,291	Pensacola.....	Valparaiso.
Bones.....	1	2,433		Rio Janeiro.....	San Francisco.
Bones.....	1	2,300	4,733	Buenos Aires.....	San Francisco
Fuel briquettes.....	1	125		Norfolk.....	Callao.
Fuel briquettes.....	1	2,933	3,058	Norfolk.....	Iquique.
Creosote.....	1			England.....	Seattle.
Silver sand.....	1		9,000	Antwerp.....	San Francisco
Machinery.....	1		8,221	New York.....	Japan.

FROM PACIFIC TO ATLANTIC.

Nitrate.....	3	10,523		Iquique.....	Savannah, Ga.
Nitrate.....	2	7,500		Iquique.....	Boston.
Nitrate.....	1	4,300		Iquique.....	European port.
Nitrate.....	1	3,611		Iquique.....	Philadelphia.
Nitrate.....	1	3,600		Iquique.....	Porto Rico.
Nitrate.....	1	3,409		Iquique.....	Norfolk.
Nitrate.....	1	2,662		Iquique.....	Baltimore.
Nitrate.....	2	7,200		Antofagasta.....	New Orleans.
Nitrate.....	1	8,600		Antofagasta.....	Philadelphia.
Nitrate.....	1	6,600		Antofagasta.....	United Kingdom.
Nitrate.....	1	6,089		Antofagasta.....	Savannah, Ga.
Nitrate.....	1	5,550		Antofagasta.....	Wilmington, Del.
Nitrate.....	1	4,760		Antofagasta.....	Charleston, S. C.
Nitrate.....	1	3,241		Taltal.....	Porto Rico.
Nitrate.....	1	7,069		Taltal.....	France.
Nitrate.....	1	3,149		Taltal.....	New York.
Nitrate.....	1	3,140		Taltal.....	New Orleans.
Nitrate.....	2	12,551		Valparaiso.....	New York.
Nitrate.....	1	7,200		Valparaiso.....	United Kingdom.
Nitrate.....	1	9,028		Mejillones.....	Pensacola.
Nitrate.....	1	5,958		Mejillones.....	Liverpool.
Nitrate.....	1	2,800		Mejillones.....	Norfolk.
Nitrate.....	1	9,560		Tocopilla.....	Alexandria, Egypt.
Nitrate.....	1	4,216		Tocopilla.....	Jacksonville.
Nitrate.....	1	6,032	148,338	Caleta Buena.....	European port.
Wheat.....	4	30,148		Portland.....	United Kingdom.
Wheat.....	1	7,547	37,695	Tacoma.....	London.
Flour.....	1	7,100		Tacoma.....	Alexandria, Egypt.
Flour.....	1	3,477		Tacoma.....	New York.

FROM PACIFIC TO ATLANTIC—continued.

Commodity.	No. of cargoes.	Tons.	Total tons.	From—	To—
Flour.....	1	6,811	.....	Seattle.....	New York.
Flour.....	1	6,750	.....	Astoria.....	New York.
Flour.....	1	6,739	30,897	Portland.....	United Kingdom.
Cold storage food products.	3	21,261	.....	Wellington.....	London.
Cold storage food products.	1	5,290	.....	Sydney.....	London.
Cold storage food products.	1	3,742	30,293	Lyttleton.....	London.
Sugar.....	1	9,273	.....	Formosa.....	New Orleans.
Sugar.....	1	7,500	.....	Philippines.....	New York.
Sugar.....	1	7,126	.....	Philippines.....	Philadelphia.
Sugar.....	1	5,200	29,104	Kobe.....	New Orleans.
Chrome ore.....	1	8,405	.....	Noumea.....	New York.
Chrome ore.....	1	7,300	15,706	Sydney.....	New York.
Railroad ties.....	1	.....	8,260	Vancouver.....	West Hartlepool.
Coal.....	1	.....	7,648	Vancouver.....	Rio de Janeiro.
Lubricating oil.....	1	.....	7,367	San Francisco.....	United Kingdom.
Crude oil.....	1	.....	1,145	Corinto, Nicaragua.....	Ceiba, Cuba.

LATIN-AMERICAN TRAFFIC.

Commercial vessels through the Canal en route to the west coast of Central and South America were classified as follows:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
British.....	29	98,375	57,925	69,921	<i>Tons.</i> 62,578
American.....	25	92,268	60,041	71,008	84,658
Chilean.....	6	15,645	10,177	11,899	9,316
Norwegian.....	4	22,157	15,060	16,808	26,049
Peruvian.....	4	11,172	6,215	6,968	3,278
Mexican.....	2	2,559	1,659	2,638	Ballast
Costa Rican.....	2	530	388	370	112
Dutch.....	1	6,899	4,417	6,653	3,373
French.....	1	5,681	3,600	4,081	1,091
Danish.....	1	3,766	2,302	3,558	5,632
Total.....	75	259,052	161,784	193,894	196,087

Fifteen of the above vessels, including 7 British tugs, with an aggregate Panama Canal net tonnage of 22,988 were in ballast; 6 from United States ports, 6 from European ports, 1 from Cristobal, and 2 from Mexican ports. Seven vessels, with a total Panama Canal net tonnage of 5,514, carrying 3,693 tons of cargo, were bound for Central American ports; the remainder for South American west coast ports. The registry of the vessels, the kind and quantity of their cargo and its destination are shown below:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
13	British.....	.....	General.....	38,697	South American west coast ports.
3	British.....	.....	Fuel oil.....	17,000	South American west coast ports.
1	British.....	.....	Case oil.....	3,300	South American west coast ports.
9	British.....	.....	Ballast.....	.....	South American west coast ports.
10	United States.....	.....	General.....	17,388	South American west coast ports.
5	United States.....	.....	Fuel oil.....	43,739	South American west coast ports.
5	United States.....	.....	Coal.....	15,307	South American west coast ports.
2	United States.....	.....	Coke.....	5,291	South American west coast ports.
1	United States.....	.....	Briquettes.....	2,933	South American west coast ports.
2	United States.....	.....	Ballast.....	.....	South American west coast ports.
2	Chilean.....	.....	General.....	1,504	South American west coast ports.
1	Chilean.....	.....	Coal and general.....	7,770	South American west coast ports.
1	Chilean.....	.....	Steel.....	42	South American west coast ports.
2	Chilean.....	.....	Ballast.....	.....	South American west coast ports.
2	Peruvian.....	.....	General.....	1,930	South American west coast ports.
1	Peruvian.....	.....	Coal.....	1,223	South American west coast ports.
1	Peruvian.....	.....	Briquettes.....	125	South American west coast ports.
2	Norwegian.....	.....	Fuel oil.....	18,600	South American west coast ports.
1	Norwegian.....	.....	Coal.....	6,957	South American west coast ports.
1	Norwegian.....	.....	Dynamite.....	492	South American west coast ports.
1	Dutch.....	.....	General.....	3,373	South American west coast ports.
1	French.....	.....	General.....	1,091	South American west coast ports.
1	Danish.....	.....	Coal.....	5,632	South American west coast ports.
2	British.....	.....	General.....	1,458	Cen. American west coast ports.
1	British.....	.....	Fuel oil.....	2,123	Cen. American west coast ports.
2	Costa Rican.....	.....	General.....	112	Cen. American west coast ports.
2	Mexican.....	.....	Ballast.....	.....	Cen. American west coast ports.
75	.....	.....	.....	196,087	.....

The Latin-American traffic from the west coast of Central and South America for August is classified in the following tabulation:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
United States.....	36	130,992	86,301	98,986	Tons. 115,602
British.....	24	89,313	54,320	69,267	69,082
Norwegian.....	3	20,970	13,278	15,282	Ballast.
Peruvian.....	3	12,666	6,614	8,315	8,090
Chilean.....	2	13,059	5,253	6,624	3,807
French.....	2	11,228	7,431	8,795	13,047
German.....	2	7,654	4,619	6,938	7,987
Costa Rican.....	2	316	186	370	395
Spanish.....	1	4,600	3,625	3,166	6,032
Jugoslav.....	1	3,185	2,034	2,254	4,300
Totals.....	76	293,983	183,661	219,907	228,342

Twelve of the above vessels were in ballast. This traffic included 8 oil tankers, 3 barges, and 1 tug. Six of the 76 vessels, totaling 4,537 tons, Panama Canal net measurement, and carrying 3,597 tons of cargo, were from Central American ports; the remaining 70 were from South American ports. This traffic is further classified in the following statement:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity.	Destined to—
1	American.....	612	General.....	.....	Cristobal.
2	American.....	8,992	General.....	9,604	United States Atlantic ports
1	American.....	.....	Lubricating oil.....	7,367	Cristobal.
18	American.....	82,358	Nitrate.....	.....	United States Atlantic ports.
2	American.....	6,841	Nitrate.....	89,199	Porto Rico.
2	American.....	.....	Nitrate and general.....	7,445	United States Atlantic ports.
1	American.....	.....	Fuel oil.....	1,145	Cuba.
1	American.....	.....	Manganese and copper ore	842	United States Atlantic ports.
3	American.....	.....	Ballast.....	.....	Cristobal.
5	American.....	.....	Ballast.....	.....	Mexico.
17	British.....	31,598	General.....	.....	Cristobal.
1	British.....	2,626	General.....	34,224	United States Atlantic ports.
1	British.....	5,550	Nitrate.....	.....	United States Atlantic ports
3	British.....	19,758	Nitrate.....	.....	European ports.
1	British.....	9,550	Nitrate.....	34,858	Egypt.
1	British.....	.....	Ballast.....	.....	London.
3	Norwegian.....	.....	Ballast.....	.....	Mexico.
3	Peruvian.....	.....	General.....	8,090	Cristobal.
1	Chilean.....	3,536	General.....	.....	United States Atlantic ports.
1	Chilean.....	271	General.....	3,807	Cristobal.
1	French.....	.....	General.....	5,978	European ports.
1	French.....	.....	Nitrate.....	7,069	European ports.
1	German.....	.....	General.....	7,987	European ports.
1	German.....	.....	Ballast.....	.....	European ports.
2	Costa Rican.....	.....	Logs and sacks.....	395	Cristobal.
1	Spanish.....	.....	Nitrate.....	6,032	European ports.
1	Jugoslav.....	.....	Nitrate.....	4,300	European ports.
76				228,342	

Fifty-nine of the vessels passing through the Canal during August were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 222,283 and carrying 315,576 tons of cargo. Thirty-two were northbound with a total tonnage of 119,534 and cargo of 172,605 tons; 27 were southbound with a tonnage of 102,749 and cargo of 142,971 tons.

Statements attached to this report show the distribution of the cargo through the Canal this month (see pages 108, 109, 110, and 111); the tabulation following gives the classification of the traffic according to the principal trade routes:

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast United States to west coast of South America.....	28	84,240	77,224	5	19,504
East coast of United States to Far East.....	21	97,820	141,705	1	477,700
Cristobal to west coast of South America.....	15	18,897	8,692	1	105
Europe to west coast of United States.....	12	48,659	28,547	6	20,373
Europe to west coast of South America.....	12	36,908	23,702	6	741
Mexico to west coast of South America.....	11	48,125	82,639	.....	.....

\* Displacement tonnage, 7,700.

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific—Continued.</i>					
Europe to Australia and New Zealand.....	9	54,542	53,307	1	5,563
United States coastwise.....	8	27,388	24,351	2	5,114
East coast of United States to Australia and New Zealand.....	5	29,347	37,000		
Cristobal to west coast of Central America.....	4	1,768	1,570		
Mexico to west coast of United States.....	2	10,536	21,500		
East coast of United States to British Columbia.....	2	10,764	17,473		
East coast of South America to west coast of United States.....	2	4,429	4,753		
Mexican coastwise.....	2	2,638		2	2,638
Canada to Australia and New Zealand.....	1	6,457	5,500		
East coast of United States to Philippine Islands.....	1	6,266	7,800		
Cristobal to west coast of United States.....	1	2,163	1,681		
Europe to west coast of Mexico.....	1	1,108	2,123		
Canada to west coast of South America.....	1	188	125		
East coast of United States to Tahiti.....	1	151	180		
Cuba to west coast of South America.....	1	22	12		
Miscellaneous (1 yacht and 2 launches of over 10 tons gross registry).....	3	88		3	88
<b>Total.....</b>	<b>143</b>	<b>492,504</b>	<b>539,954</b>	<b>27</b>	<b>61,826</b>
<i>Pacific to Atlantic.</i>					
West coast of South America to United States.....	25	72,244	110,507		
West coast of South America to Cristobal.....	17	21,878	14,115	3	535
West coast of South America to Europe.....	16	65,095	76,365	1	231
West coast of United States to Europe.....	10	49,686	77,699		
Australia and New Zealand to Europe.....	9	59,787	56,186		
United States coastwise.....	9	43,244	30,818	3	21,189
West coast of South America to Mexico.....	8	42,959		8	42,959
Far East to east coast of United States.....	8	34,438	52,027		
West coast of Central America to Cristobal.....	4	1,768	1,610		
Australia and New Zealand to United States.....	3	15,346	19,066		
West coast of United States to Mexico.....	2	10,424		2	10,424
Philippine Islands to United States.....	2	9,755	14,626		
West coast of South America to Porto Rico.....	2	3,384	6,841		
British Columbia to east coast of United States.....	1	5,624	7,648		
West coast of South America to Egypt.....	1	5,309	9,550		
West coast of United States to Egypt.....	1	5,141	7,100		
British Columbia to Europe.....	1	5,167	8,260		
Philippine Islands to Cuba.....	1	4,401	6,135		
West coast of Central America to Cuba.....	1	2,316	1,145		
West coast of Central America to United States.....	1	453	842		
Tahiti to United States.....	1	422	246		
<b>Total.....</b>	<b>123</b>	<b>458,841</b>	<b>500,786</b>	<b>17</b>	<b>75,338</b>

## SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 126 vessels and craft during August; 82 at Cristobal and 44 at Balboa. Of these, 17 were dry-docked, 6 at Cristobal and 11 at Balboa. Bunker coal in the amount of 35,118 tons was supplied to 127 commercial vessels; 28,829 tons to 106 vessels at Cristobal, and 6,289 tons to 21 vessels at Balboa. Twenty commercial vessels were furnished a total of 34,018 barrels of fuel oil, all of which were supplied from Balboa. There were 313 vessels supplied with 14,345,592 gallons of water; 211 at Cristobal with 11,242,092 gallons, and 102 at Balboa with 3,103,500 gallons. Sales of commissary supplies to commercial vessels other than those of the Panama Railroad Steamship Line aggregated \$99,078.73, including \$3,986.69 for laundry service; these sales were made to 175 vessels at Cristobal in the amount of \$63,842.44, and to 109 vessels at Balboa in the amount of \$33,236.29. Charges for tug service for vessels using the Canal and the terminal ports totaled \$25,898.75, of which \$16,296.45 was earned at Cristobal and \$9,602.30 at Balboa.

## 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 vessels passing through the Canal.....	143	123	266
Net tonnage of above commercial vessels, Panama Canal measurement.....	492,504	458,841	951,345
United States equivalent net tonnage of commercial vessels.....	407,935	374,482	782,417
Registered gross tonnage of commercial vessels.....	622,073	586,398	1,208,471
Registered net tonnage of commercial vessels.....	396,312	374,008	770,320
Cargo through the Canal in commercial vessels, tons of 2,240 pounds.....	539,954	600,786	1,040,740
Deck load cargo included in above.....	661	977	1,638

Item.	Cristobal.	Balboa.	Total.
<b>Nationality of commercial ships through the Canal:</b>			
British.....	50	37	87
Chilean.....	6	2	8
Chinese.....	1	1	1
Costa Rican.....	2	2	4
Danish.....	1	1	1
Dutch.....	1	1	1
French.....	6	2	8
German.....	1	2	2
Japanese.....	8	4	12
Jugoslav.....	1	1	1
Mexican.....	2	1	2
Norwegian.....	5	3	8
Panamanian.....	1	1	1
Peruvian.....	4	3	7
Spanish.....	1	1	1
Swedish.....	1	1	1
United States.....	56	65	121
<b>Totals.....</b>	<b>143</b>	<b>123</b>	<b>266</b>
<b>Panama Canal net tonnage of commercial vessels by nationality:</b>			
British.....	185,144	143,915	329,059
Chilean.....	11,889	6,624	18,513
Chinese.....	1,501	1,501	1,501
Costa Rican.....	370	370	740
Danish.....	3,558	3,558	3,558
Dutch.....	6,653	6,653	6,653
French.....	15,594	8,795	24,689
German.....	6,938	6,938	6,938
Japanese.....	33,383	19,400	52,783
Jugoslav.....	2,254	2,254	2,254
Mexican.....	2,638	2,638	2,638
Norwegian.....	22,435	15,282	37,717
Panamanian.....	18	18	18
Peruvian.....	6,698	8,315	15,283
Spanish.....	5,166	5,166	5,166
Swedish.....	5,032	5,032	5,032
United States.....	202,053	238,750	440,803
<b>Totals.....</b>	<b>492,504</b>	<b>458,841</b>	<b>951,345</b>
<b>United States equivalent net tonnage of commercial vessels by nationality:</b>			
British.....	151,848	112,842	264,890
Chilean.....	9,226	4,565	13,791
Chinese.....	1,302	1,302	1,302
Costa Rican.....	344	344	688
Danish.....	2,301	2,301	2,301
Dutch.....	4,250	4,250	4,250
French.....	15,339	8,213	23,552
German.....	4,622	4,622	4,622
Japanese.....	29,671	17,844	47,515
Jugoslav.....	1,951	1,951	1,951
Mexican.....	2,169	2,169	2,169
Norwegian.....	20,324	13,321	33,645
Panamanian.....	18	18	18
Peruvian.....	3,987	4,010	7,997
Spanish.....	2,877	2,877	2,877
Swedish.....	4,612	4,612	4,612
United States.....	167,154	199,281	366,435
<b>Totals.....</b>	<b>407,933</b>	<b>374,482</b>	<b>782,415</b>
<b>Registered gross tonnage of commercial vessels by nationality:</b>			
British.....	235,962	177,332	413,294
Chilean.....	15,645	13,059	28,704
Chinese.....	1,962	1,962	1,962
Costa Rican.....	530	316	846
Danish.....	3,766	3,766	3,766
Dutch.....	6,899	6,899	6,899
French.....	19,360	11,228	30,588
German.....	7,654	7,654	7,654
Japanese.....	43,837	25,744	69,581
Jugoslav.....	3,185	3,185	3,185
Mexican.....	2,559	2,559	2,559
Norwegian.....	29,250	20,970	50,220
Peruvian.....	11,172	12,666	23,838
Spanish.....	4,600	4,600	4,600
Swedish.....	5,706	5,706	5,706
United States.....	251,131	303,938	555,069
<b>Totals.....</b>	<b>622,073</b>	<b>586,398</b>	<b>1,208,471</b>
<b>Registered net tonnage of commercial vessels by nationality:</b>			
British.....	145,504	111,687	257,191
Chilean.....	10,177	5,253	15,430
Chinese.....	1,209	1,209	1,209

Item.	Cristobal.	Balboa.	Total.
<b>Registered net tonnage of commercial vessels by nationality—Continued.</b>			
Costa Rican.....	388	186	574
Danish.....	2,302		2,302
Dutch.....	4,417		4,417
French.....	15,002	7,431	22,433
German.....		4,619	4,619
Japanese.....	29,048	17,499	46,547
Jugoslav.....		2,034	2,034
Mexican.....	1,659		1,659
Norwegian.....	19,539	13,278	32,817
Peruvian.....	6,215	6,614	12,829
Spanish.....		3,625	3,625
Swedish.....		3,513	3,513
United States.....	160,852	198,269	359,121
<b>Totals.....</b>	<b>396,312</b>	<b>374,008</b>	<b>770,320</b>
<b>Cargo carried by commercial vessels by nationality:</b>			
British.....	170,045	146,452	316,497
Chilean.....	9,316	3,807	13,123
Chinese.....	2,600		2,600
Costa Rican.....	112	395	507
Danish.....	5,632		5,632
Dutch.....	3,373		3,373
French.....	1,501	13,047	14,548
German.....		7,987	7,987
Japanese.....	47,150	29,327	76,477
Jugoslav.....		4,300	4,300
Norwegian.....	35,049		35,049
Peruvian.....	3,278	8,090	11,368
Spanish.....		6,032	6,032
Swedish.....		7,493	7,493
United States.....	261,898	273,856	535,754
<b>Totals.....</b>	<b>539,954</b>	<b>500,786</b>	<b>1,040,740</b>
<b>Tolls levied against commercial vessels by nationality:</b>			
British.....	\$182,424.27	\$140,452.15	\$322,876.42
Chilean.....	11,232.15	5,706.25	16,938.40
Chinese.....	1,627.50		1,627.50
Costa Rican.....	430.00	430.00	860.00
Danish.....	2,876.25		2,876.25
Dutch.....	5,312.50		5,312.50
French.....	14,924.65	10,066.80	24,991.45
German.....		5,644.50	5,644.50
Japanese.....	40,610.70	22,016.05	62,626.75
Jugoslav.....		2,438.75	2,438.75
Mexican.....	1,899.36		1,899.36
Norwegian.....	25,405.00	11,003.04	36,408.04
Panamanian.....	29.50		29.50
Peruvian.....	4,975.60	5,012.50	9,988.10
Spanish.....		3,596.25	3,596.25
Swedish.....		5,765.00	5,765.00
United States.....	201,671.37	230,659.30	432,330.67
<b>Totals.....</b>	<b>\$493,418.85</b>	<b>\$442,790.59</b>	<b>\$936,209.44</b>
<b>Vessels passing through the Canal free of tolls:</b>			
U. S. Navy battleships.....		6	6
U. S. Navy mine sweepers.....	2		2
U. S. Navy Eagle boats.....	1	1	2
U. S. Navy submarines.....	3	2	5
U. S. Navy subchaser.....	1		1
U. S. Navy destroyers.....	2		2
U. S. Navy tugs.....	2	1	3
U. S. Navy colliers.....	3	2	5
U. S. Army transport.....	1		1
U. S. Army tug.....	1		1
U. S. Coast Guard cutter.....	1		1
U. S. Navy supply ship.....		1	1
<b>Totals.....</b>	<b>17</b>	<b>13</b>	<b>30</b>
Yachts, ocean-going, passing through the Canal.....	3		3
Net tonnage of above, Panama Canal measurement.....	88		88
Total ocean-going vessels passing through the Canal.....	160	136	296
Launches passing through the Canal.....	4	1	5
Net tonnage of above, Panama Canal measurement.....	9	5	14
Total vessels and craft passing through the Canal.....	164	137	301
Cargo carried by government vessels on which no tolls were charged.....	25,298	300	25,598
Commercial vessels through the Canal without cargo but not in ballast.....	1	1	2
Net tonnage of above, Panama Canal measurement.....	4,904	3,388	8,292
Commercial vessels through the Canal in ballast.....	27	17	44
Net tonnage of above, Panama Canal measurement.....	61,826	75,338	137,164
Motor vessels through the Canal.....	8	4	12
Net tonnage of above, Panama Canal measurement.....	9,061	508	9,569
Sailing vessels through the Canal.....	5		5
Net tonnage of above, Panama Canal measurement.....	10,261		10,261

Item.	Cristobal.	Balboa.	Total.
Tolls levied on laden vessels through the Canal.....	\$446,518.75	\$388,110.40	\$834,629.15
Tolls levied on vessels in ballast through the Canal.....	42,893.10	54,676.44	97,569.54
Tolls levied on displacement tonnage through the Canal.....	3,925.00		3,925.00
Tolls levied on ocean-going yachts through the Canal.....	74.10		74.10
Tolls levied on launches through the Canal.....	7.90	3.75	11.65
<b>Total tolls levied.....</b>	<b>\$493,418.85</b>	<b>\$442,790.59</b>	<b>\$936,209.44</b>
Total vessels entering port, including Canal transit.....	321	294	615
Total vessels clearing port, including Canal transit.....	322	286	608
<b>Total vessels entered and cleared.....</b>	<b>643</b>	<b>580</b>	<b>1,223</b>
Registered gross tonnage of vessels entering port.....	1,625,995	1,388,640	3,014,635
Registered gross tonnage of vessels clearing port.....	1,625,474	1,365,560	2,991,034
<b>Total for vessels entering and clearing.....</b>	<b>3,251,469</b>	<b>2,754,200</b>	<b>6,005,669</b>
Net registered tonnage of vessels entering port.....	1,071,814	928,515	2,000,329
Net registered tonnage of vessels clearing port.....	1,072,307	911,576	1,983,883
<b>Total for vessels entering and clearing.....</b>	<b>2,144,121</b>	<b>1,840,091</b>	<b>3,984,212</b>
Vessels entering port but not passing through the Canal.....	65	4	69
Gross tonnage of vessels entering port but not passing through the Canal.....	313,730	13,364	327,134
Net tonnage of above.....	190,799	10,126	200,925
Vessels clearing port but not passing through the Canal.....	59	4	63
Gross tonnage of above.....	292,925	12,463	305,388
Net tonnage of above.....	177,954	8,255	186,239
Vessels passing through the Canal and handling passengers or cargo at port:			
Entering.....	39	48	87
Gross tonnage of above.....	171,301	157,729	329,030
Net tonnage of above.....	104,587	96,198	200,785
Vessels passing through Canal and handling passengers or cargo at port:			
Clearing.....	38	46	84
Gross tonnage of above.....	173,558	150,608	324,166
Net tonnage of above.....	106,834	91,809	198,643
Transit cargo arriving..... tons.	1,029,136	1,055,182	2,084,318
Transit cargo cleared..... tons.	1,048,445	979,498	2,027,943
<b>Total transit cargo..... tons.</b>	<b>2,077,581</b>	<b>2,034,680</b>	<b>4,102,261</b>
Local cargo arriving..... tons.	30,285	22,234	52,520
Local cargo slipped..... tons.	5,151	457	5,638
<b>Total local cargo..... tons.</b>	<b>35,437</b>	<b>22,721</b>	<b>58,158</b>
Cargo received for transshipment..... tons.	33,209	356	33,595
Cargo transhipped..... tons.	27,923	313	28,236
Total cargo arriving..... tons.	1,092,631	1,077,802	2,170,433
Total cargo cleared..... tons.	1,081,519	950,298	2,061,817
Cargo received by Receiving and Forwarding Agency, P. R. R..... tons.	62,346	5,850	68,196
Cargo dispatched by Receiving and Forwarding Agency, P. R. R..... tons.	48,445	1,007	49,542
Cargo rehandled by Receiving and Forwarding Agency, P. R. R..... tons.	3,706	235	3,941
<b>Total cargo handled by Receiving and Forwarding Agency, P. R. R. tons.</b>	<b>114,497</b>	<b>7,182</b>	<b>121,679</b>
Cargo stevedored, included in above..... tons.	57,152	1,254	58,408
Commercial vessels other than Panama Railroad supplied with bunker coal..... tons.	98	21	119
Coal supplied above vessels..... tons.	27,603	6,289	33,892
Panama Railroad vessels supplied with bunker coal..... tons.	8		8
Coal supplied above vessels..... tons.	1,226		1,228
U. S. Army vessels supplied with bunker coal..... tons.	8	1	9
Coal supplied above vessels..... tons.	158	21	179
Total vessels supplied with bunker coal from Panama Railroad deposits..... tons.	114	22	136
Total coal furnished above vessels..... tons.	28,987	6,310	35,297
Coal supplied Panama Canal departments..... tons.	925		925
Coal supplied U. S. Army, excepting vessels..... tons.	118		118
Coal supplied The Panama Canal..... tons.	1,536	808	2,344
Coal supplied individuals and companies..... tons.	621		621
<b>Total coal furnished from Panama Railroad deposits..... tons.</b>	<b>32,197</b>	<b>7,118</b>	<b>39,315</b>
Coal received during August..... tons.	41,184		41,184
Coal on hand, September 1, 1920..... tons.	37,393	6,035	43,428
Coal on hand, August 1, 1920..... tons.	28,406	13,153	41,559
<i>Coal—U. S. Navy Account.</i>			
Coal furnished U. S. Navy, including vessels..... tons.	5,901	3,832	9,733
Coal on hand, September 1, 1920..... tons.	61,961	19,865	81,826
Coal on hand, August 1, 1920..... tons.	67,862	23,637	91,559
Commercial vessels other than Panama Railroad supplied with fuel oil from Panama Canal tanks.....		20	20
Fuel oil sold to above vessels..... barrels.		34,018	34,018
Fuel oil issued to U. S. Navy..... barrels.	204		204
Fuel oil issued to Canal departments..... barrels.	6,520	22,696	29,216
Fuel oil sold to individuals and companies..... barrels.	1,233	4,873	6,106
<b>Total fuel oil furnished from Panama Canal tanks..... barrels.</b>	<b>7,957</b>	<b>61,587</b>	<b>69,544</b>

Item.	Cristobal.	Balboa.	Total.
Fuel oil received during August.....	barrels.. 10,548	125,793	136,341
Fuel oil on hand, September 1, 1920.....	barrels.. 15,944	87,379	103,323
Fuel oil on hand, August 1, 1920.....	barrels.. 13,853	23,173	36,526
Other oil pumped for individuals and companies.....	barrels.. 240,995	28,714	269,709
Diesel oil on hand, September 1.....	barrels.. ..	1,110	1,110
Vessels supplied with water.....	gallons.. 211	102	313
Water sold to above vessels.....	gallons.. 11,242,092	3,103,500	14,345,592
Vessels on which miscellaneous repairs were made.....	82	45	127
Vessels dry-docked.....	6	11	17
Commercial vessels furnished commissary supplies.....	175	109	284
Panama Railroad vessels furnished commissary supplies.....	14	.....	14
Other U. S. Government vessels supplied with commissary supplies.....	21	20	41
<b>Total vessels furnished commissary supplies.....</b>	<b>210</b>	<b>129</b>	<b>339</b>
<b>Commissary sales to commercial vessels:</b>			
Ice.....	\$2,303 65	\$887 75	\$3,191 40
Wholesale groceries.....	12,571 81	5,801 01	18,372 82
Wholesale cold storage.....	45,258 36	23,573 17	68,831 53
Laundry.....	3,227 05	759 64	3,986 69
Miscellaneous.....	2,481 57	2,214 72	4,696 29
<b>Totals.....</b>	<b>\$65,842 44</b>	<b>\$33,236 29</b>	<b>\$99,078 73</b>
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice.....	\$267 20	.....	\$267 20
Wholesale groceries.....	2,786 76	.....	2,786 76
Wholesale cold storage.....	8,007 88	.....	8,007 88
Laundry.....	2,001 62	.....	2,001 62
Miscellaneous.....	651 07	.....	651 07
<b>Totals.....</b>	<b>\$13,714 53</b>	.....	<b>\$13,714 53</b>
<b>Commissary sales to other government vessels:</b>			
Ice.....	\$112 24	\$304 38	\$416 62
Wholesale groceries.....	798 38	1,617 81	2,416 19
Wholesale cold storage.....	8,560 32	10,080 02	18,640 34
Laundry.....	966 07	.....	966 07
Miscellaneous.....	585 20	5 47	590 67
<b>Totals.....</b>	<b>\$11,022 21</b>	<b>\$12,007 68</b>	<b>\$23,029 89</b>
<b>Total commissary sales to all vessels.....</b>	<b>\$90,579 18</b>	<b>\$45,243 97</b>	<b>\$135,823 15</b>
<b>Passengers arriving, including transit passengers:</b>			
First cabin.....	3,233	1,564	4,797
Other than first cabin.....	3,758	3,212	6,970
<b>Totals.....</b>	<b>6,991</b>	<b>4,776</b>	<b>11,767</b>
<b>Passengers departing, including transit passengers:</b>			
First cabin.....	3,578	1,402	4,980
Other than first cabin.....	4,415	3,030	7,475
<b>Totals.....</b>	<b>7,993</b>	<b>4,462</b>	<b>12,455</b>
<b>Total movement of passengers.....</b>	<b>14,984</b>	<b>9,238</b>	<b>24,222</b>
<b>Passengers disembarking:</b>			
First cabin.....	1,505	206	1,711
Other than first cabin.....	1,197	104	1,301
<b>Totals.....</b>	<b>2,702</b>	<b>310</b>	<b>3,012</b>
<b>Passengers embarking:</b>			
First cabin.....	1,844	139	1,983
Other than first cabin.....	1,854	77	1,931
<b>Totals.....</b>	<b>3,698</b>	<b>216</b>	<b>3,914</b>
<b>Services to American seamen:</b>			
Seamen shipped.....	282	151	433
Seamen paid off.....	237	121	358
Seamen deserted.....	14	8	22
Seamen deceased.....	.....	1	1
Seamen lodged and subsisted.....	24	19	43
Seamen repatriated.....	35	2	37
<b>Wages of American seamen:</b>			
Total amount earned.....	\$17,386 07	\$22,618 42	\$40,004 49
Deductions approved by Deputy Shipping Commissioner.....	4,754 05	7,445 28	12,199 33
<b>Balance due seamen.....</b>	<b>\$12,632 02</b>	<b>\$15,173 14</b>	<b>\$27,805 16</b>
<b>Paid to seamen.....</b>	<b>\$6,838 36</b>	<b>\$12,267 52</b>	<b>\$19,105 88</b>
<b>Received on deposit for seamen.....</b>	<b>5,793 66</b>	<b>5,027 05</b>	<b>10,820 71</b>

\* Includes \$2,440 immigration deposits.

Item.	Cristobal.	Balboa.	Total.
Services to American vessels:			
Crew shipped.....	1		1
Crew paid off.....	1		1
Shipping article written.....	1		1
Marine notes of protest noted.....	1		1
Bills of health issued.....	162	6	21
Clearances issued.....	155	153	315
		146	301

## LOCK OPERATION.

Lockages of commercial vessels for August were as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	110	129	239	120	148	268
Pedro Miguel.....	115	135	250	119	146	265
Miraflores.....	116	135	251	119	146	265

All lockages, including Army and Navy vessels, those of the Panama Railroad and The Panama Canal, are shown in the following statement of lockages for August:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial.....	239	250	251
Noncommercial, Army and Navy.....	16	21	23
Noncommercial, Canal equipment.....	13	21	20
Total.....	268	292	294
Commercial.....	268	285	265
Noncommercial, Army and Navy.....	37	40	39
Noncommercial, Canal equipment.....	30	50	54
Totals.....	335	355	358

The total consumption of water for lockages during August was 2,985,560,000 cubic feet. The consumption by locks was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockage.....	1,109,870,000	965,730,000	910,160,000
Leakage.....	20,000,000	80,830,000	59,000,000
Maintenance.....			30,270,000
Totals.....	1,129,870,000	1,046,560,000	999,430,000

## METEOROLOGY.

The total rainfall for the month in the Canal Zone and vicinity ranged from 5.86 inches at Taboga to 27.45 inches at Porto Bello. The greatest amount of rainfall recorded on any one day was 8.57 inches at Porto Bello on the 19th.

The estimated August rainfall over the Gatun Lake watershed was 13.57 inches, compared with a 10-year mean of 11.77 inches. In the Chagres River watershed above Alhajuela it was 17.54 inches, compared with a 19-year mean of 14.52 inches. The Chagres River discharge at Alhajuela was 3,597 c. f. s., being 19 per cent above the 19-year August average of 3,018 c. f. s., and furnished 41 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 16,200 c. f. s. at elevation 99.05 feet on the 3d, and the minimum discharge was 2,020 c. f. s. on the 27th.

The Gatun Lake watershed total yield was 8,748 c. f. s., being 15 per cent above the 10-year mean of 7,599 c. f. s. The maximum August yield since the existence of Gatun lake was 11,656 c. f. s. in 1917, and the minimum total yield was 4,956 c. f. s. in 1911. The net yield for the month was 8,353 c. f. s. The maximum net yield for the 10 years of record was 11,089 c. f. s. in 1917, and the minimum net yield was 4,437 c. f. s. in 1919. Gatun lake varied from a maximum elevation of 85.74 feet to a minimum elevation of 85.49 feet, averaged 85.60 feet and ended at 85.59 feet midnight the 31st. The consumption of 1,669 c. f. s. at the hydroelectric plant was the heaviest on record. The draft on the lake for lockages and power was the heaviest on record during Canal operation, being 2,444 c. f. s., as compared with 2,295 c. f. s. for the preceding month, and 2,101 c. f. s. for August, 1919. The ratio of water used for hydroelectric power and lockages was 2 15 to 1.

Miraflores Lake varied from a maximum elevation of 54.46 feet on the 15th to a minimum elevation of 51.85 feet on the 31st, ended at 51.96 feet midnight the 31st.

Miraflores Lake was lowered approximately 2 feet on the 30th of the month to allow the replacing of fender timbers on the upper Miraflores lock.

## ELECTRICAL DIVISION.

*Gatun hydroelectric station*—The gross output of this station for August was 6,111,200 KWH on a computed water consumption of 4,469,210,000 cubic feet.

*Miraflores steam plant*—The gross output of this plant was 16,020 KWH with an oil consumption of 2,006.28 barrels. This plant was operated for stand-by purposes only.

*Total power output*—The total gross output of both stations was 6,127,220 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 1,067,735 KWH., or 17.4 per cent of gross output.

There were 25 operations of the Gatun spillway during August. There were no interruptions to transmission line service during the month. The regular operation and maintenance was carried on at all substations without any extraordinary occurrences.

## STATUS OF CONSTRUCTION WORK.

	Per cent completed.	
	July.	August.
E-503 Installation of 4 K-5 switches at Miraflores substation.....	62	62
E-519 Installation of two 1,000-ampere, K-12 switches, Cristobal substation.....	80	80
E-420 Installation of new 8,400 KVA transformer and 3 new tie line equipments in Gatun substation.....	8	20
E-509 Installation of 2 complete feeder equipments at Balboa substation.....	95	95
E-400 Installation of three 400,000 cm. 3-conductor, lead-covered cables as tie lines between Gatun hydroelectric and substation.....	20	50

## SHOP, FOUNDRY, AND DRY DOCK WORK.

The reconstruction of the steamship *Marne* at Balboa proceeded with good results during the month. The "tween decks" deck of the ship, the poop and forecastle structures and about half of the upper deck have been replaced in the ship after the steel work comprising same had been removed and reworked in the shop. The main turbine of the ship was given a preliminary run under steam at reduced speed in the shop on August 30. This turbine ran satisfactorily after overhaul and partial rebuilding, although it has been through a severe fire, afterwards submerged for a month, then sustained the shock of a near-by explosion and was again submerged for a month. Overhaul of the auxiliary machinery of the *Marne* is about 75 per cent completed.

The Japanese steamship *Koyo Maru* was docked on August 21, for repairs to her bottom. She had run on a coral reef and remained with her bow hung on the rocks for about a month before the wreckers could release her. The bottom is badly damaged for about 70 feet abaft the stem and the rebuilding of this portion of the vessel will take about a month.

In the past few weeks a considerable amount of important turbine repairs have been carried out at Balboa shops. In addition to naval installations, the past few years have produced an increasing proportion of marine turbine installations on commercial vessels so that a modern marine plant must count upon handling an increasing proportion of this character of work. An effort has been made both to provide experienced turbine mechanics as well as to develop talent within the Mechanical Division. The successful completion of various turbine jobs brought to the Balboa plant evidences that the Mechanical Division can take care of this work without difficulty, except that certain kinds of special material are not kept on hand and the shop is not equipped for cutting reduction gears.

Repairs were satisfactorily completed to the crank shaft of the steamship *Silverado* and the turbine of the steamship *Westward Ho*. Work for the United States Navy was carried out on submarines *R-22*, *R-26*, *R-27*, *Tacoma*, *Eagle No. 14*, *Eagle No. 32*, U. S. subchaser *V-12*, U. S. submarines *R-21* to *R-27*, inclusive, U. S. S. *Parrott* and U. S. S. *Poe*. In addition to these, the following vessels received miscellaneous repairs at the Balboa plant: *Diablo*, *Marne*, *La Habra*, *Adria*, *Westward Ho*, *S. V. Harkness*, *Loretta*, *Melon*, *Craincreek*, *Orteric*, *Glenpool*, *Coalinga*, *F. D. Asche*, *Koyo Maru*, *Otho*, *Caddo*, *Calera*, *Argus*, *Talarakile*, *Bradford*, *Tannenber*, *Pomona*, *Lake Gorman*, *Point Bonita*, *Willie A. Higgins*, *Cordelia*, *Belleplaine*, schooner *Rosanna*, Mexican gunboat *Progreso*, tender *Perico* and dredge *Culebra*.

The more important ship repairs at the Cristobal plant included the following: Jacked up furnaces, made patches for furnace and boiler front after electric welding on the steamship *Walter Hardcastle*; renewed plates in shell and bulkheads and changed propeller of the steamship *Nemesis*; repaired condenser and rebricked

boilers of the steamship *Springfield*; the boilers of the steamship *Chile* were repaired and electric welded, and her reversing engine and auxiliaries repaired; the schooner *Tahitian Maiden*, barges Nos. 27, 29, 105, and 109, tug *Porto Bello* were given repairs, as were also the following steamships: *Tres Hermanos*, *Point Lobos*, *Cathlamet*, *Henry Steers*, *Eastern Admiral*, *Dunclutha*, *Chinampa*, *Newport*, *Eastern Pilot*, *Urubamba*, *Effingham*, *Lorraine*, *Salvador*, *Parismina*, *Lake Gorman*, *Domato*, *Berjamin Brewster*, *Mantaro*, *Lake Fitch*, *Ruapehu*, *Peru*, *Crijnsen*, *Costigan*, *Favorite*, *Balboa*, *National Bridge*, *Lake Fansdale*, *Lake Granby*, *Springfield*, *Heredia*, *Metapan*, *Orca*, *Minnequa*, *Puerto Rico*, *General Gorgas*, *Ancon*, *Cristobal*, *Colon*, *Alianca*, *Calamares*, *Point Bonita*, *General Hodges*, *General Goethals*, *Ulysses*, *Advance*, *Maricopa*, *City of Joliet*, *Jamaica*, *Acajulla*, *Ucayoli*, *Teviot*, *Panama*, *Ernst*, *Caribbean*, *Achilles*, and U. S. S. Eagle No. 32, U. S. S. Owl, U. S. S. Orion, U. S. S. Morris, U. S. S. Tern, U. S. S. Kingfisher, U. S. S. Lap Wing, U. S. A. T. South Bend, tugs *Mabyn*, *Engineer*, *St. Finbarr*, *Einigkeit*, and *Tavernilla*, barge No. 109, U. S. barge No. 308, schooner *Linda S.*, U. S. M. P. *Graham*, motor ship *Rosana* and barge *Darien*.

The output of the Mechanical Division in patterns, castings, and other foundry production for August, as compared with the preceding month, is shown below:

	August.			July.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	37	1,362	95,064	39	1,538	103,719
Steel.....	11	.....	.....	11	609	64,756
Brass.....	25	1,205	23,756	14	1,378	20,402

The ordinary repair and maintenance work of the Mechanical Division for August included among other items the following:

Cars repaired.....	1,828
Locomotives and cranes repaired.....	1,173
Passenger coaches packed, cleaned, oiled, and inspected.....	3,900
Freight cars repacked.....	359
Locomotives hosted.....	1,670
Cranes hosted.....	232
Locomotives ridden.....	81
Locomotives inspected.....	101
Crews instructed in handling locomotives.....	15
Crews instructed in oil and fuel economy.....	31
Crews instructed in air brakes.....	9
Cranes, locomotive, inspected.....	32
Locomotives shopped for repairs.....	24
Steamshovels inspected.....	3
Locomotive spreaders inspected.....	2

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion, August 31, of the more important construction work by the Building Division:

	Per cent completed.
Colon stables:.....	(1)
East half—	
Six stables.....	100
One latrine.....	100
West half—	
Six stables.....	90
Five wagon sheds.....	90
One feed room.....	60
One shop building.....	60
Silver townsite, Mount Hope—	
Commissary.....	90
Twelve 12-family married quarters.....	100
Eight 12-family married quarters.....	95
Six 12-family married quarters.....	90
Three 12-family married quarters.....	80
Two 12-family married quarters.....	75
Four 12-family married quarters.....	70
Four 12-family married quarters.....	50
Two 32-room bachelor quarters.....	25
Two 32-room bachelor quarters.....	20
Cristobal incinerator.....	(1)
Combination shop and storehouse, Cristobal.....	82
Royal Mail Steam Packet Company's office, Cristobal.....	49
Oil tank (55,000 barrels capacity), Cristobal.....	100
Moving and re-erecting 2 type-7 houses from Las Cascadas to Gatun.....	100
Applying Specification roofing, Pier No. 6, Cristobal.....	75
Lighthouse, end of East Breakwater, Cristobal.....	90
National Catholic War Council Building, Balboa.....	50
Oil tank (55,000 barrels capacity), Balboa.....	90
Bake shop, workroom, and storage room building, Ancon Hospital.....	78

1 Completed except plastering. 2 No work done during month. 3 Completed except overhead cranes

	Per cent completed.
Alterations, Ancon restaurant.....	100
Demolition of old French pier at La Boca.....	100
Moving four 4-family quarters from Las Cascadas to Quarry Heights.....	98
Moving house No. 47, Las Cascadas to La Boca.....	100
Moving old Ancon school building to Balboa.....	65
Construction of 6 transformer houses, Silver City.....	50
Repair Dredging Division store, Paraiso.....	60
Concreting floor, Paraiso store.....	65

Building construction for the Army and Navy is separately reported.

DREDGING DIVISION.

The general movement of material in Cucaracha slide diminished during the latter part of the month. Two dipper dredges, one working one-half and the other the entire month, removed from the slide area a total of 160,100 cubic yards of earth and rock, all of the dredging being within the proposed basin at the foot of the slide. A good channel was maintained during the month, with no interference to Canal traffic.

Including the excavation for the month of August, the dredges have removed a total of 1,890,800 cubic yards of earth and rock from this area since the slide of February 22, 1920. It is estimated that 55,000 cubic yards of material were sluiced from Cucaracha slide and 1,500 cubic yards from barge repair slide by graders Nos. 1 and 3 during the month. The total excavation by dredges during August was 493,520 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(1) 80,800	20,200	60,600	Maintenance.....	<i>Cucaracha Slide.</i> 1805-00 to 1814-00 E.....	<i>Gamboa.</i>
(2) 79,300	19,800	59,500	Maintenance.....	1803-00 to 1814-00 E.....	<i>Cascadas.</i>
(3) 47,600	27,600	20,000	Maintenance.....	<i>Barge Repair Slide.</i> 1733-00 to 1757-00 W.....	<i>Paraiso.</i>
(4) 34,800	10,500	24,300	Maintenance.....	<i>East Culebra Slide.</i> 1775-00 to 1788-00 E.....	<i>Paraiso.</i>
(5) 3,000	800	2,200	Maintenance.....	<i>West Culebra Slide.</i> 1804-00 to 1805-00 W.....	<i>Paraiso.</i>
(6) 4,200	2,000	2,200	Maintenance.....	<i>East Lirio.</i> 1722-00 to 1725-00 E.....	<i>Paraiso.</i>
(7) 92,000	77,000	15,000	Maintenance.....	<i>Gaillard Cut.</i> 1814-00 to 1824-00 E. and W. 1839-50 to 1842-00 E. and W.	<i>No. 86.</i>
(8) 113,000	113,000	.....	Maintenance.....	Balboa Inner Harbor.....	<i>No. 84.</i>
(9) 5,000	5,000	.....	Maintenance.....	Balboa Inner Harbor.....	<i>No. 84.</i>
(10) 29,820	29,820	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
(11) 4,000	4,000	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
493,520	309,720	183,800			

<sup>1</sup> Gaillard Cut. <sup>2</sup> This dredge rehandled 15,400 cubic yards of earth and 36,000 cubic yards of rock from north of Gold Hill (East Culebra slide) for which no credit is given in the above table. <sup>3</sup> Balboa inner harbor. <sup>4</sup> Chagres River.

The excavated material was dumped as follows:

	Cubic yards.
Canal north of Gold Hill.....	350
Rio Grande valley.....	92,000
North of Gamboa.....	401,170
Total.....	493,520

The following excavation remained to be done on September 1:

Location.	Earth.	Rock.	Total.
	Cu. yds.	Cu. yds.	Cu. yds.
Gaillard Cut.....	.....	25,000	25,000
Pacific entrance.....	47,500	82,900	130,400
Total, Canal prism.....	47,500	107,900	155,400
Cristobal coaling station.....	.....	2,100	2,100
Balboa inner harbor.....	99,850	13,400	113,250
Total, ocean to ocean.....	147,350	123,400	270,750

MUNICIPAL ENGINEERING DIVISION.

This division had construction work as itemized below in progress during August, with completion on September 1, as shown:

## Northern District.

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	95
Roads.....	97½
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75
Grading, fill, and general municipal work, new silver townsite, Mount Hope:†	
Grading and fill.....	90
Streets and roads.....	99
Water lines.....	99
Sewers, sanitary.....	95
Sewers, storm.....	98
Sidewalks.....	(2)
Municipal work, 7th and 9th and "G" and "K" streets, Colon:†	
Grading.....	35
Roads.....	96
Water lines.....	99
Sidewalks.....	90
Sanitary sewers.....	90
Alleyways.....	100
Road to new incinerator, Mount Hope.....	100
Roads, for west half, Colon stables.....	99
Installation of water and sewer system, new Panama Railroad station, Gatun.....	99
Construction of sidewalks on Lighthouse and Telephone Row, Gatun.....	30
Municipal work, Block 53, Colon:	
Roads.....	80
Tracks.....	5
Water lines.....	95
Sanitary sewers.....	98
Storm drains.....	80
Installation of sewer in area between 9th and 10th streets, Colon.....	95
Installation of sewer, new Cristobal incinerator.....	60
Construction of water tank at Camp Bird.....	90
Connecting new concrete oil tank at Mount Hope to pumping plant manifold.....	75

## Southern District.

Municipal work for 4 type-14 houses, Quarry Heights.....	15
New road, Balboa to Diablo Hill.....	100
Municipal work, Catholic Community Building, Balboa.....	25
Sewer and water lines for Central and South American Telegraph Co.....	100
Storm sewer, Javillo Fill.....	99
Sewer, Northern Avenue to beach.....	99 1
Box sewer, Panama Railroad yards.....	96
Demolition of Calidonia bridge.....	98
Concreting Panama Tramway tracks, Calidonia crossing.....	100
Concreting streets, new Santo Tomas Hospital.....	65
Municipal work for 3 type-18 houses, Balboa.....	60

† No work done during the month.

‡ Not started.

The total output of all pumping stations for August was 598,914,825 gallons; and that of the 3 filtration plants, 477,394,000 gallons. The consumption in Panama City was 83,685,000 gallons, and that for Colon 57,144,000 gallons. Sales of water to 313 vessels at Balboa and Cristobal totaled 14,345,592 gallons. There were 2,716 tons of garbage and 13 dead animals disposed of at the Gavilan Island incinerator during August. The collection of garbage in the Ancon-Balboa district was taken over by the Municipal Division during the month.

## WORKING FORCE.

(Effective August 18, 1920.)

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	35	38	73
Building Division.....	405	1,172	1,577
Electrical Division.....	237	267	504
Municipal Engineering.....	113	1,118	1,231
Lock Operation.....	167	579	746
Dredging Division.....	185	1,145	1,330
Mechanical Division.....	1,031	1,740	2,771
Marine Division.....	194	475	669
Fortifications.....	71	364	435
Totals.....	2,438	6,898	9,336
Supply Department:			
Quartermaster.....	218	1,771	1,989
Subsistence.....	41	392	433
Commissary.....	314	1,609	1,923
Cattle Industry—Plantations.....	28	469	497
Hotel Washington.....	11	91	102
Totals.....	612	4,332	4,944

Department or Division.	Gold.	Silver.	Total
Accounting.....	252	10	262
Health Department.....	252	833	1,085
Executive Department.....	561	228	789
Panama Railroad:			
Superintendent.....	77	567	644
Transportation.....	150	191	341
Receiving and Forwarding Agency.....	101	1,116	1,237
Coaling Stations.....	126	839	965
Totals.....	454	2,733	3,187
Grand total.....	4,569	15,034	19,603

## OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on August 31, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,665	2,074	2,532	8,271
Europeans.....	137	29	60	226
West Indians.....	4,894	1,990	3,951	10,835
Totals.....	8,696	4,093	6,543	19,332

## PUBLIC HEALTH.

One hundred and ninety-five cases of malaria, with 1 death, were reported for August. There were 32 cases of influenza and 2 deaths. Pneumonia caused 22 deaths, 19 of which were from Panama and 3 from Colon. Two cases of diphtheria and 4 cases of chickenpox were reported. One case of leprosy was transferred to Palo Seco. Four cases of typhoid fever were reported, 1 of which was a nonresident; there were no deaths from typhoid. A case of scarlet fever was reported from Colon.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during August was \$863,218.39. Of these receipts, \$807,357.87 was chargeable to Operation and Maintenance, \$34,216.92 to construction and equipment, and \$21,706.60 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores amounted \$192,760.05, of which \$182,402.47 was for stock material, including \$138,649.85 for fuel oil; \$5,757.18 for scrap material, and \$4,600.40 for obsolete second-hand material.

Sales to steamships from storehouses for August amounted to \$51,555.74, of which \$13,246.29 was for miscellaneous stock items and \$38,309.45 for fuel oil. Total sales of commissary supplies to all purchasers for August amounted to \$1,004,474.36, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$98,874.94; to The Panama Canal, \$138,916.37; to the United States Government, including the Army and Navy, \$106,806.51; to individuals and companies, mainly through charge accounts to the retail commissaries, \$34,307.22; to the Panama Railroad, including its steamships and the Hotel Washington, \$32,138.97, and to individuals purchasing coupons, \$593,430.35.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on August 31, exclusive of fortifications, was \$19,050,868.15. The balance in fortification funds allotted to The Panama Canal was \$1,535,762.82. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$983,980.75, and by the paymaster on the Isthmus, to \$1,663,441.16. Purchases of commissary books from the Panama Railroad Company amounted to \$373,836.31.

Collection of tolls on the Isthmus totaled \$929,574.44. Deposits of \$175,910 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 \$2,237,062.85 and collections by the Disbursing Clerk, Washington, \$194,988.63. Receipts from Canal Zone and miscellaneous funds were \$178,222.75; disbursements from the same source were \$219,062.61. August pay-rolls on the Isthmus aggregated \$1,355,536.35, as compared with \$1,365,070.82 for July, a decrease of \$9,536.47 from last month.

Respectfully,

CHESTER HARDING.

Governor.

Distribution of Cargo Passing Through the Canal

FROM—	Per cent of total cargo.	NORTH AMERICA.						
		UNITED STATES.						Total, North America.
		North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total United States.	Atlantic terminus.	West Indies.	
<b>SOUTH AMERICA:</b>								
Chile	39.1	48,705	37,347	19,369	105,421	19,960	6,841	132,222
Colombia	0.4					2,191		2,191
Ecuador	0.6					2,747		2,747
Peru	2.6	1,571			1,571	6,243		7,814
West coast, South America	1.5	3,536			3,536	2,185		5,721
Total, South America	44.3	53,812	37,347	19,369	110,528	33,326	6,841	150,695
<b>NORTH AMERICA:</b>								
Pacific Coast, United States	23.2	30,818			30,818			30,818
West coast, Canada	3.2							
Central America	0.7	987			987	1,452	1,145	3,584
West coast, North America	0.1							
Total, North America	27.2	31,805			31,805	1,452	1,145	34,402
<b>ASIA:</b>								
China	2.7	13,588			13,588			13,588
Japan	2.7	4,000		6,695	10,695			10,695
Indo-China and Malay Peninsula	1.7	1,016			1,016		7,306	8,322
Philippine Islands and East Indies	4.3	16,489		4,088	20,577			20,577
Other Asiatic ports	3.1	9,829			9,829		5,757	15,586
Total, Asia	14.5	44,922		10,783	55,705		13,063	68,768
<b>AUSTRALASIA:</b>								
Australia	2.4	4,291			4,291			4,291
New Zealand	7.7	39			39			39
Australasia	3.7	14,706			14,706			14,706
Total Australasia	13.8	19,036			19,036			19,036
Tahiti and other Pacific islands		276			276			276
Grand totals	100	149,851	37,347	30,152	217,350	34,778	21,049	273,177
Per cent of total cargo		29.9	7.4	6.0	43.4	6.9	4.2	54.5

\* General cargo not routed so as to allow segregation among various ports.

Distribution of Cargo Passing Through the Canal

FROM—	Per cent of total cargo.	SOUTH AMERICA.					NORTH AMERICA.						
		Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.	Total, South America.	West coast of United States.	Canadian Pacific ports.	Mexico.	West coast of Central America.	Pacific terminus of the Panama Canal.	West coast of North America.
<b>NORTH AMERICA:</b>													
United States:													
North Atlantic ports	33.7	11,255	1,039	192	331	16,570	29,387	25,210	8,626				33,836
South Atlantic ports	10.5	39,947			1,910	41,857							
Gulf ports	13.1	2,549			1,507	4,056							
Total, U. S.	57.3	53,751	1,039	192	2,241	18,077	75,300	25,210	8,626				33,836
Atlantic terminus of the Panama Canal	2.3	2,604	2,719	1,699	1,930	8,952	1,722			1,578			3,300
Mexico, Gulf ports	19.3	60,259			3,000	63,259	21,500				19,400	16	40,900
West Indies				12			12						16
Canada, Atlantic ports	1.0												
Total, North America	79.9	116,614	3,758	1,903	7,171	18,077	147,523	48,432	8,626	1,578	19,416		78,052

from the Pacific to the Atlantic, August, 1920.

EUROPE.										Per cent of total cargo.	FROM--
British Isles.	France.	Germany.	Holland.	Spain and Portugal.	Other European.	Total, Europe.	Africa.	East coast, South America.	Grand totals.		
24,829	5,978	1,524	.....	6,032	15,900	54,263	9,550	.....	196,035	39.1	SOUTH AMERICA:
15	507	.....	.....	.....	.....	524	.....	.....	2,191	0.4	Chile.
5,187	.....	.....	.....	.....	.....	5,187	.....	.....	3,271	0.6	Colombia.
1,940	.....	.....	.....	.....	.....	1,940	.....	.....	13,001	2.6	Ecuador.
.....	.....	.....	.....	.....	.....	.....	.....	.....	7,661	1.5	Peru.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	West coast, South America
31,971	6,487	1,524	.....	6,032	15,900	61,914	9,550	.....	222,159	44.3	Total, South America.
67,999	.....	977	2,013	.....	7,367	78,356	7,100	.....	116,274	23.2	NORTH AMERICA:
8,352	.....	.....	.....	.....	.....	8,352	.....	7,647	15,999	3.2	Pacific Coast, United States.
.....	.....	.....	.....	.....	13	13	.....	.....	3,597	0.7	West coast, Canada.
455	.....	.....	.....	.....	.....	455	.....	.....	455	0.1	Central America.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	West coast, North America
76,806	.....	977	2,013	.....	7,350	87,176	7,100	7,647	136,325	27.2	Total, North America
2,000	.....	.....	.....	.....	1,020	3,020	.....	.....	13,588	2.7	ASIA:
1,000	.....	.....	.....	.....	.....	1,000	.....	.....	13,715	2.7	China.
.....	.....	.....	.....	.....	.....	.....	.....	.....	8,322	1.7	Japan.
.....	.....	.....	.....	.....	.....	.....	.....	.....	21,577	4.3	Indo-China and Malay Pen.
.....	.....	.....	.....	.....	.....	.....	.....	.....	15,586	3.1	Philippine Islands and E. Indies
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Other Asiatic ports.
3,600	.....	.....	.....	.....	1,020	4,020	.....	.....	72,788	14.5	Total, Asia.
7,805	.....	.....	.....	.....	.....	7,805	.....	.....	12,096	2.4	AUSTRALASIA:
38,532	.....	.....	.....	.....	.....	38,532	.....	.....	38,571	7.7	Australia.
3,865	.....	.....	.....	.....	.....	3,865	.....	.....	18,571	3.7	New Zealand.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Australasia.
50,202	.....	.....	.....	.....	.....	50,202	.....	.....	69,238	13.8	Total, Australasia.
.....	.....	.....	.....	.....	.....	.....	.....	.....	276	.....	Tahiti and other Pacific islands
161,979	6,487	2,501	2,013	6,032	24,300	203,312	16,650	7,647	500,782	100.0	Grand totals.
32.3	1.3	0.5	0.4	1.2	4.8	40.6	3.3	1.5	100.0	.....	Per cent of total cargo.

from the Atlantic to the Pacific, August, 1920.

ASIA.						AUSTRALASIA.					Per cent of total cargo.	FROM--	
China.	Japan.	Indo-China and Malay Peninsula.	Philippine Islands and East Indies.	East Asiatic ports.	Total, Asia.	Australia.	New Zealand.	Australasia.	Total, Australasia.	Tahiti.			Grand totals.
4,886	53,467	50	15,986	21,581	96,000	11,819	7,321	3,700	22,840	180	182,243	33.7	NORTH AMERICA:
1,995	.....	.....	530	.....	2,525	630	.....	11,504	12,134	.....	56,516	10.5	United States--
43,123	8,395	547	.....	7,460	59,525	7,000	.....	.....	7,000	.....	70,581	13.1	North Atlantic ports.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	South Atlantic ports.
50,004	61,862	627	16,516	29,041	158,050	19,449	18,825	3,700	41,974	180	309,340	57.3	Total, U. S.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,252	2.3	Atlantic terminus of the Panama Canal.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104,159	19.3	Mexico, Gulf ports.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	.....	West Indies.
.....	.....	.....	.....	.....	.....	.....	.....	5,500	5,500	.....	5,500	1.0	Canada, Atlantic ports.
50,004	61,862	627	16,516	29,041	158,050	19,449	18,825	9,200	47,474	180	431,279	79.9	Total, North America.

Distribution of Cargo Passing Through the Canal

FROM—	Per cent of total cargo.	SOUTH AMERICA.						NORTH AMERICA.						
		Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.	Total, South America.	West coast of United States.	Canadian Pacific ports.	Mexico.	West coast of Central America.	Pacific terminus of the Panama Canal	West coast of North America.	Total, North America.
EUROPE:														
British Isles...	16.3	14,780	.....	.....	3,966	4,393	23,139	12,329	800	2,123	.....	.....	1,100	16,352
France.....	0.3	1,091	.....	.....	.....	.....	1,091	410	.....	.....	.....	.....	.....	410
Holland.....	2.3	3,373	.....	.....	.....	62	3,435	9,000	.....	.....	.....	.....	.....	9,000
Norway and Sweden.....	0.1	492	.....	.....	.....	.....	492	.....	.....	.....	.....	.....	.....	.....
European pts.*	0.2	.....	.....	.....	.....	1,398	1,398	.....	.....	.....	.....	.....	.....	.....
Total, Europe.	19.2	19,736	.....	.....	3,966	5,853	29,555	21,739	800	2,123	.....	.....	1,100	25,762
SOUTH AMERICA:														
East coast.....	0.9	.....	.....	.....	.....	.....	.....	4,733	.....	.....	.....	.....	.....	4,733
Grand totals	100	0,136,350	3,755	1,903	11,137	23,930	177,078	74,904	9,426	2,123	1,578	19,416	1,100	108,547
Per cent of total cargo..	.....	25.3	0.7	0.4	2.1	4.4	32.8	13.9	1.8	0.4	0.3	3.6	0.2	20.1

\* General cargo not routed so as to allow segregation among various ports.

The Fuel Situation.

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., October 2, 1920.

To all steamship agents—Attention is again invited to the serious shortage of coal at the Isthmus. Greatly increased effort must be made by steamship agents to obtain coal outside the Canal Zone. In this connection, attention is invited particularly to the following communications received regarding supplies in Caribbean ports:

St. Thomas, Sept. 3—Stock of coal 8th, 5,000 tons. Present stock of oil booked; expecting 7,000 tons, 13th which partly booked.

San Juan, Porto Rico, Oct. 1—Stock bunker coal at present 7,600 tons.

Westindian Company.

Yager, Governor.

Habana, Cuba, Sept. 28—Fuel oil situation unchanged since last report.† Bunker coal available to-day approximately 30,000 tons; replacement arrivals expected.

Harris, Consul.

In addition to the above, the Marine Superintendent is in receipt of information that coal may now be obtained at Lota, Chile, when arranged for in advance.

Very soon The Panama Canal will have to refuse to bunker vessels for the round trip to west coast South American ports, and it is suggested that steamship agents make prompt arrangements accordingly. Vessels coming to the Isthmus from Genoa or other Mediterranean ports must be bunkered, either at Norfolk or in the Caribbean prior to arrival at the Isthmus, as The Panama Canal will be unable to furnish the amount of coal called for by such vessels. Please consider this advance notice.

The following additional messages on the fuel situation have been received since the date of my last circular:

Washington, Sept. 30—Shipping Board advises have about 40,000 barrels oil at Honolulu for own use; expect supply at St. Thomas about first week in October and about 25,000 barrels due to arrive Iquique about October 1st.

Pan Canal.

Salina Cruz, Mexico, Sept. 16—Seventeen thousand barrels fuel oil available to-day. Present receipts at rate of 40,000 barrels monthly; normal requirements 12,000 monthly; apparent surplus nearly 30,000 barrels monthly but amount receipts can not be guaranteed.

Burlingham.

E. P. JESSOP,

Marine Superintendent.

† See my circular Sept. 10th.

Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

from the Atlantic to the Pacific, August, 1920.—Continued.

ASIA.						AUSTRALASIA.						Per cent of total cargo.	From—
China.	Japan.	Indo-China and Malay Peninsula.	Philippine Islands and East India.	East Asiatic ports.	Total, Asia.	Australia.	New Zealand.	Australasia.	Total, Australasia.	Tahiti.	Grand totals.		
.....	.....	.....	.....	.....	.....	22,118	26,205	.....	48,323	.....	57,814	16.3	EUROPE:
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,501	0.3	British Isles.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,435	2.3	France.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Holland.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Norway and
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	492	0.1	Sweden.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,398	0.2	European ports.
.....	.....	.....	.....	.....	.....	22,118	26,205	.....	48,323	.....	103,640	19.2	Total, Europe.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	SOUTH AMERICA:
.....	302	.....	.....	.....	302	.....	.....	.....	.....	.....	5,035	0.9	East coast.
50,004	62,164	627	16,516	29,041	158,352	41,567	45,030	9,200	95,797	180	539,954	100.0	Grand totals.
9.2	11.5	0.1	3.1	5.4	29.3	7.7	8.3	1.7	17.7	.....	100.0	.....	Per cent of total cargo.

**Ships at Canal Repair Shops.**

The following vessels were at Balboa shops for repairs during the week ended October 2:

Submarines *R-21* and *R-27*, periodical overhaul; steamship *Marne*, general repairs; dredge *No. 83*, general repairs; motor ship *Borgland*, minor repairs to engines; launch *Captain Wilhelm*, hull repairs and installation of new engine; motor ship *Maricopa*, engine repairs; steamships *Westboro*, engine repairs; *Achilles*, engine and hull repairs and repairs to bow where damaged while traversing cut; *Hodges*, general repairs; motor ships *Parthia*, repairs to auxiliary air compressor engine; *Balcatta*, minor light engine repairs; barges *Nos. 121* and *102*, for conversion into garbage scows; barges *Nos. 131* and *66*, general repairs.

The following vessels were at Cristobal shops for repairs during the week ended October 4, 1920:

Steamships *Colon*, miscellaneous repairs and painting to engine, deck, and steward departments; *Eastern Victor*, make new h. p. packing; *Bonham*, install ballast in forward hold; *Eurana*, repair sanitary and circulating pump; *Newport*, repair generator engine and governor; U. S. N. oil barge *No. 11*, clean and paint, repair tanks and hull; steamships *Ucayali*, electric weld hawse pipes and hatch coamings, etc; *Astmahco III*, repair main engine, ice machine, generator engine, pumps, donkey boiler, etc; dredge *Gambo*, boiler washout and general repairs; U. S. S. *C-285*, overhaul main and auxiliary engines; U. S. S. *R-25*, repair and alter engine foundation; steamships *Cartago*, *Haiti*, *Consuelo*, U. S. S. *Falcon*, *Van Rensaeller*, *Pacific*, *Lake Hector*, U. S. S. *Eagle No. 34*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 2, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Acajutia.....	Pacific Steam Navigation Co.....	September 25.	September 26.	.....	2
Guatemala.....	Pacific Steam Navigation Co.....	September 26.	September 26.	30	.....
Newport.....	Pacific Mail Steamship Co.....	September 28.	September 29.	163	.....
Balcatta.....	Pacific Motor Ship Co.....	September 30.	.....	682	.....
Jamaica.....	Pacific Steam Navigation Co.....	October 1.....	October 1.....	1	.....

**MOVEMENTS OF OCEAN VESSELS.**  
Week ending at midnight October 2, 1920.

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		Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Nature	Tons	Gross	Net
Azuajita	18	14 40	26	6 15	26	12 28	26	16 30	British	Pacific Steam Navigation Co.	215.7	33.5	14.6	Cristobal	Champerico	753	1,273	706	
Cordelia	25	19 37	26	6 22	26	14 44	26	15 55	British	Union Oil Co.	420.0	54.0	28.0	Tampico	Talca	9,100	6,690	4,971	
Naugus	25	15 12	26	6 30	26	16 32	27	10 32	American	Barber Line (S. B.)	402.6	53.0	27.0	New York	Yokohama	8,065	6,583	4,873	
Romario	25	18 10	26	7 20	26	15 30	26	16 30	Chilean	South American Steamship Line	412.0	50.5	26.5	New York	Valparaiso	3,734	6,050	3,442	
Manavi	22	18 20	27	6 15	27	14 22	27	15 30	British	Pacific Steam Navigation Co.	216.0	35.0	13.6	Cristobal	Guayaquil	637	1,357	884	
Tempanian Maru	23	11 07	27	6 17	27	14 22	27	15 30	Japanese	Mitsui & Co.	380.0	54.0	23.5	Tampa	Kobe	6,613	5,560	3,609	
Alliance	26	6 47	27	6 33	27	13 19	27	14 00	American	Panama Railroad Steamship Line	335.0	42.0	16.6	New York	Guayaquil	544	4,120	2,670	
Gen. Faidherbe	23	10 57	27	7 17	27	15 26	29	16 15	French	Soc. Gen. de Armement	276.6	40.3	13.0	Nantes	San Francisco		2,297	1,968	
R-21 and R-27	24	19 20	27	7 40	27	18 20	29	20 00	American	United States Navy				Coco Solo	Ballboa				
Sailor No. 1688	24	19 20	27	7 40	27	18 20	29	20 00	Panamanian	T. Agrio				Cristobal	Ballboa				
Asace	27	19 30	28	6 10	28	13 39	28	14 30	French	A. D. Bordes	400.0	52.1	14.0	New York	Capun Lake		5,879	4,156	
Santa Paula	27	19 57	28	6 10	28	14 32	28	15 30	American	W. R. Grace & Co.	430.0	53.0	27.4	Norfolk	Talcahuano		5,919	6,744	
Steel Exporter	28	5 30	28	7 10	28	14 55	28	22 10	American	Isthmian Steamship Line	434.0	56.0	21.0	New York	Seattle		4,797	7,559	
Huasco	24	19 53	28	8 05	28	15 30	28	19 52	Chilean	South American Steamship Line	379.7	44.3	22.0	Cristobal	Valparaiso		706	4,352	
Eastern Glen	28	12 25	27	9 45	28	17 21	28	18 13	American	Thorndyke & Fennell (S. B.)	399.0	54.0	24.0	New York	San Pedro		4,300	6,132	
La Calhira	7	15 05	27	12 00	28	13 31	28	10 30	Panamanian	Bernardo Berceo	360.2	51.6	22.6	Cristobal	Ballboa		2,412	5,720	
Santa Heresa	28	14 32	29	6 13	29	13 14	29	14 15	American	W. R. Grace & Co.	477.0	61.0	26.0	New York	Valparaiso		6,000	10,651	
Tanni	29	9 15	29	10 47	29	18 15	30	19 37	British	Shaw Saville & Albion Co.	477.0	61.0	26.0	London	Auckland		1,000	6,822	
West Cannak	29	18 00	30	6 20	30	13 29	30	14 45	American	E. C. Evans & Sons (S. B.)	410.5	54.0	20.0	London	San Pedro		1,000	6,822	
Benjamin	29	22 15	30	6 58	30	15 15	30	21 36	American	Standard Oil Co.	411.6	53.4	24.4	Tampico	Pisagua		7,100	6,360	
Brewster	29	14 45	30	11 32	30	18 15	1	7 31	Dutch	Royal Netherlands Steamship Co.	366.0	49.0	16.3	Amsterdam	Corral		3,050	5,117	
Helder	5	17 08	1	6 22	1	12 56	1	14 57	British	Pacific Steam Navigation Co.	246.0	35.5	15.6	Cristobal	Guayaquil		552	1,582	
Canca	30	9 36	1	6 22	1	13 57	1	14 57	British	British India Steam Nav. Co.	306.0	48.0	21.6	Calcutta	General		3,650	4,637	
Fulata	30	23 00	1	6 50	1	16 35	1	17 35	British	Standard Transportation Co.	419.0	54.0	27.6	Beaumont	Adelaide		8,317	6,647	
Tasabasa	1	7 10	1	7 40	1	16 35	1	17 35	American	North Atlantic Steamship Co.	390.0	54.2	21.0	Philadelphia	Hongkong		3,800	6,106	
Lehigh	1	7 10	1	7 40	1	16 35	1	17 35	American	North Atlantic Steamship Co.	390.0	54.2	21.0	Philadelphia	Seattle		3,800	6,106	
City of New-castle	1	9 47	1	12 50	1	19 47	1	20 55	British	Hall Line, Ltd.	436.0	56.4	25.8	New York	Brisbane		6,216	8,310	
Leaving 4	24	17 35	2	6 23	2	14 17	2	16 00	American	United States Navy	187.0	37.0	12.0	Norfolk	San Diego		5,996	8,317	
Albion Star	2	6 20	2	7 55	2	15 48	2	23 27	British	Albion Star Steamship Co.	450.0	58.5		Barry	Auckland		6,800	5,273	
Port Augusta	2	6 10	2	10 58	2	18 27	2		British	Anglo-Aust. Navigation Co.	380.6	49.1	22.1	New York	Sydney		6,800	5,273	

\* Bark. \* Submarines. † Launch. \* And barges Nos. 23 and 309. \* Oil, naphtha, cement, machinery, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Adria	7 22	22 00	26	6 35	26	14 55			American	Universal Shipping & Trading Co	272.8	49.3	22.9	Seattle	Cape Town		1,596	3,249
Mineola	26	12 10	26	8 27	26	16 00	26	18 00	American	W. R. Grace & Co.	298.6	40.0	21.0	Samanco	New York		3,134	2,855
Janity	25	18 00	26	8 37	26	15 40			British	British Admiralty	165.1	31.1	13.0	Iquique	Cristobal		683.35	209

\* For orders.

Date	Vessel	From	Date	Vessel	To
Sept. 26	Columbia	New Orleans and wayports	Sept. 26	Caribbean	Panama Railroad Cattle Industry
Sept. 26	U. S. S. Redwing	New York	Sept. 26	Calamares	United Fruit Co.
Sept. 26	Calamares	Pert Limon, C. R.	Sept. 26	Rail	United States Navy
Sept. 26	Cantriny <sup>s</sup>	New York	Sept. 26	Columbia	N. O. and S. A. Line
Sept. 27	Pastores	New York via Habana	Sept. 26	Lake Copley	United States Shipping Board
Sept. 27	Haiti	Hayre and wayports	Sept. 27	Gen. G. W. Goethals	Panama Railroad Steamship Line
Sept. 28	Cartago	New Orleans	Sept. 27	F. D. Asche	Standard Oil Co.
Sept. 28	Santa Leonora <sup>s</sup>	New Orleans and wayports	Sept. 27	Pastores	United Fruit Co.
Sept. 29	Atenas	New Orleans via Kingston	Sept. 29	Atenas	United Fruit Co.
Sept. 29	Santa Marta	New York via Kingstown	Sept. 29	Cantriny <sup>s</sup>	United States Army
Sept. 29	U. S. S. Falcon	Norfolk	Sept. 29	U. S. S. Redwing	United States Navy
Sept. 30	Colon	Panama Railroad Steamship Line	Sept. 30	Santa Marta	United Fruit Co.
Sept. 30	Caribbean	Cartagena	Sept. 30	Cartago	Panama Railroad Steamship Line
Oct. 2	Oranian	Leyland Line	Oct. 1	Panama	New York via Haiti
			Oct. 2	Haiti	Puerto Colombia

PORT OF BALBOA					
Date	Vessel	From	Date	Vessel	To
Sept. 30	Wallingford	Antofagasta	Sept. 26	Annette Rolph	Rolph Mail Steamship Co.
Sept. 30	Balcaeta v	Valparaiso	Oct. 2	Wallingford	General Steamship Corp. (S. B.)

\*ARRIVALS.

\*DEPARTURES.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

\* Other than ships passing through the Canal.

\* Motor ship.

\* Transport.

7 Tug.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Cristobal for Week Ending October 2, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Lake Copley.....	United States Shipping Board.....		September 26.		15
Acajutla.....	Pacific Steam Navigation Co.....		September 26.		755
Columbia.....	N. O. and S. A. Steamship Line.....	September 26.	September 26.	(*)	15
Calamares.....	United Fruit Co.....	September 26.	September 26.		80
Guatemala.....	Pacific Steam Navigation Co.....	September 26.		1,728	
Manavi.....	Pacific Steam Navigation Co.....		September 27.		638
Allianca.....	Panama Railroad Steamship Line.....		September 27.		286
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....		September 27.		1,025
* Cantigny.....	United States Government.....	September 26.	September 29.	154	13
Pastores.....	United Fruit Co.....	September 27.	September 28.	1,319	1½
Huaseo.....	Chilean Steamship Co.....		September 28.		706
Haiti.....	French Line.....	September 28.		219	
Cartago.....	United Fruit Co.....	September 28.	September 30.	607	223
* Santa Leonora.....	United States Government.....	September 28.		1,245	
Newport.....	Pacific Mail Steamship Line.....	September 29.	September 29.	741	
Santa Marta.....	United Fruit Co.....	September 29.	September 30.	5	51
Helder.....	Royal Netherlands Steamship Co.....	September 29.	September 30.	263	(*)
Colon.....	Panama Railroad Steamship Line.....	September 30.		1,800	
Caribbean.....	Panama Railroad Cattle Industry.....	September 30.		310	
Cauca.....	Pacific Steam Navigation Co.....		October 1.		552
Panama.....	Panama Railroad Steamship Line.....		October 1.		2,183
Ucayali.....	Peruvian Line.....	October 1.		2,336	
Jamaica.....	Pacific Steam Navigation Co.....	October 1.		602½	
Victoria.....	Pacific Steam Navigation Co.....	October 2.		254	
Oranian.....	Leyland Line.....	October 2.		1,115	

\* U. S. Army transport.

\* No cargo discharged.

\* No cargo laded.

**Naval Seaplane Flight to Kingston.**

In addition to the aeroplane flight to Washington, D. C., mentioned on page 93 of this issue, 2 naval seaplanes, type *F-5-L*, No. 4295, with Lieutenant Wynne as pilot, and Ensign Lucas as assistant pilot, and No. 4294 with Lieutenant Connell as pilot, and Ensign Dyer as assistant pilot, left at 7.20 this morning for Kingston, Jamaica. The 2 naval planes expect to return to the Isthmus Friday. Kingston is 551 nautical miles from Cristobal.

**Dinner Dance at the Aspinwall.**

A dinner dance will be given by the management of the Hotel Aspinwall, Taboga Island, on Saturday night, October 9. Coffee and cake and lemonade will be served to the dancers for 25 cents.

The tug *Coco Solo* will make an extra trip for the benefit of those who may desire to return home the same night, leaving Taboga at 11 p. m. Desirable rooms are, however, available for week-end visitors. The regular launch will leave Balboa at 5 p. m. on Saturday instead of 4.30, on account of the dance.

**Seeking an Accessible Place with Cool Weather for Vacations.**

In an effort to make it possible for the Canal employees and their families to secure a change of climate from the monotonous warmth of the Canal Zone at a minimum expense, the Governor has appointed a committee to investigate and report upon the possibility of establishing a camp or other form of recreational resort at some relatively accessible place of high altitude, presumably in Chiriqui Province of Panama or Costa Rica.

The committee consists of the Chief Health Officer, chairman; the Chief Quartermaster, the Marine Superintendent, and the Director of Physical Education and Play. They have been authorized to call on departments and divisions of the Canal organization for assistance in their investigations, and will welcome suggestions from individuals, either in or out of the organization.

The climate of the Canal Zone is enervating after prolonged residence, due to the humidity and lack of variation in temperature and an occasional change to cooler weather is advisable for the preservation of the health and energy of people whose normal habitat is in the temperate zone. The time and expense involved in voyages to the temperate zone have made it very difficult for many of the people connected with the Canal to secure the needed changes of climate, and the work of the committee will be an effort to conserve the health and efficiency 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Apprentice draftsman (male and female); \$700 to \$1,000 a year; form 304; age, 16 but not 21 years; three vacancies exist in the Hydrographic Office, Navy Department, Washington, D. C.; November 2, 1920.<sup>1</sup>

Assistant enameled metal technician (male and female); \$1,000 to \$1,500 a year; form 1312; age, 21 years and over; a vacancy exists in the Bureau of Standards, Department of Commerce, Washington, D. C.; October 26, 1920.<sup>1</sup>

Assistant oil chemist (male and female); \$1,400 to \$1,800 a year; form 1312; age, 20 but not 45 years; a vacancy exists in the Bureau of Commerce, Washington, D. C.; October 26, 1920.<sup>1</sup>

Chemist; \$3,000 to \$5,000 a year; associate chemist, \$2,000 to \$3,000 a year (male and female); form 2118; age, within reasonable limits; vacancies exist in the Chemical Warfare Service, Edgewood Arsenal, Edgewood, Md.; November 9, 1920.<sup>1</sup>

Coal mining engineer, \$4,000 to \$4,800 a year; associate coal mining engineer, \$3,000 to \$4,000 a year; assistant coal mining engineer, \$2,000 to \$3,000 a year; junior coal mining engineer, \$1,500 to \$2,000 a year (male and female); form 2118; age, under 45 years; vacancies exist in the Bureau of Mines, Department of the Interior, for service in the field; October 26, 1920.<sup>1</sup>

Domestic science teacher, Indian Service (male and female); \$720 to \$840 a year; form 1312; age, 22 but not 50 years; vacancies exist in the Indian Service; October 20, November 17, and December 15, 1920.<sup>1</sup>

Lay inspector (male and female); \$1,080 a year and higher; form 304; age, 21 but not 45 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture; November 3, 1920.<sup>1</sup>

Reconstruction assistant (a) Physiotherapy; (b) occupational therapy (male and female); \$600 to \$900 a year with quarters, subsistence, and laundry; form 304, age, 21 years and over; vacancies exist in the Public Health Service throughout the United States; February 1, 1921.<sup>1</sup>

Veterinarian (male and female); \$1,500 a year and higher; form 1312; age, 21 but not 45 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture; November 3, 1920.

<sup>1</sup> 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 day.

<sup>2</sup> 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 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.
Thomas Francis.....	52077	Antigua.....	Colon.....	Panama Railroad.....	Sept. 19, 1920.
Carlos Zapata.....	23234	Panama.....	Panama.....	Panama Railroad.....	Sept. 20, 1920.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

## Official Circulars.

### Authority to Sign Foremen's Orders.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., September 28, 1920.  
CIRCULAR NO. 261:

To all concerned—It has been called to my attention that the authority of certain employees to sign foremen's orders was not canceled until several months after they were separated from the service.

In the future the authority of an employee to sign foreman's orders will be canceled immediately when his duties no longer require him to draw property or material.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

### Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 1, 1920.  
CIRCULAR NO. 262:

Effective October 1, 1920, Mr. Joel M. Pratt is designated an accountable official of The Panama Canal, vice Mr. John G. Claybourn, and as such will account for all non-expendable property in use by the Dredging Division.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

### Assignment of Teachers.

THE PANAMA CANAL,  
DIVISION OF SCHOOLS,  
BALBOA HEIGHTS, C. Z., October 1, 1920.

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—B. L. Boss, principal, science; Olga J. Frost, Spanish, French; Myrtis M. Gallup, English; Alberta R. Crespi, mathematics; Charmian E. Simpson, English, Latin; Hattie B. Paul, Spanish, history; Hazel C. Jarvis, science; Edna Baer, commercial; Wallace Lee, manual training and mechanical drawing; Loa Foster, household arts.

Balboa grade school—May L. Smith, principal; R. Cora Armistead, grade 8; Agnes R. O'Connor, grade 7; Mabel J. Barnhouse, grade 7; Estelle Feldman, grade 7; Isabel C. Sanger, grade 6; Claribel Peters, grade 6; Mary L. Adams, grade 5; Luella Mountain, grade 5; Belmina A. Gunhus, grade 5; Alma E. Smith, grade 4; Georgia M. Thomas, grade 4; Dove L. Prather, grade 4; Martha J. Hamilton, grade 3; Maude F. Patten, grade 3; Adah Prothero, grades 3 and 4; Mabel Wellings, grade 2; Edith W. Montgomery, grade 2; Bessie Donagho, grade 2; Marguerite Harshaw, grades 1 and 2; Francis M. Carlisle, grade 1; Katherine Doonan, grade 1; Nelle M. Shea, grade 1.

Pedro Miguel grade school—Emma M. Cobban, principal, grades 6 and 7; Agnes Humphreys,

grades 4 and 5; (not yet reported), grades 2 and 3; Frances Bruner, grade 1.

Music—(Not yet reported), supervisor, Ancon. Apprentice school—Frank H. Baker, instructor, Balboa.

Line teachers—Shirley C. Dorsey, grades 1 to 4; Ida O. Erickson, grades 5 to 8.

Physical education—Archibald J. Scott, Director (in organization of Bureau of Clubs and Playgrounds.)

Cristobal high and grade school—(Not yet reported), principal, mathematics; J. Isabella Dodds, history, Latin, etc.; Hattie L. Hornbeak, English, history; Ricardo Villafranca, Spanish; Helen C. Hickok, household arts; Henry C. Bacon, manual training and mechanical drawing; Beatrice Chapman, grade 8; Inez W. Reichel, grade 7; Hannah E. McClellan, grade 6; Teresa J. Donovan, grade 5; Grace E. Homes, grade 5; Ruth E. Jennison, grade 4; Beatrice Faulkner, grade 4; Florence Berthold, grade 3; Grace G. Shrader, grade 3; Elizabeth S. North, grades 2 and 3; Edith M. McCarthy, grade 2; Glow Williams, grade 2; Gladys Holbrook, grade 1; Bertha E. Jones, grade 1; M. St. Clair Nisbet, grade 1.

Ancon grade school—Grace E. McCray, principal, grade 1; Ruth Porter, grade 8; Alice M. Shea, grade 7; Susie P. Core, grade 6; Minnie O. Russell, grade 5; Muriel K. Neal, grade 5; Marion O. Wikoff, grade 4; Louise Powers, grade 3; Marie L. Mongin, grades 2 and 3; Besse Hartley, grade 2; S. Maye Henry, grade 1.

Gatun grade school—Ida B. Potts, principal, grades 7 and 8; Anna M. Weishaar, grades 5 and 6; Annie E. Stone, grades 3 and 4; (not yet reported), grades 2 and 3; Martha Donovan, grade 1.

Spanish in grades—Ricardo Villafranca, Atlantic side; Josefina Alderete, Pacific side.

Penmanship—Frances E. B. Smith, supervisor, Balboa.

Assistants to superintendent—F. X. Karrer, grades 6 to 12, and colored schools; Alice Alexander, grades 1 to 5.

Train attendants—Mrs. Eula J. Ewing, Balboa-Pedro Miguel; Mrs. C. K. Ferguson, Cristobal-Colon.

A. R. LANG,  
Superintendent of Schools.

Approved:

C. A. McILVAINE,  
Executive Secretary.

### Additions to Commissary Stock.

#### Boot and Shoe Section.

Shoes, growing girls' lace boots, patent leather, dull top, sizes 2½ to 6, pr. . . . .	\$10.10
Shoes, men's Oxfords, canvas, white, "Keds," widths C and D, sizes 6 to 11, pr. . . . .	4.10
Shoes, men's, canvas, Bals, white, "Keds," widths C and D, sizes 6 to 11, pr. . . . .	4.10
Shoes, women's, patent leather pump, turn sole, Louis heel, pr. . . . .	11.05
Shoes, women's, dull calf pump, turn sole, Louis heel, pr. . . . .	10.70
Shoes, women's, white Reignskin, turn sole, Louis heel, pr. . . . .	7.50
Lifts, shoe, Jap metal, ea. . . . .	.02
Hooks, button, ea. . . . .	.29

## COMMISSARY NOTE.

### Chinaware.

The following information has just been received from the manufacturers of a brand of American chinaware which explains the delay in filling commissary orders:

"We find that the extreme shortage of white ware has prevented us from putting these orders in work thus far, but we are doing the very best we can, and while it is impossible to give you any approximate shipping date at this writing, yet we are following up the matter as closely as possible and will forward the goods just as quickly as we have the white ware available for decorating."

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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 XIV. Balboa Heights, C. Z., October 13, 1920. No. 9.

## Diesel Oil for Sale at Atlantic Terminus.

One of the 55,000-barrel oil tanks previously used by The Panama Canal for the storage of crude fuel oil at the Atlantic terminus has been emptied of fuel oil and will be devoted to the storage of Diesel oil for sale to shipping. A supply of 50,000 barrels of Diesel oil will be available for sale there approximately October 15, at \$4.50 per barrel. Sales will be made under the restrictions now in force on all sales of fuel to ships, which allow to each vessel only the quantity to enable her to reach the next bunkering station, without, however, diverting from regular routing; or in the case of ships bound for the west coast and returning, enough to make the voyage there and back to the Canal, when no bunkers are available at the west coast ports.

Heretofore the sale of Diesel oil at the Canal has been confined to Balboa, the Pacific terminus, except as occasionally a supply for a ship would be transported to Cristobal in tank cars.

## Canal Traffic in September.

The Canal traffic for September, 1920, is shown as classified in the following tabulation. As stated in last week's issue, the traffic in September established new high records in aggregate net tonnage, Panama Canal measurement, of the commercial ships making the transit, and in tolls earned:

### PACIFIC TO ATLANTIC.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
20	American...	77,705	48,163	57,890	90,219	W. coast S. America...	E. coast U. S.
3	British.....	17,202	10,637	12,983	10,254	W. coast S. America...	E. coast U. S.
2	Norwegian...	9,872	7,214	7,996	14,534	W. coast S. America...	E. coast U. S.
1	Danish.....	3,766	2,302	3,558	6,496	W. coast S. America...	E. coast U. S.
26	.....	108,545	68,316	82,427	121,503	W. coast S. America...	E. coast U. S.
8	British.....	9,969	5,325	6,949	2,592	W. coast S. America...	Cristobal.
3	American...	4,708	2,808	3,050	5,882	W. coast S. America...	Cristobal.
3	Chilean.....	10,165	6,160	8,827	1,134	W. coast S. America...	Cristobal.
1	German.....	7,123	4,449	6,815	7,900	W. coast S. America...	Cristobal.
1	Peruvian...	4,744	2,073	2,951	3,233	W. coast S. America...	Cristobal.
16	.....	36,714	20,815	28,592	20,741	W. coast S. America...	Cristobal.
8	British.....	52,092	32,607	41,929	41,252	W. coast S. America...	Europe.
2	Dutch.....	6,428	3,961	6,719	9,285	W. coast S. America...	Europe.
2	Italian.....	10,035	6,010	7,193	7,846	W. coast S. America...	Europe.
1	Danish.....	4,123	2,584	3,018	5,050	W. coast S. America...	Europe.
13	.....	72,678	45,162	58,859	63,433	W. coast S. America...	Europe.
10	American...	53,765	35,105	41,023	59,781	U. S. coastwise.	
1	.....	6,499	4,052	4,573		U. S. coastwise.	
11	.....	60,264	39,157	45,596	59,781	U. S. coastwise.	
4	Japanese...	28,443	18,280	21,149	25,772	Far East.....	E. coast U. S.
3	American...	21,272	14,516	16,440	24,603	Far East.....	E. coast U. S.
1	British.....	8,611	5,370	6,725	9,300	Far East.....	E. coast U. S.
8	.....	58,326	38,166	44,314	59,675	Far East.....	E. coast U. S.

## PACIFIC TO ATLANTIC—Continued.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
6	American...	35,089	23,395	29,444	38,863	W. coast U. S. ....	Europe.
1	British....	7,352	4,607	5,563	9,500	W. coast U. S. ....	Europe.
1	Norwegian..	4,894	3,054	3,886	3,000	W. coast U. S. ....	Europe.
8	.....	47,335	31,056	38,893	51,363	W. coast U. S. ....	Europe.
6	British....	47,829	31,778	41,555	41,327	Australia and N. Z'land.	Europe.
3	American...	19,228	12,013	14,605	.....	W. coast S. America...	Mexico.
2	British....	10,678	6,744	7,659	.....	W. coast S. America...	Mexico.
1	Norwegian..	7,022	4,438	5,093	.....	W. coast S. America...	Mexico.
6	.....	36,928	23,195	27,357	.....	W. coast S. America...	Mexico.
4	British....	38,574	25,413	28,355	19,991	Australia and N. Z'land	E. coast U. S.
1	American...	6,035	4,476	4,944	8,105	Australia and N. Z'land	E. coast U. S.
5	.....	44,609	29,889	33,299	28,096	Australia and N. Z'land	E. coast U. S.
2	American...	11,821	7,339	9,612	13,717	W. coast Canada .....	Europe.
2	British....	9,474	6,127	7,603	13,165	W. coast Canada .....	Europe.
4	.....	21,295	13,466	17,215	26,882	W. coast Canada .....	Europe.
4	American...	10,336	6,445	7,817	2,046	W. coast U. S. ....	Cristobal.
2	American...	14,330	9,720	11,127	20,004	Philippines.....	E. coast U. S.
1	British....	4,439	2,740	4,367	6,533	Philippines.....	E. coast U. S.
3	.....	18,769	12,460	15,494	26,537	Philippines.....	E. coast U. S.
2	American...	14,331	8,845	10,654	.....	W. coast U. S. ....	Mexico.
2	British....	11,860	7,322	8,905	16,980	W. coast S. America...	Egypt.
2	American...	9,092	6,459	7,163	11,891	Hawaiian Islands.....	E. coast U. S.
1	British....	5,265	3,223	4,082	6,323	W. coast U. S. ....	South Africa.
1	American...	3,133	1,902	2,133	1,911	W. coast U. S. ....	South Africa.
2	.....	8,398	5,125	6,215	8,234	W. coast U. S. ....	South Africa.
1	Spanish....	3,361	2,174	2,467	4,000	W. coast S. America...	West Indies.
1	British....	444	8	115	.....	W. coast S. America...	West Indies.
2	.....	3,805	2,182	2,582	4,000	W. coast S. America...	West Indies.
2	Panamanian	362	362	362	362	Balboa.....	Cristobal.
1	American...	8,208	6,184	6,525	.....	Balboa.....	Mexico.
1	American...	7,225	4,464	5,324	5,567	W. coast Mexico.....	E. coast U. S.
1	Danish....	6,637	4,236	5,318	8,200	Far East.....	Europe.
1	American...	5,687	3,450	5,448	6,000	W. coast Canada.....	E. coast U. S.
1	British....	2,629	1,202	1,108	.....	W. coast Mexico.....	Trinidad.
1	American...	2,293	1,367	1,500	2,799	W. coast S. America...	Cuba.
1	American...	2,124	1,668	1,729	.....	Balboa.....	E. coast Cen. Am.
1	Costa Rican	158	93	185	285	W. coast Cen. America.	Cristobal.
130	.....	646,437	412,861	504,436	565,340		

In addition to the above vessels the British cruiser *Renown*, with a displacement tonnage of 31,559 made the transit northbound during the month.

## ATLANTIC TO PACIFIC.

11	American...	45,869	28,007	36,156	31,446	E. coast U. S. ....	W. coast S. America.
2	Danish....	9,075	5,717	8,449	13,271	E. coast U. S. ....	W. coast S. America.
1	Chilean....	9,261	2,981	3,442	3,734	E. coast U. S. ....	W. coast S. America.
1	British....	8,489	5,134	6,089	2,713	E. coast U. S. ....	W. coast S. America.
1	French....	5,607	3,422	4,156	Ballast...	E. coast U. S. ....	W. coast S. America.
1	Spanish....	3,945	2,470	3,090	5,500	E. coast U. S. ....	W. coast S. America.
1	Japanese...	3,857	2,364	3,033	4,740	E. coast U. S. ....	W. coast S. America.
18	.....	88,103	50,095	64,415	61,404	E. coast U. S. ....	W. coast S. America.]

ATLANTIC TO PACIFIC—Continued.

No. ships.	Registry.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons cargo.	From—	To—
6	British . . . . .	29,902	17,873	22,260	15,515	Europe . . . . .	W. coast S. America.
5	Spanish . . . . .	19,445	12,092	13,941	Ballast . . .	Europe . . . . .	W. coast S. America.
2	Norwegian . . . . .	11,387	7,216	8,976	700	Europe . . . . .	W. coast S. America.
1	French . . . . .	5,765	3,681	4,146	900	Europe . . . . .	W. coast S. America.
1	Italian . . . . .	5,371	2,933	3,530	900	Europe . . . . .	W. coast S. America.
1	German . . . . .	4,630	2,861	3,640	Ballast . . .	Europe . . . . .	W. coast S. America.
1	Dutch . . . . .	3,623	2,229	3,807	3,050	Europe . . . . .	W. coast S. America.
17	.....	80,123	48,885	60,390	21,065	Europe . . . . .	W. coast S. America.
4	American . . . . .	25,605	16,530	21,754	33,656	E. coast U. S. . . . .	Far East.
7	Japanese . . . . .	42,965	26,721	32,015	34,092	E. coast U. S. . . . .	Far East.
3	British . . . . .	21,480	14,092	15,532	24,573	E. coast U. S. . . . .	Far East.
1	Chinese . . . . .	6,026	3,871	4,432	4,500	E. coast U. S. . . . .	Far East.
15	.....	96,076	61,214	73,733	96,821	E. coast U. S. . . . .	Far East.
8	British . . . . .	58,350	36,571	48,644	5,800	Europe . . . . .	W. coast U. S.
2	American . . . . .	8,249	5,925	7,232	1,000	Europe . . . . .	W. coast U. S.
1	Dutch . . . . .	7,651	4,796	6,068	50	Europe . . . . .	W. coast U. S.
1	Danish . . . . .	6,919	5,223	5,658	600	Europe . . . . .	W. coast U. S.
1	Norwegian . . . . .	4,747	2,963	3,374	Ballast . . .	Europe . . . . .	W. coast U. S.
1	French . . . . .	2,188	1,904	1,968	Ballast . . .	Europe . . . . .	W. coast U. S.
14	.....	88,104	57,382	72,944	7,450	Europe . . . . .	W. coast U. S.
7	British . . . . .	8,854	4,938	6,525	5,427	Cristobal . . . . .	W. coast S. America.
3	Chilean . . . . .	10,165	6,160	8,827	1,773	Cristobal . . . . .	W. coast S. America.
2	Peruvian . . . . .	8,049	4,187	5,356	2,991	Cristobal . . . . .	W. coast S. America.
2	American . . . . .	1,230	744	700	360	Cristobal . . . . .	W. coast S. America.
14	.....	28,298	16,029	21,408	10,551	Cristobal . . . . .	W. coast S. America.
12	American . . . . .	56,573	36,207	44,651	50,450	U. S. coastwise.	
6	American . . . . .	39,502	25,398	30,935	42,081	Mexico . . . . .	W. coast S. America.
2	Norwegian . . . . .	13,948	8,840	10,194	19,400	Mexico . . . . .	W. coast S. America.
1	British . . . . .	6,533	4,178	4,971	9,000	Mexico . . . . .	W. coast S. America.
9	.....	59,983	38,416	46,100	70,481	Mexico . . . . .	W. coast S. America.
5	British . . . . .	45,674	30,206	37,671	35,768	Europe . . . . .	Australia & N. Z'land
3	American . . . . .	16,472	9,305	10,569	12,025	E. coast U. S. . . . .	Balboa, C. Z.
3	British . . . . .	24,021	15,326	21,257	25,819	E. coast U. S. . . . .	Australia & N. Z'land
3	American . . . . .	7,693	4,791	5,654	8,331	Cristobal . . . . .	W. coast U. S.
1	Dutch . . . . .	7,655	4,799	6,066	20	Europe . . . . .	W. coast Canada.
1	British . . . . .	5,704	3,531	4,999	Ballast . . .	Europe . . . . .	W. coast Canada.
2	.....	13,359	8,330	11,065	20	Europe . . . . .	W. coast Canada.
2	American . . . . .	7,972	5,078	6,518	10,933	E. coast U. S. . . . .	W. coast Canada.
1	American . . . . .	8,597	5,277	6,254	10,000	Mexico . . . . .	W. coast U. S.
1	American . . . . .	8,208	6,184	6,525	1,052	Mexico . . . . .	Balboa, C. Z.
1	British . . . . .	7,994	4,911	5,309	6,109	Canada . . . . .	Australia & N. Z'land
1	American . . . . .	4,839	2,978	4,034	6,503	E. coast S. America . . . . .	W. coast U. S.
1	American . . . . .	4,375	2,727	3,812	6,568	E. coast U. S. . . . .	Philippine Islands.
1	American . . . . .	2,286	1,393	1,927	2,867	Cuba . . . . .	W. coast Canada.
1	Costa Rican . . . . .	265	194	185	Ballast . . .	Cristobal . . . . .	W. coast Cen. Am.
1	Panamanian . . . . .	18	18	18	Ballast . . .	Cristobal . . . . .	Balboa, C. Z.
125	.....	647,033	404,946	504,349	442,217		

Excursion to Pearl Islands.

The Supply Department announces its intention of conducting an excursion to the Pearl Islands, from Balboa, via Taboga, on Sunday, October 24, using the steamship *Favorite*. Tickets will be sold for \$5 each, through the Canal restaurants. Details will be published later.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, October 9, 1920.

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		Panama Canal tonnage	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Nature	Tons	Gross	Net
Yonier.....	2	16 30	3	6 20	3	14 09	4	18 50	Belgian	Lloyd Royal Belge.	400.0	52.2	24.1	Newport News	Valparaiso	Coal and general.	5,700	5,746	4,049
Consuelo.....	9-28	6 20	3	0 30	3	14 48	3	15 30	Spanish	Ricardo Ortiz	342.0	46.0	12.0	Tenerife	Caleta Buena.	Ballast.	5,000	3,879	2,868
Alpha Brea.....	2	13 18	3	0 30	3	16 31	3	16 23	Canadian	International Petroleum Co.	350.0	48.0	25.6	Tamopo.	Plisagua.	Fuel oil.	5,000	4,437	2,688
Winston Salem.....	2	21 34	3	6 32	3	16 31	3	17 40	American	Barber Steamship Co. (S. B.)	395.0	55.1	26.9	Newport News	Cavite, P. I.	Coal.	8,082	7,316	5,241
Cristobal.....	2	16 30	3	6 40	3	16 05	3	16 37	American	American Metal Transp. (S. B.)	401.0	54.2	27.0	Norfolk.	Valparaiso.	Coal.	8,538	6,932	5,100
Victoria.....	2	6 53	3	9 45	3	16 50	3	18 15	British	Pacific Steam Navigation Co.	402.4	52.3	22.8	Liverpool.	Iniquique.	General.	2,800	6,887	4,575
Guatemala.....	9-26	18 45	3	11 15	3	18 24	3	19 50	British	Pacific Steam Navigation Co.	359.3	43.1	18.6	Cristobal.	Tumaco.	General.	1,686	4,210	2,744
Jamaica.....	1	21 20	3	6 07	5	13 39	5	15 52	British	Pacific Steam Navigation Co.	220.0	34.0	13.6	Cristobal.	San Francisco.	General.	948	1,137	622
Newport.....	9-29	14 31	3	6 15	5	13 17	5	16 25	American	Prince Line Limited.	326.0	38.2	17.3	Cristobal.	Hongkong.	General.	2,076	3,173	2,163
Gaelic Prince.....	4	20 17	3	6 37	5	14 25	5	15 15	British	Prince Line Limited.	449.5	57.0	26.0	New York.	San Pedro.	General.	4,000	6,459	6,658
China.....	5	8 03	5	8 15	5	15 17	5	16 17	American	Pacific Mail Steamship Co.	403.0	52.3	22.0	Sabine.	San Francisco.	Sulphur.	4,000	3,859	4,947
Point Bonita.....	5	15 20	6	6 24	6	12 55	6	17 35	American	Pacific Mail Steamship Co.	289.0	44.0	19.1	Baltimore.	San Francisco.	General.	2,787	2,805	1,993
Havden.....	6	6 17	6	7 42	6	15 35	6	16 35	American	E. C. Evans & Sons (S. B.)	402.5	53.0	12.6	Lisbon.	San Pedro.	Ballast.	6,064	4,762	3,372
Republic.....	6	2 20	6	9 22	6	18 04	6	19 25	American	Chile Steamship Co.	345.1	49.1	22.6	Baltimore.	Valparaiso.	General.	5,316	4,623	3,372
Apple Branch.....	6	9 05	6	12 05	6	18 48	6	20 07	British	Gulf Line, Limited.	370.0	51.7	23.3	London.	Valparaiso.	General.	5,175	5,112	3,511
Rosana.....	5	18 13	7	6 00	7	14 10	8	0 08	Costa Rican	Alberto Ball.	112.0	25.0	7.0	Cristobal.	Buenaventura.	Ballast.	8,000	7,338	5,555
Barana.....	9-30	4 00	7	6 10	7	14 26	7	16 44	American	Peruvian Line.	399.7	56.2	26.6	Baltimore.	Yokohama.	Steel.	1,643	4,466	2,405
Uraysa.....	1	14 52	7	6 15	7	13 07	7	15 25	Peruvian	Peruvian Line.	374.0	46.0	19.9	Cristobal.	Dalcaeno.	General.	7,577	8,293	5,313
Woodarra.....	6	20 12	7	0 16	7	14 25	7	15 25	British	British India Steam Nav. Co.	449.0	58.0	27.1	LONDON.	Yokohama.	Fuel oil.	9,200	7,053	5,927
Lo Habra.....	6	23 10	7	0 48	7	15 26	7	17 40	Norwegian	W. Wilhelmsen.	424.8	57.0	26.0	Tampico.	Nelbourne.	General, case oil.	7,000	6,580	4,827
Nokabay.....	9-24	7 49	7	10 03	7	19 58	7	19 58	American	U. S. & Australasia Line (S. B.)	402.8	53.0	23.0	New York.	Valparaiso.	General.	4,077	9,089	6,215
Ebro.....	7	6 53	7	13 15	7	20 42	7	22 43	British	Pacific Steam Navigation Co.	450.0	58.0	24.0	New York.	Valparaiso.	Coal.	4,077	9,089	6,215
Royetan Maru.....	7	15 46	8	6 20	8	13 50	8	14 58	Japanese	Mitsui & Co.	407.3	51.0	26.11	Newport News	Antofagasta.	Coal.	1,167	6,755	4,889
West Islip.....	8	3 20	8	6 53	8	14 24	9	21 53	American	Strudlers & Dixon (S. B.)	409.8	54.2	20.0	Boston.	Tacoma.	General.	24	130	69
Laura C. Hall.....	4	19 50	8	7 05	8	15 06	9	10 59	British	Pacific Metals Corporation.	81.0	25.6	8.0	Cristobal.	Buenaventura.	General.	7,718	6,242	4,471
Eastern Cloud.....	8	6 45	8	7 20	8	15 19	9	12 45	American	Barber Steamship Co. (S. B.)	385.0	51.2	28.0	Philadelphia.	Shanghai.	General, steel.	2,500	6,755	4,874
West Yappa.....	8	19 25	8	8 08	8	15 45	9	16 31	American	Frank Waterhouse & Co. (S. B.)	410.5	54.2	19.6	New York.	Shanghai.	General.	2,500	6,755	4,874
Aspinct.....	9	1 20	9	9 55	9	17 55	9	18 45	British	Standard Transportation Co.	389.5	52.1	25.0	Philadelphia.	Darien.	Oil.	6,800	5,287	3,837
S. C. No. 284.....	.....	.....	8	9 28	8	14 58	.....	.....	American	United States Navy	.....	.....	.....	Coco Solo.	Balboa.	.....	.....	.....	.....

\* Power schooner.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Niceto de Lar-rinaza.....	2	15 30	3	6 32	3	14 33	3	14 33	British	Miguel de Larrinaga Co.	439.8	56.0	25.6	Portland.	Barry.	Wheat.	8,769	7,188	5,563
Trecarrell.....	3	5 00	3	8 02	3	15 50	3	17 40	British	Hain Steamship Co.	400.5	52.3	23.6	Tonquilla.	Alexandria.	Nitrates.	7,622	5,790	4,067
Treantle.....	3	6 00	3	8 29	3	17 00	3	19 45	British	E. Hain & Co.	400.2	52.1	23.6	Valparaiso.	Azores 4.	Nitrates.	6,621	6,035	4,610
Saota.....	9-23	16 44	3	10 39	3	16 22	.....	.....	American	United States Navy	155.0	30.0	.....	Balboa	Cristobal	.....	.....	.....	.....
S. C. No. 284.....	9-15	16 10	3	13 50	3	18 40	.....	.....	American	United States Navy	.....	.....	.....	Balboa	Cristobal	.....	.....	.....	.....
Laura C. Hall.....	4	3 00	4	11 10	4	19 30	4	7 05	British	Pacific Metals Corporation	81.0	25.6	10.0	Buenaventura.	Cristobal	Coal and general.	51	130	69
Pacific.....	3	20 00	3	12 07	4	19 35	5	6 40	Swedish	Johnson Line	360.0	51.6	24.0	San Francisco.	Christiansburg.	.....	5,560	5,360	4,089

\* Tug.

\* Motor schooner.

\* For orders.

Salvador	4 12.10	4 13.58	4 20.38	11	6.15	British	Pacific Steam Navigation Co.	215.0	36.5	14.3	Champerico.	General	538	1,213	692	
Look City	4 8.00	4 11.18	5 14.08	5 14.08	5 14.08	American	W. C. Hyler	30.2	8.4	8.4	Taboga Island	Cristobal			7	
Mariposa	9-23 1.00	5 6.42	5 15.10	5 15.10	5 15.10	Norwegian	W. Wilhomsen	423.5	57.0	16.0	Tocopilla	General			6,996	5,109
Westboro	9-23 20.40	5 6.55	5 15.10	5 15.10	5 15.10	American	Sudden & Christenson (S. B.)	409.3	54.2	23.1	Portland	Ballast			7,013	6,617
Fredrick Luckenbach	4 17.50	5 6.58	5 15.50	5 16.25	5 16.25	American	Loekembach Steamship Co.	317.5	50.2	22.0	San Francisco	General			3,000	2,981
Otarua	5 7.30	5 9.26	5 16.55	5 17.32	5 17.32	British	New Zealand Shipping Co.	454.0	56.0	23.0	New Plymouth	Frozen, general			3,400	7,981
Rosana	5 2.00	5 19.52	5 18.13	7 6.00	6.00	Costa Rican	Alberto Fat	107.7	10.7	8.0	Punareguas	Lumber, etc.	(*)		256	135
Poplar Branch	6 1.00	6 8.03	6 15.35	6 17.45	6 17.45	British	Nautilus Steam Shipping Co.	396.2	56.2	24.0	Liverpool	Nitrates, general			7,392	6,640
St. Alban	6 3.00	6 8.18	6 14.38	6 17.15	6 17.15	British	British Government	135.0	29.1	12.0	Arica	United King.			443	108
Santa Olivia	6 7.45	6 8.37	6 17.15	6 23.55	6 23.55	American	Atlantic & Pacific Steamship Co.	404.6	53.7	23.6	Valparaiso	New York	(†)		8,750	6,736
Essequibo	6 11.00	6 12.34	6 18.50	6 12.25	6 12.25	British	Royal Mail Steam Packet Co.	419.4	57.8	23.0	Valparaiso	New York			1,376	9,037
Achilles	9-21 13.49	7 7.48	7 14.17	7 14.17	7 14.17	American	Panama Railroad Steamship Line	536.0	65.0		Norfolk	Ballast			11,519	7,008
Lake Fansdale	6 19.10	7 8.15	7 16.50	9 10.22	10.22	American	Galathan Atkinson Co. (S. B.)	251.0	43.6	23.0	Talca	New York			3,590	2,856
Galdamas	7 3.30	7 13.28	7 17.30	8 13.14	13.14	Spanish	Cia. Auxiliar Maritime	331.9	46.1	20.0	Iquique	Nitrates			4,114	3,636
Lampoo	7 21.00	8 6.38	8 14.20	7 20.55	7 20.55	British	C. T. Bowring & Co.	435.3	55.8	18.0	Valparaiso	Ballast	(†)		7,488	5,242
Balboa	7 16.30	8 6.38	8 14.20	8 20.19	20.19	American	Colombian Maritime Co.	190.0	29.1	14.6	Buenaventura	Cristobal			5,000	741
Negach	8 9.20	8 9.26	8 16.30	8 16.30	8 16.30	French	Cosmos Line	410.9	53.3	22.0	Valparaiso	Nitrates			6,201	5,857
Saint Louis	8 7.25	8 8.40	8 16.30	9 15.20	15.20	German	French Transatlantic Line	398.1	53.3	22.0	Talcahuano	Ballast	(†)		5,000	4,166
Saint Thomas	8 13.05	8 6.43	9 13.17	9 13.17	9 13.17	British	British Government	134.0	29.0	13.6	Arica	Ballast	(†)		6,201	4,166
Crown of Ga-																
lons	8 16.35	9 6.53	9 14.10	9 16.08	16.08	British	T. & J. Harrison Line	400.5	52.0	26.0	Vancouver	General			6,000	5,714
Daybreak	9 6.15	9 8.20	9 16.00	9 19.20	19.20	British	Claymore Shipping Co. Ltd.	331.3	46.9	22.6	Liquique	Nitrates			4,712	3,688
Orbits	9 8.00	9 9.26	9 17.30	9 21.40	21.40	British	Pacific Steam Navigation Co.	550.3	67.3	29.0	Coronel	Nitrates			5,800	16,822
Berengar	8 13.05	9 11.50	10 12.20	9 42.00	42.00	German	Holland Line	399.2	53.7	23.0	Arica	United King.			6,000	5,000
Brookline	9 14.20	9 15.16	10 1.65	10 9.42	9.42	American	E. C. Evans & Sons (S. B.)	410.5	54.2	24.0	San Francisco	Barley			7,503	7,503

1 Launch. \* Collier. † Nitrate of soda and general. ‡ Coffee, hats and hides. § Nitrate of soda and hides. ¶ Nitrates, copper, borax, and hides. \*\* 152,400 kilos.

* ARRIVALS.												* DEPARTURES.											
PORT OF BALBOA.												PORT OF CRISTOBAL.											
Date.	Vessel.	Line.	Four—	Date.	Vessel.	Line.	For—																
Oct. 2	Lake Hector	United States Shipping Board	Cartagena	Oct. 3	Caribbean	Panama Railroad Cattle Industry	Cartagena.																
Oct. 3	Geo. W. Barnes	Pan-American Pet. and Transp. Co	Tampico	Oct. 3	St. Claude	British Government	Kings-ton.																
Oct. 3	Pastores	United Fruit Co.	Port Limon.	Oct. 3	St. Ebez	United Fruit Co.	Kings-ton.																
Oct. 3	Astroscho III	Astoria Mahogany Co.	Bahiafields.	Oct. 4	Pastores	Panama Railroad Steamship Line.	New York via Habana.																
Oct. 4	Van Kunselslaer	Royal Netherlands W. I. Mail Co.	Amsterdam.	Oct. 4	Colon	United States Army	Puerto Colombia.																
Oct. 4	Heredia	United Fruit Co.	New Orleans.	Oct. 4	Santa Leonora	Pan-American Pet. and Transp. Co.	New York via San Juan.																
Oct. 5	Ulua	United Fruit Co.	New Orleans via waypoints	Oct. 4	Lake Hector	Pan-American Pet. and Transp. Co.	New Orleans.																
Oct. 5	Metapan	United Fruit Co.	Cartagena.	Oct. 5	Geo. W. Barnes	Leyland Line	Tampico.																
Oct. 6	Metapan	Panama Railroad Cattle Industry.	Puerto Colombia.	Oct. 5	Ormanian	Royal Netherlands W. I. Mail Co.	Mobile.																
Oct. 7	Cristobal	Panama Railroad Steamship Line.	New York.	Oct. 5	Van Kunselslaer	United States Shipping Board	Cartagena.																
Oct. 9	Gen. G. W. Goethals.	Panama Railroad Steamship Line.		Oct. 6	Ulua	United Fruit Co.	New Orleans.																
				Oct. 6	Heredia	United Fruit Co.	Port Limon.																
				Oct. 7	Bonifan	United Fruit Co.	N. O. via Bocas & Habana.																
				Oct. 7	U. S. S. Falcon.	United States Navy	Cumana, Venezuela.																
				Oct. 8			High seas.																
PORT OF BALBOA.												PORT OF CRISTOBAL.											
None.				Oct. 3	Balrafa	Pacific Motor Ship Co.	Vancouver.																
				Oct. 3	U. S. S. Cleveland.	United States Navy	Guaymas.																

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmidnight. \* Other than ships passing through the Canal.

## Amendment to Tariff No. 4.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., October 6, 1920.

To all concerned—The following amendment is made to Panama Canal Tariff No. 4—Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal, effective October 8, 1920:

## ITEM 4—HANDLING LINES.

Effective October 8, 1920.

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. . . . . \$4.00

The foregoing will be included in Supplement No. 3 to Tariff No. 4, when this supplement is issued.

CHESTER HARDING,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended October 8:

Submarines *R-21* and *R-27*, periodical overhaul; steamship *Marne*, general repairs; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; motor ship *Maricopa*, engine repairs; steamships *Westboro*, engine repairs; *Achilles*, engine and hull repairs and repairs to bow where damaged while traversing Cut; motor ship *Balcatta*, minor light engine repairs; barges *Nos. 121* and *102*, for conversion into garbage scows; steamships *Nokatay*, installation of main feed pump; *Hayden*, repairs to main turbine and feed pump and miscellaneous engineer's department work; *Hodges*, general repairs; barge *No. 131*, general repairs.

The following vessels were at the Cristobal shops for repairs during the week ended October 11:

Steamships *General G. W. Goethals*, *Cristobal*, *Advance*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. S. *Eagle No. 47*, repair reduction gear and rebush planetary intermediate gears; steamships *Poe*, scrape and paint, repair rudder, stern bushing, etc.; *Balboa*, renew boiler tubes, repair winch brakes, injector, etc.; *Europa*, repair boiler and piping; *St. Joseph*, repair main engines and pumps; *Asmahco III*, repair main engine, ice machine, generator, engine, pumps, donkey boiler, etc.; U. S. S. *C-285*, overhaul main and auxiliary engines; U. S. S. *R-25*, repair and alter engine foundations; launch *Pequenii*, overhaul both engines; schooner *Arabia*, tug *Engineer*, steamship *Peru*, U. S. S. *Eagle No. 33*, steamship *Point Bonita*, U. S. S. *Eagle No. 7*, steamship *Westboro*, U. S. S. *Eagle No. 34*, steamship *Heredia*, motor schooner *Laura C. Hall*, tugs *St. Athan*, *St. Teath*, U. S. S. *Eagle No. 6*, steamship *Caribbean*, U. S. S. *Eagle No. 12*, steamship *Daybreak*, U. S. M. P. *Graham*, steamships *Lake Granby*, *Brookline*, *Haymie*, minor repairs.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Balboa for Week Ending October 9, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall. . . . .	Pacific Metals Corporation Ltd. . . . .	October 4. . . . .	October 4. . . . .	12	
Salvador. . . . .	Pacific Steam Navigation Co. . . . .	October 4. . . . .	October 4. . . . .	9	
Rosana. . . . .	Alberto Fain. . . . .	October 5. . . . .	October 5. . . . .	6	
Newport. . . . .	Pacific Mail Steamship Co. . . . .	October 5. . . . .	October 5. . . . .		4
Point Bonita. . . . .	Pacific Mail Steamship Co. . . . .	October 6. . . . .	October 6. . . . .	47	
Rosana. . . . .	Alberto Fain. . . . .	October 7. . . . .	October 7. . . . .		49
Balboa. . . . .	Colombian Maritime Co. . . . .	October 7. . . . .	October 8. . . . .	1	
Laura C. Hall. . . . .	Pacific Metals Corporation, Ltd. . . . .	October 8. . . . .	October 8. . . . .		27
Peru. . . . .	Pacific Steam Navigation Co. . . . .	October 9. . . . .		21	

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 9, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Guatemala.....	Pacific Steam Navigation Co.....		October 3.....		1,775
Haiti.....	French Line.....		October 3.....		507
Caribbean.....	Panama Railroad Cattle Industry.....		October 3.....		3 1/2
Pastores.....	United Fruit Co.....	October 3.....	October 3.....	100	3
Colon.....	Panama Railroad Steamship Line.....		October 4.....		135
Santa Leonora.....	United States Government.....		October 4.....		12
Jamaica.....	Pacific Steam Navigation Co.....		October 5.....		964
Newport.....	Pacific Mail Steamship Line.....		October 5.....		2,075
Oranian.....	Leyland Line.....		October 5.....		416
Geo. W. Barnes.....	Pan.-Amer. Pet. and Transp. Co.....	October 3.....	October 5.....	1,356	( <sup>1</sup> )
Van Rensselaer.....	Royal Netherlands Steamship Line.....	October 4.....	October 5.....	15	420
Pacific.....	Johnson Steamship Line.....	October 4.....	October 5.....	( <sup>2</sup> )	76
Laura C. Hall.....	Pacific Metals Corporation.....	October 4.....	October 8.....	51	24
Salvador.....	Pacific Steam Navigation Co.....	October 4.....	October 4.....	538	
Point Bonita.....	Pacific Mail Steamship Line.....	October 5.....	October 6.....	216	( <sup>3</sup> )
Ulua.....	United Fruit Co.....	October 5.....	October 6.....	850	1
Rosana.....	Alberto Falt.....	October 5.....	October 7.....	165 1/2	( <sup>3</sup> )
Heredia.....	United Fruit Co.....	October 5.....	October 7.....	716	311
Ebro.....	Pacific Steam Navigation Co.....	October 6.....	October 7.....	307	( <sup>3</sup> )
Ucayali.....	Peruvian Line.....		October 7.....		1,645
Caribbean.....	Panama Railroad Cattle Industry.....	October 7.....		310	
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....	October 9.....		2	
Cristobal.....	Panama Railroad Steamship Line.....	October 9.....		5,045	
Balboa.....	Colombian Maritime Co.....	October 8.....		613	

<sup>1</sup> U. S. Army transport.

<sup>2</sup> No cargo discharged.

<sup>3</sup> No cargo laded.

**Weather Conditions in September, 1920.**

The rainfall for the month was above normal over the Pacific slope and along the continental divide and below normal over the Atlantic slope. The rainfall at Pedro Miguel, Rio Grande, Culebra, Camacho, and Empire was the highest on record at these stations for the month of September, while at Trinidad and Brazos Brook it was the lowest. At Colon the September rainfall was the lowest since 1905. Totals ranged from 5.35 inches at the Cucherbo station in the Trinidad valley to 18.93 inches at Empire. The greatest amount of rainfall recorded on any one day was 4.93 inches, at Balboa on the 21st.

The estimated rainfall over the Gatun Lake watershed was 9.43 inches, compared with a 10-year mean of 11.63 inches. Over the Chagres River watershed above Alhajueta it was 11.18 inches, compared with a 19-year mean of 12.50 inches.

The air temperature, atmospheric pressure, daytime cloudiness, and wind movement were near the normal. The relative humidity and surface temperature of the sea were approximately normal on the Pacific Coast and slightly below normal on the Atlantic. The evaporation was above normal everywhere except over Gatun Lake surface, where it was slightly below the average.

The usual number of fogs were observed at interior stations, all of which lifted or were dissipated by 8.30 a. m.

Seismic tremors were recorded on the 3d, 20th, and 24th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 85.60 feet; maximum, 86 feet, on the 30th; minimum, 85.48 feet, on the 15th. Evaporation from Gatun Lake surface was 4.142 inches; rainfall on Gatun Lake drainage basin, 9.43 inches; total yield of Gatun Lake watershed, 5.61 inches on the watershed. The total yield amounted to 59 per cent of the rainfall.

Climatological conditions at the representative 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 with .01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.	
Balboa																
Heights.....	29.840	80.0	90	Sept. 15	72	Sept. 9	86.8	9.14	7.94	22	4,464	N.W.	30	S.	Sept. 3	
Colon.....	29.840	81.4	92	Sept. 18	74	Sept. 6	83.3	6.81	12.54	19	4,672	W.	23	W.	Sept. 2	
Gamboa.....	79.7	89	Sept. 17	71	Sept. 6	.....	.....	12.68	10.44	24	3,078	N.E.	24	N.E.	Sept. 5	
Gatun.....	80.6	90	Sept. 19	72	Sept. 6	.....	.....	6.62	9.84	22	4,114	N.W.	29	S.	Sept. 3	

<sup>1</sup> And other dates.

## Prices of Miscellaneous Supplies.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective October 1, 1920:

Commodities.	Unit.	Price.
Brass, bar.....	Lb.	\$0.46
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	.375
Cement, at Panama:		
Including bag and surcharge.....	Bag	2.07
Credit for empty bags returned.....	Bag	.25
Cement, at Colon:		
Including bag and surcharge.....	Bag	1.91
Credit for empty bags returned.....	Bag	.25
Charcoal.....	Cwt.	1.25
Copper bar.....	Lb.	.46
Gasoline, in drums (motor grade).....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, ceiling, siding, and flooring, 1" x 6".....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	143.75
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	80.00
Metal, yellow.....	Lb.	.375
Nuts, iron, machine, hexagon.....	Lb.	.25
Nuts, iron, machine, square.....	Lb.	.225
Nails, common wire.....	Lb.	.075
Nails, galvanized.....	Lb.	.125
Oakum, navy, spun.....	Lb.	.20
Oakum, navy, unspun.....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl of 42 gals	3.50
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge.....	Bbl of 42 gals	3.75
Oils, greases, and lubricants:		
Oil, air, compressor cylinder.....	Gal.	.575
Oil, ammonia cylinder.....	Gal.	.685
Oil, burning.....	Gal.	1.56
Oil, cylinder, dark, marine.....	Gal.	1.125
Oil, cylinder, dark, marine.....	Gal.	1.25
Oil, ice, machine, steam.....	Gal.	1.00
Oil, engine, dynamo.....	Gal.	.79
Oil, engine, in tins.....	Gal.	.69
Oil, engine, in barrels.....	Gal.	.44
Oil, gas engine, heavy, in barrels.....	Gal.	.69
Oil, gas engine, heavy, in cases.....	Gal.	.975
Oil, gas engine, in drums, medium.....	Gal.	.60
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins (cases).....	Gal.	.45
Oil, linseed, boiled.....	Gal.	2.50
Oil, linseed, raw.....	Gal.	2.60
Oil, locomotive engine.....	Gal.	.59
Oil, lard.....	Gal.	2.07
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.625
Oil, marine engine.....	Gal.	.44
Oil, marine engine.....	Gal.	.75
Oil, marine engine.....	Gal.	1.02
Oil, mineral seal.....	Gal.	.375
Oil, nonliquid.....	Lb.	.09
Oil, stationary engine.....	Gal.	.49
Oil, sperm.....	Gal.	2.875
Oil, signal.....	Gal.	1.375
Oil, valve.....	Gal.	.975
Oil, car.....	Gal.	.34
Grease, black gear.....	Lb.	.115
Grease, yellow, cup, No. 3.....	Lb.	.14
Grease, yellow, cup, No. 5.....	Lb.	.17
Grease, rod, special.....	Lb.	.25
Grease, tunnel bearing.....	Lb.	.215
Tallow.....	Lb.	.225
Turpentine.....	Gal.	2.69
Turpentine substitute.....	Gal.	.69
Vaseline.....	Lb.	.11
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.175
Paint, white, zinc, dry.....	Lb.	.225
Paint, white, zinc, in oil.....	Lb.	.21
Paint, zinc, 35 per cent in oil.....	Lb.	.19
Rivets.....	Lb.	.10
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	.69
Rope, Manila, $\frac{3}{4}$ " diameter.....	C. ft.	1.50
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	2.50
Rope, Manila, $\frac{3}{4}$ " diameter.....	C. ft.	4.05
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	4.88
Rope, Manila, $\frac{3}{4}$ " diameter.....	C. ft.	7.00
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	8.75
Rope, Manila, $1\frac{1}{4}$ " diameter.....	C. ft.	12.50
Rope, Manila, $1\frac{1}{2}$ " diameter.....	C. ft.	19.69

Commodities.	Unit.	Price.
Rope, Manila, 1 $\frac{1}{2}$ " diameter.....	C. ft.	\$26.81
Rope, Manila, 2" diameter.....	C. ft.	31.44
Rope, Manila, 2 $\frac{1}{2}$ " diameter.....	C. ft.	46.88
Rope, Manila, 3" diameter.....	C. ft.	76.25
Rope, Manila, 3 $\frac{1}{2}$ " diameter.....	C. ft.	91.25
Rope, Manila, 4" diameter.....	C. ft.	111.44
Soap, laundry.....	Lb.	.175
Soda, ash.....	Lb.	.06
Steel, bar.....	Lb.	.21
Steel, spring.....	Lb.	.20
Steel, cold, round (rolled).....	Lb.	.06
Steel, sheet.....	Lb.	.06
Steel, structural (angles, beams, etc.).....	Lb.	.79
Tin, block.....	Lb.	.665
Tin, banca.....	Lb.	.19
Tin, sheet.....	Lb.	.15
Washers, cut.....	Lb.	.26
Waste, colored.....	Lb.	.26
Waste, white.....	Lb.	.17
Zinc, boiler plate, $\frac{1}{8}$ " x 6" x 12".....	Lb.	

### Result of Aeroplane Flights.

All 3 of the aeroplanes that started from Cristobal in the morning of October 6 to fly to Kingston, one with the intention of continuing to Washington, were forced by a severe storm over the Caribbean south of Jamaica to return to the Isthmus. The 2 naval planes, equipped with radio, were warned of the storm from Cristobal and returned after getting out about 200 miles. The Army plane, piloted by Lieutenant Austin, with Washington as his final destination, was not equipped with radio and ran into the storm when about 400 miles out. The pilot attempted to drive through it, but trouble with his propeller compelled him to give it up, and he struck back for Cristobal, arriving there at approximately 4.20 p. m. He had been flying continuously for 10 hours and 25 minutes, and had traveled about 900 miles.

While the flights were unsuccessful in reaching the goal, they are considered successful in experiment. For several months the Naval Air Station has been securing and recording data on air currents and storms over this section, and the observations made are of value not only to aviation but to shipping.

Weather conditions at this season are not the most favorable for the flight to Kingston, and the effort to fly to the United States will be deferred; the naval aviators, however, expect shortly to make another attempt to reach Kingston.

### Extra Launch Saturday Nights to the Aspinwall.

Beginning Saturday, October 16, the present launch schedule between Balboa and the Hotel Aspinwall, Taboga, will be supplemented by a trip leaving Dock 19, Balboa, at 7 p. m., on Saturdays, in addition to the usual launch leaving at 4.30 p. m. The late launch will be put on to accommodate people living on the Atlantic side and along the line of the Panama Railroad, who will thus be able to put in a full day's work and catch train No. 7, leaving Colon at 5 p. m. and arriving at Balboa at 6.40 p. m., in time for the launch. Late dinner will be served at the Aspinwall for the patrons of the late launch.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Computer, Bureau of Mines (male and female); \$1,500 a year; form 1312; age, under 40 years; a vacancy exists in the Bureau of Mines, Pittsburgh, Pa.; November 3, 1920.

Dairy husbandman (male and female); \$2,000 to \$3,000 a year; form 2118; age, 21 but not 50 years; vacancies exist in the Dairy Division, Bureau of Animal Industry, Department of Agriculture, for duty in Washington, D. C., and in the field, November 2, 1920.\*

Highway bridge engineer, \$2,400 to \$3,000 a year; junior highway bridge engineer; \$1,500 to \$2,220 a year (male and female); form 1312; age, highway bridge engineer, under 35 years; junior highway bridge engineer, under 30 years; vacancies exist in the Bureau of Public Roads, Department of Agriculture, for duties in the field, October 26, 1920.\*

Translator, qualified as assistant tariff expert (male and female); \$2,000 a year and over; form 1312; age, within reasonable limits; vacancies exist in the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C.

\* 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 day.

### Official Circulars.

#### Reimbursement for Meals.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 30, 1920.  
CIRCULAR No. 658-7:

Paragraph 8 of Circular No. 658-4, dated November 24, 1916, is amended to read as follows, effective October 1, 1920:

8. Reimbursement for meals taken at a Panama Canal restaurant having a *la carte* service only is limited to 50 cents per meal, or a total of \$1.50 per day. At hotels where regular meals are served, reimbursement is limited to the price of such meals.

This supersedes Circular No. 658-5, dated August 29, 1919.

CHESTER HARDING,  
Governor.

#### Shipments of Surveyed Property.

THE PANAMA CANAL,  
EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., September 21, 1920.  
CIRCULAR No. 263:

*To all concerned*—In order that shipments of surveyed property may not become mixed with other property and in order that the consignee may know what disposition to make of it when received, special tags have been printed to be used when making such shipments which, in accordance with the Auditor's circular No. 239, must be tagged.

Form 3992 (black) must be attached to all shipments of property surveyed as scrap. Form 3993 (red) must be attached to shipments of all surveyed property returned to stock or forwarded to the obsolete store for sale. Shipments should be consolidated into as few separate parcels as practicable, and each separate parcel must be tagged. All blank spaces on the tags must be filled out in full.

Storekeepers and others are requested to furnish this office with lists of all shipments received which have not been tagged in accordance with circular 239 and the foregoing instructions.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
CHESTER HARDING,  
Governor.

#### Supplement No. 3 to List of Nonexpendable Property.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 7, 1920.  
CIRCULAR No. 265:

*To all concerned*—Supplement No. 3 to the List of Nonexpendable Property is now ready for mailing. Distribution will be made by the Property and Requisition Bureau direct to the responsible officials whose property accounts are handled by that bureau. The Dredging Division, Mechanical Division, and district quartermasters are being supplied from this office. Additional copies should be ordered by telephone through the Property and Requisition Bureau, Balboa No. 171, or through this office, Balboa No. 11.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
CHESTER HARDING,  
Governor.

#### Employees Suffering from Malaria.

THE PANAMA CANAL,  
HEALTH DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 4, 1920.

CIRCULAR No. 184:

*To all concerned*—1. Patients suffering from malaria often retain the germ of the disease in their blood after all the symptoms have disappeared, so that they are apparently well. Such cases are a danger to the community, in that they infect mosquitoes and through them other people. Besides this, such cases are not permanently cured and will relapse whenever their resisting power is lowered from any depressing cause.

2. As patients naturally do not desire to remain in hospital after they feel well enough to work, it is necessary that they should continue under treatment in quarters until they are permanently cured. It is, therefore, directed that employees suffering from malaria shall, when discharged from the hospital, report to their district physician for treatment once a week, and shall continue to report for treatment for at least 2 months and until pronounced cured.

3. Heads of departments and divisions, hospital and district physicians, foremen, and others concerned, are directed to do all in their power to assist in enforcing this order.

H. C. FISHER,  
Chief Health Officer.

Approved:  
CHESTER HARDING,  
Governor.

**Collections on Pay Roll for Lost Property.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 6, 1920.  
CIRCULAR No. 264:  
"Form 5221—Certificate of charges on pay roll covering property lost, destroyed, or damaged through neglect or carelessness of responsible party."  
Credits covering collections made on pay rolls for lost property will in the future be passed to divisions concerned through their stores account instead of their unclassified expense account.  
The original and two copies of form 5221 will be required in this office and form should be prepared in sufficient number of copies to enable all concerned to comply with this request.

H. A. A. SMITH,  
Auditor, The Panama Canal.

**Additional Visiting Hour for Section "A," Ancon Hospital.**

THE PANAMA CANAL,  
HEALTH DEPARTMENT, ANCON HOSPITAL,  
ANCON, C. Z., September 22, 1920.

To all concerned—In order to accommodate those employees who, on account of their hours of work, are unable to visit their relatives sick in the wards of Section "A," Ancon Hospital, during the visiting hours now authorized, commencing at once, an additional visiting hour from 6.30 p. m. to 7.30 p. m. on Tuesdays, Thursdays, and Saturdays is hereby authorized, subject to the present rules and regulations governing visiting hours in Ancon Hospital.

L. T. HESS,  
Superintendent.

**Price of Empty Cement Bags.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA, C. Z., September 28, 1920.  
HEADS OF DEPARTMENTS AND DIVISIONS:

Under new cement contract, W-100792, R-7272-A, the price of empty bags, effective September 27, 1920, on which date the new price of cement is effective, is 25 cents each instead of 8½ cents as heretofore.

In order that empty bags returned by divisions may be properly priced and accounted for, please arrange for inventory of all cement bags, both full and empty, on hand as of September 27, 1920, reporting same to this office not later than October 3.

The prompt attention of all concerned will be appreciated.

M. D. SMITH,  
General Storekeeper.

**Binders for The Panama Canal Record.**

Cardboard covers, punched and fitted with brass fasteners, forming binders for those who wish to keep a file of the current volume, are offered for sale for 25 cents. Orders may be addressed to THE PANAMA CANAL RECORD Balboa Heights, Canal Zone.

Offices of The Panama Canal and the Panama Railroad may secure binders on application to the Executive Office.

**Cable Notice.**

Western Union advises that the rate to Tahiti Island via British Pacific is now 10 cents per word more than via British Pacific as quoted in the tariff book.

**September Rainfall for Three Years.**

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1920.
	1918	1919	1920			
<i>Pacific section—</i>						
Balboa .....	6.58	8.46	9.56	7.15	22	21
Balboa Heights .....	7.03	10.84	9.14	7.94	24	22
Miraflores .....	6.97	8.33	10.49	9.25	12	22
Pedro Miguel .....	7.27	9.38	13.68	9.24	13	23
Rio Grande .....	7.81	10.89	15.81	10.74	16	24
<i>Central section—</i>						
Culebra .....	10.01	11.73	13.72	11.03	31	21
Camacho .....	9.12	12.21	17.18	10.89	15	20
Empire .....	9.25	11.04	18.93	9.51	17	22
Gamboa .....	7.60	9.39	12.68	10.44	38	24
Juan Mina .....	11.53	13.85	12.17	12.03	10	23
Alhajuela .....	11.07	9.35	8.90	11.45	22	26
Vigia .....	13.24	11.96	11.51	12.91	13	25
Frijoles .....	12.87	13.50	11.00	11.30	9	...
Trinidad .....	9.04	8.44	6.12	10.62	13	21
Monte Lirio .....	12.10	15.43	9.12	12.58	13	23
<i>Atlantic section—</i>						
Gatun .....	7.27	8.42	6.62	9.84	16	22
Brazos Brook .....	13.79	10.55	8.31	11.93	15	21
Colon .....	15.34	11.74	6.81	12.54	50	19
Porto Bello .....	...	14.37	10.02	13.00	8	25
Bocas del Toro .....	2.26	6.70	8.44	6.31	12	17

**Rainfall from September 1 to September 30, Inclusive.**

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section—</i>			
Balboa .....	4.93	21	9.56
Balboa Heights .....	4.24	21	9.14
Miraflores .....	3.56	21	10.49
Pedro Miguel .....	3.61	21	13.63
Rio Grande .....	4.34	21	15.81
<i>Central section—</i>			
<sup>1</sup> Culebra .....	4.13	22	18.72
<sup>1</sup> Camacho .....	3.85	22	17.18
Empire .....	4.64	21	18.93
Gamboa .....	2.02	25	12.68
<sup>1</sup> Juan Mina .....	3.36	22	12.17
Alhajuela .....	1.40	5	8.90
Vigia .....	1.79	2	11.51
<sup>2</sup> Darien .....	.90	8	6.62
<sup>2</sup> Trinidad .....	1.50	22	6.12
<sup>2</sup> Monte Lirio .....	1.85	12	9.12
<i>Atlantic section—</i>			
Gatun .....	1.86	10	6.62
<sup>2</sup> Brazos Brook .....	1.46	3	8.31
Colon .....	1.97	2	6.81
<sup>2</sup> Bocas del Toro .....	1.86	13	8.44
<sup>2</sup> Porto Bello .....	1.57	22	10.02

<sup>1</sup> Standard rain gauge—readings at 5 p. m. daily.  
Automatic rain gauge at unstarred stations—values, midnight to midnight.  
<sup>2</sup> Standard rain gauge—readings at 8 a. m. daily.

**Sale of Used Building Material.**

Scaled bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 23, 1920, and then opened, for the purchase of lumber, roofing iron, etc., recovered from 13 buildings located on site of former Panama Railroad stables, Colon. Form of proposal may be had at office of the Chief Quartermaster or district quartermaster, Cristobal.

**Sale of Roofing Iron.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 23, 1920, and then opened, for the purchase of about 2,500 pieces of used roofing iron stored on rear skidway of Panama Railroad material yard, Cristobal. Form of proposal may be had upon application to the office of the Chief Quartermaster, or the storekeeper at Cristobal. The Panama Canal reserves the right to reject any or all bids.

**Sale of Brown Holst at Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 30, 1920, and then opened, for the purchase of a "Fast Plant" for handling coal and general merchandise, manufactured by the Brown Hoisting Machinery Company, Cleveland, Ohio. This plant has been used by the Panama Railroad Company at Cristobal for handling coal since 1906, and is now located at dock 14, Cristobal, C. Z. The plant is no longer required and bids are solicited for the entire hoisting plant, including all parts above the rails on which it now stands, together with all spare parts now on hand which were purchased for use on this plant. Detailed description 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.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., October 5, 1920.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forwarding may be made by telephone calling No. 182, Balboa:

- |                               |                                |
|-------------------------------|--------------------------------|
| Alexander, Addie              | McCoy, Sam                     |
| Anderson, Mrs. G. C.          | Oliver, Edwin M.               |
| Bedore, Phillip               | Read, Mahlom M.                |
| Bentley, Robert               | Rehberg, Louis W., Box         |
| Berrios, Jesus                | 646                            |
| Coddling, Mrs. Earl           | Richardson, A. R. <sup>1</sup> |
| Collins, Mrs. Nellie R.       | Sabeda, Sra. Senarina          |
| Curtis, John                  | Scott, Miss Ellen              |
| Donovan, John F. <sup>2</sup> | Sexton, John J. <sup>2</sup>   |
| Euren, Vilhelm                | Shepherdson, Archie            |
| Flater, Mrs. J. H.            | Stewart, P. S., Box 54         |
| Harris, Cristie               | Wilmer, Mrs. Richard           |
| Houston, R. H. <sup>2</sup>   | Wright, Arthur W. <sup>2</sup> |
| Kemper, Miss Hulda            | Wright, Davie E. <sup>2</sup>  |
| King, Paul                    | Wright, Myron S. <sup>2</sup>  |
| Lynch, John                   | Woodward, Wm. S. <sup>2</sup>  |
| Mathews, M. M. <sup>2</sup>   | Zelles, Albert M. <sup>2</sup> |
| Morrison, Murdock             |                                |

<sup>1</sup> Papers. <sup>2</sup> Card.

**Hotel Aspinwall Launch Schedule.**

Following is the schedule of launch service maintained by the Supply Department between Balboa and the Hotel Aspinwall on Taboga Island:

*Daily.*

Leave Port Captain's boat landing, near dock 19.....	4.30 p. m.
Leave Taboga.....	6.20 a. m.

*Sundays and Holidays.*

Leave dock 19, Balboa.....	10.00 a. m.
Leave Taboga.....	6.30 a. m.
Leave Taboga.....	6.30 p. m.

*Saturdays and days preceding holidays.*

Leave dock 19, Balboa.....	10.00 a. m.
Leave dock 19, Balboa.....	4.30 p. m.
Leave dock 19, Balboa.....	7.00 p. m.
Leave Taboga.....	6.20 a. m.
Leave Taboga.....	12.30 p. m.

*Fares (each way)*—Employees, 40 cents; nonemployees, 65 cents; children of employees over 6 and under 12 years old, 30 cents; of nonemployees, 45 cents.

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, via Balboa, C. Z.

**COMMISSARY NOTE.**

**Hallowe'en Paper Novelties.**

The Commissary Division is offering the most complete line of Hallowe'en specialties ever handled in the retail stores. Attractive paper novelties and bells in orange and black retail at prices ranging from 5 cents to 14 cents each; and there are cake and fruit dagers displaying witches' heads, pumpkins and other figures emblematic of All Saints' Eve, which are sold for only 8 cents the set of 12. Paper hats, decorated in the traditional Hallowe'en fashion are to be had, as well as complete party outfits, consisting of place cards, bonbon boxes, candle shades, pumpkin decorations, and game cards, which are very modestly priced. One may also obtain special Hallowe'en tally cards with witches, cats, skeleton heads, and other appropriate silhouettes. Place cards, nut and candy trays, pumpkin head garlands, etc., are among the items which will appeal to the hostess. This line will be placed on sale on Monday, October 18. Despite the fact that requisition was placed in ample time, delivery of crepe paper for this occasion has not yet been received. However, it is hoped that the shipment in question will arrive prior to Hallowe'en.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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 XIV. Balboa Heights, C. Z., October 20, 1920. No. 10.

## Charges for Handling Lines.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., October 11, 1920.

To all concerned—Charges for handling lines covered by paragraph 5, Item 4, of Supplement No. 2 to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal, issued September 1, 1920, will not be applied, and charges for such services will be made only in accordance with rates originally appearing under Item 4 of Tariff No. 4, issued May 1, 1920.\*

CHESTER HARDING,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

\* Paragraph 1 of Item 4 has been modified, under a circular dated October 6, effective October 8, making the charge for each man furnished for the trip through the Canal \$4 instead of \$3.50. The following are the charges now in effect:

### ITEM 4—HANDLING LINES.

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, \$4.

2. For each man furnished by The Panama Canal on board vessels, to provide a sufficient number to handle lines when necessary to shift vessels from one dock or berth to another, \$2.

3. No charge will be made for handling lines at docks on the arrival or departure of a vessel, but whenever launch service is used in connection with tying up a vessel a charge will be made for launch service at rates fixed in this tariff.

4. If for reasons other than the fault of The Panama Canal, a vessel fails to start through the Canal on the day the men for handling lines are placed on board such vessel, a charge of \$1 per man will be made in addition to the regular charge of \$4 per man for the transit of the Canal.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 16, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Ulua.....	United Fruit Co.....	October 10...	October 10...	61	(†)
Caribbean.....	Panama Railroad Cattle Industry.....	October 10...	October 10...		3
Salvador.....	Pacific Steam Navigation Co.....	October 10...	October 11.....		688
Gen. G. W. Goethals..	Panama Railroad Steamship Line.....	October 10...	October 11.....		3,156
Balboa.....	Colombian Maritime Co.....	October 10...	October 13.....		172
Europa.....	Italian Steamship Co.....	October 10...	October 13.....	376	1
Advance.....	Panama Railroad Steamship Line.....	October 10...	October 14.....	505	446
St. Joseph.....	French Steamship Line.....	October 10...	October 16.....	136	(†)
Peru.....	Pacific Steam Navigation Co.....	October 10...	October 10.....	521	
Delft.....	Dutch Steamship Line.....	October 11.....	October 14.....	298	(†)
Parismina.....	United Fruit Co.....	October 12.....	October 13.....	845	0
Tolosa.....	United Fruit Co.....	October 13.....	October 13.....	854	6
Quillota.....	Pacific Steam Navigation Co.....	October 13.....	October 15.....	463†	457
Mantaro.....	Peruvian Line.....	October 13.....	October 14.....	3,325	
Carrillo.....	United Fruit Co.....	October 13.....	October 14.....	48	84
Allianca.....	Panama Railroad Steamship Line.....	October 14.....	October 14.....	229	
Caribbean.....	Panama Railroad Cattle Industry.....	October 14.....	October 14.....	300	
Colon.....	Panama Railroad Steamship Line.....	October 14.....	October 14.....	10	
Manavi.....	Pacific Steam Navigation Co.....	October 14.....	October 14.....	260	
Ulysses.....	Panama Railroad Steamship Line.....	October 15.....	October 15.....	11,995	
Palena.....	Chilean Steamship Co.....	October 15.....	October 15.....	21	
Leon XIII.....	Spanish Steamship Line.....	October 16.....	October 16.....	462	
Acajutla.....	Pacific Steam Navigation Co.....	October 16.....	October 16.....	180	

\* No cargo laded.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, October 16, 1920.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.
Havilah.....	9	18, 50	10	6, 10	10	13, 46	10	13, 46	American.	Admiral Line (S. B.)	402.5	53.0	18.8	Antwerp.	San Francisco.	General.	4,170	6,525	4,748
Kansas.....	10	6, 38	10	7, 18	10	15, 40	12	30	American.	United States Navy	456.0	76.1	27.0	Philadelphia.	Samoa Island.	Coal.	6,970	5,878	4,325
Argonne.....	10	9, 22	10	10, 25	10	18, 35	10	19, 36	American.	Argonne Steamship Co.	375.2	51.2	25.0	Norfolk.	Antofagasta.	Ballast.	8,732	6,039	
Gera.....	10	9, 40	10	11, 05	10	18, 40	10	22, 00	British.	Phillips, Stephens Co.	476.0	60.0	19.0	Liverpool.	Portland.	General.	675	1,213	692
Salvador.....	4	20, 28	11	6, 15	11	12, 54	11	16, 21	British.	Pacific Steam Navigation Co.	215.0	33.0	13.1	Cristobal.	Champetree.	General.	5,300	5,522	3,840
Walton Hall.....	10	17, 27	11	6, 25	11	14, 06	11	15, 02	British.	Ellerman Hall Line	402.0	52.0	23.6	New York.	Aneklund.	General.	3,060	6,562	4,061
Onton.....	11	15, 18	12	6, 20	12	13, 28	12	14, 40	Spanish.	Jose Marie Urquijo	310.0	42.9	12.6	Bilbao.	Caleta Colosa.	Ballast.	3,060	6,562	4,061
Diable.....	12	7, 19	12	8, 00	12	15, 55	12	16, 40	American.	Admiral Line (S. B.)	402.5	53.0	17.3	Antwerp.	San Francisco.	Sand, wine, etc.	172	741	350
Bafoa.....	8	14, 30	13	6, 08	13	14, 43	13	15, 08	American.	Colombian Maritime Co.	150.0	29.1	13.0	Cristobal.	Buenaventura	General.	1,000	8,051	4,915
Europa.....	10	9, 55	13	6, 19	13	13, 54	13	15, 30	Italian.	La Valcea Steamship Line.	400.0	53.0	25.1	Genoa.	Valparaiso	General.	2,076	5,842	4,150
Santa Ana.....	12	19, 00	13	6, 15	13	12, 49	13	13, 35	American.	W. R. Grace & Co.	360.2	51.7	25.0	New York.	Valparaiso	General.	10,500	7,409	5,554
L. J. Drake.....	12	16, 00	13	6, 25	13	16, 07	13	17, 45	American.	Standard Oil Co.	419.0	56.0	24.6	Tampico.	Barboa.	Crude oil.	5,683	7,460	5,307
Alaska Maru.....	12	16, 00	13	6, 52	13	16, 45	13	17, 45	Japanese.	Osaka Shosen Kaisha.	430.0	54.2	24.1	New York.	Hongkong.	Coal.	7,005	7,265	5,066
West Eliza.....	13	8, 20	13	7, 14	13	17, 32	14	19, 45	American.	McCormick & McPherson (S. B.)	395.5	55.0	25.0	Norfolk.	Shanghai.	Steel.	6,800	7,265	5,256
Mobile City.....	3	16, 32	13	9, 20	13	15, 54	14	17, 42	American.	United States Navy	325.0	47.0	12.0	Coco Solo.	Balboa.	Ballast.	3,262	2,333	
Scotia.....	3	9, 05	13	11, 05	13	20, 00	14	8, 37	Spanish.	Naviera Vascogado	340.0	41.0	15.0	Tenerife.	Iquique.	Ballast.	3,256	2,102	
Durango.....	13	12, 32	13	12, 50	13	20, 02	13	21, 12	Spanish.	Naviera Mundeoa	370.0	50.0	18.0	Cardiff.	Iquique.	Ballast.	2,213	5,862	4,393
Navarra.....	11	6, 35	14	6, 15	14	13, 36	15	7, 52	Dutch.	Royal Netherlands W. I. Mail.	489.0	58.0	24.9	Hamburg.	Antofagasta.	General.	7,000	10,606	8,063
Delft.....	9	8, 14	15	6, 05	15	12, 41	15	13, 49	American.	Panama Railroad Steamship Line	417.0	56.0	24.9	New York.	Melillones	Ballast.	7,100	6,842	4,061
Cristobal.....	15	13, 50	16	6, 20	16	13, 53	16	14, 50	British.	Prima Line, Ltd.	424.2	56.2	23.0	New York.	Yokohama	General.	1,542	5,979	4,176
Presban Prince.....	16	6, 52	16	7, 10	16	14, 29	16	16, 31	American.	Islamic Steamship Line.	398.0	51.0	18.4	New York.	Valparaiso	General.	5,114		
Steel Ranger.....	16	6, 52	16	7, 10	16	14, 29	16	16, 31	French.	Cie. Gle. Transatlantique.	318.0	58.0		Havre.	Yokohama.	General.			
Saint Joseph.....	16	6, 00	16	11, 00	16	18, 35	16	19, 45	British.	Westminster Steamship Co.				New York.					
Mesopotamia.....	16	6, 00	16	11, 00	16	18, 35	16	19, 45	British.					New York.					

\* Tug. \* Returned north through Canal. \* Battleship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Peru.....	9	21, 25	10	10, 18	10	18, 00	10	18, 00	British.	Pacific Steam Navigation Co.	350.0	43.1	17.3	Colonel.	Cristobal.	General.	583	4,095	2,655
Lake Granby.....	10	11, 50	10	12, 52	10	21, 05	11	5, 44	American.	Warren Transp. Co. (S. B.)	251.0	43.6	22.0	San Antonio.	New Orleans.	Nitrates.	3,560	2,772	1,767
Hayden.....	10	22, 15	11	7, 38	11	16, 25	11	23, 55	American.	Sudden & Christensen (S. B.)	402.5	53.0	24.0	Seattle.	Gramemouth.	Lumber.	6,500	6,524	4,756
Indiana Harbor.....	11	9, 30	11	10, 12	11	18, 10	12	6, 00	American.	Lind Navigation Corporation	251.0	43.6	24.6	Antofagasta.	Baltimore.	Nitrates.	3,749	2,857	1,784
Steel Mariner.....	11	14, 15	12	7, 16	12	14, 28	12	17, 10	American.	U. S. Steel Products Co.	424.2	56.2	26.6	Melillones.	Baltimore.	Nitrates.	8,000	7,539	5,448
Heffron.....	12	8, 00	12	8, 50	12	15, 30	13	8, 40	American.	United States Army	440.0	58.0	27.0	Vladivostok.	Trieste.	General.	945	8,349	6,201
Taanenberg.....	12	14, 00	12	14, 45	12	23, 32	13	8, 40	British.	Phillips, Phillips Co.	486.0	58.0	27.0	Portland.	London.	Wheat.	10,227	9,615	6,525
Manitara.....	12	14, 30	13	6, 29	13	14, 15	13	15, 00	Peruvian.	Peruvian Line	360.0	46.0	22.6	Callao.	Cristobal.	General.	3,225	4,838	2,959
Mont Cenis.....	12	19, 00	13	7, 42	13	16, 43	13	17, 30	French.	French Navigation Co.	469.7	49.1	22.6	San Francisco.	Gibraltar.	Wheat.	5,336	4,662	3,512
D. G. Scofield.....	13	14, 30	13	8, 20	13	16, 42	13	17, 45	American.	Standard Oil Co.	385.5	58.1	30.6	San Francisco.	Philadelphia.	Wheat.	11,000	8,912	6,254
Santa Luisa.....	12	21, 30	13	9, 00	13	16, 11	13	17, 27	American.	W. R. Grace & Co.	360.2	51.6	21.2	Valparaiso	New York.	Lubricating oil.	1,482	6,649	3,971
Quillota.....	13	3, 00	13	10, 24	13	17, 06	15	2, 50	British.	Pacific Steam Navigation Co.	361.4	46.2	18.2	Guayaquil.	New York.	General.	1,482	4,620	2,848

\* United States Army transport. \* Nitrate, copper, and vanadium.



### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 16, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Salvador.....	Pacific Steam Navigation Co.....	October 11....	October 11....	.....	3
Balboa.....	Colombian Maritime Co.....	October 13....	October 13....	.....	34
Donald McKay.....	United States Shipping Board.....	October 16....	.....	.....	152
Quillota.....	Pacific Steam Navigation Co.....	October 13....	October 13....	.....	2
L. J. Drake.....	Standard Oil Co.....	October 13....	October 15....	10,500	.....
Palena.....	South American Steamship Line.....	October 15....	October 15....	.....	32
Acajutla.....	Pacific Steam Navigation Co.....	October 16 .	October 16 .	.....	1

#### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended October 16:

Submarines *R-21* and *R-27*, periodical overhaul; steamship *Marne*, general repairs; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *Hodges*, general repairs; barge *No. 121*, for conversion into garbage scow; barge *No. 131*, general repairs; steamship *Nokatay*, installation of main feed pump; *Hayden*, repairs to main turbine and feed pump, and miscellaneous engineer's department work; tug *Bohio*, general repairs; steamships *Donald McKay*, repairs to boiler, blower engines, and steering gear; *Diablo*, repairs to main turbine and air pumps; *Havilah*, repairs to boiler and air pumps; *S. V. Harkness*, heavy boiler and engine repairs; U. S. S. *Kansas*, repairs to broken crankshaft; steamship *Eastern Cloud*, removal of rope from around propeller.

The following vessels were at Cristobal shops for repairs during the week ended October 18:

Steamships *Colon*, *Allianca*, *Ulysses*, miscellaneous repairs and painting to engine, deck, and steward departments; *Mantaro*, electric weld boiler stays; renew tubes, etc.; U. S. A. T. *Heffron*, scale boilers, repair piping and pumps, make new boom, etc.; D. A. D. G. *No. 76*, remetal and refit all crank pin brasses and eccentric straps in main engine; repair thrust shoes, sanitary pump, piping, etc.; steamships *Manavi*, retube and weld crack in main condenser; renew tubes and weld boiler, etc.; *Yosemite*, overhaul control valve; make telmotor parts, etc.; barges *Nos. 150* and *151*, scale and paint; patch hull, etc.; U. S. S. *C-285*, overhaul main and auxiliary engines; steamship *Peru*, weld hawse pipe, install pumps, etc.; U. S. S. *R-25*, repair and alter engine foundation; launch *Pequeni*, overhaul both engines; steamships *Cuba*, repair bow, L. P. valve, dynamo, etc.; *Delph*, *Adria*, *Caribbean*, U. S. A. T. *Thomas*, tug *St. Anne*, U. S. S. *Eagle No. 38*, dredge *Gamboa*, minor repairs.

#### Steamers to Sail for Port Limon on Wednesdays.

The United Fruit Company has advised that the day of sailing of its steamers from Cristobal to Port Limon direct has been changed from Tuesday to Wednesday. Effective with the sailing of the *Ulua* on October 6, the rate for first-class passage from Cristobal to Port Limon is \$25, minimum, and \$35 for bed or berth in a room with private bath. There is no reduced rate for this voyage for Canal employees.

#### Surplus Run-off of Gatun Lake.

An illustration of the quantity of water involved in the surplus run-off of Gatun Lake under present water usages is afforded by a report of the Chief Hydrographer which shows that the water spilled by a recent operation of 1 gate at Gatun spillway, from 3.12 p. m., on the 12th of October, to 11.12 a. m., on the 16th, a period of 92 hours, would have raised Gatun Lake 10 inches above its current elevation of 86 feet above sea level; or it would have filled Miraflores Lake from its bottom elevation to + 54 feet, four and one-half times.

### Raising Surface of Gatun Lake.

The elevation of the surface of Gatun Lake, at 86 feet above sea level on October 19 is to be raised to 86.5 feet, by shutting down the gates at the spillway. It will be allowed to vary between 86.5 and 86.7 until the latter part of November, when it will be raised to elevation 87 feet, to provide a storage supply for the dry season.

### Excursion to Pearl Islands.

Tickets for the excursion to the Pearl Islands from Balboa on October 24, on the salvage steamer *Favorite*, were placed on sale in the Canal restaurants at Cristobal, Gatun, Pedro Miguel, Balboa, and Ancon in the morning of October 20. The number to be sold will be limited to 175. Under the schedule planned, the *Favorite* will leave Pier 18 at Balboa at 7 a. m., go to Taboga to take on supplies for a buffet luncheon, and proceed to the archipelago, arriving there about noon. After a cruise and a stop at San Miguel, the passengers will return to Taboga in time for dinner at the Hotel Aspinwall and after dinner will return to Balboa. The charge of \$5 per person covers transportation and the 2 meals.

### Correctible Physical Defects in Children.

In anticipation of the annual physical examination of school children, the Chief Health Officer invites the attention of parents to the following circular, covering the method to be followed, and invites their careful cooperation in carrying out the recommendations which may be made by the examining physicians. In connection with last year's examinations, 951 children were found with correctible defects for which they were recommended to take treatment, but only 162 of these applied for the treatment. The importance of corrective treatment is universally recognized by health and physical culture authorities, and the Chief Health Officer feels it incumbent on him to emphasize this point and urge on parents their responsibility in the matter. The circular follows:

THE PANAMA CANAL, HEALTH DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 8, 1920.

#### CIRCULAR NO. 185:

To District Physicians, Balboa, Ancon, Pedro Miguel, Gatun; Superintendent, Colon Hospital—The annual physical examination of the white school children in the Canal Zone schools, will be made in all districts of the Canal Zone, during the week commencing Monday, November 8. This examination will be thorough and special attention will be given to obtaining information on the items covered by the physical examination card, form 8899.

Particular attention should be given to children entering school for the first time. When a pupil desires to enter school after the annual physical examination has been made, the teacher will enter his or her name on the examination card and send the pupil with the card to the district physician who will then make the required examination before the pupil is regularly admitted to the school.

The purposes of this examination are: (1) Early recognition of cases of contagious disease; (2) early detection and treatment of physical defects; (3) education of parents on the necessity for treatment of physical defects in the growing child.

A careful record of the examination should be made on the child's individual card, 8899, and when the examination has been completed a report of the same shall be made—on or before January 1, 1921—to this office, covering:

1. Number of physical examinations made.
2. Number found needing treatment.
3. Number with other defects than those of teeth only.
4. Number with defects of teeth as only defect.
5. Defects found:
  - (a) Defective teeth; (b) defective vision; (c) defective hearing; (d) defective nasal breathing; (e) hypertrophied tonsils; (f) miscellaneous defects; (g) total defects.
6. Number of cases treated.

Children found suffering from any acute contagious disease should, of course, be excluded from school. Children found suffering from any defect or infirmity requiring treatment should be reported to their parents on proper forms, 8898 (old PC 898) and PC-2307-1. You are especially directed to cross out the words "no charge will be made for the operation" on form 8307, as this has changed since the form was gotten out. If, after a few days, the parent has not sent the child to a physician for treatment, the case should be followed up and an endeavor made to induce the parent to do so. In the event of failure of a child to report for treatment for defect or disease (other than for defective teeth) discovered at this examination, report will be made to the Chief Health Officer.

The annual examination of school children for vaccination will be held at the same time, the necessary vaccinations being done and a record of the same made on the physical examination record card. Certificates of successful vaccination may be furnished to pupils and teachers entitled to them.

Please also go through the colored schools in your district and report any defects in children found which, in your opinion, render them unfit to pursue their studies.

All forms to be used in connection with the examination will be sent direct to the schools.

Please advise the physical director of your local clubhouse when you are ready to start the examination, and he will assist you in taking weight, measurements, etc.

H. C. FISHER,  
Chief Health Officer.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

F-1 addressograph operator, \$900 to \$1,200 a year; automatic 3-A addressograph feeder, \$1,100 to \$1,200 a year; automatic 3-A addressograph operator, grade 1, \$1,200 to \$1,500 a year; automatic 3-A addressograph operator, grade 2, \$1,500 to \$1,800 a year; form 304; (male and female); No. 563; age, 18 years and over; vacancies exist in the Departmental Service, Washington, D. C., November 3 and December 15, 1920.

Agent for trade or industrial education (male), \$3,000 to \$3,500 a year; No. 522; form 2118; age, below 50 years; vacancy in Federal Board for Vocational Education; November 23, 1920.<sup>1</sup>

Assistant economist in marketing, \$2,400 to \$3,000 a year; junior assistant economist in marketing, \$1,800 to \$2,400 a year (male and female); form 1312; age, 22 years and over; vacancies in the Bureau of Markets, Department of Agriculture, Washington, D. C.; January 19, 1921.

Assistant in marketing dairy products, \$2,100 to \$3,000 a year; junior assistant in marketing dairy products, \$1,500 to \$2,100 a year (male and female); form 2118; age, 24 years but not 50 years; vacancies in the Bureau of Markets, Department of Agriculture, Washington, D. C.; November 23, 1920.<sup>1</sup>

Associate farm economist (livestock accountant), (male and female), \$3,240 to \$3,840 a year; form 2118; age, 21 years but not 45 years; vacancy in the office of Farm Management and Farm Economics, Department of Agriculture, Washington, D. C.; November 30, 1920.<sup>1</sup>

Educational director, \$1,800 to \$2,400 a year; teachers, \$1,600 to \$2,400 a year (male and female); No. 803-amended; form 1312; age, within reasonable age limits; vacancies in the Federal Board for Vocational Education; August 2, 1920.<sup>1</sup>

Executive assistant (construction), \$1,400 to \$2,100 a year; technical assistant (construction), \$2,400 to \$3,500 a year (male and female); form 1312; age, within reasonable age limits; vacancies in the office of the Bureau of Public Health Service, Treasury Department, Washington, D. C.; December 28, 1920.<sup>1</sup>

Forest ranger (male and female), \$900 to \$1,220 a year; No. 556; form 1312; age, 21 years but not 40 years; vacancies in the Forest Service, Department of Agriculture; October 25, 1920.

Inspector of tanks and tractors (male and female); \$1,800 to \$2,400 a year; age, 22 years but not 50 years; vacancies in the Ordnance Department at Large; November 9, 1920.<sup>1</sup>

Land law clerk (male and female), \$1,020 to \$1,600 a year; No. 545; form 1312; age, 20 years but not 45 years; vacancies in Departmental Service and Department of the Interior; November 3 and December 15, 1920.

Lithographic press helper (male and female), \$700 a year; No. 540; form 304; age, over 16 years and within reasonable age limits; vacancies in Coast and Geodetic Survey; November 3, 1920.

Lithographic stone polisher, stone planer, and stone grainer (male and female), \$900 a year; No. 560; form 1800; age, 20 years and over; vacancies in the Engraving Division, Geological Survey, Washington, D. C.; November 9, 1920.<sup>1</sup>

Master shipfitter (male and female), \$9.92 per diem; No. 557; form 1312; age, 30 years and over; vacancy at the Naval Station, New Orleans, La.; November 9, 1920.<sup>1</sup>

Senior engineer, grade 2, civil, electrical, mechanical, signal, structural, telegraph, and telephone (male and female), \$2,100 to \$2,700 a year; No. 364; form 1312; age, 25 years but not 50 years; vacancies in the Interstate Commerce Commission; December 28, 1920.<sup>1</sup>

Service agent (male and female); \$3,600 to \$5,000 a year; No. 559; form 2118; age, 30 years but not 54 years; vacancies in the Interstate Commerce Commission; December 28, 1920.<sup>1</sup>

Specialist in cotton classing (male and female), \$2,700 to \$4,000 a year; No. 360; form 2118; age, 25 but not 60 years; vacancies in the Bureau of Markets, Department of Agriculture; November 23, 1920.<sup>1</sup>

Statistical analyst (male and female), \$3,600 to \$4,200 a year; No. 558; form 2118; age, 30 years but not 54 years; vacancy in the Interstate Commerce Commission, Washington, D. C.; November 9, 1920.<sup>1</sup>

Superintendent of magazine area (male and female), \$2,000 to \$3,000 a year; No. 544; form 1312; age, 22 years but not 55 years; vacancies in the Ordnance Department at Large; November 9, 1920.<sup>1</sup>

Tinner (male and female), \$1,100 a year; No. 561; form 1800; age, 20 years and over; vacancy in the office of the Secretary of Agriculture, Washington, D. C.; November 9, 1920.<sup>1</sup>

<sup>1</sup>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 day.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**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.
Charles Benjamin.....	44319	Antigua.....	Colon.....	Panama Railroad.....	Sept. 21, 1920.
Mary Blackman.....	32055	Barbados.....	Colon.....	Panama Railroad.....	Sept. 26, 1920.
William Hall.....	20524	Grenada.....	Panama.....	Supply Department.....	Sept. 29, 1920.
Isaiah Olton.....	35950	Barbados.....	Panama.....	Building Division.....	Sept. 25, 1920.
Edward Butler.....	29542	Jamaica.....	Colon.....	Mun. Eng. Division.....	Oct. 2, 1920.
Jose Bonillo (Bonilla).....	52279	Panama.....	Bohio.....	Cattle Industry.....	Oct. 2, 1920.
James Scott.....	29652	St. Vincent.....	Camp Biedr.....	Mun. Eng. Division.....	Oct. 5, 1920.
James McPherson.....	36850	Nassau.....	Panama.....	Mechanical Division.....	Oct. 6, 1920.
Edwin L. Larsen.....	1479	United States.....	Miraflores.....	Pacific Locks.....	Oct. 8, 1920.
Thomas Rees.....	3659	United States.....	Pedro Miruel.....	Panama Railroad.....	Oct. 10, 1920.

**Official Circulars.**

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 12, 1920.  
CIRCULAR No. 266.

Effective October 9, 1920, Com. E. G. Kintner is designated an accountable official of The Panama Canal, vice Mr. H. H. Evans, and as such will account for all nonexpendable property in use by the Mechanical Division.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

CHESTER HARDING,  
*Governor.*

**Sale of Cement Sweepings.**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., October 16, 1920.  
*To all concerned*—The Panama Railroad Company has on hand 465 sacks of cement *ex* the steamship *Cristobal*, October 9, 1920, and 248 sacks *ex* the steamship *Advance*, October 11, 1920, a total of 713 sacks of cement.

This cement, is known as sweepings, or loose cement picked up after the discharge of a steamer. There is very little foreign substance to be found in it, and for almost any concrete work it is just as good as any cement.

We will be glad to have you bid on this lot of cement before 3 p. m., Friday, October 22, 1920. Please make your bids on basis of keeping the bags, and also returning the bags to us.

A charge of 25 cents per bag will be collected when cement is delivered.

This charge will be refunded when bags are returned in usable condition.

W. F. FOSTER,  
*Acting Superintendent.*

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., October 18, 1920.  
The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request for forwarding can be made by telephone, calling No. 182, Balboa:  
Barnett, Mrs. Caroline Hayward, Thomas J.  
Bell, Frank Hicks, Olon  
Bryan, E. E.<sup>1</sup> Long, Hilbert Chas.  
Cockrell, Mrs. J. K. Kephart<sup>2</sup>  
Cravens, Johnnie Pachas, S.  
Edwards, Miss Glenora Prendergast, Harold L.  
Erickson, A. W. Rumler, Jose D.  
Faulk, R. R.<sup>3</sup> Wadleigh, G. H.  
Ferguson, D. V.<sup>3</sup> Schliebener, Otto J.  
Greene, Royal K.

<sup>1</sup>Card.

**Administrator's Sale.**

The Administrator of Estates, room 301, Administration Building, Balboa Heights, offers for sale, for account of the estate of Edwin L. Larsen, deceased American employee of The Panama Canal, a new 2-piece suit of dark gray tweed (commissary goods) of the following measurements: Coat, 41; trousers, length and waist, both 33½. The clothes may be examined and tried on any weekday between 8 a. m. and 8 p. m. and on Sundays between 8 a. m. and noon, at the tailor shop of Robert C. Smith, No. 1 Calle I, Panama, opposite Smallwood's garage.

The sale price of the suit is \$35, and should be paid to the Administrator, who will then order the tailor to release the garments. Persons desiring to offer less than \$35 may make written bids on the property, and send them to the Administrator in sealed envelopes, marked "Bid on suit of Edwin L. Larsen, deceased." Bids will be opened in the Administrator's office at 11 a. m., Monday, November 8, 1920, in case the clothes have not been previously sold at the \$35 price. No deposit of money is required with bids, and the Administrator reserves the right to reject any or all bids.

**Additions to Commissary Stock.**

*Boot and Shoe Section.*

Little Gent's shoes, tennis, rubber sole, brown Army duck, Bals, pr.....	\$ 1.40
Youths' shoes, tennis, rubber sole, brown Army duck, Bals, pr.....	1.55
Boys' shoes, tennis, rubber sole, brown Army duck, pr.....	1.75
Shoes, women's Oxfords, white, Rein-cloth Dutchess heels, Astor last, pr.....	8.05

*Dry Goods Section.*

Ammonia, bath, perfumed, 12-oz. bot. ....	.30
Blouses, boys', striped Madras, turn-over cuffs, ea.....	1.60
Dress Goods:	
Lawn, cotton, Golden, 40", yd.....	.82
Lawn, cotton, Golden, 42", yd.....	.91
Poplin, grosgrain, white, 36", yd.....	1.15
Hats, straw, trimmed, ea.....	2.45
Ties, dress, batwing, white, ea.....	.42

*Grocery Section.*

Cigars:	
Non Plus Ultra, Ecuadorian, ea.....	.10
Favoritas, Ecuadorian, ea.....	.10
Pour la Noblesse, Ecuadorian, ea.....	.11
Esquisitos, Ecuadorian, ea.....	.05
Salmon, pink, talls, 1s tin.....	.17
Vichy, pt. bot.....	.16

<sup>3</sup>3 cents refund on return of empty bottle.

**Sale of Roofing Iron.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 23, 1920, and then opened, for the purchase of about 2,500 pieces of used roofing iron stored on rear skidway of Panama Railroad material yard, Cristobal. Form of proposal may be had upon application to the office of the Chief Quartermaster, or the storekeeper at Cristobal. The Panama Canal reserves the right to reject any or all bids.

**Sale of Used Building Material.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., October 23, 1920, and then opened, for the purchase of lumber, roofing iron, etc., recovered from 13 buildings located on site of former Panama Railroad stables, Colon. Form of proposal may be had at office of the Chief Quartermaster or district quartermaster, Cristobal.

**Locations of Patients, and Visiting Hours, at Ancon Hospital.**

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
Section "A"—White American, male:		Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 1, Medical Eye and Ear .....	44	
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical .....	44	
Ward No. 4, Surgical .....	41	
Cells (2) .....	2	
	172	
Section "B":		Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.
White American, female .....	23	
White foreign, female .....	15	
Nursery .....	16	
Private rooms (40) .....	46	
Cells (2) .....	2	
	102	
Section "C":		Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 9, White foreign, male .....	39	
Ward No. 10, Colored, eye and ear, convalescent medical .....	39	
Ward No. 11, Colored Acute surgical .....	39	
Ward No. 12, Colored Acute medical .....	39	
Ward No. 13, Colored Convalescent surgical .....	39	
Ward No. 14, Colored Convalescent surgical .....	39	
Cells (6) .....	6	
Rooms (7) .....	7	
	247	
Section "D":		Wednesdays, Sundays and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m. Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 15 .....	41	
Ward No. 16 .....	39	
Ward No. 17, Colored children .....	32	
Ward No. 18, White children .....	30	
Ward No. 19, Colored female medical .....	41	
Ward No. 20, Colored female surgical .....	34	
Rooms (6) .....	6	
Cells (6) .....	6	
	229	
Isolation:		No visitors permitted.
Floor No. 1 .....	14	
Floor No. 2 .....	29	
Floor No. 3 .....	28	
Floor No. 4 .....	28	
	99	
Total number of beds .....	849	

Emergency passes are issued only by and in the discretion of the section nurse.

**COMMISSARY NOTE.**

**Toilet Water.**

An item which it is believed will prove popular with the trade is Perfumed Bath Ammonia, recently manufactured by the Commissary Division. An initial shipment has been made to all line stores where this article is now on sale. The price is 30 cents for a 12-ounce bottle.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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 XIV. Balboa Heights, C. Z., October 27, 1920. No. 11.

## Expenses of Operation and Maintenance Compared with Revenues.

During the fiscal year ending June 30, 1920, the ordinary expenses for the operation and maintenance of the Canal, including those of civil government and sanitation, amounted to \$6,548,272.43, compared with \$6,112,194.77 in 1919, \$5,920,342.94 in 1918, and \$6,788,047.60 for the year 1917. The proportion of the total overhead charges which was charged into the cost of operation and maintenance in the year 1920, amounted to \$3,324,167.10; this is out of a total overhead for the year of \$4,738,439.25, including expenses of civil government, hospitals, quarantine, and sanitation, the Executive Department, the Accounting Department, the Washington Office, operation and repairs of storehouses and quarters, lighting of streets, operation of water and sewer systems, and roads, etc.

Offsetting the total expenses for operation and maintenance are the amounts earned for tolls on vessels passing through the Canal, \$8,493,082.56; licenses and taxes, court fees, and fines, \$153,102.88; interest on balances in banks, \$59,090.00; and profits on business operations, \$239,686.13, a total of \$8,935,871.57.

The revenues earned in excess of current expenses were accordingly \$2,387,599.14. The charges for operation and maintenance do not include, with minor exceptions, any allowance for depreciation of plant and equipment, nor do they include any interest charges on the capital investment. The actual cost of the Canal projects estimated for in 1908 up to June 30, 1920, is figured at \$367,151,696.38, which may be considered as the capital investment on that date.

Including expenditures in previous years, the aggregate of expenditures charged to operation and maintenance of the Canal to June 30, 1920, was \$36,657,766.89. The revenues offsetting this amounted to \$34,426,675.28, less approximately \$63,533.03 yet to be refunded on account of erroneous collection of tolls. The recorded deficit in operation and maintenance for the period of Canal operation to June 30, 1920, was therefore \$2,231,091.61 plus about \$63,533.03, or approximately \$2,294,624.64.

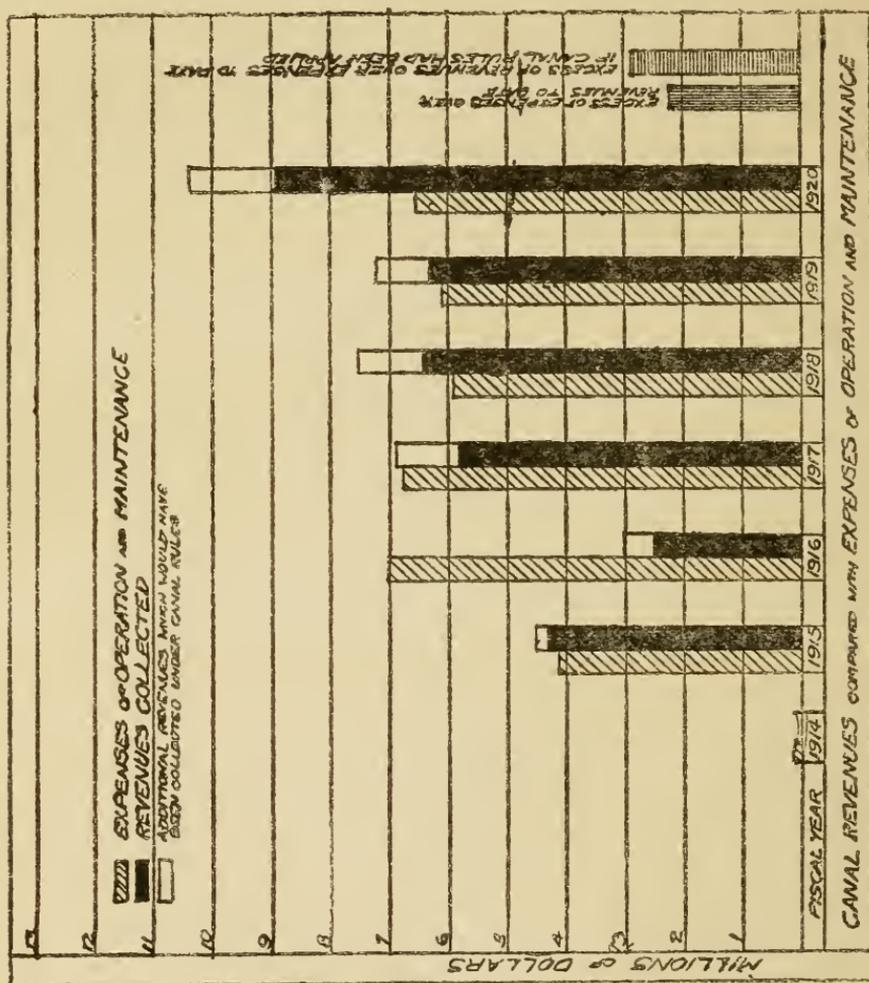
The cost of operation and maintenance and the revenues earned during the period of Canal operation, with the variations in the deficit in this account, are shown in this statement:

Fiscal year.	Maintenance and operation, including proportion of overhead.	Revenues.	Revenues in excess of expenses.	Expenses in excess of revenues.	Excess of revenues over expenses to date.	Excess of expenses over revenues to date.
1914 ...	\$166,030.91	\$14,618.68		\$151,412.23		\$151,412.23
1915 ...	4,123,128.09	4,343,383.69	\$220,255.60		\$68,843.37	
1916 ...	6,999,750.15	2,558,542.38		4,441,207.77		4,519,177.92
1917 ...	6,788,047.60	5,808,398.70		979,648.90		5,352,013.30
1918 ...	5,920,342.94	6,411,843.28	491,500.34			4,869,512.06
1919 ...	6,112,194.77	6,354,016.98	241,822.21			4,618,690.75
1920 ...	6,548,272.43	8,935,871.57	2,387,599.14			2,231,091.61
Total.	\$36,657,766.89	\$34,426,675.28	\$3,341,177.29	\$5,572,268.90		
Balance deficit of						\$2,231,091.61

\*Tolls on barges towed through the Canal, prior to opening to commercial ships.

\*\*Heavy drop due to closing Canal 7 months on account of slides.

Had the original Panama Canal rules of measurement and collection been used, the deficit of \$2,231,091.61 as of June 30, 1920, would not have existed, assuming the same quantity of traffic; instead, the account would have shown on June 30, 1920, an excess of revenues over expenses amounting to \$2,878,812.63.



The loss through not applying the Canal rules alone, but limiting the collections by the proviso that the amount collectible shall not exceed the equivalent of that obtained by multiplying the net tonnage as determined by measurement for registry in the United States by \$1.25, amounted to \$1,445,117.50 in the fiscal year 1920, in addition to which \$10,948.49 was refunded to operators for excess collections in previous years. The total loss, comprised of lessened collections and refunds, has amounted to \$5,109,904.24 to the end of the fiscal year 1920, in which is included approximately \$63,533.03 yet to be refunded. By fiscal years the losses, counting the refunds made so far, have been:

Fiscal year.	Difference in tolls actually collected.	Refunds made later for excess collections during year.	Total.
1914.....			
1915.....		\$165,457.71	\$165,457.71
1916.....	\$390,714.05	22,110.46	412,824.51
1917.....	1,034,001.88	17,382.47	1,051,384.35
1918.....	1,033,111.69	8,701.09	1,091,812.78
1919.....	867,526.48	1,299.39	868,825.87
1920.....	1,445,117.50	10,948.49	1,456,065.99
Total.....	\$4,820,471.60	\$225,899.61	\$5,046,371.21

Adding to \$5,046,371.21 the sum of \$63,533.03 due to be refunded to ships' operators, disbursement of which had not been effected to the close of the fiscal year 1920, gives \$5,109,904.24 as the aggregate loss in Canal revenues to June 30, 1920, as the result of the change of basis from the original Canal rules.

The accompanying chart (page 138) shows graphically the relation, by fiscal years, between the expenses of maintenance and operation of the Canal, and the revenues derived; and shows also the relation of the additional revenue which would have been derived under the application of the Canal rules.

### The Fuel Situation.

THE PANAMA CANAL,  
DEPARTMENT OF OPERATION AND MAINTENANCE.  
BALBOA HEIGHTS, C. Z., October 20, 1920.

To all steamship agents—With reference to my circular of October 2, 1920, you are informed that the coal situation has eased sufficiently to make it probable that The Panama Canal will be able to continue the former coaling arrangements, including the coaling of vessels for the round trip on the west coast of South America.

The above statement is not to be taken as indicating that the coal supply in sight is anywhere nearly adequate for all purposes and it devolves upon all agents to cut their coal requirements to the lowest limit compatible with continued service. Loyal cooperation in this matter is expected.

E. P. JESSOP,  
Marine Superintendent.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 23, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Allianca.....	Panama Railroad Steamship Line.....		October 17.....		326
Caribbean.....	Panama Railroad Cattle Industry.....		October 17.....		‡
Tolosa.....	United Fruit Co.....	October 17.....	October 17.....	90	(*)
Palena.....	Chilean Steamship Co.....		October 18.....		528
Leon XIII.....	Spanish Steamship Line.....		October 19.....		138
Halway.....	United States Shipping Board.....	October 17.....	October 19.....	5,714	(*)
Trinity.....	United States Government.....	October 17.....	October 22.....	7,579	(*)
Cuba.....	Pacific Mail Steamship Line.....	October 17.....	October 20.....	175	977
San Blas.....	United Fruit Co.....	October 18.....	October 18.....	320	(*)
Grangepark.....	Pacific Steam Navigation Co.....	October 18.....	October 19.....	31	211
Lake Capens.....	United Fruit Co.....	October 18.....	October 18.....	6	(*)
Colon.....	Panama Railroad Steamship Line.....		October 19.....		3,513
Peru.....	Pacific Steam Navigation Co.....		October 21.....		1,936
Fairhaven.....	Fairhaven Steamship Co.....	October 18.....	October 22.....	699	(*)
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	October 19.....		3,257	
Calamarea.....	United Fruit Co.....	October 19.....	October 20.....	800	153
Cartago.....	United Fruit Co.....	October 19.....	October 21.....	961	136
Antillian.....	Leyland Line.....	October 19.....	October 22.....	1,241	412
Atenas.....	United Fruit Co.....	October 20.....	October 20.....	6	61
Jamaica.....	Pacific Steam Navigation Co.....	October 20.....		394	
Cauca.....	Pacific Steam Navigation Co.....	October 20.....		253‡	
San Francisco.....	Johnson Steamship Line.....	October 20.....	October 20.....	181	(*)
Perou.....	French Steamship Line.....	October 21.....	October 23.....	43	290
Caribbean.....	Panama Railroad Cattle Industry.....	October 21.....		310	
Inca.....	Pacific Steam Navigation Co.....	October 22.....		239	
Chile.....	Pacific Steam Navigation Co.....	October 23.....		2,043	
Mantaro.....	Peruvian Line.....		October 23.....		2,442

‡ No cargo laded.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, October 23, 1920.

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.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Eagle No. 10 <sup>1</sup> .	9-25	19	18	6	10	18	13	21	20	United States Navy.	200	0	21.0	12.0	Key West.	San Francisco.		
Eagle No. 58 <sup>1</sup> .	9-25	15	03	18	6	10	18	13	20	United States Navy.	200	0	23.0	12.0	Key West.	San Francisco.		
Eagle No. 6 <sup>1</sup> .	4	18	28	18	6	10	18	13	20	United States Navy.	200	0	26.0	12.0	Key West.	San Francisco.		
Eagle No. 38 <sup>1</sup> .	9-25	17	00	18	6	10	18	13	21	United States Navy.	200	0	26.0	12.0	Key West.	San Francisco.		
Coalinga.	18	1	30	18	6	35	18	15	17	Union Oil Co.	471	0	55.0	26.6	Tampico.	Antofagasta.	8,200	8,108
Patena.	15	14	36	18	7	07	18	15	22	South American Steamship Line.	350	0	42.0	23.8	Cristobal.	Valparaiso.	527	3,666
Eagle No. 35 <sup>1</sup> .	4	18	25	19	6	20	19	13	24	United States Navy.	200	0	25.0	12.0	Kingston.	San Francisco.		
Eagle No. 12 <sup>1</sup> .	9-25	15	04	19	6	20	19	13	20	United States Navy.	200	0	26.0	12.0	Key West.	San Francisco.		
Eagle No. 47 <sup>1</sup> .	9-25	15	07	19	6	35	19	14	07	United States Navy.	200	0	26.0	12.0	Key West.	San Francisco.		
Eagle No. 34 <sup>1</sup> .	9-25	15	05	19	6	20	19	14	03	United States Navy.	200	0	26.0	12.0	Key West.	San Francisco.		
Eagle No. 8 <sup>1</sup> .	9-25	19	22	19	6	35	19	14	20	United States Navy.	200	0	28.0	12.0	Kingston.	San Francisco.		
Eagle No. 7 <sup>1</sup> .	4	18	28	19	6	35	19	14	00	United States Navy.	400	4	52.3	22.6	New York.	Valparaiso.	4,500	5,710
Granpark.	18	0	35	19	6	22	19	13	07	The Denholm.	400	4	41.5	5	New York.	San Francisco.	698	
Thomas <sup>1</sup> .	16	7	09	19	10	24	19	17	45	United States Army.	415.5	50.2	26.1	5.0	Colon.	Panama.	23	14
MacLach <sup>1</sup> .	19	6	00	19	6	15	19	14	10	J. Alvarado.	39.5	12.0	5.0					
McLeish.	8	15	52	20	6	12	20	12	50	United States Navy.	314	0	31.0	11.0	Newport, R. I.	San Diego.		
Bulmer No. 222 <sup>1</sup> .	8	15	32	20	6	10	20	12	55	United States Navy.	314	0	31.0	11.0	Newport, R. I.	San Diego.		
Des Moines.	17	7	40	20	6	20	14	05	23	United States Navy.	205	0	32.0	13.0	Vera Cruz.	Valparaiso.		
Orion <sup>1</sup> .	16	20	55	20	6	22	20	14	00	United States Navy.	514	0	65.0	28.6	Norfolk.	San Diego.	8,560	
Wancavista.	19	15	19	20	6	22	20	15	20	British India Steam Nav. Co.	450	0	58.0	29.0	New York.	Brisbane.	8,438	8,988
Yosemita.	17	16	20	20	6	45	20	16	40	Pacific Steam Navigation Co. (S. B.)	402.6	0	56.0	17.6	Boston.	Seattle.	1,900	6,570
Oriana.	19	17	35	20	7	04	20	15	21	Pacific Steam Navigation Co.	465	0	53.0	26.0	Liverpool.	Coronel.	3,238	8,520
Garfield.	19	20	10	20	7	12	20	16	19	W. P. Grace & Co.	299	0	49.0	16.0	New York.	Callao.	2,945	3,235
Myrrillon.	20	6	30	20	6	10	20	17	25	Blue Funnel Line.	300	0	45.0	22.0	Liverpool.	San Francisco.	1,521	4,941
Hawthorn.	20	7	20	20	6	17	20	17	30	American-Hawaiian Line.	406	0	51.0	20.0	New York.	Los Angeles.	3,317	6,029
Cuba.	17	6	43	20	6	20	17	45	20	Tacite Mail Steamship Line.	307	7	42.2	22.0	Bullimore.	San Francisco.	2,734	3,429
Pleades.	20	8	15	20	6	17	20	17	30	Lockenbath Steamship Co.	331	0	46.1	22.0	Norfolk.	Auckland.	3,000	4,147
Cape Colony.	20	10	22	20	6	25	20	20	10	British Africa Steamship Co.	351	0	35.6		Cristobal.	Salina Cruz.	3,954	3,493
Brant <sup>1</sup> .	19	14	16	21	6	28	21	15	12	United States Navy.	180	0	35.6		Cristobal.	Salina Cruz.	10,640	10,084
China Arrow.	21	4	00	21	6	48	21	14	10	Standard Transportation Co.	468	0	63.0	26.0	Beaumont.	Woeasing.	9,500	6,996
San Anna <sup>1</sup> .	19	13	20	21	6	35	20	18	25	W. Wilhelmsen.	425	0	57.0	27.6	Tampico.	Tooeppila.	3,472	5,298
Maritona.	21	6	30	21	7	12	21	16	05	Norwegian.	135	0	29.0	15.4	Southampton.	Juin.	3,672	5,298
St. Francisco <sup>1</sup> .	16	11	30	21	6	28	21	16	29	British Johnson Steamship Line.	360	8	51.9	19.3	Gothenburg.	Talcahuano.	1,930	4,095
Orcu.	20	13	20	21	6	23	21	19	57	Pacific Steam Navigation Co.	350	0	43.1	19.6	Cristobal.	Valparaiso.	4,231	5,067
Farihuen.	22	6	35	22	7	05	22	14	18	Wessel Duval & Co. (S. B.)	389	0	53.0	21.0	New York.	Paita.	4,231	5,067
St. Enoder <sup>1</sup> .	18	21	55	22	10	52	22	18	04	Fairbairn Steamship Co.	185.5	29.0	17.0		Cristobal.	Punta Arenas.	1,164	742
	18	21	55	22	10	52	22	18	04	C. Rowbotham & Son.	135	0	29.0	13.1	Southampton.	Culebra Buena.	1,438	114

<sup>1</sup> Subbase. <sup>2</sup> U. S. Army transport. <sup>3</sup> Launch. <sup>4</sup> Collier. <sup>5</sup> Cruiser. <sup>6</sup> Tug. <sup>7</sup> Motor ship. <sup>8</sup> Mine sweeper, with bargo No. 30.

22 11.45 22	12.07	22 19.09	22 20.30	American	Barber Steamship Line (S. B.)	434.0	57.0	25.6	New York	Shanghai	9,000	7,983
22 13.00 23	6.30	23 13.35	23 14.50	British	James Chambers & Co.	400.0	50.0	27.0	New York	Yokohama	8,000	6,480
23 7.14 23	7.35	23 15.31	23 16.27	American	Atlantic Gulf & Pac. Corp. (S. B.)	409.0	54.0	22.0	Mobile	Los Angeles	6,000	5,869
13 14.15 23	13.50	23 20.55	23 21.01	Peruvian	Peruvian Line	300.0	46.0	20.6	Cristobal	Callao	2,442	4,838

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date	Vessel	Line	From	Date	Vessel	Line	To
16 16.35 17	6.36	17 13.30	American	Standard Oil Co.	435.0	56.0	19.0
16 18.20 17	6.56	17 14.36	American	Union Oil Co.	435.0	56.0	19.5
16 23.00 17	15.21	17 23.00	American	Struthers & Dixon (S. B.)	435.0	56.0	27.6
18 12.30 18	9.45	18 15.27	American	Williams Dimond & Co. (S. B.)	492.5	83.0	23.6
13 16.45 18	9.45	18 15.20	American	United States Navy	165.0	30.0	
18 9.55 18	14.26	18 22.17	American	Fairhaven Steamship Co.	185.0	38.0	18.6
18 17.39 19	6.47	19 14.45	American	Williams Dimond & Co. (S. B.)	379.5	53.1	23.2
19 1.00 19	8.27	19 17.25	American	U. S. & A. Line (S. B.)	395.5	55.0	27.1
19 12.35 19	14.00	19 21.24	American	General Steamship Corp. (S. B.)	425.0	53.8	25.0
19 21.36 20	7.36	20 16.25	British	Monarch Steamship Line	420.5	54.3	25.0
20 1.00 20	8.16	20 16.05	British	Pacific Steam Navigation Co.	246.0	35.2	13.8
20 12.10 20	8.41	20 16.26	British	Pacific Steam Navigation Co.	220.0	24.0	10.0
20 9.20 20	9.36	20 17.47	Japanese	Kanada Kisen Kabushiki Kaisha	400.0	48.2	25.0
20 10.40 20	10.36	20 18.55	Norwegian	Grefstad Rederi	376.2	48.0	23.1
12 9.30 21	14.63	21 22.27	American	U. S. & A. Line (S. B.)	400.7	54.2	25.0
21 6.50 21	14.31	21 23.09	American	United States Steel Products Co	424.6	56.2	25.0
17 0.50 22	14.11	22 20.55	American	Rolph Navigation and Coal Co	112.0	22.5	12.0
23 12.45 23	7.28	23 14.32	American	W. R. Grace & Co.	298.6	40.0	22.9
23 6.30 23	7.46	23 16.09	Japanese	Tasum Steamship Co. Ltd.	400.0	53.0	23.3
23 6.40 23	10.40	23 18.04	British	Pacific Steam Navigation Co.	350.3	43.1	19.4

<sup>10</sup> Reported in last week's issue. <sup>11</sup> For orders. <sup>12</sup> Barley, ties, and general. <sup>13</sup> Chrome ore, managerite, etc. <sup>14</sup> Sugar, vanadium, and ore. <sup>15</sup> Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian. <sup>16</sup> Short tons. <sup>17</sup> Oil tanker. <sup>18</sup> Motor schooner. <sup>19</sup> Other than ships passing through the Canal. <sup>20</sup> For orders. <sup>21</sup> For orders. <sup>22</sup> For orders. <sup>23</sup> For orders. <sup>24</sup> For orders. <sup>25</sup> For orders. <sup>26</sup> For orders. <sup>27</sup> For orders. <sup>28</sup> For orders. <sup>29</sup> For orders. <sup>30</sup> For orders. <sup>31</sup> For orders. <sup>32</sup> For orders. <sup>33</sup> For orders. <sup>34</sup> For orders. <sup>35</sup> For orders. <sup>36</sup> For orders. <sup>37</sup> For orders. <sup>38</sup> For orders. <sup>39</sup> For orders. <sup>40</sup> For orders. <sup>41</sup> For orders. <sup>42</sup> For orders. <sup>43</sup> For orders. <sup>44</sup> For orders. <sup>45</sup> For orders. <sup>46</sup> For orders. <sup>47</sup> For orders. <sup>48</sup> For orders. <sup>49</sup> For orders. <sup>50</sup> For orders. <sup>51</sup> For orders. <sup>52</sup> For orders. <sup>53</sup> For orders. <sup>54</sup> For orders. <sup>55</sup> For orders. <sup>56</sup> For orders. <sup>57</sup> For orders. <sup>58</sup> For orders. <sup>59</sup> For orders. <sup>60</sup> For orders. <sup>61</sup> For orders. <sup>62</sup> For orders. <sup>63</sup> For orders. <sup>64</sup> For orders. <sup>65</sup> For orders. <sup>66</sup> For orders. <sup>67</sup> For orders. <sup>68</sup> For orders. <sup>69</sup> For orders. <sup>70</sup> For orders. <sup>71</sup> For orders. <sup>72</sup> For orders. <sup>73</sup> For orders. <sup>74</sup> For orders. <sup>75</sup> For orders. <sup>76</sup> For orders. <sup>77</sup> For orders. <sup>78</sup> For orders. <sup>79</sup> For orders. <sup>80</sup> For orders. <sup>81</sup> For orders. <sup>82</sup> For orders. <sup>83</sup> For orders. <sup>84</sup> For orders. <sup>85</sup> For orders. <sup>86</sup> For orders. <sup>87</sup> For orders. <sup>88</sup> For orders. <sup>89</sup> For orders. <sup>90</sup> For orders. <sup>91</sup> For orders. <sup>92</sup> For orders. <sup>93</sup> For orders. <sup>94</sup> For orders. <sup>95</sup> For orders. <sup>96</sup> For orders. <sup>97</sup> For orders. <sup>98</sup> For orders. <sup>99</sup> For orders. <sup>100</sup> For orders.

Date	Vessel	Line	From	Date	Vessel	Line	To
Oct. 17	Trinity <sup>17</sup>	United States Navy	Baton Rouge	Oct. 17	Caribbean	Panama Railroad	Cattle Industry
Oct. 17	Toledo	United Fruit Co.	Port Limon, C. R.	Oct. 17	Toledo	United Fruit Co.	New York via Habana.
Oct. 18	Lake Capens	United States Shipping Board	Puerto Colombia	Oct. 18	Lake Capens	United States Shipping Board	Tela, Honduras.
Oct. 18	San Blas	United Fruit Co.	Boston and Habana	Oct. 18	San Blas	United Fruit Co.	Port Limon.
Oct. 19	Cartago	United Fruit Co.	New Orleans	Oct. 19	León XIII	Spanish Steamship Line	Puerto Colombia.
Oct. 19	Antillan	Leyland Line	Liverpool	Oct. 19	Colon	Panama Railroad Steamship Line	New York
Oct. 19	Calamares	United Fruit Co.	New York via Habana	Oct. 19	Glysses	Panama Railroad Steamship Line	Norfolk
Oct. 19	Gen. W. C. Gorgas	United Fruit Co.	New York via Haiti	Oct. 20	Ateenas	United Fruit Co.	New Orleans
Oct. 20	Peron	French Steamship Line	New Orleans via waypoints	Oct. 20	Calamares	United Fruit Co.	Port Limon.
Oct. 21	Caribbean	Panama Railroad Cattle Industry	St. Nazaire and waypoints	Oct. 21	Cartago	United Fruit Co.	N. O., Bevas, Habana.
Oct. 22	Eastern Temple	McCormack & McPherson (S. B.)	Seattle	Oct. 22	Antillan	Leyland Line	Cartegoon.
Oct. 23	Laura C. Hall <sup>18</sup>	Pacific Metals Corporation	Buenaventura	Oct. 23	Peron	French Steamship Line	Puerto Colombia.
Oct. 23	Lady Sybil	International Petroleum Co.	Talara	Oct. 23	Trinity <sup>17</sup>	United States Navy	Port Arthur, Tex.

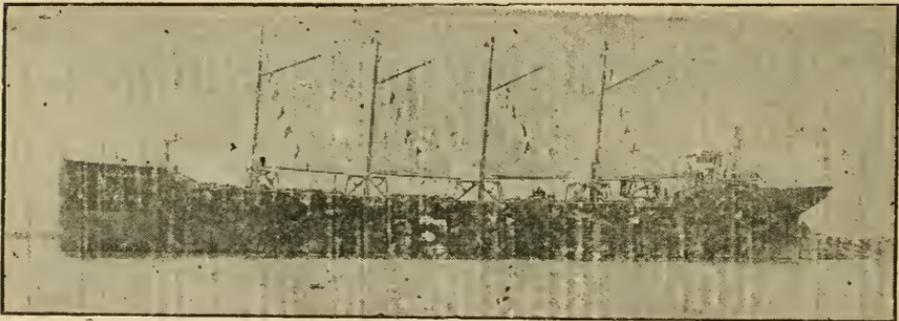
<sup>17</sup> Oil tanker. <sup>18</sup> Motor schooner. <sup>19</sup> Other than ships passing through the Canal. <sup>20</sup> For orders. <sup>21</sup> For orders. <sup>22</sup> For orders. <sup>23</sup> For orders. <sup>24</sup> For orders. <sup>25</sup> For orders. <sup>26</sup> For orders. <sup>27</sup> For orders. <sup>28</sup> For orders. <sup>29</sup> For orders. <sup>30</sup> For orders. <sup>31</sup> For orders. <sup>32</sup> For orders. <sup>33</sup> For orders. <sup>34</sup> For orders. <sup>35</sup> For orders. <sup>36</sup> For orders. <sup>37</sup> For orders. <sup>38</sup> For orders. <sup>39</sup> For orders. <sup>40</sup> For orders. <sup>41</sup> For orders. <sup>42</sup> For orders. <sup>43</sup> For orders. <sup>44</sup> For orders. <sup>45</sup> For orders. <sup>46</sup> For orders. <sup>47</sup> For orders. <sup>48</sup> For orders. <sup>49</sup> For orders. <sup>50</sup> For orders. <sup>51</sup> For orders. <sup>52</sup> For orders. <sup>53</sup> For orders. <sup>54</sup> For orders. <sup>55</sup> For orders. <sup>56</sup> For orders. <sup>57</sup> For orders. <sup>58</sup> For orders. <sup>59</sup> For orders. <sup>60</sup> For orders. <sup>61</sup> For orders. <sup>62</sup> For orders. <sup>63</sup> For orders. <sup>64</sup> For orders. <sup>65</sup> For orders. <sup>66</sup> For orders. <sup>67</sup> For orders. <sup>68</sup> For orders. <sup>69</sup> For orders. <sup>70</sup> For orders. <sup>71</sup> For orders. <sup>72</sup> For orders. <sup>73</sup> For orders. <sup>74</sup> For orders. <sup>75</sup> For orders. <sup>76</sup> For orders. <sup>77</sup> For orders. <sup>78</sup> For orders. <sup>79</sup> For orders. <sup>80</sup> For orders. <sup>81</sup> For orders. <sup>82</sup> For orders. <sup>83</sup> For orders. <sup>84</sup> For orders. <sup>85</sup> For orders. <sup>86</sup> For orders. <sup>87</sup> For orders. <sup>88</sup> For orders. <sup>89</sup> For orders. <sup>90</sup> For orders. <sup>91</sup> For orders. <sup>92</sup> For orders. <sup>93</sup> For orders. <sup>94</sup> For orders. <sup>95</sup> For orders. <sup>96</sup> For orders. <sup>97</sup> For orders. <sup>98</sup> For orders. <sup>99</sup> For orders. <sup>100</sup> For orders.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Balboa for Week Ending October 23, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Halway.....	United States Shipping Board.....	October 16....	October 17....	2,500	.....
Laura C. Hall.....	Pacific Metals Corporation. Ltd.....	October 17....	.....	3	83
Fairhaven.....	Fairhaven Steamship Co.....	October 18....	October 18....	7	.....
Cauea.....	Pacific Steam Navigation Co.....	October 20....	October 20....	6	.....
Jamaica.....	Pacific Steam Navigation Co.....	October 20....	October 20....	2	.....
Cuba.....	Pacific Mail Steamship Co.....	October 20....	October 20....	5½	3
San Francisco.....	Johnson Line.....	October 21....	October 21....	5	25
Chile.....	Pacific Steam Navigation Co.....	October 23....	October 23....	30	.....

**Seagoing Barges Added to Coaling Equipment.**

The placing of two 7,500-ton coal barges in the service of the Panama Railroad Steamship Line between Norfolk and Cristobal will increase considerably the ability of the line to furnish coal to the coaling plants at the Canal. One of the barges, the *Darien*, has been in service for several months, and the other, the *Mamei*, is now on her first voyage to the Isthmus. The barges are towed by the colliers *Achilles* and *Ulysses*.



7,500-TON SEAGOING COAL BARGE "MAMEI."

A photograph of the *Mamei* is shown on this page. Each of the barges is 352 feet in length, over all, 335 feet on the load waterline, by 52 feet beam, with a molded depth of 33 feet. The construction is a single-deck steel barge, with topside tanks through cargo holds, and continuous steel upper deck, with poop and forecastle decks. The hold is divided by 6 bulkheads, with forward peak tanks, 5 cargo holds, and after peak tank. The deck house aft is of steel and serves as pilot house, galley, etc. The officers and crew are quartered in the poop deck. The barge is equipped with sails, to take advantage of the winds in lightening the tow and to afford some means of making headway if the tow should break loose. The 4 masts carry fore staysail, foresail, mainsail, mizzen sail, jigger sail, and spanker. The steam equipment is for the steering engine, capstan, windlass, towing machines, pumps, winches, heating system, and electric plant, including a radio outfit.

Each of the barges has a capacity of 7,500 tons of 2,240 pounds. The gross tonnage of each is 4,074 and the net tonnage, 3,760 tons. They were built at Mobile, Ala., by the Alabama Dry Dock and Shipbuilding Company, under a contract let by the Emergency Fleet Corporation under date of July 20, 1917.

One of the Canal colliers and one of the barges together can carry approximately 19,500 tons of coal; on their present voyage, the collier *Achilles* is bringing 12,110 tons and the barge *Mamei* has 7,405 tons. With the barge in tow the time of the voyage from Norfolk to Cristobal is about 8 days, as compared with 6 days without a tow. The time required for passage is increased approximately one-third, while the carrying capacity of the unit is increased approximately three-fifths; the net gain in ability to deliver is about one-fourth.

It is anticipated that, with the improvements which have been taking place in railway transportation to the seaboard in the United States, the Canal plants can count on receiving 50,000 or 55,000 tons of coal a month in the near future.

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### Steam Launch to Supplement Gasoline Launch Service.

The Navy Department has transferred to The Panama Canal the subchaser *S. P. 2232*, under conditions similar to those governing the transfer of the salvage steamer *Favorite*. The *S. P. 2232* was planned as a private steam yacht but was turned over to the Navy upon completion, in 1917. She is 110 feet in length, 20 feet beam, and has a draft of 6 feet. It is the intention of the Canal to make certain alterations which will fit the vessel for use in carrying parties of as many as 75 people; and she will probably be used, in part, for trips through parts of the Canal and to near-by points of interest, according to the patronage which may be expected from visitors to the Isthmus as well as residents. It is anticipated that the cost of operation of the *S. P. 2232*, a steam vessel operating with a small crew, will not be much in excess of the cost of operating the larger gasoline launches; and with larger parties the prorated cost will be smaller.

As this vessel was built originally as a yacht, the accommodations are exceptional for a vessel of her size. Aft of the engine room there are, at present, 3 double-berth staterooms and a social hall fitted with transoms, 2 large lockers, and a complete fitted bathroom. Forward of the engine room, the vessel is fitted with a fair-sized galley, crew's mess room, 2 double staterooms, and a comfortable crew's space. Forward of the pilot house, on a line with the main deck, is a comfortable day cabin.

Alterations are now being made in the accommodation arrangements to enlarge the social hall by combining the 2 forward staterooms, equipping them with transoms on 3 sides, and making additional provisions for the comfort of passengers. The deck cabin will be converted into a smoking room.

The clear deck space is large for this class of vessel and, with awnings spread, will be very comfortable under all favorable weather conditions.

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### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended October 24:

Submarines *R-21* and *R-27*, periodical overhaul; steamship *Marne*, general repairs; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *Hodges*, general repairs; barge *No. 131*, general repairs; tug *Bohio*, general repairs; steamships *Donald McKay*, repairs to boiler, blower engine, and steering gear; *Diablo*, repairs to main turbine and air pump; *Havilah*, repairs to boiler and air pumps; tug *Cocoli*, rebush main engine throttle lever and rebuild brick work; steamship *Western Cross*, repairs to steering lever and

blower engine: U. S. S. *Des Moines*, light repairs; U. S. S. *Cleveland*, repairs to rudder stuffing box and refrigerating machine; U. S. S. *Eagle No. 12*, repairs to oil strainer.

The following vessels were at the Cristobal shops for repairs during the week ended October 25:

Steamship *General Gorgas*, miscellaneous repairs and painting to engine, deck, and steward departments; tug supply *No. 1*, clean and paint hull; repair pump, clutch, etc.; tug *Relief*, clean and paint hull, minor repairs; steamships *Chile*, repair port and starboard boilers, dynamo, winch, etc.; *Manavi*, retube and weld crack in main condenser; renew tubes and weld boiler, etc.; D. A. D. G. *No. 76*, continued retubing and refitting brasses, etc.; barges *Nos. 15, 19, 118, 119, 150, and 151*, scale and paint; repair hull, etc.; U. S. S. *C-285*, overhaul main and auxiliary engines; U. S. S. *R-25*, repair and alter engine foundation, etc.; launch *Pequeni*, overhaul both engines; steamships *Acajulla, Caribbean, Jamaica*, U. S. D. B. L. *No. 53*, minor repairs.

### Transfer Charges on Freight Shipments to Panama City.

Under Supplement No. 2 to Freight Classification and Tariff No. 31 of the Panama Railroad Steamship Line, publishing class and commodity rates from New York to Panama City, Item 27 (which amends Item 25), establishes the following:

#### ISTHMUS TRANSFER CHARGES.

In addition to rates covered by Tariff No. 31, as amended, all shipments for Panama City, R. P., will be subject to transfer rate of \$1 per bill of lading ton, and all shipments of specie or any other commodity on which freight is charged on an ad valorem basis will be subject to an additional charge of 1/32 of 1 per cent, as per Panama Canal Tariff No. 4, Item 18.

### Observation of Meteorological Conditions During Attempted Aeroplane Flight to Jamaica.

The 3 aeroplanes which started to fly from Cristobal to Jamaica on October 6 were compelled to turn back by a storm over the Caribbean to the south of the island. This storm was along the southern edge of the hurricane belt, although the mean path of recorded hurricanes skirts the northern coasts of Santo Domingo and Cuba, in a parabolic course which extends from the Lesser Antilles toward the United States. Observations on the Caribbean storms are of interest to shipping,<sup>1</sup> and with this in mind THE PANAMA CANAL RECORD requested Mr. Samuel Gottlich, observer in the Section of Meteorology and Hydrography of The Panama Canal, who assisted in the observation of weather conditions over the course of the flight, to contribute an article on this phase. His paper follows:

The recent attempt to fly to Jamaica may be viewed from many angles. Among these may be considered the gas consumption in the tropics, the stability of the motor in warm climates, etc. But one angle that parallels any of the above in importance is the meteorological phase of the flight.

The value of authentic meteorological observations and forecasts has long been recognized. The giant dirigible *R-34* carried a meteorologist as part of the ship's complement, while meteorologists were stationed at Rockaway, N. Y., Newfoundland, the Azores, and Portugal during the *N. C.* flight.

Briefly, the meteorological plans for the Jamaican flight were as follows: Hourly wind observations were to be made and wirelessly by all ships, which were stationed at intervals of 60 miles. The *Eagle No. 4* with the naval aerological officer aboard, and the Navy tug *Sciota*, on which ship I was stationed, were to make periodic detailed observations and forecasts and radio them to Colon. The above 2 ships also were to "listen in" on Swan Island and obtain the West Indian meteorological observations with which to make synoptic charts. The Naval Aerological Office was to take periodic upper air observations before and during the flight.

<sup>1</sup>An article on "West Indian Hurricanes," with a chart, was published in THE PANAMA CANAL RECORD of September 1, 1915 (issue No. 2 of Volume IX).

These 2 ships left to take their stations, Sunday evening, October 3.

Early in the morning of October 5 the *Sciota* assumed her position as station No. 5, about 300 miles from Colon.

The wind was fresh and increasing, but to all indications it was a trade wind. By 8 a. m. it was blowing approximately 35 miles per hour and extremely gusty. A radio message was received from the *Eagle No. 4* to the effect that the same conditions existed in their vicinity, 60 miles south of Kingston. An effort was made to establish communication with Colon in order to inform the Naval Air Station of these conditions, but this failed. Incidentally, the communication difficulty was existent throughout the flight.

The wind held stationary until noon and then a diminution in velocity was observed. By 3 p. m. the wind had diminished to 12 miles per hour from the northeast. The barometer was normal but fluctuating slightly. There were about three-tenths cumulus clouds in the sky.

By 4 p. m. a perceptible inclination toward a backing wind direction was observed. On the eastern horizon a faint cirroform cloud bank was observed. The upper air had an easterly tendency. This was indicated by a few alto cumulus clouds with an easterly direction. These indications prompted me to send the following message: "Northeast 18. Cirrus clouds in sky presage possibility of bad weather." However, owing to poor communication, this message failed to arrive at its destination.

From 5 p. m. the wind gradually increased in velocity and at midnight it was blowing at 25 miles per hour with gusts probably reaching 40 miles. An attempt was made to send the following message: "12 midnight. Northeast 25, gusty, intermittent rain. Unfavorable for a start. Communication extremely difficult, almost impossible to send messages." The radio operator tried continuously to send this message but it was not until 6.30 a. m. of the 6th that he relayed it through the *Eagle No. 58*, which was 60 miles astern of us.

The planes left Colon before the message was received, but it was broadcasted and the 2 naval planes picked it up after they had been out several hours. Realizing the futility of continuing the flight, their commander decided to return to Colon.

By 11 a. m. on the 6th the rain was falling in torrents and the wind was blowing at a terrific rate. Indeed, no plane could have weathered these elements. At times the visibility was not more than 200 yards, owing to the copious rainfall. The sea was running very high and we tossed about like a chip.

This weather continued until about 3.30 p. m., when a slackening up of both rain and wind was observed. The wind veered around to the southeast and patches of blue sky appeared.

At 5.30 a. m. of the 7th we were informed that all planes had returned and to proceed to Colon immediately.

A short time after the flight I was requested to explain in a few words how the path of this disturbance was determined.

As in the case of the cirrus bands or feathery cloud bank observed on the eastern horizon on the 5th, it is generally known that cirrus clouds, known as mares' tails among seafarers, precede a low pressure area. In these latitudes depressions drift from east to west with the general wind movement. The apparent center of the depression was located by observing the approximate center of the cirrus bands and its apparent direction of drift was deduced by noting the shifts of the wind.

#### **Enlarging Industrial Ward of Corozal Hospital.**

The industrial ward of Corozal Hospital in which those patients who are capable of the work are given instruction in manual arts or allowed to work at crafts in which they are previously experienced, is being enlarged. The patients make a variety of useful articles, which are sold through the commissary store or at the hospital.

#### **Information to Be Furnished Grievance Board.**

The Governor has directed that the following paragraph be added to and made a part of his letter dated July 13, 1920, establishing the Grievance Board for investigation and recommendation on complaints of employees concerning working conditions:

"The Board or its subcommittee will be furnished by any employee of The Panama Canal or Panama Railroad Company, orally or in writing, any information necessary in connection with matters within its purview, upon request."

The letter of July 13 was published in THE PANAMA CANAL RECORD of July 14, 1920, page 705 of Volume XIII.

### Train Service, November 3.

November 3, being a legal holiday, the Panama Railroad will operate Saturday's schedule on Tuesday, November 2, and Sunday's schedule on Wednesday, November 3, on the main line and on the Las Cascadas branch. Local freights will not run on November 3.

### Increased Accommodations at the Hotel Aspinwall.

Recent renovation completed in the Hotel Aspinwall at Taboga has increased the rooming capacity of the hotel approximately one-third. This has made the accommodations sufficient to handle the ordinary patronage without crowding.

### Baggage of Patrons Returning from Hotel Aspinwall.

The Panama Railroad invites attention to the following with reference to the baggage of patrons of the Hotel Aspinwall returning to points on the line of the railroad:

Passengers with baggage leaving Taboga Island for points on the Panama Railroad who desire to have baggage arrive at their destination on the same date should leave Taboga in time to make connection with train No. 8, scheduled to leave Panama at 5 p. m. Baggage failing to connect with train No. 8 will remain over and be forwarded on train No. 4, 7.10 a. m., from Panama, the following morning. No baggage is handled on train No. 10, leaving Panama at 11.30 p. m. on Saturdays or on train No. 12, leaving Panama at 9.35 p. m. on Sundays. Baggage room is closed at 7.15 p. m. and no baggage will be received at Panama Station after that time.

Passengers who fail to connect with train No. 8 and who do not arrive at Panama before 7.15 p. m., should arrange to bring their baggage to Balboa Heights Station, where watchman at that point will place same in the baggage room until the following morning.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Clerk, with knowledge of ship measurements (male and female); \$1,600 a year; form 1312; age, 25 years and over; a vacancy exists in the Bureau of Navigation, Department of Commerce, Washington, D. C.; November 17, 1920.

Deputy shipping commissioner (male and female); \$960 a year and over; form 1312; age, 18 years and over; vacancies exist at New York, N. Y., Baltimore, Md., Newport News, and Norfolk, Va., New Orleans, La., and San Francisco, Cal.; November 3, and December 15, 1920.

Automobile mechanic, 56 cents an hour; automobile mechanic's helper, 44 cents an hour (male and female); form 1800; age, 18 years and over; vacancies exist in the Bureau of Mines, Interior Department, Washington, D. C.; November 16, 1920.<sup>1</sup>

Glassworker (male and female); \$1,200 to \$1,680 a year; form 304; age, 25 years and over; vacancies exist in the Bureau of Standards, Washington, D. C.; November 16, 1920.<sup>1</sup>

Telephone auditor (male and female); \$2,000 to \$2,400 a year; form 1312; age, 23 years and over; vacancies exist in the office of the Chief Signal Officer, War Department, Washington, D. C.; November 16, 1920.<sup>1</sup>

Investigator in poultry and egg handling (male and female); \$1,620 to \$2,400 a year; form 1312; age, under 45 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture, for service in the field; November 17, 1920.

Graphotype operator (male and female); \$660 to \$1,200 a year; form 304; age, 18 years and over; vacancies exist in the Bureau of War Risk Insurance, Washington, D. C.; November 17, 1920.

Copperplate map engraver (male and female); \$1,000 a year; form 1800; age, 18 years and over; 2 vacancies exist in the Coast and Geodetic Survey; date announced later.

<sup>1</sup>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 day.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Official Circulars.**

**Amendment to Departmental Tariff "A."**

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., September 30, 1920.

To all concerned—The following amendment is made to Departmental Tariff "A"—Schedule of Rates for Supplies and Services Furnished to Departments and Divisions of The Panama Canal, Panama Railroad, other departments of the United States Government, employees, and those entitled to employees' rates, except where otherwise specified:

**CLASS VI. HOTELS, RESTAURANTS, AND MESSES.**

Item 6.

FLOATING EQUIPMENT.

Effective October 1, 1920.

Gold employees:	
Per meal.....	\$0.50
Per day (three meals).....	1.50
Silver employees:	
Per meal.....	.17
Per day (three meals).....	.50

CHESTER HARDING,

Governor, The Panama Canal.

President, Panama Railroad Company.

**Applications for Assignment and Transfer of Quarters.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 20, 1920.

CIRCULAR No. 627-28:

Paragraphs 7 and 11 of Circular No. 627-24, dated June 3, 1919, are amended to read as follows:

"7. An applicant on the waiting list for family quarters, when he becomes eligible for assignment, will be given an opportunity to refuse 3 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. Employees on leave will not be assigned until their return to the Isthmus, unless they advise the district quartermaster that the head of their department will accept quarters for them."

"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 2 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. Employees on leave will not be offered a transfer until they return, unless they advise the district quartermaster that the head of their department will accept quarters for them."

CHESTER HARDING,

Governor.

**Acting Municipal Engineer.**

THE PANAMA CANAL,  
EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 21, 1920.

To all concerned—Effective October 25, 1920, Mr. George W. Green will be in charge of the work of the Municipal Engineering Division as Acting Municipal Engineer during the absence of Mr. D. E. Wright, Municipal Engineer, on leave.

CHESTER HARDING,

Governor.

**Appointment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 22, 1920.

CIRCULAR No. 661-90:

Effective this date, Walter F. Van Dame is appointed Counsel for the Panama Railroad Company on the Isthmus, and Land Agent, for The Panama Canal.

CHESTER HARDING,

Governor, The Panama Canal.

President, Panama Railroad Company.

**District Dentists.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 1, 1920.

CIRCULAR No. 622-3 (superseding circular No. 622):

1. Dentists may be employed without salary, but will be privileged to charge certain fees for services, and will be entitled to privileges accorded employees on the gold roll. During the first 2 years of service they shall be entitled to privileges and allowances of employees on the gold roll drawing \$2,400 a year, and after 2 years' satisfactory service may be assigned to the same class of quarters to which an employee drawing \$3,000 per year is entitled. Office room and office furniture will be supplied by The Panama Canal.

2. In return for these allowances they shall be subject to all the rules and regulations of The Panama Canal, and shall do dental work for employees of The Panama Canal, and their families, and for employees of contractors for The Panama Canal, and members of their families, at rates to be fixed by the Chief Health Officer. These rates shall be posted conspicuously in each office, as follows:

Professional visits at home of patient.....	\$2.00
Devitalizing pulp and removing same.....	2.00
Treatment of alveolar abscess, each treatment.....	.50
Treatment of root canals and teeth, each treatment.....	.50
Filling roots of teeth.....	1.00 to 2.00
Fillings of porcelain.....	3.00 to 6.00
Fillings of gold.....	2.00 to 8.00
Fillings, gold inlays.....	5.00 to 15.00
Fillings, amalgam.....	1.00 to 3.00
Fillings, cement.....	1.00
Fillings, gutta percha.....	1.00
Cleaning teeth, removing of calculus, treatment of pyorrhea and diseases of the oral cavity generally, each treatment.....	.50 to 2.00
Cleaning of children's teeth.....	1.00
Extraction of tooth.....	.50
Extraction of impacted tooth.....	5.00
Extraction of children's teeth, each.....	.50
Anesthesia, local.....	.50 extra
Gas.....	3.00 extra
Post extractions, treatment.....	.50
Full artificial upper or lower dentures (or plate):	
Vulcanite, each.....	20.00 to 30.00
Gold, each.....	75.00
Aluminum, each.....	30.00 to 40.00
Partial dentures.....	20.00 to 30.00
Crown work, incisors and bicuspsids, each crown.....	8.00 to 9.00
Crown work, molars, each crown.....	10.00
Bridge work (bridge attachments considered as teeth), incisors and bicuspsids, per tooth.....	8.00 to 9.00
Bridge work (bridge attachments considered as teeth), molars, per tooth.....	10.00
Porcelain crowns with cast base.....	10.00
Removing crown.....	1.00
Removing bridge or more than one crown abutment.....	2.00
Examination (routine), for estimate.....	No charge.

CHESTER HARDING,

Governor.

### Reduced Steamship Transportation for Relatives of Employees.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 22, 1920.

CIRCULAR NO. 610-3:

1. The United States Shipping Board has ruled that the rate of \$45 heretofore granted to relatives of employees, is illegal and that it is necessary to annul it.
2. Effective at once, this rate is, therefore, discontinued.
3. Paragraph 14 of Circular No. 610, dated April 1, 1914, is amended accordingly.

CHESTER HARDING,  
Governor.

### Claims of Shortage in Pay, and Requests for Coupon Books.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 22, 1920.

To all concerned—The practice of handling by telephone or in person claims of shortage in pay and requests for coupon books, consumes much valuable time and should be discontinued.

Claims relative to shortage in pay or overdeductions should be submitted by mail to the Bureau of Payrolls, Balboa Heights, on form No. 39, supply of which may be secured on requisition from the Printer at Mount Hope.

Coupon book requests must be handled in the regular way through the time books.

C. A. McILVAINE, *Executive Secretary.*

### Name of Division Returning Empty Drums.

THE PANAMA CANAL,  
SUPPLY DEPARTMENT.

BALBOA HEIGHTS, C. Z., October 20, 1920.

#### HEADS OF DEPARTMENTS AND DIVISIONS:

It is requested that tags be put on all empty drums returned to the storehouse hereafter, indicating the division which is to be credited with the drums and the name of the person originating each shipment. If tags are not available, the above information should be written on the drums with chalk.

Storekeepers have had considerable difficulty in arranging credit to proper divisions for drums returned, on account of lack of information as to the consignors.

R. K. MORRIS,  
*Chief Quartermaster.*

### Administrator's Sale.

The Administrator of Estates, room 301, Administration Building, Balboa Heights, offers for sale, for account of the estate of Edwin L. Larsen, deceased American employee of The Panama Canal, a new 2-piece suit of dark gray tweed (commissary goods) of the following measurements: Coat, 41; trousers, length and waist, both 33½. The clothes may be examined and tried on any weekday between 8 a. m. and 8 p. m. and on Sundays between 8 a. m. and noon, at the tailor shop of Robert C. Smith, No. 1 Calle I, Panama, opposite Smallwood's garage.

The sale price of the suit is \$35, and should be paid to the Administrator, who will then order the tailor to release the garments. Persons desiring to offer less than \$35 may make written bids on the property, and send them to the Administrator in sealed envelopes, marked "Bid on suit of Edwin L. Larsen, deceased." Bids will be opened in the Administrator's office at 11 a. m., Monday, November 8, 1920, in case the clothes have not been previously sold at the \$35 price. No deposit of money is required with bids, and the Administrator 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 noon, Friday, November 12, 1920, for the purchase of a portion of the personal effects belonging to the estate of Joseph M. Glover, a deceased American employee of The Panama Canal. The property to be sold consists of a considerable assortment of wearing apparel, personal and toilet articles, and a set of electrical worker's tools, all of which may be seen at the Administrator's office on business days. Detailed lists of the effects may be obtained from the Administrator, and will also be found posted on bulletin boards of Canal Zone post offices and clubhouses. Bids may embrace the entire collection of effects or be limited to individual articles. They should be submitted to the Administrator of Estates in sealed envelopes, marked "Bid on effects of Joseph M. Glover, deceased." No advance deposit of money is required with bids, and the right is reserved to reject any or all bids.

### Cable Notice.

Western Union advises that the rate to Tahiti Island via British Pacific is now 10 cents per word more than via British Pacific as quoted in the tariff book.

## COMMISSARY NOTE.

### Notice of Change in Free Delivery Service.

Because of the marked and constant increase in inland and ocean freight rates, handling charges, labor costs, delivery expense, in fact practically all items entering into operating expenses, it is necessary immediately to increase the surcharge applied to groceries or to discontinue some form of service not absolutely essential, in order that the surcharge may be maintained at its present level.

Believing that the latter course will be more satisfactory to the great majority of commissary customers, one of the measures devised which, it is hoped, will assist in effecting the desired economy is the discontinuance, effective November 1, of the free delivery of articles other than bread and cold storage supplies, excepting on orders totaling \$5 or more. For special delivery a charge of 25 cents will be made for one or two items, with 5 cents more for each additional item on the order, which represents, very closely, the actual expense incurred.

Ice, specially delivered, will be at the rate of 25 cents for each 100-pound piece or less, 40 cents for piece 110 pounds to 300 pounds and 40 cents for each additional 300-pound block.

A special delivery of ice cream in 5-gallon containers or less will be made for 25 cents, and a charge of 40 cents for each container of more than 5-gallon capacity.

It has also been decided to discontinue the peddle delivery of ice cream on Sunday afternoons after October 31.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., November 3, 1920. No. 12.

## The Fuel Situation.

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., October 27, 1920.

*To all steamship agents*—Cablegram from a coaling company advises that there are 14,000 tons of free coal at Habana. It is desired that, as far as possible, this coal be used by shipping, in order to conserve the supply on the Isthmus.

E. P. JESSOP,  
*Marine Superintendent.*

## CANAL WORK IN SEPTEMBER.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of September, 1920:

BALBOA HEIGHTS, C. Z., October 25, 1920.

*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, 1920.

### CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal during the month was 256, in addition to which there were 12 United States Government vessels, including 2 submarines, 1 mine sweeper, 6 merchant vessels with coal for the Navy, 2 Army transports, and 1 Navy supply ship. A detailed classification of the month's traffic is included with this report.

The Panama Canal net tonnage of the 256 commercial vessels aggregated 1,008,785 tons, 57,440 greater than for August. Their registered gross tonnage was 1,293,470, and their registered net tonnage 817,810. The total cargo carried was 1,009,557 tons of 2,240 pounds, 31,183 tons less than for the preceding month. Of this total, 2,130 tons were carried as deck cargo. The total number of vessels and craft of all kinds through the Canal for September was 274, as compared with 301 for last month. The total tolls earned were \$1,010,166.38, as compared with \$936,209.44 for August. The average number of toll-paying vessels per day was 8.73, and the average tolls per vessel, \$3,855.60. Tolls collected amounted to \$1,003,531.38.

The average tonnage, Panama Canal measurement, per vessel was 3,956; United States net equivalent, 3,265; registered gross, 5,072, and registered net, 3,207. The average cargo carried by the laden vessels was 4,853 tons.

The United States coastwise trade for September included 23 vessels with a total Panama Canal net tonnage of 90,247, and cargo of 110,231 tons. There were 12 vessels from the Atlantic to the Pacific with a total Panama Canal net tonnage of 44,651, and cargo of 50,450 tons; and from the Pacific to the Atlantic Coast 11 vessels with a total Panama Canal net tonnage of 45,596 and cargo of 59,781 tons.

### PRINCIPAL COMMODITIES.

Bulk shipments of whole cargoes of the different principal commodities included in the September traffic were:

## FROM ATLANTIC TO PACIFIC.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Fuel oil.....	Tampico.....	Pisagua.....	3	23,956	
Fuel oil.....	Tampico.....	Tocopilla.....	2	19,400	
Fuel oil.....	Tampico.....	Iquique.....	1	9,081	
Fuel oil.....	Tampico.....	Taltal.....	1	9,000	
Fuel oil.....	Tampico.....	Balboa.....	1	1,052	62,489
Fuel oil.....	Point Lobos.....	Pisagua.....	1	5,000	
Fuel oil.....	Point Lobos.....	Antofagasta.....	1	1,044	9,044
Fuel oil.....	New York.....	Newchwang, China.....	1	7,500	7,500
Total.....			11	79,033	79,033
Coal.....	Norfolk.....	Balboa.....	1	12,025	
Coal.....	Norfolk.....	Antofagasta.....	1	7,654	
Coal.....	Norfolk.....	Chile.....	1	5,707	
Coal.....	Norfolk.....	Iquique.....	1	2,882	28,268
Coal.....	Newport News.....	Iquique.....	2	10,240	10,240
Coal.....	Cardiff.....	Coquimbo.....	1	4,601	4,601
Coal.....	Philadelphia.....	Oakland.....	1	3,140	3,140
Coal.....	London.....	Portland.....	1	800	800
Total.....			9	47,049	47,049
Kerosene and gasoline.....	Sabine.....	Nagasaki.....	1	11,260	11,260
Kerosene and gasoline.....	Beaumont.....	Taku, China.....	1	10,481	10,481
Kerosene and gasoline.....	Port Arthur.....	Shanghai.....	1	7,000	7,000
Total.....			3	28,741	28,741
Structural steel.....	New York.....	W. coast U.S. and Canada.....	1	8,733	8,733
Structural steel.....	Philadelphia.....	Oakland.....	1	4,367	4,367
Total.....			2	13,100	13,100
Sulphur.....	Sabine.....	Portland.....	1	7,600	7,600
Sulphur.....	Galveston.....	British Columbia.....	1	2,200	2,200
Total.....			2	9,800	9,800
Crude naphtha.....	Tampico.....	San Francisco.....	1	10,000	10,000
Phosphates.....	Tampa.....	Kobe.....	1	6,613	6,613
Sugar.....	Juraro, Cuba.....	Vancouver.....	1	2,867	2,867

\* Excess fuel carried.

## FROM PACIFIC TO ATLANTIC.

Nitrate.....	Antofagasta.....	New York.....	2	13,422	
Nitrate.....	Antofagasta.....	New Orleans.....	2	12,236	
Nitrate.....	Antofagasta.....	Wilmington.....	2	7,373	
Nitrate.....	Antofagasta.....	Europe.....	1	5,175	
Nitrate.....	Antofagasta.....	Philadelphia.....	1	4,450	42,656
Nitrate.....	Iquique.....	Dunkirk.....	1	6,902	
Nitrate.....	Iquique.....	St. Nazaire.....	1	6,369	
Nitrate.....	Iquique.....	Jacksonville.....	1	4,347	
Nitrate.....	Iquique.....	Baltimore.....	1	3,486	
Nitrate.....	Iquique.....	Norfolk.....	1	2,808	
Nitrate.....	Iquique.....	Matanzas, Cuba.....	1	2,799	26,711
Nitrate.....	Caleta Buena.....	Kingston.....	1	7,900	
Nitrate.....	Caleta Buena.....	Wilmington.....	1	4,213	
Nitrate.....	Caleta Buena.....	New York.....	1	3,150	15,263
Nitrate.....	Mejillones.....	New Orleans.....	1	11,285	
Nitrate.....	Mejillones.....	St. Thomas.....	1	4,000	15,285
Nitrate.....	Taltal.....	Alexandria.....	1	7,450	
Nitrate.....	Taltal.....	Savannah.....	1	3,334	10,784
Nitrate.....	Tocopilla.....	United States.....	1	6,496	
Nitrate.....	Tocopilla.....	Jacksonville.....	1	3,660	10,153
Nitrate.....	Caleta Colosa.....	Alexandria.....	1	9,530	9,530
Nitrate.....	Valparaiso.....	Bilbao, Spain.....	1	4,100	4,100
Nitrate.....	Guayacan.....	Brunswick.....	1	3,150	3,150
Nitrate.....	Chile.....	New Orleans.....	1	2,507	2,507
Total.....			27	140,142	140,142
Cold storage, food products.....	New Zealand.....	London.....	3	20,827	20,827
Cold storage, food products.....	Wellington.....	London.....	1	4,282	
Cold storage, food products.....	Wellington.....	New York.....	1	3,258	7,540
Cold storage, food products.....	Sydney.....	London.....	1	7,335	7,335
Cold storage, food products.....	Hobart.....	London.....	1	6,200	6,200
Cold storage, food products.....	Melbourne.....	New York.....	1	5,562	5,562
Cold storage, food products.....	Adelaide.....	Boston.....	1	5,504	5,504
Total.....			9	52,968	52,968

FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Sugar.....	Philippine Islands.....	Philadelphia.....	1	9,800	9,800
Sugar.....	Philippine Islands.....	New York.....	1	8,300	8,300
Sugar.....	Philippine Islands, Japan.	N. Y. and New Orleans..	1	7,380	7,380
Sugar.....	Japan.....	New York and Savannah..	1	6,069	6,069
Sugar.....	Samanco, Peru.....	New York.....	1	3,134	3,134
Sugar.....	Peru.....	New Orleans.....	1	1,527	1,527
Total.....			6	36,210	36,210
Wheat.....	Portland.....	Hull.....	1	9,500	9,500
Wheat.....	Portland.....	Leith.....	1	6,104	6,104
Wheat.....	Portland.....	Cape Town.....	1	5,323	20,927
Wheat.....	San Francisco.....	United Kingdom.....	1	6,373	6,373
Wheat.....	Vancouver.....	Genoa.....	1	5,250	5,250
Total.....			5	32,550	32,550
Flour.....	Tacoma.....	New York.....	2	15,419	15,419
Flour.....	Tacoma.....	Christiana.....	1	3,000	18,419
Flour.....	Portland.....	Cape Town.....	1	1,000	1,000
Total.....			4	19,419	19,419
Lumber.....	Vancouver.....	New York.....	1	6,000	6,000
Lumber.....	San Francisco.....	Philadelphia.....	1	7,864	7,864
Lumber.....	Seattle.....	Cape Town.....	1	1,911	1,911
Total.....			3	15,775	15,775
Railroad ties.....	Vancouver.....	London.....	1	7,367	7,367
Railroad ties.....	Columbia River.....	Southampton.....	1	6,069	6,069
Total.....			2	13,436	13,436
Barley.....	San Francisco.....	Leith.....	1	7,149	7,149
Barley.....	Portland.....	Cork.....	1	6,140	6,140
Total.....			2	13,289	13,289
Canned pineapple.....	Hawaii.....	Boston.....	1	3,455	3,455
Canned pineapple.....	Hawaii.....	New York.....	1	2,406	2,406
Total.....			2	5,861	5,861
Lubricating oil.....	San Francisco.....	Philadelphia.....	1	9,410	9,410
Crude oil.....	Port San Luiz.....	New York.....	1	5,567	5,567
Chrome ore.....	Paagoumene, N. C.....	Baltimore.....	1	7,305	7,305
Railroad equipment.....	Seattle and Vancouver.....	Sebastopol.....	1	6,350	6,350
Copper.....	Antofagasta.....	New York.....	1	4,075	4,075

LATIN-AMERICAN TRAFFIC.

Commercial vessels through the Canal en route to the west coast of Central and South America were classified as follows:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
American.....	23	111,281	69,368	84,885	86,964
British.....	16	61,860	37,213	45,996	32,655
Spanish.....	6	23,390	14,562	17,031	5,500
Norwegian.....	5	30,082	19,019	22,544	20,100
Chilean.....	4	19,426	9,141	12,269	5,507
French.....	2	11,372	7,103	8,302	900
Danish.....	2	9,075	5,717	8,449	13,271
Peruvian.....	2	8,049	4,187	5,356	2,991
Italian.....	1	5,371	2,933	3,530	900
German.....	1	4,630	2,861	3,640	Ballast
Japanese.....	1	3,857	2,364	3,033	4,740
Dutch.....	1	3,623	2,229	3,807	3,050
Costa Rican.....	1	265	194	185	Ballast
Panamanian.....	1	18	18	18	Ballast
Totals for September.....	66	292,299	177,179	219,045	176,578
Totals for August.....	75	259,052	161,784	193,894	196,087

Sixteen of the above vessels with an aggregate Panama Canal net tonnage of 44,993 were in ballast; 4 from United States ports, 10 from European ports, and 2 from Cristobal. Six vessels with a total Panama Canal net tonnage of 17,297 car-

rying 13,077 tons of cargo, were bound for Central American ports; the remainder for South American west coast ports.

The registry of the vessels, the kind and quantity of their cargo and its destination are shown below:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
11	United States...	28,924	General.....	28,924	West coast of South America.
6	United States...	42,081	Fuel oil.....	42,081	West coast of South America.
1	United States...	2,882	Coal.....	2,882	West coast of South America.
2	United States.....		Ballast.....		West coast of South America.
12	British.....	19,054	General.....	19,054	West coast of South America.
1	British.....	9,000	Fuel oil.....	9,000	West coast of South America.
1	British.....	4,601	Coal.....	4,601	West coast of South America.
1	British.....		Ballast.....		West coast of South America.
1	Spanish.....	5,500	Coal.....	5,500	West coast of South America.
5	Spanish.....		Ballast.....		West coast of South America.
2	Norwegian.....	19,400	Fuel oil.....	19,400	West coast of South America.
1	Norwegian.....	700	General.....	700	West coast of South America.
2	Norwegian.....		Ballast.....		West coast of South America.
4	Chilean.....	5,507	General.....	5,507	West coast of South America.
2	Danish.....	13,271	Coal.....	13,271	West coast of South America.
2	Peruvian.....	2,991	General.....	2,991	West coast of South America.
1	French.....	900	General.....	900	West coast of South America.
1	French.....		Ballast.....		West coast of South America.
1	Japanese.....	4,740	Coal.....	4,740	West coast of South America.
1	Dutch.....	3,050	General.....	3,050	West coast of South America.
1	Italian.....	900	General.....	900	West coast of South America.
1	German.....		Ballast.....		West coast of South America.
1	United States.....	12,025	Coal.....	12,025	West coast of Central America.
1	United States.....	1,052	Fuel oil.....	1,052	West coast of Central America.
2	United States.....		Ballast.....		West coast of Central America.
1	Costa Rican.....		Ballast.....		West coast of Central America.
1	Panamanian.....		Ballast.....		West coast of Central America.
66		176,573		176,573	

The Latin-American traffic from the west coast of Central and South America for September is classified in the following tabulation:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
United States.....	30	121,491	76,667	90,623	<i>Tons.</i> 104,467
British.....	25	104,874	63,845	79,648	71,078
Norwegian.....	3	16,894	11,652	13,080	14,534
Chilean.....	3	10,165	6,160	8,827	1,134
Italian.....	2	10,035	6,010	7,193	7,846
Danish.....	2	7,889	4,836	6,576	11,546
Dutch.....	2	6,428	3,961	6,719	9,285
Panamanian.....	2	362	362	362	Ballast
German.....	1	7,123	4,449	6,815	7,900
Peruvian.....	1	4,744	2,073	2,591	3,233
Spanish.....	1	3,361	2,174	2,467	4,000
Costa Rican.....	1	153	93	185	285
Totals, September.....	73	293,529	182,332	225,095	235,308
Totals, August.....	76	293,983	183,661	219,997	228,342

Thirteen of the above vessels were in ballast. This traffic included 7 oil tankers, 2 barges, 2 British tugs, 1 British naval supply ship, and 1 ship bound for Central America. Six of the 73 vessels, totaling 14,125 tons, Panama Canal net measurement, and carrying 5,852 tons of cargo were from Central American ports; the remaining 67 were from South American ports. This traffic is further classified in the following statement:

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
13	United States.....	60,158	Nitrate.....		Atlantic ports of United States.
1	United States.....	2,799	Nitrate.....	62,657	Cuba.
5	United States.....	21,056	General.....		Atlantic ports of United States.
2	United States.....	1,432	General.....	22,468	Cris-tobal.
1	United States.....	6,307	Copper, nitrate.....	6,307	Atlantic ports of United States.
1	United States.....	5,567	Crude oil.....	5,567	Atlantic ports of United States.
1	United States.....	4,034	Nitrate, sugar.....	4,034	Atlantic ports of United States.
1	United States.....	3,134	Sugar.....	3,134	Atlantic ports of United States.
4	United States.....		Ballast.....		Mexico.
1	United States.....		Ballast.....		Nicaragua.

\* West coast of Mexico.

No. vessels	Registry.	Tons cargo.	Commodity.	Total commodity	Destined to—
7	British	2,592	General		Cristobal.
5	British	23,881	General		Europe.
3	British	10,254	General	36,727	Atlantic ports of United States.
2	British	16,980	Nitrate		Egypt.
3	British	17,371	Nitrate	34,351	Europe.
2	British		Ballast		Mexico.
1	British		Ballast		Cristobal.
1	British		Ballast		Jamaica.
1	British		Ballast		Trinidad.
2	Norwegian	14,534	Nitrate	14,534	Atlantic ports of United States
1	Norwegian		Ballast		Mexico.
3	Chilean	1,134	General	1,134	Cristobal.
1	Danish	6,496	Nitrate	6,496	Atlantic ports of United States
1	Danish	5,050	General	5,050	Hamburg, Germany.
1	Dutch	5,400	Nitrate, general	5,400	Europe.
1	Dutch	3,885	General	3,885	Havre.
2	Italian	7,846	General	7,846	Italy.
2	Panamanian		Ballast		Cristobal.
1	German	7,900	Nitrate	7,900	Jamaica.
1	Spanish	4,000	Nitrate	4,000	St. Thomas.
1	Peruvian	3,233	General	3,233	Cristobal.
1	Costa Rican	285	Logs, general	285	Cristobal.
73		235,308		235,308	

Forty-eight of the vessels passing through the Canal during September were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 184,299 and carrying 255,857 tons of cargo. Thirty-five were northbound with a Panama Canal net tonnage of 131,683 and cargo of 193,982 tons; 13 were southbound with a total Panama Canal net tonnage of 52,616 and cargo of 61,875 tons. In addition to the above, 2 vessels under the control of the Shipping Board, with a combined Panama Canal net tonnage of 9,574, and carrying 14,130 tons of fuel for the Army and Navy, transited the Canal southbound during the month.

Statements attached to this report show the distribution of the cargo through the Canal for September (see pages 166 and 167); the following tabulation gives the classification of the traffic according to the principal trade routes.

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast United States to west coast of South America	18	64,415	61,404	2	6,920
Europe to west coast of South America	17	60,300	21,065	8	24,987
East coast of United States to Far East	15	73,733	96,821		
Europe to west coast of United States	14	72,944	7,450	9	45,714
Cristobal to west coast of South America	14	21,408	10,551		
United States coastwise	12	44,651	50,450	1	438
Mexico to west coast of South America	9	46,100	70,481		
Europe to Australia and New Zealand	5	37,671	35,768		
East coast of United States to Australia and New Zealand	3	21,257	25,819		
East coast of United States to Balboa	3	10,569	12,025	2	3,561
Cristobal to west coast of United States	3	5,654	8,331		
Europe to west coast of Canada	2	11,065	20	1	4,999
East coast of United States to west coast of Canada	2	6,518	10,933		
Mexico to west coast of United States	1	6,254	10,000		
Mexico to Balboa, Canal Zone	1	6,525	1,052		
Canada to Australia and New Zealand	1	5,309	6,109		
East coast of South America to west coast of United States	1	4,034	6,503		
East coast of United States to Philippine Islands	1	3,812	6,568		
Cuba to west coast of Canada	1	1,927	2,867		
Cristobal to west coast of Central America	1	185		1	185
Cristobal to Balboa	1	18		1	18
<b>Total, Atlantic to Pacific</b>	<b>125</b>	<b>504,349</b>	<b>444,217</b>	<b>25</b>	<b>86,822</b>
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States	26	82,427	121,503		
West coast of South America to Cristobal	16	28,592	20,741	1	209
West coast of South America to Europe	13	58,859	63,433		
United States coastwise	11	45,596	59,781	1	4,573
Far East to east coast of United States	8	44,314	59,675		
West coast of United States to Europe	8	38,893	51,363		
Australia and New Zealand to Europe	6	41,556	41,327		
West coast of South America to Mexico	6	27,357		6	27,357
Australia and New Zealand to east coast of United States	5	33,299	28,096		
West coast of Canada to Europe	4	17,215	26,882		
West coast of United States to Cristobal	4	7,817	2,049		
Philippine Islands to east coast of United States	3	15,494	26,537		

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Pacific to Atlantic—Continued.</i>					
West coast of United States to Mexico	2	10,654		2	10,654
West coast of South America to Egypt	2	8,905	16,980		
Hawaiian Islands to east coast of United States	2	7,163	11,891		
West coast of United States to South Africa	2	6,215	8,234		
West coast of South America to West Indies (exclusive of Cuba and Porto Rico)	2	2,582	4,000	1	115
Balboa to Cristobal	2	362		2	362
Balboa to Mexico	1	6,525		1	6,525
West coast of Mexico to east coast of United States	1	5,324	5,537		
Far East to Europe	1	5,318	8,200		
West coast of Canada to east coast of United States	1	5,448	6,000		
West coast of Mexico to Trinidad	1	1,108		1	1,108
West coast of South America to Cuba	1	1,500	2,799		
Balboa to east coast of Central America	1	1,729		1	1,729
West coast of Central America to Cristobal	1	185	285		
Total, Pacific to Atlantic	130	504,436	565,340	16	52,632

## SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 121 vessels and craft during September; 69 at Cristobal and 52 at Balboa. Of these, 20 were dry-docked, 7 at Cristobal and 13 at Balboa. Bunker coal in the amount of 37,665 tons was supplied to 127 commercial vessels; 32,164 tons to 100 vessels at Cristobal, and 5,501 tons to 27 vessels at Balboa. Twenty-nine commercial vessels were furnished a total of 40,847 barrels of fuel oil, 14 vessels with 20,160 barrels at Cristobal, and 15 vessels with 20,687 barrels at Balboa. There were 319 vessels supplied with 13,477,217 gallons of water; 190 at Cristobal with 10,479,467 gallons, and 129 at Balboa with 2,997,750 gallons. Sales of commissary supplies to commercial vessels other than those of the Panama Railroad Steamship Line aggregated \$107,421.26, including \$4,300.23 for laundry service; these sales were made to 175 vessels at Cristobal in the amount of \$58,268.98, and to 113 vessels at Balboa in the amount of \$49,152.28. Charges for tug service for vessels using the Canal and the terminal ports totaled \$23,302.55, of which \$14,637.80 was earned at Cristobal and \$8,664.75 at Balboa.

## 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 passing through the Canal	125	131	256
Net tonnage of above commercial vessels, Panama Canal measurement	504,349	504,436	1,008,785
United States equivalent net tonnage of commercial vessels	417,500	415,242	832,742
Registered gross tonnage of commercial vessels	647,033	646,437	1,293,470
Registered net tonnage of commercial vessels	404,946	412,864	817,810
Cargo through the Canal in commercial vessels, tons of 2,240 pounds	444,217	565,340	1,009,557
Deck load cargo included in above	160	1,970	2,130
Nationality of commercial ships through the Canal:			
British	36	43	79
Chilean	4	3	7
Chinese	1		1
Costa Rican	1	1	2
Danish	3	3	6
Dutch	3	2	5
French	3		3
German	1	1	2
Italian	1	2	3
Japanese	8	4	12
Norwegian	5	4	9
Panamanian	1	2	3
Peruvian	2	1	3
Spanish	6	1	7
United States	50	64	114
Total	125	131	256
Panama Canal net tonnage of commercial vessels by nationality:			
British	173,257	182,471	355,728
Chilean	12,269	8,827	21,096
Chinese	4,432		4,432

\* Does not include 1 British cruiser with a displacement tonnage of 31,559.

Item.	Cristobal.	Balboa.	Total.
<b>Panama Canal net tonnage of commercial vessels by nationality—Contd:</b>			
Costa Rican.....	185	185	370
Danish.....	14,107	11,894	26,001
Dutch.....	15,941	6,719	22,660
French.....	10,270	.....	10,270
German.....	3,640	6,815	10,455
Italian.....	3,530	7,193	10,723
Japanese.....	35,948	21,149	56,197
Norwegian.....	22,544	16,975	39,519
Panamanian.....	18	362	380
Peruvian.....	5,356	2,951	8,307
Spanish.....	17,031	2,467	19,498
United States.....	186,721	236,428	423,149
Total.....	504,349	504,436	1,008,785
Total for preceding month.....	492,504	458,841	951,345
<b>United States equivalent net tonnage of commercial ships by nationality:</b>			
British.....	144,815	149,635	294,450
Chilean.....	7,825	5,071	12,896
Chinese.....	3,792	.....	3,792
Costa Rican.....	172	172	344
Danish.....	11,026	9,163	20,189
Dutch.....	13,142	4,909	18,051
French.....	9,174	.....	9,174
German.....	3,144	4,470	7,614
Italian.....	3,023	5,797	8,820
Japanese.....	30,746	18,016	48,762
Norwegian.....	19,078	14,747	33,825
Panamanian.....	18	362	380
Peruvian.....	2,495	1,506	4,001
Spanish.....	15,151	2,201	17,352
United States.....	153,899	199,193	353,092
Total.....	417,500	415,242	832,742
Total for preceding month.....	407,933	374,482	782,415
<b>Registered gross tonnage of commercial vessels by nationality:</b>			
British.....	217,001	232,917	449,918
Chilean.....	19,426	10,165	29,591
Chinese.....	6,026	.....	6,026
Costa Rican.....	265	158	423
Danish.....	15,994	14,526	30,520
Dutch.....	18,929	6,428	25,357
French.....	13,560	.....	13,560
German.....	4,630	7,128	11,758
Italian.....	5,371	10,035	15,406
Japanese.....	46,822	28,443	75,265
Norwegian.....	30,082	21,788	51,870
Panamanian.....	18	362	380
Peruvian.....	5,049	4,744	12,793
Spanish.....	23,390	3,361	26,751
United States.....	237,470	306,382	543,852
Total.....	647,033	646,437	1,293,470
Total for preceding month.....	622,073	586,398	1,208,471
<b>Registered net tonnage of commercial vessels by nationality:</b>			
British.....	136,760	147,155	283,915
Chilean.....	9,141	6,160	15,301
Chinese.....	3,871	.....	3,871
Costa Rican.....	194	93	287
Danish.....	10,940	9,122	20,062
Dutch.....	11,824	3,961	15,785
French.....	9,007	.....	9,007
German.....	2,861	4,449	7,310
Italian.....	2,933	6,010	8,943
Japanese.....	29,085	18,280	47,365
Norwegian.....	19,019	14,706	33,725
Panamanian.....	18	362	380
Peruvian.....	4,187	2,073	6,260
Spanish.....	14,562	2,174	16,736
United States.....	150,544	198,319	348,863
Total.....	404,946	412,864	817,810
Total for preceding month.....	396,312	374,008	770,320
<b>Cargo carried by commercial vessels by nationality:</b>			
British.....	130,724	177,217	307,941
Chilean.....	5,507	1,134	6,641
Chinese.....	4,500	.....	4,500
Costa Rican.....	.....	285	285

Item.	Cristobal.	Balboa.	Total.
Cargo carried by commercial vessels by nationality—Continued:			
Danish.....	13,871	19,746	33,617
Dutch.....	3,120	9,285	12,405
French.....	900		900
German.....		7,900	7,900
Italian.....	900	7,846	8,746
Japanese.....	38,832	25,772	64,604
Norwegian.....	20,100	17,534	37,634
Peruvian.....	2,991	3,233	6,224
Spanish.....	5,500	4,000	9,500
United States.....	217,272	291,388	508,660
Total.....	444,217	565,340	1,009,557
Total for preceding month.....	539,954	500,786	1,040,740
Tolls levied against commercial vessels by nationality:			
British.....	\$171,100.96	\$197,151.40	\$368,252.45
Chilean.....	9,781.25	6,338.75	16,120.00
Chinese.....	4,740.00		4,740.00
Costa Rican.....	133.20	215.00	348.20
Danish.....	13,782.50	11,453.75	25,236.25
Dutch.....	16,427.50	6,136.25	22,563.75
French.....	8,072.82		8,072.82
German.....	2,620.80	5,587.50	8,208.30
Italian.....	3,778.75	7,246.25	11,025.00
Japanese.....	38,168.60	28,154.70	61,323.30
Norwegian.....	21,553.36	16,526.96	38,080.32
Panamarian.....	13.50	271.50	285.00
Peruvian.....	3,118.75	1,882.50	5,001.25
Spanish.....	13,267.77	2,751.25	16,019.02
United States.....	137,490.06	236,479.91	423,969.97
Total.....	\$494,954.82	\$515,195.81	\$1,010,150.63
Total for preceding month.....	\$493,418.85	\$442,790.59	\$936,209.44
Vessels passing through the Canal free of tolls:			
U. S. Navy submarines.....	2		2
U. S. Navy colliers.....	5	1	6
U. S. Navy mine sweeper.....	1		1
U. S. Navy supply ship.....		1	1
U. S. Army transports.....	2		2
Total.....	10	2	12
Total ocean-going vessels passing through the Canal.....	135	133	268
Launches and miscellaneous craft passing through the Canal.....	3	3	6
Net tonnage of above, Panama Canal measurement.....	11	10	21
Total vessels and craft passing through the Canal.....	138	136	274
Cargo carried by government vessels on which no tolls were charged.....	32,379	411	32,790
Commercial vessels through the Canal without cargo, but not in ballast.....	3		3
Net tonnage of above, Panama Canal measurement.....	18,873		18,873
Commercial vessels through the Canal in ballast.....	25	16	41
Net tonnage of above, Panama Canal measurement.....	86,822	52,632	139,454
Motor vessels through the Canal.....	5	4	9
Net tonnage of above, Panama Canal measurement.....	9,614	9,458	19,072
Sailing vessels through the Canal.....	3		3
Net tonnage of above, Panama Canal measurement.....	5,582		5,582
Tolls levied on laden vessels through the Canal.....	\$425,254.10	\$462,420.20	\$887,674.30
Tolls levied on vessels in ballast through the Canal.....	69,687.22	36,996.11	106,683.33
Tolls levied on displacement tonnage through the Canal.....		15,779.50	15,779.50
Tolls levied on ocean-going yachts through the Canal.....	13.50		13.50
Tolls levied on launches and miscellaneous craft through the Canal.....	8.25	7.50	15.75
Total tolls levied.....	\$494,963.07	\$515,203.31	\$1,010,166.38
Total vessels entering port, including Canal transit.....	319	268	587
Total vessels clearing port, including Canal transit.....	317	275	592
Total vessels entering and clearing.....	636	543	1,179
Registered gross tonnage of vessels entering port.....	1,643,730	1,363,803	3,007,533
Registered gross tonnage of vessels clearing port.....	1,636,367	1,382,038	3,018,405
Total for vessels entering and clearing.....	3,280,097	2,745,841	6,025,938
Registered net tonnage of vessels entering port.....	1,116,638	883,849	2,000,487
Registered net tonnage of vessels clearing port.....	1,112,282	897,650	2,009,932
Total for vessels entering and clearing.....	2,228,920	1,781,499	4,010,419
Vessels entering port but not passing through the Canal.....	60	8	68
Gross tonnage of vessels entering port but not passing through the Canal.....	284,079	20,835	304,914
Net tonnage of above.....	171,977	14,834	186,811

Item.	Cristobal.	Balboa.	Total.
Vessels clearing port but not passing through the Canal.....	61	6	67
Gross tonnage of above.....	298,075	15,469	313,544
Net tonnage of above.....	183,350	11,123	194,503
Vessels passing through the Canal and handling passengers or cargo at port:			
Entering.....	43	45	88
Gross tonnage of above.....	175,271	177,988	353,259
Net tonnage of above.....	104,826	113,430	218,256
Vessels passing through the Canal and handling passengers or cargo at port:			
Clearing.....	47	47	94
Gross tonnage of above.....	187,421	181,297	368,718
Net tonnage of above.....	111,717	116,362	228,079
Transit cargo arriving..... tons.	1,059,824	1,027,850	2,087,674
Transit cargo clearing..... tons.	1,041,263	1,046,854	2,088,117
Total transit cargo..... tons.	2,101,087	2,074,704	4,175,791
Cargo received for transshipment..... tons.	23,073		23,073
Cargo transhipped..... tons.	36,689	133	36,822
Local cargo arriving..... tons.	64,872	16,971	81,843
Local cargo shipped..... tons.	3,046	2,936	5,982
Total local cargo..... tons.	67,918	19,907	87,825
Total cargo arriving..... tons.	1,147,769	1,044,821	2,192,590
Total cargo clearing..... tons.	1,080,998	1,049,923	2,130,921
Cargo received by Receiving and Forwarding Agency, P. R. R..... tons.	50,520	2,164	52,684
Cargo dispatched by Receiving and Forwarding Agency, P. R. R..... tons.	39,919	3,633	43,552
Cargo rehandled by Receiving and Forwarding Agency, P. R. R..... tons.	3,295	1,226	4,521
Total cargo handled by Receiving and Forwarding Agency, P. R. R. tons.	93,734	7,023	100,757
Cargo stevedored, included in above..... tons.	39,157	3,625	42,782
Commercial vessels other than Panama Railroad supplied with bunker coal.	100	27	127
Coal supplied above vessels..... tons.	32,164	5,501	37,665
Panama Railroad vessels supplied with bunker coal.....	7		7
Coal supplied above vessels..... tons.	1,554		1,554
U. S. Army vessels supplied with bunker coal.....	3	2	5
Coal supplied above vessels..... tons.	131	25	156
Total vessels supplied with bunker coal from Panama Railroad deposits.....	110	29	139
Total coal furnished above vessels..... tons.	33,849	5,526	39,375
Coal supplied Panama Railroad departments..... tons.	805	50	855
Coal supplied U. S. Army, excepting vessels..... tons.	62		62
Coal supplied The Panama Canal..... tons.	1,629	445	2,074
Coal supplied individuals and companies..... tons.	516		516
Total coal furnished from Panama Canal deposits..... tons.	36,861	6,021	42,882
Coal received during September..... tons.	12,036	12,016	24,052
Coal on hand October 1, 1920..... tons.	12,568	12,030	24,598
Coal on hand September 1, 1920..... tons.	37,393	6,035	43,428
<i>Coal—U. S. Navy Account.</i>			
Coal furnished U. S. Navy, including vessels..... tons.	1,773	1,937	3,710
Coal on hand October 1, 1920..... tons.	60,188	17,928	78,116
Coal on hand September 1, 1920..... tons.	61,961	19,865	81,826
Commercial vessels other than Panama Railroad supplied with fuel oil from Panama Canal tanks.....	14	15	29
Fuel oil sold to above vessels..... bbls.	20,160	20,687	40,847
Fuel oil issued to U. S. Navy..... bbls.	629		629
Fuel oil issued to U. S. Army..... bbls.		4,211	4,211
Fuel oil issued to Canal departments..... bbls.	7,249	21,597	28,846
Fuel oil issued to individuals and companies..... bbls.	3,265	4,854	8,119
Total fuel oil furnished from Panama Canal tanks..... bbls.	31,303	51,349	82,652
Fuel oil received during September..... bbls.	138,632	52,936	191,568
Fuel oil on hand October 1, 1920..... bbls.	123,272	88,966	212,238
Fuel oil on hand September 1, 1920..... bbls.	15,944	87,379	103,323
Other oil pumped for individuals and companies..... bbls.	288,041	151,033	439,074
Diesel oil on hand October 1, 1920..... bbls.		1,110	1,110
Vessels supplied with water.....	190	129	319
Water sold to above vessels..... gallons.	10,479,467	2,997,750	13,477,217
Vessels on which miscellaneous repairs were made.....	69	52	121
Vessels dry-docked.....	7	13	20
Commercial vessels furnished commissary supplies.....	175	113	288
Panama Railroad vessels furnished commissary supplies.....	11	2	13
Other U. S. Government vessels furnished commissary supplies.....	25	12	37
Commissary sales to commercial vessels:			
Ice.....	\$2,874.00	\$1,329.30	\$4,203.30
Wholesale groceries.....	8,295.20	13,372.26	21,667.46
Wholesale cold storage.....	41,484.92	31,098.94	72,583.86
Laundry.....	3,601.99	698.24	4,300.23
Miscellaneous.....	2,012.87	2,653.54	4,666.41
Total.....	\$58,268.98	\$49,152.28	\$107,421.26

Item.	Cristobal.	Balboa.	Total.
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice.....	\$440.00	\$49.20	\$489.20
Wholesale groceries.....	2,534.90	194.69	2,729.59
Wholesale cold storage.....	9,288.79	1,074.36	10,363.15
Laundry.....	1,985.72		1,985.72
Miscellaneous.....	957.32	2.80	960.12
Total.....	\$15,206.73	\$1,321.05	\$16,527.78
<b>Commissary sales to other government vessels:</b>			
Ice.....	\$245.18	\$158.10	\$403.28
Wholesale groceries.....	3,666.07	10,999.72	14,665.79
Whole cold storage.....	6,476.25	9,420.15	15,896.40
Laundry.....	789.50		789.50
Miscellaneous.....	904.91	1,457.32	2,362.23
Total.....	\$12,081.91	\$22,035.29	\$34,117.20
Total commissary sales to all vessels for September.....	\$85,557.52	\$72,508.62	\$158,066.14
Total commissary sales to all vessels for preceding month.....	\$90,579.18	\$45,243.97	\$135,823.15
<i>Movement of passengers.</i>			
<b>Disembarking at Canal ports:</b>			
First class—			
From Atlantic ports.....	1,605	4	1,609
From Pacific ports.....	210	277	487
Total, first class.....	1,815	281	2,096
Other than first class—			
From Atlantic ports.....	914	1	915
From Pacific ports.....	58	104	162
Total, other than first class.....	972	105	1,077
Total, disembarking at Canal ports.....	2,787	386	3,173
<b>Embarking from Canal ports:</b>			
First class—			
For Atlantic ports.....	1,681		1,681
For Pacific ports.....	298	182	480
Total, first class.....	1,979	182	2,161
Other than first class—			
For Atlantic ports.....	1,808		1,808
For Pacific ports.....	43	85	128
Total, other than first class.....	1,851	85	1,936
Total embarking from Canal ports.....	3,830	267	4,097
<b>Remaining on board vessels:</b>			
First class—			
Bound from Atlantic to Pacific ports.....	676	683	1,359
Bound from Pacific to Atlantic ports.....	544	779	1,323
Bound from Atlantic to Atlantic ports.....	457		457
Total, first class.....	1,677	1,462	3,139
Other than first class—			
Bound from Atlantic to Pacific ports.....	1,769	1,874	3,643
Bound from Pacific to Atlantic ports.....	488	533	1,021
Bound from Atlantic to Atlantic ports.....	126		126
Total other than first class.....	2,383	2,407	4,790
Total remaining on board.....	4,060	3,869	7,929
Total passengers arriving.....	6,847	4,255	11,102
Total passengers departing.....	7,890	4,136	12,026
Arrivals in excess of departures.....		119	
Departures in excess of arrivals.....	1,043		
Net excess of departures.....			924
<b>Services to American seamen:</b>			
Seamen shipped.....	254	168	422
Seamen paid off.....	129	134	264
Seamen deserted.....	15	10	25
Seamen deceased.....	1		1
Seamen lodged and subsisted.....	29	12	41
Seamen repatriated.....	24	28	50

Item.	Cristobal.	Balboa.	Total.
Wages of American seamen:			
Total amount earned.....	\$17,524.84	\$15,319.61	\$32,844.45
Deductions approved by Deputy Shipping Commissioner.....	5,184.17	3,610.25	8,794.42
Balance due seamen.....	\$12,340.67	\$11,709.36	\$24,050.03
Paid to seamen.....	\$8,157.62	\$8,529.36	\$16,686.98
Received on deposit for seamen.....	\$4,183.05	\$3,180.00	\$7,363.05
Immigration deposits received.....		\$785.00	\$785.00
Services to American vessels:			
Crews shipped.....	2		2
Crews paid off.....	2		2
Shipping articles written.....	2		2
Marine notes of protest noted.....	16	7	23
Bills of health issued.....	172	139	311
Clearances issued.....	176	137	313

## LOCK OPERATION.

Lockages of commercial vessels for September were as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	128	117	245	137	129	266
Pedro Miguel.....	125	125	250	131	130	261
Miraflores.....	125	124	249	131	131	262

All lockages, including Army and Navy vessels, those of the Panama Railroad and The Panama Canal, are shown in the following statement of lockages for September:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial.....	245	250	249
Noncommercial, Army and Navy.....	6	12	11
Noncommercial, Canal equipment.....	6	21	18
Totals.....	257	283	278
<i>Vessels.</i>			
Commercial.....	266	261	262
Noncommercial, Army and Navy.....	18	18	23
Noncommercial, Canal equipment.....	12	37	36
Totals.....	296	316	321

The total consumption of water for lockages during September was 2,932,180,000 cubic feet. The consumption by locks was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	927,800,000	947,280,000	873,420,000
Leakage.....	20,000,000	78,230,000	59,000,000
Maintenance.....			26,450,000
Total.....	947,800,000	1,025,510,000	958,870,000

## METEOROLOGY.

The rainfall for the month was above normal over the Pacific slope and along the Continental Divide and below normal over the Atlantic slope. The rainfall at Pedro Miguel, Rio Grande, Culebra, Camacho, and Empire was the highest on record at these stations for the month of September, while at Trinidad and Brazos Brook it was the lowest. At Colon the rainfall was the lowest since 1905. Totals in the Canal Zone and vicinity ranged from 5.35 inches at the Cucherbo station in the Trinidad Valley to 18.93 inches at Empire. The greatest amount of rainfall recorded on any one day was 4.93 inches at Balboa on the 21st.

The estimated September rainfall over the Gatun Lake watershed was 9.43 inches, compared with a 10-year mean of 11.63 inches. Over the Chagres River watershed above Alhajuella it was 11.18 inches, compared with a 19-year mean of 12.50 inches.

The discharge of the Chagres River at Alhajuella was 2,419 c. f. s., being 24 per cent below the 19-year September average of 3,189 c. f. s., and furnished 36 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 18,450 c. f. s. at elevation 99.80 feet on the 22d, and the minimum discharge was 1,322 c. f. s. on the 19th. There were 2 rises of 5 feet or over at Alhajuella.

The Gatun Lake watershed total yield was 6,684 c. f. s., being 23 per cent below the 10-year September mean of 8,638 c. f. s. The maximum September yield since the existence of Gatun Lake was 11,946 c. f. s. in 1917, and the minimum total yield was 4,703 c. f. s. in 1911. The net yield for the month was 6,072 c. f. s. The maximum September net yield was 11,238 c. f. s. in 1917, and the minimum net yield was 4,620 c. f. s. in 1911. Gatun Lake varied from a maximum elevation of 86 feet to a minimum elevation of 85.48, averaged 85.60 feet, and ended at 86 feet midnight the 30th. There was an increase of storage of 1,870,000,000,000 cubic feet. The consumption of 1,703 c. f. s. at the hydroelectric plant was the heaviest on record.

The draft on the Lake for lockages and power was the heaviest on record during Canal operation, being 2,473 c. f. s., as compared with 2,444 c. f. s. for last month, and 2,042 c. f. s. for September, 1919. The ratio of water used for hydroelectric power and lockages was 2.21 to 1.

Miraflores Lake varied from a maximum elevation of 54.84 feet to a minimum elevation of 51.76 feet, averaged 53.26 feet, and ended at 54.04 feet midnight the 30th.

Three seismic tremors were recorded during the month. The first occurred on September 3, originating about 160 miles to the southwest of Balboa Heights. On the 20th there was a slight movement from a distant disturbance, distance and direction unknown. On the 24th, a third tremor took place, originating about 360 miles distant, and probably to the northwest of Balboa Heights. This was the most severe of the three, and sufficiently violent to be felt by a few people at Balboa Heights. Reports from Penonome, R. P., indicate that it was much more pronounced at that place.

#### ELECTRICAL DIVISION.

The gross output of the Gatun hydroelectric station for September was 6,129,100 KWH on a computed water consumption of 4,414,970,000 cubic feet. The gross output of the Miraflores steam plant was 19,490 KWH, with an oil consumption of 1,986.97 barrels. This plant was operated for stand-by purposes only.

The total gross output of both stations was 6,148,590 KWH. The total power distributed to consumers was 5,183,953 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 964,637 KWH, or 15.5 per cent of gross output.

There were 2 interruptions to transmission line service during the month; 1 occurring at 3.30 p. m. on the 16th on line No. 1, interrupting service for a period varying from 9 minutes at Gatun to 14 minutes at Gamboa; the other interruption occurred on line No. 2 at 12.04 p. m. on the 29th, interrupting service from a minimum of 3 minutes at Cristobal to a maximum of 15 minutes at Darien. The first interruption was caused by failure of suspension type insulator at Mile 33-9-A, and the second was due to lightning flashing over switch bushing at Darien substation.

There were 25 operations of the Gatun spillway during the month. The regular operations and maintenance was carried on at all substations without any extraordinary occurrences.

#### STATUS OF CONSTRUCTION WORK.

	Per cent completed.
E-503 Installation of 4 K-5 switches at Miraflores substation.....	62
E-519 Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	80
E-420 Installation of new 8,400 KVA transformer and 3 new tie-line equipments in Gatun substation.....	25
E-509 Installation of 2 complete feeder equipments at Balboa substation.....	95
E-400 Installation of three 400,000 cm. 3-conductor, lead-covered cables as tie lines between Gatun hydroelectric and substation.....	55

\* Indicates no work done during month.

Construction work for the Army is separately reported.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The work of rebuilding the *Marne* proceeded uninterruptedly. The bulk of the steel ordered in the United States for rebuilding the portion of the vessel damaged beyond repair arrived approximately on schedule time. So far the requirements of the progress sheet laid out at the beginning of the work for the different elements of the vessel have been met or anticipated and for the first 3 months the actual expenditures were within one-fourth of 1 per cent of the estimate. The upper deck of the ship has been relaid and partly riveted, and the midship shelter structure started. The shop overhaul of the machinery is 95 per cent complete and work of replacing machinery in the vessel begun. Rebuilding of the bow was completed and the vessel undocked on the 28th.

During the latter part of the month The Panama Canal collier *Achilles* damaged her bow while transiting the Canal. There was a question as to whether repairs could be handled on account of the dry dock not being available, but when the vessel discharged her cargo, it was found that the work could be done out of dock. The stem was removed and the bow plating removed on either side for a verical distance of about 30 feet. After the stem had been restored to shape, it was replaced and the bow rebuilt partly with the old plating and partly by replacing the damaged plates with new ones.

The tank steamer *Bradford* also damaged her bow below water while transiting the Canal. The shell plating and frames on the port side of the forepeak were badly distorted at about the 6-foot mark and there was a vertical tear in the plate about 4 feet in length and varying from 1 to 6 inches in width. The dry dock was occupied by the *Koyo Maru* and it was not desired to hold the vessel for permanent repairs so temporary repairs were resorted to. The cargo oil was removed from the forward part of the vessel to bring the bow up as high as possible. This brought only the upper portion of the damage above water. A caisson was then employed to get at the damaged portion. This was in the form of a box, made up of stout timbers, with the top and one side open. The edges at the open side were shaped to the form of the vessel from a pattern made by a diver and the edges then covered with a thick padding of canvas and oakum. This caisson was then maneuvered so as to bring the padded edges against the side of the vessel and the open top a foot or so above water. The water was then pumped out whereupon the surrounding water pressure kept the caisson jammed tightly in place. In this manner the water was removed from around the torn part of the hull and it was possible to work inside of the caisson and apply a plate directly over the break and for some distance either side so as to restore the strength of the hull. In addition a caisson or box was built inside the hull, over the damaged and leaky portion, filled with cement and well braced so that no water could leak into the ship.

Through a collision with a tug the side of the cruiser *Tacoma* was dented, her wood sheathing cut below the water line and a small leak started. A caisson was worked over the gash and a steel plate secured over the cut below water filled behind with cement to enable her to continue on her way until permanent repairs can be executed.

The *General H. F. Hodges*, one of the steamers of the Panama Railroad Steamship Line, was dry-docked at Balboa on September 28 and extensive repairing begun, which will probably require 2 months before completion.

The steamship *Belleplene*, upon which minor repairs were executed at Balboa, is a sister ship of the *Marne*, and afforded an opportunity to obtain knowledge of certain details desirable in connection with the work on the *Marne*.

The tug *Bohio* is being overhauled for conversion into an oil burner and partial rebuilding.

In addition to the above, miscellaneous repair work was performed on the following vessels at Balboa shops during September: *Halo*, *Cordelia*, *Willie A. Higgins*, *Talaralite*, *Caddo*, *Grelbank*, *Westboro*, *Steel Harbor*, *Steel Trader*, *Ansaldo San Giorgio IV*, *Benjamin Brewster*, *Juneau*, *Olockson*, *S. V. Harkness*, *San Juan*, *Lake Ellicott*, *Coalinga*, *Wallingford*, *Fluwanna*, *Steel Maker*, *Lake Elkwater*, *Adria*, *San Juan*, *West Cajoot*, *Parthia*, *Woudrichem*, *Maricopa*, *Mina Brea*, *U. S. S. Cleveland*, *U. S. A. T. Marica*, tug *Sciota*, *U. S. subchaser 284*, *U. S. submarines R-21, R-22, R-27*, cable ship *Guardian*, motor ships *Astmahco III*, *Rosana*, and *Borgland*, barges *Nos. 102, 121, 141*, *P. R. R. barge No. 66*, and dredge *No. 83*.

Of the above the following were in dry dock at Balboa: *U. S. submarines R-22, R-21, R-27*, steamships *Koyo Maru*, *Bohio*, *Maricopa*, *Marne*, *General H. F. Hodges*, barges *Nos. 141, 102, 121*, *P. R. R. barge No. 66*, and dredge *No. 83*.

The heavy demand for compressed air at Balboa caused by the unusual amount of hull work has taxed the air compressor plant to the limit. It has been necessary to run the hammers in the forge shop by steam instead of compressed air and to operate regularly the steam air compressor hitherto held for a spare in case of a breakdown.

The more important ship repairs at the Cristobal plant included the following: a general overhaul of 3 main engines and auxiliary engine begun on the *U. S. S. subchaser No. 285*. A general overhaul of engines and auxiliaries, built and fitted cofferdam, repaired tail shaft and stern tube of the steamship *Bonham*. Renewed section of frame, plates, fenders, and angles at forward starboard of the dredge *Gambboa*. The crack in the boiler of the steamship *Elm Leaf* was electrically welded, the tubes in boilers scaled and renewed, and miscellaneous repairs made. The propeller of the tug *Porto Bello* was renewed; the propeller of the steamship *Agamemnon* was changed by tilting the ship; the feed and air pumps of the steamship *Nokatay* were repaired; the bow of the steamship *Cauca* was repaired, and the engine foundations of the *U. S. S. R-25* were repaired and altered.

In addition to the above the following vessels received miscellaneous repairs at the Cristobal shops: Steamships *Caddo*, *Balboa*, *Forse*, *Poe*, *Fields*, *Bath*, *Sanderling*, *William Isom*, *Essequibo*, *Mevanic*, *San Jose*, *Goldames*, *City of Para*, *Salvador*, *Stuyvesant*, *Elm Leaf*, *Bonham*, *Steel Trader*, *Urubamba*, *Toloo*, *Metapan*, *Lake Ellicott*, *Broad Arrow*, *San Juan*, *Friesland*, *Nokatay*, *Eastern Victor*, *Newport*, *Ancon*, *General Gorgas*, *Ulysses*, *St. Andre*, *Lake Copley*, *Peru*, *Guatemala*, *Cartago*, *Eurana*, *General Ernst*, *General Goethals*, *General Hodges*, *Jamaica*, *Quillota*, *Chepadoo*, *Manavi*, *Consuelo*, *Haiti*, *Adria*, *Panama*, *Colon*, *Allianca*, and *Cristobal*; U. S. S. *Eagle No. 4*, *12*, *32*, *38*, U. S. subchaser *285*, U. S. submarine *R-25*, U. S. N. barge *No. 280*, U. S. S. *Rail*, U. S. S. *Falcon*, U. S. A. T. *Cantigny*, U. S. S. *Vulcan*; British government tugs *St. Mabyn* and *Jaunty*; schooners *Arabic* and *Admiral Wainwright*; tug *St. Ewe*, and launch *Corso*.

The following vessels were dry-docked at Cristobal during the month: Hulk *Arica*; tugs *Porto Bello* and *Einigkeil*; steamships *Cauca*, *Caribbean*; U. S. S. *Lap Wing*, and U. S. N. oil barge *No. 11*.

The output of the Mechanical Division in patterns, castings, and other foundry production for September, as compared with the preceding month, is shown below:

	September.			August.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	23	1,029	49,724	37	1,362	95,064
Steel.....	31	94	13,915	11		
Braes.....	22	1,800	15,201	25	1,205	23,756

The ordinary repair and maintenance work of the Mechanical Division for September included among other items the following:

Cars repaired.....	1,797
Locomotives and cranes repaired.....	1,168
Passenger coaches packed, cleaned, oiled, and inspected.....	3,621
Freight cars repacked.....	458
Locomotives hosted.....	1,629
Cranes hosted.....	219
Locomotives ridden.....	65
Locomotives inspected.....	96
Crews instructed in handling locomotives.....	23
Crews instructed in oil and fuel economy.....	33
Crews instructed in air brakes.....	16
Cranes, locomotive, inspected.....	28
Steam shovels inspected.....	5

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion, September 30, of the more important construction work by the Building Division:

Colon stables:	Per cent completed.
East half.....	100
West half—	
Six stables.....	100
Five wagon sheds.....	100
One feed room.....	75
One shop building.....	98
Silver townsite, Mount Hope:	
Commissary.....	95
Nineteen 12-family married quarters.....	100
Six 12-family married quarters.....	99
Two 12-family married quarters.....	97
Eight 12-family married quarters.....	95
Four 12-family married quarters.....	90
Two 32-room bachelor quarters.....	10
Two 32-room bachelor quarters.....	20
Two 32-room bachelor quarters.....	90
Two 32-room bachelor quarters.....	80
Cristobal incinerator.....	( <sup>1</sup> )
Combination shop and warehouse, Cristobal.....	92
Royal Mail Steam Packet Company's office, Cristobal.....	55
Applying specification roof to Pier No. 6, Cristobal.....	* 75
Lighthouse, end of East Breakwater, Cristobal.....	* 90
National Catholic War Council Building, Balboa.....	55
Oil tank (55,000 barrels capacity), Balboa.....	100
Bake shop, workroom, and storage room, Ancon Hospital.....	90
Moving four 4-family quarters from Las Cascadas to Quarry Heights.....	99
Moving old Ancon school building to Balboa.....	95
Construction of 6 transformer houses, Silver City.....	100
Repairs to Dredging Division store, Paraiso.....	98
Concreting floor, Paraiso store.....	98
Moving buildings 84 and 268 from Empire.....	99

<sup>1</sup> Completed except for overhead cranes.

\*No work done during the month.

DREDGING DIVISION.

The general movement of material in Cucaracha slide which had diminished during the latter part of last month and the first part of September increased over the entire slide during the last part of the month, partially filling the basin again at the foot of the slide. One dipper dredge working on a double shift basis the entire month removed from this slide 109,100 cubic yards of earth and rock. On the 23d of the month a pipe-line suction dredge started cleaning up the channel on the west side in front of this slide, removing 29,900 cubic yards of earth and rock. The normal channel, of full depth and width, was maintained during the month with no interference to Canal traffic.

Including the excavation for September, the dredges have removed a total of 2,029,800 cubic yards of earth and rock from this area since the slide of February 22, 1920. One hydraulic grader was engaged the entire month grading and ditching at Barge Repair slide, and another at Cucaracha slide in sluicing. It is estimated that 62,500 cubic yards of earth and rock were sluiced from Cucaracha slide and 37,500 cubic yards of earth from Barge Repair slide during the month. The total excavation during September, including earth, rock, run-of-bank gravel, and sand, was 437,223 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(1) 109,100	10,000	99,100	Maintenance.....	1805-00 to 1814-00 E.	Cascadas.
(1) 29,900	26,400	3,500	Maintenance.....	1815-00 to 1810-50 W.	No. 86.
(2) 55,100	50,100	5,000	Maintenance.....	1841-00 to 1853-50 E and W.	No. 86.
(2) 15,000	15,000	.....	Maintenance.....	2213-00 to 2216-20 E.	No. 84.
(3) 7,800	5,200	2,600	Aux. construction..	Toro Point.	Gamboa.
(3) 78,000	8,800	69,200	Aux. construction..	Inner harbor, WR B-1598.	Gamboa.
(3) 16,300	.....	16,300	Aux. construction..	Area No. 11, Cristobal.	Gamboa.
(4) 83,000	83,000	.....	Maintenance.....	P. R. R. P-20.	No. 84.
(4) 7,000	7,000	.....	Construction.....	Balboa Inner Harbor.	No. 84.
(5) 30,723	30,723	.....	Aux. construction..	Balboa Inner Harbor.	No. 84.
(5) 5,300	5,300	.....	Aux. construction..	Chagres River gravel.	Marmot.
437,223	241,523	195,700			

<sup>1</sup> Gaillard Cut. <sup>2</sup> Pacific entrance. <sup>3</sup> Atlantic terminals. <sup>4</sup> Balboa Inner Harbor. <sup>5</sup> Chagres River. <sup>6</sup> Sand and gravel

The excavated material was dumped as follows:

	Cubic yards.
North of Gamboa.....	109,100
Rio Grande Valley.....	85,000
San Juan fill.....	105,000
Between East Breakwater and Margarita Point.....	94,300
Outside West Breakwater, 1,000 feet west of channel.....	7,800
Gamboa gravel plant.....	30,723
Chagres River, deep water.....	5,300
Total.....	437,223

The following excavation remained to be done on October 1:

Location.	Earth.		Total.
	Cu. yds.	Rock.	
Gaillard Cut.....	25,000	.....	25,000
Pacific entrance.....	47,500	82,900	130,400
Total, Canal Prism.....	47,500	107,900	155,400
Cristobal coaling station.....	.....	2,100	2,100
Balboa inner harbor.....	92,850	13,400	106,250
Total, ocean to ocean.....	140,350	123,400	263,750

MUNICIPAL ENGINEERING DIVISION.

This division had construction work as itemized below in progress during September, with completion on October 1, as shown:

Northern District.

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	95
Roads.....	97½
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75

<sup>1</sup> No work done during the month.

	Per cent completed.
Grading, fill, and general municipal work, new silver townsite, Mount Hope:	
Grading and fill.....	90
Streets and roads.....	99
Water lines.....	99
Sewers, sanitary.....	95
Sewers, storm.....	98
Municipal work, 7th and 9th and "G" and "K" streets, Colon:	
Grading.....	100
Roads.....	100
Water lines.....	100
Sidewalks.....	100
Sanitary sewers.....	100
Alleyways.....	100
Roads for west half, Colon stables.....	99
Installation of water and sewer system, new Panama Railroad Station, Gatun.....	99
Construction of sidewalks on Lighthouse and Telephone Row, Gatun.....	30
Municipal work, block 53, Colon:	
Roads.....	85
Tracks.....	99
Water lines.....	95
Sanitary sewers.....	98
Storm drains.....	80
Installation of sewer between 9th and 10th streets, Colon.....	100
Installation of sewer, New Cristobal incinerator.....	100
Construction of water tank at Camp Bierd.....	100
Construction of new concrete oil tank at Mount Hope to pumping plant manifold.....	100
Mixing and pouring concrete for tank foundation for Grebien & Martinz.....	65
Fire protection for 55,000-barrel oil tank, Cristobal.....	100

#### Southern District.

Municipal work for 4 type-14 houses, Quarry Heights.....	33
Municipal work, Catholic Community building.....	25
Storm sewer, Javillo fill.....	99
Sewer, northern avenue to beach.....	99.1
Box sewer, Panama Railroad yards.....	97
Demolition of Calidonia Bridge.....	100
Concreting streets, new Santo Tomas Hospital.....	86
Municipal work for 3 type-18 houses, Balboa.....	60
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine Building, Balboa Heights.....	50

<sup>1</sup>No work done during the month.

Construction work for the Army is separately reported.

The total output of all pumping stations for September was 902,380,815 gallons; and that of the 3 filtration plants 496,443,000 gallons. The consumption of water in Panama City was 82,030,000 gallons, and that for Colon 53,553,000 gallons. Sales of water to 319 vessels at Balboa and Cristobal totaled 13,477,217 gallons. There were 2,627 tons of garbage and 15 dead animals disposed of at the Gavilan Island incinerator during the month.

#### OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on September 30, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,615	2,064	2,520	8,199
Europeans.....	133	29	61	223
West Indians.....	4,927	2,020	4,032	10,979
Totals.....	8,675	4,113	6,613	19,401
Totals on August 31.....	8,696	4,093	6,543	19,332

#### WORKING FORCE.

(Effective September 22, 1920.)

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	29	39	68
Building Division.....	294	782	1,076
Electrical Division.....	239	255	494
Municipal Engineering.....	110	1,190	1,300
Lock Operation.....	165	566	731
Dredging Division.....	182	1,122	1,304
Mechanical Division.....	1,036	1,755	2,790
Marine Division.....	198	500	698
Fortifications.....	71	359	430
Totals.....	2,323	6,568	8,891

Department or Division.	Gold.	Silver.	Total.
Supply Department:			
Quartermaster.....	217	1,748	1,965
Subsistence.....	36	377	413
Commissary.....	319	1,615	1,934
Cattle Industry, Plantations.....	27	431	458
Hotel Washington.....	10	91	101
Totals.....	609	4,262	4,871
Accounting.....	252	9	261
Health Department.....	244	832	1,076
Executive Department.....	548	231	779
Panama Railroad:			
Superintendent.....	76	604	680
Transportation.....	142	183	325
Receiving and Forwarding Agency.....	100	1,400	1,500
Coaling Station.....	127	928	1,055
Totals.....	1,489	4,187	5,676
Grand total.....	4,421	15,017	19,438

## PUBLIC HEALTH.

One hundred and sixty-three deaths occurred during September from the population comprising the Canal Zone and the cities of Panama and Colon. Tuberculosis, colitis and enteritis, and pneumonia, with 21, 18, and 16 deaths, respectively, were the leading causes of mortality in the order named. One hundred and twenty-six cases of malaria were reported during the month, with 2 deaths, both of whom were nonresidents of the Isthmus. Influenza caused 3 deaths, typhoid fever 2, pellagra 2, and diphtheria 1.

Three hundred and ninety-five births were reported for the month, 28 of which were stillbirths. Deaths under 1 year of age numbered 44, giving an infant mortality rate, based on the number of births reported, of 119.9 for the month.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during September was \$969,095.02. Of this material, \$938,166.68 was chargeable to Operation and Maintenance, \$25,315.50 to Construction and Equipment, and \$5,612.84 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores for September amounted to \$225,105.69, of which \$48,643.53 was for stock, \$171,467.60 for fuel oil, \$3,242.22 for scrap, and \$1,752.34 for obsolete second-hand material.

Sales to steamships from storehouses amounted to \$171,459.71, of which \$28,522.21 was for miscellaneous stock items and \$142,937.50 for fuel oil. Total sales of commissary supplies to all purchasers for September amounted to \$960,773.60, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$108,767.28; to The Panama Canal, \$126,391.28; to the United States Government, including the Army and Navy, \$119,448.52; to individuals and companies, mainly through charge accounts at the retail commissaries, \$22,973.55; to the Panama Railroad, including its steamships and the Hotel Washington, \$33,342.86, and to individuals purchasing coupons, \$549,850.11.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on September 30, exclusive of fortifications, was \$17,453,227.75. The balance in fortification funds allotted to The Panama Canal was \$1,535,719.20. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$655,886.44, and by the Paymaster on the Isthmus to \$1,720,992.08. Purchase of commissary books from the Panama Railroad Company amounted to \$368,653.07.

Collection of tolls on the Isthmus totaled \$1,003,531.38. Deposits of \$62,200 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 \$2,024,281.16, and collections by the Disbursing Clerk, Washington, \$30,441.52. Receipts from Canal Zone and miscellaneous funds were \$166,950; disbursements from the same source were \$208,670.48. September payrolls on the Isthmus aggregated \$1,358,649.74, as compared with \$1,359,317.45 for August, a decrease of \$667.71 from last month.

Respectfully,

CHESTER HARDING,

Governor.



Distribution of cargo passing through the Canal from the Atlantic to the Pacific, September, 1920.\*

From	SOUTH AMERICA.						NORTH AMERICA.						ASIA.				AUSTRALASIA.			Per cent of total cargo.			
	Chile	Colombia	Ecuador.	Peru	West coast, South America.	Total, South America.	Pacific Coast, United States.	West coast, Canada.	Central America.	Pacific terminus, Panama Canal.	West coast, North America.	Total, North America.	China.	Japan.	Philippine Islands.	East Asiatic ports.	Total, Asia.	Australia.	New Zealand.		Australasia.	Total, Australasia.	Grand totals.
NORTH AMERICA:																							
United States—																							
North Atlantic ports.	6,431	460		170	23,395	30,456	37,302	5		9,081	46,448	22,787	17,333	6,565	10,801	66,489	8,347				17,472	25,819	169,212
South Atlantic ports.	29,448					29,448	861				12,886	1,536			1,019	2,655							44,889
Gulf ports.	1,500					1,500	10,900	2,200	12,025		13,100	17,641	18,442	31		36,114							50,714
Total, United States.	37,379	460		170	23,395	61,404	49,123	2,200	512,025	9,081	72,434	41,964	35,775	6,599	20,820	105,158	8,347				17,472	25,819	264,815
Atlantic terminus, Panama Canal.	4,847	1,293	1,342	1,341		8,823	8,333		1,733		10,006												18,889
Mexican Gulf ports.	70,481					70,481	10,000		1,052		11,052												81,533
West Indies.								2,867			2,867												2,867
Canada, east coast.																							6,109
Total, North America.	112,707	1,753	1,342	1,511	23,395	140,708	67,456	5,007	1,738	13,077	96,419	41,964	35,775	6,599	20,820	105,158	14,456				17,472	31,928	374,213
EUROPE:																							
British Isles.	4,601				10,512	15,113	2,375	327		2,700	5,402												56,283
Denmark.							600				600												600
France.	900					900																	900
Holland.	3,050					3,050	50	20		70													3,120
Italy.				84	816	900																	900
Norway and Sweden.	700					700																	700
Europe.								120		478	598												598
Total, Europe.	9,251			84	11,328	20,663	3,025	467		3,178	6,670												63,101
South America, east coast.		400				400	6,503				6,503												6,903
Grand totals.	121,958	2,153	1,342	1,595	34,723	161,771	76,984	5,534	1,738	13,077	109,592	41,964	35,775	6,599	20,820	105,158	14,456	21,614	31,626	67,096	44,889	217,100	
Per cent of total cargo, Sept.	27.5	0.5	0.3	0.4	7.8	36.4	17.2	1.2	0.4	2.9	2.8	24.7	9.4	8.0	1.5	4.7	23.6	3.2	4.9	7.1	15.2	100.0	
Per cent of total cargo, Aug.	25.3	0.7	0.4	2.1	4.4	32.8	13.9	1.8	0.3	3.6	0.2	20.1	9.2	11.5	3.1	5.4	29.3	7.7	8.3	1.7	17.7	100.0	

\*By long tons, 2,240 pounds.

\*General cargo, not routed so as to allow segregation among various ports.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, October 30, 1920.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Remuera.....	23	14 20	21	6 15	24	13 36	24	20 14	British.	New Zealand Shipping Co.	455 0	62 3	26 7	London.....	Wellington.....	General.	6,149	11,664	8,776
Caica.....	23	15 05	24	6 25	24	12 50	24	15 35	British.	Pacific Steam Navigation Co.	245 0	35 6	16 3	Cristobal.....	Guayaquil.....	General.	1,101	1,552	1,023
Felbeck.....	23	21 40	24	6 25	24	15 02	24	16 10	American.	Williams Dimond Co. (S. B.)	401 7	54 8	20 7	New York.....	Tacoma.....	General.	4,415	6,928	5,103
Jamaica.....	20	16 20	24	9 15	24	16 19	24	19 05	British.	Pacific Steam Navigation Co.	220 0	34 0	13 2	Cristobal.....	Tamaco.....	General.	984	1,187	622
Imca.....	22	15 50	24	10 20	24	17 54	24	18 50	British.	Pacific Steam Navigation Co.	375 0	43 0	21 1	New York.....	Guayaquil.....	General.	2,273	3,952	2,742
Oneka.....	24	11 32	24	12 15	24	13 24	24	23 28	British.	Standard Transportation Co.	411 8	52 0	27 6	Philadelphia.....	Chefoo.....	Petroleum.	7,000	6,399	4,841
Apelo.....	24	11 32	24	12 15	24	13 22	24	23 28	Spanish.	Maritime Union	375 0	52 0	27 6	Newcastle.....	Arica.....	Ballast.	4,719	3,522	2,522
Felix Taussig.....	24	14 38	25	6 20	25	14 14	25	15 25	American.	Growth & Thurlow	351 0	43 5	20 11	Norfolk.....	Antofagasta.....	Coal.	8,400	6,520	4,472
Fargo.....	25	8 12	25	6 00	25	17 35	25	17 53	American.	Paragon Shipping Corp. (S. B.)	256 0	43 5	20 10	Boston.....	Valparaiso.....	Coal.	3,289	2,847	1,783
Dolphin.....	25	7 58	25	6 15	25	16 28	25	17 00	American.	United States Navy	331 0	33 0	15 0	Boston.....	Puntarcas.....	Coal.	3,027	2,444	1,571
West Toga.....	25	18 04	26	6 15	26	14 30	26	17 17	British.	North Atlantic & Western (S. B.)	409 8	54 2	19 0	New York.....	Talcahuano.....	Coke, general.	3,747	6,589	4,838
National Bridge.....	26	1 22	26	6 50	26	14 30	26	17 17	British.	C. T. Bowring & Co.	435 0	58 8	26 6	Boston.....	Portland.....	General mslc.	5,180	7,488	5,342
National Bridge.....	26	2 09	26	7 00	26	15 11	26	21 19	American.	Vessel Dural & Co. (S. B.)	324 0	49 2	24 1	Tampico.....	Taitai.....	Crude oil.	4,500	3,959	2,650
Acajutla.....	16	18 04	26	8 25	26	15 20	26	20 11	British.	Pacific Steam Navigation Co.	215 7	33 3	16 7	Norfolk.....	Iquique.....	Coal.	1,000	1,273	706
Loran.....	25	18 07	26	8 35	26	18 40	27	12 00	American.	U. S., Australia and Asiatic Line (S. B.)	395 0	55 0	26 6	Cristobal.....	Champerico.....	General.	10,170	7,288	5,207
Virgilia.....	26	7 36	27	6 00	27	14 00	27	15 07	British.	Cunard Steamship Co.	423 0	56 0	24 0	New York.....	Sydney.....	General.	7,122	6,334	4,532
Santa Elisa.....	26	17 45	27	6 00	27	13 09	27	14 23	American.	W. R. Grace & Co.	360 3	51 2	21 0	New York.....	Valparaiso.....	General.	1,419	5,937	4,492
Panama Maru.....	26	14 25	27	6 22	27	14 36	27	15 35	Japanese.	Osaka Shosen Kaisha.	409 0	51 0	20 0	New Orleans.....	Kobe.....	General.	2,538	6,099	4,289
Knut Hansun.....	27	12 30	27	13 25	27	20 44	27	21 45	Norwegian.	Olaf Orvig.	310 0	44 0	21 0	Baltimore.....	Callao.....	Coal and coke.	3,563	2,972	2,086
Lake Fithian.....	27	17 47	28	6 07	28	13 38	28	14 35	American.	New Orleans & South American S. S. Co. (S. B.)	253 0	43 0	21 7	New Orleans.....	Guayaquil.....	General.	2,117	2,915	1,907
Alvarado.....	28	9 14	28	9 38	28	16 24	28	22 15	American.	Pacific Transportation Co.	245 0	41 5	25 3	New Orleans.....	San Francisco.....	General.	1,750	1,400	1,504
Shuman.....	28	9 58	28	10 10	28	17 27	28	23 35	American.	Sherman Steamship Co.	400 0	45 0	26 0	New York.....	Antofagasta.....	Coke, etc.	4,922	5,037	3,492
Dunbluth.....	27	19 30	28	12 40	28	20 06	29	10 10	British.	Pacific Steam Navigation Co.	360 0	49 0	26 0	Liverpool.....	Meillonos.....	Ballast.	4,310	3,213	
West Hartland.....	28	17 57	29	6 52	29	15 02	30	1 10	American.	Pacific Steamship Co. (S. B.)	410 0	54 0	23 7	Norfolk.....	Pearl Harbor.....	Coal.	6,834	6,582	4,830
Gambada.....	29	6 50	29	7 49	29	15 46	29	18 07	British.	British India Steam Nav. Co.	400 0	52 7	20 9	New York.....	Melbourne.....	General.	6,300	5,843	4,167
Ceddo.....	28	7 00	29	9 00	29	16 51	29	20 43	American.	Standard Oil Co.	427 0	55 0	29 0	Mata Redondo.....	Fisaca.....	Crude oil.	8,300	6,438	4,391
Oroona.....	28	12 39	29	12 18	29	18 55	30	7 50	British.	Pacific Steam Navigation Co.	512 0	62 0	26 6	Liverpool.....	Coronel.....	General.	2,645	12,227	7,942
D. A. D. G. 76.....	13	6 42	29	13 05	29	20 02	30	6 57	British.	British Steam Navigation Co.	460 0	58 2	26 6	Leith.....	Portland.....	Ballast.	8,030	5,640	
Ionc.....	28	22 04	29	13 10	29	21 10	29	22 12	British.	Oceanic Steam Navigation Co.	500 0	63 0	29 6	London.....	Wellington.....	General.	5,000	12,250	9,600
Rio Garun.....	28	16 54	29	11 55	29	14 07	30	15 49	Panamanian.	A. R. Echarde.....	31 4	8 0	7 0	Cristobal.....	Gatum Lake.....	General.	2	10	8
Edgell.....	29	21 18	30	6 22	30	16 30	30	18 29	American.	Green Star Line (S. B.)	401 0	54 0	24 0	Baltimore.....	Shanghai.....	General.	6,355	7,451	5,845
Bearport.....	29	15 50	30	11 30	30	18 23	30	18 28	American.	Columbia and Pacific Co. (S. B.)	400 0	53 0	23 0	Philadelphia.....	San Francisco.....	Coal and iron.	6,000	6,011	4,726
Major Wheeler.....	30	10 10	30	10 37	30	18 51	30	18 52	British.	Line Navigation Co. (S. B.)	365 0	46 0	22 6	Philadelphia.....	Callao.....	Coal.	4,824		
Chilo.....	23	18 04	30	11 06	30	17 51	30	18 52	British.	Pacific Steam Navigation Co.	350 3	43 0	19 0	Cristobal.....	Valparaiso.....	General.	600	4,065	2,608
Essequibo.....	29	8 15	30	11 68	30	18 53	30	19 40	British.	Pacific Steam Navigation Co.	450 0	57 6	24 0	New York.....	Valparaiso.....	General.	1,425	9,037	6,059
Sofia.....	29	21 10	30	16 20	30	16 30	30	17 50	Panamanian.	Jacob Spencer	27 5	7 9		Coco Solo.....	Panama.....	Ballast.			5

\* Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Date	Vessel	Line	From—	Date	Vessel	Line	For—							
Cordelia	24	4,00	24	8,05	24	15,12	24	22,30	British	420.3	54.6	19.0	Tampico	Ballast	6,690
Cactico	23	21,40	24	8,41	24	16,33	24	18,00	American	394.2	52.3	29.0	Savannah	Nitrate, copper	18,721
Subaser 284	24	18,58	24	8,50	24	15,02	24	13,00	American	110.0	15.0	0.0	Cristobal	General	6,010
Borneo Maru	24	6,30	24	8,55	24	17,30	24	19,00	Japanese	855.0	51.0	24.5	New Orleans	Wheat	5,919
Bermuda	24	0,10	24	9,41	24	17,30	24	18,30	British	469.4	56.2	23.0	Cristobal	Wheat	8,886
Madawaska	24	3,59	24	10,27	24	19,15	25	1,05	American	490.4	53.1	22.9	New York	Pineapples	18,975
Hoboken	24	12,15	24	12,59	24	20,20	25	1,05	American	380.4	53.1	22.9	New York	General	16,800
Kayseka	24	16,30	25	6,42	25	14,40	26	2,30	American	400.7	54.2	21.5	Limerick	Wheat	4,712
Sag Harbor	24	16,50	25	6,43	25	15,30	26	2,30	American	264.6	42.2	24.6	Norfolk	Nitrates	3,300
Wrenbury	24	17,20	25	7,06	25	16,45	26	3,15	American	400.7	54.2	22.6	Hayre	General	7,059
R-27	9-27	14,57	25	7,31	25	16,10	26	3,15	American	175.0	16.0	0.0	Cristobal	General	6,529
R-21	9-27	15,00	25	7,35	25	16,10	26	3,15	American	400.7	54.2	22.6	Cristobal	General	6,529
San Joaquin	25	3,00	25	7,39	25	16,44	25	19,07	Norwegian	425.5	57.1	19.0	Tampico	Ballast	7,059
Armore	25	15,26	26	8,31	26	15,37	26	15,37	American	449.6	50.1	18.0	Tampico	Ballast	8,636
Royal Arrow	26	10,15	26	11,40	26	18,50	26	18,50	American	467.6	62.1	20.0	Tampico	Ballast	9,932
Bay	26	14,25	26	15,02	26	22,00	1	6,45	American	190.0	29.1	14.8	Beaumont	Ballast	7,128
Archer	26	20,54	27	7,42	27	15,16	27	15,16	American	440.0	56.0	26.0	Cristobal	Ballast	655,70
Memphis	26	23,50	27	8,09	27	16,40	27	17,40	British	471.9	61.0	26.9	New York	Ties, general	9,783
Aurora	27	3,01	27	8,47	27	16,42	27	17,40	American	319.2	51.6	23.1	United King.	Flour	9,100
Santa Teresa	27	3,45	27	9,23	27	17,55	28	17,35	American	410.5	54.0	25.7	New York	Nitrates, etc.	2,908
Astoria	27	4,05	27	9,53	27	18,36	28	21,50	American	447.5	62.8	22.2	New York	General	2,005
West Canon	27	3,00	27	14,09	27	22,00	28	7,40	Dutch	365.0	45.0	24.8	Cork	Wheat	6,300
Almelo	27	3,00	27	14,09	27	22,00	28	7,40	Dutch	447.5	62.8	22.2	Hamburg	Wheat	9,721
Manu	28	7,55	28	8,40	28	17,20	29	16,50	Spanish	465.3	56.3	25.6	Azores	Nitrates	5,000
Nobel	28	7,55	28	8,40	28	17,20	29	16,50	Norwegian	140.4	28.6	22.9	Cristobal	Nitrates	4,152
Ortega	28	11,53	28	14,57	28	23,15	29	12,50	British	465.3	56.3	25.6	Liverpool	General	4,998
Archeet	28	14,30	28	15,30	28	22,20	29	3,30	British	410.6	52.3	25.6	London	General	7,000
Port Alma	29	6,00	29	8,18	29	17,00	29	19,00	British	450.6	55.0	25.0	United King.	General	8,204
Sofia	28	15,00	29	8,20	29	21,10	30	15,15	Panama	27.5	7.9	0.0	Coco Solo	General	3,817
Urubamba	29	11,45	29	13,28	29	20,44	30	14,35	Peruvian	381.2	45.9	23.0	Cristobal	General	3,400
Stanley Dollar	29	15,43	30	6,50	30	14,35	30	14,35	American	288.8	44.6	20.3	New York	General	4,494
Cleveland	16	20,15	30	7,50	30	16,04	31	14,35	American	309.0	44.0	0.0	Curacao	General	9,338
Rampen	29	22,35	30	7,53	30	16,04	31	14,35	British	457.3	58.3	25.0	London	Frozen, general	1,458
Aysen	30	3,00	30	8,32	30	16,04	31	8,12	Chilean	379.6	44.3	19.0	Cristobal	General	4,535
Morrison	30	6,00	30	8,48	30	17,15	31	8,12	Chilean	570.0	52.0	23.0	Charleston	Nitrates	5,206
Westmeath	30	8,50	30	9,52	30	18,50	31	12,58	British	377.0	52.0	23.0	Calcutta	General	6,682
Western Cross	20	16,00	30	10,36	30	19,45	30	21,10	American	409.3	54.2	23.6	Avonmouth	General	17,000
Palm Branch	30	11,20	30	12,18	30	20,50	30	23,47	British	360.0	43.1	23.0	Liverpool	Lumber	6,372

<sup>1</sup> Submarine. <sup>2</sup> Supply ship. <sup>3</sup> Cruiser. <sup>4</sup> For orders. <sup>5</sup> Government subsistence stores. <sup>6</sup> Coffee, cocoa, sugar, hides, bats, coal, and gold dust. <sup>7</sup> Nitrate and general cargo. <sup>8</sup> Frozen produce and wool. <sup>9</sup> Long tons. <sup>10</sup> Cubics. <sup>11</sup> Short tons. <sup>12</sup> Ties, 3,000,000 feet B. M., general, 6,000. <sup>13</sup> Lumber, 1,599,000 feet B. M., general, 1,200.

PORT OF CRISTOBAL.

Ship	Date	Vessel	Line	From—	Date	Vessel	Line	For—
October 24	October 24	Calamares	United Fruit Co.	Port Limon.	October 24	Caribbean	Panama Railroad Cattle Industry.	Cartagena.
October 25	October 25	Bermuda	United Fruit Co.	High seas.	October 24	Calamares	United Fruit Co.	New York via Habana.
October 26	October 26	Heredia	United Fruit Co.	New Orleans.	October 24	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	Puerto Colombia.
October 26	October 26	Pastores	United Fruit Co.	New York via Habana.	October 27	Pastores	United Fruit Co.	Port Limon.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(Continued on page 172, column 2.)

\*DEPARTURES.

\*ARRIVALS.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 30, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....		October 24.....		925
Cauca.....	Pacific Steam Navigation Co.....		October 24.....		1,086
Inca.....	Pacific Steam Navigation Co.....		October 24.....		328
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....		October 24.....		33
Caribbean.....	Panama Railroad Cattle Industry.....		October 24.....		2
Calamares.....	United Fruit Co.....	October 24.....	October 24.....	110	633 lbs.
Acajutla.....	Pacific Steam Navigation Co.....		October 26.....		755
Heredia.....	United Fruit Co.....	October 25.....	October 28.....	905	72
Crynssen.....	Royal Dutch W. I. Mail S. S. Co.....		October 26.....	15	419½
Balboa.....	Colombian Maritime Co.....		October 26.....	655	
Pastores.....	United Fruit Co.....		October 26.....	866	117
Panama.....	Panama Railroad Steamship Line.....		October 26.....	2,735	
*Cantigny.....	United States Government.....		October 27.....	159	6
Metapan.....	United Fruit Co.....		October 27.....	7	7
Turrialba.....	United Fruit Co.....		October 27.....	30	32
Tivives.....	United Fruit Co.....		October 27.....	(s)	4
*Santa Leonora.....	United States Government.....		October 28.....	250	
Achilles.....	Panama Railroad Steamship Line.....		October 28.....	12,113	
*Mamei.....	Panama Railroad Steamship Line.....		October 28.....	7,405	
Caribbean.....	Panama Railroad Cattle Industry.....		October 28.....	350	
Orcoma.....	Pacific Steam Navigation Co.....		October 28.....	356	(s)
British Soldier.....	British Tanker Co.....		October 28.....	7,701	
Alkmaar.....	Royal Dutch W. I. Mail S. S. Co.....		October 29.....	233	
Urubamba.....	Peruvian Steamship Co.....		October 29.....	3,617	
Essequibo.....	Pacific Steam Navigation Co.....		October 29.....	130	(s)
Chile.....	Pacific Steam Navigation Co.....		October 30.....		613
Aysen.....	Chilean Steamship Co.....		October 30.....	1,138	

\* United States Army transport.

s Barge.

(s) No cargo discharged.

(s) No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 30, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall.....	Pacific Metals Corporation, Ltd.....	October 17.....	October 24.....	3	83
Chile.....	Pacific Steam Navigation Co.....	October 23.....	October 24.....	28	
Lady Sybil.....	International Petroleum Co.....	October 23.....	October 30.....		15
Jamaica.....	Pacific Steam Navigation Co.....	October 24.....	October 24.....		11
Balboa.....	Colombian Maritime Co.....	October 26.....	October 26.....	1	
George Washington.....	Fred Olsen.....	October 29.....	October 29.....	308	

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended October 30:

Submarines *R-21* and *R-27*, periodical overhaul; steamship *Marne*, general repairs; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General Hodges*, general repairs; barge *No. 131*, general repairs; tugs *Bohio*, general repairs; *Cocoli*, rebush main throttle lever, engine, and rebuild brick work; steamship *Western Cross*, repairs to steering gear and blower engine; U. S. S. *Des Moines*, light repairs; U. S. S. *Cleveland*, repairs to rudder stuffing box and refrigerating machine; steamships *Lady Sybil*, heavy repairs; *Benjamin Brewster*, heavy repairs.

The following vessels were at the Cristobal shops for repairs during the week ended November 1:

Steamships *Panama*, *Achilles*, and barge *Mamei*, miscellaneous repairs and painting to engine, deck, and steward departments; steamships *Balboa*, repair injector, piping, lifeboats, etc.; *Urubamba*, electric weld hawse pipe and crack in furnace; S. P. *No. 2232*, clean and paint; general overhaul and alterations; motor ship *Nobel*, repair circulating pump and afterbearing; steamship *Topatopa*, repair steering gear; barges *Nos. 15, 19, 113, 119, 150, and 151*, scale and paint; repair hull, etc.; steamship *Manavi*, retube and weld crack in main condenser; U. S. S. subchaser *No. 285*, overhaul main and auxiliary engines; steamships *Heredia*, *Metapan*, U. S. A. T. *Cantigny*, steamships *Alkmaar*, *Caribbean*, *Reupehu*, U. S. S. *Fields*, U. S. S. *Cleveland*, steamship *Vinton County*, minor repairs.

**Official Circulars.****In Charge of Section of Surveys.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 25, 1920.

To all concerned.—Effective this date and during the absence of Mr. O. E. Malsbury on leave, Mr. F. R. Fitch will act as Assistant Engineer in charge of the Section of Surveys, in addition to his other duties.

CHESTER HARDING,  
Governor.

**Appointment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 28, 1920.

CIRCULAR NO. 661-91.

Surg. W. C. Rucker, U. S. Public Health Service is appointed Chief Quarantine Officer, effective October 28, 1920, vice Surg. S. B. Grubbs, U. S. Public Health Service, relieved from duty with The Panama Canal.

CHESTER HARDING,  
Governor.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 27, 1920.

CIRCULAR NO. 267:

Effective October 25, 1920, Mr. George W. Green is designated an accountable official of The Panama Canal, vice Mr. D. E. Wright, and as such will account for all nonexpendable property in use by the Municipal Division.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., October 30, 1920.

CIRCULAR NO. 263:

Effective November 1, 1920, Mr. Max Herz is designated an accountable official of The Panama Canal, vice Mr. C. Peters, and as such will account for all nonexpendable property in use by the district quartermaster, Pedro Miguel.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:

CHESTER HARDING, Governor.

**Sale of Cement Sweepings.**

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., October 29, 1920.  
To all concerned—The Panama Railroad Company has on hand 230 bags of cement *ex* the steanship *Cristobal*, October 9, 1920.

This cement is known as sweepings, or loose cement picked up after the discharge of a steamer. There is very little foreign substance to be found in it, and for almost any concrete work it is just as good as any cement.

We will be glad to have you bid on this lot of cement before 3 o'clock, p. m., Friday, November 5. Please make your bids on basis of keeping the bags, and also returning the bags to us.

A charge of 25 cents per bag will be collected when cement is delivered.

This charge will be refunded when bags are returned in usable condition.

W. F. FOSTER,  
Acting Superintendent.

**Acting Superintendent, Southern District,  
Municipal Engineering Division.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., October 23, 1920.

To all concerned—Mr. W. E. Maxon is appointed Acting Superintendent, Southern District, Municipal Engineering Division, during period Mr. G. W. Green, Superintendent, is Acting Municipal Engineer.

Effective October 25, 1920.

D. E. WRIGHT,  
Municipal Engineer.

**Traffic Regulations and Restrictions, Ancon  
Hospital Grounds.**

THE PANAMA CANAL,  
HEALTH DEPARTMENT, ANCON HOSPITAL,  
ANCON, C. Z., October 18, 1920.

1. *Gorgas Road* (main road) from below Ancon dispensary to and beyond bachelors' quarters, building 217:

(a) Governor's Circular 717-2, November 13, 1919, has declared this road a one-way road and no vehicles of any kind will be permitted to use this road in the direction from Panama to the top of the hill, except such vehicles as it may be necessary to admit to the grounds on hospital business.

(b) Passenger automobiles will be permitted to pass through the hospital grounds via this road from top of hill toward Panama, provided the engines are cut off and no unnecessary noises are made while passing through the grounds. Trucks, motorcycles, or horse-drawn vehicles will not be permitted to use this road in either direction unless they have business within the hospital grounds.

(c) The entrance to the hospital grounds on this road from the Panama side is indicated by a sign just beyond the steps (main entrance) leading to the hospital administration building.

2. *Interior road*—From the arch over road just below isolation building to the arch over road at Gorgas Road just below the bachelors' quarters, Building 217. Entrances to this road are indicated by suitable warning signs.

(a) This road will be used only by Ancon Hospital vehicles. Health Department and military ambulances having patients for admission to hospital or removing them therefrom, and Panama Canal trucks when delivering supplies, removing garbage and those required for repair or construction work pertaining to the hospital. No other vehicles than those mentioned above, no jitneys, motorcycles, bicycles, or horses are permitted to use this road in either direction.

(b) Patients coming for admission to hospital in vehicles other than ambulances, as designated above, will go to the Admitting Office located in Ancon dispensary, from whence patients will be sent to hospital by an ambulance, or if no ambulances are available and the case is emergency in character, a special permit will be given authorizing the vehicle with patient to use the interior road to carry patient to proper ward.

(c) Patients for clinics who are too sick to go thereto by walking up the steps of main entrance to the hospital, will apply at the Admitting Office where provision will be made to convey them to administration-clinics building in an ambulance or, in emergency cases, a written permit will be given authorizing the vehicle to use the interior road.

(d) Patients in hospital, who in opinion of the attending physician can not leave on foot, may be sent to the Admitting Office in an ambulance where a public vehicle can be secured. If the attending physician deems that the best interests of the patient require transportation other than an ambulance, permit therefore will be issued by the superintendent's office on telephone request.

(e) Motor vehicles authorized to use the interior road will be operated with exhaust completely muffled, silent horns, and avoidance of all other unnecessary noises while passing over this road.



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV. Balboa Heights, C. Z., November 10, 1920. No. 13.

## Traffic and Tolls in October.

The number of ocean-going commercial ships making the transit of the Canal during the month of October was 238, of which 119 went through in each direction. The tolls earned on them amounted to \$911,825.58. In addition, 7 small vessels (6 launches and 1 rowboat) made the transit, paying \$29 in tolls. The total earnings of tolls amounted to \$911,854.58. The average tolls per ocean-going commercial ship were \$3,831.32; the average for all vessels on which tolls were charged, \$3,721.86. Ocean-going commercial ships averaged 7.7 per day.

The tolls earned in September, 1920, were \$1,010,166.38, and those in August, \$936,209.44. The September figure is the highest of record, and September is the only month in which the earnings have amounted to as much as \$1,000,000. The tolls for October have been exceeded only by those for September and August, 1920, the previous high record having been \$891,375.70, in December, 1919.

Detail of the traffic in October is published below.

## Canal Traffic in October.

The Canal traffic for October, 1920, for commercial vessels, is shown as classified in the following tabulation:

### PACIFIC TO ATLANTIC.

#### WEST COAST OF UNITED STATES TO EUROPE.

No. of vessels.	Registry.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
12	United States.....	42,701	53,928	64,998	42,370	\$53,376.25	<i>Long tons.</i> 75,386
6	British.....	31,217	34,854	39,419	24,813	38,651.05	52,768
1	Dutch.....	4,863	6,066	7,655	4,799	6,078.75	8,339
1	French.....	3,436	3,512	4,617	3,436	4,214.40	5,336
1	Norwegian.....	4,523	5,627	7,093	4,479	5,653.75	9,000
1	Swedish.....	2,248	4,089	3,767	2,865	2,810.00	5,550
22	.....	88,988	108,076	127,549	82,762	110,784.20	156,379

#### WEST COAST OF SOUTH AMERICA TO EAST COAST OF UNITED STATES.

14	United States.....	32,709	40,550	52,647	33,125	\$40,838.75	60,264
3	British.....	8,558	11,513	15,283	8,979	10,697.50	17,570
1	Norwegian.....	4,509	5,637	7,116	4,493	5,636.25	10,000
1	Danish.....	3,005	3,515	4,465	2,853	3,756.25	6,400
1	Spanish.....	2,283	2,632	3,627	3,102	2,853.75	4,114
20	.....	51,064	63,847	83,138	52,552	63,782.50	88,348

#### WEST COAST OF SOUTH AMERICA TO CRISTOBAL.

8	British.....	5,387	8,642	11,740	6,224	\$6,691.55	4,122
3	Peruvian.....	4,010	8,315	12,666	6,614	5,012.50	9,478
2	Chilean.....	3,260	5,645	6,367	3,888	4,075.00	1,193
2	United States.....	672	700	1,230	744	840.00	1,338
1	German.....	2,854	3,517	4,568	2,835	3,567.50	5,000
16	.....	16,183	26,819	36,571	20,355	20,186.55	21,131

## THE PANAMA CANAL RECORD

PACIFIC TO ATLANTIC—Continued.  
WEST COAST OF SOUTH AMERICA TO EUROPE.

No. of vessels.	Registry.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
7	British.....	23,180	29,505	39,337	23,492	\$28,975.00	<i>Long tons.</i> 29,503
2	French.....	7,231	8,322	11,606	7,301	9,038.75	13,269
2	Norwegian.....	2,997	3,646	4,642	3,011	3,746.25	6,250
1	Dutch.....	4,250	6,653	6,899	4,417	5,312.50	9,720
1	German.....	3,030	4,599	4,849	3,027	3,787.50	6,010
13	.....	40,688	52,725	67,333	41,243	50,860.00	64,752

## WEST COAST OF SOUTH AMERICA TO MEXICO.

4	United States.....	18,321	20,458	27,178	17,812	\$14,917.86	Ballast.
2	Norwegian.....	8,871	10,183	13,943	8,840	7,331.76	Ballast.
2	British.....	8,850	10,313	13,803	8,691	7,425.36	Ballast.
8	.....	36,072	40,954	54,929	35,343	29,674.98	Ballast.

## UNITED STATES COASTWISE.

7	United States.....	28,535	34,438	43,900	27,682	\$32,559.63	34,426
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## AUSTRALASIA TO EUROPE.

5	British.....	28,272	32,338	40,330	25,922	\$35,243.40	23,686
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## FAR EAST TO EAST COAST OF UNITED STATES.

4	Japanese.....	14,502	16,686	22,188	14,437	\$18,023.75	28,370
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## WEST COAST OF UNITED STATES TO EAST COAST OF MEXICO.

3	United States.....	12,934	16,203	20,832	12,801	\$13,402.73	6,000
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## AUSTRALASIA TO EAST COAST OF UNITED STATES.

2	United States.....	8,180	9,986	11,712	7,228	\$10,225.00	15,879
1	British.....	5,648	6,500	8,722	5,643	7,060.00	6,000
3	.....	13,828	16,486	20,434	12,873	17,285.00	21,879

## SOUTH AMERICA TO AZORE ISLANDS (FOR ORDERS).

1	British.....	4,270	4,610	5,742	4,279	\$5,337.50	6,621
1	Spanish.....	2,497	2,855	4,044	2,497	3,121.25	5,000
1	Japanese.....	2,979	3,033	3,857	2,364	3,639.60	5,240
3	.....	9,746	10,498	13,643	9,140	12,098.35	16,861

WEST COAST OF SOUTH AMERICA TO WEST INDIES.<sup>1</sup>

2	German.....	4,009	4,672	6,544	4,042	\$4,938.25	5,000
1	Spanish.....	3,292	3,250	4,291	2,678	3,900.00	6,118
3	.....	7,301	7,922	10,835	6,720	8,838.25	11,118

<sup>1</sup> Exclusive of Cuba and Porto Rico.

## WEST COAST OF CENTRAL AMERICA TO CRISTOBAL.

2	British.....	1,288	1,398	2,298	1,304	\$1,610.00	718
1	Costa Rican.....	172	185	158	93	215.00	192
3	.....	1,460	1,583	2,456	1,397	1,825.00	910

## HAWAIIAN ISLANDS TO EAST COAST OF UNITED STATES.

2	United States.....	5,977	8,276	9,506	5,976	\$7,471.25	12,371
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PACIFIC TO ATLANTIC—Continued.  
BALBOA TO EAST COAST OF UNITED STATES.

No. of vessels.	Registry.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
1	United States.....	5,972	7,008	11,081	5,970	\$5,045.76	Long tons. Ballast.
VLADIVOSTOK TO EUROPE.							
1	United States.....	4,876	6,201	7,612	4,887	\$6,095.00	945
BALBOA TO MEXICO.							
1	United States.....	5,635	5,553	6,836	5,258	\$4,226.25	Ballast.
WEST COAST OF SOUTH AMERICA TO AFRICA.							
1	British.....	3,202	4,067	5,272	3,198	\$4,002.50	7,622
WEST COAST OF CANADA TO EUROPE.							
1	British.....	4,078	4,125	4,821	3,140	\$4,950.00	6,000
WEST COAST OF UNITED STATES TO CRISTOBAL.							
1	United States.....	767	742	1,088	767	\$958.75	805
WEST COAST OF UNITED STATES TO CUBA.							
1	Norwegian.....	486	496	652	486	\$595.20	750
119	Total.....	380,566	465,043	591,016	372,914	\$447,909.05	502,353
131	Total last month.....	415,242	504,436	646,437	412,864	\$515,895.81	565,340

ATLANTIC TO PACIFIC.

EAST COAST OF UNITED STATES TO WEST COAST OF SOUTH AMERICA.

No. of vessels.	Registry.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
14	United States.....	44,556	52,097	66,742	44,408	\$52,043.76	59,411
5	British.....	16,279	20,634	27,971	17,086	29,348.75	15,787
1	Japanese.....	3,859	4,440	6,079	3,850	4,823.75	7,018
1	Belgium.....	3,158	4,049	5,072	3,094	3,947.50	5,700
1	Norwegian.....	1,841	2,086	2,903	1,850	2,301.25	3,968
22	.....	69,693	83,306	108,767	70,288	\$83,465.01	91,884

EAST COAST OF UNITED STATES TO FAR EAST.

7	United States.....	29,968	39,270	44,857	28,675	\$37,460.00	50,674
7	British.....	25,557	32,341	38,870	24,471	31,946.25	51,170
4	Japanese.....	17,879	20,379	26,993	17,505	22,199.80	23,798
18	.....	73,404	91,990	110,720	70,651	91,606.05	125,642

EUROPE TO WEST COAST OF SOUTH AMERICA.

7	British.....	20,114	24,820	34,959	20,636	\$24,268.36	13,872
3	Spanish.....	6,557	7,685	10,196	6,572	5,533.20	Ballast.
2	Dutch.....	7,130	11,200	11,312	7,140	8,912.50	3,988
1	Italian.....	3,716	4,915	7,870	4,547	4,645.00	1,000
1	French.....	3,638	4,170	5,796	3,689	4,547.50	1,542
1	French.....	2,244	4,019	8,745	2,858	2,805.00	3,689
1	Swedish.....	2,237	3,767	3,660	2,221	2,796.25	5,923
16	.....	45,656	60,576	77,538	47,663	53,507.81	30,014

## ATLANTIC TO PACIFIC—Continued.

## UNITED STATES COASTWISE.

No. of vessels.	Registry.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
13	United States.....	43,839	51,477	65,137	43,191	\$54,548.45	Long tons. 44,659

## CRISTOBAL TO WEST COAST OF SOUTH AMERICA.

8	British.....	7,115	11,426	15,060	8,245	\$8,869.55	8,835
2	Peruvian.....	2,504	5,364	7,922	3,941	3,130.00	4,085
2	United States.....	1,103	1,092	1,703	1,139	995.25	242
1	Chilean.....	1,463	2,577	2,553	1,600	1,828.75	527
1	Costa Rican.....	172	185	158	93	133.20	Ballast.
14	.....	12,357	20,644	27,396	15,018	14,956.75	13,689

## EAST COAST OF UNITED STATES TO AUSTRALASIA.

8	British.....	26,919	33,141	42,093	26,392	\$33,648.75	48,185
2	United States.....	8,352	10,134	12,465	8,498	10,440.00	17,170
10	.....	35,271	43,275	54,558	34,890	44,088.75	65,355

## MEXICO TO WEST COAST OF SOUTH AMERICA.

3	United States.....	14,185	15,813	20,547	13,927	17,417.75	25,281
2	Norwegian.....	8,862	10,203	13,983	8,856	11,077.50	18,700
2	British.....	7,211	8,030	11,415	7,079	9,013.75	10,180
7	.....	30,258	34,046	45,945	29,862	37,509.00	54,161

## EUROPE TO WEST COAST OF UNITED STATES.

3	British.....	11,995	14,936	18,850	11,529	\$13,972.05	1,512
3	United States.....	12,000	14,403	18,085	11,959	13,727.39	7,460
6	.....	23,995	29,339	36,935	23,488	27,699.44	8,981

## EUROPE TO AUSTRALASIA.

5	British.....	30,499	36,105	48,653	30,636	\$38,123.75	32,967
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## CANARY ISLANDS TO WEST COAST OF SOUTH AMERICA.

2	Spanish.....	4,432	5,201	6,791	4,257	\$3,744.72	Ballast.
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## CRISTOBAL TO WEST COAST OF CENTRAL AMERICA.

2	British.....	1,288	1,398	2,298	1,304	\$1,610.00	1,685
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## MEXICO TO BALBOA, CANAL ZONE.

1	United States.....	5,635	5,554	6,836	5,258	\$6,664.80	10,500
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## EAST COAST OF UNITED STATES TO WEST COAST OF CANADA.

1	United States.....	3,450	5,448	5,687	3,450	\$4,312.50	7,100
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## CRISTOBAL TO WEST COAST OF UNITED STATES.

1	United States.....	1,654	2,163	2,643	1,654	\$2,067.50	2,076
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## CRISTOBAL TO BALBOA.

1	Panaman.....	16	14	16	16	\$12.00	Ballast.
119	Total.....	381,447	470,536	599,920	381,626	\$463,916.53	488,713
125	Total last month.....	407,933	504,349	647,033	404,946	\$494,954.82	444,217

**Notice to Mariners.—Lights Established, Cristobal Harbor.**

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., November 4, 1920.

CIRCULAR NO. 643-78:

1. The two white occultating lights referred to in Circular No. 643-77, dated September 16, 1920, were established on October 29, 1920, near the western extremity of East Breakwater, Cristobal Harbor, within the "L." Position, latitude 9° 23' 23" North, longitude 79° 55' 07" West. These lights are unwatched. Illuminant, acetylene gas.

UPPER LIGHT—Focal plane 110 feet, visible 18 miles, exhibited from top of pyramidal steel latticework tower painted black. Characteristic, white, flashing; 0.5 second light, 3.0 seconds dark; 0.5 second light, 3.0 seconds dark; 5.0 seconds light, 8.0 seconds dark (one group of flashes every 20 seconds).

LOWER LIGHT—Exhibited from bracket on the northwestern extremity of tower. Focal plane 38 feet, visible 9 miles. Characteristic, white, flashing; 1 second light, 1 second dark.

2. The gas buoy marking the western extremity of the East Breakwater has been permanently discontinued.

(C. & G. S. Charts Nos. 950 and 954. H. O. Charts Nos. 1290, 5000, 5002, and 5258.)

CHESTER HARDING,

*Governor.***Tariff Amendment—Quarantine Services.**THE PANAMA CANAL, PANAMA RAILROAD COMPANY, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., October 25, 1920.

*To all concerned*—The following amendments are made to Tariff No. 4—Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at The Panama Canal:

## • ITEM 29—QUARANTINE.

Effective November 1, 1920.

## 3. Fumigation of vessels, for labor and supervision, etc.:

Vessels under 1,000 tons net.....	\$15.00
Vessels 1,000 tons net or over.....	25.00
For sulphur used, per pound.....	.10
For sodium cyanide used, per pound.....	.65
For sulphuric acid used, per pound.....	.30
For launch service, per hour. Rates shown in item 6.	

CHESTER HARDING,

*Governor, The Panama Canal.**President, Panama Railroad Company.*

(NOTE.—The above amendments will be included in Supplement No. 3 to Tariff No. 4 when this supplement is issued.)

**Tariff Amendment—Diesel Oil.**THE PANAMA CANAL, PANAMA RAILROAD COMPANY, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., October 26, 1920.

*To all concerned*—The following amendment is made to Panama Canal Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at The Panama Canal:

## ITEM 22—FUEL AND DIESEL OILS.

Effective October 26, 1920.

## 2. Diesel oil per barrel of 42 gallons, delivered to vessels at Cristobal. . . . . \$4.50

CHESTER HARDING,

*Governor, The Panama Canal.**President, Panama Railroad Company.*

(NOTE.—The above amendment will be included in Supplement No. 3 to Tariff No. 4 when this supplement is issued.)

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, November 6, 1920.

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.		Panama Canal tonnage.				
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.			
Rio Grandé.....	30	14	36	31	6	08	31	13	09	31	14	30	Norwegian.	Det. Nordenfjeldske S. S. Co.	360.3	52.1	24.7	Christiania.....	Valparaiso.....	5,923	5,137	3,767
Orari.....	30	13	35	31	6	25	31	13	37	31	14	30	British.	New Zealand Shipping Co.	460.0	60.2	29.3	Glasgow.....	Litlington.....	8,000	9,827	6,895
Shuanko Maru.....	30	22	40	31	6	46	31	15	34	31	16	38	Japanese.	Goshogaki & Co.	425.0	57.0	27.7	Tampico.....	Yokohama.....	7,730	9,233	5,304
S. V. Harkness.....	31	5	30	31	6	50	31	14	24	31	20	02	American.	Standard Oil Co.	435.0	57.0	27.6	Panama.....	Pisagua.....	8,781	7,433	5,545
Alkmar.....	30	12	47	31	10	28	31	17	31	11	25	01	Dutch.	Royal Netherlands W. I. Mail.	461.0	62.6	16.0	Hamburg.....	Valparaiso.....	1,775	9,565	6,807
Lashon Maru.....	30	11	40	31	11	15	31	13	24	31	20	28	Japanese.	Nippon Yusen Kabushiki Kaisha	445.0	58.0	24.0	New York.....	Yokohama.....	7,816	7,668	5,479
Vinton County.....	31	9	00	1	6	15	1	12	55	1	15	11	American.	Caribbean Steamship Co. (S. B.)	251.0	43.6	15.1	New York.....	Guayaquil.....	334	2,866	1,828
Mineola.....	31	21	54	1	6	23	1	13	59	1	15	02	American.	W. R. Grace & Co.	298.6	40.0	21.0	New York.....	Mollendo.....	2,529	2,835	1,822
Balboa.....	26	22	00	1	6	45	1	14	36	2	16	17	American.	Colombian Maritime Co.	190.0	29.1	13.0	Cristobal.....	Buena Ventura.....	374	741	350
Duns Law.....	1	6	40	1	7	00	1	15	16	2	14	10	British.	Thomas Law	340.0	50.1	21.6	Sabine.....	Alealele.....	5,170	3,919	2,863
Richeoncal.....	1	15	55	2	6	27	2	13	43	2	17	05	American.	McAlister Brothers (S. B.)	435.0	56.0	25.6	Tampico.....	Liquique.....	9,500	7,642	5,327
Aene.....	2	5	20	2	6	50	2	15	30	2	16	30	American.	Standard Oil Co.	420.0	54.0	26.6	Port Arthur.....	Woo-sung.....	8,807	7,405	5,166
Darlam.....	2	5	30	2	6	50	2	14	47	2	17	40	British.	New Zealand Shipping Co.	420.0	54.0	26.6	Montreal.....	Auckland.....	3,795	7,138	5,296
Eppam.....	2	7	00	2	9	02	2	17	30	2	12	45	Spanish.	Spanish Government	431.6	78.0	26.4	San Juan.....	Valparaiso.....	.....	.....	.....
Eastern Mer- chant.....	2	10	04	2	10	35	2	18	30	2	18	22	American.	Pacific Mail Steamship Co. (S. B.)	445.0	58.0	18.0	Baltimore.....	Los Angeles.....	3,210	8,617	6,297
Statesman.....	1	7	37	2	12	10	2	19	07	2	20	18	British.	Harrison Steamship Line	423.0	53.0	11.0	Liverpool.....	San Francisco.....	6,361	6,592	4,502
Mount Derwyn.....	1	8	01	2	12	55	2	19	53	2	21	02	British.	H. E. Moss	400.0	50.0	16.0	Genoa.....	Vancouver.....	368	5,783	4,008
Ayson.....	30	16	01	3	13	37	3	20	13	3	22	03	Chilean.	South American Steamship Line	379.6	44.7	22.3	Cristobal.....	Valparaiso.....	430	4,535	3,068
Oreocman.....	2	22	42	3	6	50	3	13	25	3	14	20	American.	American-Hawaiian Line	406.0	51.0	19.0	New York.....	Portland.....	2,686	5,359	4,203
Somerses.....	3	8	45	3	9	45	3	16	58	3	17	50	British.	George Dodd & Co.	450.0	58.0	16.1	Middlesboro.....	Los Angeles.....	13,224	7,066	5,200
Celebes Maru.....	4	6	12	4	7	00	4	14	37	4	15	28	American.	Union Oil Co.	435.0	62.0	28.0	Tampico.....	Litlington.....	11,600	9,943	7,350
Cape Henry.....	3	23	15	4	10	50	4	18	20	4	19	37	American.	Osaka Sleson Kaisha	395.0	51.0	20.0	New Orleans.....	Los Angeles.....	1,938	6,014	4,406
Fort Wayne.....	5	4	35	5	6	20	5	13	51	5	15	00	American.	Atlantic Gulf & Pacific S. S. Co.	376.0	52.0	24.6	Baltimore.....	Los Angeles.....	6,300	5,146	3,557
Moordijk.....	5	5	45	5	7	15	5	14	43	5	16	00	Dutch.	Williams, Diamond & Co. (S. B.)	409.0	61.0	17.0	Boston.....	San Francisco.....	1,772	6,736	3,945
Cedar Branch.....	5	12	33	5	12	55	5	20	10	5	20	35	British.	Holland-American Line	473.0	52.0	21.1	London.....	San Francisco.....	2,500	9,165	6,961
Maple Branch.....	5	14	30	6	6	17	6	13	45	6	14	45	British.	F. & W. Ritson	390.5	52.0	19.0	London.....	Coronel, wypts Corral.....	4,266	4,912	3,642
Hattie Lucken- bach.....	5	18	00	6	6	27	6	14	03	6	15	12	American.	Luckenbach Steamship Line	331.5	47.0	23.0	New York.....	San Francisco.....	3,800	4,808	3,768
Waukegan.....	5	8	30	6	6	13	6	16	17	6	17	00	American.	Barber Steamship Line (S. B.)	405.9	55.0	27.7	Norfolk.....	Cavite, P. I.....	8,340	7,235	5,250
Uroloмба.....	29	20	50	6	9	40	6	16	40	6	18	12	Peruvian.	Peruvian Line	381.2	41.1	19.6	Cristobal.....	Callao.....	1,202	4,803	2,651
Auldmoir.....	6	3	54	6	10	24	6	17	38	7	7	38	British.	Glen & Co.	314.0	47.0	20.0	Baltimore.....	Valparaiso.....	3,226	3,188	2,262
Tranquebar.....	6	10	07	6	13	30	6	20	09	6	23	02	Danish.	Orient Steamship Co.	370.0	47.0	21.3	Copenhagen.....	Salaverry.....	4,000	4,363	3,209

\* Battleship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Origin	29	30	31	6.39	31	14.05	2	5.00	Norwegian.	Fred Olsen.	425.5	53.3	28.6	San Francisco.	Bergen.	Flour and general	9,000	7,505	5,627
George Wash- ington <sup>1</sup>	30	15.15	31	6.47	31	15.20	31	17.05	Danish.	United Steamship Co.	364.0	48.5	23.6	Tatal.	Norfolk.	Nitrates	6,400	4,317	3,515
Texas	30	17.01	31	6.55	31	15.36	31	16.17	American.	Suth. & Christensen (S. B.)	410.0	54.0	24.5	Westminster.	Fortmingham.	Douglas fir ties.	(*)		
Yopa Topa	31	0.00	31	7.55	31	16.36	31	16.26	Dutch.	Holland-American Line.	467.0	58.0	24.5	San Francisco.	London.	General	8,300	8,514	6,066
Emma Jk	31	13.20	31	14.05	31	21.52	1	12.45	French.	A. D. Bordes.	400.3	52.4	25.5	Iquique.	La Palice.	Nitrates	7,069	5,879	4,156
Alsace	31	15.00	31	7.45	1	15.15	2	0.96	American.	H. M. Brunn.	459.8	61.1	21.0	Balboa.	Gatun Lake.		83		
Jungle Queen	31	15.00	31	7.45	1	15.15	2	0.96	American.	United States Navy.	459.8	61.1	21.0	Bremerton.	Hampton R ds.	Ammunition			
Pyro	1	5.30	1	8.20	1	15.45	1	2.10	American.	W. R. Grace & Co.	404.6	53.9	20.0	Mejillones.	Charleston.	Nitrates, copper	8,733	6,789	4,746
Santa Barbara	1	2.30	1	9.40	1	16.55	1	18.20	British.	Strick Line, Ltd.	345.9	48.1	22.0	Mejillones.	Norfolk.	Nitrates	5,418	4,061	2,961
Rooke	31	23.55	1	8.47	1	18.20	1	21.55	British.	British Ministry of Shipping.	474.9	60.6	26.6	Portland.	Norfolk.	Wheat	9,954	9,028	6,151
Heilbronn	1	6.00	1	9.54	1	18.55	1	18.55	American.	N. Atlantic & Western Co. (S. B.)	390.0	54.2	21.8	Portland.	Boston.	General	5,261	6,161	4,427
Artigas	1	9.20	1	11.20	1	19.30	2	1.41	Spanish.	Naviera Guadalupe S. S. Soc.	359.7	49.9	24.6	Iquique.	Magala, Spain	Nitrates	6,200	4,490	3,090
Adelina	1	8.00	1	12.17	1	20.55	5	6.21	Ameri-can.	Wessel Duval & Co. (S. B.)	390.0	54.2	23.6	Iquique.	Savannah.	Nitrates	11,300	6,106	4,355
Minnesota	31	14.00	1	8.15	1	19.35	2	7.15	Panaman.	A. Cienpo.	37.6	11.7	3.0	Panama.	Colon.				
Ellen	2	8.00	2	9.57	2	18.24	2	23.45	Spanish.	Anonima Guadalupe.	356.0	43.0	25.3	Mejillones.	Valencia.	Nitrates	5,617	3,925	2,737
Gudmar	1	15.00	2	8.22	2	18.12	2	20.00	British.	Standard Transportation Co.	268.0	40.0	24.0	Yokohama.	Valencia.	Ballast.	1,964	1,793	
Drumtans	3	16.45	3	7.21	3	14.35	3	17.46	American.	Standard Transportation Co.	306.0	40.0	24.0	Yokohama.	Valencia.	Ballast.	1,964	1,793	
Alway	2	6.15	3	8.36	3	13.35	4	13.50	French.	French Steamship Line (S. B.)	402.0	53.0	25.0	Shanghai.	Boston.	Nitrates	47,443	6,565	4,862
Saint Jean	3	6.50	3	9.02	3	17.30	3	23.32	American.	French Line.	397.0	50.0	25.0	Talcahuano.	Bilbon, Spain.	Nitrates, general	6,750	5,849	4,031
Japan	3	15.20	3	6.32	4	13.30	4	14.30	British.	Thornycroft, Fremhole & Co. (S. B.)	409.6	53.1	26.0	Seattle.	Lisbon.	Wheat	7,305	6,580	4,887
Salvador	23	7.45	4	6.32	4	13.30	4	13.30	British.	Pacific Steam Navigation Co.	215.0	33.0	13.0	Champerico.	Cristobal.	Lumber, general	17,401	6,576	4,971
Springsfield	3	15.30	4	6.54	4	15.55	5	15.55	American.	N. Atl. & Western Co. Ltd. (S. B.)	410.0	54.0	21.0	Portland.	Boston.	Ballast	47,401	6,576	4,971
San Pasqual	3	15.30	4	6.54	4	15.55	5	15.55	American.	N. Atl. & Western Co. Ltd. (S. B.)	410.0	54.0	21.0	Portland.	Boston.	Ballast	47,401	6,576	4,971
Tusausaer	4	10.10	4	10.56	4	18.40	4	23.13	British.	Col. Shipping Co. Ltd. (S. B.)	420.7	54.0	21.0	Hankow.	New York.	Frozen eggs	46,200	6,650	4,563
Sao Jose	3	7.20	4	12.16	4	19.50	5	19.50	American.	Blue Star Line.	420.7	54.0	21.0	Hankow.	New York.	Frozen eggs	46,200	6,650	4,563
City of Van- cover.	4	14.20	5	6.46	5	15.05	6	3.45	British.	Pacific Mail Steamship Co.	283.0	37.0	15.0	San Francisco.	Cristobal.	General	472	2,332	1,002
Ullstad	4	14.40	5	6.50	5	16.22	5	20.35	Norwegian.	Canadian-Western S. S. Co.	411.5	54.1	23.0	Vancouver.	W. Hartlepool.	Railroad ties	16,860		
Henry T. Scott.	5	1.15	5	7.30	5	16.15	5	20.20	American.	Grefstad Rodi.	350.0	50.9	23.1	San Francisco.	Norfolk.	Barley	6,100		
Benjamin	23	21.30	5	8.55	5	17.30	6	12.55	American.	Alaska Steamship Co.	234.5	42.7	17.8	Stupe.	New York.	Sugar	1,806	1,814	951
Brewster	5	10.15	5	11.10	5	17.30	6	12.55	British.	Standard Oil Co.	411.6	53.4	21.0	Iquique.	Tampico	Ballast	6,360	4,337	
Saint Finbar?	5	10.15	5	11.49	5	21.55	6	21.10	German.	British Ministry of Shipping	137.7	29.5	13.4	Mejillones.	Cristobal.	Ballast	449	109	
Thessalia	6	6.15	6	7.30	6	15.36	6	21.10	German.	Hamburg-American Line.	411.0	50.7	22.0	Mejillones.	Cristobal.	Nitrates	4,000		
Lucie Woer- mann	6	6.15	6	7.30	6	15.36	6	21.10	German.	Du'sches Scherloff	366.5	47.1	11.6	Caleta Buena	Norfolk.	Nitrates	4,000		
Saint Blazey?	6	6.15	6	8.32	6	15.36	6	21.10	German.	British Government	135.4	29.1	13.6	Arica.	Cristobal.	Ballast	5,122		
Santa Rita.	6	6.00	6	10.59	6	22.55	6	22.55	German.	Hamburg-American Line.	392.0	50.2	23.0	Valparaiso.	Hamburg.	Ballast	5,122		

<sup>10</sup> Motor ship. <sup>11</sup> Launch. <sup>12</sup> Collier. <sup>13</sup> Motor schooner. <sup>14</sup> Sugar, hemp, fire crackers, tea, lumber, rice, tin, and general. <sup>15</sup> Nitrates, borax, and general. <sup>16</sup> Sailor. <sup>17</sup> Tag. <sup>18</sup> For orders. <sup>19</sup> 3 rolls wire, 8 Eeys wire clamps. <sup>20</sup> Coffee, hides, and bullion. <sup>21</sup> 3,941,875 feet B. M. <sup>22</sup> Long tons. <sup>23</sup> Short tons.

<sup>24</sup> For—  
Cartagena.  
Tampico.  
New York via Habana.  
New York and Haiti.

<sup>25</sup> DEPARTURES.  
\* For—  
Cartagena.  
Tampico.  
New York via Habana.  
New York and Haiti.

<sup>26</sup> ARRIVALS.  
\* For—  
Cartagena.  
Tampico.  
New York via Habana.  
New York and Haiti.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(Continued on page 186, column 2.)

### Tariff Amendment—Coal.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., October 26, 1920.

To all concerned—The following amendments are made to Panama Canal Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at The Panama Canal:

#### ITEM 21—COAL.

Effective November 1, 1920.

	Cristobal-Colon.	Balboa.
1. For steamships, including warships of all nations, 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, except as provided in paragraph 2	\$18.00	\$20.00
2. For vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of the plants, the quantity available, or for the purpose of expediting transit.		18.00
3. To steamships taking less than carload lots from plants, or less than 25 tons from lighters.	19.50	21.50
6. For coal for cargo which will be delivered only in exceptional cases after special authority is given by the Governor.	20.50	22.50

CHESTER HARDING,

Governor, The Panama Canal.

President, Panama Railroad Company.

(NOTE.—The above amendments will be included in Supplement No. 3 to Tariff No. 4 when this supplement is issued.)

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 6, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean.....	Panama Railroad Cattle Industry..		October 31..		18½
Pastores.....	United Fruit Co.....	October 31..	October 31..	120	440 lbs.
Vinton County.....	United States Shipping Board	October 31..	November 1..	411	( <sup>2</sup> )
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.	October 31..	November 5..	5	3,011
Balboa.....	Colombian Maritime Co.....		November 1..		4
Panama.....	Panama Railroad Steamship Line.		November 1..		3,022
Santa Leonora.....	United States Government..		November 1..		87½
Statesman.....	Harrison Steamship Line.....	November 1..	November 2..	1,112	( <sup>2</sup> )
Aysen.....	Chilean Steamship Line.....		November 2..		450
Ulua.....	United Fruit Co.....	November 2..	November 3..	695	8
Parismina.....	United Fruit Co.....	November 2..	November 4..	1,125	142
Ancon.....	Panama Railroad Steamship Line.	November 2..		9,715	
Abangarez.....	United Fruit Co.....	November 4..	November 4..		3
Caribbean.....	Panama Railroad Cattle Industry..	November 4..		260	
San Jose.....	Pacific Mail Steamship Co.....	November 4..		271	
Salvador.....	Pacific Steam Navigation Co.....	November 4..		164	
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.	November 5..		2,761	
Tranquebar.....	Orient Steamship Co.....	November 6..	November 6..	1	( <sup>2</sup> )
Urubamba.....	Peruvian Line.....	November 6..	November 6..		1,202

\* United States Army transport.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 6, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Balboa.....	Colombian Maritime Co.....	November 1..	November 1..		28
San Jose.....	Pacific Mail Steamship Co.....	November 3..	November 4..	196	
Salvador.....	Pacific Steam Navigation Co.....	November 3..	November 4..	6	
Anyo Maru.....	Toyo Kisen Kaisha.....	November 4..		2,271	
Laura C. Hall.....	Pacific Metals Corporation, Ltd..	November 4..		31	
Iris.....	Swayne & Hoyt.....	November 6..		583	

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended November 5:

Steamship *Marie*, general repairs; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General H. F. Hodges*, general repairs; barge *No. 131*, general repairs; tugs *Bohio*, general repairs; *Cocoli*, rebush main engine throttle lever and rebuild brickwork; steamships *Western Cross*, repairs to steering gear and blower engine; *Benjamin Brewster*, heavy repairs; *Uncas*, weld cracked H. P. astern column and slipper; *Major Wheeler*, boiler repairs; launches *Captain Harris*, repairs to gasoline engine; *Limon*, engine repairs; steamships *Springfield*, repack condenser tubes and install spare H. P. rings; *S. V. Harkness*, renewing 1 blade on propeller; *Ullstad*, install 2 cocks.

The following vessels were at the Cristobal shops for repairs during the week ended November 8:

Steamships *Ancon*, *Gen. W. C. Gorgas*, and *Gen. George W. Goethals*, miscellaneous repairs and painting to engine, deck, and steward departments; *Minnequa*, remove and renew blistered boiler tubes, repair emergency valve, etc.; *San Pascual*, repair feed pump, dynamo engine, air pump, auxiliary pump, and fire boxes; tug *St. Minver*, repair dynamo engine; steamship *San Jose*, repair feed pump, safety valves, etc.; dredge *Gamboa*, repair condenser, backing engine, and miscellaneous minor repairs; steamship *Santa Rita*, repair steering gear; *S. P. No. 2232*, general overhaul and alterations; launch *Pequeni*, overhaul both engines; *U. S. S. C. 285*, overhaul main and auxiliary engines; steamships *Parismina*, *Benjamin Brewster*, *Waukegan*, *Caribbean*, *City of Vancouver*, *Salvador*, tug *St. Catherine*, launch *Conroy*, *U. S. S. Pyron*, tug *St. Finbar*, minor repairs.

### Whole Cargo of Frozen Eggs.

The steamship *Tuscan Star* of the Blue Star Line passed through the Canal on November 4 with a whole cargo of frozen eggs, amounting to 6,200 tons. She was bound from Hankow, via Nankin, to New York.

If it be considered that 10 eggs weigh a pound, the *Tuscan Star's* cargo of 6,200 tons represents 11,573,333 dozen, or about six-tenths of 1 per cent of the annual production in the United States, which is estimated at 1,830,000,000 dozens.

The November issue of *Pacific Ports* contains a statement that the value of the exports of eggs from China is approximately \$14,000,000 annually; and that four-fifths of the eggs exported are dried or frozen.

### Prices of Miscellaneous Supplies.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective November 1, 1920:

Commodities.	Unit.	Price.
Brass, bar.....	Lb.	\$0.48
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	.375
Cement, at Panama:		
Including bag and surcharge.....	Bag	2.11
Credit for empty bag returned.....	Bag	.25
Cement, at Colon:		
Including bag and surcharge.....	Bag	1.95
Credit for empty bag returned.....	Bag	.25
Charcoal.....	Cwt.	1.25
Copper, bar.....	Lb.	.44
Gasoline, in drums, motor grade.....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, ceiling, siding and flooring, 1" x 6".....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	143.75
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	100.00
Metal, yellow.....	Lb.	.375
Nuts, iron, machine, hexagon.....	Lb.	.25
Nuts, iron, machine, square.....	Lb.	.225
Nails, common wire.....	Lb.	.11

Commodities.	Unit.	Price.
Nails, galvanized	Lb.	\$0.15
Oakum, navy, spun	Lb.	.20
Oakum, navy, unspun	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge	Bbl of 42 gals	3.50
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge	Bbl of 42 gals	3.75
Oils, greases, and lubricants:		
Oil, air, compressor cylinder	Gal.	.575
Oil, ammonia cylinder	Gal.	.685
Oil, burning	Gal.	1.56
Oil, cylinder, dark, marine	Gal.	1.125
Oil, cylinder, dark, marine	Gal.	1.25
Oil, ice, machine, steam	Gal.	1.00
Oil, engine, dynamo	Gal.	.79
Oil, engine, in tins	Gal.	.69
Oil, engine, in barrels	Gal.	.575
Oil, gas, engine, heavy, in barrels	Gal.	1.00
Oil, gas, engine, heavy, in cases	Gal.	1.125
Oil, gas, engine, in drums, medium	Gal.	.60
Oil, kerosene, in drums	Gal.	.375
Oil, kerosene, in tins (cases)	Gal.	.45
Oil, linseed, boiled	Gal.	2.50
Oil, linseed, raw	Gal.	2.60
Oil, locomotive engine	Gal.	.59
Oil, lard	Gal.	2.125
Oil, marine engine	Gal.	1.06
Oil, marine engine	Gal.	.625
Oil, marine engine	Gal.	.44
Oil, marine engine	Gal.	.75
Oil, marine engine	Gal.	1.02
Oil, mineral seal	Gal.	.375
Oil, nonliquid	Lb.	.09
Oil, stationary engine	Gal.	.49
Oil, sperm	Gal.	2.875
Oil, signal	Gal.	1.40
Oil, valve	Gal.	.975
Oil, car	Gal.	.34
Grease, black gear	Lb.	.115
Grease, yellow, cup, No. 3	Lb.	.14
Grease, yellow, cup, No. 5	Lb.	.17
Grease, rod, special	Lb.	.25
Grease, tunnel bearing	Lb.	.215
Tallow	Lb.	.225
Turpentine	Gal.	2.40
Turpentine, substitute	Gal.	.625
Vaseline	Lb.	.11
Paint, white, lead, dry	Lb.	.15
Paint, lead, white, in oil	Lb.	.175
Paint, white, zinc, dry	Lb.	.225
Paint, white, zinc, in oil	Lb.	.21
Paint, zinc, 35 per cent in oil	Lb.	.19
Rivets	Lb.	.10
Rope, Manila, 1/2" diameter	C. ft.	.69
Rope, Manila, 3/4" diameter	C. ft.	1.50
Rope, Manila, 1" diameter	C. ft.	2.50
Rope, Manila, 1 1/4" diameter	C. ft.	4.185
Rope, Manila, 1 1/2" diameter	C. ft.	5.075
Rope, Manila, 1 3/4" diameter	C. ft.	7.00
Rope, Manila, 2" diameter	C. ft.	8.75
Rope, Manila, 2 1/4" diameter	C. ft.	12.00
Rope, Manila, 2 1/2" diameter	C. ft.	19.69
Rope, Manila, 3" diameter	C. ft.	26.81
Rope, Manila, 3 1/4" diameter	C. ft.	31.44
Rope, Manila, 3 1/2" diameter	C. ft.	51.50
Rope, Manila, 3 3/4" diameter	C. ft.	76.25
Rope, Manila, 4" diameter	C. ft.	91.25
Rope, Manila, 4 1/4" diameter	C. ft.	124.125
Soap, laundry	Lb.	.175
Soda, ash	Lb.	.05
Steel, bar	Lb.	.06
Steel, spring	Lb.	.21
Steel, cold, round (rolled)	Lb.	.20
Steel, sheet	Lb.	.06
Steel structural (angles, beams, etc.)	Lb.	.06
Tin, block	Lb.	.79
Tin, Banca	Lb.	.665
Tin, sheet	Lb.	.225
Washers, cut	Lb.	.15
Waste, colored	Lb.	.26
Waste, white	Lb.	.26
Zinc, boiler plate, 5/8" x 6" x 12"	Lb.	.17

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Dance and Swimming Exhibition at Hotel Aspinwall.**

The Hotel Aspinwall announces as attractions for the week-end, a dance on November 13 and a swimming exhibition on November 14.

Reservations of rooms may be made through the manager of the Canal restaurant at Balboa (telephone, Balboa 397).

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**Change in Taboga Launch Schedule.**

The launch leaving Dock 19, Balboa, for Taboga at 10 a. m. and 7 p. m. on Saturdays has been discontinued. The 12.30 p. m. trip from Taboga on Saturdays has been discontinued also. This leaves the schedule with launches daily, except Sundays and holidays from Balboa at 4.30 p. m.; on Sundays and holidays, launch leaves Balboa at 10 a. m.

From Taboga, launch leaves daily at 6.20 a. m., and on Sundays and holidays also at 6.30 p. m.

There is no change except the omission of the extra launches on Saturdays.

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**The Work of the Industrial Ward in Corozal Hospital.**

As a part of the treatment of insane persons whose derangement is slight and frequently temporary, the Superintendent of Corozal Hospital has devoted special attention to the industrial ward. Men and women are employed in various forms of weaving, wood and metal working, and painting, under the instruction and supervision of a nurse who has specialized alike in manual arts and psychopathy.

Some of the patients possessed a craft before they were committed, and are employed at it; such as an elderly negro who is a weaver of Panama hats, and a young man who is a tinsmith, but the most of them are without previous training. They are taught to weave rugs from strips of rags made from old clothes, to make grass bags, etc., from native grasses dyed in various colors, to weave belts out of varicolored threads; or weave baskets of reeds; or to do wood or tin work or painting of different sorts. As far as possible salvaged material and native products are used as raw materials, and the articles which the patients produce are sold. About 30 patients are employed in the ward at present.

In a visit to the salesroom attached to the ward, one may find, in addition to the products indicated above, a miniature toy shop. A wide range of toys, of doll and children's furniture, stuffed and wooden dolls—and more serious articles of use to grown-ups—woven bags, beaded handbags, pincushions, market and waste paper baskets, footstools, collar boxes, cigar and cigarette boxes, bookracks, hand-painted place cards, post cards printed from wood blocks, vases, flower sticks, and canes. A striking feature of all the toys and many of the other articles is the vivid painting. The toys, which are the handiwork of the insane, have a sturdiness and durability in which the usual commercial product is notoriously lacking.

Some of the articles produced in the industrial ward have been placed on sale in the Canal commissaries, most notably the rag rugs; but most of them are sold direct from the shop attached to the ward. The Superintendent has asked that publicity be given to this, in order that more people may come to see the ward and buy its products. They will be welcomed between 8 and 11 in the morning, and 1 and 4 in the afternoon, if they will call at the office of the Superintendent.

### Examination for Apprentices.

The Superintendent of the Mechanical Division has issued the following announcement:

A competitive examination for the position of apprentice in mechanical trades of The Panama Canal service, will be held for boys of American parentage, between the ages of 16 and 20, in the Balboa school building on Friday and Saturday, November 19 and 20, 1920.

The above examination, which is both physical and mental, will begin promptly at 9 a. m. The physical examination will be conducted on Friday in the library on the first floor of the main building, and the educational examination will be held on Saturday, in the manual training room of the annex.

All those eligible and desiring to take the examination must submit their applications to the Superintendent, Mechanical Division, not later than Monday, November 15.

### Civil Service Examinations.

The following examinations are announced by the United States Civil Service Commission. Bulletions 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 Board of Civil Service Examiners, Balboa Heights (telephone 286).

Assistant field agent, protective social measures (male and female); \$1,200 to \$2,000 a year; form 1312; age, 21 years and over; vacancies exist in the United States Interdepartmental Social Hygiene Board, for duties in Washington, D. C., and in the field; November 17, 1920.

Dentist (male and female); \$1,500 a year; form 1312; age, 21 years but not 40 years; vacancies exist in the Indian Service at Large; November 23, 1920.

Director of bureau, division, or section of protective social measures, \$3,500 to \$4,500 a year; supervisor of protective social measures, \$2,800 to \$3,600 a year; field agent, protective social measures, \$1,800 to \$3,000 a year; special assistant agent, protective social measures, \$900 to \$1,500 a year (male and female); form 2118; age, 21 years and over; November 23, 1920.

Director, publication division (male and female); \$3,000 to \$3,600 a year; form 2118; age, 21 but not 45 years; a vacancy exists in the Children's Bureau, Department of Labor, Washington, D. C.; November 30, 1920.

District vocational officer (male and female); \$2,500 to \$4,000 a year; form 2118; a vacancy exists in District No 2 of the Federal Board for Vocational Education, with headquarters at New York, N. Y.; November 30, 1920.

Expert appraiser, estate tax division (male and female); \$3,000 to \$4,000 a year; form 2118; age, 30 years and over; November 16, 1920.

Highway engineer (male and female); \$2,400 to \$3,000 a year; form 1312; age, under 35 years; vacancies exist in the Bureau of Public Roads, Department of Agriculture, for duties in the field; December 28, 1920.

Operative (male and female); \$900 to \$1,000 a year; form 304; vacancies exist in the Federal classified service in Washington, D. C., and elsewhere; November 17 and December 15, 1920.

Shipper (male and female); \$1,200 a year; form 304; age, 18 years and over; a vacancy exists in the National Museum, Washington, D. C.; November 17, 1920.

Associate electrical engineer (male and female); \$2,500 to \$3,000 a year; form 1312; age, 26 years and over, a vacancy exists in the Bureau of Mines, Department of the Interior, for duty at Pittsburgh, Pa.; November 23, 1920.

Lithographic transferrer (male and female); \$1,600 a year; form 1800; age, 20 years and over; a vacancy exists in the Hydrographic Office, Navy Department, Washington, D. C.; November 23, 1920.

Mail-bag repairer (male and female); \$4 to \$5.08 per diem; form 1800; age, 20 years and over; a vacancy exists in the equipment shops of the Post Office Department, Washington, D. C.; November 23, 1920.

Pharmacologist (male and female); \$2,500 to \$3,000 a year; form 2118; age, 25 but not 45 years; a vacancy exists in the Bureau of Internal Revenue, Treasury Department, Washington, D. C.; November 30, 1920.

Safety engineer (male and female); \$8 per diem; age, 24 but not 50 years; a vacancy exists at the Navy Yard, Boston, Mass.; November 30, 1920.

Signalman (male and female); \$1,200 a year; form 1312; age, 25 years and over; November 23, 1920; a vacancy exists in the U. S. Coast and Geodetic Survey.

Skilled laborer, qualified in pasteboard box making, grade 1, \$900 to \$1,200 a year; grade 2, \$720 to \$900 a year (male and female); form 304; age, 18 years and over; a vacancy exists in the Bureau of Markets, Department of Agriculture, Washington, D. C.; November 23, 1920.

Specialist in market extension (male and female); \$3,000 to \$4,500 a year; form 2118; age, under 50 years; vacancies exist in the Bureau of Markets, Department of Agriculture, with headquarters at Washington, D. C.; November 30, 1920.

Superintendent and director (male and female); \$1,500 to \$1,800 a year; form 1312; age, within reasonable limits; two vacancies exist in the Bureau of Fisheries, one for duty at Key West, Fla., and the other at Beaufort, N. C.; November 23, 1920.

Aviation supply expert, grade 1, \$1,800 to \$2,400 a year; grade 2, \$2,400 to \$3,000 a year (male and female); form 1312; age, 20 years and over; vacancies exist in the office of the Chief of Air Service, War Department; December 8, 1920.

Electrical engineer and draftsman (male and female); \$1,800 a year; form 1312; age, 20 years and over; vacancies exist in the office of the Supervising Architect, Treasury Department, Washington, D. C.; December 7, 1920.

Anatomist (male and female); \$1,600 a year; form 1312; age, within reasonable limits; a vacancy exists in the office of the Surgeon General, Army Medical Museum, Washington, D. C.; December 7, 1920.

Anesthetist (male and female); \$1,200 a year; form 1312; age, 21 years and over; a vacancy exists in Freedman's Hospital, Washington, D. C.; December 7, 1920.<sup>1</sup>

Apprentice plate cleaner, apprentice transferrer, apprentice picture engraver, apprentice letter engraver (male and female); salary paid these apprentices is \$600 for the first year, \$700 for the second year; \$800 for the third year, and \$939 for the fourth year. At the end of the apprenticeship an initial salary of \$1,200 a year is paid, and promotion by successive grades to a maximum salary of \$4,800 a year for picture engravers, \$3,200 a year for letter engravers, \$2,700 a year for transferrers, and \$1,800 a year for plate cleaners; form 304; December 15, 1920; January 19, and February 16, 1921; age limits, between 16 and 18 years of age.

Assistant animal husbandman (male); \$1,200 to \$1,500 a year; form 1312; age, 21 but not 45 years; a vacancy exists in the Bureau of Animal Industry, Department of Agriculture, for duty at Baltimore, Md.

Assistant inspectors, child labor division (male and female); \$1,400 to \$1,600 a year; form 1312; age, within reasonable limits; December 15, 1920.

Calculating machine operator (male and female); \$900 to \$1,200 a year; form 304; age, 18 years and over; vacancies exist in the departmental service, Washington, D. C., November 17 and December 15, 1920.

Electric draftsman (male and female); \$1,200 to \$2,400 a year; form 1312; age, 18 years and over; vacancies exist in the office of Chief of Engineers, War Department, Washington, D. C.; February 1, 1921.

Guard (male and female); \$720 a year; form 1800; age, 21 but not 60 years; vacancies exist in the State, War, and Navy buildings, Washington, D. C.; December 7, 1920.<sup>1</sup>

Highway engineer; \$2,400 to \$3,000 a year; the U. S. Civil Service Commission announces that as sufficient eligibles to meet the needs of the service have been obtained, until further notice no applications for this examination will be received unless filed with the Commission at Washington, D. C., prior to the hour of closing business on November 9, 1920.

Inspector, child labor tax division (male and female); \$1,800 to \$2,400 a year; form 2118; vacancies exist in the Bureau of Internal Revenue, Treasury Department, Washington, D. C.; December 21, 1920.

Junior mechanical engineer (male and female); \$2,100 to \$2,400 a year; form 1312; a vacancy exist in the Engineer Department at Large of the War Department, for duty at Memphis, Tenn.; December 7, 1920.<sup>1</sup>

Personnel clerk (male and female); \$2,200 a year; form 304; age, 21 years and over; a vacancy exists in the position of clerk special personnel at Raritan Arsenal, Metuchen, N. J., and vacancies in positions requiring similar qualifications, in the Ordnance Department at Large, or other branches of the service; December 8, 1920.

Soil bacteriologist (male and female); \$3,500 a year; form 2118; age, under 50 years; a vacancy exists in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; December 7, 1920.<sup>1</sup>

Statistician (male and female); \$2,400 to \$3,600 a year; form 1312; age, within reasonable limits; vacancies exist in the office of the Board of Engineers for Rivers and Harbors, Washington, D. C.; February 1, 1921.

Trained nurse, trained nurse-psychiatric (male and female); \$1,320 to \$1,680 a year; form 1312; age, male applicants, 20 years but not 40 years; female applicants 20 years, but not 45 years; vacancies exist in the Panama Canal service; December 15, 1920.

<sup>1</sup> 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 day.

## Official Circulars.

### Flags at Half-mast on November 14.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 30, 1920.

*To all concerned*—The following Proclamation of the President, dated October 8, 1920, is quoted for the information and guidance of all concerned:

"I hereby direct that on Sunday, November 14, 1920, the flag of the United States shall be displayed at half-mast at all military posts, naval stations, on vessels, and on buildings of the United States as a token of the Nation's participation in the memorial services held for the heroic American soldiers, sailors, marines, and others who gave their lives to their country in the World War."

CHESTER HARDING,  
Governor.

### Children Traveling on Panama Railroad Steamship Line.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 29, 1920.

CIRCULAR No. 610-4:

Paragraph 16 of Circular No. 610 is hereby amended, effective November 10, 1920, as follows:

Children under 12 years of age will be charged one-half the fare of the parent; only one child under 3 years of age will be carried free.

CHESTER HARDING,  
Governor.

## Chief of Record Bureau.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z.; November 6, 1920.

*To all concerned*—Effective November 1, 1920, Mr. C. M. Lupfer is appointed Chief of the Record Bureau, Executive Office, *vice* Mr. J. C. Kiernan, resigned.

C. A. McILVAINE,  
Executive Secretary.

Approved:

CHESTER HARDING,  
Governor.

## Acting Superintendent, Cattle Industry Division.

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., November 5, 1920.

*To all concerned*—Effective to-day, Mr. J. H. K. Humphrey is designated as Acting Superintendent, Cattle Industry Division, and will be in charge of all pastures, plantations, hog farms, poultry farms, dairies, and the operation of the steamship *Caribbean*, with headquarters at Cristobal.

R. K. MORRIS,  
Chief Quartermaster.

Approved:

CHESTER HARDING,  
Governor.

**Armistice Day, November 11.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 8, 1920.

**HEADS OF DEPARTMENTS AND DIVISIONS:**

Request has been made by several organizations of employees that Armistice Day, November 11, or a part of that day, be declared a holiday. This can only be done by an Act of Congress or a Proclamation of the President and no such authority has so far been given.

In order to give employees of The Panama Canal and the Panama Railroad Company an opportunity to participate in Armistice Day celebrations, heads of departments and divisions are authorized to grant permission to be absent on the afternoon of November 11, upon application, in those cases where the services of employees can be spared, such time to be charged to leave due or to be without pay. There will be some cases where it will be impracticable to excuse employees and supervisory officials in charge are requested to arrange to have such work protected.

CHESTER HARDING,

Governor, The Panama Canal.

President, Panama Railroad Company.

**Acting District Quartermaster at Pedro Miguel.**

THE PANAMA CANAL,

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., October 30, 1920.

To all concerned—Effective November 1, and continuing during the absence on leave of Mr. C. Peters, Mr. Max Herz will be in charge of Pedro Miguel district as acting district quartermaster.

R. K. MORRIS,  
Chief Quartermaster.

**Sale of Steam Launch.**

Sealed bids will be received at the office of the District Engineer, U. S. Army, Balboa Heights, C. Z., until 2 o'clock p. m., on Wednesday, December 1, 1921, and then publicly opened, for the purchase of:

One boat, steam, oil-burning, length 80 feet, beam 12 feet 5 inches, draft 3 feet 5 inches, tonnage 47 tons gross, single-screw accommodations; now known as *Stinger*.

No detailed description was received with launch; however, from inspection the following has been determined:

The boat is equipped with Herreshoff water tube boiler, fitted for fuel oil burning; triple expansion engine, approximate cylinder dimensions 8" x 11 1/2" x 18 1/2" with 13" stroke, fitted with keel condenser; auxiliary, direct-connected dynamo to vertical steam engine, also gear connected to fuel oil pumps, feed pumps, air pumps, etc.; 2 independent pumps (1 fire, 1 auxiliary); steam-driven fan engine; speed about 18 knots; wooden bottom, not sheathed.

Boat is now tied up in Gatun Lake, near Gamboa (on west bank), where it may be inspected.

Bids must be submitted in duplicate in a plain sealed envelope addressed to "District Engineer, U. S. Army, Balboa Heights, C. Z.," marked "Bids for Launch." Complete payment must be made within 10 days from date of award of bid. Bids must be accompanied by certified check (or cash) in the sum of 10 per cent of amount of bid as guarantee of good faith.

The District Engineer reserves the right to reject any or all bids.

Forms for bid furnished on application to District Engineer, Balboa Heights.

**Additions to Commissary Stock.**

Dry Goods Section.

Covers, printed hemmed cotton, 36" x 36", ea. ....	\$0.54
Lace footing, cotton net, pleated, 2 1/2" yd. . .	.25
Lace footing, cotton net, pleated, 2 1/2" yd. . .	.22
Shirting, cotton, 31 1/2" yd. ....	.88
Shirting, cotton and silk, 31 1/2" yd. ....	.70

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 179.**

PORT OF CRISTOBAL—continued.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
Nov. 4	St. Minver?	Nov. 1	Santa Leonora <sup>17</sup>
Nov. 4	Albarez?	Nov. 3	Achilles <sup>18</sup>
Nov. 4	Caribbean	Nov. 3	Uta
Nov. 4	St. Catherine?	Nov. 4	Albarez?
Nov. 5	St. Giles?	Nov. 4	Parmina
Nov. 6	Eagle No. 4 <sup>16</sup>	Nov. 5	Gen. W. C. Gorgas
			Panama Railroad Steamship Line.
			United States Army
			Panama Railroad Steamship Line.
			United Fruit Co.
			United Fruit Co.
			United Fruit Co.
			N. O. via Bocas, Habana.
			Panama Railroad Steamship Line.
			New York via Haiti.
			New Orleans.
			Port Jk.
			Port Limon.
			New Orleans.
			N. O. via Bocas, Habana.
			New York via Haiti.

PORT OF BALBOA.

Pisagua.

Standard Oil Co.

Nov. 4.

S. V. Harkness.

High seas.

Hongkong.

Buenaventura.

Standard Oil Co.

Nov. 4.

S. V. Harkness<sup>19</sup>

Anyo Maru

Laura C. Hall<sup>5</sup>

Pacific Metals Corporation

Returned for repairs.

\*Other than ships passing through the Canal.

<sup>16</sup> Subtender.

<sup>17</sup> U. S. Army transport.

<sup>18</sup> And barge *Mama*.

<sup>19</sup> Returned for repairs.

**Locations of Patients, and Visiting Hours, at Ancon Hospital.**

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
Section "A"—White American, male:		Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 1, Medical, Eye and Ear .....	44	
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical .....	44	
Ward No. 4, Surgical .....	41	
Cells (2) .....	2	
	172	
Section "B":		Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.
White American, female .....	23	
White foreign, female .....	15	
Nursery .....	16	
Private rooms (40) .....	46	
Cells (2) .....	2	
	102	
Section "C":		Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 9, White foreign, male .....	39	
Ward No. 10, Colored, eye and ear, convalescent medical .....	39	
Ward No. 11, Colored Acute surgical .....	39	
Ward No. 12, Colored Acute medical .....	39	
Ward No. 13, Colored Convalescent surgical .....	39	
Ward No. 14, Colored Convalescent surgical .....	39	
Cells (6) .....	6	
Rooms (7) .....	7	
	247	
Section "D":		Wednesdays, Sundays and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m. Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 15 .....	41	
Ward No. 16 .....	39	
Ward No. 17, Colored children .....	32	
Ward No. 18, White children .....	30	
Ward No. 19, Colored female medical .....	41	
Ward No. 20, Colored female surgical .....	34	
Rooms (6) .....	6	
Cells (6) .....	6	
	229	
Isolation:		No visitors permitted.
Floor No. 1 .....	14	
Floor No. 2 .....	29	
Floor No. 3 .....	28	
Floor No. 4 .....	28	
	99	
Total number of beds .....	849	

Emergency passes are issued only by and in the discretion of the section nurse.

**COMMISSARY NOTES.**

**Books.**

Books received:

"My Uncle Benjamin," by Claude Tillier; "The Sandman's Mountain," by Louise Dodge.

**Wax.**

A new item, ironing wax, manufactured by the Commissary Division, is now on sale in the retail stores at 17 cents the package.

**Table Covers.**

A shipment of art table covers, suitable for porch use, has just been received and distributed to the line stores. These covers come in 6 different designs and shades, and are very reasonably priced.

### Silk Shirtings.

Silk striped shirtings in a variety of patterns are now available in the retail stores, a shipment recently having been received. Only a small lot was to be had which will probably sell out quickly.

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### Chinaware.

A shipment of Royal Doultonware in blue Watteau and the hunting and coaching designs has just been received and sent to the retail stores. Among the items are teapots, sugar bowls, cream jugs, beakers, vegetable dishes, punch bowls, rose bowls, plates, fruit stands, and cups and saucers.

In the floral blue pattern, cups and saucers and three sizes of plates were received, and there are also several miscellaneous items in various designs.

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### Baskets.

Values of more than ordinary appeal are to be found in the trimmed baskets on sale in the commissaries this week. The fancy sewing baskets are particularly attractive and are excellent examples of the best Chinese handiwork. These come in coarse, medium, and fine weaves, being round or oval in shape and ranging in size from very small ones to 37 inches in circumference. The ornamentation is unusual as well as artistic and the prices at which the baskets are offered, from 45 cents to \$3.70, are below what would be asked for similar articles in commercial establishments in the United States.

Waste baskets from the Orient, dark cherry in color, are distinctive in appearance. They come in 6 sizes and retail at 75 cents, 90 cents, \$1.10, \$1.25, \$1.45 and \$1.65.

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### Toys, etc.

Toys, juvenile books, and games will be placed on sale in 5 districts on Monday, November 15. The sale at Balboa will be held in the Commissary, while in the Ancon district the toys will be sold on the second floor of the old Administration Building. At Cristobal the Christmas lines for children will be sold in the warehouse in the rear of the commissary, the most convenient entrance to which is from 11th Street through the vacant lot between the rear of the store and the Masonic Temple. The sale at Gatun will be held in the building formerly used as a carpenter shop, opposite the post office. In the Pedro Miguel district the sale will be held in the warehouse at Red Tank commissary, the same as last year.

The assortment of toys this year is thought to compare favorably with any heretofore received, and there is probably a greater variety from which to make selection. Dolls have just been received and will be placed on sale, probably, within the next week.

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### Christmas Gifts.

Owing to limitation of space it is necessary to place on sale at once shipments of merchandise for the holiday season, the first of which, consisting of imitation ivory, may now be obtained at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries. Among the items which will make desirable Christmas gifts are the following and other articles, all of which are individually boxed:

Hairbrushes, \$1 to \$5.10	Pincushions, \$1.30 to \$1.90
Ladies' combs, \$1 to \$1.75	Hatpin holders, \$1.55
Hand mirrors, \$2.75 and \$5.80	Bud vases, \$1.30
Hair receivers, \$1.55 and \$2.90	Handkerchief boxes, special value,
Puff boxes, \$1.55 and \$2.90	at \$10.90
Nail files, 58c. and 95c.	Soap boxes, \$1 and \$1.60
Nail polishers, \$1.45, \$2.20, and \$2.75	Whisk broom holders, 73c.
Jewelry boxes, \$5.10 and \$6.20	Ink wells, \$2.20
Infant sets, \$2.55 and \$3.45	Stamp boxes, \$2.20
Cuticle knives, 95c.	Blotter holders, \$1.30
Manicure scissors, \$1.45	Desk calendars, \$1
Shoehorns, 44c. and \$1.80	Blotter pads, \$3.65
Pin trays, in various sizes, 44c. to \$4	Penholders, 65c.
Picture frames, \$1.45 to \$2	Paper cutters, 87c.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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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at Cristobal, C. Z., under the Act of March 3, 1879.



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Volume XIV. Balboa Heights, C. Z., November 17, 1920. No. 14.

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## **New Record for Unloading Collier.**

Twelve thousand and thirty tons of coal were discharged from the collier *Ulysses* at the Cristobal coaling plant of The Panama Canal in 15 hours and 25 minutes on November 12-13. The collier docked at 8.50 a. m., November 12; unloading was begun at 8.55 a. m.; at 12.20 a. m., November 13, the cargo of 12,030 tons had been completely discharged, the ship cleaned up and all men were off. Cleaning up and taking the men off usually requires about an hour.

The discharge was effected by means of the 4 unloaders of the plant, equipped with four 2½-ton clamshell buckets. Four unloaders worked from the beginning until 3 p. m., 3 continued from that hour until 11 p. m., when 2 were discontinued, and the unloading was completed with the use of 1 unloader.

About 6 hours of the work was performed after dark. The new record beats the previous record for discharging the collier at this plant by 6 hours and 10 minutes. The work was rushed in order to allow the ship to return with minimum delay to Newport News for another cargo, as in the present shortage of coal every effort is being made to increase the stock of bunkers.

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## **Largest Cargo of Wheat Through the Canal.**

The steamship *Friesland*, a former German vessel now owned by the British Shipping Controller and operated by Glen & Company, passed through the Canal on November 8, bound from Seattle to Avonmouth with a cargo of 13,516 long tons of wheat. This is the largest cargo of wheat ever carried through the Canal, and is reported by the Seattle Chamber of Commerce to be the largest cargo of grain ever put aboard one vessel in a Pacific Coast port. It amounts to 488,320 bushels, reckoning a bushel at 62 pounds. With wheat at \$2.10 a bushel its value is \$1,025,451.

The *Friesland* is a vessel of 12,321 gross and 8,690 net tons, 520.7 feet in length by 64.2 feet beam, and was drawing 30.4 feet in salt water at time of transit.

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## **The "Alloway" Carries Variety of Oriental Products.**

Two hundred and eighty-two tons of firecrackers were included in the 7,448 tons of general cargo on the Barber Line steamer *Alloway*, passing through the Canal on November 3, bound for Boston from Shanghai, Hongkong, and Manila. Albumen, pig bristles, duck feathers, human hair and horse tails, pig intestines, gallstones, leather, lumber, scrap railroad material, wolfram, woven hats, rattan core, raw skins and hides, sugar, egg yolk, fox tails, and furniture were other items listed on the cargo declaration.

The Barber Lines maintain an extensive service to the Far East, sending 7 or 8 ships through the Canal per month.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, November 13, 1920.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for s.s.		Nationality.	Line.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Eastern Sailor..	6	16	7	6	7	13	7	17	American..	Williams Dimond & Co. (S. B.).	415.0	55.7	18.0	Alexandria..	San Francisco	10,000	9,856	7,704	5,707
Esther Dollar..	6	11	7	6	7	15	7	15	American..	Robert Dollar Steamship Co.	483.0	57.0	27.3	New York	Vancouver	8,208	8,097	6,936	5,133
Opawa.....	6	17	7	6	7	14	7	15	British..	New Zealand Shipping Co.	460.0	60.0	31.0	Liverpool	Dunedin	6,714	6,584	5,822	4,322
Yalumba.....	6	17	7	6	7	15	7	21	British..	Ellerman & Bucknall.	434.0	57.0	24.0	New York	Auckland	9,821	8,279	5,029	3,544
Talabot.....	7	12	7	12	7	21	7	22	Norwegian.	N. S. Bonnes.	411.0	56.0	31.0	Norfolk	Mejillones	4,702	4,867	3,944	2,352
Tuscan Prince..	7	14	7	12	7	15	7	25	British..	Prince Line, Ltd.	435.0	54.0	24.0	New York	Shanghai	2,735	2,213	1,927	1,527
Paica.....	7	12	7	8	7	14	7	15	Peruvian.	Peruvia Line	387.0	48.0	24.6	Liverpool	Callao	4,443	3,470	2,121	1,602
Oluf Maersk..	7	14	7	8	7	16	7	17	Danish..	A. P. Moller	280.0	40.0	18.6	Norfolk	Molendo	1,789	2,352	1,602	1,221
Ancon.....	2	19	7	8	7	15	7	16	American.	Panama Railroad Steamship Line	489.0	58.0	19.0	Norfolk	Antofagasta.	9,000	8,912	6,254	4,289
Bachi.....	8	7	7	11	7	30	7	30	Spanish.	Cia. Naviera Bachi	231.2	36.0	21.0	Savannah	Mejillones	1,770	5,886	4,289	3,924
San Jose.....	8	7	7	11	7	30	7	30	American.	Pacific Mail Steamship Co.	283.0	37.0	18.6	Cristobal	San Francisco	4,020	3,411	2,381	1,861
D. G. Schofield.	8	15	7	6	7	13	7	17	American.	Standard Oil Co.	439.0	53.0	26.6	Tampico	San Francisco	2,344	2,383	1,517	1,177
Ansaldo San	8	15	7	6	7	13	7	17	American.	Standard Oil Co.	439.0	53.0	26.6	Tampico	San Francisco	2,344	2,383	1,517	1,177
Giorgio II.....	8	12	7	6	7	14	7	30	Italian..	Societa Nat. di Navigazione	331.7	51.0	14.1	Genoa	Valparaiso	1,770	5,886	4,289	3,924
Bakersfield..	9	2	7	9	7	14	7	15	American.	Williams Dimond & Co. (S. B.).	410.5	54.3	17.0	Alexandria..	San Francisco	8,208	8,097	6,936	5,133
Hvidehavet..	9	8	7	9	7	16	7	32	Danish..	Atlantid Lavet Steamship Co.	324.2	43.7	20.0	Newport News	Callao	4,020	3,411	2,381	1,861
Strinda.....	9	7	7	10	7	15	7	17	Norwegian.	Mowinkel Steamship Co.	439.5	57.0	24.0	New York	Coronel	8,660	7,451	5,066	3,664
Lake Maurepas	9	7	7	10	7	15	7	17	American.	Wessel Duval & Co. (S. B.).	253.6	43.3	20.6	Norfolk	Chile	2,344	2,383	1,517	1,177
Gen. G. W.....	5	6	7	12	7	20	7	35	American.	Wessel Duval & Co. (S. B.).	253.6	43.3	20.6	Norfolk	Chile	2,344	2,383	1,517	1,177
Goodhals.....	5	6	7	12	7	20	7	35	American.	Wessel Duval & Co. (S. B.).	253.6	43.3	20.6	Norfolk	Chile	2,344	2,383	1,517	1,177
Santa Luisa..	9	20	7	10	7	19	7	30	American.	Panama Railroad Steamship Line	353.0	48.7	20.6	New York	Buenaventura.	914	5,125	3,564	2,664
Salvador.....	4	13	7	10	7	13	7	22	American.	W. R. Grace & Co.	360.0	51.6	23.5	New York	Valparaiso	3,090	5,694	3,975	2,975
Amazon Maru.	9	18	7	10	7	13	7	22	British..	Pacific Steam Navigation Co.	207.7	33.0	14.9	Cristobal	Champerico	8,997	7,213	6,092	4,602
Manavi.....	0-4	17	7	10	7	13	7	22	Japanese.	Oyaka Shosen Kaisha.	425.0	56.0	27.6	New York	Singapore	7,519	7,301	5,629	4,248
Haxton.....	11	7	7	11	7	14	7	22	British..	Pacific Steam Navigation Co.	216.1	35.1	15.6	Cristobal	Guayaquil	315	1,357	884	654
Cordoba.....	12	4	7	12	7	15	7	22	American.	McCormick & MacPherson (S. B.).	402.5	53.0	15.0	Glasgow	San Francisco	5,600	6,600	4,963	3,664
San Joaquin..	12	4	7	12	7	15	7	22	British..	C. T. Bowring & Co.	420.3	54.0	27.0	Tampico	Toconilla	9,300	7,059	5,076	3,664
Quilwark.....	12	6	7	12	7	15	7	22	Norwegian.	W. Wilhelmsen	425.0	58.0	27.0	Tampico	Toconilla	9,300	7,059	5,076	3,664
Jamaica.....	12	7	7	12	7	16	7	24	American.	E. C. Evans & Sons (S. B.).	403.0	53.0	27.0	Newport News	Antofagasta.	8,171	6,582	4,882	3,664
Delagoa Maru.	8	17	7	12	7	17	7	30	British..	Pacific Steam Navigation Co.	290.0	34.0	12.6	Cristobal	Tumaco	768	1,187	622	462
Pedro Chris-	12	11	7	12	7	19	7	30	Japanese.	Nippon Yusen Kabushiki Kaisha	420.0	56.0	28.0	Philadelphia	Manila	7,337	7,249	5,171	3,664
Lophersens..	12	12	7	13	7	14	7	05	Swedish.	Johnson Steamship Line	362.0	51.6	17.6	Stockholm	Talcahuano	1,658	5,081	4,013	3,013
General Getty.	13	6	7	13	7	13	7	50	American.	United States Army	43.0	12.8	3.0	Cristobal	Balboa	.....	.....	.....	.....
Elle.....	11	19	7	13	7	13	7	40	Panaman.	H. L. Kierulf	289.0	44.0	17.6	Colon	Balboa	.....	.....	.....	.....
Point Judith..	11	10	7	13	7	14	7	53	American.	Pacific Mail Steamship Co.	511.0	64.0	39.0	Baltimore	San Francisco	2,400	2,895	1,982	1,482
Honorata.....	13	6	7	13	7	19	7	30	British..	New Zealand Steamship Co.	511.0	64.0	39.0	New York	Auckland	6,664	12,623	8,598	6,598

1 Motor ship. 2 Tug. 3 Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Date	Vessel	Line	From	Date	Vessel	Line	Departures
Mahana	7 0 30	British	8 6 50	Shaw Savill & Albion Co.	500 9	63 3	27 0	Wellington
Point Adams	6 18 18	American	8 20 55	Pacific Mail Steamship Co.	289 0	44 1	19 5	San Francisco
Ebro	7 13 30	British	9 2 55	Pacific Steam Navigation Co.	450 3	57 8	26 0	Valparaiso
Iris	6 16 30	American	8 20 20	Swayne & Hoyt	389 3	38 8	21 0	San Francisco
Cristobal	7 15 20	American	8 17 05	Panama Railroad Steamship Line	489 5	58 0	28 0	Melillones
Kronprinsessen	7 14 38	Swedish	8 15 25	H. Johnson	320 2	51 4	23 0	San Francisco
Margareta	8 3 00	British	8 16 25	Shipping Controller	860 7	64 2	30 4	Avonmouth
Friesland	8 2 00	Spanish	8 20 20	Ricardo Ortiz	342 2	46 2	33 0	Hampden R. Is
Consuelo	8 2 00	Spanish	8 18 30	Pacific Steam Navigation Co.	220 0	34 0	13 2	Cristobal
Jamaica	7 20 30	British	8 17 30	Canadian Robt. Dollar Line	412 4	55 8	28 0	New York
Grace Dollar	8 9 05	British	8 19 45	Peruvian Steamship Co.	374 7	46 3	21 6	Cristobal
Ucayali	8 7 30	Peruvian	8 11 24	Williams Steamship Co. (S. B.)	410 5	54 3	23 0	Hull
West Kasan	8 10 00	American	8 11 35	Luckenbach Steamship Co. (S. B.)	324 9	46 2	21 6	New York
Shortsville	8 10 05	American	8 20 22	Atlantic, Gulf & Pacific Corp.	376 4	52 3	20 0	Philadelphia
Cape Romaine	8 17 23	American	9 14 35	Federal Steam Navigation Co.	530 5	63 0	26 7	Boston
Northumber-	8 19 00	British	9 16 05	Shipping Controller	438 9	57 2	25 0	United King.
land	8 19 20	British	9 17 15	Tatsumi Kisen Kaisha	400 0	54 5	24 0	New York
Witram	9 7 50	Japanese	9 17 50	Pacific Metals Corp.	81 0	25 6	10 0	Cristobal
Ayaha Maru	4 20 25	British	9 19 25	M. R. Wisner	18 0	5 0	1 6	Pedro Miguel
Laura C. Hall	8 21 00	American	9 9 00	South American Steamship Co.	412 0	50 5	25 6	Talcahuano
Vicop	9 16 45	Chilean	10 13 45	East Asiatic Co.	425 3	55 2	28 5	San Francisco
Renato	9 16 00	Danish	10 14 45	Commonwealth and Dom. Line	405 4	54 2	26 0	Melbourne
Peru	9 18 00	Danish	10 15 25	United Steamship Co.	425 2	57 0	19 0	Tocopilla
Port Darwin	9 17 30	Norwegian	10 16 20	W. Wilhelmssen	402 4	53 0	26 0	Portland
California	9 22 45	American	10 17 16	McCormick & McPherson (S.B.)	300 2	51 6	25 0	Valparaiso
Mariopa	10 0 01	American	10 16 22	W. R. Grace & Co.	246 0	35 2	16 2	Guayaquil
Heber	8 14 00	American	10 22 47	Pacific Steam Navigation Co.	375 0	51 2	19 6	San Pedro
Santa Ana	10 18 00	British	11 13 15	Standard Transportation Co.	313 7	42 0	20 8	St. Helens
Cauca	11 5 00	British	11 14 35	White Star Line	500 3	63 3	26 6	Wellington
Uncas	12 16 50	American	11 20 35	Pacific Steam Navigation Co.	401 4	52 3	19 0	Talcahuano
Florence Olson	11 13 45	American	11 21 42	Union Oil Co.	477 6	63 1	29 6	Lytelton
Athens	11 15 20	British	12 15 28	Shaw Savill & Albion Co.	379 7	44 3	23 0	Valparaiso
Victoria	11 22 02	British	12 15 48	Cia Naviera Maundaca	340 0	41 1	20 0	Iquique
Coahuila	12 20 30	American	13 14 40	Fairhaven Steamship Co.	185 5	38 0	18 0	Pantarenas
Waimana	13 4 45	British	13 14 30	Mutton, beef, wool, and tallow.				
Huesco	13 4 45	Chilean	13 16 40					
Nayarra	13 4 30	Spanish	13 16 44					
Fairhaven	13 12 35	American	13 21 20					
	13 13 10	American	13 21 45					

\* Nitrate, sugar, quillay, and general.

† Mutton, beef, wool, and tallow.

‡ Lumber, 542,000 feet B. M.; general, 1,640 short tons.

§ Long tons.

\*ARRIVALS.

PORT OF CRISTOBAL.

†DEPARTURES.

Date	Vessel	Line	From	Date	Vessel	Line	For
Nov. 7	St. Aristol <sup>1</sup>	British Government	British Government	Nov. 7	Uua	United Fruit Co.	New York via Habana.
Nov. 7	Uua	United Fruit Co.	Port Limon.	Nov. 8	Caribbean	Panama Railroad	Cattle Industry.
Nov. 8	St. Erith	British Government	Leith.	Nov. 9	St. Minver	British Government	Kingston.
Nov. 8	Colon	Panama Railroad Steamship Line.	New York via Habana.	Nov. 10	Oranie Nassau	Royal Netherlands West India Mail	Cartagena.

Hours are expressed on the 24-hour basis and all hours greater than 12 are post-meridian.

(Continued on page 195, Column 2.)

### Transits of Vessels in the Holland-American Line's West Coast Service.

The steamship *Eemdijk* of the Holland-American Line, which passed through the Canal on September 8 on the way from Rotterdam to Vancouver, beginning the line's service between Europe and the west coast of North America, returned to the Canal on October 31 with 8,300 tons of general cargo, including a quantity of fresh fruits in cold storage. The *Kinderdijk*, which made the transit from Atlantic to Pacific on September 25, is expected shortly on her return voyage. The *Moerdijk* passed through the Canal on November 5, bound from London to San Francisco.

These 3 steamers will maintain a 3-weekly service in conjunction with 3 steamers of the Royal Mail Steam Packet Company, between northern Europe and north-Pacific ports of the United States and Canada.

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### American-Hawaiian Line Resumes Coastwise Service.

The American-Hawaiian Steamship Company, operating under the direction of the United American Lines, Inc., has resumed its United States coastwise service through the Canal. The steamship *Hawaiian* passed through the Canal on October 20, and the *Oregonian* on November 3, bound from New York to Los Angeles, San Francisco, Portland, Seattle, and Tacoma. Later sailings scheduled from New York are the *Sudbury*, November 9, the *Effingham* on November 16, and the *Mexican* on November 23. The service is designated the "Panama Canal Line."

The American-Hawaiian Line was one of the first regular services using the Canal. Its first vessel went through on August 16, 1914, the day after the opening of the Canal to commercial traffic; and in the first 2 months, 24 of its ships made the transit, carrying 175,753 tons of cargo. In the fiscal year ending June 30, 1915, when the United States coastwise traffic amounted to 30.7 per cent of the aggregate traffic, with respect to vessels, carrying 37.1 per cent of the total cargo, the American-Hawaiian Line was the principal patron of the Canal. Later, with the closing of the Canal by slides from September, 1915, to April 15, 1916, and the development of the demand for tonnage in war service, the American-Hawaiian Line vessels were diverted to the nitrate and trans-Atlantic routes, and the coastwise service was abandoned. The advertised schedule of sailings indicates that the service will be restored to its former frequency.

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### The "Cape Fear" Sunk in Narragansett Bay.

The concrete ship *Cape Fear*, which underwent hull repairs at Cristobal shops in March, 1920, when a cofferdam was built around the small section of hull which had been damaged by a collision, is reported to have been sunk in Narragansett Bay, off Newport, R. I., on October 29, as a result of a collision with the steel steamship *City of Atlanta*, of 5,433 gross tons. Seventeen men of the crew of the *Cape Fear* were lost. Press reports state that the vessel was struck amidships, almost cut in two, and sank in 3 minutes.

An account of the repairing of the *Cape Fear* at Cristobal was published in THE PANAMA CANAL RECORD of March 24, 1920. She made 2 transits of the Canal, south in ballast on March 20, after delivering 2,878 tons of coal at Cristobal, and north on April 20, with 3,000 tons of nitrate. She belonged to the United States Shipping Board.

**Coastwise Line from Newark.**

The Transmarine Corporation of Newark, N. J., has advised The Panama Canal that it "will in the near future have several vessels plying between Port Newark, N. J., and the Pacific Coast" through the Canal.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended November 13:

Barge *No. 131*, general repairs; steamship *Marne*, general repairs and rebuilding; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General Hodges*, general repairs; barge *No. 66*, general repairs; tug *Bokio*, general repairs; steamships *Uncas*, welding cracked H. P. astern column and slipper; *Ansaldo San Giorgio IV*, installation of 2 new feed pumps, repairs to steering rod and calking bridge; launches *Limon*, general overhauling; *Captain C. D. Harris*, repairs to engine; steamships *Waukegan*, repairs to refrigerating machine compressor; *Heber*, miscellaneous small repairs.

The following vessels were at the Cristobal shops for repairs during the week ending November 15:

Steamships *Colon* and *Ulysses*, miscellaneous repairs and painting to engine, deck, and steward departments; *Lake Flynnus*, remove dents in hull, renew loose rivets; clean and paint; repair feed pump, lifeboat, tanks, etc.; *Jamaica*, clean and paint hull, repair windlass; tug *St. Blazey*, calk decks, repair boiler, capstan, sanitary pump, etc.; steamship *Ucayali*, electric weld hawse pipe, hatch coaming, etc.; tugs *St. Aristell*, repair steering engine, piping, etc., make awnings; *Tavernilla*, install new uptakes, bits, and L. P. cylinder ring; repair pumps, towing machine, circulating engine, etc.; steamships *Osaqumsick*, repair telemotor and circulating engine; *Lake Elkwater*, repair boiler, install fitting in blower pipe; S. P. *No. 2232*, general overhaul and alterations; launch *Pequeni*, overhaul both engines; U. S. S. C. *No. 285*, overhaul main and auxiliary engines; tug *St. Giles*, steamship *Cartago*, launch *Activo*, tug *St. Kyne*, steamships *Puerto Rico*, *Caribbean*, *Cape Romain*, *Athenic*, *Victoria*, *Honduras*, and *Arzilla*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 13, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
				( <sup>2</sup> )	( <sup>3</sup> )
Ulua.....	United Fruit Co.....	November 7..	November 7..	74	1
Caribbean.....	Panama Railroad Cattle Industry.....	.....	November 7..	.....	.....
Point Adams.....	Pacific Mail Steamship Co.....	November 7..	November 8..	413	( <sup>3</sup> )
San Jose.....	Pacific Mail Steamship Co.....	.....	November 9..	.....	1,887
Ebro.....	Pacific Steam Navigation Co.....	November 8..	November 9..	5	1,200
Ansaldo San Giorgio II	Italian National & Transatlantic Co	November 8..	November 9..	52	( <sup>3</sup> )
Gen. Geo. W. Goethals	Panama Railroad Steamship Line..	.....	November 10..	.....	25½
Cartago.....	United Fruit Co.....	November 8..	November 11..	657	413
Jamaica.....	Pacific Steam Navigation Co.....	November 8..	November 12..	703	768
Colon.....	Panama Railroad Steamship Line..	November 8..	.....	1,829	.....
Ucayali.....	Peruvian Line.....	November 8..	.....	2,457	.....
Manavi.....	Pacific Steam Navigation Co.....	.....	November 10..	.....	314
Salvador.....	Pacific Steam Navigation Co.....	.....	November 10..	.....	932
Ottar.....	Caribbean Steamship Co.....	November 9..	November 10..	405	( <sup>3</sup> )
Oranje Nassau.....	Royal Netherlands W. I. Mail Co..	November 9..	November 10..	45	510
Tolaja.....	United Fruit Co.....	November 9..	November 10..	663	½
Laura C. Hall.....	Pacific Metals Corporation.....	November 9..	.....	2½	.....
Cape Romain.....	Atlantic Gulf and Pacific Corp.....	November 9..	November 10..	( <sup>1</sup> )	1,870
Atenas.....	United Fruit Co.....	November 10..	November 10..	8	14
Carrillo.....	United Fruit Co.....	November 10..	November 11..	10	83
Renaico.....	Chilean Steamship Co.....	November 10..	November 11..	16	139
Cauca.....	Pacific Steam Navigation Co.....	November 11..	.....	1,132	.....
Caribbean.....	Panama Railroad Cattle Industry.....	November 11..	.....	400	.....
Point Judith.....	Pacific Mail Steamship Line.....	November 11..	November 13..	233	329
Puer o Rico.....	French Line.....	November 11..	.....	239	.....
Pedro Christopherson.	Johnson Line.....	November 12..	November 13..	119	( <sup>3</sup> )
Arzila.....	Pacific Steam Navigation Co.....	November 12..	.....	200	.....
Ulysses.....	Panama Railroad Steamship Line..	November 12..	.....	12,030	.....
Honduras.....	French Line.....	November 13..	.....	210	.....
Fairhaven.....	Fairhaven Steamship Co.....	November 13..	.....	599	.....
Huasco.....	Chilean Steamship Co.....	November 13..	.....	695	.....

\* No cargo discharged.

\* 355 pounds.

\* No cargo laded

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 13, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Adams.....	Pacific Mail Steamship Co.....	November 6..	November 7..	99	..
Jamaica.....	Pacific Steam Navigation Co.....	November 7..	November 8..	2	..
San Jose.....	Pacific Mail Steamship Co.....	November 9..	November 9..	..	5
Ansaldo San Giorgio II	Societa Nazionale de Navigazione..	November 9..	November 9..	114	..
Gen. Geo. W. Goethals.	Panama Railroad Steamship Line..	November 9..	November 9..	..	1
Manavi.....	Pacific Steam Navigation Co.....	November 10..	November 10..	..	1
Salvador.....	Pacific Steam Navigation Co.....	November 10..	November 10..	..	2
Ansaldo San Giorgio IV.....	Societa Nazionale de Navigazione..	November 10..	..	4	120
Santa Ana.....	W. R. Grace & Co.....	November 10..	November 11..	..	1
Cauca.....	Pacific Steam Navigation Co.....	November 11..	November 11..	4	..
Pedro Christopherson.	Johnson Line.....	November 13..	November 13..	60	..
Point Judith.....	Pacific Mail Steamship Co.....	November 13..	November 13..	174	..

#### The "Belen Quezada" Sold for \$26,900.

An item on the proposed sale in Savannah of the motor schooner *Belen Quezada*, formerly registered in Panama, was published in THE PANAMA CANAL RECORD of September 8. Subsequent reports state that she was sold for \$26,900. The low price is accounted for by the extent of repairs necessary to place the vessel in good condition.

#### Matson Line to Operate Passenger Service Through the Canal.

Announcement has been made that the Matson Navigation Company will begin in January, 1921, a cargo and passenger service from Baltimore to Los Angeles and San Francisco, thence to Honolulu, and return, operating the steamships *Hawkeye State* and *Buckeye State* over the course on a 35-day schedule.

#### Danger to Small Craft in the Chagres Below the Spillway.

On account of the frequent opening of the gates of the spillway of Gatun Lake at this time of the year, the public is warned against making trips in launches or smaller boats on the lower Chagres River, between the spillway and the mouth of the river at Fort San Lorenzo. Instructions have been issued in the Bureau of Clubs and Playgrounds to conduct no more such trips until the dry season.

#### Beekeepers' Association Organized.

The Panama Beekeepers' Association was organized at Balboa on November 3, at a meeting at which 22 beekeepers, owning 467 stands of bees, were present.

#### 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.
Emilien Sidney.....	23656	Martinique.....	Camp Bierd.....	Coaling plant.....	October 16, 1920.
Joseph Lashley ( <i>alias</i> Leslev).....	52799	Antigua.....	Panama.....	Mechanical Division...	October 23, 1920.
Walter B. Brown.....	3941	United States...	Cristobal.....	Cattle Industry.....	November 4, 1920.
Thomas Rivers.....	55243	Trinidad.....	Colon.....	Commissary Division...	November 10, 1920.



## COMMISSARY NOTES.

### Thanksgiving Items.

A number of items of cold storage, ordered specially for the Thanksgiving trade, arrived on the steamship *Advance*, which docked this week. Among other receipts were walnuts and Brazil nuts.

### Chinaware.

Fourteen casks of a well-known brand of chinaware made in the United States were recently received and distribution made to all commissaries. The items comprising this shipment are now offered for sale.

### Collars.

There are available in the line stores collars in a certain range of sizes which will be sold for 11 cents. For men who wear large sizes this is an unusual opportunity to buy a stock sufficient to last for a long period, inasmuch as the price asked is less than half what is now charged for the popular run of sizes. These particular collars are available only in sizes 16, 16½, 17, 17½, 18, 18½, 19, 19½, and 20.

### Dolls.

Dolls for the Christmas trade will be offered to the public at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries on Monday, November 22. Included in the shipment are novelty dolls whose attractiveness insures their immediate sale. These bear the names of "Miss Summertime," "Sleepy-Head," "Atlantic City Belle," and "Mickey," and in addition there are Pudgies and Kewpies of many different types. Besides these there are dressed dolls which would delight any child. These range in price from 68 cents to \$5.40.

### Needlework.

From a well-known manufacturer, the following articles, stamped ready to be embroidered, have been received and are now on sale at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries: Collar bags, telephone screens, combing capes, telephone pads, bread bags, necktie racks, pillow tops and backs, scarfs, laundry bags, necktie cases, workbags, overnight cases, shirt waists, breakfast coats, breakfast caps, baby sets, nightgowns, envelope combinations, bloomers, infant lawn dresses, pincushions, rompers, children's dresses, and other articles. Included in this line are many desirable Christmas gifts.

### Pictures.

Pictures made by a new rotogravure process which admirably reproduces the work of the artist, will be offered to the public among the articles for the Christmas trade, to be placed on sale next week in the 5 large commissaries. Two volchrome prints "After the Storm," from the original painting by Charles Partridge Adams, and "The Oaks," after Marion Kavagnah Watchel, are almost certain to attract especial attention because of their desirability as gifts. They come in frames that enhance their beauty. Verses artistically printed on decorative backgrounds, in attractive gilt frames, also will be offered; and there are charming colored nursery and playroom prints, which may be purchased either unframed or in plain white molding, particularly suitable for tropical homes. The line is such as is offered in art gift shops and the better class department stores.

### Books.

#### Books received:

"The Book of Chicago," by Robert Shackleton; "The House of Lynch," by Leonard Merrick.

The juvenile books stocked by the Commissary Division for the Christmas trade are far superior to anything ever shown here. Instead of cheap, highly colored picture books, crude in drawings and coarse in design and motive, the best obtainable selections in line, color, and poetic fancy have been purchased. These will be placed on sale in the toy sales sections at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel on Monday, November 22. Besides these, the retail stores are offering what the children call "books that sing." Each one contains stories, pictures, and three real phonograph records.

Exceedingly popular with commissary customers is Pearl L. Bailey's "Domestic Science—Principles and Application." Over 200 copies of this title have been sold in the retail stores within a comparatively brief period. There are still available a number of copies of this book, which has the endorsement of Superintendent Lang and is used as a reference work in the Canal Zone schools.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., November 24, 1920. No. 15.

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## Visit of Senator Harding and Party.

Senator Warren G. Harding, President-elect of the United States, arrived at Cristobal in the morning of November 23 from New Orleans accompanied by Mrs. Harding and a party of about 45. The party was met on the arrival of the vessel by Governor Harding of the Canal, accompanied by various officials of the Isthmus, and by a large throng of Canal employees and residents of Colon. The visitors have taken rooms at the Hotel Washington. On November 24 they are to take a trip over Gatun Locks and Dam, thence through the Canal to Pedro Miguel on a subchaser, and to Balboa on a special train. A public reception will be held at the Administration Building at Balboa Heights on Wednesday evening.

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## Quantities of Foodstuffs Carried by the Commissary Division.

With the increasing traffic through the Canal, the furnishing of foodstuffs, cold storage, and other commissary supplies from the plants operated by the Canal organization is increasingly important. In the fiscal year ending June 30, 1920, the value of the commissary supplies furnished to steamships was \$1,119,852.93. In the preceding fiscal year the value was \$836,931.79.

In this connection it is interesting to note the reserve stocks which are carried, sufficient to supply the local demand and the steamship trade for a period of 30 days. The following are representative items: Fresh fish, 10,000 pounds; lamb, 115 carcasses; mutton, 375 carcasses; veal, 135 carcasses; hogs, 700 carcasses; butter, 40,000 pounds; eggs, 75,000 dozen; potatoes, 400,000 pounds; cabbage, 100,000 pounds; onions, 75,000 pounds; turnips, 25,000 pounds; carrots, 16,000 pounds. Fresh beef can be supplied in practically unlimited quantity, from the reserve stock of 16,000 cattle on the Canal pastures and the regular shipments from Colombia. The bakery of the Commissary Division bakes about 360,000 loaves of bread and 23,000 rolls per month, and this output can be considerably increased on demand. Dried and canned foodstuffs of wide variety are carried in stock in proportion to the cold storage and vegetable staples.

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## License Tags for Private Automobiles.

The Chief of the Division of Civil Affairs advises that as the supply of 1920 automobile license tags for private automobiles, with a yellow background and black raised letters and numbers, numbered from 001 to 650, inclusive, is exhausted, it will be necessary to issue tags with a white background and black raised letters during the remainder of the present calendar year. These tags will be numbered from 505 to 550, inclusive.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, November 20, 1920.

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		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
West*Keokuk...	13	17.38	14	6.10	14	13.24	14	14.35	American	Williams, Dimond & Co. (S. B.)	410.5	54.0	17.0	Leith.	San Francisco	Ballast.	6,572	4,900	
Curaca	13	7.00	14	6.20	14	14.33	14	15.33	British	New York & Pacific S. S. Co.	403.0	52.0	27.5	Norfolk.	London	Coal, briquettes.	6,600	6,804	
Tremeadow	13	17.25	14	6.23	14	15.00	14	17.10	British	Hain Steamship Co.	400.0	52.0	24.0	New York.	Stdney.	General.	5,100	5,797	
Nishuaba	13	16.18	14	6.30	14	16.01	14	17.31	American	U. S. & A. Line (S. B.)	401.0	53.2	25.7	New York.	Melbourne.	Case oil, general.	6,220	6,611	
Lake Elkwater	12	7.35	14	6.18	14	17.00	14	17.45	American	Amer. Metal Transport (S. B.)	253.4	43.6	24.0	Boston.	Antofagasta.	Coal.	3,285	2,939	
City of Bristol	14	22.00	15	6.48	15	13.49	15	15.35	British	Ellieman Hall Line	432.0	50.0	23.6	New York.	Yarbleton.	General.	10,000	8,063	
Bath	13	15.55	15	6.10	15	16.59	17	13.09	American	United States Navy	329.2	46.2	26.0	Norfolk.	Mare Island.	Gen. (for navy).	3,200	3,945	
Hunseo	13	16.44	15	6.11	15	13.39	16	14.21	Chilean	South American Steamship Line	379.0	44.0	26.0	Cristobal.	Valparaiso.	General.	3,886	4,552	
Amlenborg.	11	14.35	16	6.19	16	13.36	16	14.37	Danish	C. K. Hansen	320.3	47.2	22.0	Norfolk.	Antofagasta.	Coal.	4,019	3,567	
Amica	11	14.35	16	6.23	16	12.32	16	17.00	British	Pacific Steam Navigation Co.	246.0	35.2	14.6	Cristobal.	Guayaquil.	General.	278	1,589	
Osuquiste	13	12.55	16	6.17	16	17.02	16	18.10	American	Pacific Steamship Co. (S. B.)	401.9	53.1	17.0	Philadelphia.	Seattle.	Iron and steel.	1,200	6,372	
Fairhaven	13	21.45	16	6.16	16	19.28	16	20.25	American	Fairhaven Steamship Co.	185.5	38.0	16.0	Cristobal.	Puntarenas.	Ballast.	1,200	6,372	
Seioza	15	18.35	16	6.25	16	15.48	16	15.48	Panamaian	United States Navy	371.0	46.0	18.3	Coco Solo.	Balboa.	Unknown.	8	8	
Rio Gadup	8	19.05	17	6.10	17	16.11	18	2.58	Peruvian	A. R. Behardt	371.0	46.0	18.3	Cristobal.	Gatun Lake.	General.	825	4,466	
Teayadi	16	12.13	17	6.22	17	12.56	20	14.00	American	United States Navy	182.0	35.0	13.6	Cristobal.	Callao.	General.	1,346	4,768	
Tungsten	16	6.24	17	6.24	17	13.09	17	21.10	British	Pacific Steam Navigation Co.	361.0	46.0	19.6	New York.	San Diego.	General.	5,800	4,718	
Quilman	17	13.00	17	6.21	17	21.50	18	7.41	British	Commonwealth and Dom. Line.	376.1	52.0	23.0	Port Arthur.	Guayaquil.	Case oil.	964	6,020	
Australford	13	7.57	18	6.15	18	13.52	18	14.50	French	French Steamship Line.	405.0	51.6	18.0	Hamburg.	Talcahuano.	General.	2,500	2,986	
Honduras	17	13.00	17	6.21	17	21.50	18	7.41	British	Commonwealth and Dom. Line.	376.1	52.0	23.0	Port Arthur.	Guayaquil.	Case oil.	964	6,020	
Fredk. Luckenbach	17	20.00	18	6.27	18	14.00	18	15.00	American	Luckenbach Steamship Line.	317.5	40.2	22.0	New York.	San Francisco.	General.	2,500	2,986	
Gen. Graham	19	1.39	19	6.30	19	14.04	19	15.00	American	United States Army.	385.0	51.0	18.6	Cristobal.	Balboa.	General.	1,486	6,224	
Eastern Ocean	12	18.48	20	6.20	20	13.18	20	15.58	British	McCormick & McPherson (S. B.)	285.0	41.3	19.0	London.	Los Angeles.	General.	1,538	2,856	
Azula	9	19.25	20	6.20	20	13.35	21	10.15	British	Royal Mail Steam Packet Co.	81.0	25.0	9.0	Cristobal.	Champerico.	General.	16	130	
Laura C. Hall	20	3.05	20	8.32	20	15.24	20	15.24	American	Pacific Metals Corporation.	192.0	40.0	8.0	Cristobal.	Buenaventura.	General.	16	130	
Dan J. Hanlon	20	3.05	20	8.32	20	15.24	20	15.24	American	D. J. Hanlon	192.0	40.0	8.0	Brunswick, Ga.	San Francisco.	General.	16	130	

\* Supply ship.

† Launch.

‡ Tug.

§ Motor schooner.

¶ Barge.

†† Launch.

‡‡ THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Margaret	14	0.01	14	8.02	14	15.55	15	6.45	Canadian	Canadian-Western S. S. Co.	411.5	54.1	23.0	Vancouver.	Garstoun, Eng.	General.	7,140	6,624
Courthran	14	6.30	14	8.14	14	16.10	14	17.20	Japanese	Nippon Yusen Kaisha	400.0	54.5	17.6	Shanghai.	New York.	General.	4,400	5,790
Port Sydney	14	11.20	14	12.10	14	20.25	15	23.07	British	Commonwealth and Dom. Line	591.3	63.3	25.6	Wellington.	London.	General.	8,570	11,857
Ansaldo San	10	14.15	15	6.30	15	15.25	15	19.50	Italian	Societa Nazionale de Nav	377.0	51.0	24.0	Valparaiso.	Genoa.	Nitrate and sugar.	6,500	5,545
Giorgio IV.	15	10.00	15	11.04	15	18.15	15	19.20	British	Nauritus Steam Shipping Co.	380.3	49.7	23.4	Puntarenas	Liverpool.	General.	6,340	4,965
Elder Branch	15	10.15	15	11.23	15	18.40	15	21.50	Japanese	Katsusha Steamship Co.	407.2	50.8	27.0	Valparaiso.	Norfolk.	Nitrates.	7,701	6,108
Kaisho Maru.	15	10.15	15	11.23	15	18.40	15	21.50	Japanese	Katsusha Steamship Co.	407.2	50.8	27.0	Valparaiso.	Norfolk.	Nitrates.	7,701	6,108

§ Long tons.

¶ Frozen meat, cheese, and wool.

†† Douglas fir and railroad ties.



### **View of the Repair Wharf and Shops at Balboa.**

In connection with the reports of ship repairs at the Canal shops, which are published each week, there is presented, on page 201, opposite, a view of the repair wharf and shops at Balboa, the principal manufacturing and repair plant at the Canal. The 1,000-foot dry dock, adjoining the shops, on the opposite side from the repair wharf, is partly visible on the extreme right of the view. The 50-ton steam crane which is mounted on a track extending around both sides and the inner end of the dry dock, and out to the near end of the repair wharf, may be seen projecting above the roofs of the shop buildings. The principal repair wharf has a length of 2,663 feet, extending from a point opposite the land end of the pier shown on the left of the picture to the corner at which the nearest steamship is moored; and the length of the section alongside which the barges are tied up is 290 feet. The average width of the wharf is 60 feet. Additional mooring space for repairs is available alongside the wharves forming the approach to the dry dock.

The shops at Balboa cover an area of approximately 60 acres, and employ about 2,300 men, of whom about 800 are American "gold" employees and about 1,500 are alien or "silver" men.

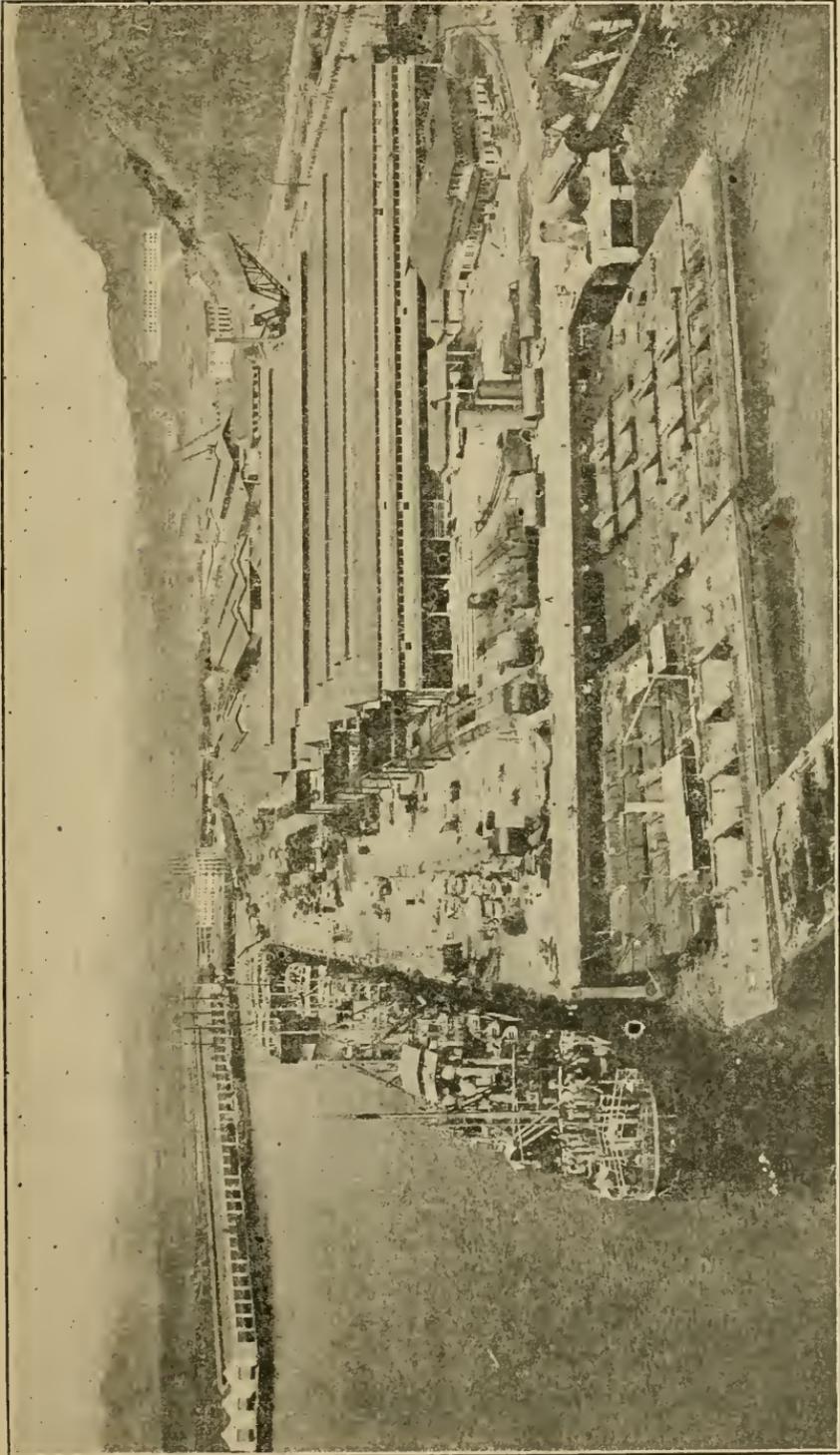
The 3-story building seen beyond the far end of the repair wharf, in rear of the dock between the repair wharf and the pier, is the Pacific Terminal Building, containing the offices of the Captain of the Port, the Deputy Shipping Commissioner, steamship lines, and other marine interests at the Pacific terminal. The 3-story building on a hill, in the upper right corner of the view, is the Administration Building of the Canal, housing the central administrative offices of The Panama Canal and the Panama Railroad.

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### **Buildings of Shipping and Allied Interests in Cristobal.**

With the beginning of work on the office building for the All-America Cables, Inc., 3 buildings for shipping and allied interests are now under construction on lots reserved for this purpose at Cristobal, close to the terminal. A 3-story concrete building is being erected for the Royal Mail Steam Packet Company and its affiliate, the Pacific Steam Navigation Company; and a 2-story concrete building for the Royal Netherlands West India Mail is nearing completion.

Buildings of this class at Cristobal previously completed and in use are those of the United Fruit Company and the Hamburg-American Line, built before the United States entered the World War, the Hamburg-American Building being afterwards seized by the Government; the Compagnie Generale Transatlantique (French Line) and La Veloce Navigazione Italiana a Vapor ("La Veloce" Line). The American Bible Society has a building a block in rear of the area devoted to steamship office buildings. The Salvation Army and the Army and Navy Y. M. C. A. are using frame buildings which belong to The Panama Canal. The Y. M. C. A. is in a building which was originally built on Cristobal Point by the French and used by them during the French construction period; during the American construction period it was the headquarters of the Subsistence Department. This organization has recently been assigned a lot on the northwest corner of Bolivar and Twelfth streets, just south of the Masonic Temple Building upon which to erect a permanent structure. The offices in the Masonic Temple at Cristobal, which is owned by



VIEW OF THE REPAIR WHARF AND SHOPS AT BALBOA (see page 200).

the Panama Railroad Company, are occupied almost entirely by shipping and commercial interests.

The Pacific Mail Steamship Company has applied for a lot in Cristobal for an office building, and the building sites committee will assign it Lot 2 in Block 3, which is adjacent to the lot on which the All-America Cables building is being erected. Some 5 years ago the American Seamen's Friend Society was assigned a lot located between Third and Fourth avenues, south of the old restaurant, the lot adjoining the American Bible Society's lot on the south. Up to the present time, however, no building has been erected thereon by the American Seamen's Friend Society. Cristobal Council of the Knights of Columbus, in 1917, was assigned a site situate on the southwest corner of Bolivar and Twelfth streets; up to the present time, however, no structure has been erected by them upon the site. And at the last meeting of the building sites committee it was recommended to the Governor that a site immediately south of the ground held under license by the Knights of Columbus be assigned to the Odd-fellows.

#### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 20, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Tolosa.....	United Fruit Co.....	November 14..	November 14..	98	14
Caribbean.....	Panama Railroad Cattle Industry.....	November 14..	November 14..		( <sup>2</sup> )
Colon.....	Panama Railroad Steamship Line.....	November 14..	November 14..		3,132
Puerto Rico.....	French Line.....	November 14..	November 14..		121
San Blas.....	United Fruit Co.....	November 15..	November 15..	45	( <sup>1</sup> )
Cauca.....	Pacific Steam Navigation Co.....	November 15..	November 16..		278
Huasco.....	Chilean Steamship Co.....	November 15..	November 16..		429
Nevisian.....	Leyland Line.....	November 15..	November 17..	826	222
Ucayali.....	Peruvian Line.....	November 15..	November 17..		939
Heredia.....	United Fruit Co.....	November 15..	November 18..	956	119
Allianza.....	Panama Railroad Steamship Line.....	November 15..	November 20..	494	2,073
Quillota.....	Pacific Steam Navigation Co.....	November 16..	November 17..	177	196
Calamates.....	United Fruit Co.....	November 16..	November 17..	576	63
Metapan.....	United Fruit Co.....	November 17..	November 17..	3	2
Advance.....	Panama Railroad Steamship Line.....	November 17..	November 17..	1,838	
Acajutla.....	Pacific Steam Navigation Co.....	November 18..	November 18..	193	
La Navarre.....	French Line.....	November 18..	November 18..	125	
Caribbean.....	Panama Railroad Cattle Industry.....	November 18..	November 18..	350	
City of Para.....	Pacific Mail Steamship Co.....	November 19..	November 19..	356	
Madawaska.....	United States Government.....	November 19..	November 19..	766	
La Paz.....	Pacific Steam Navigation Co.....	November 20..	November 20..	137	
Balboa.....	Colombian Maritime Co.....	November 20..	November 20..	602	
Bologna.....	Italian Steamship Co.....	November 20..	November 20..	281	
Laura C. Hall.....	Pacific Metals Corporation.....	November 20..	November 20..		15
Arzila.....	Pacific Steam Navigation Co.....	November 20..	November 20..		1,534

<sup>1</sup> United States Army transport.

<sup>2</sup> 418 pounds.

<sup>3</sup> No cargo laded.

#### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 20, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ucayali.....	Peruvian Line.....	November 17..	November 17..		70
City of Para.....	Pacific Mail Steamship Co.....	November 18..	November 19..	321	67
Balboa.....	Colombian Maritime Co.....	November 20..	November 20..	1	
Laura C. Hall.....	Pacific Metals Corporation, Ltd.....	November 20..	November 20..		62
Vinton County.....	United States Shipping Board.....	November 20..	November 20..		62

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**EXECUTIVE ORDER.****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 provisions 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 the word "automobile" wherever the same is used in the Executive Order dated October 9, 1918, which Executive Order was published in THE PANAMA CANAL RECORD of November 13, 1918, and became effective thirty days thereafter and is still in force, shall be construed to include any and all motor-propelled vehicles, and shall specifically include motorcycles.

Section 2. This order shall take effect thirty days from and after its publication in THE PANAMA CANAL RECORD.

WOODROW WILSON

THE WHITE HOUSE,  
30 Oct., 1920.

[No. 3347.]

\* Will be published as Canal circular No. 604-114.

**Cable Office Building at Cristobal.**

Work has been begun on the erection of a building at Cristobal for the offices at the Atlantic terminus of the All-America Cables, Inc. The site is on Roosevelt Avenue, opposite the west end of the Terminal Building.

The building is to be 2 stories in height, 48 by 94 feet in plan, over all, and will be built of concrete. The design is tropical architecture, with porches or arcades on 3 sides, and a red tile roof. The general arrangement is to be similar to that of the cable building at Balboa, though the latter is 60 by 70 feet in plan, and the first floor will be similarly divided into instrument room, offices, foyer, storage spaces, electricians' rooms, etc. On the second floor will be family and bachelor quarters for employees of the company; at Balboa the second floor is used as bachelor quarters, the family quarters for the company's employees being at Cable Heights, Ancon.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended November 20:

Barge *No. 131*, general repairs; steamship *Marne*, general repairs and rebuilding; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General Hodges*, general repairs; tug *Bohio*, general repairs and rebuilding; steamship *Ansaldo San Giorgio IV*, installation of 2 new feed pumps, repairs to steering rod and calking bridge; launches *Limon*, general overhauling; *Captain C. D. Harris*, repairs to engine; steamships *Wawalona*, clean and overhaul fresh water tank; *Lake Ellicott*, repairs to H. P. and I. P. cylinders and eccentric shaft; mine yawl *No. 253*, general repairs; steamships *Nishmaha*, renew H. P. piston rings; *Olockson*, pumping out and trimming ship.

The following vessels were at the Cristobal shops for repairs during the week ended November 22:

Steamships *Allianca* and *Advance*, miscellaneous repairs and painting to engine, deck, and steward departments; *Wawalona*, repair L. P. piston and pipe up L. P. drains; *Navarre*, repair ice machine; *Aviles*, repair beam pump; tug *Relief*, repair boiler, tanks, beam pump, etc.; steamship *Victoria*, repair bow and patch hole in hull; U. S. A. T. *Santa Leonora*, test out and put ice machine in running order; steamship *Bologna*, repairs to boilers and plumbing; launch *Pequeni*, overhaul both engines; U. S. S. C. *No. 285*, overhaul main and auxiliary engines; steamship *Lake*

*Flynus*, remove dents in hull, renew loose rivets, miscellaneous repairs; tug *Taver-  
nilla*, install new uptakes, butts, L. P. rings, repair pumps, towing machine, circula-  
ting engine, etc.; S. P. No. 2232, general overhaul and alterations; steamship  
*Heredia*, tug *St. Giles*, steamship *Caribbean*, schooner *Arabia*, steamships *La Paz*,  
*City of Para*, U. S. A. T. *Madawaska*, steamship *Balboa*, U. S. S. *Owl*, U. S. S. *Eagle*  
No. 31, tug *St. Aristell*, steamships *Frederick Luckenbach* and *Quilpue*, minor repairs.

### Full Tariff Passenger Rates on Panama Railroad Steamship Line.

In view of the discontinuance, under circular No. 610-3, dated October 22, 1920, of the \$45 rate for transportation of relatives of Government employees between Cristobal and New York, the following is published for the information and guidance of all concerned:

*New York to Cristobal.*—The steamship ticket agent at Cristobal and the station agent at the passenger station in Panama will accept deposits for the prepayment of full fare steamship tickets from New York to Cristobal for visiting relatives and others not entitled to the employees' rate.

The first cabin rate for adult passengers from New York to Cristobal is \$100, plus \$5 for war revenue stamp.

For children under 12 years, \$50, plus \$3 for revenue stamp.

One child under 3 years will be carried free.

Additional deposit of \$5 is required on all reservations requested or handled by cable communication.

*Cristobal to New York.*—Requests for reservations at the full tariff rate from Cristobal to New York should be made direct on the steamship ticket agent, Cristobal, telephone, Cristobal 25.

The above-named rates apply from Cristobal to New York with the exception that no war revenue charge is made.

### Weather Conditions in October, 1920.

The rainfall for the month was generally below normal over the Pacific section and at Brazos Brook, and above normal throughout the remainder of the Canal Zone and vicinity. The maximum excess of rainfall occurred over the Chagres and Trinidad valleys, the October rainfall at stations located in these watersheds being the highest on record for the month. Totals ranged from 6.48 inches at Balboa Heights to 29.61 inches at the Chilibrillo station (Cape Mala not included). The greatest amount of rainfall recorded in 24 hours was 5 inches, at Gamboa on October 21 and 22.

The estimated October rainfall over the Gatun Lake watershed was 22.86 inches, compared with a 10-year mean of 16.17 inches. Over the Chagres River watershed above Alhajuella it was 26.07 inches, compared with a 19-year mean of 15.18 inches.

The air temperature, daytime cloudiness, and surface temperature of the sea were slightly above the normal; the atmospheric pressure was approximately normal; and the relative humidity and wind movement were slightly below the normal. The evaporation was above normal over the Pacific section, and below over Gatun Lake surface.

A number of light and dense fogs were observed at interior stations all of which lifted or were dissipated by 8.30 a. m.

Seismic tremors were recorded on the 7th, 22d, and 28th of the month.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 86.30 feet; maximum, 86.89 feet, on the 20th; minimum, 86 feet, on the 1st; evaporation from Gatun Lake surface was 3.8 inches; rainfall on Gatun Lake drainage basin, 22.86 inches; total yield of Gatun Lake watershed, 14.06 inches on the watershed; the total yield amounted to 62 per cent of the rainfall.

Climatological conditions at the representative 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 with .01 inch or more.	Total movement (miles.)	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.	
Balboa Heights...	29.842	79.7	89	Oct. 15	71	Oct. 29	86	6.48	10.17	22	4,452	N.W.	30	S.	Oct. 24
Colon.....	29.840	80.9	90	Oct. 7	73	Oct. 13	85	17.16	15.07	28	4,745	W.	33	N.	Oct. 1
Gatun.....	80.2	91	Oct. 17	72	Oct. 29	...	17.57	16.62	23	3,725	N.W.	23	S.W.	Oct. 24	
Gamboa.....	79.0	90	Oct. 1	70	Oct. 2	...	24.93	13.08	28	3,213	N.E.	26	N.E.	Oct. 20	

\* And other dates.

### Launch "Pequeni" in Taboga Service.

The 30-ton gasoline launch *Pequeni* will shortly be substituted for the gasoline tug *Coco Solo* in the Taboga service, after being overhauled at Cristobal Shops. The *Pequeni* is 68 feet long, 3 feet longer than the *Coco Solo*, and is propelled by twin screws, run by 2 engines of 60 horsepower. Its use is expected to reduce the time between Balboa and Taboga by 10 to 15 minutes. The *Pequeni* was built in 1915, and named for a river which is tributary to Gatun Lake.

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### December Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of December, 1920. Predictions are based on Colon and Ancon-Balboa Heights records for the past 13 and 14 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 1st 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 11.61 inches at the Atlantic entrance, and 4.17 inches at the Pacific entrance, these averages are for periods of 49 and 23 years, respectively. About 21 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 p. 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. The minimum record on both coasts is 66° F. The mean daily range in temperature should be about 8° F. on the Atlantic Coast, and 16° 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 "northers" 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 affect navigation seriously, 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.				
W	1	1:27 0.8	7:37 16.1	<b>1:50</b> <b>0.4</b>	<b>8:10</b> <b>16.2</b>	S	12	4:51 14.7	11:03 1.0	<b>5:25</b> <b>14.7</b>	<b>11:25</b> <b>2.2</b>	Th	23	1:08 14.5	7:38 1.9	<b>1:46</b> <b>14.0</b>	<b>8:04</b> <b>2.4</b>	
Th	2	2:26 1.5	8:31 15.3	<b>2:48</b> <b>1.4</b>	<b>9:04</b> <b>15.5</b>	M	13	5:31 14.6	11:44 1.2	<b>6:03</b> <b>14.7</b>	.....	F	24	2:04 15.3	8:36 0.8	<b>2:42</b> <b>14.9</b>	<b>9:01</b> <b>1.4</b>	
F	3	3:28 2.1	9:30 14.4	<b>3:47</b> <b>2.2</b>	<b>10:04</b> <b>14.8</b>	Tu	14	0:02 2.4	6:10 14.4	<b>12:20</b> <b>1.5</b>	<b>6:39</b> <b>14.6</b>	S	25	2:58 16.0	9:29 -0.3	<b>3:35</b> <b>15.8</b>	<b>9:54</b> <b>0.4</b>	
S	4	4:28 2.6	10:36 13.7	<b>4:48</b> <b>2.9</b>	<b>11:10</b> <b>14.3</b>	W	15	0:40 2.6	<b>6:46</b> <b>14.0</b>	<b>12:57</b> <b>2.0</b>	<b>7:15</b> <b>14.4</b>	S	26	3:52 16.6	10:19 -1.1	<b>4:29</b> <b>16.5</b>	<b>10:43</b> <b>-0.3</b>	
S	5	5:31 2.3	11:47 13.4	<b>5:50</b> <b>3.3</b>	.....	Th	16	1:21 3.0	7:22 13.6	<b>1:38</b> <b>2.5</b>	<b>7:50</b> <b>14.2</b>	M	27	4:45 16.9	11:07 -1.5	<b>5:23</b> <b>17.0</b>	<b>11:32</b> <b>-0.8</b>	
M	6	0:16 14.2	6:33 2.9	<b>12:52</b> <b>13.4</b>	<b>6:50</b> <b>3.5</b>	F	17	2:05 3.3	7:59 13.2	<b>2:21</b> <b>3.0</b>	<b>8:28</b> <b>13.9</b>	Tu	28	5:41 17.0	11:54 -1.6	<b>6:16</b> <b>17.2</b>	.....	
Tu	7	1:12 14.3	7:32 2.5	<b>1:47</b> <b>13.7</b>	<b>7:49</b> <b>3.4</b>	S	18	2:52 3.6	8:39 12.8	<b>3:09</b> <b>3.4</b>	<b>9:11</b> <b>13.6</b>	W	29	0:21 -0.6	6:33 16.8	<b>12:41</b> <b>-1.2</b>	<b>7:04</b> <b>17.1</b>	
W	8	2:03 14.5	8:25 2.1	<b>2:35</b> <b>13.9</b>	<b>8:41</b> <b>3.1</b>	S	19	3:43 3.7	9:31 12.4	<b>3:59</b> <b>3.7</b>	<b>10:06</b> <b>13.4</b>	Th	30	1:11 -0.1	7:24 16.3	<b>1:31</b> <b>-0.4</b>	<b>7:54</b> <b>16.8</b>	
Th	9	2:47 14.6	9:11 1.7	<b>3:20</b> <b>14.2</b>	<b>9:27</b> <b>2.7</b>	M	20	4:38 3.6	10:35 12.2	<b>4:56</b> <b>3.9</b>	<b>11:07</b> <b>13.5</b>	F	31	2:05 0.5	8:14 15.5	<b>2:24</b> <b>0.6</b>	<b>8:42</b> <b>15.7</b>	
F	10	3:29 14.8	9:53 1.3	<b>4:03</b> <b>14.4</b>	<b>10:08</b> <b>2.4</b>	Tu	21	5:35 3.3	11:43 12.5	<b>5:57</b> <b>3.7</b>	.....							
S	11	4:11 14.8	10:31 1.1	<b>4:45</b> <b>14.6</b>	<b>10:47</b> <b>2.2</b>	W	22	0:11 13.9	<b>6:36</b> <b>2.8</b>	<b>12:47</b> <b>13.1</b>	<b>7:01</b> <b>3.3</b>							

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 boldface type are hours and elevations between noon and midnight; *ante meridian* figures are given in the ordinary lightface 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.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Aid (male and female); \$1,500 a year; form 1312; No. 661; age, 21 but not 30 years; vacancies exist in the field service of the Lighthouse Service; December 21, 1920.<sup>1</sup>

Assistant observer, Weather Bureau (male and female); \$1,080 a year; form 304; No. 655; age, 18 but not 35 years; vacancies exist in the offices of the Weather Bureau; December 15, 1920, January 19, and February 23, 1921.

Automotive machinist; automotive mechanic (male and female); Grade 1, \$1,200 to \$1,800 a year; age, 18 but not 65 years; Grade 2, \$1,800 to \$2,400 a year; age, 21 but not 65 years; vacancies exist in the Bureau of Public Roads, Department of Agriculture; December 14, 1920.<sup>2</sup>

Foundry helper (male and female); \$720 to \$1,080 a year; form 304; No. 666; age, 18 but not 65 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; December 15, 1920.

Laboratory aid, motion-picture laboratory (male and female); form 304; No. 657; \$900 to \$1,200 a year; age, 17 but not 45 years; vacancies exist in the Division of Publications, Department of Agriculture and Reclamation Service, Washington, D. C.; December 15, 1920.

Radio inspector (male and female); \$1,620 to \$1,980 a year; form 1312; No. 665; age, 21 but not 70 years; vacancies exist in the Bureau of Navigation, Department of Commerce; December 15, 1920.

Shop apprentice (male and female); \$720 a year; form 1312; No. 645; age, 16 but not 18 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; March 1, 1921.<sup>3</sup>

Stacker and conveyor operator (male and female); 64 cents per hour; form 1800; No. 660; age, 20 but not 65 years; vacancies exist at the Government fuel yards, Bureau of Mines, Washington, D. C.; December 21, 1920.<sup>4</sup>

Subclerical (male and female); \$600 to \$720 a year; form 304; No. 668; age, 18 but not 70 years; vacancies exist in the Departmental Service, Washington, D. C.; December 15, 1920.

Superintendent of construction (male and female); \$2,500 to \$3,000 a year; form 1312; No. 651; age, 25 but not 55 years; vacancies in the Public Health Service; Washington, D. C.; December 7, 1920.<sup>a</sup>

Copyist topographic draftsman; No. 2268-amended-supplemental; amended to show salary as \$900 to \$2,000.

<sup>a</sup>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 day.

**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.
Archie L. Reeve.....	633	United States...	Gatun.....	Police and Fire Div....	March 30, 1920.
James Benjamin.....	28564	Antigua.....	Red Tank.....	Mun. Eng. Div.....	November 7, 1920

**Official Circulars.**

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., November 15, 1920.  
CIRCULAR No. 269:  
Effective November 5, 1920, Mr. J. H. K. Humphrey is designated an accountable official of The Panama Canal, *vice* Mr. W. B. Brown, deceased, and as such will account for all non-expendable property in use by the Cattle Industry Division.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:  
CHESTER HARDING,  
*Governor.*

not be made in open cars. Losses from shipments covered by survey requests must be traced and, when they can not be located, relief requested in the same manner as losses from shipments covered by vouchers or transfer receipts.

All are advised that the same care must be exercised in accounting for surveyed nonexpendable property as in shipping and storing it as is required in the handling of serviceable property and that the above instructions and those contained in Circulars 239 and 263 must be complied with.

Accountable officials will please see that copies of this circular reach all concerned.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:  
CHESTER HARDING,  
*Governor.*

**Superintendent, Cattle Industry Division.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., November 16, 1920.  
*To all concerned*—Effective November 15, Mr. J. H. K. Humphrey is appointed Superintendent, Cattle Industry Division.

R. K. MORRIS,  
*Chief Quartermaster.*

Approved:  
CHESTER HARDING,  
*Governor.*

**Reducing Waste of Water.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., November 13, 1920.  
*To all concerned*—Starting November 15, Mr. William Fullman, plumbing inspector, will make a careful inspection of all water installations in the Canal Zone with a view of eliminating the large waste of water which now occurs.

The amount of water now consumed is rapidly reaching the capacity of the filtration plants and drastic action will have to be taken to curtail consumption.

Your cooperation is requested.

G. W. GREEN,  
*Acting Municipal Engineer.*

Approved:  
J. J. MORROW,  
*Engineer of Maintenance.*

**Shipments of Surveyed Property.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., November 17, 1920.  
CIRCULAR No. 270:

*To all concerned*—It has been called to my attention that shipments of surveyed property turned into stores are often received short. When storekeepers or others receive short shipments of surveyed nonexpendable property they must forward a list of the missing articles to the responsible official with the advice that if they are not received within 30 days the survey will be accomplished for only the number of articles actually received. If the articles have not been received within 30 days all copies of the survey will be accomplished, the shortage being shown on the face of each copy in red ink.

Responsible officials must dispose of surveyed property promptly in accordance with the instructions of the Surveying Officer. Shipments of small articles that may be easily removed must

**General Agent for Panama Railroad Steamship Line at Port-au-Prince.**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., November 18, 1920.

*To heads of all Panama Canal and Panama Railroad departments*—I wish to advise for your information that, effective November 1, 1920, Capt. O. B. Thompson has been appointed General Agent of the Panama Railroad Steamship Line at Port-au-Prince, Haiti.

S. W. HEALD,  
*Superintendent.*

Rainfall from October 1 to October 31, 1920, Inclusive.

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section—</i>			
Balboa	1.28	22	6.64
Balboa Heights	1.40	22	6.43
Miraflores	1.68	16	11.54
Pedro Miguel	1.17	31	10.25
Rio Grande	1.98	4	14.94
<i>Central section—</i>			
Culebra	2.42	1	16.02
Camacho	2.20	10	14.49
Empire	2.24	1	15.64
Gamboa	3.09	21	24.93
Juan Mina	2.81	22	27.45
Alhajucla	2.44	3	25.20
Vigia	3.44	24	26.54
Darien	2.02	29	15.85
Trinidad	4.58	26	24.06
Monte Lirio	2.74	20	18.30
<i>Atlantic section—</i>			
Gatun	2.02	22	17.57
Brazos Brook	2.42	29	14.33
Colon	2.15	31	17.16
Bocas del Toro	1.82	4	8.53
Porto Bello	4.00	19	27.42

\*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.

October Rainfall for Three Years.

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1920.
	1918	1919	1920			
<i>Pacific section—</i>						
Balboa	8.52	11.82	6.64	9.32	22	22
Balboa Heights	19.16	12.11	6.43	10.17	24	22
Miraflores	10.01	11.54	11.54	11.97	13	26
Pedro Miguel	10.57	11.25	10.25	11.67	13	26
Rio Grande	16.02	16.37	14.94	12.88	16	29
<i>Central section—</i>						
Culebra	16.81	15.62	16.02	11.70	32	27
Camacho	16.66	13.66	14.49	13.31	15	24
Empire	20.15	12.41	15.64	13.37	16	30
Gamboa	17.25	11.72	24.93	13.08	38	23
Juan Mina	16.77	14.57	27.45	15.96	11	27
Alhajucla	12.03	15.46	25.20	14.59	22	31
Vigia	13.81	12.01	26.54	16.69	13	30
Frijoles	19.36	18.92	21.00	16.81	9	...
Trinidad	15.71	15.85	24.06	15.33	13	27
Monte Lirio	23.57	15.84	18.30	16.84	13	29
<i>Atlantic section—</i>						
Gatun	22.73	17.46	17.57	16.62	16	28
Brazos Brook	27.30	20.65	14.33	17.05	15	27
Colon	27.07	21.94	17.16	15.07	51	26
Porto Bello	...	15.71	27.42	14.79	8	29
Bocas del Toro	4.32	7.52	8.58	6.18	12	24

Panama Railroad Steamship Line Sailings from Cristobal.

The following are the probable dates of sailings of steamers of the Panama Railroad Steamship Line from Cristobal to New York in the period to January 1, 1921:

Gen. Geo. W. Goethals, via Port-au-Prince, November, 29; Panama, via Port-au-Prince, December 7; Colon, via Haitian ports, December 14; Gen. W. C. Gorgas, via Haitian ports, December 20; Allianca, December 24.

Rates at Hotel Aspinwall, Taboga.

Rates at the Hotel Aspinwall, Taboga, are quoted below. A reduction of 10 per cent is made for families of 4 or more paying members: Nonemployees, per week.....\$17.50 Employees, per week..... 14.00 Employees, per month..... 50.00

COMMUTATION RATE.

Lodging, breakfast, dinner, transportation: Nonemployees, per week.....\$17.50 Employees, per week..... 12.50 Employees, per month..... 50.00 Reservations may be made through the manager of the Canal restaurant at Balboa (telephone Balboa 397).

Additions to Commissary Stock.

Boots and Shoes Section.

Slippers, women's, knitted, assorted colors, sizes 3 to 7, pr..... \$1.10 Slippers, misses', knitted, assorted colors, sizes 11 to 2, pr..... 1.00 Slippers, children's, knitted, assorted colors, sizes 6 to 10, pr..... .89 Slippers, infants', knitted, sizes 1 to 5, pr.. .79

Dry Goods Section.

Suiting, English: Drill, cotton crash, 27/8", yd..... .44 Suiting, serge, blue and white striped, 56", yd..... 5.60 Tropical, 60 per cent wool, 40 per cent cotton, 54/5", yd..... 1.80 Brassieres, 18116 (Cluny lace trimmed), ea 1.70 Dress goods: Gingham, dress, 26", yd..... .43 Skirting, fancy, white, D. & R., 36", yd. 1.70 Skirting, fancy, white, D. & R., 36", yd. 1.75 Skirting, fancy, white, D. & R., 36", yd. 1.65 Suiting, English: Duck, white, linen, 27", yd..... 3.25 Overalls, with bib, brown, pr..... 2.05 (Formerly under S. N. 16404, white.)

Grocery Section.

Cherries, white, 2s tin..... .31 Huckleberries, 2s tin..... .40 Molasses, P. C., 1/5s bot..... .30 (Five cents allowed for return of empty bottle.) Petit Pois, Belgian, 1/2-kl. tin..... .29 Richmond Straight Cuts, 20s box..... .19 Spinach, 10s tin..... .63 (For wholesale trade only.)

Books.

The juvenile books ordered by the Commissary Division for the Christmas trade are superior to those previously sold here. Many of these already have been received and will be on sale this week in the line stores.

Among them are, of course, books by Eugene Field and Robert Louis Stevenson. Kipling is represented by his "Just So Stories," and other well-known authors are in the list. There are Mother Goose tales, fairy tales, "bedtime" stories, and tales of adventure, both for girls and boys. There is a wide range of titles, so that everyone may be able to find an appropriate gift book.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., December 1, 1920. No. 16.

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## Departure of Senator Harding and Party.

Senator Warren G. Harding, President-elect of the United States, and party, who arrived on the Isthmus from New Orleans on November 23, sailed for Norfolk on the steamship *Pastores* in the afternoon of November 27.

Senator Harding expressed himself as greatly impressed by the work which had been done on the Isthmus and by the effectiveness of the Canal organization in handling traffic and meeting the needs of shipping at the terminal ports.

## Visit of Portions of Atlantic and Pacific Fleets in January and February.

The major parts of the Atlantic and Pacific Fleets of the United States Navy are expected to be in Canal waters together in January and again in February, 1921. A copy of the schedule of employment of the Atlantic Fleet has been received. The forces which will come to the Canal are due to leave Guantanamo Bay on January 17 and arrive at Cristobal on January 19, passing through the Canal on the 20th, and clearing on January 24 for Callao. They are due to reach Callao on February 2 and remain a week, clearing on February 9 and arriving at Balboa on February 18. They are then to remain a week at the Canal, leaving on February 26 for Guantanamo.

The schedule of the Pacific Fleet has not been received, but it is understood that a considerable portion of it will arrive at Balboa at the same time as the Atlantic Fleet, and will proceed south with it, continuing beyond Callao to Valparaiso. On the return cruise to Balboa the forces are to have strategic, tactical, and gunnery exercises; and the schedule of the Atlantic Fleet itemizes, for the week from February 18 to 25 at Balboa, "recreation; interfleet athletics."

Preparations are being made to handle liberty parties on the Panama Railroad, and to supplement the reserve food supplies of the Canal as may be necessary to meet the requirements of the fleets, while protecting the usual 30 days' reserve for the steamship trade and local consumption.

A view of 10 destroyers being handled through the locks simultaneously, during the passage of the Pacific Fleet through the Canal in July, 1919, is presented on page 212. Six were placed in one chamber in 2 ranks of 3 each, and 4 in the parallel chamber. Each of the destroyers is 310 feet long by 30 feet 11 $\frac{3}{4}$  inches in breadth on the load water line. The locks have a usable length of 1,000 feet and width of 110 feet.

## Cook's and American Express Company Tours.

Messrs. Thos. Cook & Son have advised that parties of tourists under their guidance will arrive at Cristobal on the steamship *Calameres* on February 11 and on the *Ulua* on March 12.

American Express Company tours are scheduled to arrive at Cristobal on the steamship *Ulua* on January 28, on February 6 on a ship not named, and on the *Tolua* on March 4.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight November 27, 1920.*

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		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Brush	20	14.50	21	6.14	21	12.52	21	14.00	American.	North Atl. & Western S. Co.	390.0	54.2	20.6	Boston.	San Francisco	General mdse.	4,500	6,161
Lake Park	20	16.30	21	6.27	21	13.33	21	14.30	American.	N. O. & S. A. S. Co. (S. B.)	251.0	43.6	24.1	New Orleans.	Talcahuano	General	2,812	2,861
Dorset	20	18.00	21	6.22	21	14.54	21	16.30	British.	New Zealand Shipping Co.	460.0	58.2	26.6	Newport News	Auckland	General	8,083	9,223
La Paz	20	5.51	21	6.55	21	15.47	22	0.45	British.	Pacific Steam Navigation Co.	406.1	54.0	26.2	Glasgow	Valparaiso	General	9,678	7,216
Theodore																		
Roosevelt	21	4.06	21	8.54	21	16.22	21	22.25	Norwegian.	Fred Olsen & Co.	425.0	55.0	29.0	Norfolk	Iquique	Coal	9,900	7,593
Aviles	18	20.34	21	12.16	21	18.50	21	13.48	Spanish.	Alejandro Navajas	375.0	41.2	15.0	Valencia	Arica	Ballast	3,731	2,581
Southampton	20	23.42	21	12.17	21	18.35	25	18.36	British.	British Government	430.0	49.0	18.6	Trinidad	Yokohama	General	6,496	6,106
Schladack	21	17.20	21	6.10	22	15.21	22	16.28	American.	United States Shipping Board	390.0	54.0	25.1	New York	Yokohama	General	6,150	5,210
Havo	21	14.16	22	6.24	22	11.19	22	14.30	Norwegian.	Hornik Ostervold	355.0	51.0	25.0	Sofine	Molokai	Sulphur	5,652	6,832
Wilmington	21	21.00	22	6.30	22	14.05	22	15.00	American.	Williams Diamond & Co. (S. B.)	402.6	54.8	15.0	New York	San Francisco	General	5,250	4,380
Henrik Lund	22	7.25	22	7.40	22	15.39	22	17.55	Norwegian.	Willy Gilbert	340.2	47.2	25.0	Galveston.	Sydney	Sulphur	3,433	3,358
Rathwaite	22	8.20	22	8.40	22	16.20	22	19.20	British.	Leslie Shipping Co.	324.0	47.0	20.5	Buenos Aires.	San Antonio	Coke and oil	1,433	5,660
Rotarian	22	10.32	22	11.20	22	18.23	22	13.48	American.	Swayne & Hoyt (S. B.)	330.0	53.0	18.3	New York	San Francisco	General	1,433	5,660
Cape Natal	22	11.29	23	6.13	23	12.48	23	13.48	British.	British Africa Coalng Co.	330.0	46.0	16.0	New York	San Francisco	General	1,433	5,660
Chatham	21	17.05	23	6.40	23	14.39	23	16.25	British.	British Government	456.9	49.6	28.0	Port-of-Spain.	Salina Cruz	Ballast	3,481	2,169
Peter H.																		
Crowell	22	20.00	23	10.10	23	17.33	23	18.30	American.	Crowell & Thurlow	313.0	46.0	14.0	Barbados	Callao	Ballast	3,351	2,318
Relief	18	14.20	23	10.40	23	16.38	27	9.07	American.	Polph Navigation Co.	112.0	22.3	11.0	Brunswick, Ga	San Francisco	Ballast	219	51
Bologna	20	9.30	23	10.40	23	16.38	23	18.35	Italian.	La Veloce Steamship Line	385.0	47.0	19.6	Genoa	Valparaiso	General	540	5,192
Madawaska	19	20.50	23	11.55	23	19.00	23	20.20	American.	United States Army	508.0	55.0	28.3	New York	San Francisco	General	4,591	10,282
City of Para.	19	13.22	24	6.05	24	14.07	24	19.00	American.	Pacific Mail Steamship Co.	345.0	38.5	21.6	Cristobal	San Francisco	General	2,605	3,739
Santa Teresa	23	19.00	24	6.14	24	13.29	24	24.28	American.	W. R. Grace & Co.	160.2	51.6	25.2	New York	Valparaiso	General	3,995	5,726
Balboa	20	14.58	24	6.20	24	14.13	24	20.35	American.	Colombian Maritime Co.	390.0	29.1	13.0	Cristobal	Buenaventura	General	100	741
Tattnall	23	15.27	24	8.40	24	14.52	24	16.30	American.	United States Navy	310.0	31.0	10.6	Guantanamo.	San Diego.	General	100	741
Gen. Graham	23	13.45	24	9.07	24	16.30	24	16.30	American.	United States Navy	310.0	31.0	10.6	Cristobal	Balboa	General	100	741
Wm. A. Mc-																		
Kenney	24	12.41	25	6.20	25	14.11	25	15.05	American.	Crowell & Thurlow	395.0	55.0	25.8	Charleston.	Valparaiso	Coal	8,394	6,532
Devon	25	6.45	25	7.47	25	15.11	25	16.12	British.	Federal Steam Navigation Co.	473.0	69.0	29.0	New York	Sydney	General	9,920	9,944
Sudbury	22	9.52	25	6.27	25	16.43	25	21.20	American.	United American S. S. Line	384.8	51.2	18.0	New York	San Francisco	General	3,646	5,213
Steel Voyager	25	13.10	25	6.37	25	20.25	26	11.52	American.	United Steel Products Co.	375.0	55.0	28.6	New York	Vancouver.	Steel and general	8,800	7,285
Nevada	25	14.30	25	6.27	26	13.47	26	16.25	Danish.	United Steamship Co.	395.0	50.0	26.0	Norfolk.	Arica	Coal	5,621	4,990
Benl-Brewster	25	4.03	26	8.30	26	15.47	27	12.28	American.	Standard Oil Co.	411.6	53.4	24.0	Tampico	Pisagua	Petroleum	7,100	6,360
Deer Lodge	25	18.43	27	6.12	27	15.21	27	16.35	American.	American Shipping Corp. (S. B.)	409.8	54.2	24.0	Jacksonville.	Kobe	Petroleum	6,230	6,389
Nehes	27	9.65	27	9.31	27	16.57	27	19.32	American.	United States Navy	473.0	56.0	24.0	Port Arthur.	Balboa	Fuel oil	7,304	8,630
Armstrong	27	10.30	27	11.06	27	19.35	27	21.15	American.	Standard Oil Co.	449.5	63.6	25.5	Port Lobos.	Pisagua	Crude oil	9,300	6,830
Raranga	27	11.00	27	11.20	27	18.34	27	19.32	British.	Shaw Saville & Albion Co.	478.0	63.2	27.0	London.	Sydney	General	12,030	10,386
Santa Yvela	27	5.31	27	12.52	27	20.31	27	21.15	American.	W. R. Grace & Co.	298.6	40.0	23.0	New York	Callao	General	3,113	2,858

<sup>1</sup> Tug.

<sup>2</sup> Motor ship.

<sup>3</sup> Cruiser.

<sup>4</sup> Transport.

<sup>5</sup> Destroyer.

<sup>6</sup> Mine planter.

<sup>7</sup> Tanker.

<sup>8</sup> 52,000 barrels.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship Name	Date	Vessel	From	Date	Vessel	Line	For
William H. Do-heny	20 15, 25 21	6, 38 21	13, 25 21	14, 47	American	Pan-American Pet. Co.	San Francisco
Vinton County	20 16, 25 21	6, 48 21	15, 40 22	17, 55	American	Caribbean Steamship Co. (S. B.)	Guayaquil
West Caloche	21 3, 00 21	7, 30 21	16, 20 21	17, 12	American	Standard Transportation Co.	San Francisco
Coronado	22 6, 20 22	8, 35 22	16, 20 22	20, 15	British	Pacific Steam Navigation Co.	Talcahuano
Gen. W. M. Graham <sup>10</sup>	15 13, 40 23	6, 45 23	13, 45 24	9, 07	American	United States Army	Balboa
Cratonia <sup>11</sup>	23 7, 00 23	10, 57 23	16, 37		British	Pacific Steam Navigation Co.	Valparaiso
Perene	23 13, 15 24	6, 38 24	16, 37		Peruvian	Peruvian Line	Callao
Pallas	23 18, 03 24	7, 02 24	14, 32 24	16, 00	American	Sudden & Christensen (S. B.)	Portland
Santa Elisa	24 7, 30 24	8, 10 24	16, 05 24	21, 00	American	Swaye & Hoyt (S. B.)	Buenos Aires
Caddo	24 7, 30 24	9, 01 24	16, 02 24	21, 30	American	W. R. Grace & Co.	New York
Durango	24 11, 30 24	13, 29 24	20, 25 24	20, 25	American	Standard Oil Co.	Tampico
San Juan	24 14, 00 25	6, 34 25	13, 35 25	12, 20	Spanish	Cia. Naviera Vascongada	Acegas
Wilshire	25 1, 30 25	8, 17 25	15, 30 25	19, 40	British	Pacific Mail Steamship Co.	Liquique
Chansaus	25 3, 00 25	9, 07 25	16, 35 25	16, 22	American	Feeder Steam Navigation Co.	San Francisco
Gera	25 12, 05 25	13, 54 25	21, 35 25	21, 35	British	Green Star Corp. S.	Sydney
Jamaica	25 11, 50 26	6, 32 26	12, 47		British	Phillips, Phillips & Co.	Portland
Lampoon	19 22, 30 26	6, 39 26	13, 39 26	13, 30	British	Pacific Steam Navigation Co.	Tampico
Steel Maker	25 21, 00 26	8, 11 26	15, 25 26	15, 25	American	C. T. Bowring & Co.	New York
Eastern Belle	25 21, 00 26	8, 48 26	15, 25 26	20, 15	American	U. S. Steel Products Co.	Talca
Maunani	26 5, 40 26	8, 58 26	16, 40		British	McOrmick & McPherson (S. B.)	Tacoma
Sciota <sup>12</sup>	16 15, 48 26	9, 49 26	16, 35		American	Pacific Steam Navigation Co.	Guayaquil

<sup>10</sup> For orders.

<sup>11</sup> Cocoa, Ivory nuts, and quinine.

<sup>12</sup> Sugar, copper, cotton, etc.

<sup>13</sup> Nitrates, copper, tin ore, glue, quillay, lentils, and raisins.

<sup>14</sup> General merchandise, hides, and copper.

<sup>15</sup> Long tons.

\*ARRIVALS.

POINT OF CRISTOBAL.

\*DEPARTURES.

Date	Vessel	Line	From	Date	Vessel	Line	For
Nov. 21	Colameres	United Fruit Co.	Pert Limon.	Nov. 21	Caribbean	Panama Railroad Cattle Industry	Cartagena.
Nov. 21	Quipate	Pacific Steam Navigation Co.	London.	Nov. 21	La Navarre	French Line	Puerto Colombia.
Nov. 21	Allianca	Panama Railroad Steamship Line.	High seas.	Nov. 21	Colameres	United Fruit Co.	New York via Habana.
Nov. 21	Santa Leonora.	United States Army	New Orleans	Nov. 21	Allianca	Panama Railroad Steamship Line.	New York.
Nov. 22	Colombia	N. O. & S. A. S. S. Co.	New Orleans and wayports.	Nov. 22	Columbia	N. O. & S. A. S. S. Co.	New Orleans and wayports
Nov. 23	Tyne	Royal Mail Steam Packet Co	Hamburg.	Nov. 22	Advance	Panama Railroad Steamship Line.	New York via Haiti.
Nov. 23	Pastores	United Fruit Co.	New York via Habana.	Nov. 24	Abangarez	United Fruit Co.	Port Limon.
Nov. 23	Panama	Panama Railroad Steamship Line.	New Orleans.	Nov. 24	Quipate	Pacific Steam Navigation Co.	New Orleans.
Nov. 24	Abangarez	United Fruit Co.	New York via Haiti.	Nov. 25	Turrialba	United Fruit Co.	New York via Colombia and Kingston.
Nov. 24	Panama	United Fruit Co.	New Orleans and wayports.	Nov. 25	Parismina	United Fruit Co.	New Orleans via Bocons del Toro and Habana.
Nov. 25	Stuyvesant	Royal Netherlands W. I. Mail.	Amsterdam.	Nov. 26	Stuyvesant	Royal Netherlands W. I. Mail.	Cartagena.
Nov. 25	Caribbean	Panama Railroad Cattle Industry.	Tampico.	Nov. 27	Santa Leonora.	United States Army.	New Orleans.
Nov. 26	Corning	Standard Oil Co.	Habana.	Nov. 27	Lake Flynn	United States Shipping Board.	Puerto Cabello.
Nov. 26	Antonio Lopez	Spanish Line	New Orleans.				
Nov. 26	Logan <sup>16</sup>	United States Army	Cayman Island via Sor-raina Bank.				
Nov. 27	Crescent <sup>15</sup>	H. A. Boddin.					

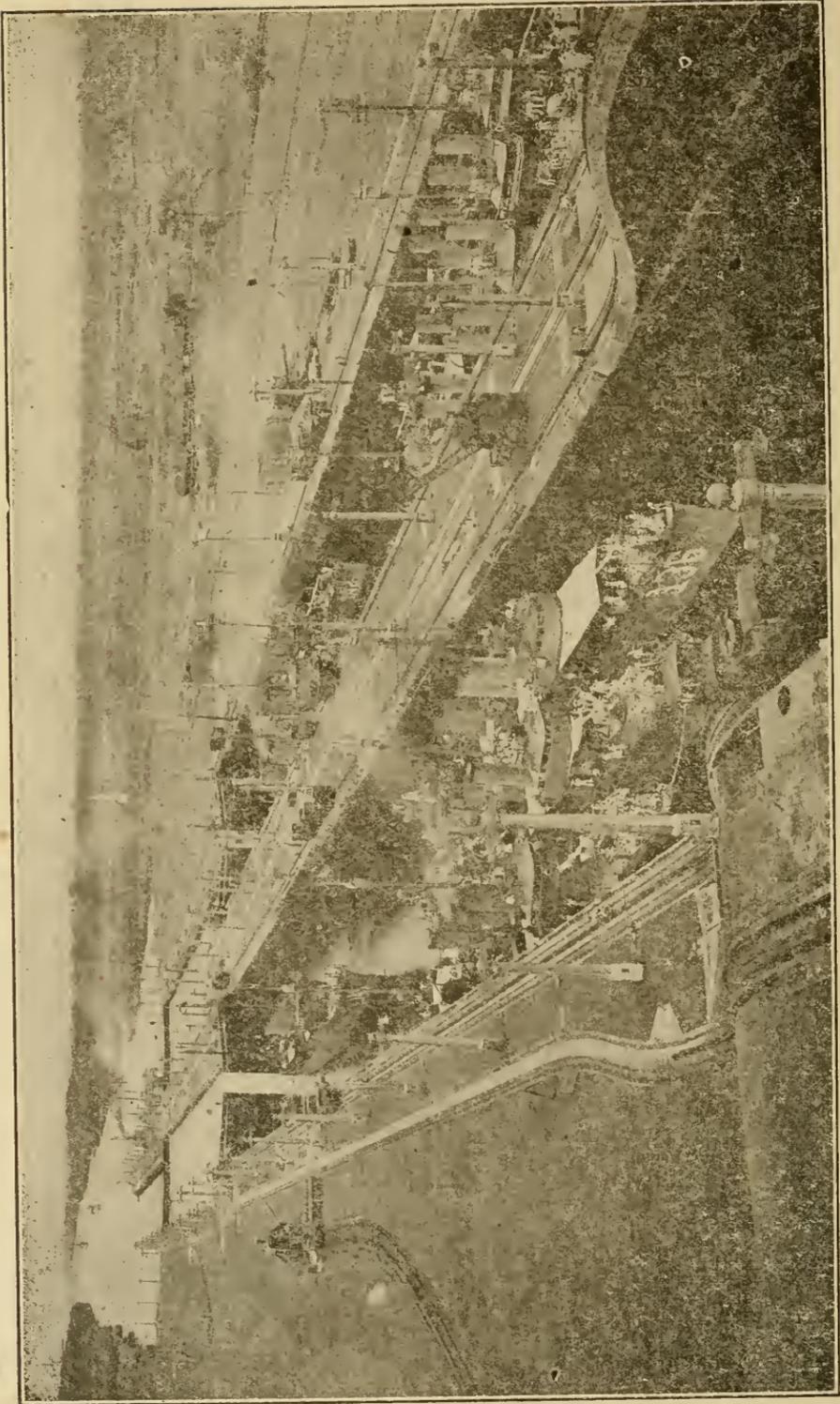
POINT OF BALBOA.

<sup>15</sup> Schooner.

<sup>16</sup> Cable ship.

<sup>17</sup> Barge.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.



Ten destroyers being lifted simultaneously in middle chambers of Gatun Locks during the passage of the Pacific Fleet through the Canal. Each of these vessels is 310 feet in length by 30 feet 11  $\frac{1}{4}$  inches in breadth on the load water line (see page 209).

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 27, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Calamares.....	United Fruit Co.....	November 21.	November 21.	5	43
La Navarre.....	French Line.....	November 21.	November 21.		80
Caribbean.....	Panama Railroad Cattle Industry.....	November 21.	November 21.		12
La Paz.....	Pacific Steam Navigation Co.....	November 21.	November 21.		71
Advance.....	Panama Railroad Steamship Line.....	November 21.	November 22.		333
Vinton County.....	Caribbean Steamship Co.....	November 21.	November 22.	60	566
Quilpue.....	Pacific Steam Navigation Co.....	November 21.	November 25.	16	1,750
Guatemala.....	Pacific Steam Navigation Co.....	November 23.	November 23.	1,904	
Tyne.....	Pacific Steam Navigation Co.....	November 23.	November 23.	450	
Bologna.....	Italian Steamship Co.....	November 23.	November 23.		5
Pastores.....	United Fruit Co.....	November 23.	November 24.	833	98
City of Para.....	Pacific Mail Steamship Line.....	November 23.	November 24.		2,605
Balboa.....	Colombian Maritime Co.....	November 23.	November 24.		78
Parismina.....	United Fruit Co.....	November 23.	November 25.	969	144
Abangarez.....	United Fruit Co.....	November 24.	November 24.	13	3
Panama.....	Panama Railroad Steamship Line.....	November 24.	November 27.	3,015	552
Turrialba.....	United Fruit Co.....	November 24.	November 25.	10	233
Perne.....	Peruvian Steamship Co.....	November 24.	November 24.	2,830	
Stuyvesant.....	Royal Netherlands W. I. Mail.....	November 25.	November 26.	29	500
Caribbean.....	Panama Railroad Cattle Industry.....	November 25.	November 25.	350	
Deer Lodge.....	American Shipping Corporation.....	November 25.	November 27.	120	( <sup>e</sup> )
San Juan.....	Pacific Mail Steamship Co.....	November 25.	November 25.	368	
Jamaica.....	Pacific Steam Navigation Co.....	November 26.	November 26.	54	
Manavi.....	Pacific Steam Navigation Co.....	November 26.	November 26.	524	
Antonio Lopez.....	Spanish Line.....	November 26.	November 26.	473	
Corning.....	Standard Oil Co.....	November 26.	November 26.	7,500	
Crescent.....	H. A. Bodden.....	November 27.	November 27.	28	
Point Bonita.....	Pacific Mail Steamship Co.....	November 27.	November 27.	752	

<sup>1</sup> Schooner.<sup>e</sup> No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 27, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Guatemala.....	Pacific Steam Navigation Co.....	November 23.	November 23.	18	
City of Para.....	Pacific Mail Steamship Co.....	November 24.	November 24.		2
Griffson.....	James Griffiths & Sons.....	November 24.	November 24.	3,100	
San Juan.....	Pacific Mail Steamship Co.....	November 24.	November 25.	280	
Manavi.....	Pacific Steam Navigation Co.....	November 26.	November 26.	2	
Jamaica.....	Pacific Steam Navigation Co.....	November 25.	November 26.	57	
Point Bonita.....	Pacific Mail Steamship Co.....	November 27.	November 27.	466	

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended November 27:

Barge *No. 131*, general repairs; steamship *Marne*, general repairs and rebuilding; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General H. F. Hodges*, general repairs; tug *Bohio*, general repairs and rebuilding; launch *Limon*, general overhauling; mine yawl *No. 253*, general repairs; steamships *Olockson*, pumping out and trimming ship; *Richconcal*, repairs to boilers and miscellaneous small repairs; *Guardian*, docking, staging, and cleaning, painting bottom and miscellaneous small repairs; tug *Empire*, repairs to hull; steamships *Lompoc*, docking, staging, cleaning, and painting bottom and miscellaneous engineer's department repairs; *Caddo*, miscellaneous repairs; barge *D. F. Hanlon*, docking, staging and cleaning, painting bottom, and cross-connecting oil tanks; launches *Pilot*, repairs to hull; *Santa Rita*, rebuilding; barge *Griffson*, miscellaneous repairs to pumps and pipe work.

The following vessels were at the Cristobal shops for repairs during the week ended November 29:

Steamships *Panama*, miscellaneous repairs and painting to engine, deck, and steward departments; *Guatemala*, repair boiler, clear tubes of salt, make H. P. rings, repair steering engine; *U. S. S. Turkey*, remetel and rebore crank brass, repair condenser pump, windlass, etc.; steamships *Corning*, repair fire pump, anchor windlass, and boiler, chip propeller; *San Juan*, repair shell plate, windlass, capstan, etc.;

*Perene*, calk deck, repair hatches, shell of ship, etc.; U. S. S. *Eagle No. 32*, clean and paint, change propeller, weld hull, etc.; U. S. S. C. *No. 287*, clean hull, repair keel and sheathing, grind in sea valves, etc.; launch *Pequeni*, overhaul both engines; U. S. S. C. *No. 285*, overhaul main and auxiliary engine; S. P. *No. 2232*, general overhaul and alterations; steamships *Pastores*, *Tyne*, *Acajulla*, *Parismina*, *Caribbean*, *Turrialba*, *Stuyvesant*, *Deer Lodge*, craneboat *La Valley*, steamships *Jamaica*, *Point Lobos*, *Mexico*, *Lake Ennis*, *Arawa*, *Europa*, and *Eldorado*, minor repairs.

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#### Savannah and Oakland Included in Coastwise Service.

Savannah, Ga., and Oakland, Cal., have been made ports of call in the United States coastwise service of the Pacific Mail Steamship Company between Baltimore and San Francisco, which makes calls at Habana, Matanzas, San Juan, Porto Rico, and Cristobal, on the Atlantic side; and Balboa and the principal ports of Central America on the Pacific side.

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#### Pacific Steam Navigation Company Using Motor Ships.

The motor ship *La Paz* of the Pacific Steam Navigation Company, which passed through the Canal on November 21 on the way from New York to Valparaiso, continuing her maiden voyage from Glasgow, is the first of 3 motor ships which the company will place in the service. Two others, the *Lobos* and the *Losada*, are building. They are to have the same dimensions as the *La Paz*, of which the length between perpendiculars is 405 feet, beam 54 feet, gross tonnage 6,800, and dead-weight capacity 9,190 tons.

The Pacific Steam Navigation Company has now about 20 steamships in the service to which the motor ships are to be added. The vessels ply between England and the west coast of South America, some of the ships going by way of New York and others direct.

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#### International Mercantile Marine Tours.

The International Mercantile Marine has advised its local agents on the Isthmus that the steamships *Megantic* of the White Star Line and *St. Paul* of the American Line are scheduled to arrive at Cristobal with cruises of tourists as follows: *St. Paul*, January 26; *Megantic*, February 2; *St. Paul*, February 15; *Megantic*, March 4 and April 4.

Press reports indicate that there may be other cruises under the management of the International Mercantile Marine through the Caribbean area, including calls at the Canal, but definite advice on them has not been received.

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#### Pacific Steam Navigation Company Carrying Passengers in New York-Guayaquil Service.

The Pacific Steam Navigation Company has begun passenger service as well as cargo service on the line which it operates between New York and Colombian and Ecuadorian ports. Passengers are carried on the steamships *Quillota* and *Quilpue*, the other vessels carrying cargo only. The itinerary includes Cristobal, Buenaventura, Bahia, Esmeraldas, Manta, and Guayaquil, and return by way of these ports to New York.

The *Quillota* and the *Quilpue* were previously used on the Royal Mail Steam Packet Company's line between London and the West Indies.

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#### Cable Addresses of The Panama Canal.

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

### **Scheduled Sailing of First of Pacific Mail's New Liners.**

The Pacific Mail Steamship Company advises that it expects the liner *Golden State* will sail from New York for San Francisco on February 15. This will be the first of the five 535-foot vessels which the company will receive from the Shipping Board. It is reported that the *Golden State* will have a full passenger list and will make a stop in Canal waters, giving the passengers opportunity to go ashore.

### **Handling of Passengers, Cargo, Mail, or Baggage by Ships at Coaling Plants.**

It happens occasionally that a vessel going to one of the coaling plants of the Canal for fuel, and not expecting to tie up at one of the regular cargo piers, desires to discharge a few passengers or a small quantity of cargo or mail; and question arises as to the wharfage charges which may be made against the vessel, no wharfage being charged for fueling.

The rule is that when a vessel receives or discharges at the coaling plants, at either Cristobal or Balboa, one or more tons of cargo, 10 or more bags of mail, or 3 or more passengers, a charge for wharfage will be made at the rate provided in The Panama Canal Tariff, the schedule of rates for supplies and services furnished to shipping and allied interests at the Panama Canal.

The old rate of 40 cents per ton for right of basin has been withdrawn from vessels lying at the coaling wharves; in lieu thereof, when floating equipment or labor is furnished to assist in the handling of cargo, mail, baggage, or passengers at the coaling plants, charges will be made for such services at the rates provided in the Tariff.

### **Licenses for Operators of Motorcycles.**

Executive Order No. 3347, published as Canal circular No. 601-114, establishing that the word "automobile," wherever used in the Executive Order dated October 9, 1918, shall be construed to include any and all motor-propelled vehicles, and shall specifically include motorcycles, will take effect on December 24, 1920. This is 30 days from and after its publication in THE PANAMA CANAL RECORD dated November 24, 1920.

The Chief of the Police and Fire Division advises that owners or drivers of motorcycles should secure their licenses before December 24, 1920. The charge is the same as for other chauffeurs' licenses, \$1, and the licenses will similarly be valid indefinitely without further charge unless revoked for cause. There is no charge for the licenses issued to operators of Government motorcycles.

### **Triple Execution of Murderers.**

Eduardo Lopez, Daniel McCloud, and James Williams were executed simultaneously, by hanging, at 12.35 p. m., December 1, at Gamboa Penitentiary, for the murder of William Blackett, watchman at the Panama Railroad explosive storehouse, at the Mount Hope borrow pit, on May 7, 1920.

### **Library Hours.**

Beginning November 29, the hours during which the central library at Balboa Heights is open are from 8 a. m. to 5 p. m., continuously, daily except Sundays and holidays.

The branch libraries in the clubhouses are open from 4 to 9 p. m., daily except Sundays and holidays, for the loaning of books; the reading rooms containing periodicals are accessible at all hours during which the clubhouses are open.

### Official Circular.

#### Requests for Additions to the Standard Stock Catalogue.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 19, 1920.

TO HEADS OF DEPARTMENTS AND DIVISIONS:

It is directed that hereafter form 6222 (Request for Additions to the Standard Stock Catalogue) be submitted in quintuplicate to the General Storekeeper instead of in triplicate as provided in paragraph 8 of Circular dated January 30, 1920, regarding standard stock material.

By direction of the Governor.

C. A. MCLVAINE,  
Executive Secretary.

### Cable Notice.

The All-America Cables, Inc., has advised "Normal route to Porto Rico, St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, St. Lucia, St. Vincent, Barbados, Grenada, Trinidad, and British Guiana interrupted; messages for Porto Rico and Guadeloupe may be accepted at normal rates, but subject to delay. Messages for St. Thomas and St. Croix are subject to delay and the rate is increased 28 cents per word. Messages for the other islands named are also subject to delay and the rate is increased 30 cents per word."

#### Additions to Commissary Stock.

##### Dry Goods Section.

Blouses, boys', sport style, short sleeves, roll collar, ea. .... \$1.20  
Blouses, boys', white, pongette, ea. .... 1.55

### 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.
John Simpson.....	36536	Jamaica.....	Panama.....	Mechanical Division...	November 11, 1920.
Legamend Manuel ..	20763	Martinique.....	Camp Bird.....	Health Dept.....	November 14, 1920.

### COMMISSARY NOTES.

#### Kimonos.

A shipment of 1,200 Japanese kimonos was received and distributed to the line stores this week.

#### Oil Stoves.

Drums and ovens for "New Perfection" oil stoves, delivery of which it was impossible to obtain from manufacturers for some time, have now been received and are on sale in the retail commissaries.

#### Electric Irons.

Commissary customers who have been inquiring regarding the receipt of electric irons, which have been out of stock for some time, will be interested to know that a shipment containing 340 of these appliances was received last week. The irons may now be purchased in the line stores.

#### Minton Chinaware.

Small quantities of Minton chinaware in the wide gold band, blue and gold, and red flower patterns arrived this week and have been shipped to the line commissaries. These items are in considerable demand and patrons are urged to purchase without delay.

#### Calendars.

Christmas gifts which will be appreciated for the valuable information contained are calendars of salads, of dinners, and of sandwiches and beverages, decorated and ready to hang on the wall for convenient reference, which are sold in the line commissaries for 55 cents.

#### Neckties.

There has just been received and distributed to the line stores, a stock of ties that are excellent for Christmas trade. These are in plain silk for boys, and brocaded silk and specially woven designs for men. The patterns and weaves are varied and unique. Prices range from 44 cents to \$2.65 each.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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.



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Volume XIV. Balboa Heights, C. Z., December 8, 1920. No. 17.

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## From New York to Argentina by Way of the Canal.

The steamship *Lake Ennis* passed through the Canal on November 30, carrying 2,700 tons of coal from New York to Santa Cruz, Argentina. Santa Cruz is near the mouth of the Santa Cruz River, in the territory of that name which forms the southern part of Patagonia, and is about 230 nautical miles to the northeast of Punta Arenas. The distance from New York to Santa Cruz around the east coast of South America, direct from New York to Montevideo, Uruguay, thence to Santa Cruz, is 6,841 miles. The distance by way of the Canal, via Talcahuano and Punta Arenas, is approximately 6,321 miles. The Canal route is about 520 miles shorter.

The distance from New York to Punta Arenas, about midway of the Strait of Magellan, is 6,947 miles by the route east of South America; by the Canal the distance is 5,960 miles. The difference in favor of the Canal is 987 miles. The point of equidistance by either route is 6,453½ miles from New York, or about 493 miles to the northeast of Punta Arenas, and about 696 miles south of Montevideo, for direct sailings. For vessels making the customary way calls. Bahia Blanca, Argentina, near latitude 40° S., may be considered equidistant from New York by the east coast route and by the Canal.

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## Through Bills of Lading Between Mississippi Valley and Pacific Ports.

Announcement has been made of an arrangement between the Pacific Gulf Caribbean Line, operating a coastwise service through the Canal, and the Warrior River Service, operating on the Mississippi River, for joint handling of shipments on through bill of lading between Pacific ports of the United States and inland ports on the Mississippi and its tributaries.

In correspondence in earlier times between The Panama Canal and commercial organizations of inland cities of the Mississippi Valley some discontent was expressed by the latter with the effects of the Canal, which they said was benefiting the seaboard areas out of proportion to its usefulness to the Mississippi Valley industrial centers. Subsequently, however, the river traffic has developed considerably, and with the growing traffic through New Orleans the Canal may be expected to be of more direct benefit to the central portion of the United States.

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## Work of the "Favorite" Commended by Agent of the "Koyo Maru."

The *Grace Log* for November contains an article by the Panama agent of the Toyo Kisen Kaisha on the salvaging of the steamship *Koyo Maru* which grounded on Serrana Bank on June 29 as previously noted in THE PANAMA CANAL RECORD. In recounting the rescue of the ship, in which The Panama Canal salvage vessel *Favorite* was used,

the article comments: "This experience would make it advisable to notify all steamship companies and underwriters of the valuable assistance The Panama Canal can give in salvaging vessels."

### CANAL WORK IN OCTOBER.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of October, 1920:

BALBOA HEIGHTS, C. Z., November 30, 1920.

*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, 1920.

#### CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal during the month was 238, in addition to which there were 26 United States government vessels including 1 battleship, 2 cruisers, 2 transports, 10 Eagle boats, 2 destroyers, 3 mine sweepers, 1 gunboat, 1 Navy supply ship, and 4 colliers with coal for the United States Navy. A detailed classification of the month's traffic is included with this report.

The Panama Canal net tonnage of the 238 commercial vessels aggregated 935,579 tons, being 73,206 tons less than for the preceding month. Their registered gross tonnage was 1,190,936, and registered net tonnage, 754,540. The total cargo carried was 991,066 tons of 2,240 pounds, being 18,491 tons less than for September. Of this total, 3,143 tons were carried as deck cargo. The total number of vessels and craft of all kinds through the Canal was 271, as compared with 274 for last month. The total tolls earned were \$911,854.58, as compared with \$1,010,166.38 for September. Ocean-going commercial ships passing through the Canal averaged 7.7 per day, and the average tolls per vessel, \$3,831.32. Tolls collected amounted to \$911,854.58.

The average tonnage, Panama Canal measurement, for commercial vessels, was 3,931; United States net equivalent, 3,202; registered gross, 5,004; and registered net, 3,170. The average cargo carried by the laden vessels was 4,164 tons.

The United States coastwise trade for October included 20 vessels with a total Panama Canal net tonnage of 85,915, and cargo of 79,085 tons. There were 13 vessels from the Atlantic to the Pacific with a total tonnage of 51,477, and cargo of 44,659 tons; and from the Pacific to the Atlantic, 7 vessels with a total tonnage of 34,438 and cargo of 34,426 tons.

#### PRINCIPAL COMMODITIES.

Bulk shipments of the different principal commodities included in the October traffic were:

##### FROM ATLANTIC TO PACIFIC.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Coal.....	Norfolk.....	Antofagasta.....	2	15,370	.....
Coal.....	Norfolk.....	Iquique.....	2	13,038	.....
Coal.....	Norfolk.....	Auckland.....	1	3,954	32,362
Coal.....	Philadelphia.....	Callao.....	1	4,324	.....
Coal.....	Philadelphia.....	Valparaiso.....	1	3,289	7,613
Coal.....	Newport News.....	Antofagasta.....	1	7,018	7,018
Coal.....	Barry.....	Auckland.....	1	5,996	5,996
Coal.....	Baltimore.....	Callao.....	1	4,968	4,968
<b>Total.....</b>			<b>10</b>	<b>57,957</b>	<b>57,957</b>
<b>Fuel oil.....</b>	<b>Tampico.....</b>	<b>Pisagua.....</b>	<b>2</b>	<b>13,781</b>	<b>.....</b>
Fuel oil.....	Tampico.....	Balboa.....	1	10,500	.....
Fuel oil.....	Tampico.....	Tocopilla.....	1	9,500	.....
Fuel oil.....	Tampico.....	Iquique.....	1	9,200	.....
Fuel oil.....	Tampico.....	Antofagasta.....	1	8,200	.....
Fuel oil.....	Tampico.....	Taltal.....	1	5,180	56,361
Fuel oil.....	Mata Redonda.....	Pisagua.....	1	8,300	8,300
<b>Total.....</b>			<b>8</b>	<b>64,661</b>	<b>64,661</b>
Refined oils.....	Philadelphia.....	Chefoo.....	1	7,000	.....
Refined oils.....	Philadelphia.....	Dairen.....	1	6,800	13,800
Refined oils.....	Beaumont.....	Woosung.....	1	10,640	.....
Refined oils.....	Beaumont.....	Hongkong.....	1	8,317	18,957
Refined oils.....	New York.....	Melbourne.....	1	7,000	7,000
<b>Total.....</b>			<b>5</b>	<b>39,757</b>	<b>39,757</b>

FROM ATLANTIC TO PACIFIC—continued.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Steel and iron.....	New York.....	Shanghai.....	1	7,000	.....
Steel and iron.....	New York.....	Vancouver.....	1	5,954	.....
Steel and iron.....	New York.....	Valparaiso.....	1	1,050	14,004
Steel and iron.....	Baltimore.....	Yokohama.....	1	8,000	8,000
Steel and iron.....	Mobile.....	Shanghai.....	1	6,938	6,938
Total.....			5	28,942	28,942
Sulphur.....	Sabine.....	San Pedro.....	1	4,000	4,000
Silver sand.....	Antwerp.....	San Francisco.....	1	3,000	3,000

FROM PACIFIC TO ATLANTIC.

Nitrate.....	Iquique.....	Norfolk.....	2	8,012	.....
Nitrate.....	Iquique.....	La Pallice.....	1	7,069	.....
Nitrate.....	Iquique.....	Azores <sup>1</sup> .....	1	5,240	.....
Nitrate.....	Iquique.....	Charleston.....	1	4,114	.....
Nitrate.....	Iquique.....	New Orleans.....	1	3,850	.....
Nitrate.....	Iquique.....	Christiania.....	1	450	28,735
Nitrate.....	Taltal.....	New York.....	2	9,960	.....
Nitrate.....	Taltal.....	Great Britain.....	1	8,060	.....
Nitrate.....	Taltal.....	Savannah.....	1	6,562	.....
Nitrate.....	Taltal.....	Azores <sup>1</sup> .....	1	5,000	29,522
Nitrate.....	Valparaiso.....	New York.....	2	10,550	.....
Nitrate.....	Valparaiso.....	Azores <sup>1</sup> .....	1	6,621	.....
Nitrate.....	Valparaiso.....	St. Thomas.....	1	5,000	22,171
Nitrate.....	Talcahuano.....	Hamburg.....	1	9,135	.....
Nitrate.....	Talcahuano.....	Bordeaux.....	1	5,100	14,235
Nitrate.....	Antofagasta.....	Charleston.....	1	10,000	.....
Nitrate.....	Antofagasta.....	Baltimore.....	1	3,749	13,749
Nitrate.....	Tocopilla.....	Alexandria.....	1	7,622	.....
Nitrate.....	Tocopilla.....	St. Thomas.....	1	6,118	13,740
Nitrate.....	Caleta Colosa.....	Charleston.....	1	6,315	6,135
Nitrate.....	Arica.....	Great Britain.....	1	6,010	6,010
Nitrate.....	Caleta Buena.....	Marseilles.....	1	5,800	5,806
Nitrate.....	San Antonio.....	New Orleans.....	1	3,560	3,560
Total.....			26	143,837	143,837
Wheat.....	Portland.....	London.....	1	10,227	.....
Wheat.....	Portland.....	Cardiff.....	1	8,891	.....
Wheat.....	Portland.....	Barry.....	1	8,769	.....
Wheat.....	Portland.....	Norfolk.....	1	8,088	.....
Wheat.....	Portland.....	Belfast.....	1	7,014	.....
Wheat.....	Portland.....	Cork.....	1	6,300	49,289
Wheat.....	Seattle.....	Limerick.....	1	7,300	7,300
Wheat.....	San Francisco.....	Gibraltar.....	1	5,336	5,336
Total.....			8	61,925	61,925
Lumber.....	Seattle.....	London.....	1	7,341	.....
Lumber.....	Seattle.....	Grangemouth.....	1	6,823	.....
Lumber.....	Seattle.....	Philadelphia.....	1	4,635	18,799
Lumber.....	Westminster.....	Immingham.....	1	4,720	4,720
Lumber.....	Portland.....	Habana.....	1	750	750
Lumber.....	Puntarenas.....	Cristobal.....	2	884	884
Total.....			7	25,153	25,153
Cold storage, food products.....	Wellington.....	London.....	1	5,308	5,308
Cold storage, food products.....	Melbourne.....	United Kingdom.....	1	4,868	4,868
Cold storage, food products.....	Auckland.....	London.....	1	4,459	4,459
Cold storage, food products.....	New Plymouth.....	London.....	1	3,400	3,400
Total.....			4	18,035	18,035
Flour.....	Astoria.....	Great Britain.....	1	9,793	9,793
Flour.....	San Francisco.....	Bergen.....	1	8,610	8,610
Flour.....	Portland.....	Hamburg.....	1	5,183	5,183
Total.....			3	23,586	23,586
Barley.....	San Francisco.....	Hull.....	2	10,508	.....
Barley.....	San Francisco.....	London.....	1	4,450	14,968
Total.....			3	14,968	14,968

<sup>1</sup>For orders.

## FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Sugar.....	Java.....	New York.....	1	7,178	7,178
Sugar.....	Callao.....	New York.....	1	2,200	2,200
Total.....			2	9,378	9,378
Pineapples.....	Hawaii.....	New York.....	2	12,371	12,371
Lubricating oil.....	San Francisco.....	Philadelphia.....	1	11,000	11,000
Chrome ore.....	Pasgoumene.....	New York.....	1	7,332	7,332
Diesel oil.....	San Francisco.....	Mata Redonda.....	1	6,000	6,000
Coal.....	British Colombia.....	Gothenburg.....	1	4,500	4,500
Gas oil.....	San Francisco.....	Copenhagen.....	1	2,640	2,640
Coffee.....	Buenaventura.....	Cristobal.....	1	51	51

## LATIN-AMERICAN TRAFFIC.

Commercial vessels, southbound through the Canal, engaged in Latin-American trade, for October, were classified as follows:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
British.....	24	91,703	54,350	66,308	Tons. 50,359
United States.....	21	98,471	66,386	76,719	97,510
Spanish.....	5	16,987	10,829	12,888	Ballast
Norwegian.....	4	20,546	12,927	16,056	28,591
Dutch.....	2	11,312	7,140	11,200	3,988
Peruvian.....	2	7,922	3,941	5,364	4,085
Italian.....	1	7,870	4,547	4,915	1,009
French.....	1	5,796	3,689	4,170	1,542
Japanese.....	1	6,079	3,850	4,440	7,018
Belgian.....	1	5,072	3,094	4,049	5,700
Swedish.....	1	3,745	2,858	4,019	3,689
Chilean.....	1	2,553	1,600	2,577	527
Costa Rican.....	1	158	93	185	Ballast
Panamanian.....	1	16	16	14	Ballast
Totals.....	66	278,230	175,320	212,902	204,009
Totals for September.....	66	292,299	177,179	219,045	176,578
Totals for October, 1919.....	44	191,549	118,827	143,996	117,387

Eleven of the above vessels, with an aggregate Panama Canal net tonnage of 25,225, were in ballast; 7 from European ports, 2 from Cristobal, 1 from the United States, and 1 from the Canal Zone. This traffic is further classified in the following table:

No. vessels	Registry	Commodity.	Tons of cargo.	Origin of cargo.
6	<i>To west coast of South America—</i>			
4	United States.....	Coal.....	36,021	East coast of United States.
4	United States.....	General.....	14,689	East coast of United States.
2	United States.....	Iron and steel.....	3,540	East coast of United States.
1	United States.....	Coke, mining material.....	5,161	East coast of United States.
1	United States.....	Ballast.....		East coast of United States.
4	British.....	General.....	12,343	East coast of United States.
1	British.....	Coke and general.....	3,444	East coast of United States.
1	Japanese.....	Coal.....	7,018	East coast of United States.
1	Belgian.....	Coal and general.....	5,700	East coast of United States.
1	Norwegian.....	Coal and coke.....	3,928	East coast of United States.
22			91,884	East coast of United States.
5	British.....	General.....	13,872	Great Britain.
2	British.....	Ballast.....		Great Britain.
2	Spanish.....	Ballast.....		Great Britain.
3	Spanish.....	Ballast.....		Spain.
2	Dutch.....	General.....	3,988	Germany.
1	Norwegian.....	General and coal.....	5,923	Norwav.
1	Swedish.....	General.....	3,689	Sweden.
1	French.....	General.....	1,542	France.
1	Italian.....	General.....	1,000	Italy.
18			30,014	From European ports.

No. of vessels	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
<i>To west coast of South America—contd.</i>				
8	British.....	General.....	8,835	Cristobal, C. Z.
2	Peruvian.....	General.....	4,085	Cristobal, C. Z.
1	United States.....	General.....	242	Cristobal, C. Z.
1	United States.....	Ballast.....		Cristobal, C. Z.
1	Chilean.....	General.....	527	Cristobal, C. Z.
1	Costa Rican.....	Ballast.....		Cristobal, C. Z.
14			13,689	Cristobal, C. Z.
3	United States.....	Fuel oil.....	25,281	East coast of Mexico.
2	Norwegian.....	Fuel oil.....	18,700	East coast of Mexico.
2	British.....	Fuel oil.....	10,180	East coast of Mexico.
7			54,161	East coast of Mexico.
<i>To west coast of Central America—</i>				
2	British.....	General.....	1,685	Cristobal, C. Z.
<i>To Panama Canal Zone—</i>				
1	United States.....	Fuel oil.....	10,500	East coast of Mexico.
1	Panamanian.....	Ballast.....		Local.
<i>To west coast of United States—</i>				
1	United States.....	General.....	2,076	Cristobal, C. Z.
66	Total Latin-American traffic, S. bound.		204,009	

The Latin-American traffic, northbound through the Canal, for October, is classified in the following tabulation:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons of cargo.
United States.....	26	120,892	76,477	91,214	68,407
British.....	24	93,475	56,167	79,048	56,156
Norwegian.....	6	26,368	16,830	19,962	17,000
Spanish.....	3	11,962	8,277	8,737	15,232
German.....	4	15,961	9,554	12,788	16,010
Peruvian.....	3	12,666	6,614	8,315	9,478
French.....	2	11,606	7,301	8,322	13,269
Chilean.....	2	6,367	3,888	5,645	1,193
Dutch.....	1	6,899	4,417	6,653	9,720
Danish.....	1	4,465	2,853	3,515	6,400
Japanese.....	1	3,857	2,364	3,033	5,240
Costa Rican.....	1	158	93	185	192
Totals.....	74	314,676	195,235	238,417	218,297

Seventeen of the above vessels were in ballast, 5 of which were tugs. Of the remaining 12, 11 were tankers returning to the east coast of Mexico, and the other an empty collier returning to the United States after discharging its cargo on the Canal Zone.

No. of vessels	Registry.	Commodity.	Cargo.	Destined to—
<i>From west coast of South America—</i>				
7	United States.....	Nitrate.....	Tons. 32,934	East coast of United States.
2	United States.....	Nitrate, general.....	11,350	East coast of United States.
1	United States.....	Nitrate, copper.....	8,721	East coast of United States.
1	United States.....	Sugar, ores.....	3,281	East coast of United States.
1	United States.....	Nitrate, ore, sugar.....	2,900	East coast of United States.
1	United States.....	General.....	1,078	East coast of United States.
1	British.....	Nitrate.....	4,712	East coast of United States.
2	British.....	General.....	2,858	East coast of United States.
1	Norwegian.....	Nitrate.....	10,000	East coast of United States.
1	Danish.....	Nitrate.....	6,400	East coast of United States.
1	Spanish.....	Nitrate.....	4,114	East coast of United States.
19			88,348	East coast of United States.
6	British.....	General.....	4,071	Cristobal, C. Z.
1	British.....	Coffee.....	51	Cristobal, C. Z.
3	Peruvian.....	General.....	9,478	Cristobal, C. Z.
2	United States.....	General.....	1,338	Cristobal, C. Z.
1	United States.....	Ballast.....		Cristobal, C. Z.
2	Chilean.....	General.....	1,193	Cristobal, C. Z.
15			16,131	Cristobal, C. Z.

No. of vessels	Registry.	Commodity.	Cargo.	Destined to—
<i>From W coast of South America—contd.</i>				
3	British	General	14,111	Great Britain.
1	British	Nitrate	8,000	Great Britain.
1	British	Nitrate, general	7,392	Great Britain.
2	British	Ballast		Great Britain.
1	German	Nitrate	6,010	Great Britain.
1	French	Nitrate	7,069	France.
1	French	Nitrate, general	6,200	France.
1	Norwegian	Nitrate	5,800	France.
1	Norwegian	Nitrate	450	Norway.
1	Dutch	Nitrate, general	9,720	Germany.
13			64,752	European ports.
1	German	General	5,000	Jamaica.
1	British	Ballast		Jamaica.
1	German	Ballast		Jamaica.
1	Spanish	Nitrate	6,118	St. Thomas.
1	German	Nitrate	5,000	St. Thomas.
5			16,118	West Indies.
4	United States	Ballast		Mexico.
2	British	Ballast		Mexico.
2	Norwegian	Ballast		Mexico.
8				Mexico.
1	British	Nitrate	7,622	Africa.
1	British	Nitrate	6,621	Azores. <sup>1</sup>
1	Japanese	Nitrate	5,240	Azores. <sup>1</sup>
1	Spanish	Nitrate	5,000	Azores. <sup>1</sup>
<i>From Central American ports—</i>				
2	British	General	718	Cristobal, C. Z.
1	Costa Rican	Logs	192	Cristobal, C. Z.
<i>From Balboa, C. Z.—</i>				
1	United States	Ballast		United States.
1	United States	Ballast		Mexico.
<i>From west coast of United States—</i>				
1	United States	Diesel oil	6,000	East coast of Mexico.
2	United States	Ballast		East coast of Mexico.
1	United States	Logs and hides	805	Cristobal, C. Z.
1	Norwegian	Lumber	750	Habana, Cuba.
74	Total Latin-American traffic, N. bound		218,297	

<sup>1</sup> For orders.

Forty-three of the vessels passing through the Canal during October were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 186,899, and cargo of 225,437 tons. Twenty-one were southbound, with a Panama Canal net tonnage of 92,523, and cargo of 100,034 tons; 22 were northbound, with a Panama Canal net tonnage of 94,376, and cargo of 125,403 tons. In addition to the above, 3 vessels under control of the Shipping Board, with a combined Panama Canal net tonnage of 15,137, and carrying 21,982 tons of fuel for the Army and Navy, transited the Canal southbound during the month.

Statements attached to this report show the distribution of the cargo through the Canal, for October (*see* pages 236 and 237); the following tabulation gives the classification of the traffic over the principal trade routes:

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
United States to west coast of South America	22	83,306	91,884	1	8,063
East coast of United States to Far East	18	91,990	125,642		
Europe to west coast of South America	16	60,576	30,014	5	11,018
United States coastwise	13	51,477	44,659		
Cristobal to west coast of South America	14	20,644	13,639	2	927
East coast of United States to Australasia	10	43,275	65,355		
Mexico to west coast of South America	7	34,046	54,161		
Europe to west coast of United States	6	29,339	8,981	3	16,441
Europe to Australasia	5	36,105	32,967		
Canary Islands to west coast of South America	2	5,201		2	5,201

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific—Continued.</i>					
Cristobal to west coast of Central America.....	2	1,398	1,685	.....	.....
Mexico to Balboa, C. Z.....	1	5,554	10,500	.....	.....
East coast of United States to west coast of Canada.....	1	5,448	7,100	.....	.....
Cristobal to west coast of United States.....	1	2,163	2,076	.....	.....
Cristobal to Balboa.....	1	14	.....	1	14
Totals.....	119	470,536	488,713	14	41,664
Totals, last month.....	125	504,349	444,217	25	86,822
Totals, October, 1919.....	73	281,908	268,131	.....	.....
<i>Pacific to Atlantic.</i>					
West coast of United States to Europe.....	22	108,076	156,379	.....	.....
West coast of South America to east coast of United States.....	20	63,847	83,343	1	51
West coast of South America to Cristobal.....	16	26,819	21,131	1	99
West coast of South America to Europe.....	13	52,725	64,752	2	213
West coast of South America to Mexico.....	8	40,954	.....	8	40,954
United States coastwise.....	7	34,438	34,426	2	12,294
Australasia to Europe.....	5	32,338	23,686	.....	.....
Far East to east coast of United States.....	4	16,650	28,370	.....	.....
West coast of United States to east coast of Mexico.....	3	16,203	6,000	2	10,884
Australasia to east coast of United States.....	3	16,456	21,879	.....	.....
West coast of South America to Azore Islands <sup>1</sup> .....	3	10,493	16,861	.....	.....
West coast of South America to West Indies (exclusive of Cuba and Porto Rico).....	3	7,922	11,118	1	149
West coast of Central America to Cristobal.....	3	1,583	910	.....	.....
Hawaii to east coast of United States.....	2	8,276	12,371	.....	.....
Balboa, C. Z., to east coast of United States.....	1	7,008	.....	1	7,008
Vladivostok to Europe.....	1	6,201	945	.....	.....
Balboa, C. Z., to Mexico.....	1	5,553	.....	1	5,553
West coast of South America to Africa.....	1	4,067	7,622	.....	.....
West coast of Canada to Europe.....	1	4,125	6,000	.....	.....
West coast of United States to Cristobal.....	1	742	805	.....	.....
West coast of United States to Cuba.....	1	496	750	.....	.....
Totals for October.....	119	465,043	502,353	19	77,305
Totals last month.....	130	504,436	565,340	16	52,632
Totals for October, 1919.....	123	388,197	437,750	.....	.....

<sup>1</sup>For orders.

## SERVICE TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks, on 98 vessels and craft during October; 67 at Cristobal, and 31 at Balboa. Of these 22 were dry-docked, 11 at Cristobal and 11 at Balboa. Bunker coal in the amount of 27,261 tons, was supplied to 98 vessels; 24,242 tons to 76 vessels at Cristobal; and 3,019 tons to 22 vessels at Balboa. Fuel oil was supplied to but 1 vessel, 1,263 barrels at Balboa. There were 263 vessels supplied with 12,627,357 gallons of water; 164 at Cristobal with 9,912,357 gallons; and 99 at Balboa with 2,715,000 gallons. Sales of commissary supplies to commercial vessels, other than those of the Panama Railroad Steamship Line, aggregated \$88,555.18, including \$4,507.99 for laundry service; these sales were made to 170 vessels at Cristobal in the amount of \$57,841.85; and to 98 vessels at Balboa in the amount of \$30,713.33. Charges for tug service for vessels using the Canal and the terminal ports totaled \$17,880.85, of which \$11,701.25 was earned at Cristobal, and \$6,179.60 at Balboa. Charges for pilotage totaled \$10,842, \$8,012 at Cristobal, and \$2,830 at Balboa.

## 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 passing through the Canal.....	119	119	238
Net tonnage of above vessels, Panama Canal measurement.....	470,536	465,043	935,579
United States equivalent net tonnage of commercial vessels.....	381,447	380,566	762,013
Registered gross tonnage of commercial vessels.....	599,920	591,018	1,190,938
Registered net tonnage of commercial vessels.....	381,626	372,914	754,540
D Cargo through the Canal in commercial vessels, tons of 2,240 pounds.....	488,713	502,353	991,066
..... included in above..... tons.....	1,783	1,360	3,143

Item.	Cristobal.	Balboa.	Total.
<b>Nationality of commercial vessels through the Canal:</b>			
British.....	47	37	84
Belgian.....	1		1
Chilean.....	1	2	3
Costa Rican.....	1	1	2
Danish.....		1	1
Dutch.....	2	2	4
French.....	1	3	4
German.....		4	4
Italian.....	1		1
Japanese.....	5	5	10
Norwegian.....	4	7	11
Panamanian.....	1		1
Peruvian.....	2	3	5
Spanish.....	5	3	8
Swedish.....	1	1	2
United States.....	47	50	97
<b>Total.....</b>	<b>119</b>	<b>119</b>	<b>238</b>
<b>Panama Canal net tonnage of commercial vessels by nationality:</b>			
Belgian.....	4,049		4,049
British.....	182,831	147,865	330,696
Chilean.....	2,577	5,645	8,222
Costa Rican.....	185	185	370
Danish.....		3,515	3,515
Dutch.....	11,200	12,719	23,919
French.....	4,170	11,834	16,004
German.....		12,788	12,788
Italian.....	4,915		4,915
Japanese.....	24,819	19,719	44,538
Norwegian.....	16,056	25,589	41,645
Panamanian.....	14		14
Peruvian.....	5,364	8,315	13,679
Spanish.....	12,886	8,737	21,623
Swedish.....	4,019	4,089	8,108
United States.....	197,451	204,043	401,494
<b>Totals for October.....</b>	<b>470,536</b>	<b>465,043</b>	<b>935,579</b>
<b>Totals for preceding month.....</b>	<b>504,349</b>	<b>504,436</b>	<b>1,008,785</b>
<b>Totals for October, 1919.....</b>	<b>281,903</b>	<b>388,197</b>	<b>670,100</b>
<b>United States equivalent net tonnage of commercial vessels by nationality:</b>			
Belgian.....	3,158		3,158
British.....	146,977	123,980	270,957
Chilean.....	1,463	3,260	4,723
Costa Rican.....	172	172	344
Danish.....		3,005	3,005
Dutch.....	7,130	9,113	16,243
French.....	3,638	10,667	14,305
German.....		9,893	9,893
Italian.....	3,716		3,716
Japanese.....	21,738	17,481	39,219
Norwegian.....	12,940	21,386	34,326
Panamanian.....	16		16
Peruvian.....	2,504	4,010	6,514
Spanish.....	11,009	8,072	19,081
Swedish.....	2,244	2,248	4,492
United States.....	164,742	167,279	332,021
<b>Totals for October.....</b>	<b>381,447</b>	<b>380,566</b>	<b>762,013</b>
<b>Totals for preceding month.....</b>	<b>417,500</b>	<b>415,242</b>	<b>832,742</b>
<b>Totals for October, 1919.....</b>	<b>229,238</b>	<b>316,617</b>	<b>545,855</b>
<b>Registered gross tonnage of commercial vessels by nationality:</b>			
Belgian.....	5,072		5,072
British.....	240,169	186,767	426,936
Chilean.....	2,553	6,367	8,920
Costa Rican.....	158	158	316
Danish.....		4,465	4,465
Dutch.....	11,312	14,554	25,866
French.....	5,796	16,223	22,019
German.....		15,961	15,961
Italian.....	7,870		7,870
Japanese.....	33,072	26,045	59,117
Norwegian.....	20,546	33,461	54,007
Panamanian.....	16		16
Peruvian.....	7,922	12,666	20,588
Spanish.....	16,987	11,962	28,949
Swedish.....	3,745	3,767	7,512
United States.....	244,702	258,620	503,322
<b>Totals for October.....</b>	<b>599,920</b>	<b>591,016</b>	<b>1,190,936</b>
<b>Totals for preceding month.....</b>	<b>622,073</b>	<b>586,398</b>	<b>1,208,471</b>
<b>Totals for October, 1919.....</b>	<b>363,369</b>	<b>509,637</b>	<b>873,006</b>

Item.	Cristobal.	Balboa.	Total.
<b>Registered net tonnage of commercial vessels by nationality:</b>			
Belgian.....	3,094		3,094
British.....	147,373	115,687	263,065
Chilean.....	1,600	3,888	5,488
Costa Rican.....	93	93	186
Danish.....		2,853	2,853
Dutch.....	7,140	9,216	16,356
French.....	3,689	10,737	14,426
German.....		9,954	9,954
Italian.....	4,547		4,547
Japanese.....	21,355	16,801	38,156
Norwegian.....	12,927	21,309	34,236
Panamanian.....	16		16
Peruvian.....	3,941	6,614	10,555
Spanish.....	10,829	8,277	19,106
Swedish.....	2,858	2,865	5,723
United States.....	162,159	164,620	326,779
Totals for October.....	381,626	372,914	754,540
Totals for preceding month.....	404,946	412,864	817,810
Totals for October, 1919.....	232,696	319,129	551,825
<b>Cargo carried by commercial vessels by nationality:</b>			
Belgian..... tons.	5,700		5,700
British..... tons.	184,202	144,610	328,812
Chilean..... tons.	527	1,193	1,720
Costa Rican..... tons.		192	192
Danish..... tons.		6,400	6,400
Dutch..... tons.	3,988	18,059	22,047
French..... tons.	1,542	18,605	20,147
German..... tons.		16,010	16,010
Italian..... tons.	1,000		1,000
Japanese..... tons.	30,816	33,610	64,426
Norwegian..... tons.	28,591	26,000	54,591
Peruvian..... tons.	4,085	9,478	13,563
Spanish..... tons.		15,232	15,232
Swedish..... tons.	3,689	5,550	9,239
United States..... tons.	224,573	207,414	431,987
Totals for October..... tons.	488,713	502,353	991,066
Totals for preceding month..... tons.	444,217	565,340	1,009,557
Totals for October, 1919..... tons.	268,131	437,750	705,881
<b>Tolls levied against commercial vessels by nationality:</b>			
Belgian.....	\$3,947.50		\$3,947.50
British.....	181,801.21	\$150,643.86	332,445.07
Chilean.....	1,828.75	4,075.00	5,903.75
Costa Rican.....	133.20	215.00	348.20
Danish.....		3,756.25	3,756.25
Dutch.....	8,912.50	11,391.25	20,303.75
French.....	4,547.50	13,253.15	17,800.65
German.....		12,293.25	12,293.25
Italian.....	4,645.00		4,645.00
Japanese.....	27,023.55	21,663.35	48,686.90
Norwegian.....	16,175.00	22,963.21	39,138.21
Panamanian.....	12.00		12.00
Peruvian.....	3,130.00	5,012.50	8,142.50
Spanish.....	9,277.92	9,875.00	19,152.92
Swedish.....	2,805.00	2,810.00	5,615.00
United States.....	199,677.40	189,957.23	389,634.63
Totals for October.....	\$463,916.53	\$447,909.05	\$911,825.58
Totals for preceding month.....	\$494,954.82	\$515,195.81	1,010,150.63
<b>Vessels passing through the Canal free of tolls:</b>			
U. S. Navy battleship.....	1		1
U. S. Navy cruisers.....	1	1	2
U. S. Navy Eagle boats.....	10		10
U. S. Navy destroyers.....	2		2
U. S. Navy mine sweepers.....	2	1	3
U. S. Navy gunboat.....	1		1
U. S. Navy supply ship.....		1	1
U. S. Army transports.....	1	1	2
Colliers with fuel for Army and Navy.....	4		4
Totals.....	22	4	26
<b>Yacht, ocean-going, passing through Canal.....</b>			
Net tonnage of above, Panama Canal measurement.....	14		14
<b>Total ocean-going vessels passing through Canal.....</b>	141	123	264
<b>Launches and miscellaneous craft passing through Canal.....</b>	3	4	7
Net tonnage of above, Panama Canal measurement.....	22	13	35

Item.	Cristobal.	Balboa.	Total.
Total vessels and craft passing through Canal.....	144	127	271
Cargo carried by Government vessels on which no tolls were charged.....	31,229	2,992	34,221
Commercial vessel through Canal without cargo but not in ballast.....	1		1
Net tonnage of above, Panama Canal measurement.....	6,039		6,039
Motor vessels through the Canal.....	3	6	9
Net tonnage of above, Panama Canal measurement.....	4,273	16,103	20,376
Commercial vessels through the Canal in ballast.....	14	19	33
Net tonnage of above, Panama Canal measurement.....	41,666	77,205	118,871
Tolls levied on laden vessels.....	\$433,298.00	\$392,070.65	\$830,368.65
Tolls levied on vessels in ballast.....	25,606.53	55,838.40	81,444.93
Tolls levied on ocean-going yachts.....	12.00		12.00
Tolls levied on launches and miscellaneous craft.....	19.25	9.75	29.00
Total tolls levied, all vessels.....	\$463,916.53	\$447,909.05	\$911,825.58
Total vessels entering port, including ships transiting Canal.....	296	271	567
Total vessels clearing port, including ships transiting Canal.....	298	274	572
Total vessels entering and clearing.....	594	545	1,139
Registered gross tonnage of vessels entering port.....	1,510,104	1,274,521	2,784,625
Registered gross tonnage of vessels clearing port.....	1,512,586	1,279,769	2,792,355
Totals, vessels entering and clearing.....	3,022,690	2,554,290	5,576,980
Registered net tonnage of vessels entering port.....	909,576	819,976	1,729,552
Registered net tonnage of vessels clearing port.....	972,060	823,798	1,795,858
Totals for vessels entering and clearing.....	1,941,636	1,643,774	3,585,410
Vessels entering port but not passing through Canal.....	52	3	55
Gross tonnage of above.....	251,311	11,249	262,560
Net tonnage of above.....	168,143	7,881	176,024
Vessels clearing port but not passing through Canal.....	59	5	64
Gross tonnage of above.....	254,487	12,916	267,403
Net tonnage of above.....	163,540	9,499	173,039
Vessels passing through the Canal and handling passengers or cargo at port:			
Entering.....	50	48	98
Gross tonnage of above.....	236,657	166,550	403,207
Net tonnage of above.....	142,433	96,379	238,812
Vessels passing through the Canal and handling passengers or cargo at port:			
Clearing.....	46	49	95
Gross tonnage of above.....	220,663	177,631	398,294
Net tonnage of above.....	134,270	102,349	236,619
Transit cargo arriving..... tons.	962,630	1,024,931	1,987,561
Transit cargo clearing..... tons.	971,321	1,034,825	2,006,146
Total transit cargo..... tons.	1,933,951	2,059,756	3,993,707
Cargo received for transshipment..... tons.	32,055	63	32,118
Cargo transhipped..... tons.	31,053	22	31,075
Local cargo arriving..... tons.	35,045	13,550	48,595
Local cargo shipped..... tons.	1,302	384	1,686
Total local cargo..... tons.	36,347	13,934	50,281
Cargo received by Receiving and Forwarding Agency, P. R. R..... tons.	55,226	1,405	56,631
Cargo dispatched by Receiving and Forwarding Agency, P. R. R..... tons.	36,833	4,873	41,756
Cargo rehandled by Receiving and Forwarding Agency, P. R. R..... tons.	6,917	9	6,926
Cargo stevedored, included in above..... tons.	44,534	655	45,189
Commercial vessels, other than Panama Railroad supplied with bunker coal.....	76	22	98
Coal supplied above vessels..... tons.	24,242	3,019	27,261
Panama Railroad vessels supplied with bunker coal.....	7	1	8
Coal supplied above vessels..... tons.	1,397	1	1,398
U. S. Army vessels supplied with bunker coal.....	7		7
Coal supplied above vessels..... tons.	506		506
Total vessels supplied with bunker coal.....	90	23	113
Total coal furnished above vessels..... tons.	26,145	3,020	29,165
Coal supplied Panama Railroad departments..... tons.	974		974
Coal supplied to U. S. Army, excepting vessels..... tons.	245	17	262
Coal supplied The Panama Canal..... tons.	1,416	254	1,670
Coal supplied individuals and companies..... tons.	398		398
Total coal furnished from Panama Canal deposits..... tons.	29,178	3,291	32,469
Coal received during October..... tons.	31,513		31,513
Coal on hand, November 1, 1920..... tons.	14,903	8,739	23,642
Coal on hand, October 1, 1920..... tons.	12,568	12,030	24,598
Coal, U. S. Navy Account.....			
Coal furnished U. S. Navy, including vessels..... tons.	1,655	2,137	3,842
Coal on hand, November 1, 1920..... tons.	58,533	15,741	74,274
Coal on hand, October 1, 1920..... tons.	60,188	17,928	78,116
Commercial vessel other than Panama Railroad supplied with fuel oil from Panama Canal tanks.....	1		1
Fuel oil sold to above vessel..... bbls.		1,263	1,263

Item.	Cristobal.	Balboa.	Total.
Fuel oil furnished Panama Railroad vessels.....	bbls. 4,216		4,216
Fuel oil issued to U. S. Navy.....	bbls. 746		746
Fuel oil issued to U. S. Army.....	bbls. 4,591	73	4,664
Fuel oil issued to Panama Canal departments.....	bbls. 7,264	26,741	34,005
Fuel oil issued to individuals and companies.....	bbls. 3,265	4,580	7,845
<b>Total fuel oil furnished from Panama Canal tanks.....</b>	<b>bbls. 20,082</b>	<b>32,657</b>	<b>52,739</b>
Fuel oil received during October.....	bbls.	60,236	60,236
Fuel oil on hand, November 1, 1920.....	bbls. 103,190	116,545	219,735
Fuel oil on hand, October 1, 1920.....	bbls. 123,272	88,966	212,238
Other oil pumped for individuals and companies.....	bbls. 261,621	42,482	304,103
Diesel oil on hand, October 1, 1920.....	bbls.	1,110	1,110
Diesel oil received during October.....	bbls. 53,920		53,920
Diesel oil issued during month.....	bbls. 344	27	371
Diesel oil on hand, November 1 1920.....	bbls. 53,576	1,083	54,659
Vessels supplied with water.....	gallons. 164	99	263
Water sold to above vessels.....	gallons. 9,912,357	2,715,000	12,627,357
Commercial vessels furnished commissary supplies.....	170	98	268
Panama Railroad vessels furnished commissary supplies.....	11	1	12
Other U. S. Government vessels furnished commissary supplies.....	32	19	51
Commissary sales to commercial vessels:			
Ice.....	\$2,655.75	\$567.50	\$3,223.25
Wholesale groceries.....	9,146.84	5,625.36	14,772.20
Wholesale cold storage.....	38,395.82	21,665.09	60,060.91
Laundry.....	4,173.73	334.26	4,507.99
Miscellaneous.....	3,469.71	2,521.12	5,990.83
<b>Total.....</b>	<b>\$57,841.85</b>	<b>\$30,713.33</b>	<b>\$88,555.18</b>
Commissary sales to Panama Railroad vessels:			
Ice.....	\$109.60	\$9.60	\$119.20
Wholesale groceries.....	2,404.53	16.50	2,421.03
Wholesale cold storage.....	10,212.42	509.22	10,721.64
Laundry.....	2,339.94		2,339.94
Miscellaneous.....	1,158.28		1,158.28
<b>Totals.....</b>	<b>\$16,224.77</b>	<b>\$535.32</b>	<b>\$16,760.09</b>
Commissary sales to other Government vessels:			
Ice.....	\$426.42	\$313.24	\$739.66
Wholesale groceries.....	17,363.69	5,580.09	22,943.78
Wholesale cold storage.....	34,988.54	6,533.68	41,522.22
Laundry.....	2,270.32		2,270.32
Miscellaneous.....	3,109.99	659.03	3,769.02
<b>Totals.....</b>	<b>\$58,158.96</b>	<b>\$13,086.04</b>	<b>\$71,245.00</b>
<b>Total commissary sales to all vessels for October.....</b>	<b>\$132,225.58</b>	<b>\$44,334.69</b>	<b>\$176,560.27</b>
<b>Total commissary sales to all vessels for preceding month.....</b>	<b>85,557.52</b>	<b>72,508.62</b>	<b>158,066.14</b>
<b>Total commissary sales to all vessels for month of October, 1919.....</b>	<b>85,525.24</b>	<b>53,883.77</b>	<b>139,409.01</b>
<i>Movement of passengers.</i>			
Disembarking at Canal ports:			
First class—			
From Atlantic ports.....	1,594	2	1,596
From Pacific ports.....	219	122	341
<b>Total, first class.....</b>	<b>1,813</b>	<b>124</b>	<b>1,937</b>
Other than first class:			
From Atlantic ports.....	1,676	5	1,681
From Pacific ports.....	87	59	146
<b>Total, other than first class.....</b>	<b>1,763</b>	<b>64</b>	<b>1,827</b>
<b>Total, disembarking at Canal ports.....</b>	<b>3,576</b>	<b>188</b>	<b>3,764</b>
Embarking at Canal ports:			
First class—			
For Atlantic ports.....	1,188	4	1,192
For Pacific ports.....	232	150	382
<b>Total, first class.....</b>	<b>1,420</b>	<b>154</b>	<b>1,574</b>
Other than first class—			
For Atlantic ports.....	1,177		1,177
For Pacific ports.....	56	64	120
<b>Total, other than first class.....</b>	<b>1,233</b>	<b>64</b>	<b>1,297</b>
<b>Total, embarking at Canal ports.....</b>	<b>2,653</b>	<b>218</b>	<b>2,871</b>

Item.	Cristobal.	Balboa.	Total.
<b>Remaining on board vessels:</b>			
<b>First class—</b>			
Bound from Atlantic to Pacific ports.....	758	910	1,668
Bound from Pacific to Atlantic ports.....	366	759	1,125
Bound from Atlantic to Atlantic ports.....	295	.....	295
<b>Total, first class.....</b>	<b>1,419</b>	<b>1,669</b>	<b>3,088</b>
<b>Other than first class—</b>			
Bound from Atlantic to Pacific ports.....	1,518	1,542	3,060
Bound from Pacific to Atlantic ports.....	1,422	1,364	2,786
Bound from Atlantic to Atlantic ports.....	83	.....	83
<b>Total, other than first class.....</b>	<b>3,023</b>	<b>2,906</b>	<b>5,929</b>
<b>Total remaining on board.....</b>	<b>4,442</b>	<b>4,575</b>	<b>9,017</b>
<b>Total passengers arriving.....</b>	<b>8,018</b>	<b>4,763</b>	<b>12,781</b>
<b>Total passengers departing.....</b>	<b>7,095</b>	<b>4,793</b>	<b>11,888</b>
<b>Arrivals in excess of departures.....</b>	<b>923</b>	.....	.....
<b>Departures in excess of arrivals.....</b>	.....	<b>30</b>	.....
<b>Net excess of arrivals.....</b>	.....	.....	<b>893</b>
<b>Services to American seamen:</b>			
Seamen shipped.....	294	89	383
Seamen paid off.....	272	114	386
Seamen deserted.....	31	1	32
Seamen lodged and subsisted.....	49	9	58
Seamen repatriated.....	28	7	35
<b>Wages of American seamen:</b>			
Total amount earned.....	\$25,502.54	\$17,951.29	\$43,453.83
Deductions approved by Deputy Shipping Commissioner.....	11,728.51	6,796.80	18,525.31
Balance due seamen.....	\$13,774.03	\$11,154.49	\$24,928.52
Paid to seamen.....	\$9,151.59	\$7,195.35	\$16,346.94
Received on deposit for seamen.....	\$4,622.44	\$3,959.14	\$8,581.58
<b>Immigration deposits received.....</b>	.....	<b>\$800.00</b>	<b>\$800.00</b>
<b>Services to American vessels:</b>			
Crew shipped.....	1	.....	1
Crews paid off.....	2	.....	2
Shipping article written.....	1	.....	1
Marine notes of protest noted.....	8	6	14
Bills of health issued.....	160	147	307
Clearances issued.....	161	131	292

## LOCK OPERATION.

Lockages of commercial vessels for October were as follows:

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	115	114	229	120	125	245
Pedro Miguel.....	114	117	231	121	124	245
Miraflores.....	114	119	233	122	125	247
<b>Totals.....</b>	<b>343</b>	<b>350</b>	<b>693</b>	<b>363</b>	<b>374</b>	<b>737</b>

All lockages, including Army and Navy vessels, those of the Panama Railroad and The Panama Canal, are shown in the following statement of lockages for October:

Lockages.	Gatun.	Pedro Miguel.	Miraflores.
Commercial.....	229	231	233
Noncommercial, Army and Navy.....	15	20	20
Noncommercial, Canal equipment.....	2	12	13
<b>Totals.....</b>	<b>246</b>	<b>263</b>	<b>266</b>
<b>Vessels.</b>			
Commercial.....	245	245	247
Noncommercial, Army and Navy.....	36	38	42
Noncommercial, Canal equipment.....	15	22	21
<b>Totals.....</b>	<b>296</b>	<b>305</b>	<b>310</b>

The total consumption of water for lockages during October was 2,894,480,000 cubic feet. The consumption by locks was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,069,600,000	835,000,800	813,970,000
Leakage.....	30,000,000	78,550,000	59,000,000
Maintenance.....			8,360,000
Totals.....	1,099,600,000	913,550,000	861,330,000

## METEOROLOGY.

The rainfall for the month was generally below normal over the Pacific section and at Brazos Brook, and above normal throughout the remainder of the Canal Zone and vicinity. The maximum excess of rainfall occurred over the Chagres and Trinidad valleys, the October rainfall at stations located in these watersheds being the highest on record for the month. Totals ranged from 6.48 inches at Balboa Heights, to 29.61 inches at the Chilibrillo Station (Cape Mala rainfall not included). The greatest amount of rainfall recorded in 24 hours was 5 inches at Gamboa on October 21 and 22.

The estimated October rainfall over the Gatun Lake watershed was 22.86 inches, compared with a 10-year mean of 16.17 inches; over the Chagres River watershed above Alhajuella it was 26.07 inches, compared with a 19-year mean of 15.18 inches.

The discharge of the Chagres River at Alhajuella was 4,834 c. f. s., being 40 per cent above the 19-year October average of 3,462 c. f. s., and furnished 30 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 16,350 c. f. s. at elevation 99.10 feet on the 20th, and the minimum discharge was 2,350 c. f. s. on the 1st. While there were but 4 rises of 5 feet or over at Alhajuella during the month, the flow was so consistent and so well distributed that it has been exceeded but once during October in 19 years of record, the maximum occurring in 1914 with 5,135 c. f. s.

The Gatun Lake watershed total yield was 16,291 c. f. s., the highest of October record since Canal operation, being 34 per cent above the 10-year October mean of 12,138 c. f. s. The minimum total yield for October was 7,868 c. f. s. in 1911. The net yield for the month was also the highest of October record, being 15,744 c. f. s.

The minimum net yield for October was 7,798 c. f. s. in 1911. The lake varied from a maximum elevation of 86.69 feet on the 20th, to a minimum elevation of 86 feet on the 1st, averaged 86.30 feet, and ended at elevation 86.54 feet, midnight the 31st. The draft of the lake for lockages and power was 2,305 c. f. s., compared with 2,473 c. f. s., for last month, and 2,101 c. f. s. for October, 1919. The ratio of water used for power and lockages was 2.24 to 1. The Gatun spillway was operated daily during the month with the exception of the 1st.

Miraflores Lake varied from a maximum elevation of 54.80 feet on the 21st, to a minimum elevation of 52.90 feet on the 16th, averaged 53.95 feet, and ended at elevation 53.88 feet, midnight the 31st.

Temperatures recorded during the month show a minimum of 68° F. at Alhajuella, to a maximum of 91° F. at Gatun.

Three slight seismic tremors from distant disturbances were recorded on the 7th, 22d, and 28th of the month, respectively. The disturbance of the 7th probably had its origin in Mexico, while that of the 28th occurred in the northern part of Chile; the origin of the tremors of the 22d are unknown.

## ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station for October was 6,039,100 KWH on a computed water consumption of 4,263,130,000 cubic feet. The combined gross output of the Miraflores steam plant was 233,640 KWH with an oil consumption of 3,360 barrels. This plant was operated for stand-by purposes only.

The total gross output of both stations was 6,272,740 KWH. The total power distributed to consumers was 5,331,293 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 941,447 KWH, or 15 per cent of gross output.

There were 5 interruptions to transmission line service during the month. All insulators on the transmission line are being tested and replaced whenever found defective.

There were a total of 69 spillway gate operations during the month. The regular operation and maintenance was carried on at all substations without any extraordinary occurrences. Miscellaneous repairs and installations of electric equipment were made on 68 vessels, 36 at Cristobal, and 32 at Balboa.

## Status of construction work.

	Per cent completed
Installation of 4 K-5 switches at Miraflores substation.....	68
Installation of two 1,000 ampere, K-12 switches at Cristobal substation.....	80
Installation of new 8,400 KVA transformer and 3 new tie-line equipments at Gatun substation..	26
Installation of 2 complete feeder equipments at Balboa substation.....	95
Installation of three 400,000 c/m, 3-conductor, lead-covered cables as tie-lines between Gatun hydroelectric and substation.....	57

• Indicates no work done during the month.

Construction work for the Army and Navy is separately reported.

## SHOP, FOUNDRY, AND DRY DOCK WORK.

The work on rebuilding the steamship *Marne* proceeded without interruption, all dry dock work being completed and the vessel undocked on October 23. While the vessel was in dry dock all shell plating was put into place, the stock installed and the fore and main masts set up. The main propelling turbine and reduction gear has been installed. The structural work is well in hand, but difficulty is being experienced on account of late deliveries of different equipment.

The work on the tug *Bohio*, which is being converted from a coal-burner into an oil-burner, together with general repairs, progressed satisfactorily during the month. All dry dock work on the steamship *Hodges* was completed and the vessel undocked on the 23d.

In addition to the above, miscellaneous repairs were made on the following vessels during the month: Steamships *Marne*, *Maricopa*, *Koyo Maru*, *Achilles*, *Parthia*, *Hayden*, *Westboro*, *Nokatay*, *Eastern Cloud*, *S. C. Harkness*, *Donald McKay*, *Diablo*, *Caddo*, *Benjamin Brewster*, *Western Cross*, *Lady Sybil*, *Cordelia*, *Springfield*, *Calcutta*, *Havilah*, tug *Perico*, U. S. S. *Dolphin*, U. S. S. *Des Moines*, U. S. S. *Cleveland*, U. S. S. *Kansas*, U. S. S. *Poe*, Eagle boat No. 12, U. S. submarines R-21, R-27, and U. S. subchaser V-12.

Of the above the following were in dry dock at Balboa during the month; Submarines R-21, R-27, steamships *Marne*, *General H. F. Hodges*, *Benjamin Brewster*, *Lady Sybil*, tugs *Cocoli*, *Bohio*, barges No. 66 and No. 131, and U. S. S. *Des Moines*.

The more important repair work at the Cristobal plant included the following: Retubed main condenser, renewed boiler tubes, welded boiler, repaired L. P. eccentric, propeller blade, and davits of steamship *Manavi*. Repairs to main engine, ice machine, generator engine, pumps, and donkey boiler of the steamship *Astmacho III*. Repairing of rudder, stern bushing, and auxiliaries of the U. S. S. *Poe*. Repairs to pumps, boiler, and engine of the tug *Engineer*. On the steamship *Mantaro*, 250 boiler tubes, 43 staybolts, and 3 staytubes were renewed, and the boiler eccentric welded. On the U. S. A. T. *Heffron* repairs were made to the fuel oil pump, I. P. slipper, settling tanks, after peak tanks, piping on heater, manifold and oil service line; boilers were scaled and boom made. On the steamship *Chile*, the port and starboard boilers, dynamos, and winch were repaired.

In addition to the above miscellaneous repair work was done on the following vessels. Steamships *Ucayali*, *Van Rensaellaer*, *West Boro*, *Lake Fansdale*, *Lake Granby*, *D. A. D. G. 70*, *Yosemite*, *Jamaica*, *Lake Hector*, *Point Bonita*, *Balboa*, *Brookline*, *Europa*, *Haynie*, *Adria*, *Acajulla*, *Pacific*, *Heredia*, *Peru*, *Daybreak*, *St. Joseph*, *Delph*, *Asuncion*, *Metapan*, *Alkmaar*, *Springfield*, *Vinton County*, *Achilles*, *Cuba*, *Cristobal*, *General Gorgas*, *Urubamba*, *Topatopa*, *Caribbean*, *Allianca*, *Colon*, *Panama*, *Ulysses*, *Advance*, motor ships *Laura C. Hall*, *Nobel*, schooner *Arabia*, tugs *St. Teath*, *St. Anne*, *St. Athan*, *Tavernilla*, *Engineer*, and *Porto Bello*, U. S. S. *Cleveland*, *Fields*, Eagle boats No. 47, No. 6, No. 7, No. 12, No. 34, and No. 38, Army transports *Thomas*, *Heffron*, *Cantigny*, U. S. M. P. *Graham*, dredge *Gumboa*, barges *Mamei* and No. 130, and U. S. S. C. No. 285.

The following vessels were dry-docked at Cristobal during the month: U. S. N. oil barge No. 11, U. S. S. *Poe*, barge No. 150, barge No. 151, steamship *Manavi*, tug *Supply* No. 1, tug *Relief*, barge No. 15, barge No. 19, S. P. No. 2232, barge No. 119.

The output of the Mechanical Division in patterns, castings, and other foundry production for October, as compared with the preceding month, is shown below:

	October.			September.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	45	2,848	104,038	23	1,029	49,724
Steel.....	17	1,506	135,813	31	94	13,915
Brass.....	25	1,179	13,766	22	1,800	15,201

The ordinary repair and maintenance work of the Mechanical Division for the month of October included among other items the following:

Cars repaired.....	1,809
Locomotives and cranes repaired.....	770
Passenger coaches packed, cleaned, oiled, and inspected.....	3,872
Freight cars repacked.....	363
Locomotives hoisted.....	1,326
Cranes hoisted.....	252
Locomotives ridden.....	78
Locomotives inspected.....	115
Crews instructed in handling locomotives.....	31
Crews instructed in oil and fuel economy.....	42
Crews instructed in air brakes.....	11
Cranes, locomotive, inspected.....	31
Steamshovels inspected.....	3

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion, October 31, of the more important construction work by the Building Division:

	Per cent completed.
Colon stables:	
East half.....	100
West half.....	100
Silver townsite, Mount Hope:	
Commissary.....	98
Twenty-one 12-family married quarters.....	100
Fourteen 12-family married quarters.....	99
Four 12-family married quarters.....	95
Two 32-room bachelor quarters.....	99
Two 32-room bachelor quarters.....	90
Two 32-room bachelor quarters.....	70
Two 32-room bachelor quarters.....	60
Two 32-room bachelor quarters.....	50
Cristobal incinerator.....	( <sup>1</sup> )
Combination shop and warehouse, Cristobal.....	95
Royal Mail Steam Packet Company's Office, Cristobal.....	56
Applying specification roof to Pier No. 6, Cristobal.....	75
Lighthouse, end of East Breakwater, Cristobal.....	100
National Catholic War Council Building, Balboa.....	80
Bake shop, workroom, and storage room, Ancon Hospital.....	95
Moving four 4-family quarters from Las Cascadas to Quarry Heights.....	100
Moving old Ancon School building to Balboa.....	100
Repairs to Dredging Division store, Paraiso.....	100
Concreting floor, Paraiso Store.....	100
Moving buildings Nos. 84 and 268 from Empire.....	100
Construction of additional room, Ancon Hospital Laboratory.....	90
Painting silver quarters, Gatun.....	5
Installation of refrigerator, Cotozal Dairy.....	95
Alteration of old fire station, Ancon.....	90
Reroofing Cristobal bakery.....	20
Installation of oil-burning system, Hotel Washington.....	50
Repairs to 35 houses, Cristobal.....	10

<sup>1</sup> Completed except for overhead cranes.

<sup>2</sup> No work done during the month.

Construction work for the Army is separately reported.

#### DREDGING DIVISION.

The dredging operations at Cucaracha slide the past few months have improved conditions, both in the channel and basin in front of this slide, to such an extent that the channel shows at this date an average depth of 45 feet and the basin shows a depth of 30 feet or more. The dredge *Cascadas* worked within the basin only 2 days, and suction dredge *No. 86*, finished cleaning up the channel in front of this slide between the 1st and 14th of the month. The movement of material into the basin and channel has abated. The general movement stopped for a few days during the early part of the month, but during the latter part all of the easterly portion of the slide area showed a southwesterly movement. There was no interference with Canal traffic.

Including the excavation for October, the dredges have removed a total of 2,068,000 cubic yards of earth and rock from this area since the slide of February 22, 1920.

Both Culebra and Barge Repair slides have shown some surface movement during the month. Grader No. 1 was engaged from the 1st to 6th, inclusive, at Barge Repair Slide, and the remainder of the month at East Culebra Slide, grading and ditching at both slides. It is estimated that a total of 45,000 cubic yards of material were moved at these slides. At Cucaracha Slide Grader No. 3 worked the entire month, sluicing and grading, and moved an estimated total of 75,000 cubic yards of earth and rock.

The total excavation for October, including earth, rock, run-of-bank gravel, and sand, was 432,055 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(†) 10,900	.....	10,900	Maintenance.....	1805-00 to 1814-00 E.....	<i>Cascada.</i>
(†) 27,300	25,000	2,300	Maintenance.....	1811-00 to 1804-00 E and W.....	<i>No. 86.</i>
(†) 91,400	4,600	86,800	Maintenance.....	<i>Gaillard Cut, West Culebra.</i> 1791-50 to 1769-00 W.....	<i>Cascada.</i>
(†) 60,400	52,700	7,700	Maintenance.....	<i>Gaillard Cut, Culebra Slide.</i> 1804-00 to 1794-00 E and W.....	<i>No. 88.</i>
(†) 101,000	101,000	.....	Maintenance.....	<i>Pacific Entrance.</i> 2213-00 to 2234-00 CL and W.....	<i>No. 84.</i>
(†) 2,000	.....	2,000	Construction.....	2213-00 to 2234-00 CL and W..... <i>P. R. R. P-20.</i>	<i>No. 84.</i>
(‡) 42,000	34,000	8,000	Aux. construction..	Area No. 10, Cristobal.....	<i>Gamboa.</i>
(‡) 16,100	4,100	12,000	Aux. construction..	Area No. 11, Cristobal..... <i>O. M. M. 1705.</i>	<i>Gamboa</i>
(‡) 11,900	11,300	600	Aux. construction..	Area No. 3, Cristobal.....	<i>Gamboa.</i>
(‡) 2,100	.....	2,100	Construction.....	Area No. 3, Cristobal.....	<i>Gamboa.</i>
(‡) 11,000	8,800	2,200	Aux. construction..	Area No. 4, Cristobal.....	<i>Gamboa.</i>
(‡) 16,200	8,000	8,200	Aux. construction..	Area No. 12, Cristobal.....	<i>Gamboa.</i>
(*) †7,155	†7,155	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
(*) †32,600	†32,600	.....	Aux. construction..	Chagres River gravel beds.....	<i>Marmot.</i>
432,055	289,255	142,800			

† Gaillard Cut. ‡ Pacific entrance. † Atlantic terminals. † Chagres River. † Sand and gravel.

The excavated material was dumped as follows:

	Cubic yards.
North of Gamboa.....	102,300
Rio Grande Valley.....	87,700
San Juan fill.....	103,000
Between east end East Breakwater and Margarita Point.....	99,300
Chagres River, deep water.....	32,600
Gamboa gravel plant.....	7,155
<b>Total.....</b>	<b>432,055</b>

The following excavation remained to be done on November 1, 1920:

Location.	Cubic yards.		
	Earth.	Rock.	Total.
Gaillard Cut.....	Cu. yds.	Cu. yds.	Cu. yds.
Pacific entrance.....	47,500	80,900	128,400
Total, Canal Prism.....	47,500	105,900	153,400
Balboa inner harbor.....	92,850	13,400	106,250
Total, ocean to ocean.....	140,350	119,300	259,650

#### MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations for October was 818,193,700 gallons; and that of the 3 filtration plants, 515,581,000 gallons. The consumption of water in Panama City was 83,808,000 gallons, and that for Colon 66,037,000 gallons. Sales of water to 263 vessels at Balboa and Cristobal totaled 12,627,357 gallons. There were 1,524 tons of garbage disposed of at the Mount Hope incinerator and 2,753 tons at the Gavilan Island incinerator plant.

Construction work, as itemized below, was under progress during October, with completion on November 1, as shown:

#### Northern District.

	Per cent. completed.
Municipal work, New Cristobal townsite:	
Grading.....	45
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75
Municipal work, new silver townsite:	
Grading.....	90
Streets and roads.....	99
Water lines.....	99
Sewers, sanitary.....	97.5
Sewers, storm.....	98
Municipal work, Block 53, Colon:	
Roads.....	99
Tracks.....	99
Water lines.....	95
Sanitary sewers.....	98
Storm drains.....	95

† Percentage previously given in error.

† No work done during the month.

Northern District—Continued.

	Per cent completed.
Roads for west half, Colon stables.....	99
Installation of water and sewer system, new Panama Railroad station at Gatun.....	99
Construction of sidewalks on Lighthouse and Telephone Row, Gatun.....	30
Mixing and placing concrete for tank foundation for Grebien and Martinz.....	100
Moving water and sewer lines, All-America Cables Co's. lot, Cristobal.....	50

Southern District.

Municipal work for 4 type-14 houses, Quarry Heights.....	75
Municipal work, National Catholic War Council building.....	75
Storm sewer, Javillo Fill.....	99
Sewer, Northern Avenue to Beach.....	99.1
Box sewer, Panama Railroad yards.....	99
Concreting streets, new Santo Tomas Hospital.....	94
Municipal work for 3 type-16 houses, Balboa.....	60
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine building, Balboa Heights.....	60
Box sewer on 13th Street.....	99
Construction of road to Paraiso Store.....	80
Sidewalk, Balboa School annex.....	90
New wash water tank, Miraflores.....	11

<sup>1</sup>No work done during the month.

Municipal work for the Army is separately reported.

WORKING FORCE.

(Effective October 20, 1920.)

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	31	38	69
Building Division.....	201	523	724
Electrical Division.....	225	249	474
Municipal Engineering.....	98	1,024	1,122
Lock Operation.....	144	571	715
Dredging Division.....	191	1,146	1,337
Mechanical Division.....	1,042	1,965	3,007
Marine Division.....	162	548	710
Fortifications.....	70	493	563
Total.....	2,164	6,557	8,721
Supply Department:			
Quartermaster.....	225	1,692	1,917
Subsistence.....	35	375	410
Commissary.....	301	1,454	1,755
Cattle Industry, Plantations.....	22	388	410
Hotel Washington.....	8	93	101
Totals.....	591	4,002	4,593
Accounting.....	253	9	262
Health.....	242	831	1,073
Executive.....	569	257	826
Panama Railroad:			
Superintendent.....	90	486	576
Transportation.....	117	164	281
Receiving and Forwarding Agency.....	74	1,770	1,844
Coaling Stations.....	117	746	863
Totals.....	1,462	4,263	5,725
Grand total.....	4,217	14,822	19,039

OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on October 31 were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,008	2,063	2,569	8,240
Europeans.....	125	23	56	209
West Indians.....	4,739	2,051	4,106	10,896
Totals, October 31.....	8,472	4,142	6,731	19,345

VITAL STATISTICS.

One hundred and fifty-eight deaths occurred during October from the population comprising the Canal Zone and the cities of Panama and Colon. Of the above deaths 63, or 40 per cent, occurred among children under 5 years of age.

Tuberculosis, colitis and enteritis, and pneumonia, with 25, 21, and 14 deaths, respectively, were the leading causes of mortality in the order named. One hundred and thirteen cases of malaria were reported during the month, with 4 deaths. Dysentery caused 2 deaths, pellagra 1, and leprosy 2. There were 6 deaths due to external causes.

Three hundred and fifty births were reported during the month, 21 of which were stillbirths. Deaths under 1 year of age numbered 55, giving an infant mortality rate, based on the number of births reported for the month, of 167.2.

No quarantinable diseases originated on the Isthmus or arrived at Canal Zone ports during the month.

#### RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during October was \$731,640.73. Of this material, \$715,261.01 was chargeable to Operation and Maintenance, \$4,615.78 to Construction and Equipment, and \$11,763.94 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores for the month amounted to \$123,185.04, of which \$40,001.16 was for stock, \$72,785.25 for fuel oil, \$787.01 for scrap, and \$9,611.62 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$63,415.30, of which \$19,598.52 was for miscellaneous stock items, and \$43,816.80 for fuel oil. Total sales of commissary supplies to all purchasers for October amounted to \$1,022,974.82, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$89,375.76, to The Panama Canal, \$131,511.80; to the United States Government, including the Army and Navy, \$156,546.50; to individuals and companies, mainly through charge accounts at the retail commissaries, \$24,899.84, to the Panama Railroad, including its steamships and the Hotel Washington, \$32,900.31, and to individuals purchasing coupons, \$587,740.61.

#### FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on October 31, exclusive of fortifications, was \$17,074,495.72. The balance in fortification funds allotted to The Panama Canal for expenditure was \$1,060,797.43. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$1,049,153.12, and by the Paymaster on the Isthmus to \$1,585,862.78. Purchases of commissary books from the Panama Railroad Company amounted to \$359,483.17.

The total Canal collections on the Isthmus amounted to \$2,659,211.85, and were classified as follows:

Repaid to appropriations.....	\$1,331,548.90
Commissary and other trust funds.....	361,750.03
Tolls.....	911,854.58
Water rentals, Panama and Colon.....	39,401.05
Sale of construction material and equipment.....	555.38
Postal receipts.....	10,724.57
Licenses, taxes, court fines, etc.....	3,377.34
Total.....	\$2,659,211.85

Collections by the Disbursing Clerk, Washington, amounted to \$434,700.70. Deposits of \$59,681.25 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. Receipts from Canal Zone and miscellaneous funds amounted to \$204,147.03; disbursements from the same source were \$202,563.71.

October payrolls on the Isthmus aggregated \$1,352,398.17, as compared with \$1,358,477.64 for September, a decrease of \$6,079.47.

Respectfully,

JAY J. MORROW,  
Acting Governor.

#### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended December 3:

Steamship *Lake Ennis*, miscellaneous repairs; barge *No. 131*, general repairs; steamship *Marne*, general repairs and rebuilding; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *General H. F. Hodges*, general repairs; tug *Bohio*, general repairs and rebuilding; launch *Limon*, general overhauling; steamships *Olochson*, pumping out and trimming ship; *Richconcal*, repairs to boilers and miscellaneous small repairs; *Guardian*,

docking, staging, and cleaning, painting bottom and miscellaneous hull repairs; tug *Empire*, repairs to hull; barge *D. F. Haulon*, docking, staging and cleaning, painting bottom and cross-connecting oil tanks; launch *Pilot*, repairs to hull; barge *Griffson*, miscellaneous repairs to pumps and pipe work; launch *Santa Rita*, rebuilding; steamship *Pasadena*, repairs to main turbines, condenser, feed pumps, and boilers; launch *No. 26*, miscellaneous small repairs; U. S. S. *Tattnall*, miscellaneous small repairs; Admiral's barge, repairs to propeller shaft and circulating pump; barge *Nos. 135 and 134*, general overhauling; steamships *Eldorado*, miscellaneous repairs; *Lavada*, repairs to main turbine, lubricating system, air pump, and circulators.

The following vessels were at the Cristobal shops for repairs during the week ended December 6:

Steamships *General G. W. Goethals*, *General W. C. Gorgas*, *Achilles*, and barge *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; tug *Porto Bello*, overhaul feed pump, repair boiler, towing engine, etc.; U. S. A. T. *St. Mihiel*, rebabbit and bore out 2 generator bearings; U. S. S. *Neches*, repair circulating pump, ice machine, etc.; U. S. S. *Sciota*, renew shaft support for anchor engine, test shaft for true, etc.; steamships *Jason*, repair steering engine, indicator gear, etc.; *Eastern Glen*, manufacture, fit, and install H. P. piston rings; *Mantaro*, electric weld starboard boiler; U. S. S. *Eagle No. 4*, clean and paint, repair hull and wrap shaft; tug *Tavernilla*, repair steering engine and towing cable; U. S. S. *Eagle No. 32*, install ballast; U. S. S. C. *No. 285*, overhaul main and auxiliary engines; S. P. *No. 2232*, general overhaul and alterations; U. S. S. *Conestoga*, repair main circulating engine, etc.; steamships *Uhu*, *Argonne*, U. S. S. *Nereus*, steamships *Caribbean*, *Carlago*, *Salvador*, *Heredia*, and *General Hodges*, minor repairs.

**Pier No. 1, Hoboken, Leased to Panama Railroad Steamship Line.**

The President, by Executive Order No. 3332, dated October 2, 1920, confirmed the lease of Pier No. 1, Hoboken, N. J., by the War Department to the Panama Railroad Steamship Line for a period of 5 years. This pier was formerly the property of the Hamburg-American Line. Piers 4, 5, 6, and 11, adjoining Pier 1 to the north, and composing the balance of the piers formerly belonging to the Hamburg-American Line and the North German Lloyd, were by the same order placed in the possession and control of the War Department for use in connection with overseas transport service.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 4, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Pastores.....	United Fruit Co.....	November 28.	November 28.	44	1
Caribbean.....	Panama Railroad Cattle Industry.....		November 28.		1
Tyne.....	Pacific Steam Navigation Co.....		November 29.		3,160
Mexico.....	Pacific Steam Navigation Co.....	November 28.	November 29.	83	( <sup>1</sup> )
Antonio Lopez.....	Spanish Line.....		November 30.		154
Point Bonita.....	Pacific Mail Steamship Line.....		November 30.		545
Europa.....	Italian Line.....	November 28.	November 30.	( <sup>2</sup> )	31
Perene.....	Peruvian Line.....		December 1.....		2,223
Jamaica.....	Pacific Steam Navigation Co.....		December 1.....		512
Manavi.....	Pacific Steam Navigation Co.....		December 2.....		225½
San Juan.....	Pacific Mail Steamship Line.....		December 2.....		1,688
Achilles.....	Panama Railroad Steamship Line.....	November 28	December 2.....	12,027	( <sup>3</sup> )
Darien.....	Panama Railroad Steamship Line.....	November 28	December 2.....	7,415½	( <sup>4</sup> )
Acajutla.....	Pacific Steam Navigation Co.....	November 29	December 2.....	( <sup>5</sup> )	614
Palena.....	Chilean Line.....	November 29	December 3.....	806	192
Uhu.....	United Fruit Co.....	November 30	December 1.....	820	65
Carlago.....	United Fruit Co.....	November 30	December 2.....	983	160
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....	December 1.....	December 3.....	120	2,055
Cauca.....	Pacific Steam Navigation Co.....	December 2.....		283½	
Caribbean.....	Panama Railroad Cattle Industry.....	December 2.....		300	
Mantaro.....	Peruvian Line.....	December 3.....		1,153	
Jason.....	Royal Netherlands W. I. Mail.....	December 3.....		365	
Ebro.....	Pacific Steam Navigation Co.....	December 3.....	December 4.....	240	188
Laura C. Hall.....	Pacific Metals Corporation.....	December 3.....	December 4.....	( <sup>6</sup> )	25
Guatemala.....	Pacific Steam Navigation Co.....		December 4.....		1,764
Salvador.....	Pacific Steam Navigation Co.....	December 4.....		494	
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	December 4.....		4,388	
Pulaski.....	Caribbean Steamship Co.....	December 4.....		114	
Chinampa.....	Standard Oil Co.....	December 4.....		8,000	

<sup>1</sup> Barge.

<sup>2</sup> No cargo discharge.

<sup>3</sup> 34 pound.

<sup>4</sup> No cargo laded.

## Distribution of cargo passing through the Canal from the Pacific to Atlantic, October, 1920.

FROM —	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.
	UNITED STATES.					MEXICO.					NORTH AMERICA.					EUROPE.						
	North At- lantic ports.	South At- lantic ports.	Gulf ports.	Total, United States.	Atlantic terminus, Panama Canal.	Mexico.	West Indies.	Total, North America.	British Isles.	Denmark.	France.	Germany.	Holland.	Italy.	Norway and Sweden.	Spain and Portugal.	Total, Europe.	Rgypt.	Azores.			
<b>SOUTH AMERICA:</b>																						
Chile.....	12,007	53,752	15,960	81,809	6,942	5,000	63,751	31,139	13,699	5,715	9,243	16,218	76,286	7,622	6,621	184,280	36.7					
Colombia.....	2,820	.....	.....	2,820	2,383	.....	2,383	.....	.....	.....	.....	.....	.....	.....	.....	2,383	0.5					
Ecuador.....	3,979	.....	.....	3,979	278	.....	3,098	4,374	.....	.....	.....	.....	.....	.....	.....	3,098	0.6					
Peru.....	18,806	53,752	15,960	88,608	20,036	5,000	113,644	35,513	13,909	5,715	9,243	16,218	80,600	7,622	6,621	18,786	3.7					
Total, South America.....	33,226	9,288	.....	42,514	6,000	750	49,234	114,809	2,640	981	7,515	623	5,336	10,036	4,502	191,237	38.1					
<b>NORTH AMERICA:</b>																						
Pacific Coast of United States.....	33,226	9,288	.....	42,514	3,000	.....	3,000	7,816	.....	.....	.....	.....	.....	.....	.....	12,318	2.4					
Canada.....	33,226	9,288	.....	42,514	3,000	.....	3,000	.....	.....	.....	.....	.....	.....	.....	.....	3,000	0.6					
Central America.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....					
Total, North America.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
<b>ASIA:</b>																						
China.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Japan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Philippines and East Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
India.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Far East.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Total, Asia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
<b>AUSTRALASIA:</b>																						
Australia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
New Zealand.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Total, Australasia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
<b>HAWAIIAN ISLANDS:</b>																						
Total, Hawaiian Islands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Grand totals.....	107,500	63,040	22,621	193,161	23,036	6,000	6,531	229,048	181,824	2,640	15,378	13,569	9,868	5,336	14,538	16,218	239,062	7,622	6,621	502,353	100.0	
Per cent of total cargo.....	21.4	12.5	4.5	38.4	4.6	1.2	1.4	45.6	36.2	0.5	3.1	2.6	2.0	1.1	2.9	3.2	51.6	1.5	1.3	100.0	.....	
Percentage last month.....	46.6	5.1	5.0	56.7	2.2	.....	3.0	61.9	23.6	0.9	2.2	0.9	1.0	0.4	0.5	0.9	33.6	3.0	.....	100.0	.....	

\* General cargo, not routed so as to allow segregation among various ports.

\* By long tons, 2,240 pounds.



**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight December 4, 1920.*

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		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Laurel Branch.	27	11:30	28	6:10	28	13:21	23	14:35	British.	F. & W. Titson.	369.0	45.0	17.6	Glasgow.	Panama.	2,633	4,182	3,033	
Sydia.	24	19:05	28	6:25	28	14:24	28	15:36	Swedish.	Transatlantic Steamship Co.	355.0	53.7	24.0	Norfolk.	Port Chalmers	6,007	3,420	4,033	
Coalinga.	27	21:56	28	6:47	28	15:50	29	15:42	American.	Union Oil Co.	471.0	50.0	27.0	Tampico.	Toopolla.	9,000	5,108	5,877	
Beattie Dollar.	28	10:15	28	10:45	28	17:48	28	20:02	British.	Canadian Robert Dollar Co.	369.0	55.0	21.6	Norfolk.	Stogapora.	3,200	5,245	3,991	
De Isle.	28	11:20	28	12:03	28	16:43	28	20:55	American.	Lutkenbach Line (S. B.)	320.0	45.0	21.0	New York.	San Francisco.	4,250	3,803	2,350	
S. C. 284.	28	10:40	28	16:03	28	16:03	28	20:55	American.	United States Navy	390.0	51.2	24.0	Cristobal.	Balboa.	6,149	6,161	4,433	
Argosy.	28	9:30	29	6:20	29	13:27	29	14:35	American.	Wessel Duval & Co. (S. B.)	261.1	43.8	23.0	Norfolk.	Paita.	2,700	2,497	1,644	
Lake Emnis.	28	15:52	29	6:40	29	14:13	30	14:22	American.	Rail, Trans. Atl. Corp. (S. B.)	400.9	52.2	25.2	New York.	Santa Cruz.	3,325	6,551	4,205	
Mexico.	28	12:15	29	6:50	29	17:45	29	18:45	British.	Pacific Steam Navigation Co.	452.0	52.3	29.0	Liverpool.	Valparaiso.	6,800	6,921	4,873	
Asammon.	29	17:45	29	6:15	30	13:48	30	18:08	British.	Alfred Holt & Co.	410.5	54.0	18.0	Baltimore.	Kobe.	7,000	6,617	4,925	
West Calera.	29	1:37	30	6:30	30	14:52	30	16:00	American.	Pacific Mail S. Co. (S. B.)	402.0	53.0	25.0	New York.	San Francisco.	2,100	6,577	4,944	
Cherpadia.	29	6:45	30	7:25	30	15:59	31	16:52	American.	U. S. A. S. Co. (S. B.)	246.0	42.0	18.6	New Orleans.	Brisbane.	2,020	5,454	4,671	
Ehlerado.	29	13:35	30	8:47	30	16:38	30	17:57	Dutch.	Pac. & Caribbean Gulf Line (S. B.)	385.0	52.0	15.0	Norfolk.	San Francisco.	10,000	11,143	6,749	
Ehlergen.	29	6:09	30	7:50	30	16:49	30	17:54	British.	South Holland Shipping Co.	500.0	63.0	28.6	Norfolk.	Portland.	7,500	5,354	3,839	
Nereus.	29	20:28	30	10:14	30	18:45	2	14:54	British.	United States Navy	460.0	60.0	28.6	Norfolk.	Balboa.	10,000	11,143	6,749	
Aravia.	29	12:28	30	12:10	30	19:50	30	21:00	British.	Shaw Saville & Albion Co.	404.0	53.0	26.0	London.	Auckland.	6,600	6,755	4,688	
Cherita H.	30	12:11	30	12:50	30	20:58	30	22:27	American.	Atl. Gulf & Pac. Corp. (S. B.)	183.0	33.0	13.0	Baltimore.	San Francisco.	2,000	2,168	1,590	
Cheramp.	23	7:55	1	8:30	1	17:26	1	18:36	American.	United States Navy	284.1	39.1	16.0	Charleston.	San Diego.	1,564	1,187	622	
U. S. S. Turkey.	24	16:37	1	10:08	1	18:23	1	20:36	Pertinian.	Perrin Line	229.0	34.0	11.6	Cristobal.	Champerio.	225	1,337	884	
Jamaica.	25	12:47	1	12:18	1	19:48	1	20:58	British.	Pacific Mail Steamship Co.	216.0	37.0	17.5	Cristobal.	San Francisco.	12,724	11,861	9,065	
San Juan.	25	13:35	2	6:05	2	13:39	2	16:25	American.	Pacific Mail Steamship Co.	268.0	35.0	15.0	Cristobal.	Guayquil.	7,500	5,369	3,960	
Manvii.	26	16:40	2	6:10	2	13:39	2	15:40	British.	Commonwealth and Dom. Line	501.0	63.0	29.0	Hull.	Auckland.	811	1,273	706	
Port Melbourne.	1	18:42	2	6:26	2	15:20	3	20:09	American.	Standard Oil Co.	401.0	53.0	27.0	Puerto Lobos.	Balboa.	3,713	3,797	2,540	
Glennop.	2	6:42	2	7:36	2	17:56	4	15:05	American.	Pacific Steam Navigation Co.	215.7	33.5	15.1	Cristobal.	Tumaco.	7,000	5,369	3,960	
Acajutla.	29	21:27	2	7:55	2	15:40	3	21:05	British.	Cia. Auxiliar Maritima	338.0	46.0	20.6	Newport News.	Iquique.	5,512	4,359	3,367	
Guatemala.	2	8:35	2	9:30	2	17:49	3	13:10	Spanish.	Barber Steamship Co.	370.3	48.7	27.1	Norfolk.	Meillon.	6,490	7,903	5,635	
Satsuma.	2	15:06	3	6:30	3	14:21	4	20:03	American.	Mitsui & Co.	380.0	48.0	22.0	New York.	Hongkong.	7,381	6,623	4,594	
Anzanman Maru.	2	22:10	3	6:32	3	15:17	3	20:13	Japanese.	Osaka Shosen Kaisha.	425.0	56.0	22.6	New York.	Pearl Harbor.	620	3,606	2,577	
Albat Maru.	3	6:49	3	7:38	3	19:46	4	6:29	Japanese.	Suddien & Christensen (S. B.)	410.0	51.0	24.0	Norfolk.	Valparaiso.	8,329	7,747	5,566	
West Kader.	3	8:20	3	8:50	3	20:33	4	9:50	American.	United States Navy	350.0	42.0	23.9	Cristobal.	San Diego.	6,800	6,315	4,743	
Palena.	3	4:34	3	10:18	3	19:45	3	20:57	Chilean.	United States Navy	310.0	45.0	12.0	Havana.	San Diego.	1,891	4,210	2,724	
Ballard.	3	3:34	3	12:58	3	20:31	3	20:57	American.	Nippon Yusen Kabushiki Kaisha	445.0	55.0	26.3	Norfolk.	Yokohama.	2,720	9,089	6,215	
Toyooka Maru.	3	18:10	4	6:27	4	14:42	4	16:00	Japanese.	United States Navy	182.0	35.0	12.0	New York.	Norfolk.	6,800	6,315	4,743	
Poivray.	30	22:21	4	6:30	4	16:27	4	21:16	American.	United States Navy	415.0	54.0	27.0	Philadelphia.	Darien.	1,891	4,210	2,724	
Chan Murray.	3	15:15	4	6:40	4	15:35	4	18:32	British.	Cayzer Irvine & Co.	359.3	45.0	10.6	Cristobal.	Valparaiso.	2,720	9,089	6,215	
Guatemala.	29	17:58	4	9:38	4	18:15	4	19:45	British.	Pacific Steam Navigation Co.	81.0	25.0	10.0	Cristobal.	Buenaventura.	6,800	6,315	4,743	
Laura C. Hall.	3	15:23	4	11:10	4	18:07	4	18:07	British.	Pacific Metals Corp.	430.0	57.0	25.3	Cristobal.	Valparaiso.	6,800	6,315	4,743	
Ebro.	3	17:10	4	13:31	4	20:14	4	21:35	British.	Pacific Steam Navigation Co.	430.0	57.0	25.3	Cristobal.	Valparaiso.	6,800	6,315	4,743	

\* Oil, machinery, angle, tins plates, steel plates, and general.

\* Motor schooner.

\* And barge No. 1.

\* Destroyer.

\* And barge No. 2.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Point	16.30	28	7.24	28	14.07	30	10.45	American.	Pacific Mail Steamship Co.	289.0	44.1	16.10	Baltimore	(11)	1.967
Point Bonita.	27	16.30	28	7.24	28	14.07	30	10.45	American.	289.0	44.1	16.10	Baltimore	Nitrates	1.967
P. ant Lohos.	27	21.00	28	7.58	28	15.30	29	12.35	American.	289.0	44.1	19.0	Norfolk	Ballast	3.000
S. V. Harkness.	28	4.50	28	8.34	28	18.35	29	1.00	American.	419.4	57.2	23.0	Tampico	Ballast	2.895
Europa.	28	0.30	28	8.57	28	18.35	29	1.00	American.	408.2	53.2	23.6	Genoa	General	7.443
Kavardine.	26	2.30	28	13.28	28	20.46	28	21.30	American.	402.5	53.0	22.6	New York	Lumber, general	8.052
Laxada.	27	14.40	28	14.18	28	22.42	29	9.21	American.	275.0	43.5	22.6	New York	Coconut oil	6.061
Santa Paula.	28	6.15	29	7.27	29	14.30	30	14.15	American.	404.5	53.7	27.0	Copenhagen	Nitrates	2.800
Apola.	28	16.40	29	7.40	29	15.37	29	15.27	Spanish.	375.3	50.1	23.0	Parragona	Nitrates	7.500
Palca.	29	4.00	29	15.02	29	21.35	3	10.18	Chilean.	350.0	42.0	19.5	Cristobal	Nitrates	6.500
Ribeoncal.	22	4.00	30	6.36	30	13.40	30	14.18	American.	435.0	50.0	23.0	General	General	4.719
Garfield.	29	17.10	30	6.42	30	15.30	30	19.20	American.	299.4	45.0	20.6	Tampico	Ballast	7.97
U. S. S. Neches.	27	16.37	30	7.43	30	16.12	6	5.08	American.	475.0	56.0	20.6	New York	Ballast	2.956
Dunclutha.	30	5.00	30	8.12	30	17.23	30	19.25	British.	360.0	49.2	26.6	Norfolk	Nitrates	5.818
Aiguine.	30	13.00	30	13.59	30	21.53	1	13.04	British.	383.0	51.2	23.0	Colon	Nitrates	4.310
Steel Exporter.	30	2.30	1	7.02	1	14.10	American.	United States Steel Products Co.	424.2	56.2	26.0	Pisagua	Nitrates	7.407	
General G. W.	1	8.15	1	11.13	1	17.55	3	15.07	American.	353.1	48.7	20.0	Avonmouth	General	7.507
Goethals.	1	13.45	1	15.02	1	22.33	3	15.07	British.	246.0	33.2	22.6	New York	Nitrates	1.821
Eastern Glen.	2	7.20	2	9.09	2	16.22	3	23.40	British.	399.0	54.7	24.6	Cristobal	Wheat	2893
Nereus 7.	30	18.45	2	19.00	2	22.10	3	17.12	American.	500.0	60.0	10.0	Lisbon	General	6.500
Laura C. Hall.	1	8.30	3	6.16	3	15.25	4	11.10	British.	81.0	25.6	10.0	Norfolk	Ballast	11,143
Essequibo.	2	16.45	3	6.22	3	13.50	5	2.14	British.	450.3	57.8	21.0	Cristobal	Platinum	(9)
Hoyesun Maru.	2	15.30	3	6.32	3	15.55	3	17.58	Japanese.	407.2	50.8	26.0	New York	General	1,526
Mantaro.	2	21.00	3	8.13	3	20.03	4	2.48	Peruvian.	360.0	46.0	18.0	Valparaiso	Nitrates	50
Pasadenia.	28	17.20	3	9.11	3	20.03	4	2.05	American.	402.6	53.0	26.0	Cristobal	General	1,153
Culberson.	3	8.30	3	11.35	3	20.17	4	2.05	British.	410.0	54.4	23.9	Wilmington	Nitrates	7,932
St. Anne.	3	9.50	3	12.05	3	20.03	4	2.05	British.	135.4	29.5	14.9	United King.	Wheat	5,863
Sebar.	3	9.50	3	13.00	3	21.38	4	2.00	German.	400.0	52.0	23.6	Cristobal	General	5,384
Oriana.	3	6.30	3	14.03	3	21.38	4	2.00	British.	465.7	56.2	23.6	Cristobal	Nitrates	4,458
Republic.	3	16.00	4	6.30	4	14.50	4	15.40	American.	345.1	49.1	19.3	Liverpool	General	8,620
Salvador.	3	17.15	4	6.38	4	14.00	4	14.00	British.	215.0	33.5	13.0	Baltimore	Copper, general	4,001
China.	4	1.00	4	7.50	4	16.00	4	16.00	British.	403.0	52.3	26.3	General	Coiffee	4,623
Glenpool.	2	17.56	4	15.17	4	22.20	4	22.20	American.	400.0	53.2	26.3	Liverpool	Ties etc	1,213

Date.	Vessel.	From—	Date.	Vessel.	Line.	For—
Nov. 28	Pastores	Port Limon.	Nov. 28	Pastores	United Fruit Co.	New York via Habana.
Nov. 28	Achilles 17.	Norfolk.	Nov. 28	Caribbean	Panama Railroad	Carriaga.
Nov. 29	St. Michel 18	New York	Nov. 29	Panama	Panama Railroad Steamship Line.	Puerto Colombia.
Nov. 29	Cartago	New Orleans	Nov. 29	Tyne	Royal Mail Steam Packet Co.	Cartagena.
Nov. 30	Ultra	New York via Habana.	Nov. 29	Corning	Standard Oil Co.	Tampico.
Dec. 1	Atenas	New Orleans and wayp is.	Nov. 30	Logan 18	United States Army.	San Juan.

PORT OF CRISTOBAL.

\*DEPARTURES.

18 Canned goods and general merchandise. 19 Cotton, cre, sugar, and general. 20 Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

6 Auxiliary schooner. 7 Collier. 8 Tug. 9 Anchored in Gatun Lake. 10 For orders. 11 Coffee, cocoa, hides, and general. 12 Coffee, cocoa, and hides. 13 Boxes. 14 Coffee, cocoa, hides, and general. 15 3 boxes. 16 3,492,644 feet B. M. 17 And barge Daria.

(Continued on page 245, column 2.)

### Report of Cargo D'scharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Endinǝ December 4, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Neches .....	United States Navy .....	November 27.	November 30.	7,429	
Nereus .....	United States Navy .....	November 30.		10,000	
Laura C. Hall .....	Pacific Metals Corporation, Ltd. ....	December 1.	December 3.	27	
Cauca .....	Pacific Steam Navigation Co. ....	December 1.	December 1.	2	
Gen. Geo. W. Goethals .....	Panama Railroad Steamship Line .....	December 1.	December 1.	38	
San Juan .....	Pacific Mail Steamship Co. ....	December 2.	December 2.		4
Acajutla .....	Pacific Steam Navigation Co. ....	December 2.	December 2.		36
Manavi .....	Pacific Steam Navigation Co. ....	December 2.	December 2.		1
Glenpool .....	Standard Oil Company of N. J. ....	December 2.	December 4.	8,571	
Salvador .....	Pacific Steam Navigation Co. ....	December 3.	December 4.	11	
Laura C. Hall .....	Pacific Metals Corporation, Ltd. ....	December 4.	December 4.		11½
Guatemala .....	Pacific Steam Navigation Co. ....	December 4.	December 4.		1

### Prices of Miscellaneous Supplies.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective December 1, 1920:

Commodities.	Unit.	Price.
Brass, bar .....	Lb.	\$0.44
Brass, sheet .....	Lb.	.75
Bronze, Tobin .....	Lb.	.375
Cement, at Panama:		
Including bag and surcharge .....	Bag	2.11
Credit for empty bag returned .....	Bag	.25
Cement, at Colon:		
Including bag and surcharge .....	Bag	1.95
Credit for empty bag returned .....	Bag	.25
Charcoal .....	Cwt.	1.875
Copper, bar .....	Lb.	.44
Gasoline, motor grade, in drums .....	Gal.	.56
Lead, sheet .....	Lb.	.17
Lead, pig .....	Lb.	.125
Lumber, yellow pine or fir, except ceiling .....	M ft. B. M.	100.00
Lumber, ceiling, siding, and flooring, 1" x 6" .....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4" .....	M ft. B. M.	143.75
Lumber, native, prices per 1,000 feet board measure:		

Kind.	ROUGH.		DRESSED.	
	Green.	Kilned.	Green.	Kilned.
Almendra .....	\$106.25	\$118.75	\$115.00	\$127.50
Alcavú .....	87.50	100.00	96.25	108.75
Alcareto .....	106.25	118.75	115.00	127.50
Amargo .....	106.25	118.75	115.00	127.50
Bateo .....	62.50	75.00	71.25	83.75
Cedro Amargo .....	106.25	118.75	115.00	127.50
Caoba Blanca .....	87.50	100.00	96.25	108.75
Guayan .....	137.50	150.00	146.25	158.75
Maria .....	62.50	75.00	71.25	83.75
Pilon .....	75.00	87.50	83.75	96.25
Roble .....	62.50	75.00	71.25	83.75
Mangle Colorado .....	106.25	118.75	115.00	127.50
Nispero .....	137.50	150.00	146.25	158.75
Notes:				
1. Second grade Alcavú .....	\$68.75			
2. Second grade Caoba Blanca .....	68.75			
3. Second grade Cedro Amargo .....	93.75			
4. Almendra, special .....	75.00			
5. Al careto, special .....	75.00			
6. Amargo, special .....	75.00			
7. The charge for dressing and kiln-drying the same for second grade as first grade.				
8. The charge for dressing 2 sides or 4 sides lumber the same.				

Commodities.	Unit.	Price.
Metal, yellow .....	Lb.	\$0.375
Nuts, iron, machine, hexagon .....	Lb.	.25
Nuts, iron, machine, hexagon .....	Lb.	.225
Nails, common wire .....	Lb.	.11
Nails, galvanized .....	Lb.	.15
Oakum, navy, spun .....	Lb.	.20
Oakum, navy, unspun .....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge .....	Bbl of 42 gals.	3.50
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge .....	Bbl of 42 gals.	3.75

Commodities.	Unit.	Price.
<b>Oils, greases, and lubricants:</b>		
Oil, air, compressor cylinder	Gal.	\$0 575
Oil, ammonia cylinder	Gal.	.685
Oil, burning	Gal.	1.56
Oil, cylinder, dark, marine	Gal.	1.125
Oil, cylinder, dark, marine	Gal.	1.25
Oil, ice, machine, steam	Gal.	1.00
Oil, engine, dynamo	Gal.	.79
Oil, engine, in tins	Gal.	.69
Oil, engine, in barrels	Gal.	.65
Oil, gas, engine, heavy, in barrels	Gal.	1.05
Oil, gas, engine, in cases, heavy	Gal.	1.175
Oil, gas, engine, in drums, medium	Gal.	.66
Oil, kerosene, in drums	Gal.	.375
Oil, kerosene, in tins (cases)	Gal.	.45
Oil, linseed, boiled	Gal.	2.50
Oil, linseed, raw	Gal.	2.60
Oil, locomotive engine	Gal.	.59
Oil, lard	Gal.	2.125
Oil, marine engine	Gal.	1.06
Oil, marine engine	Gal.	.625
Oil, marine engine	Gal.	.44
Oil, marine engine	Gal.	.75
Oil, marine engine	Gal.	1.02
Oil, mineral seal	Gal.	.375
Oil, nonliquid	Lb.	.09
Oil, stationary engine	Gal.	.49
Oil, sperm	Gal.	2.875
Oil, gas engine motor, heavy	Gal.	.94
Oil, signal	Gal.	1.40
Oil, valve	Gal.	.975
Oil, car	Gal.	.34
Grease, black gear	Lb.	.115
Grease, yellow, cup, No. 3	Lb.	.14
Grease, yellow, cup, No. 5	Lb.	.17
Grease, rod, special	Lb.	.25
Grease, tunnel bearing	Lb.	.215
Tallow	Lb.	.225
Turpentine	Gal.	2.40
Turpentine, substitute	Gal.	.69
Vaseline	Lb.	.15
Paint, white, lead, dry	Lb.	.175
Paint, white, lead, in oil	Lb.	.175
Paint, white, zinc, dry	Lb.	.225
Paint, white, zinc, in oil	Lb.	.21
Paint, zinc, 35 per cent in oil	Lb.	.19
Rivets	Lb.	.10
Rope, Manila, $\frac{1}{2}$ " diameter	C. ft.	.69
Rope, Manila, $\frac{3}{4}$ " diameter	C. ft.	1.50
Rope, Manila, $\frac{1}{2}$ " diameter	C. ft.	2.50
Rope, Manila, $\frac{3}{4}$ " diameter	C. ft.	4.185
Rope, Manila, $\frac{1}{2}$ " diameter	C. ft.	5.075
Rope, Manila, $\frac{3}{4}$ " diameter	C. ft.	7.00
Rope, Manila, $\frac{1}{2}$ " diameter	C. ft.	8.75
Rope, Manila, $1\frac{1}{2}$ " diameter	C. ft.	12.90
Rope, Manila, $1\frac{3}{4}$ " diameter	C. ft.	19.69
Rope, Manila, $1\frac{1}{2}$ " diameter	C. ft.	26.81
Rope, Manila, 2" diameter	C. ft.	31.44
Rope, Manila, 2 $\frac{1}{2}$ " diameter	C. ft.	51.50
Rope, Manila, 3" diameter	C. ft.	76.25
Rope, Manila, 3 $\frac{1}{2}$ " diameter	C. ft.	91.25
Rope, Manila, 4" diameter	C. ft.	124.125
Soap, laundry	Lb.	.175
Soda, ash	Lb.	.05
Steel, bar	Lb.	.06
Steel, spring	Lb.	.21
Steel, cold, round (rolled)	Lb.	.20
Steel, sheet	Lb.	.06
Steel structural (angles, beams, etc.)	Lb.	.06
Tin, block	Lb.	.69
Tin, banca	Lb.	.625
Tin, sheet	Lb.	.225
Washers, cut	Lb.	.15
Waste, colored	Lb.	.28
Waste, white	Lb.	.28
Zinc, boiler plate, $8\frac{1}{2}$ " x 6" x 12"	Lb.	.17

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Executive Order.<sup>1</sup>**

WHEREAS, by Executive Order No. 2825, dated March 25, 1918, certain lands within the Canal Zone were set apart for the protection of the Panama Canal and for use as a military reservation in connection therewith, the same constituting and being known as the Fort Sherman Military Reservation.

AND WHEREAS, certain additional lands located southwesterly and across the Rio Chagres from the said reservation are deemed necessary for the said purposes.

NOW THEREFORE, I, WOODROW WILSON, President of the United States, do hereby set apart for the protection of the said canal and for use for military purposes in connection therewith the said additional lands, and declare the area hereinafter described, which includes both the lands originally reserved by said Executive Order No. 2825 and the said additional lands, to constitute the Fort Sherman Military Reservation. The said reservation shall remain subject, however, to the civil jurisdiction of the Canal Zone authorities, in conformity with the Panama Canal Act of August 24, 1912 (37 Stat. 560, 569). The boundaries of the reservation so declared are described as follows:

Beginning at the southwest end of the Toro Point Breakwater, Latitude No. 9 degrees 22 minutes 26.29 seconds, Longitude 79 degrees 57 minutes 06.49 seconds W., the boundary follows the low water line of Limon Bay to a concrete monument on right bank of the mouth of the Rio Petitpie (erroneously called Rio Pilibio in the previous Executive Order) Latitude N. 9 degrees 19 minutes 15.48 seconds, Longitude 79 degrees 57 minutes 14.48 seconds W.; thence S. 49 degrees 15 minutes W., 12,300 feet to a concrete monument on the left bank of the mouth of the Rio Mojinga, approximate Latitude N. 9 degrees 17 minutes 55.82 seconds, approximate Longitude 79 degrees 58 minutes 47.55 seconds W.; thence approximately S. 51 degrees 48 minutes 26 seconds W., approximately 8,451 feet to Canal Zone boundary monument 109, approximate Latitude N. 9 degrees 17 minutes 3.98 seconds, approximate Longitude 79 degrees 59 minutes 53.87 seconds W.; thence S. 7 degrees 48 minutes W., 582 feet along the Canal Zone boundary to the north branch of the Rio Pina, thence down the north branch of the Rio Pina to monument on the right bank of the same river opposite the mouth of the Quebrada Muni, thence N. 64 degrees W. to the mouth of the Rio Majagual on the Caribbean Sea, thence northeastward along the coast to the mouth of the Rio Chagres; thence northeast along the low water line of the Caribbean Sea to the initial point.

The above area is shown on drawing 2407 of the Office of the District Engineer, Corps of Engineers, U. S. Army, Balboa Heights, Canal Zone.

There shall also be included in the said area all of the lands and water for a distance of one hundred yards out to sea from the high water line on all shores of the reservation; but the right to navigate and control the flow of the Chagres River is reserved to the authorities of the Canal Zone.

THE WHITE HOUSE,  
6 Nov., 1920.

WOODROW WILSON

[No. 3352.]

<sup>1</sup>Published as Panama Canal circular No. 601-115.

**Save Water.**

The consumption of water in Panama City where water is paid for by the landlord or user at the rate of 25 cents per thousand gallons is approximately 67 gallons per day per capita. The consumption in the Canal Zone ranges from 400 to 600 gallons per capita, no charge being made against the user. During the recent war, the consumption of water in the large concentration camps in the United States was less than 70 gallons per capita.

The above figures indicate that a large amount of water is wasted on the Canal Zone.

The amount of water consumed is rapidly nearing the capacity of the filtration plants and unless this large consumption per capita is reduced stringent measures will have to be taken. The problem is presented in this manner to users of water on the Canal Zone in an effort to bring the consumption down without further action. There is plenty of water for all needs, but none for waste.

The cooperation of all employees of The Panama Canal will secure the desired result.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Assistant horticulturist (male and female); \$2,040 to \$2,280 a year; form 2118; No. 672; age, 21 but not 45 years; vacancies exist in Bureau of Plant Industry, Department of Agriculture; December 21, 1920.<sup>1</sup>

Associate technologist, \$2,000 to \$2,800 a year; assistant technologist, \$1,400 to \$1,800 a year; form 1312; No. 648-amended; age, within reasonable age limits, vacancies exist in the Bureau of Standards, Department of Commerce.<sup>2</sup>

Forest assistant (male and female); \$1,100 to \$1,200 a year; form 1312; No. 138; age, 20 but not 50 years; vacancies in the Indian Service; January 5 and 6, 1921.

Examiners, Estate Tax Division (male and female); \$1,800 to \$2,750 a year; form 2118; No. 675; age, 25 but not 45 years; vacancies in the office of the Deputy Commissioner of Internal Revenue, Treasury Department, Washington, D. C.; March 1, 1921.<sup>1</sup>

Hollerith tabulating and power accounting machine expert (male and female); \$2,000 to \$2,500 a year; form 1312; No. 673; age, 20 but not 55 years; vacancies exist in the Bureau of War Risk Insurance; December 21, 1920.<sup>1</sup>

Junior physicist (male and female); \$1,500 to \$1,800 a year; form 1312; age, under 40 years; vacancies exist in the Bureau of Mines, Department of the Interior; December 28, 1920.<sup>1</sup>

Library assistant; No. 647-amendment; age limit changed to a maximum of 45 years; December 15, 1920.

Marine engineer (male and female); \$3,000 to \$5,000 a year; No. 174; form 2118; age, under 50 years; vacancies exist in the office of the Chief of Transportation Service, War Department; December 28, 1920.<sup>1</sup>

Special agent (male and female); \$1,500 to \$3,000 a year; No. 671; form 1312; age, 25 but not 45 years; vacancies exist in the Bureau of Internal Revenue, Treasury Department; December 15, 1920.

Special field assistant in crop acclimatization (male and female); \$2,040 to \$2,400 a year; form 2118; age, 25 but not 45 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture; December 28, 1920.<sup>1</sup>

Surveyor-draftsman (male); \$1,400 to \$2,100 a year; form 1312, No. 328-amended, age, within reasonable age limits; vacancies exist in the Forest Service; December 28, 1920.<sup>1</sup>

Warehouse inspector (male and female); \$1,500 to \$2,500 a year; No. 664; form 2118; age, 21 but not 60 years; vacancies exist in the Bureau of Markets, Department of Agriculture; December 14, 1920.<sup>1</sup>

Aid, Division of Reptiles (male and female); \$1,200 a year; form 1312; announcement No. 4; age, 18 but not 55 years; vacancies exist in the National Museum, Washington, D. C.; January 5, 1921.

Associate in clinical psychiatry and psychotherapy (male and female); \$2,500 a year; form 2118; announcement No. 682; age, within reasonable age limits; vacancies exist at St. Elizabeth's Hospital, Washington, D. C.; December 28, 1920.<sup>1</sup>

Instrument man (male and female); \$5.20 to \$8.40 per diem; form 1312; announcement No. 693; age, 22 but not 55 years; vacancies exist in the Navy Yard Service; March 1, 1921.<sup>1</sup>

Lithographic map engraver (male and female); \$1,200 to \$1,500 a year; form 1800; announcement No. 692; age, 21 but not 40 years; vacancies exist in the Geological Survey, Washington, D. C.; December 28, 1920.<sup>1</sup>

Oil gauger (male and female); \$1,200 to \$1,500 a year; form 1312; announcement No. 686; age, 20 but not 55 years; vacancies exist in the Pawnee Indian Agency, Oklahoma; December 28, 1920.<sup>1</sup>

Ordnance research engineer (male and female); \$2,000 to \$5,000 a year; form 1312; announcement No. 689; age, within reasonable age limits; vacancies exist at Frankford Arsenal, Philadelphia, Pa.; December 28, 1920.<sup>1</sup>

Preparator, Anthropological Laboratory (male and female); \$75 a month; form 304; announcement No. 2; age, 18 but not 55 years; vacancies exist in the National Museum, Washington, D. C.; January 5, 1921.

Shepherd (male and female); \$1,200 a year; form 304; announcement No. 5; age, below 45 years; vacancies exist at the Animal Industry Experimental Farm, Beltsville, Md.; January 5, 1921.

Operative; announcement No. 593-amendment; change of age limit to 35 years; December 15, 1920.

Clerk, Panama Canal Service; announcement No. 609-amendment; change of entrance salary from \$116 a month and upward to \$106 to \$137.50 a month; December 8, 1920.

Guard, announcement No. 613-amendment; register of eligibles from this examination will be used only for filling vacancies in the Penitentiary Service, Leavenworth, Kans., Atlanta, Ga., and McNeil Island, Wash.; December 28, 1920.

Chief, section of medical referees (male and female); \$4,000 to \$6,000 a year; form 1312; age, within reasonable age limits; vacancy in the Bureau of War Risk Insurance, Washington, D. C.; January 11, 1921.<sup>1</sup>

Inspector, child labor tax division (male and female); \$1,800 to \$2,500 a year; form 2118; announcement No. 659; age under 55 years; vacancies exist in the Bureau of Internal Revenue, Treasury Department; January 11, 1921.<sup>1</sup>

Medical referee; \$3,600 to \$4,000 a year; assistant medical referee; \$3,000 a year; form 1312; age, within reasonable age limits; vacancies exist in the Bureau of War Risk Insurance, Washington, D. C.; April 5, 1921.<sup>1</sup>

<sup>1</sup> 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 day.

<sup>2</sup> 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 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.
Joseph Duncan.....	22748	Antigua.....	Colon.....	Coaling Station.....	November 29, 1920
Henry Welsh.....	23317	Grenada.....	Fox River.....	Panama Railroad.....	November 19, 1920

**Official Circulars.**

**Acting Governor.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., December 4, 1920.  
*To all concerned*—Effective December 5, 1920, and during my absence from the Isthmus, Col. J. J. Morrow, U. S. A., Engineer of Maintenance, will be Acting Governor.

CHESTER HARDING,  
*Governor.*

**Exercising Duties of President of the Panama Railroad Company.**

PANAMA RAILROAD COMPANY,  
OFFICE OF THE PRESIDENT,  
BALBOA HEIGHTS, C. Z., December 4, 1920.  
*To all concerned*—Effective December 5, 1920, and during my absence from the Isthmus, Col. J. J. Morrow, U. S. A., 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 Company.*

**Acting Auditor and Acting Assistant Auditor.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., December 4, 1920.  
*To all concerned*—Effective December 5, 1920, and during the absence of Mr. H. A. A. Smith, Mr. Elwyn Greene will act as Auditor, and Mr. W. H. Kromer as Assistant Auditor on the Isthmus.

CHESTER HARDING,  
*Governor.*

**Disposition of Surplus and Unserviceable Electric and Pneumatic Tools.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., November 23, 1920.  
CIRCULAR No. 631-8:

1. Circular No. 631-2, dated October 31, 1914, authorizing the delivery of all surplus and unserviceable electric and pneumatic tools to the General Storekeeper of the Supply Department at Balboa without survey, is canceled.
2. Such items which hereafter become surplus will be accepted into stock by the General Storekeeper at Balboa in like manner as other standard stock, provided the particular make of tool on which disposition is required is covered by the standard-stock list. In cases where such tools become unserviceable, or are not considered standard stock, they will be presented to the Surveying Officer for disposition in like manner as other miscellaneous nonexpensible property.

CHESTER HARDING,  
*Governor, The Panama Canal.*  
*President, Panama Railroad Company.*

**Private Work Performed by Employees.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., November 29, 1920.  
CIRCULAR No. 641-2:

1. There is usually no objection to private work being done by employees on time outside of their working hours, provided the work is legitimate and not in conflict with the regulations of The Panama Canal.
2. Employees are directed to refrain, except in their proper official capacity, from giving any estimate, information, promise or agreement, covering any work, contract, sale or business transaction in which the United States Government, The Panama Canal or the Panama Railroad Company is, or may possibly become, interested.
3. Employees intending or desiring to engage in any enterprise or employment outside their regular duties, on time after working hours, or during leave, should, if there is any room for doubt regarding the application of the above instructions, apply to this office for permission to engage in the enterprise, giving such information regarding same as is necessary for a decision.
4. The object of these instructions is to protect both the Administration and the employee from embarrassment, and if violated, the employee will be subject to immediate discharge or discipline according to the merits of the case.

CHESTER HARDING,  
*Governor, The Panama Canal.*  
*President, The Panama Railroad Company.*

**Sick Leave for Alien Employees.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., November 29, 1920.  
CIRCULAR No. 602-23:

Circular No. 602-18 is hereby modified to provide for the payment of compensation for time lost on account of sickness to all alien employees of The Panama Canal and the Panama Railroad Company, except those for whom provision is made under general conditions of employment as provided for in the Executive Order of February 2, 1914,<sup>1</sup> and modifications thereof by the Executive Orders of January 15, 1917,<sup>2</sup> and February 20, 1920.<sup>3</sup>

CHESTER HARDING,  
*Governor, The Panama Canal.*  
*President, The Panama Railroad Company.*

<sup>1</sup> Published as Panama Canal Circular No. 601-4.  
<sup>2</sup> Published as Panama Canal Circular No. 601-59.  
<sup>3</sup> Published as Panama Canal Circular No. 601-107.

**Licensing of Motorcycle Operators.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., December 1, 1920.  
CIRCULAR No. 723-2:

By virtue of the authority contained in Section 5 of the Executive Order of October 9, 1918, pro-

viding for the licensing of chauffeurs in the Canal Zone, published as Panama Canal Circular No. 601-83, and Executive Order of October 30, 1920, published as Panama Canal Circular No. 601-114, the following rules to govern the issuance of licenses to motorcycle operators are hereby established:

(a) Application and examination for and issuance of licenses of motorcycle operators will be made on the form and under the procedure described in Panama Canal Circular No. 723, dated November 23, 1918.

(b) The license card issued will specifically state that the holder is only authorized to operate motorcycles, and will be of different color than those issued to operators of automobiles.

CHESTER HARDING,  
Governor.

**Sailing of the S. S. "Panama,"**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., December 6, 1920.  
To all concerned—The steamship *Panama* will sail from Cristobal for New York, via Port au Prince, Haiti, on Thursday, December 9, at 3 o'clock p. m.

S. W. HEALD,  
Superintendent.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., November 30, 1920.  
The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Requests can be made by calling telephone 182, Balboa:

- |                                   |                                    |
|-----------------------------------|------------------------------------|
| Adams, W.                         | Lewis, Mr. Tom                     |
| Barrett, Mr. William              | Lynch, Esq. John                   |
| Bryant, J. H. <sup>1</sup>        | Martin, Mr. I. F.                  |
| Bubb, John Carroll                | Merrifield, Mr. Lee <sup>3</sup>   |
| Butcher, Clarence A. <sup>1</sup> | Miller, Mrs. A. I. <sup>1</sup>    |
| Cheney, E. F.                     | Murray, Harold W.                  |
| Collins, Mrs. James               | McCoy, Mrs.                        |
| Collins, Mr. James (2)            | Nicholson, Mrs. R. W. <sup>1</sup> |
| Collins, Mr. Thos.                | Parkinson, Mr. Win-                |
| Copas, Mr. Clark                  | field                              |
| Corpron, T. F.                    | Patten, Hudson T.                  |
| Diaz, Sra. Celina Maria           | Pruitt, Mr. H. A.                  |
| Edward, Andrew, Box               | Ramfoud, Mrs.                      |
| 389                               | Raynor, Mr. Ernest G.              |
| Fraser, Mr. Vernal                | Rodriguez, Mr. L.                  |
| Frosythe, Mr. Dan                 | Smith, Miss Rose                   |
| Gordon, Mr. G.                    | Stone, Mrs. C. W.                  |
| Greene, Mr. Royal K.              | White, Mr. Fred G.                 |
| Henrihan, Mrs. Georgie            | Wilson, Mr. Ralph                  |
| M.                                | Witherell, Marion                  |
| Jackson, Mr. Frank                | Wright, Bruce                      |
| Jinhoff, Harry B.                 | Wright, Mrs. M. S.,                |
| Kaye, Mr. H. R. <sup>2</sup>      | Box 643 <sup>4</sup>               |
| Knoope, Esq., Ray M.              |                                    |

<sup>1</sup> Paper. <sup>2</sup> Magazine. <sup>3</sup> Card. <sup>4</sup> Package.

**Cable Notice.**

The All-America Cables, Inc., has advised: "Normal route to Porto Rico, St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, St. Lucia, St. Vincent, Barbados, Grenada, Trinidad, and British Guiana restored. Normal rates should be collected."

**Additions to Commissary Stock.**

*Dry Goods Section.*

Chemise, envelope, ea.....	\$3.20
Chemise, envelope, ea.....	1.50
Drawers, open, ladies', pr.....	1.60
Drawers, open, ladies', pr.....	1.25
Petticoats, ea.....	2.15
Petticoats, ea.....	3.25
Petticoats, ea.....	1.40
Shirts, men's, negligee, coat style, printed, striped, Madras, ea.....	3.05

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 239.**

PORT OF CRISTOBAL—continued.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
Dec. 2.....	Turrialba.....	Nov. 30.....	Antonio Lopez.....
Dec. 2.....	H. M. S. Cambrian.....	Dec. 1.....	Atenas.....
Dec. 2.....	Caribbean.....	Dec. 1.....	Ulua.....
Dec. 3.....	Whippoorwill.....	Dec. 2.....	Cartago.....
		Dec. 2.....	Turrialba.....
		Dec. 2.....	Achilles <sup>10</sup> .....
		Dec. 3.....	H. M. S. Cambrian.....
		Dec. 3.....	Whippoorwill.....
		Dec. 4.....	St. Michael <sup>10</sup> .....
		Dec. 4.....	U. S. S. Owl.....

PORT OF BALBOA.

Date.	Vessel.	Line.	For—
Nov. 28.....	Guardian <sup>10</sup> .....	All-America Cables Co.....	Callao.

<sup>10</sup>Other than ships passing through the Canal.

<sup>10</sup>Cable ship.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Suiting, English:	
Art linen, natural color, yd.....	\$0.86
Am. Cashmere, shrunk, yd.....	6.95
Ties, four-in-hand, fancy silk, ea.....	1.25
Ties, four-in-hand, fancy silk, ea.....	1.65
Ties, four-in-hand, fancy silk, ea.....	2.05
Ties, four-in-hand, fancy silk, ea.....	2.65
Ties, four-in-hand, knitted silk, ea.....	2.50
Ties, four-in-hand, knitted silk, ea.....	2.05
Ties, four-in-hand, knitted silk, ea.....	1.50
Ties, bat wing, assorted silk, ea.....	.51
Ties, four-in-hand, assorted fancy silk, ea.....	.57
Ties, four-in-hand, assorted fancy silk, ea.....	.85
Ties, four-in-hand, assorted fancy silk, ea.....	1.00
Ties, batwing, assorted fancy silk, ea.....	.57
Ties, boys', four-in-hand, fancy silk, plaids, ea.....	.44
Ties, boys', four-in-hand, ea.....	.57
Aprons, cotton, embroidered, Swiss, fancy, ea.....	1.05
Brushes, shaving, bone handle, jap., ea.....	.17
Brushes, shaving, bone handle, jap., ea.....	.23
Brushes, nail, jap., ea.....	.13
Brushes, tooth, jap., ea.....	.15
Brushes, hair, jap., ea.....	.70
Brushes, hair, jap., ea.....	.84
Brushes, hair, jap., ea.....	1.95
Brushes, hair, jap., ea.....	.92
Brushes, tooth, jap., ea.....	.10
Brushes, military, jap., ea.....	.85
Brushes, cloth, jap., ea.....	.83
Brushes, hair, jap., ea.....	1.30
Brushes, military, jap., ea.....	.91
Brushes, military, jap., ea.....	1.20
Brushes, military, jap., ea.....	1.30
Brushes, tooth, jap., ea.....	.15
Brushes, hair, jap., ea.....	1.05
Brushes, nail, jap., ea.....	.08
Brushes, nail, jap., ea.....	.12
Sets, lunch, white, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	12.40
Sets, lunch, white, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	13.70
Sets, lunch, blue, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	11.10
Sets, lunch, blue, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	12.40

Sets, lunch, blue, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	\$13.70
Centers, linen, 20", ea.....	1.60
Centers, linen, 24", ea.....	1.80
Centers, linen, 36", ea.....	3.40
Cloths, linen, H. S., sideboard, 18" x 45", ea.....	1.70
Cloths, linen, H. S., sideboard, 18" x 54", ea.....	2.00
Cloths, linen, H. S., sideboard, 18" x 63" ea.....	2.30
Cases, linen bag pillow, 22 1/2" x 42", pr.....	5.55
Cases, linen bag pillow, 22 1/2" x 42", pr.....	6.40
Chemises, envelope, cotton, embroidered, Swiss, ea.....	3.85
Sets, lunch, white, sc., embroidered, 1 cl., 45" x 45", 6 napkins 18" x 18", set.....	11.10
Suiting, English, cotton, 54", yd.....	4.00
Suiting, all wool, 56", yd.....	5.55
Suiting, white cotton drill, 27/28", yd.....	.67
Suiting, white linen duck, 27/8", yd.....	3.05
Suiting, mercerized, 27", yd.....	.83
Suiting, Union crash, 35/36", yd.....	.80
Cloth, bleached, double thread, Terry, yd.....	.51
Collars, soft, Arrow brand, Hart style, ea.....	.45
Corsets, Nulife, ea.....	3.80
Corsets, Nulife, ea.....	4.45
Leads, N. B., Eversharp, tube.....	.20
Leads, Eversharp, tube.....	.20
Pencils, Eversharp, gold filled, ea.....	2.85
Pencils, Eversharp, gold filled, ea.....	2.45
Pencils, Eversharp, gold filled, ea.....	3.65
Pencils, Eversharp, gold filled, ea.....	3.65
Pencils, Eversharp, gold filled, ea.....	4.45
Petticoats, silk and cotton, ea.....	3.20
Petticoats, silk and cotton, ea.....	3.55
Shirts, negligee, silk fiber crepe, stripes only, ea.....	5.40
Suiting, black dress coating, 57/58", yd.....	5.90
Ties, silk, fancy, assorted, batwing, ea.....	1.25
Ties, men's, batwing, fancy silk, 2", ea.....	.76
Ties, men's, batwing, fancy silk, ea.....	1.05
Ties, batwing, fancy silk, ea.....	.90
Ties, batwing, fancy silk, ea.....	.56

*Grocery Section.*

Collaps. minced, 2s tin.....	.50
Pudding, plum, Heinz, 1s tin.....	.51

**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.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

## COMMISSARY NOTES.

### Linen.

A natural color art linen, suitable for making centerpieces, scarfs, and many other items, is now being offered at the commissaries at 86 cents the yard. It is 29 inches wide and is carried under the stock number 17781.

### Drill.

For wear in the tropics, it would be difficult to find any material better adapted than white drill. A very good quality has just been received and will be sold to customers at 67 cents the yard.

### Native Hardwood Articles for Christmas Gifts.

Articles of native hardwoods are now available at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries. These will make very desirable Christmas gifts, included among them being electric table lamps, nut bowls, hair receivers, powder boxes, and smoking stands.

### Lace, Etc.

Swiss embroideries, edgings, and insertions ranging in price from 5 cents to \$1.50 the yard, are offered at all commissaries, at a special sale now in progress. Also received directly from Switzerland are handkerchiefs of cotton lawn, finely embroidered and hemstitched, which are sold at very reasonable prices.

### Books.

#### Books received:

Pictures of the Panama Canal, by Joseph Pennell; The Man of the Forest, by Zane Grey; Red and Black, by Grace Richmond; Ramsey Milholland, by Booth Tarkington; The Story of Siegfried, by Dr. Edward Brooks, A. M.; The Courage of Marge O'Doone, by James Oliver Curwood; Back to God's Country, by James Oliver Curwood; Love Stories, by Mary Roberts Rinehart; The Strength of the Strong, by Jack London; Big Flat, by Henry Oyen; The U. P. Trail, by Zane Grey; The House of Torchy, by Sewell Ford.

### Dress Goods.

Unusual values are represented in the Swiss all-over embroidered voiles now offered in the retail stores. These are 44 inches wide and are sold for \$1 the yard. A wide range of patterns is to be found in the embroidered voile flouncing 44 inches wide at \$1.40 per yard. All-over embroidered organdie 52 inches wide is offered at \$1.05 the yard, and all-over embroidered dotted voile in lavender, pink, light blue, and delft blue may be had for \$1 the yard. In addition to these, there is an imported Swiss organdie, in various popular shades, which is 45 inches wide and priced at \$1.10 the yard.

### Brushes.

Special bargains are to be found in a recent shipment of brushes from the Orient. There are toothbrushes with white bone handles at 10 cents and 15 cents, nail brushes with solid wood backs at 8 cents, 10 cents, and 13 cents, a limited quantity of military brushes with real ebony backs at 83 cents, 91 cents, \$1.20, and \$1.30, hair brushes with black hardwood backs at prices ranging from 70 cents to \$1.95 and a small number of shaving brushes with white bone handles, which are offered at 17 cents and 23 cents.

### Minton Chinaware.

Some time since the attention of the Commissary Division's representative in London was called to the nonreceipt of red flower or rose Minton cups and saucers which have not yet arrived although requisitioned many months ago. A cable also was dispatched to expedite delivery of other items in this pattern which long had been on order. The situation is explained at length in the reply just received. The manufacturers maintain that they are doing their best with the Commissary Division's orders. The works are at present practically closed down owing to the coal strike, so they will be unable to do much until the mines are again in working order. The makers understand the inconvenience to which commissary customers, trying to complete their sets, have been put, but give their assurance that The Panama Canal stores are doing very well in comparison with other buyers. It is also stated that the urgency of our requirements has not been and will not be lost sight of, but no definite dates for delivery are set.

PANAMA RAILROAD PASSENGER TRAIN TIME-TABLE No. 30, EFFECTIVE DECEMBER 26, 1919.

	MAIN LINE STATIONS.				DAILY.				DAILY.				Sat'day only.		Sunday only.	
	3	5	7	101	Daily except Sat'day	9	11	MAIN LINE STATIONS.	4	8	8	8	8	10	12	12
<b>Leave</b>																
Colon.....	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Montt Hope.....	7.10	11.00	5.00	11.15	11.30	9.35	Panama.....	7.10	11.00	5.00	11.30	9.35	11.30	9.35	11.30	9.35
New Gatun.....	7.15	11.05	5.05	11.20	11.35	9.40	Balboa Heights.....	7.15	11.05	5.05	11.35	9.40	11.35	9.40	11.35	9.40
Gatun.....	7.21	11.11	5.17	11.40	11.45	9.52	Corozal.....	7.21	11.12	5.10	11.41	9.45	11.41	9.45	11.41	9.51
Monte Lirio.....	7.27	11.32	5.32	11.55	12.04	10.07	Miraflores Locks.....	7.26	11.17	5.15	11.45	9.54	11.45	9.54	11.45	9.54
Frijoles.....	7.53	11.43	5.43	12.10	12.15	10.18	Ref Tank.....	7.30	11.23	5.23	11.53	9.58	11.53	9.58	11.53	9.58
Darien.....	8.00	11.50	5.50	12.18	12.22	10.25	Petro Miguel.....	7.34	11.23	5.23	11.53	9.58	11.53	9.58	11.53	9.58
Gamboa.....	8.14	12.02	6.02	12.30	12.33	10.37	Summit.....	7.45	11.35	5.35	12.05	10.10	12.05	10.10	12.05	10.10
Summit.....	8.30	12.14	6.14	12.42	12.45	10.45	D. Fern.....	7.58	11.47	5.47	12.17	10.22	12.17	10.22	12.17	10.22
Petro Miguel.....	8.44	12.23	6.24	1.00	12.57	11.01	Frijoles.....	8.07	11.57	5.57	12.28	10.32	12.28	10.32	12.28	10.32
Ref Tank.....	8.50	12.32	6.30	1.03	1.05	11.09	Monte Lirio.....	8.14	12.04	6.04	12.35	10.39	12.35	10.39	12.35	10.39
Miraflores Locks.....	8.54	12.36	6.34	1.10	1.11	11.14	Gatun.....	8.25	12.15	6.15	12.46	10.50	12.46	10.50	12.46	10.50
Balboa Heights.....	9.00	12.45	6.40	1.15	1.15	11.20	New Gatun.....	8.40	12.30	6.30	1.01	11.05	12.30	1.01	11.05	12.30
Panama.....	9.05	12.50	6.45	1.23	1.20	11.25	Mount Hope.....	8.50	12.40	6.40	1.10	11.15	12.40	1.10	11.15	12.40
<b>Arrive</b>	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	Colon.....	8.55	12.45	6.45	1.15	11.30	12.45	1.15	11.30	12.45
	3	5	7	101	9	11	Arrive	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.

All trains stop where the f is shown except f indicates stop on signal only.

	LAS CASCADAS BRANCH STATIONS.													
	DAILY.					DAILY.								
Sunday only.	43	41	39	37	35	33	31	30	12	34	35	38	40	42
Leave														
Empire.....	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.				
Culebra.....	12.30	11.30	7.00	4.55	1.35	9.25	6.45	9.10	12.55	4.00	6.50	11.21	12.28	11.21
Paraiso.....	12.35	11.35	7.05	5.00	1.40	9.30	6.55	9.05	12.50	3.55	6.45	11.19	12.20	11.19
Petro Miguel.....	12.45	11.47	7.18	5.13	1.53	9.43	7.07	8.50	12.55	3.41	6.31	11.08	12.07	11.08
Rod Tank.....	12.50	11.50	7.21	5.16	1.56	9.46	7.11	8.48	12.52	3.38	6.23	11.03	12.04	11.03
Miraflores Locks.....	12.53	11.53	7.24	5.19	1.59	9.49	7.14	8.45	12.51	3.35	6.23	11.00	12.01	11.00
Corozal.....	1.00	12.01	7.33	5.23	2.01	9.53	7.19	8.41	12.55	3.31	6.21	10.59	11.50	10.59
Balboa Heights.....	1.05	12.05	7.40	5.35	2.15	10.05	7.30	8.36	12.51	3.25	6.16	10.51	11.51	10.51
Panama.....	1.10	12.15	7.45	5.40	2.20	10.10	7.35	8.30	12.50	3.20	6.10	10.45	11.45	10.45
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.					
	43	41	39	37	35	33	31	30	32	34	35	38	40	42

# THE PANAMA CANAL RECORD

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Volume XIV. Balboa Heights, C. Z., December 15, 1920. No. 18.

## Records of the Coaling Plant at Cristobal in Bunkering Ships.

The coaling plant at Cristobal established a new record for quick delivery of coal on November 25, in delivering 1,101 tons 2,060 pounds of coal to the steamship *Wiltshire* in 1 hour and 35 minutes. This excels any previous record at the plant for such a quantity of bunkers. The time stated is for the period from the starting of the reloading machinery until the completion of delivery, with the coal trimmed in the bunkers. It is believed that this plant can deliver coal into bunkers faster than any other plant in the world. This delivery was at the rate of 696 tons an hour, 11.6 tons a minute, or a ton in slightly over 5 seconds. The quantity delivered amounted to 2,468,300 pounds—25,982 pounds per minute, 433 pounds a second.

The largest quantity of coal ever delivered to one ship at one time at the Cristobal plant was 5,338 tons, to the transport *Mount Vernon*, requiring 3 days, under adverse conditions. The next largest was 3,102 tons 1,000 pounds, bunkered into the steamship *Armagh* on December 16, 1919. The time required was 18 hours and 40 minutes. The delivery was at the rate of 166.3 tons per hour for the period.

The quickest delivery of record at the plant is the bunkering of a ship in 3 minutes. This was on October 26, 1916, when 50 tons 440 pounds were delivered to the *Alfred Noble* in 3 minutes. Shortly before that, the *Takushima Maru* received her bunkers of 106 tons 20 pounds in 5 minutes. For a ship to receive her bunkers and be on her way in less than half an hour is not an infrequent performance, as will be seen from the tabulated statement below.

This statement shows the record deliveries by periods of time, from 3 minutes up to the maximum time required to bunker any of the ships that have been supplied:

Time.		Amount.		Name of ship.	Date.
Hours.	Minutes.	Tons.	Pounds.		
.....	3	50	440	<i>Alfred Noble</i> .....	October 26, 1916.
.....	5	106	20	<i>Takushima Maru</i> .....	October 14, 1916.
.....	9	121	1,860	<i>Indian</i> .....	January 27, 1917.
.....	10	155	660	<i>Batford</i> .....	January 14, 1917.
.....	10	204	1,700	<i>Elm Branch</i> .....	December 9, 1916.
.....	12	156	1,080	<i>Warkowahl</i> .....	May 27, 1917.
.....	13	141	60	<i>Farley</i> .....	December 4, 1916.
.....	14	224	980	<i>Hermion</i> .....	December 2, 1916.
.....	20	279	200	<i>Siljan</i> .....	April 15, 1919.
.....	23	349	1,160	<i>Indian Transport</i> .....	December 29, 1916.
.....	25	362	480	<i>Herakles</i> .....	April 30, 1918.
.....	30	403	2,160	<i>Jessie</i> .....	October 16, 1917.
.....	31	507	.....	<i>Cumberland</i> .....	December 20, 1916.
.....	45	596	1,920	<i>Mahia</i> .....	April 27, 1920.
.....	55	555	1,420	<i>Suveris</i> .....	November 20, 1918.
.....	1	604	1,080	<i>Kent</i> .....	February 18, 1919.
.....	1	10	607	<i>Ansaldo III</i> .....	July 17, 1920.
.....	1	20	851	<i>Eastern City</i> .....	September 16, 1917.
.....	1	35	1,101	<i>Wiltshire</i> .....	November 25, 1920.
.....	5	1,707	220	<i>Arawa</i> .....	May 22, 1920.
.....	10	15	2,199	<i>Hakushika Maru</i> .....	January 18, 1920.
.....	18	40	3,102	<i>Armagh</i> .....	December 16, 1919.
.....	72	40	5,338	<i>Mount Vernon</i> .....	May 26, 1920.

\* Considered an especially good record.

A photograph of the coaling plant at Cristobal is presented on page 253,

### Chilean Squadron to Pass Through the Canal.

Advice has been received that a squadron of vessels of the Chilean Navy will reach the Canal during the latter half of the month of December, on their way from England to Chile. The vessels are the superdreadnaught *Almirante Latorre* (which served during a part of the World War as the *Canada* in the British Navy), the destroyers *Riveros*, *Williams*, and *Uribe*, the transport *Angamos*, and the tug *Sibbard*. The *Almirante Latorre* is of 28,000 tons displacement, 625 feet in length by 92 feet beam, and will be among the largest ships to have passed through the Canal.

### Canal Traffic in November.

The Canal traffic for November, 1920, for commercial vessels, is shown as classified in the following tabulation:

#### PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>West Coast of South America to East Coast of United States:</i>							
United States.....	12	36,813	43,803	55,607	36,817	\$43,696.50	Long tons. 57,673
British.....	2	7,699	9,176	11,871	7,368	9,518.20	7,567
Spanish.....	2	4,280	4,929	6,534	3,991	5,350.00	9,220
Japanese.....	1	4,490	4,565	6,071	4,424	5,478.00	7,700
German.....	1	3,144	3,640	4,630	2,861	3,930.00	4,000
Danish.....	1	2,795	4,934	4,611	2,864	3,493.75	7,704
Chilean.....	1	2,754	3,442	5,961	2,981	3,442.50	2,799
Totals.....	20	61,975	74,489	95,285	61,306	\$74,908.95	97,363
<i>West Coast of South America to Europe:</i>							
British.....	8	23,387	29,178	38,858	23,764	\$29,233.75	32,208
Spanish.....	4	9,646	11,451	15,144	9,821	12,057.50	22,087
German.....	2	8,018	8,945	11,697	7,493	9,995.40	9,122
Italian.....	2	6,740	8,445	13,241	7,450	8,425.00	8,517
United States.....	1	3,834	4,825	6,415	3,918	4,792.50	7,750
French.....	1	3,566	4,081	5,681	3,600	4,457.50	6,750
Totals.....	18	55,191	66,925	91,036	56,076	\$68,961.65	86,434
<i>West Coast of United States to Europe:</i>							
United States.....	8	32,591	40,896	50,401	33,474	\$40,738.75	57,724
British.....	3	15,962	19,814	25,138	15,628	19,952.50	31,264
Danish.....	1	5,226	5,660	6,919	5,223	6,532.50	9,150
Dutch.....	1	4,860	6,068	7,651	4,796	6,075.00	8,786
Swedish.....	1	2,295	3,967	3,774	2,875	2,868.75	5,383
Totals.....	14	60,934	76,405	93,883	61,996	\$76,167.50	112,307
<i>West Coast of South America to Cristobal:</i>							
British.....	6	4,120	5,964	8,203	4,566	\$5,128.90	4,376
Chilean.....	2	3,274	5,759	6,351	3,872	4,092.50	1,527
Peruvian.....	2	2,472	3,934	5,171	2,683	3,071.05	5,318
United States.....	1	336	350	615	372	420.00	646
Totals.....	11	10,202	16,007	20,340	11,493	\$12,712.45	11,867
<i>United States coastwise:</i>							
United States.....	10	29,891	38,708	47,973	29,692	\$36,173.40	41,269
<i>Far East to East Coast of United States:</i>							
British.....	3	11,191	12,837	14,300	9,637	\$13,104.25	14,403
United States.....	2	8,696	9,756	12,927	8,029	10,870.00	11,948
Japanese.....	2	6,985	8,299	10,951	6,554	8,668.75	11,513
Totals.....	7	26,822	30,892	38,178	24,220	\$32,643.00	37,864
<i>West Coast of South America to Mexico:</i>							
United States.....	5	22,371	25,477	33,199	21,666	\$18,531.54	Ballast.
British.....	1	4,677	5,342	7,270	4,513	3,846.24	Ballast.
Norwegian.....	1	4,424	5,108	6,962	4,418	3,677.76	Ballast.
Totals.....	7	31,472	35,927	47,431	30,597	\$26,055.54	Ballast.
<i>Australasia to Europe:</i>							
British.....	6	43,130	52,507	63,654	41,795	\$53,714.10	38,391
<i>West Coast of United States to Mexico:</i>							
United States.....	2	8,548	9,878	13,732	8,547	\$7,112.16	Ballast.
British.....	1	2,879	3,261	4,722	2,897	2,347.92	Ballast.
Totals.....	3	11,427	13,139	18,454	11,444	\$9,460.08	Ballast.
<i>West Coast of Canada to Europe:</i>							
British.....	3	10,148	13,864	16,023	10,003	\$12,685.00	20,474

PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>West Coast of United States to Cristobal:</i>							<i>Long tons.</i>
United States.....	3	4,818	5,654	7,693	4,791	\$6,022.50	1,137
<i>West Coast of Central America to Cristobal:</i>							
British.....	2	1,288	1,398	2,298	1,304	\$1,610.00	357
United States.....	1	767	742	1,088	767	958.75	707
Totals.....	3	2,055	2,140	3,386	2,071	\$2,568.75	1,064
<i>Australasia to East Coast of United States:</i>							
British.....	2	12,983	14,744	20,171	13,044	\$16,228.75	10,473
<i>Between United States coastwise ports:<sup>1</sup></i>							
British.....	1	5,088	6,151	8,082	5,090	\$6,360.00	9,954
Norwegian.....	1	2,988	3,374	4,747	2,963	3,735.00	6,100
Totals.....	2	8,076	9,525	12,829	8,053	\$10,095.00	16,054
<i>West Coast of United States to East Coast of South America:</i>							
United States.....	1	2,978	4,034	4,839	2,978	\$3,722.50	5,610
<i>West Coast of South America to Azore Islands:<sup>2</sup></i>							
Spanish.....	1	1,961	2,333	3,067	1,856	\$2,451.25	4,413
<i>West Coast of United States to Cuba:</i>							
United States.....	1	1,934	2,187	3,125	1,934	\$2,417.50	3,732
<i>Philippine Islands to East Coast of United States:</i>							
United States.....	1	1,800	1,795	2,296	1,673	\$2,164.00	2,800
<i>West Coast of United States to West Indies:<sup>2</sup></i>							
United States.....	1	609	635	1,185	604	\$761.25	2,549
<i>Local—Canal Zone ports:</i>							
Panama.....	1	14	14	17	14	\$10.50	.....
Grand totals.....	115	378,420	461,924	590,865	375,640	\$449,913.67	493,801
Totals last month.....	119	380,566	465,043	591,016	372,914	\$447,909.05	502,353

<sup>1</sup> For orders.

<sup>2</sup> Exclusive of Cuba and Porto Rico.

ATLANTIC TO PACIFIC.

<i>East Coast of United States to West Coast of South America:</i>							
United States.....	13	36,679	43,958	57,270	37,110	\$42,469.68	43,711
Danish.....	4	8,720	9,926	11,671	7,065	10,529.85	16,347
Norwegian.....	3	15,453	17,031	21,262	13,890	19,094.20	27,881
British.....	3	6,106	7,649	9,464	5,691	7,632.50	9,097
Spanish.....	1	1,858	2,121	3,071	1,845	2,322.50	4,443
Totals.....	24	68,816	80,685	102,738	65,601	\$82,048.73	101,479
<i>United States coastwise:</i>							
United States.....	19	58,603	69,247	88,837	58,143	\$72,599.45	51,454
<i>East Coast of United States to Australasia:</i>							
British.....	9	44,712	52,535	66,044	43,172	\$55,570.50	70,697
United States.....	2	8,255	9,738	12,112	8,206	10,318.75	13,320
Norwegian.....	2	6,919	6,988	8,764	5,525	8,397.60	11,400
Swedish.....	1	2,622	4,035	4,315	3,329	3,277.50	6,007
Totals.....	14	62,508	73,306	91,235	60,232	\$77,564.35	101,424
<i>Europe to West Coast of South America:</i>							
British.....	6	14,985	19,908	24,249	14,784	\$21,628.25	22,709
Italian.....	2	5,981	7,882	10,603	6,406	7,476.25	2,359
French.....	1	4,326	4,363	5,923	3,763	5,235.60	964
Peruvian.....	1	3,510	3,544	4,763	3,089	4,252.80	4,782
Swedish.....	1	3,123	4,013	4,952	3,973	3,903.75	1,758
Danish.....	1	2,202	3,209	3,453	2,227	2,752.50	4,000
Spanish.....	1	2,160	2,581	3,458	2,159	1,858.32	.....
Totals.....	13	36,287	45,500	57,401	36,401	\$47,107.47	36,552
<i>Cristobal to West Coast of South America:</i>							
United States.....	4	1,499	1,511	2,429	1,611	\$1,490.25	490
British.....	3	2,066	2,529	3,627	2,107	2,573.40	1,276
Chilean.....	2	3,608	6,250	7,612	4,560	4,510.00	736
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	2,027
Totals.....	11	9,668	15,646	21,717	12,465	\$11,692.40	4,529

<sup>1</sup> British cruiser of 5,794 displacement tonnage not included.

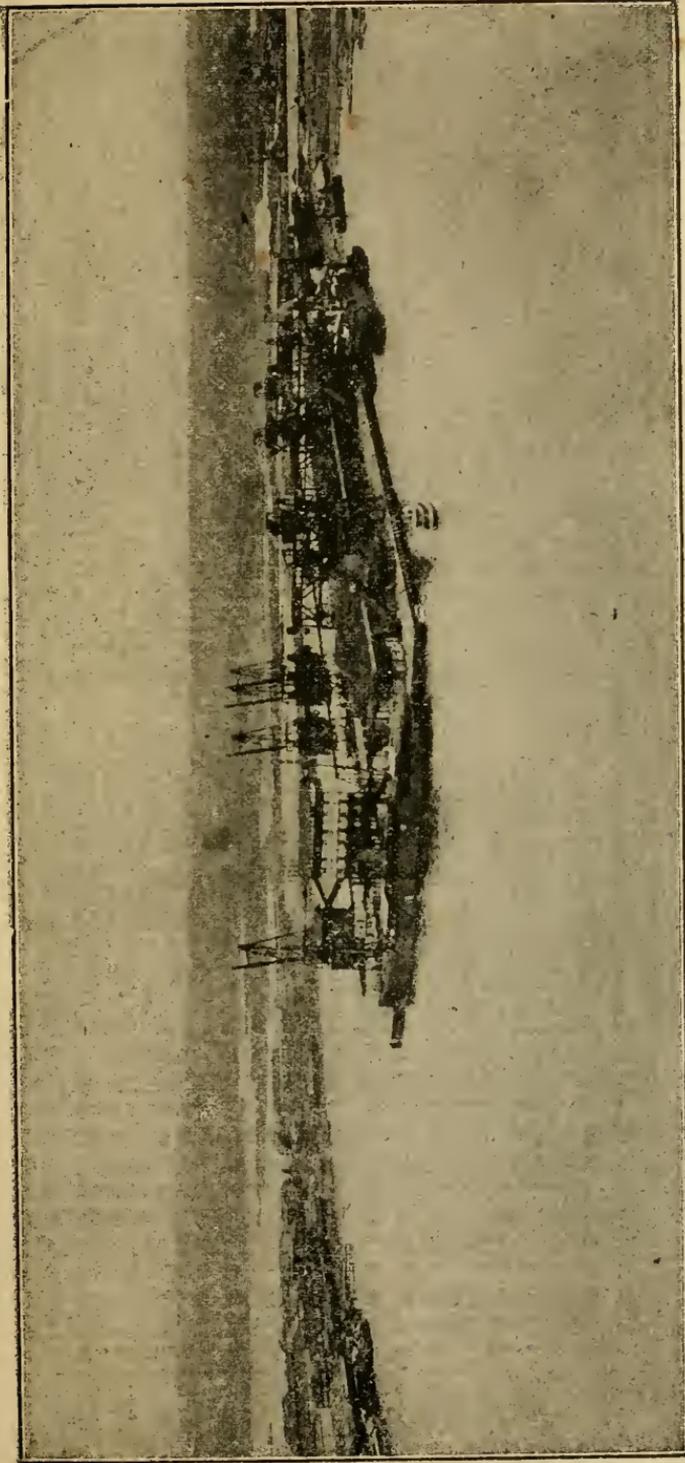
## ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>East Coast of United States to Far East:</i>							<i>Long tons.</i>
Japanese.....	3	13,750	15,206	20,781	13,460	\$17,034.70	19,363
United States.....	3	11,702	14,332	18,946	11,721	14,627.50	21,533
British.....	2	8,618	9,020	9,604	6,091	10,670.35	10,914
Total.....	8	34,070	38,558	49,331	31,272	\$42,332.55	51,810
<i>East Coast of Mexico to West Coast of South America:</i>							
United States.....	4	17,348	21,862	27,099	16,777	\$21,685.09	34,900
Norwegian.....	1	4,417	5,076	6,987	4,422	5,558.75	9,300
British.....	1	4,325	4,963	6,533	4,178	5,406.25	9,000
Totals.....	6	26,120	31,901	40,619	25,377	\$32,650.00	53,200
<i>Europe to West Coast of United States:</i>							
British.....	2	7,289	9,792	11,454	7,180	\$7,050.24	Ballast.
United States.....	2	7,263	9,643	11,603	7,263	6,946.56	Ballast.
Dutch.....	1	6,852	6,961	9,065	6,871	8,353.20	2,500
Totals.....	5	21,404	26,401	32,182	21,314	\$32,350.00	\$2,500
<i>Europe to Australasia:</i>							
British.....	3	16,784	22,277	26,625	16,948	\$20,980.09	27,244
<i>Mexico to West Coast of United States:</i>							
United States.....	2	9,885	11,449	15,470	9,573	\$12,356.25	20,000
<i>East Coast of United States to West Coast of Canada:</i>							
British.....	1	4,880	7,133	7,548	4,848	\$6,111.25	10,000
United States.....	1	3,822	5,256	6,188	3,822	4,777.50	8,890
Totals.....	2	8,711	12,389	13,736	8,670	\$10,888.75	18,890
<i>Foreign ships in ballast between United States coastwise ports:</i>							
Danish.....	1	2,067	3,839	4,751	2,965	\$3,708.75	Ballast.
British.....	1	1,865	2,169	3,095	1,860	2,331.25	Ballast.
Totals.....	2	4,832	6,003	7,847	4,825	\$6,040.00	Ballast.
<i>Cristobal to West Coast of United States:</i>							
United States.....	2	3,486	4,061	5,540	3,482	\$4,357.50	4,394
<i>West Indies to West Coast of South America:</i>							
United States.....	1	2,355	2,318	3,102	2,423	\$1,766.25	Ballast.
British.....	1	(*)	(*)	(*)	(*)	3,227.50	Ballast.
Totals.....	2	2,355	2,318	3,102	2,423	\$4,993.75	Ballast.
<i>Porto Rico to West Coast of South America:</i>							
Spanish.....	1	(*)	(*)	(*)	(*)	\$7,599.00	Ballast.
<i>East Coast of Canada to Australasia:</i>							
British.....	1	5,247	5,296	6,975	5,299	\$6,355.20	3,795
<i>Europe to Far East:</i>							
British.....	1	4,416	4,873	7,011	4,462	\$5,557.50	6,800
<i>Africa to West Coast of United States:</i>							
United States.....	1	4,157	5,707	6,691	4,157	\$4,100.04	Ballast.
<i>Europe to West Coast of Canada:</i>							
British.....	1	3,231	4,008	5,241	3,220	\$4,038.75	363
<i>East Coast of South America to West Coast of United States:</i>							
United States.....	1	3,034	4,174	4,748	2,925	\$3,792.50	1,435
<i>Europe to Central America:</i>							
British.....	1	1,622	1,797	2,737	1,683	\$2,027.50	1,538
<i>East Coast of United States to East Coast of South America:</i>							
United States.....	1	1,467	1,644	2,372	1,447	\$1,833.75	2,700
<i>Cristobal to West Coast of Central America:</i>							
British.....	1	650	692	1,128	650	\$812.50	997
<i>Local—Between Canal Zone ports:</i>							
Panaman.....	1	14	14	14	14	\$10.50	Ballast.
Grand totals.....	123	387,397	467,951	593,207	380,583	\$483,998.44	491,109
Totals last month.....	119	381,447	470,536	599,920	381,626	\$403,916.53	488,713

\* Exclusive of Cuba and Porto Rico.

\* Spanish battleship; displacement tonnage, 15,000.

\* British cruiser; displacement tonnage, 6,455.



GENERAL VIEW OF THE CANAL COALING PLANT AT CRISTOBAL, AS APPROACHED FROM THE CANAL. This plant has a normal storage capacity of 350,000 tons, and is believed to be capable of bunkering ships more rapidly than any other plant in the world. A review of some of its records is published on page 249.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight December 11, 1920.

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.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross Net.		
Telano	4	22.55	5	6.25	5	13.57	5	15.00	Japanese.	Nippon Yusen Kaisha	450.0	58.0	25.0	New York	Manila	Lubricating oil.	7,156	7,719	5,415	
McInt.																				
Gen. O. H.																				
Ernst.	5	5.55	5	7.05	5	15.40	8	10.48	American	Panama Railroad Steamship Line	356.4	45.0	24.8	New York	Balboa	Coal	3,644	4,503	2,764	
Jason	3	7.10	5	8.17	5	13.44	5	20.47	Dutch	Royal Netherlands W. Mail	315.0	43.0	19.7	Rotterdam	Valparaiso	General	3,600	4,321	3,120	
Pulaski	4	9.13	5	12.00	5	18.07	5	19.05	American	Caribbean S. S. Co. (S. B.)	251.0	34.5	14.5	New York	Guayaquil	General	720	2,823	1,744	
Indian City.	5	8.51	5	12.00	5	19.16	5	20.16	British	W. R. South & Sons	411.7	54.5	15.0	Rotterdam	San Francisco	Balast	6,512	4,665		
Borpee Maru.	5	15.15	6	6.25	6	15.00	6	16.05	Japanese.	Osaka Shosen Kaisha	365.0	51.0	22.0	Rotterdam	Yokohama	General	3,424	5,919	4,409	
Cleveland.	6	3.05	6	6.30	6	14.05	6	18.50	American	United States Navy	330.0	49.0	17.0	Puerto Caballo	Balboa	Coal	5,115	4,310	3,217	
Pacific	6	7.00	6	7.35	6	17.40	6	18.50	British	Rionda Merthyn & Co.	339.7	47.0	23.6	Baltimore	Valparaiso	Coal	7,816	6,479	4,709	
Edwards.	6	6.50	6	12.00	6	20.26	6	21.45	Norwegian.	Vilhelm Thorkildsen	399.7	56.0	25.0	Norfolk	Merillones	Coal	5,728	5,455	3,879	
Orient	6	16.50	7	6.35	7	14.04	8	19.18	American	Oriental Navigation Co.	376.4	52.0	25.0	Norfolk	Valparaiso	Coal	3,476	7,067	5,318	
Annam?	7	9.05	7	12.35	7	19.10	8	1.90	Danish.	East Asiatic Steamship Co.	410.0	55.0	17.6	Copenhagen	San Francisco	General	650	5,191	3,336	
Gen. W. C.																				
Gorgas.	3	21.25	7	13.35	7	20.22	7	21.18	American	Panama Railroad Steamship Line	370.0	45.3	23.0	New York	Guayaquil	General	3,078	4,782	3,336	
Rio Gatun?																				
Sorata.	7	16.40	8	6.23	8	15.50	8	20.57	British.	A. R. Eckhardt	390.0	47.3	21.0	Monte Lirio	Balboa	General	650	5,191	3,336	
Edward																				
Pierce.	7	13.40	8	6.32	8	16.30	8	17.35	American	Crowell & Thurlow S. S. Co.	375.0	49.0	24.0	Norfolk	Arica	Coal	5,375	4,591	3,291	
Santa Ana	7	21.30	8	6.52	8	15.45	8	16.28	American	W. R. Grace & Co.	360.2	51.0	23.2	New York	Valparaiso	General	2,211	5,842	4,150	
Cambrian?	7	22.20	8	8.14	8	17.15	8	21.23	British	British Government	446.0	41.0	16.1	Port Limon	Balboa	General	163	1,582	1,023	
Camba	7	22.20	8	9.50	8	20.00	8	21.63	British.	Pacific Steam Navigation Co.	246.0	33.0	15.0	Cristobal	Guayaquil	General	2,300	6,050	3,442	
Ranairo.	7	6.32	8	10.12	8	19.16	8	21.15	Chilean.	South American Steamship Line.	412.0	50.5	27.5	New York	Talcahuano	General	8,150	6,438	4,391	
R-24.																				
Caddo	9	6.45	9	7.25	9	15.29	9	19.26	American.	United States Navy	414.0	55.0	28.0	Port Lobos	Pisagua	Oil, crude	3,146	2,666	1,643	
Karen Roganes.	9	6.32	9	11.55	9	20.04	9	21.15	Norwegian.	Roganes & Co.	293.0	41.0	18.6	Baltimore	Callao	Coal and coke.	10,000			
Lancaster.	9	22.05	10	6.30	10	14.48	10	15.55	British.	Green Star Steamship Corp	434.3	57.0	29.0	Baltimore	Japan	General	950	5,718	4,189	
Eurydamas.	9	20.25	10	6.48	10	15.58	10	17.00	American.	Blue Funnel Line	410.0	50.0	17.0	Glasgow	San Francisco	General	1,410	8,500	6,026	
Ponona.	10	1.40	10	6.52	10	16.45	11	15.24	American.	United States Shipping Board	440.0	56.0	17.0	London	San Pedro	General	8,389	9,383	5,187	
Stanley.	10	6.35	10	7.35	10	17.39	11	7.27	American.	Barber Steamship Co. (S. B.)	401.7	54.8	26.11	Norfolk	Cavite	Coal and coke.	974	1,213	692	
Salvador.	4	14.00	7	7.55	10	17.36	10	18.58	British.	Pacific Steam Navigation Co.	317.0	33.5	15.6	Cristobal	Champerico	General	813	4,858	2,958	
Mantaro.	3	15.25	10	11.15	10	19.25	11	1.00	Peruvian.	Peruvian Line	285.0	43.0	19.8	Cristobal	Callao	General	7,583			
Trevilian.	10	12.50	10	13.25	10	21.53	10	22.45	British.	Ed. Hain & Son	382.0	51.0	22.0	Montreal	Auckland	General	5,697	4,627	3,277	
Stephen R. Jones.	10	6.05	10	13.30	10	21.30	10	23.30	American.	Crowell & Thurlow S. S. Co.	354.9	49.0	26.0	Norfolk	Valparaiso	Coal	3,269	5,816	4,113	
Ballena.	10	12.24	11	6.09	11	14.53	11	15.55	British.	Pacific Steam Navigation Co.	412.0	52.0	21.0	Hull	Coronel	General	4,092	3,441	2,444	
Lewis K. Thurlow.	10	14.08	11	6.17	11	13.53	11	15.00	American.	Crowell & Thurlow S. S. Co.	313.5	46.1	22.11	Philadelphia	Valparaiso	Coal				

Submarine.

Launch.

Motor ship.

Cruiser.

Cathlamet.....	10	19.50	11	6.25	11	16.12	11	22.30	American.....	410.6	54.0	25.3	New York.....	Auckland.....	6,545	6,755	4,883
Sylvan Arrow.....	10	17.35	11	6.27	11	17.48	11	23.47	American.....	487.6	62.7	26.6	Beaumont.....	Orient ports.....	11,512	9,931	7,095
Lompoc.....	10	17.45	11	6.30	11	16.51	11	18.43	British.....	435.3	55.7	27.0	Tampico.....	Antofagasta.....	9,500	7,488	5,342
Mexican.....	11	6.25	11	8.34	11	19.28	11	20.32	American.....	472.0	57.0	27.0	New York.....	Los Angeles.....	4,286	9,184	3,821
Sagama River.....	11	8.30	11	9.35	11	20.50	11	22.02	British.....	385.0	52.0	19.0	Norfolk.....	Collo.....	5,237	3,837	
Finchley.....	11	7.03	11	9.55	11	20.49	11	21.50	British.....	330.0	43.0	26.0	Norfolk.....	Iquique.....	4,016	3,453	2,422
Ascuney.....	11	8.33	11	10.46	11	21.40	11	22.48	British.....	389.0	46.0	25.0	Baltimore.....	Valparaiso.....	5,842	4,543	2,422
Paparaia.....	11	6.15	11	12.48	11	22.40	11	23.45	British.....	430.0	54.0	24.0	London.....	Wellington.....	3,118	8,174	6,092
City of Sher- man.....	11	12.33	11	13.00	11	23.30	11	23.30	American.....	401.0	54.0	25.0	Norfolk.....	Liquique.....	7,723	6,530	4,708

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Honolulu.....	4	21.55	5	7.54	5	15.30	5	18.25	Japanese.....	407.2	50.8	24.0	Manila.....	New York.....	6,422		
Marr.....	9-16	14.10	5	11.05	5	17.58			American.....	323.5	39.0		Balboa.....	Cristobal.....			
Gen. H. F. Hodges.....	5	22.35	6	8.00	6	14.40	6	14.45	American.....	436.0	56.0	19.8	San Francisco.....	Tampico.....			
Franklin K. Lane.....	6	10.30	6	12.20	6	20.05	7	1.15	American.....	489.5	58.0	30.0	Antofagasta.....	New Orleans.....	11,000	10,157	7,689
Sebars.....	5	8.50	7	13.50	7	20.50	7	21.50	American.....	390.0	54.2	24.0	San Francisco.....	Boston.....	4,838	6,106	4,346
Ancon.....	5	8.15	7	14.44	7	21.50			American.....	435.0	56.0		San Pedro.....	Tecomate.....			
Lehigh.....	7	15.30	8	6.33	8	14.35	8	16.55	Norwegian.....	310.0	44.0	17.5	Callao.....	New York.....	3,196	2,972	2,086
Derbyline.....	7	22.40	8	7.36	8	14.49	8	20.47	American.....	331.5	47.0	21.0	San Francisco.....	New York.....	4,000	4,147	3,259
Knut Ham- sun.....	7	20.30	8	7.52	8	15.30	8	15.50	American.....	467.6	62.7	20.0	San Francisco.....	Beaumont.....	9,931	7,019	
Plelades.....	8	4.30	8	8.32	8	16.15	8	16.28	American.....	360.2	51.6	24.2	Valparaiso.....	New York.....	4,200	5,694	3,975
Standard Arrow.....	8	6.33	8	9.36	8	16.50			American.....	190.0	29.1	13.6	Buenaventura.....	Cristobal.....	486	741	350
Santa Luisa.....	8	12.10	8	14.54	8	21.32			British.....	450.4	58.4	24.0	Sydney.....	London.....	6,200	6,031	
Balboa.....	7	16.45	8	13.54	8	21.32			American.....	426.9	54.6	20.0	San Francisco.....	Tampico.....	7,318	5,458	
Port Curtis.....	8	13.15	8	14.50	8	23.08	9	2.47	American.....	324.0	46.2	23.2	Antofagasta.....	Wilmington.....	4,770	3,959	2,649
Bradford National.....	8	14.10	9	6.33	9	14.30	9	17.35	British.....	380.6	50.2	24.6	San Francisco.....	Liverpool.....	5,439	3,773	2,163
Bridge.....	8	8.40	9	6.55	9	16.03			American.....	326.0	38.0	14.0	San Francisco.....	Cristobal.....	43	3,173	2,163
Huanchaco.....	9	20.00	9	6.38	9	15.20	9	16.20	Norwegian.....	425.4	57.1	19.0	Toopilla.....	Tampico.....	7,059	5,075	
Newport.....	9	7.10	9	9.10	9	16.25	9	21.55	British.....	31.4	8.0		Balboa.....	Gatun Lake.....			
San Gaquin.....	9	15.20	10	6.32	10	15.22	10	17.02	British.....	420.3	64.6	19.6	Antofagasta.....	Tampico.....	6,690	4,963	
Rio Gaquin.....	9	15.00	10	6.39	10	17.20	10	18.25	British.....	500.0	83.0	26.3	Auckland.....	London.....	4,955	12,792	9,506
Corinthia.....	10	5.15	10	8.48	10	17.20	10	18.06	American.....	251.0	43.5	25.0	Valparaiso.....	New York.....	3,210	2,857	1,783
Fargo.....	9	23.30	10	8.49	10	18.15	10	19.25	Belgian.....	361.4	46.2	16.1	Guayaquil.....	New York.....	581	4,768	2,987
Quilota.....	10	7.10	10	9.29	10	18.34	10	21.20	American.....	400.0	52.2	25.0	Iquique.....	Antwerp.....	7,000		
Promer.....	10	12.45	10	13.51	10	22.50	10	23.51	British.....	402.6	54.8	28.0	Tacoma.....	Dublin.....	7,169		
Elkton.....	9	12.40	10	14.28	10	22.10	10	22.10	American.....	361.4	54.3	23.6	Portland.....	Bilbao.....	5,316		
Helder.....	11	12.30	11	13.25	11	22.05	12	6.34	British.....	391.5	49.2	25.0	San Francisco.....	W. Hartlepool.....	7,842		
Halekalea.....	11	12.30	11	13.25	11	22.05	12	6.34	British.....	391.5	49.2	25.0	San Francisco.....	Liverpool.....	5,589		
Myrridion.....																	

<sup>8</sup> Salmon, wheat, and lumber.

<sup>7</sup> Copper, nitrate, etc.

<sup>6</sup> Sugar, cotton, and minerals.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(Continued on page 260, column 2.)

<sup>8</sup> Reported in last week's issue.

### Night Quarantine Service.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., December 6, 1920.

CIRCULAR NO. 626-7:

By virtue of the authority contained in Executive Order of March 31, 1920, published as Panama Canal Circular No. 601-110, Sections (a) and (b), paragraph 33 of Panama Canal Circular No. 626-6, General Quarantine Instructions, are hereby amended to read as follows:

(a) Vessels from ports not subject to a yellow fever quarantine, passing breakwater at Cristobal harbor before 10 p. m., will be boarded and inspected by the quarantine officer, unless such inspection is definitely refused by the agent prior to the arrival of the vessel.

(b) Vessels from ports not subject to yellow fever quarantine, arriving at Balboa, on a line between San Jose Rock and No. 2 Buoy before 10 p. m., will be boarded and inspected by the quarantine officer, unless such inspection is definitely refused by the agent prior to the arrival of the vessel.

JAY J. MORROW,  
Acting Governor.

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### Canal Mattress Factory Can Do Upholstery, Mattress, Canvas, and Drapery Work for Steamships.

Attention of steamship interests is invited to the fact that The Panama Canal operates a mattress factory, which is able to handle all classes of upholstery, mattresses, canvas work, and draperies.

The factory can make 50 mattresses a day. Work of this class can be done while a ship is tied up for repairs or for any other reason spending time in the terminal ports, and the service is available alike to vessels at either end of the Canal. Vessels coming to the Canal or its terminal ports which require work of this kind would do well to advise their requirements by wireless, as much in advance of arrival as practicable, but on short notice the quickest possible service will be given.

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### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended December 11:

Barge *No. 131*, general repairs; steamship *Marne*, general repairs and rebuilding; dredge *No. 83*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *Hodges*, general repairs; tug *Bohio*, general repairs and rebuilding; launch *Limon*, general overhauling; steamship *Olockson*, pumping out and trimming ship; launches *Pilot*, repairs to hull; *Santa Rita*, rebuilding; barges *Nos. 134 and 35*, general overhauling; submarine *R-24*, periodical overhaul; steamship *San Joaquin*, miscellaneous minor repairs; U. S. S. *Ballard*, minor miscellaneous repairs, steamships *General Ernst*, engineer, deck, and steward's departments repairs; *Lehigh*, renew one boiler tube; *Glenpool*, miscellaneous minor repairs to machinery; *Haleakala*, manufacture 4 H. P. piston rings.

The following vessels were at the Cristobal shops for repairs during the week ended December 13:

Steamships *Colon*, *Ulysses*, barge *Mamei*, miscellaneous repairs and painting to engine, deck, and steward departments; tug *St. Anne*, repair boiler, steering engine chains, feeders, etc.; U. S. S. *Whippoorwill*, test and repair condenser, test evaporator, true H. P. piston rod, etc.; steamship *Balboa*, clean and paint hull, general overhaul; U. S. A. T. *Logan*, install armature and bearing, etc.; steamship *Newport*, repair winches, fire and sanitary pumps, etc.; U. S. S. *Forse*, clean and paint, repair rudder, sheathing, etc.; U. S. S. *Eagle No. 4*, clean and paint, repair hull and wrap shaft; steamships *Bradford*, repair H. P. slipper and guide; *Sebara*, *General H. F. Hodges*, *Toloo*, *Sorata*, *Metapan*, tug *Porto Bello*, steamships *Haiti*, *Tamar*, *Parismina*, U. S. D. B. *L-53*, steamship *Caddo*, U. S. S. *Poe*, and steamship *Caribbean*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 11, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—		
				Discharged	Laded.	
				Tons.	Tons.	
Essequibo.....	Pacific Steam Navigation Co.....		December 5...	December 5...	1,325	
Ulua.....	United Fruit Co.....	December 5...	December 5...	64	2	
Caribbean.....	Panama Railroad Cattle Industry.....		December 5...	December 5...	15	
Gen. W. C. Gorgas...	Panama Railroad Steamship Line.....		December 7...	December 7...	95½	
Heredia.....	United Fruit Co.....	December 6...	December 9...	1,073	262	
Panama.....	Panama Railroad Steamship Line.....	December 6...	December 9...	12	2,379	
Annam.....	East Asiatic Co.....	December 7...	December 7...	11	( <sup>1</sup> )	
Tolon.....	United Fruit Co.....	December 7...	December 8...	462	37	
Sorata.....	Pacific Steam Navigation Co.....	December 7...	December 8...	11	130	
Renaico.....	Chilean Line.....	December 7...	December 8...	( <sup>1</sup> )	98	
Loui-iana.....	Texas Oil Co.....	December 7...	December 8...	4,209	( <sup>1</sup> )	
Cauca.....	Pacific Steam Navigation Co.....		December 8...	December 8...	283	
Haiti.....	French Line.....	December 7...	December 10...	228	189	
Balboa.....	Colombian Maritime Co.....	December 8...	December 8...	436	4	
Metapan.....	United Fruit Co.....	December 8...	December 8...	( <sup>1</sup> )		
Carrillo.....	United Fruit Co.....	December 8...	December 9...	249	316	
Mantaro.....	Peruvian Line.....		December 10...	December 10...	913	
Salvador.....	Pacific Steam Navigation Co.....		December 10...	December 10...	928	
Caribbean.....	Panama Railroad Cattle Industry.....	December 9...			205	
Ulysses.....	Panama Railroad Steamship Line.....	December 9...			12,004½	
*Mamei.....	Panama Railroad Steamship Line.....	December 9...			7,495	
Newport.....	Pacific Mail Steamship Co.....	December 9...			43	
Ballena.....	Pacific Steam Navigation Co.....	December 10...	December 11...	7	64	
Quillota.....	Pacific Steam Navigation Co.....	December 10...	December 11...	181	228	
Colon.....	Panama Railroad Steamship Line.....	December 10...			3,020	
Tamar.....	Pacific Steam Navigation Co.....	December 11...			440	
Duendes.....	Pacific Steam Navigation Co.....	December 11...			38	

\* Barge.      \* No cargo discharged.      \* 500 pounds.      \* No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 12, 1920.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Derbyline.....	Arrow Oil Co.....	December 5...	December 7...	7,890	
Ligh.....	North Atl. and Western S. S. Co.....	December 5...	December 7...	291	
Buenos Aires.....	Johnson Steamship Line.....	December 6...	December 8...	290	
Balboa.....	Colombian Maritime Co.....	December 8...	December 8...	2	
Newport.....	Pacific Mail Steamship Co.....	December 8...	December 8...	81	65
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	December 6...	December 8...	2,644	
Quillota.....	Royal Mail Steam Packet Co.....	December 10...	December 10...	1	
Mantaro.....	Peruvian Line.....	December 10...	December 10...		60
Ballena.....	Pacific Steam Navigation Co.....	December 11...	December 11...		45
Alvarado.....	Swayne & Hoyte, Inc.....	December 12...	December 13...	14	

**Lumber Shipments from Seattle.**

A press letter issued by the Seattle Chamber of Commerce in November states:

"An outstanding trade feature of Pacific Northwest lumber is the increase in shipments by water to Atlantic Coast ports. Since the increase in transcontinental rail freight rates, Oregon and Washington mills have shipped 4,000,000 feet of lumber through the Panama Canal to Baltimore, Philadelphia, New York, and Boston. In 3 months this water movement has equaled the Pacific-Atlantic coast lumber shipments for 1919."

**Use of New Cable from Colon to Cartagena.**

The All-America Cables, Inc., placed the cable line from Colon to Cartagena, Colombia, in service on October 18, the rates are 30 cents per word for Cartagena plus 15 cents per word for interior points which is the same as the rate to Buenaventura over the Pacific Cable.

An adjustment of rates is now being arranged which is expected to reduce them by 50 per cent.

The new cable is handling messages to Cartagena, Barranquilla, and a few interior points in the vicinity, and later will handle mes-

sages for Bogota, which now go by way of Buenaventura. The Cartagena cable was completed in August, but pending the adjustment of points in the contract with the Government of Colombia it was not opened to service. Arrangements are being made to extend the cable to Barranquilla, which is now reached by overland telegraph from Cartagena.

### Weather Conditions in November, 1920.

The rainfall for the month was generally below normal everywhere except over the Pacific section where it was considerably above the average, the rainfall at Balboa and Balboa Heights being the highest on record at these stations for the month of November. This excess was due mainly to the heavy rain on the Pacific side on the 28th. Totals ranged from 5.47 inches at the station at the Rio Boqueron to 21.27 inches at Colon (extreme outlying stations in Panama not included). The greatest amount of rainfall recorded on any one day was 6.11 inches at Porto Bello on the 7th.

The estimated November rainfall over the Gatun Lake watershed was 11.16 inches, compared with a 10-year mean of 14.59 inches. Over the Chagres River watershed above Alhajueta it was 12.39 inches, compared with a 19-year mean of 18.09 inches.

The air temperature, daytime cloudiness, and sea temperature were above the normal, while the relative humidity and evaporation were below normal. The atmospheric pressure and wind movement were approximately normal.

A number of light and dense fogs were observed at interior stations, all of which lifted or were dissipated by 8.30 a. m.

A slight seismic tremor was recorded on the 12th:

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 86.58 feet; maximum 86.79 feet on the 28th; minimum, 86.46 feet on the 5th; evaporation from Gatun Lake surface, 3.315 inches; rainfall on Gatun Lake drainage basin, 9.17 inches; total yield of Gatun Lake watershed 11.16 inches on the watershed. The total yield amounted to 84 per cent of the rainfall.

Climatological conditions at the representative 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 with .01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.		
Balboa																	
Heights...	29.844	79.6	92	Nov. 30	71	Nov. 18	86.4	19.22	10.48	21	4,586	N.W.	27	N. E.	Nov. 11		
Colon.....	29.842	81.0	91	Nov. 10	72	Nov. 7	82.9	21.27	21.04	22	6,506	W.	28	N. E.	Nov. 7		
Gatun.....	80.2	89	Nov. 11	72	Nov. 20	....	9.78	19.03	24	4,746	N.W.	26	S. E.	Nov. 12			
Gamboa....	79.1	81	Nov. 4	70	Nov. 16	....	13.63	11.92	24	3,155	N.E.	20	N. E.	Nov. 3			

<sup>1</sup> And other dates.

### Addition to Tariff.—Rates for Recharging Fire Extinguishers.

THE PANAMA CANAL, THE PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., December 6, 1920.

The following addition is made to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at The Panama Canal:

#### ITEM 38—RECHARGING FIRE EXTINGUISHERS.

(Effective January 1, 1921.)

Recharging.....each.. \$0.75  
Extra charges furnished.....each.. .75

Extinguishers are recharged at Balboa or Cristobal fire stations. Transportation to and from the stations to be borne by the interests concerned.

JAY J. MORROW,  
Acting Governor, The Panama Canal.  
Second Vice President, The Panama Railroad Co.

(NOTE.—The foregoing will be included in Supplement No. 4 to Tariff No. 4 when this supplement is issued.)

### Automobile and Motorcycle License Tags.

The Chief of the Division of Civil Affairs authorizes the following:

Automobile and motorcycle license tags for 1921 may now be obtained from the Division of Civil Affairs, room 301, Administration Building, Balboa Heights. The 1921 personal and commercial tags have a drab background with black raised letters and figures—the figures "21" appearing below the letters "C. Z.," between the left end of the tag and the serial number. Personal tags begin with serial No. 001, and commercial tags with serial No. 5001. The official motor vehicle licenses in use at the present time need not be renewed.

Annual license rates for residents of the Canal Zone are as follows: Automobile for personal use, \$5; automobile for hire, 29-horsepower or under, \$20; automobile for hire, over 29-horsepower, \$30; truck or omnibus, over 3 tons, \$40; motorcycle, \$2. Residents of Panama or Colon (which includes Colon Beach and New Cristobal), must first obtain licenses from their respective municipalities, and, upon the presentation of the proper receipts from the municipal authorities of Panama or Colon, will be accorded the special reciprocal rate of \$1 for Canal Zone personal motor vehicle licenses, \$12.50 for automobiles for hire, and \$15 for trucks and omnibuses. Receipts must be presented covering the payment of fees for the current month to the municipal authorities of Panama or Colon before a reciprocal license can be renewed.

When applying for a 1921 license the applicant should be prepared to furnish the number of the 1920 Canal Zone license, or, in the case of a new car, the make of the car and its engine number, as well as the free entry request number under which the car was imported. If a license is desired in the name of a person other than the last owner of record in the license bureau, the applicant must present evidence of the transfer of ownership from the last licensee to himself. When a car which has been imported on a free entry request is transferred to a nonemployee, or is to be licensed as a commercial vehicle, the receipt for the payment of customs duties to the Republic of Panama must be presented.

If remittances are made 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. The post-office address of the applicant should also be given.

### Price of Yellow Pine or Fir Lumber.

Under "Prices of Miscellaneous Supplies" published in THE PANAMA CANAL RECORD of December 8, 1920, "Lumber, yellow pine or fir, except ceiling" was quoted at \$100 per 1,000 feet board measure. This bulletin has been corrected to quote the price of this item at \$93.75 per 1,000 feet, including the surcharge of 25 per cent.

### Cost of Water.

No charge is made against employees of The Panama Canal for water used, and this has led to the waste of a considerable amount of water and the more or less general impression that water costs nothing.

To correct this idea there is given below a table showing the actual cost of furnishing water at different localities on the Canal Zone:

	Per 1,000 gallons.
Cristobal .....	\$0.05
Gatun .....	.13
Pedro Miguel .....	.06
Ancon-Balboa .....	.07

Every gallon of water wasted represents money wasted, and continued waste will result in curtailment of the water furnished this coming dry season.

Employees should report promptly all leaky fixtures and waste of water wherever noted, and the threatened shortage will be avoided.

### Postal Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

**Official Circulars.**

**Official Correspondence.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., December 10, 1920.  
CIRCULAR NO. 616-2:

1. All negotiations for the purchase of material or supplies for The Panama Canal will be conducted by the Supply Department on the Isthmus and by the General Purchasing Officer in the United States.

2. Individual employees are not authorized to ask for prices or proposals of any kind on behalf of The Panama Canal or to hold out to manufacturers or contractors an expectation that contracts with The Panama Canal may follow their inquiries. The Chief Quartermaster, Balboa Heights, should be called on in case information, prices, or proposals are required for official use or consideration in making designs, estimates, etc.

3. Catalogues and similar descriptive literature for official needs may be procured either through the Chief Quartermaster or the library under the Executive Office.

JAY J. MORROW,  
*Acting Governor.*

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 11, 1920.  
CIRCULAR NO. 271.

Effective December 6, 1920, 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 in the Section of Surveys.

ELWYN GREEN,  
*Acting Auditor, The Panama Canal.*

Approved:  
JAY J. MORROW, *Acting Governor.*

**Additions to Commissary Stock.**

*Dry Goods Section.*

Embroideries, Swiss, cotton, white, yd....	\$0.08
Embroideries, Swiss, cotton, white, yd....	.11
Embroideries, Swiss, cotton, white, yd....	.08
Embroideries, Swiss, cotton, white, yd....	.05
Embroideries, Swiss, cotton, white, yd....	.11
Embroideries, Swiss, cotton, white, yd....	.14
Embroideries, Swiss, cotton, white, yd....	.18
Embroideries, Swiss, cotton, white, yd....	.23
Embroideries, Swiss, cotton, white, yd....	.28
Embroideries, Swiss, cotton, white, yd....	.33
Embroideries, Swiss, cotton, white, yd....	.39
Embroideries, Swiss, cotton, white, yd....	.42
Embroideries, Swiss, cotton, white, yd....	.48
Embroideries, Swiss, cotton, white, yd....	.63
Embroideries, Swiss, cotton, white, yd....	.53
Embroideries, Swiss, cotton, white, yd....	.52
Embroideries, Swiss, cotton, white, yd....	.53
Embroideries, Swiss, cotton, white, yd....	.61
Embroideries, Swiss, cotton, white, yd....	.68
Embroideries, Swiss, cotton, white, yd....	.89
Embroideries, Swiss, cotton, white, yd....	.87
Embroideries, Swiss, cotton, white, yd....	.95
Embroideries, Swiss, cotton, white, yd....	.76
Embroideries, Swiss, cotton, white, yd....	.84
Embroideries, Sw. ss, cotton, white, yd....	1.40
Embroideries, Swiss, cotton, white, yd....	1.50
Embroideries, Swiss, cotton, white, yd....	.53
Handkerchiefs, Swiss, embroidered, cotton, ea.....	.17
Handkerchiefs, Swiss, embroidered, cotton, ea.....	.12
Handkerchiefs, Swiss, embroidered, cotton, ea.....	.14
Handkerchiefs, Swiss, embroidered, cotton, ea.....	.20
Organdy, Swiss, colored, yd.....	1.10
Organdy, Swiss, white, 45", yd.....	1.10

**MOVEMENTS OF OCEAN VESSELS—Continued from page 255.**

FOUNT OF GUISOBAL.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
Dec. 5.....	United Fruit Co.	Dec. 5.....	Una.
Dec. 5.....	Maritime Union	Dec. 5.....	Caribbean.
Dec. 6.....	United Fruit Co.	Dec. 6.....	Apolo.
Dec. 6.....	Panama Railroad Steamship Line.	Dec. 6.....	Chimampa.
Dec. 7.....	French Line.	Dec. 7.....	Louisiana.
Dec. 7.....	United Fruit Co.	Dec. 8.....	Toluca.
Dec. 7.....	The Texas Co.	Dec. 8.....	Metapan.
Dec. 8.....	United Fruit Co.	Dec. 8.....	St. Aristoll.
Dec. 8.....	United Fruit Co.	Dec. 9.....	Panama.
Dec. 9.....	Panama Railroad Cattle Industry.	Dec. 9.....	Carrillo.
Dec. 9.....	Panama Railroad Steamship Line.	Dec. 9.....	Heredia.
Dec. 9.....	Ulysses.	Dec. 10.....	Haiti.
Dec. 10.....	United States Army.	Dec. 10.....	Logan.
Dec. 10.....	Panama Railroad Steamship Line.	Dec. 11.....	Colon.
			<sup>12</sup> Transport.
			<sup>13</sup> Tug.
Dec. 6.....	Buenos Aires.	Dec. 9.....	Buenos Aires.
	Gothenburg.		Johnson Line.
			San Francisco.

\*Other than ships passing through the Canal.

FOUNT OF BALBOA.

<sup>9</sup> And barge *Mamoi*.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., December 22, 1920. No. 19.

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## Good Wishes of the Season.

THE PANAMA CANAL,  
BALBOA HEIGHTS, C. Z., December 22, 1920.

The Panama Canal extends to all of its patrons and employees the greetings of the Holidays.

The year now drawing to a close has exceeded all previous years in business at the Canal; and the increased traffic has brought with it a closer coordination of all the parts of the Canal organization in the service of the rapid handling, fueling, provisioning, and repair of ships. This service is developing increasing acquaintance and friendship among shipping people and the Canal force, and in recognition and furtherance of this friendship these cordial Holiday greetings are extended.

JAY J. MORROW,  
*Acting Governor.*

## Ship Receives 297 Tons of Bunker Coal in 20 Minutes.

A statement of records for rapid coaling of ships at the Cristobal coaling plant was published in THE PANAMA CANAL RECORD of December 15. On December 19 a new record for delivery in 20 minutes was established, when 297 tons 480 pounds were loaded in that time into the bunkers of the steamship *Rio Grande*. The vessel docked at 5.55 p. m.; coaling began at 6.20, and the ship left at 6.40.

The coaling was accomplished by one reloader and was at a rate of 891 tons an hour. The rated capacity of each of the 4 reloaders is 500 tons an hour. The ability of the machines so greatly to exceed their original rated capacity is due to improvements made on them at the coaling plant since they were installed.

## Freight Rates Between New York and Colon, Cristobal, and Panama.

The Panama Railroad Steamship Line has issued freight classifications and tariffs Nos. 42, 43, and 44, publishing rates, respectively, from New York to Colon and Cristobal; Colon and Cristobal to New York; and Panama City to New York. The effect of the new tariffs is, with minor exceptions, to restore the rates which were effective prior to August, 1920. Tariff No. 42 cancels Tariff No. 36 and supplements Nos. 1, 2, and 3 thereto; No. 43 cancels No. 41 and supplements Nos. 1, 2, and 3 thereto; and No. 44 cancels No. 40.

## Shipping Washington Apples in Cooled Spaces of Refrigerated Vessels.

The steamship *Moerdijk* of the Holland-American Line, due at Balboa December 26 from west coast ports of the United States on the way to Holland, is reported to have her cooled spaces entirely filled with a shipment of 25,000 barrels of apples from the State of Washington. A large shipment of apples carried through the Canal on the *Emdijk* of this line on October 31 is reported to have reached its destination in England in excellent condition.

**MOVEMENTS OF OCEAN VESSELS.**  
Week ending at midnight December 18, 1920.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Sag Harbor	11	20	12	6 05	12	16 12	12	17 36	American	Tracy Steamship Co. (S. B.)	264 0	42 2	22 6	Charleston	Araajula	Coal	3,124	5,504	1,701
Panama	12	3 27	12	6 46	12	15 29	12	16 02	American	Sudden & Christensen (S. B.)	380 2	53 0	23 7	Sabine	Los Angeles	Coal, sulphur	6,074	5,659	4,034
Cornwall	12	2 18	12	7 10	12	16 57	12	18 13	British	Federal Steam Navigation Co.	495 1	63 0	32 3	New York	Auckland	General	9,749	11,766	7,876
Dundes	11	18 55	12	7 51	12	18 16	12	19 50	British	Pacific Steam Navigation Co.	390 0	50 0	25 6	Liverpool	Valparaiso	General	3,975	6,014	4,494
De Soto	12	7 50	12	8 00	12	19 09	12	19 23	American	Standard Oil Co.	418 0	53 2	30 0	Tampico	Balboa	Crude oil	7,500	7,149	4,527
Lower Castle	12	6 16	12	8 20	12	20 25	12	21 19	British	James Chalmers & Co	412 0	52 0	24 11	New York	Yokohama	General	6,457	5,768	4,367
Waipatu	12	8 28	12	8 25	12	15 13	12	23 08	British	Union Steamship Co.	450 0	45 0	25 2	Newport News	Auckland	General	7,500	7,500	7,500
Waipatu	12	17 38	13	6 19	13	17 11	13	18 18	British	Watts, Watts & Co.	340 0	45 0	21 6	Baltimore	San Antonio	Coke	3,750	3,504	2,576
Fredericks	12	12 23	13	6 15	13	18 18	14	12 30	American	United States Navy	502 0	69 0	27 2	New York	Balboa	Steel	2,223	1,814	951
Henry T. Scott	12	23 48	13	7 16	13	18 25	14	12 30	American	Fred Linderman & Co.	234 5	42 7	19 0	New York	San Francisco	Coal	8,025	6,580	4,894
Mosella	13	3 54	13	6 55	13	17 22	13	18 18	American	McCormick & McPherson (S. B.)	402 6	53 0	26 0	Norfolk	San Diego	Coal	5,290	6,492	4,771
Pruce	13	6 14	13	8 07	13	19 45	13	20 35	British	Furness Withy S. S. Co	410 0	53 3	25 0	Philadelphia	Shanghai	General	5,290	6,492	4,771
Clyde Maru	13	7 17	13	8 12	13	21 05	13	22 30	Japanese	Kokusai Kisen Kaisha	400 0	53 0	26 0	Newport News	Valparaiso	Coal	6,711	5,868	4,324
Elanchove	13	8 58	13	10 00	13	19 42	13	22 12	Spanish	Elanchove Maritime Co	322 0	41 5	13 0	Aviles	Tatitil	Ballast	3,020	2,214	
Ansaldo San																			
Giorgio I	12	20 45	13	11 02	13	21 10	13	21 57	Italian	Soc. Nazionale di Nav.	350 0	45 0	13 9	Genoa	Valparaiso	General	700	5,804	4,266
West Cayote	13	6 22	14	7 12	14	15 10	14	20 18	American	Williams, Diamond & Co. (S. B.)	400 0	54 0	18 0	Immingham	Vancouver	General	1,382	6,567	4,899
Bartolo	14	6 37	14	12 45	14	19 55	14	20 50	Spanish	Asturias, Sols	321 0	46 1	21 6	Norfolk	Coquimbo	Coal	4,318	3,347	2,426
Maimoa	14	20 43	15	6 24	15	16 47	15	17 53	British	Shaw, Saville & Albion Co.	478 0	63 0	30 0	New York	Lytleton	General	6,747	11,053	7,895
Oak Branch	14	7 42	15	6 32	15	14 47	15	16 05	British	F. & W. Hutson	385 0	48 9	18 3	Liverpool	Colonel	General	3,537	5,209	4,031
Nero	14	12 18	15	6 37	15	15 46	15	16 05	British	United States Navy	320 0	41 0	20 5	Hampton R'ds	San Francisco	Navy supplies	1,640		
Newport	9	16 03	16	6 15	16	13 00	16	19 10	American	Pacific Mail Steamship Co	326 0	38 2	17 0	Cristobal	San Francisco	General	1,300	3,173	2,163
Waikanae	15	13 50	16	6 28	16	14 10	16	19 20	American	Union Steamship Co.	362 0	50 0	24 0	Liverpool	Auckland	General	4,500	3,795	2,793
Bergona I	15	18 04	16	6 35	16	14 10	16	19 20	Spanish	Jose Mario de Urquijo	330 0	48 0	23 0	Norfolk	Liquique	Coal	4,709	7,443	5,545
S. V. Harkness	15	19 30	16	6 35	16	16 10	16	20 12	American	Standard Oil Co.	435 6	57 2	27 6	Tampico	Pisagua	Crude oil	9,500	6,906	5,118
Maritopa	15	17 17	16	6 45	16	17 05	16	18 09	Norwegian	W. Wilhelmsen	425 0	54 0	27 0	Tampico	Toconilla	Coal	4,540	6,529	4,737
Yaiza	16	5 35	16	8 17	16	17 38	16	18 48	American	North Atl. & Western Co. (S. B.)	400 7	54 2	20 0	Portland	Los Angeles	General	86	4,535	3,068
Aysen	14	16 57	16	13 32	16	20 16	16	21 04	Chilean	South American Steamship Line	379 6	44 3	21 6	Cristobal	Valparaiso	General	385	4,803	2,951
Urubamba	13	15 22	17	6 16	17	13 25	17	17 48	Peruvian	Peruvian Line	341 2	41 1	18 0	Norfolk	Mejillones	Coal	6,250	4,853	3,476
Trusvaal	17	10 10	17	11 41	17	19 04	17	21 45	Danish	Orient Steamship Co.	380 0	50 0	27 3	New York	Manila	General	6,080	5,296	3,935
Greduel	17	13 57	17	12 05	17	20 12	17	20 16	British	Gould Steamship Co.	395 5	55 0	23 0	New York	Yokohama	General	8,500	7,285	5,346
Duquesne	17	18 50	18	6 05	18	15 30	18	16 35	American	Barber Steamship Co. (S. B.)	350 0	46 0	19 0	Christiania	Guayaquil	General	6,075	5,178	3,649
Quilpe	16	6 35	18	6 10	18	13 40	18	16 07	British	Pacific Steam Navigation Co.	385 1	52 0	24 2	Christiania	Antofagasta	Coal, general	8,514	6,932	5,100
Maudie	16	3 48	18	6 25	18	17 38	18	18 40	Norwegian	American Metal Transport (S. B.)	415 0	44 0	27 0	Norfolk	Antofagasta	Coal	3,125	2,920	1,973
Crusoe	17	12 05	18	6 30	18	15 45	18	17 38	American	N. O. & S. A. S. Line (S. B.)	253 0	44 0	15 0	New Orleans	Valparaiso	General	6,055	6,789	4,746
Lake Ellijay	17	22 45	18	7 28	18	17 22	18	19 45	American	W. R. Grace & Co.	404 0	53 0	20 0	New York	Valparaiso	General	5,131		
Santa Barbara	18	6 15	18	11 10	18	19 25	18	20 25	American	Burgess Co.	345 0	49 0	25 3	Baltimore	Antofagasta	Coal, coal, iron	4,700		
Bratsberg	18	11 02	18	11 43	18	20 42	18	21 30	Norwegian	Sota & Azmer	330 0	45 0	23 6	Newport News	Antofagasta	Coal			
Urko Mendi	18	11 10	18	11 55	18	21 00	18	21 45	Spanish										

For orders.

Collier.

Cruiser.



### Advance in Fares on Taboga Launch Service.

On account of an advance in the hourly charge for the use of the launch, the fares for transportation between Balboa and Taboga have been increased. The following are the present one-way fares:

Adults, employees, 50 cents; nonemployees, 75 cents; children from 6 to 12 years of age, employees' rate, 35 cents; nonemployees, 50 cents.

The launch leaves Balboa on week days at 4.30 p. m., and on Sundays and holidays at 10 a. m. From Taboga it leaves at 6.20 a. m. on week days, and on Sundays and holidays at 6.30 p. m.

### Name of Passenger Launch Selected from Suggestions Made by Employees.

The steam launch *S. P. 2232*, transferred by the Navy Department to The Panama Canal, as reported in THE PANAMA CANAL RECORD of October 27, 1920, is to be named the *Gold Star*, in honor of those who lost their lives in the World War.

The name was chosen in public competition. Canal employees and others were invited, through the *Star & Herald* of Panama, to offer suggestions for naming the vessel, and in the 3 days that the contest was open 255 names, of wide variety, were submitted. The name *Gold Star* was suggested by Mr. Louis F. Hauss of Cristobal.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended December 18:

Barges *Nos. 131, 134, and 135*, general repairs; steamship *Marne*, general repairs and rebuilding; dredges *Nos. 83 and 84*, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; tug *Bohio*, general repairs and rebuilding; launch *Limon*, general repairs and overhauling; steamship *Olockson*, pumping out and trimming ship; launches *Pilot*, repairs to hull; *Santa Rita*, rebuilding; submarine *R-24*, periodical overhaul; U. S. S. *Cleveland*, miscellaneous minor repairs to machinery; schooner *Astoria*, small miscellaneous repairs to engine and crank shaft; supply boat *No. 2*, cleaning cylinders; launch *Coco Solo*, adjust valves and renew adjusting screws; motor tug *Gaither*, miscellaneous repairs to engine; steamships *Waiotapu*, braze copper pipe and manufacture 2 piston rings; *Pomona*, repairs to feed pump; *West Comak*, repairs to H. P. rings and refrigerating machine; *Stanley*, braze 1 sea suction line for feed pump; *Begona No. 1*, repairs to anchor windlass; mine yawl *101*, hull repairs and overhauling of engine.

The following vessels were at the Cristobal shops for repairs during the week ended December 20:

Steamships *Cristobal, Advance, Allianca, Achilles*, and barge *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; steamships *Arcila*, repair winches and install davits; *Balboa*, clean and paint hull, renew propeller and general overhaul; *C. A. Canfield*, repair engine room telegraphs; *Caribbean*, scale boilers, repair ammonia coil, hatch door, piping, etc.; U. S. S. *Whippoorwill*, repair boilers, valves, and auxiliaries, manufacture and install topmast and 1 towing bridge, etc.; steamship *Apalachee*, repair hull, stern tube, etc.; tug *Engineer*, miscellaneous repairs to boiler, engine, and auxiliaries; steamships *Ucayali*, make and install new key for shaft coupling, repair sanitary pipe, electric weld hatch combing, and hawse pipe; *Forest*, open up H. P. and M. P. cylinders and valves, etc.; *De Soto, Urubamba, Benjamin Brewster*, U. S. S. *Conestoga*, steamships *Crisfield, Quilpue*, U. S. A. T. *Cambrai*, steamships *Lake Ellijay, Shropshire*, minor repairs.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 13, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Tolosa	United Fruit Co.	December 12..	December 12..	57	24
Caribbean	Panama Railroad Cattle Industry..	December 12..	December 12..	.....	4
Ansaldo San Giorgio I	Societe Nazionale di Navigazione..	December 12..	December 13..	23	(*)
Tamar	Pacific Steam Navigation Co.	December 12..	December 13..	.....	310
Parismina	United Fruit Co.	December 13..	December 16..	1,296	143
Newport	Pacific Mail Steamship Co.	December 13..	December 16..	.....	1,612
Colon	Panama Railroad Steamship Line..	December 13..	December 16..	.....	2,606
Gen. H. F. Hodges	Panama Railroad Steamship Line..	December 13..	December 16..	.....	2,083
Urubamba	Peruvian Line	December 13..	December 17..	1,438	387
Arzila	Pacific Steam Navigation Co.	December 13..	December 17..	413	.....
Aysen	Chilean Steamship Co.	December 14..	December 16..	852	86
Cristobal	Panama Railroad Steamship Line..	December 14..	December 17..	9,090	(*)
Calamares	United Fruit Co.	December 14..	December 15..	757	6
Abangarez	United Fruit Co.	December 15..	December 15..	.....	20
Acajutla	Pacific Steam Navigation Co.	December 15..	December 18..	282	(*)
Asian	Leyland Line	December 15..	December 18..	875	678
Quitpe	Pacific Steam Navigation Co.	December 16..	December 18..	440	331
Caribbean	Panama Railroad Cattle Industry.	December 16..	December 18..	300	.....
Eika III	Caribbean Steamship Co.	December 16..	December 16..	(*)	465
C. A. Canfield	Pan.-Amer. Petroleum Co.	December 16..	December 18..	8,600	(*)
Manuel Calvo	Spanish Line	December 18..	December 18..	326	.....
Manavi	Pacific Steam Navigation Co.	December 18..	December 18..	326	.....

\* No cargo discharged.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 13, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ansaldo San Giorgio I	Societe Nazionale di Navigazione..	December 13..	December 15..	40	.....
Urubamba	C. P. de V.	December 13..	December 13..	.....	.....
Aysen	C. S. A. de V.	December 14..	December 14..	50	.....
De Soto	West India Oil Co.	December 12..	December 14..	7,577	.....
Acajutla	Pacific Steam Navigation Co.	December 15..	December 15..	3	.....
Newport	Pacific Mail Steamship Co.	December 16..	December 16..	.....	39
Urubamba	C. P. de V.	December 17..	December 17..	2	.....
Balcatia	Pacific Motorship Co.	December 17..	December 18..	211	.....
Manavi	Pacific Steam Navigation Co.	December 18..	December 18..	5	.....
Genoa Maru	Nippon Yusen Kaisha	December 18..	December 18..	1	.....

### January Weather Probabilities.

The following weather conditions may be expected during the month of January, 1921. Predictions are based on the weather records at Colon and Balboa Heights for the past 13 and 15 years, respectively:

**Winds**—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 normally 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 50 years is 3.74 inches, and the January average at Balboa Heights for the past 22 years is 0.95 inch. 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 be 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 degrees Fahrenheit on both coasts.

On the Atlantic Coast the temperature is not likely to rise higher than 88° F. nor 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 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, or 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 approximately 2 feet.

Panama (Balboa) tide tables 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.				
S	1	3:03	9:04	3:22	9:34	W	12	5:41	11:58	6:09	.....	S	23	2:37	9:13	3:13	9:33
		1.4	14.4	1.6	14.7			14.1	0.8	14.6	.....			15.5	-0.6	15.5	-0.1
S	2	4:02	10:03	4:19	10:34	Th	13	0:16	6:16	12:34	6:43	M	24	3:33	10:03	4:03	10:28
		2.0	13.4	2.5	13.9			1.6	14.0	1.1	14.5			16.1	-1.5	16.3	-1.0
M	3	5:02	11:09	5:18	11:39	F	14	0:53	6:51	1:10	7:17	Tu	25	4:28	10:50	5:01	11:16
		2.5	12.7	3.2	13.4			1.8	13.7	1.5	14.4			16.6	-2.1	16.8	-1.4
Tu	4	6:03	12:18	6:20	.....	S	15	1:34	7:21	1:49	7:52	W	26	5:21	11:36	5:52	.....
		2.8	12.5	3.7	.....			2.1	13.4	2.0	14.2			16.7	-2.2	17.1	.....
W	5	0:40	7:04	1:16	7:22	S	16	2:18	8:05	2:33	8:32	Th	27	0:02	6:13	12:22	6:41
		13.3	2.8	12.6	3.8			2.4	13.0	2.4	13.9			-1.4	16.6	-1.8	16.9
Th	6	1:32	8:02	2:07	8:19	M	17	3:08	8:51	3:25	9:21	F	28	0:50	7:01	1:10	7:28
		13.4	2.5	12.9	3.5			2.6	12.6	2.8	13.5			-1.0	16.1	-1.0	16.3
F	7	2:18	8:52	2:54	9:08	Tu	18	4:03	9:47	4:21	10:21	S	29	1:41	7:49	1:59	8:14
		13.5	2.0	13.2	3.0			2.7	12.3	3.1	13.3			-0.2	15.3	0.1	15.4
S	8	3:02	9:34	3:37	9:50	W	19	50:1	10:59	5:25	11:30	S	30	2:34	8:37	2:52	9:02
		13.7	1.5	13.6	2.5			2.6	12.3	3.1	13.4			0.7	14.2	1.3	14.3
S	9	3:44	10:13	4:18	10:28	Th	20	6:06	12:12	6:33	.....	M	31	3:30	9:29	3:47	9:55
		13.9	1.2	13.9	2.0			2.3	12.7	2.8	.....			1.6	13.0	2.4	13.3
M	10	4:25	10:49	4:57	11:04	F	21	0:38	7:13	1:17	7:42						
		14.1	0.8	14.2	1.7			13.9	1.6	13.5	2.1						
Tu	11	5:04	11:24	5:33	11:41	S	22	1:39	8:16	2:16	8:44						
		14.1	0.8	14.4	1.6			14.7	0.6	14.5	1.0						

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; *only 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.

### **Proposed Passenger and Cargo Line Between North Pacific Ports and Spain, Southern France, Italy, and Greece.**

It is reported that Swayne & Hoyt, who have sent numbers of ships through the Canal, have made application for 3 of the 535-foot passenger and cargo vessels building for the United States Shipping Board, with the intention of establishing a service between the west coast of North America and Spain, southern France, Italy, and Greece.

Lines from these areas, with the exception of Greece, are now operating to the Canal and through it to the west coast of South America, but there are no passenger lines between them and the Pacific Coast of North America, although some of the lines from the United Kingdom and western Europe to the west coast of North America call at ports in northern France.

### **Revision of Telephone Directory.**

The copy for a revised telephone directory, to be issued as of January 15, 1921, will go to the printer January 1. All changes or corrections in the present directory should be forwarded to the Supervisor of Telephones, Balboa Heights, not later than January 1. Proof corrections will be made to January 1.

### **Christmas at the Aspinwall.**

The Hotel Aspinwall announces a dance on Christmas Eve and a special turkey dinner on Christmas Day. The \$2.50 excursion rate, for luncheon and dinner and transportation from and to Balboa, will apply on Christmas Day.

### **Accessions to the Canal Library.**

The following are among the books that have been added to the Panama Canal Library during the past week:

"A New Conscience and an Ancient Evil," by Jane Addams; "Woman Triumphant," by Vicente Blasco Ibañez; "Spiritual Voices in Modern Literature," by T. H. Davies; "Mill on the Floss," by George Eliot; "Seekers After God," by Frederic William Farrar; "The Log of the Snark," by Mrs. Charmian K. London; "The Treasure of the Humble," by Maurice Maeterlinck; "Reynard, the Fox," by John Masefield; "When Love Flies Out O' the Window," by Leonard Merrick; "In Our Town," by W. A. White.

### **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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Animal husbandman (male and female); \$1,800 to \$2,500 a year; form 2118; announcement No. 11; age, 21 but not 45 years; a vacancy exists in the Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; January 11, 1921.

Domestic science teacher (male and female); \$60 to \$140 per month; form 1312; announcement No. 7; age, 21 but not 55 years; vacancies exist in the Ordnance Department at Large; January 5, 1921.

Duplicating machine expert (male and female); \$1,500 a year; form 1800; announcement No. 687; age, 20 but not 50 years; vacancies exist in the War Department, Washington, D. C.

High-school teachers, \$1,200 to \$1,800 a year; primary specialists, \$1,500 to \$2,000 a year; model primary teachers, \$1,400 to \$1,600 a year; form B. I. A. 2; announcement No. 31-amended; age (women) 21 years and over; (men) 21 but not 40 years; vacancies exist in the Philippine Service.

Investigator qualified in government administration (male and female); \$3,500 to \$4,500 a year; form 2118; age, 30 years but not 55 years; vacancies exist in the departmental service, Washington, D. C.; January 11, 1921.

Kindergarten teacher (male and female); \$60 to \$140 a month; form 1312; announcement No. 6; age, 20 but not 55 years; vacancies exist in the Ordnance Department at Large; January 5, 1921.

Manual training teacher (male and female); \$60 to \$140 a month; form 1312; age, 21 but not 50 years; vacancies exist in the Ordnance Department at Large; January 18, 1921.

Roentgenologist, \$200 to \$250 a month; associate roentgenologist, \$130 to \$180 a month; assistant roentgenologist, \$90 to \$130 a month; junior roentgenologist, \$70 to \$90 a month (male and female); form 1312; age, 18 but not 55 years; vacancies in the Public Health Service; April 5, 1921.

Expert in commerce and finance (male and female); \$2,000 to \$2,500; form 2118; age, 21 but not 45 years; a vacancy exists in the Bureau of Foreign and Domestic Commerce, Department of Commerce; January 18, 1921.

Field assistant in forest pathology (male and female); \$1,440 to \$1,800 a year; form 1312; age, 21, but not 40 years; a vacancy exists in the Bureau of Plant Industry, Department of Agriculture; January 19, 1921.

Map printer; \$1,320 a year; age, 24 but not 65 years; lithographic pressman; \$1,800 a year; age, 20 but not 65 years (male and female); form 1800; announcement No. 13; a vacancy exists in the Geological Survey, Washington, D. C.; January 11, 1921.<sup>1</sup>

Marine draftsman (bull); \$181.48 a month; topographic draftsman, \$179.16 a month (male and female); form 1312; announcement No. 15; age, 20 but not 45 years; vacancies in The Panama Canal Service; January 11, 1921.<sup>2</sup>

Metal mining engineer, \$4,000 to \$4,800 a year; associate metal mining engineer, \$3,000 to \$4,000 a year; assistant metal mining engineer, \$2,000 to \$3,000 a year; junior metal mining engineer, \$1,500 to \$2,000 a year (male and female); form 2118; age, below 45 years; vacancies exist in the Bureau of Mines, Department of the Interior, January 18, 1921.<sup>1</sup>

Railway mail clerk (male and female); \$1,600 a year; form 304; announcement No. 18; age, 18 but not 35 years; vacancies exist in the Railway Mail Service; January 15, 1921.

Shepherd; No. 5-amendment. The third line of first paragraph has been amended, the words "with house and garden free" stricken out.

<sup>1</sup> 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 day.

<sup>2</sup> 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.
James Burrow.....	944	United States...	Ancon.....	Health Department...	December 5, 1920.
John Farrington.....	54743	St. Thomas.....	Colon.....	Panama Railroad.....	December 2, 1920.
James Webster.....	22442	Barbados.....	Panama.....	Panama Railroad.....	November 23, 1920.
Edwin B. Kenney.....	3338	United States...	Cristobal.....	Panama Railroad.....	December 11, 1919.
William J. Morrissey.....		United States...	Cristobal.....	The Panama Canal.....	November 12, 1920.
Juan Bautista Botello, alias J. Ballelo alias Jesus Bollelo.....	22748	Panama.....	Taboga.....	Panama Railroad.....	March 19, 1920.

#### INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
George Munroe, alias Monroe.....	31028	Jamaica.....	Colon.....	The Panama Canal...	September 30, 1920.

### Official Circulars.

#### Appointment.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 15, 1920.

CIRCULAR No. 661-92:

Mr. Albert C. Hindman, District Attorney, having returned to duty, Mr. James W. Blackburn is hereby relieved of the duties of Assistant District Attorney and appointed, effective this date, Magistrate in and for the Balboa subdivision of the Canal Zone.

JAY J. MORROW,  
Acting Governor.

#### Appointment.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 16, 1920.

CIRCULAR No. 661-93:

By direction of the Governor, Mr. Alfred H. Mohr is appointed Collector of The Panama Canal, effective December 24, 1920, vice Maj. Thomas L. Clear, U. S. A., resigned.

JAY J. MORROW,  
Acting Governor.

### Service Ratings and Reduction of Force.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 17, 1920.

CIRCULAR No. 604-5:

1. Employees with equal service ratings in workmanship and conduct shall be considered equal in efficiency, and in case of a reduction of force the discharge of employees with equal service ratings shall be governed by other factors.

2. Circular No. 604-1, defining the ratings to be given employees in workmanship and conduct, supersedes paragraph 7 of Circular No. 604, but does not otherwise affect the provisions contained in Circular No. 604.

JAY J. MORROW,  
Acting Governor.

### Cement Bags Used on the Work.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 17, 1920.

CIRCULAR No. 273:

Effective at once cement bags used on the work will be dropped only on the affidavit of the custodian. They must be covered by survey re-

quests, form 197-2, which must show where they were used and the account numbers to which they are to be charged.

Survey requests covering cement bags used on the work must be based on actual inventories taken as often as necessary, and at least once every 6 months, to determine the number that have been used, and must not include bags lost or disposed of in any other way.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Christmas and New Year's Train Schedule.**

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., December 16, 1920.

CIRCULAR No. 1708:

To all concerned—Saturday schedules will be operated Friday, December 24, and Friday, December 31.

Inasmuch as Christmas and New Year's fall on Saturday, no change will be made in the regular Saturday train schedules for those dates.

Local freights will not run Saturday, December 25 nor Saturday, January 1, 1921.

W. F. FOSTER,  
*Master of Transportation.*

Approved:

S. W. HEALD,  
*Superintendent.*

**Examinations for Junior Engineer and Surveyor.**

THE PANAMA CANAL,  
EXECUTIVE DEPARTMENT,  
BALBOA HEIGHTS, C. Z., December 18, 1920.

HEADS OF DEPARTMENTS AND DIVISIONS:

Examinations for junior engineer and surveyor in The Panama Canal service are hereby announced to be given at Balboa Heights, C. Z., in Room 314, Administration Building, on Wednesday, January 5, 1921, beginning at 8 a. m. Five hours will be allowed for completing these examinations.

According to Circular No. 603-13, all promotions to the grade of junior engineer shall be made by selection from an eligible list established by means of an examination held by the Local Board of Examiners for the promotion of recorders and surveyors. This examination will include the following subjects:

1. Mathematics.
2. Surveying.
3. Design and construction.

The weights to be given these subjects will be decided at a later date, but the applicants will be given this information before beginning the examination.

This examination is open to all recorders, surveyors, and draftsmen now in the service of The Panama Canal.

The examination for surveyor is open to all recorders and draftsmen employed by The Panama Canal.

The Board will endeavor to make these examinations as practical as possible to the work of The Panama Canal by incorporating in the examination test, questions made up from suggestions by the heads of the various departments and divisions who employ engineers.

Application to take these examinations should be made to the Secretary of the Local Board at Balboa Heights, from whom further detailed information may be obtained relative to these examinations.

LOCAL BOARD OF EXAMINERS,  
J. F. WARNER,  
*Secretary.*

**Stations for Watchman Clocks.**

THE PANAMA CANAL,  
MECHANICAL DIVISION,

BALBOA, C. Z., December 14, 1920.

TO HEADS OF DEPARTMENTS AND DIVISIONS:

The Mechanical Division frequently receives orders for additional stations (key and box) for watchman clocks sent to the instrument repair shop for repairs. Up to the present time such orders have been filled from a stock of stations taken from surveyed clocks, as the manufacture of new keys, on account of peculiar design, is very costly; some of the clocks being of foreign make.

As the above-mentioned stock is now exhausted, it is requested that all unused stations at present on hand and available, and it is believed there are many, be forwarded to the instrument repair shop. Such stations, which were issued with the clocks, are expendable and should be returned without charge.

E. G. KINTNER,  
*Superintendent, Mechanical Division.*

**Insufficiently Addressed Mail.**

The following insufficiently addressed mail matter has been received in the office of the Director of Posts, and may be obtained upon request of the addressee. Request for forwarding may be made by telephone, calling No. 182, Balboa:

Anderson, A.	King, Dr. P. R.
Angesola, Miss Antoinette	Marchand, Mlle. Auran
Basraoni, Joseph C.	Matton, Wm. G.
Bedore, Philip	Mendoza, Cesario
Blackman, Wilmot	Merrifield, Lee
Burnett, Mrs. H. (2)	Miguelo, S.
Clarke, Waldo E.	Miller, A. I.
Cope, Walter	Miller, Franklin C. (2)
Corbet, Harry	Morris, Rev. J. C.
Corpron, Theo. F.	Mosser, Miss Alberta
Cater, Anastacio	McBenio, H.
Daujhma, Nathaniel A.	McCullough, James F.
Diaz, Waldina	Nathansen, Ruddy
Ellis, Alex A.	Nicholson, Mrs. Jas. H.
Foltz, Charles H.	Ortiz, Enriquez
Frazier, Thomas A.	Parker, Harry
Fria, Jose Catalini	Paulsen, J. P.
Fritzen, Fritz	Price, Denver
Gannon, William E.	Reece, Joseph A.
Goodwin, Willie	Rischman, J. F.
Graham, Angela	Roberts, Agnes
Griffith, Frank	Shong, Roger
Gustave, Rosa	Smart, Mrs. C.
Hogg, Charles	Smith, Deadrick
Heiro, James	Tuttle, Dr. H. K.
Holt, R. L.	Ward, L. E.
Jennett, Crisleen	Will, J. C.
Kennedy, Mrs. Edward	Wilson, Mrs. C. H.
	Young, Jessie

\* Paper. \* Card.

**Additions to Commissary Stock.**

*Bakery Section.*

Bread, hard, lb. . . . . \$0.13

*Dry Goods Section.*

Suiting, English:

Serge, Indigo, 56/8", yd. . . . .	5.80
Tweed, Donegal, imitation, 54", yd. . . . .	1.85

Dress goods:

Nets, Swiss, white, cotton, mosquito, 54", yd. . . . .	.65
Organdy, Swiss, cotton, embroidered, all-over, 44", yd. . . . .	1.05
Voile, Swiss, colored, embroidered all-over, yd. . . . .	1.00
Voile, Swiss, all cotton embroideries, 44/45", yd. . . . .	1.40
Voile, flouncing, Swiss, all cotton embroideries, 44/45", yd. . . . .	1.00
Handkerchiefs, linen, Irish, embroidered, ea. . . . .	.20
Handkerchiefs, linen, Irish, embroidered, ea. . . . .	.30



**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.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

**COMMISSARY NOTES.**

**Kimonos.**

Crepe kimonos imported from Japan are selling rapidly in the line stores, another shipment having been distributed this week.

**Electric Sewing Machines.**

Electric sewing machines received on steamer *Colon* are now on sale in the retail commissaries.

**Handkerchiefs.**

A shipment of men's linen handkerchiefs has just been received from Ireland and distributed to the line stores. They are now on sale at a price of 33 cents each.

**Petticoats.**

White silk petticoats, some with hemstitched edge, others with picot edge, are being sold in all commissaries at \$3.45 each. This particular number may be had in a plain weave or in a dainty figured pattern and has been supplied in regular and stout sizes.

**Important Closing Notice.**

All commissaries will be closed on Christmas Day, Saturday, December 25. Formerly, the grocery and cold storage sections in the retail stores have been open from 8 a. m. to 9 a. m. on the first day of a double holiday when the holiday preceded a Sunday and the same hours on the second day of the double holiday when the double holiday followed a Sunday. Hereafter, commissaries will be closed all day on legal holidays.

**Books.**

Books received:

"The Grand Opera Singers of To-day," "Famous Pianists of To-day and Yesterday," "Famous Singers of To-day and Yesterday," "Famous Violinists of To-day and Yesterday," by Henry G. Lahee; "Sunday Night Suppers," by Christine Terhune Herrick; "The Kindergarten in the Home," by Carrie S. Newman; "The Child of Pleasure," "The Intruder," "The Triumph of Death," "The Maiden of the Rocks," by Gabriel D'Annunzio; "The Correct Thing to do in Society," "Social Customs," "Manners for Boys and Girls," "A Handbook of Hospitality for Town and Country," by Florence Hall; "The Swing in Golf and How to Learn It," by A. Q.; "Iron Cousins," by Mrs. Alfred Sidgwick.

The following titles by Joseph Conrad (in leather edition):

"The Typhoon," "The Rescue," "Victory," "Chance," "Under Western Eyes."



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., December 29, 1920. No. 20.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 25, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean <sup>1</sup>	Panama Railroad Cattle Industry.		December 19.		21
Manuel Calvo	Spanish Line.		December 19.		117
Calamares	United Fruit Co.	December 19.		60	1/2
Arzila	Pacific Steam Navigation Co.		December 20.		758
Allianca	Panama Railroad Steamship Line.	December 19.	December 22.	1,142 1/2	11
Advance	Panama Railroad Steamship Line.	December 19.	December 22.	1,200	124
Achilles	Panama Railroad Steamship Line.	December 19.	December 23.	12,022 1/2	( <sup>2</sup> )
Darion	Panama Railroad Steamship Line.	December 19.	December 23.	7,423	( <sup>1</sup> )
Ucayali	Peruvian Line.	December 19.		1,612	
Van Rensselaer	Royal Netherlands Steamship Co.	December 20.	December 21.	24	1,226
Cartago	United Fruit Co.	December 20.	December 22.	896	7
Pastores	United Fruit Co.	December 21.	December 22.	743	9
Haarlem	Royal Netherlands Steamship Co.	December 21.	December 23.	145	( <sup>1</sup> )
Laura C. Hall	Pacific Metals Corporation	December 21.		37 1/2	
Atenas	United Fruit Co.	December 22.	December 22.	35	3
Turrialba	United Fruit Co.	December 22.	December 23.	416	50
Peru	Pacific Steam Navigation Co.	December 22.		532	
Chancellor	Harrison Line.	December 22.	December 23.	880	( <sup>1</sup> )
Rosana	A. Fait	December 22.	December 24.	153	19
Acajutla	Pacific Steam Navigation Co.	December 23.		( <sup>2</sup> )	587
Caribbean	Panama Railroad Cattle Industry.	December 23.		350	
Alabama	Texas Oil Co.	December 23.	December 24.	4,229	( <sup>1</sup> )
Macoris	French Steamship Co.	December 23.		60	
Manavi	Pacific Steam Navigation Co.		December 24.		275
Potosi	Pacific Steam Navigation Co.	December 24.		2,903	
Alexandrian	Leyland Line.	December 24.		680	
Cuba	Pacific Mail Steamship Co.	December 24.	December 25.	482	( <sup>2</sup> )
Point Adams	Pacific Mail Steamship Co.	December 24.		636	
Cauca	Pacific Steam Navigation Co.	December 24.		446	
Orbita	Pacific Steam Navigation Co.	December 24.		274	( <sup>2</sup> )

<sup>1</sup> Barge.

<sup>2</sup> Five packages.

<sup>3</sup> No cargo laded.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 25, 1920.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Anyo Maru	Toyo Kisen Kaisha.	December 19.	December 21.		23
Laura C. Hall	Pacific Metals Corporation	December 21.	December 22.	4.75	
Grifco	James Griffiths & Sons	December 21.	December 23.		714
Rosana	A. Fait	December 22.	December 23.	5	
Peru	Pacific Steam Navigation Co.	December 22.	December 22.	28	
Challamba	Pacific Steam Navigation Co.	December 22.	December 24.	379	
Chancellor	Harrison Line.	December 23.	December 23.		979
Lake Filbert	General Steamship Corporation	December 23.	December 23.	411	
Cuba	Pacific Mail Steamship Co.	December 23.	December 24.	297	
Chile	Pacific Steam Navigation Co.	December 25.	December 25.	17	
Durango	Standard Transportation Co.	December 24.		3,478	
Cauca	Pacific Steam Navigation Co.	December 24.	December 24.	3	
Griffson	James Griffiths & Sons	December 24.	December 23.		2,023

<sup>1</sup> Diesel oil.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight December 25, 1920.*

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.		Panama Canal tonnage.				
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.			
Stanley Dollar.	18	16	02	19	6	24	19	13	39	American.	Robert Dollar Line.	288.8	44.6	21.5	Baltimore.	San Francisco.	3,008	3,460	2,404			
H. H. Asquith.	18	15	48	19	8	30	19	15	22	British.	Williams & Mordy.	390.0	52.5	26.3	Philadelphia.	Valparaiso.	6,951	5,692	3,819			
Orient City.	19	14	46	20	6	15	20	13	38	British.	W. R. Smith & Sons.	408.0	56.0	15.6	Hull.	Portland.	5,682	4,229	3,767			
Steel Inventor.	19	15	40	20	6	20	14	44	20	American.	U. S. Steel Products Co.	441.0	56.0	26.8	New York.	Los Angeles.	7,250	7,539	5,448			
Arzola.	13	21	25	20	7	00	20	14	45	British.	Royal Mail Steam Packet Co.	285.0	41.3	18.3	Cristobal.	Champarivo.	710	2,856	1,797			
India Maru.	20	6	45	20	7	20	20	16	33	Japanese.	Kawasaki Steamship Co.	385.0	51.8	26.9	Baltimore.	Valparaiso.	7,453	5,928	4,381			
Simpson No. 221 <sup>1</sup>	18	10	03	20	11	15	20	15	42	American.	United States Navy.	310.0	31.0	11.0	Santiago.	San Diego.	52	7	6			
Conestoga <sup>2</sup> .	15	13	42	21	6	15	21	14	04	American.	J. H. Stilson.	141.0	29.1	14.6	High seas.	Gatun Lake.	3,419	5,957	4,325			
America <sup>3</sup> .	21	22	45	22	11	48	22	17	50	American.	W. R. Grace & Co.	360.3	51.7	25.0	New York.	Valparaiso.	437	2,947	2,113			
Santa Elisa.	19	14	00	22	9	42	22	18	23	American.	Panama Railroad Steamship Line	295.9	38.4	15.0	New York.	Guayaquil.	2,424	4,739	3,660			
Advance.	19	14	00	22	11	10	22	11	50	American.	A. R. Eberhardt.	361.0	49.0	17.0	Cristobal.	Gatun Lake.	7,094	6,729	4,828			
Rio Gatun <sup>4</sup> .	20	13	59	22	22	11	50	23	45	Panama.	Royal Netherlands W. I. Mail	450.0	52.5	27.0	Rotterdam.	Valparaiso.	8,600	8,543	6,427			
Haarlem.	21	15	45	23	6	07	23	13	40	Dutch.	Steam Navigation Co. of Canada	361.0	57.0	30.6	Norfolk.	San Francisco.	9,370	7,825	5,921			
Health.	22	20	00	23	6	25	23	15	00	British.	Lueckebach Line.	436.5	57.0	30.6	Liverpool.	San Francisco.	8,000	7,318	5,458			
Julia Lucken- bach.	23	7	00	23	7	40	23	15	34	American.	Harrison Line.	385.0	52.0	14.0	New York.	Daly.	4,115	5,848	4,266			
Charcellor.	22	8	55	23	8	30	23	16	30	British.	Ellerman & Bucknall S. S. Co.	464.0	56.6	27.6	Baltimore.	Valparaiso.	6,951	5,857	4,384			
Kentucky.	23	12	15	23	11	13	23	18	20	British.	British Chilean Steamship Co.	375.0	52.0	25.4	Tampico.	Pisagua.	3,420	3,688	2,437			
Wabana.	23	17	27	24	6	22	24	14	04	British.	Standard Oil Co.	428.0	54.6	27.4	New York.	Talchmano.	268	1,357	884			
Bradford.	23	20	00	24	6	30	24	15	40	American.	Wessel Duval & Co. (S. B.).	331.0	46.8	19.6	Puerto Mexico.	Lytleton.	18	256	185			
Minnesota.	24	6	00	24	7	40	24	17	21	American.	Tatsumi Kisen Kaisha	400.0	53.0	21.8	Cristobal.	Panama.	2,450	5,329	7,118			
Kureha Maru.	24	7	15	24	8	27	24	18	12	Japanese.	Pacific Steam Navigation Co.	216.0	35.0	12.2	Cristobal.	Lytleton.	5,329	7,118	5,192			
Manavi.	18	20	04	24	7	58	24	16	30	British.	Claymore Shipping Co.	331.0	46.8	19.6	Cristobal.	Lytleton.	9,300	7,059	5,076			
Daybreak.	23	19	45	24	10	00	24	17	35	24	18	40	British.	Alberto Fajit & Co.	112.0	25.0	6.0	Cristobal.	Lytleton.	7,430	5,274	3,886
Rosana.	22	21	12	24	11	17	24	18	17	Costa Rican.	Shaw, Savill & Albion Co.	480.0	62.9	23.0	London.	Lytleton.	6,000	6,000	6,000			
Packa.	24	8	33	25	6	20	25	13	24	25	15	45	British.	Dollar Line.	411.6	55.0	21.8	New York.	Talal.	7,600	7,600	7,600
Grace Dollar.	24	6	26	25	6	10	25	14	10	25	15	30	British.	W. Wilhelmsen.	425.0	57.6	27.0	Tampico.	Wellington.	4,000	4,000	4,000
San Joaquin.	25	2	22	25	7	00	25	15	52	26	9	58	Norwegian.	U. S. and A. Line (S. B.).	397.0	51.0	26.0	Christiana.	Portland.	8,037	8,039	5,640
Bellbrook.	24	21	35	25	7	40	25	17	38	26	18	50	Norwegian.	American-Hawaiian Line.	407.7	53.7	26.0	New York.	Portland.	1,642	4,406	2,405
Borgland.	25	4	25	25	9	00	25	17	47	25	18	41	American.	Glen Line Ltd.	480.0	58.2	25.5	Portland.	Antwerp.	6,509	5,137	3,767
Ohiogland.	25	5	46	25	9	00	25	17	47	25	18	41	American.	Peruvian Line.	374.7	46.3	24.5	Catho.	Cristobal.	7,840	12,275	8,918

<sup>1</sup> Launch.

<sup>2</sup> Tug and barge No. 468.

<sup>3</sup> Destroyer.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

D. A. D. G. 76.	19	7	38	19	14	46	20	2	05	British.	Glen Line Ltd.	480.0	58.2	25.5	Portland.	Antwerp.	8,037	8,039	5,640			
Uceyal.	19	7	00	19	8	25	19	16	05	Peruvian.	Peruvian Line.	374.7	46.3	24.5	Catho.	Cristobal.	1,642	4,406	2,405			
Rio Grande.	19	8	59	19	9	27	19	17	55	19	35	Norwegian.	Det. Nordenfjeldske S. S. Co.	360.3	52.1	24.6	Caleta Colosa.	General.	6,509	5,137	3,767	
Shropshire.	19	15	45	20	6	55	20	15	20	British.	Federal Steam Navigation Co.	526.4	61.4	28.0	Sydney.	Liverpool.	7,840	12,275	8,918			
Mama.	20	5	00	20	8	08	20	16	10	20	18	55	British.	Shaw, Savill & Albion Co.	455.4	56.4	24.0	Port Chalmers.	London.	4,466	8,641	6,017
Lake Naupapas.	20	1	15	20	8	32	20	17	10	21	6	48	American.	Wessel Duval & Co. (S. B.).	253.5	43.5	18.6	Mejfloues.	Savannah.	2,660	2,383	1,517

Aviles	20	19	06	21	7	30	21	14	55	21	17	38	Spanish	Cia. Gen'l. de Nav. de Bilb.	370.0	41.2	23.0	Meillones	Bilbao	Nitrates	4,010
Karamea	20	22	00	21	7	53	21	16	10	21	23	47	British	Shaw, Savill & Albion Co.	420.0	54.0	20.6	Wellington	London	General	3,890
Sisak	21	9	50	21	11	40	21	23	30	21	18	30	German	Kosmos Line	400.0	52.1	21.1	Caletta Buena	Cristobal <sup>7</sup>	Nitrates	5,315
St. Enoder	21	9	50	21	11	35	21	18	18	21	18	30	British	British Admiralty	135.0	29.1	14.0	Caletta Buena	Cristobal <sup>7</sup>	Ballast	438
Leura C. Hall	21	7	15	21	12	30	21	19	55	26	8	02	British	Pacific Metals Corp.	81.0	25.6	10.0	Buena Ventura	Cristobal	( <sup>8</sup> )	130
Faith <sup>3</sup>	21	19	20	21	6	29	22	14	40	22	15	10	American	A. E. Snider	400.3	45.3	26.0	Ralboa	Gatun Lake	( <sup>6</sup> )	37
Sherman	21	18	30	22	7	40	22	15	07	22	10	15	American	Sherman Steamship Co.	370.0	55.0	22.0	San Antonio	Norfolk	Ballast	6,257
Coalinga	21	3	30	22	8	31	22	15	30	22	16	13	American	Union Oil Co.	460.2	51.6	24.0	Tecopilla	Tampico	Ballast	8,108
Santa Teresa	22	3	30	22	8	31	22	15	30	22	16	13	American	W. R. Grace & Co.	370.0	51.6	24.0	Valparaiso	New York	Nitrate, general	5,726
Peru	22	0	35	22	9	44	22	16	52	22	16	52	British	Pacific Steam Navigation Co.	350.0	43.1	15.5	Valparaiso	Cristobal	General	4,086
Wollowra	22	6	00	22	9	45	22	17	25	23	16	50	Chinese	Chin Van Chee	323.0	40.3	19.0	Hongkong	Habana	Rice	500
Bachi	22	10	35	22	11	58	22	19	48	22	21	50	Spanish	Hijos de Astigarraga	331.2	46.7	21.0	Caleta Colesca	Azores <sup>7</sup>	Nitrates	4,621
Rossas <sup>6</sup>	21	23	00	22	12	37	22	21	12	24	11	17	Costa Rican	Alberto Fati	112.0	25.0	7.0	Puntarenas	Azores <sup>7</sup>	Leas and wood	3,740
Naurie	22	10	35	22	12	30	22	21	25	23	1	15	British	Andrew Weir & Co.	430.6	49.0	26.6	Meillones	Baltimore	Nitrates	159
Aldmour	22	13	25	22	12	35	22	22	25	23	8	50	British	Glen Steamship Co. of Glasgow	314.5	47.2	16.7	San Antonio	Baltimore	Copper	7,500
Tymelic	23	2	00	23	8	15	23	15	50	23	17	58	British	Andrew Weir & Co.	400.1	52.3	25.0	Tulehuasato	Baltimore	Copper	3,046
Apple Branch	23	21	00	24	7	53	24	15	50	23	18	50	British	Nautling Steam Shipping Co.	370.0	51.7	24.0	Tulehuasato	United King.	Nitrates	7,216
Chiba	23	21	00	24	9	44	24	16	20	25	12	17	British	Pacific Mail Steamship Co.	307.7	42.3	2	San Francisco	Baltimore	General	5,600
Cauca	24	10	15	24	10	54	24	17	30	25	12	17	British	Pacific Steam Navigation Co.	246.0	35.2	12.6	Guayaquil	Cristobal	General	878
Endocott	24	13	15	24	14	02	24	21	55	24	22	55	American	Admiral Line (S. B.)	402.6	54.8	27.0	Tacoma	United King.	Wheat	446
Eastern	19	4	52	25	6	43	25	14	35	25	14	35	American	Thorndyke, Treholm & Co., S.B.	415.1	55.7	27.3	Tacoma	Antwerp	Wheat	7,689
Mariner	24	17	30	25	7	25	25	14	42	25	14	42	American	Standard Transportation Co.	410.0	56.0	18.0	San Francisco	New York	Ballast	7,689
Eagle	25	2	00	25	8	15	25	16	08	25	16	08	American	Panama Railroad Steamship Line	370.2	45.3	20.6	Guayaquil	New York	Lumber, general	1,296
Gen. W. C.	25	10	30	25	11	14	25	18	24	25	18	24	American	United American Line	406.8	51.1	24.6	Seattle	New York	( <sup>11</sup> )	5,903
Oregonian	25	10	30	25	11	14	25	18	24	25	18	24	American	Panama Railroad Steamship Line	370.2	45.3	20.6	Guayaquil	New York	( <sup>11</sup> )	5,903

<sup>4</sup> Tug. <sup>5</sup> Motor schooner. <sup>6</sup> Motor ship. <sup>7</sup> For orders. <sup>8</sup> Platinum, coffee, and books. <sup>9</sup> Copper, nitrates, and tin ore. <sup>10</sup> Ivory nuts, coffee, and general. <sup>11</sup> Coffee, cocoa, and general. Hours are expressed on the 24 hour basis and all hours greater than 12 are postmeridian.

Date	Vessel	Line	From—	Date	Vessel	Line	For—
December 19	Calamares	United Fruit Co.	Port Limon.	December 19	Calamares	United Fruit Co.	New York via Habana.
December 19	Alliance <sup>13</sup>	Panama Railroad Steamship Line.	New York via Haiti.	December 19	Caribbean	Panama Railroad Cattle Industry.	Cartagena.
December 20	Van Kousseleer	Panama Railroad Steamship Line.	Norfolk.	December 20	Manuel Calvo	Spanish Line.	Puerto Colombia.
December 20	Carthago	Royal Netherlands W. I. Mail.	Amsterdam.	December 20	Cambrai <sup>15</sup>	United States Army.	San Juan.
December 21	Redwing <sup>14</sup>	United Fruit Co.	New Orleans.	December 21	Van Rensselaer	Royal Netherlands W. I. Mail.	Cartagena.
December 21	Pastores	United States Navy	Norfolk.	December 22	Alliance	Panama Railroad Steamship Line.	Cartagena.
December 22	Ajax <sup>14</sup>	United Fruit Co.	New York via Habana.	December 22	Pastores	United Fruit Co.	Port Limon.
December 22	Turrialba	Curacao Petroleum Co.	Curacao.	December 22	Carthago	United Fruit Co.	New Orleans.
December 23	Alabama	Texas Oil Co.	New York via Kingston.	December 23	Achilles <sup>13</sup>	Panama Railroad Steamship Line.	Toro and Habana.
December 23	Caribbean	Panama Railroad Cattle Industry.	Port Arthur.	December 23	Turrialba	United Fruit Co.	Norfolk.
December 23	Macoris	French Line.	Cartagena.	December 23	Redwing <sup>14</sup>	United States Navy	New York via Colombia
December 24	Alexandrian	Leyland Line.	St. Nazaire and waypoints.	December 24	Alabama	Texas Oil Co.	and Kingston.
			Liverpool via waypoints.				Norfolk via Cuba.
							Tampico.

<sup>13</sup> And barge *Darien*.  
<sup>14</sup> Tug and barges.  
<sup>15</sup> Transport.

(Continued on page 279, column 2.)

### Ships at Canal Repair Shops.

The following vessels were at the Canal shops for repairs during the week ended December 27:

*Bal'oa shops*.—Barges Nos. 134 and 135, general repairs; steamship *Marne*, general repairs and rebuilding; dredge No. 84, general repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; tug *Bohio*, general repairs and rebuilding; launch *Limon*, general repairs and overhauling; steamship *Olockson*, pumping out and trimming ship; launches *Pilot*, repairs to hull; *Santa Rita*, rebuilding; submarine *R-24*, periodical overhaul; U. S. S. *Cleveland*, miscellaneous minor repairs to machinery; schooner *Astoria*, small miscellaneous repairs to engine and crank shaft; supply boat No. 2, cleaning cylinders; motor tug *Gailhur*, miscellaneous repairs to engine; mine yawl 101, hull repairs and overhauling of engine; steamships *Advance*, installation of doubler on starboard bow; *Grifco*, manufacture 3 springs; U. S. S. *Simpson*, No. 221, calking bulkhead; tug *Genesee*, miscellaneous minor repairs; steamships *Ardmore*, heavy engineer's department repairs; *Lake Ellijay*, repairs to windlass; *Eastern Mariner*, miscellaneous engineer's department repairs; *Brave Coeur*, repairs to telemotor stand; U. S. S. *Frederick*, overhauling of refrigerating machine; steamship *Grecoaldy*, hull repairs.

*Cristobal shops*.—Steamship *General W. C. Gorgas*, miscellaneous repairs to engine, deck, and steward departments; tug *Ajax*, test crank and thrust shafts; repair boiler, capstan, piping, etc.; steamship *Caribbean*, scale boilers and renew ammonia coil; tug *St. Eneador*, repair stanchions and beading, install lines on main engine, etc.; steamship *Grace Dollar*, repair telemotor; *Potosi*, repair piping and port lights; U. S. S. *McCormick*, weld manifold; steamships *Jamaica*, repair anchor windlass; *Chile*, repair boilers, overhaul steering engine, etc.; U. S. S. *Whippoorwill*, repair boilers, valves, and auxiliaries; steamships *Apalachee*, repair hull, stern tube, etc.; *Karamea*, repair injector pipe; tug *Engineer*, miscellaneous repairs to boiler, engine, and auxiliaries; steamships *Pastores*, *Wollovra*, *Peru*, *Essequibo*, *Cartago*, *Macoris*, and *Point Adams*, U. S. S. *Eagle No. 32*, and steamship *Cuba*, minor repairs.

### Las Cascadas Branch Line Railway Service to be Discontinued.

Effective with the arrival of train No. 43 from Las Cascadas at Panama at 1.10 a. m., January 2, 1921, the Panama Railroad freight and passenger service over the Las Cascadas branch line will be discontinued.

This will not affect for the present the schedule of the main line. A new time table is in preparation, to go into effect about January 9, with minor changes. The times of departures of trains from both terminals are to remain the same, but with stops at Fort Clayton, Red Tank, and Fort Davis, the time for crossing the Isthmus on the 3 daytime trains each way daily will be increased by about 5 minutes. No changes in the Fort Randolph branch line service are contemplated.

Since the opening of the Canal, the Las Cascadas branch, crossing the Canal on a swinging pontoon bridge at Paraiso, has been operated primarily for the benefit of the Army forces stationed in the abandoned Canal villages of Empire and Culebra. With the completion of the new permanent posts on the east side of the Canal it has been possible to reduce the troops on the west side to such an extent that the Army can provide its transportation by motor over the road extending from Las Cascadas to Pedro Miguel and Miraflores locks. It is understood that passengers to or from the west side will walk across the lock gates at Pedro Miguel and that freight will be handled by boat from a siding near the north end of the Miraflores tunnel, across Miraflores Lake to a landing on the west shore.

### The Keeping of Poultry in the Canal Zone.

In preparation for Thanksgiving and Christmas dinners, numbers of employees of the Canal living in Canal quarters secured live turkeys from Panama and fattened them at their quarters. This experience

has caused a number of requests for the permanent privilege of keeping poultry, which the Chief Health Officer has to deny. He has requested the republication of the following:

**Regulations and Information Concerning the Keeping of Fowls, Small Animals, Etc., in the Canal Zone.**

**a. BOARD OF HEALTH ORDINANCE No. 7:**

*Be it ordained by the Board of Health of the Canal Zone:*

**SECTION 1.** It shall be unlawful for any persons to keep within the limits of the Canal Zone any live hares, rabbits, guinea pigs, monkeys, squirrels, chickens, turkeys, geese, ducks, or other small animals or fowls, without a permit therefor issued by the Board of Health or otherwise than in accordance with the terms of said permit and regulations of said Board.

**SEC. 2.** The fowls and animals referred to in Section 1 shall not be kept in any building which is not rat-proof in the manner provided by law for the rat-proofing of buildings, unless same are kept in a rat-proof coop.

**SEC. 3.** Within the area embraced in the limits of the Canal Zone towns, said coops shall be portable and elevated at least two feet from the ground.

**SEC. 4.** All food for such fowls and animals shall be kept in closed metal receptacles so constructed that the contents shall be inaccessible to rats, and within town limits no such food shall be thrown or scattered on any floor, area, or open space, but shall be placed only in coops hereinbefore provided for.

The foregoing ordinance was duly adopted at a meeting of the Board of Health of the Canal Zone held at Balboa Heights, Canal Zone, on the 20th day of December, 1915.

(b) This ordinance was enacted as an anti-plague measure. Bubonic plague is primarily a disease of rats and secondarily a disease of man, being conveyed to man by the fleas which rats harbor. The Canal is 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 passes 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.

(c) The purpose of this ordinance is to prevent the keeping of small animals and fowls mentioned therein and of food intended for them, under conditions which would allow rats to gain access either to the animals or the food.

(d) Young chickens, chicken food, and eggs are well known to afford food for rats and ordinary chicken coops are favorite rendezvous for them. The Panama Canal has expended large sums of money in rat-proofing its wharves and buildings, and it is only reasonable that employees should not be allowed to maintain conditions which harbor rats. Therefore, permission to keep chickens, small animals, etc., is granted only under conditions which do not favor sheltering or feeding of rats.

(e) Chickens, to be healthy, require earth runways in which they can scratch. They dig holes in these runways which accumulate water and afford breeding places for mosquitoes. To prevent this, the runways require frequent inspection by Sanitary Inspectors and thereby become a constant source of expense to the Government. Therefore, runways for fowls can not be permitted within the limits of Canal Zone towns. As it is impracticable to keep fowls for any considerable period of time without providing a runway for them, this prohibits the keeping of fowls in towns except for short periods of time before they are required for food. When so kept, they shall be confined in coops as provided in Section 3, Ordinance No. 7.

(f) Chickens frequently harbor vermin and their coops should therefore be kept at a suitable distance from human habitations. Chicken coops, animal cages, parrot perches, etc., even when they comply with sanitary requirements, are often unsightly and therefore offensive in a neighborhood. Further, the noise made by fowls and small animals is usually objectionable to the neighbors of their owner. Chicken coop doors are frequently left open and the chickens scratch up the gardens and flower beds of the neighborhood before they can be driven back into the coop, and this results in a multitude of complaints. For these reasons permits to keep chickens within town limits are issued only for a period of a few days for fattening before eating, and this permission is conditioned on the acquiescence of the District Quartermaster in regard to those features which concern his department.

(g) Outside of town limits fowls may be kept in rat-proof buildings of approved construction, and runways may be provided.

(h) Action on permits to keep fowls other than chickens, including parrots, and small animals, will be based on the provisions that have been made for keeping them, proximity to other quarters, and location where they are to be kept.

**Lines to Guide Traffic at Street Corners and Curves.**

In order to minimize the danger of collisions between vehicles at corners and curves of streets in the Ancon-Balboa district, the Division of Municipal Engineering has painted 4-inch white guide lines on the surface of the roadway at such places. The line begins in the center of the road at a point well beyond the beginning of the curve, and extends to the corresponding tangent beyond the curve. Drivers are required to keep to the left of the line while passing it, except at cross roads and T-junctions, where additional lines indicate the track to be followed in crossing over the line to make the turn in the opposite direction.

The Chief of Police advises that the guide lines indicate the track required to be followed under the present road rules and are for the protection of the public and particularly in the interest of motor vehicle operators.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Attorney examiner of finance, \$3,600 to \$5,000 a year; assistant attorney examiner of finance, \$2,400 to \$3,480 a year; form 1312; announcement No. 28; age, 25 but not 55 years; vacancies exist in the Bureau of Finance, Interstate Commerce Commission; January 19-20, 1921. (Male and female.)

Bookkeeper (male and female); \$1,000 a year; form 304; age, 18 but not 55 years; vacancies exist in the Departmental Service, Washington, D. C.; January 19, 1921.

Cheese maker (male and female); \$1,500 to \$1,980 a year; form 1312; age, below 40 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture; January 19, 1921.

Immigrant inspector (male and female); \$1,380 a year; form 1312; announcement No. 26; age, 20 but not 55 years; vacancies exist in the Immigration Service, Department of Labor; January 19, 1921.

Investigator in marketing fruits and vegetables, \$1,800 to \$2,760 a year; assistant in marketing fruits and vegetables, \$1,200 to \$1,800 a year (male and female); form 2118; announcement No. 493-amended; age, 21 but not 45 years; vacancies exist in the Bureau of Markets, Department of Agriculture, Washington, D. C.; April 5, 1921.<sup>1</sup>

Junior engineer and deck officer (male and female); \$2,000 a year; form 1312; announcement No. 383-amended; age, 26 years and over; vacancies exist in the United States Coast and Geodetic Survey; February 9-10 and April 13-14, 1921.

Senior dairy herdsman (male and female); \$1,500 a year; form 1312; announcement No. 12; age, not over 45 years; a vacancy exist in the Bureau of Animal Industry, Department of Agriculture, Jeanerette, La.; January 11, 1921.<sup>2</sup>

Associate chemist, \$2,500 to \$3,600 a year; assistant chemist, \$1,800 to \$2,500 a year; junior chemist, \$1,200 to \$1,800 a year (male and female); form 2118, announcement No. 2236-amended; age, within reasonable age limits; vacancies exist in the Federal Classified Service, Washington, D. C.<sup>2</sup>

Assistant gas inspector, \$2,000 to \$2,400 a year (male and female); form 2118; announcement No. 35; age, 20 but not 45 years; vacancies exist in the Osage Indian Agency, Oklahoma; January 25, 1921.<sup>2</sup>

Assistant in boys' and girls' club work, \$2,500 to \$3,300 (male and female); form 2118; announcement No. 36; age, below 45 years; vacancies exist in the States Relations Service, Department of Agriculture, Washington, D. C., January 25, 1921.<sup>2</sup>

Radio engineer, \$3,000 to \$4,800 a year; age, 25 to 50 years; assistant radio engineer, \$2,000 to \$3,000 a year; age, 22 to 40 years; radio laboratory assistant, Grade 1, \$800 to \$1,200 a year; Grade 2, \$1,200 to \$2,000 a year; age, 18 to 30 years; form 2118; (male and female); announcement No. 38; vacancies exist in the Signal Service at Large, War Department; April 5, 1921.<sup>2</sup>

Laboratory aid in soil bacteriology, \$840 to \$1,200 a year (male and female); form 304; announcement No. 40; age, 18 but not 45 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; February 9, 1921.

Photostat operator, \$1,000 a year (male and female); form 1312; announcement No. 34; age, 18 but not 55 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture, January 25, 1921.<sup>2</sup>

Plate printer, \$900 to \$1,200 a year (male and female); form 1800; announcement No. 39; age, 20 but not 50 years; vacancies exist in the Hydrographic Office, Navy Department, Washington, D. C.; January 25, 1921.<sup>2</sup>

Transitman, \$120 to \$200 a month (male and female); form 1312; announcement No. 33; age, 20 but not 45 years; vacancies exist in the General Land Office Service; February 9, 1921.

Law clerk and typist (male and female); \$1,400 to \$1,740 a year; forms 304 and 2226; announcement No. 27; age, 18 but not 55 years; vacancies exist in the Bureau of Naturalization, Department of Labor, Washington, D. C., January 19, March 23, and May 4, 1921.

Oiler (male and female); \$840 a year; form 1800; announcement No. 32; age, 18 but not 50 years; vacancies exist in the Post Office Department, Washington, D. C.; January 25, 1921.<sup>2</sup>

Photographer, \$1,400 to \$1,800 a year; assistant photographer, \$1,110 to \$1,400 a year; photographic laboratory aid, \$900 to \$1,100 a year (male and female); form 1312; age, 18 but not 55 years; vacancies exist in Departmental Service, Washington, D. C.; February 9, 1921.

Specialist in tropical agronomy (male and female); \$1,800 to \$2,500 a year; form 2118; age, below 55 years; vacancies exist in the States Relations Service, Department of Agriculture, Hawaii; February 1, 1921.<sup>2</sup>

Translator (male and female); \$1,800 a year; form 1312; age, 18 but not 55 years; vacancies in the War Department, Washington, D. C.; February 9, 1921.

Electrician, \$840 to \$2,000 a year; form 1800; elevator conductor, \$720 to \$900 a year; form 1800; general mechanic, \$720 to \$1,000 a year; forms 1800 and 2029; steam engineer, 1st and 2d class, \$1,000 to \$1,200 a year; 3d class, \$600 to \$1,000 a year (male and female); announcement No. 231-amended; age, 18 but not 50 years; vacancies exist in the Departmental Service, Washington, D. C., and Indian Service.<sup>2</sup>

<sup>1</sup> 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 day.

<sup>2</sup> Nonassembled. Applications will be received at any time until further notice.

**Official Circulars.**

**Appointment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 24, 1920.

CIRCULAR NO. 661-94:

1. Mr. Frank M. Sawyer 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.

JAY J. MORROW,  
*Acting Governor.*

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 21, 1920.

CIRCULAR NO. 274:

Effective December 18, 1920, Mr. D. E. Wright is designated an accountable official of The Panama Canal, *vice* Mr. G. W. Green, and as such will account for all nonexpendable property in use by the Division of Municipal Engineering.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Employees Excused on Christmas Eve and New Year's Eve.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 22, 1920.

MEMORANDUM FOR HEADS OF DEPARTMENTS AND DIVISIONS:

The Acting Governor states that heads of departments and divisions may excuse employees whose services can be spared after 1 p. m. Christmas Eve and New Year's Eve. Monthly employees so excused will not suffer loss of pay for the above days and hourly employees will be paid for time worked only, as law will not permit otherwise.

C. A. McILVAINE,  
*Executive Secretary.*

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, will accept written bids up to noon, Monday, January 10, 1921, for the purchase of the personal effects belonging to the estate of Ildeston Jorgensen, deceased American seaman. Itemized lists of the articles offered for sale will be found posted at the Canal Zone customs offices, post offices, and club-houses, and persons desiring to examine the effects should apply to the Shipping Commissioner's office on any business day. Bids may be made for the entire lot of the effects, or be limited to individual articles, and should be submitted in sealed envelopes, addressed to the Shipping Commissioner, marked "Bid on effects of Ildeston Jorgensen, deceased." The right is reserved to reject any and all bids, and no advance deposit of money is required.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Handkerchiefs, linen, Irish, embroidered, ea.	\$0.35
Handkerchiefs, cotton, Irish, embroidered, ea.	.13
Handkerchiefs, cotton, Irish, embroidered, ea.	.16

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 275.**

PORT OF BALBOA.

*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Date.	Vessel.
December 19.	Anyo Maru.....	December 21.	Anyo Maru.....
December 21.	Griffco.....	December 24.	Challamba <sup>6</sup> .....
December 22.	Challamba <sup>6</sup> .....	December 24.	Griffco.....
December 23.	Lake Filbert.....	December 24.	Griffson <sup>6</sup> .....
		December 25.	Lake Filbert.....
			General Steamship Corp. (S. B.).....
			Toyo Kisen Kaisha.....
			Pacific Motorship Co.....
			James Griffiths & Son.....
			San Francisco.....
			San Francisco.....
			Callao.....
			Hongkong.....
			General Steamship Corp. (S. B.).....

<sup>6</sup>Other than ships passing through the Canal.

<sup>16</sup>Barge.

### Locations of Patients, and Visiting Hours, at Ancon Hospital.

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
Section "A"—White American, male:		
Ward No. 1, Medical, Eye and Ear .....	44	Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical .....	44	
Ward No. 4, Surgical .....	41	
Cells (2) .....	2	
	172	
Section "B":		
White American, female .....	23	Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted.
White foreign, female .....	15	
Nursery .....	16	
Private rooms (40) .....	45	
Cells (2) .....	2	
	102	
Section "C":		
Ward No. 9, White foreign, male .....	39	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 10, Colored, eye and ear, convalescent medical .....	39	
Ward No. 11, Colored Acute surgical .....	39	
Ward No. 12, Colored Acute medical .....	39	
Ward No. 13, Colored Convalescent surgical .....	39	
Ward No. 14, Colored Convalescent surgical .....	39	
Cells (6) .....	6	
Rooms (7) .....	7	
	247	
Section "D":		
Ward No. 15 .....	41	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m.
Ward No. 16 .....	39	
Ward No. 17, Colored children .....	32	
Ward No. 18, White children .....	30	
Ward No. 19, Colored female medical .....	41	
Ward No. 20, Colored female surgical .....	34	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Rooms (3) .....	6	
Cells (6) .....	6	
	223	
Isolation:		No visitors permitted.
Floor No. 1 .....	14	
Floor No. 2 .....	23	
Floor No. 3 .....	23	
Floor No. 4 .....	28	
	89	
Total number of beds .....	849	

Emergency passes are issued only by and in the discretion of the section nurse.

### COMMISSARY NOTES.

#### Music.

A shipment of the latest popular sheet music, including numbers from musical productions now current in New York, has been received and is on sale in the line stores.

#### Closed for Inventory.

The retail commissaries will be closed for quarterly inventory all day on Tuesday, January 4, and the morning of Wednesday, January 5. The cold storage and grocery sections will be open Wednesday afternoon at the regular hour and other departments as soon thereafter as check has been completed by the inspectors.

#### Books.

##### Books received:

"Zone Policeman 88," by Harry Frank; "Poor Wise Man," by Mary Roberts Rinehart; "Lady Lillith," by Stephen McKenna; "The Adventurous Lady," by J. C. Snaith; "The Valley of Silent Men," by James Oliver Curwood; "The Top of the World," by Ethel M. Dell; "The Prairie Mother," by Arthur Stringer; "I've Married Marjorie," by Margaret Widdemer; "Harriet and The Piper," by Kathleen Norris.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., January 5, 1921. No. 21.

## Commercial Traffic in 1920 Exceeded That in Any Previous Year.

Traffic through the Panama Canal during the calendar year 1920 reached a new high record. The commercial ships passing through the Canal during the 12 months numbered 2,814, as compared with 2,478 during the fiscal year ending June 30, 1920, and 2,134 during the calendar year 1919. The gain was 13.56 per cent in ships over the fiscal year 1920 and 31.87 per cent over the calendar year 1919. There were 336 more vessels making the transit in commercial service in the calendar year 1920 than in the fiscal year, and 680 more than in the calendar year 1919. The fiscal year ending June 30, 1920, was the previous record period of 12 months of operation.

The Panama Canal net tonnage of the commercial vessels in the calendar year 1920 aggregated 10,378,265 tons, as compared with 8,546,044 net tons in the fiscal year 1920 and 6,919,149 net tons in the calendar year 1919. The gain was 1,832,221 tons, or 21.44 per cent, over the fiscal year; and 3,459,116 tons, or 49.99—practically 50—per cent over the calendar year 1919.

The tolls levied during the year aggregated \$10,295,392.96, as compared with \$8,513,933.15 in the fiscal year ending June 30, 1920, and \$6,992,218.39 in the calendar year 1919. This was a gain of \$1,781,459.81, or 20.92 per cent, over the fiscal year 1920, and \$3,303,174.57, or 47.24 per cent, over the calendar year 1919.

The cargo carried through the Canal by the commercial vessels aggregated 11,236,119 tons of 2,240 pounds. The cargo in the fiscal year 1920 was 9,374,499 tons, and in the calendar year 1919 it was 7,468,167 tons. The gain was 1,861,620 tons, or 19.86 per cent, over the fiscal year 1920, and 3,767,952 tons, or 50.47 per cent, over the calendar year 1919.

In summary, the gain over the fiscal year ending June 30, 1920, was: Vessels, 13.6; net tonnage, 21.4; tolls, 20.9; and cargo, 19.9 per cent. Over the calendar year 1919 the gain was: Vessels, 31.9; net tonnage, 50; tolls, 47.2; and cargo, 50.5 per cent.

## Steamer Aground on West Breakwater at Cristobal.

The cargo steamship *Sussex* of the Federal Steam Navigation Company's service, bound from St. John's, New Brunswick, to New Zealand ports, ran aground on the west breakwater about 180 feet from the entrance to Cristobal harbor at 10.25 p. m., January 3. She had not taken on a pilot. Canal tugs and the salvaging vessel *Favorite* went to her assistance immediately and have since been engaged in trying to ease her off the rocks. It is hoped that she can be pulled off after the cargo has been discharged from the No. 2 hold, after which she is to go through the Canal to be repaired in the dry dock at Balboa. She is considerably damaged in the forepeak.

The *Sussex* is 420 feet in length by 54 feet beam, of 6,930 gross and 5,126 net tons. She was loaded with about 11,000 tons of general cargo. Approximately 200 tons have been taken out of the No. 1 hold.

## CANAL WORK IN NOVEMBER.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of November, 1920:

BALBOA HEIGHTS, C. Z., December 24, 1920.

*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, 1920:

## CANAL TRAFFIC.

The number of ocean-going commercial ships passing through the Canal during the month was 238, in addition to which there were 16 United States Government vessels, as follows: Six tugs, 3 colliers, 2 fuel ships, 1 Navy cargo ship, 1 Army transport, 1 destroyer, 1 submarine, and 1 ammunition ship. A detailed classification of the month's traffic is included with this report.

The Panama Canal net tonnage of the 238 commercial vessels aggregated 929,875 tons, being 5,704 tons less than for the preceding month. Their registered gross tonnage was 1,184,072, and registered net, 756,223 tons. The total cargo carried by the above vessels was 984,910 tons of 2,240 pounds, being 6,156 tons less than the preceding month. Of this total, 5,061 tons were carried as deck cargo.

The total number of vessels and craft of all kinds through the Canal was 258, as compared with 271 for last month. The total tolls earned were \$933,926.51, as compared with \$911,854.58 for October. Ocean-going commercial ships passing through the Canal averaged 7.9 per day, and the average tolls per vessel, \$3,924. Tolls collected amounted to \$933,926.51.

The average tonnage, Panama Canal measurement, for commercial vessels, was 3,907; United States net equivalent, 3,218; registered gross, 4,975; and registered net, 3,177. The average cargo carried by the laden vessels was 4,804 tons.

The United States coastwise trade for November included 29 vessels with a total Panama Canal net tonnage of 107,955, and cargo of 92,723 tons. There were 19 vessels from the Atlantic to the Pacific with a total tonnage of 69,247, and cargo of 51,454 tons; and 10 vessels from the Pacific to the Atlantic, with a total tonnage of 38,708, and cargo of 41,269 tons.

## PRINCIPAL COMMODITIES.

Bulk shipments of the different principal commodities included in the November traffic were:

## FROM ATLANTIC TO PACIFIC.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Coal and coke.....	Charleston.....	Valparaiso.....	1	8,394	.....
Coal and coke.....	Baltimore.....	Valparaiso.....	1	3,770	.....
Coal and coke.....	Norfolk.....	Valparaiso.....	1	2,401	14,565
Coal and coke.....	Norfolk.....	Iquique.....	2	16,500	16,500
Coal and coke.....	Norfolk.....	McIlhenny.....	1	9,321	.....
Coal and coke.....	Savannah.....	Mejillones.....	1	4,443	13,764
Coal and coke.....	Norfolk.....	Arica.....	1	5,563	.....
Coal and coke.....	Newport News.....	Arica.....	1	3,049	8,612
Coal and coke.....	Norfolk.....	Antofagasta.....	1	4,019	.....
Coal and coke.....	Boston.....	Antofagasta.....	1	3,255	7,304
Coal and coke.....	Baltimore.....	San Antonio.....	1	3,081	3,081
Coal and coke.....	United States.....	Chilean ports.....	12	63,826	63,826
Coal and coke.....	Newport News.....	Callao.....	1	4,930	4,030
Coal and coke.....	Norfolk.....	Mollendo.....	1	2,735	2,735
Coal and coke.....	Norfolk.....	Port Chalmers.....	1	6,007	6,007
Coal and coke.....	Liverpool.....	Callao.....	1	4,762	4,762
Coal and coke.....	New York.....	Santa Cruz, Argentine.....	1	2,700	2,700
Coal and coke.....			17	84,060	84,060
Fuel oil.....	Tampico.....	Tocopilla.....	2	18,000	18,000
Fuel oil.....	Tampico.....	Pisagua.....	1	7,103	7,103
Fuel oil.....	Tampico.....	Antofagasta.....	1	9,300	9,300
Fuel oil.....	Tampico.....	Iquique.....	1	9,500	9,500
Fuel oil.....	Puerto Lobos.....	Pisagua.....	1	9,300	9,300
Fuel oil.....	Mexico.....	Chilean ports.....	6	53,290	53,290
Fuel oil.....	Tampico.....	Los Angeles.....	1	11,000	11,000
Fuel oil.....	Tampico.....	San Francisco.....	1	9,000	9,000
Fuel oil.....			8	73,200	73,200

## FROM ATLANTIC TO PACIFIC—continued.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Refined oils.....	Philadelphia.....	Manila.....	1	9,906	9,906
Refined oils.....	Port Arthur.....	Woo ung.....	1	8,807	8,807
Refined oils.....	Port Arthur.....	Adelaide.....	1	5,800	5,800
Refined oils.....	New York.....	Melbourne.....	1	3,214	3,214
Refined oils.....			4	27,727	27,727
Sulphur.....	Sabina.....	Melbourne.....	1	6,150	6,150
Sulphur.....	Galve ton.....	Sydney.....	1	5,250	5,250
Sulphur.....	Sabine.....	Adelaide.....	1	5,170	5,170
Sulphur.....			3	16,570	16,570
Steel and iron.....	New York.....	W. coast, North America.....	1	7,000	7,000
Steel and iron.....	Baltimore.....	Los Angeles.....	1	3,240	3,240
Steel and iron.....	Philadelphia.....	Seattle.....	1	1,200	1,200
Steel and iron.....			3	11,440	11,440

## FROM PACIFIC TO ATLANTIC.

Nitrate.....	Valparaiso.....	Norfolk.....	1	7,700	
Nitrate.....	Mejillones.....	Norfolk.....	1	5,418	
Nitrate.....	Caleta Buena.....	Norfolk.....	1	4,090	
Nitrate.....	Iquique.....	Norfolk.....	1	3,090	20,203
Nitrate.....	Iquique.....	Savannah.....	1	11,300	
Nitrate.....	Caleta Colosa.....	Savannah.....	1	4,220	15,520
Nitrate.....	Mejillones.....	Pensacola.....	1	9,529	9,529
Nitrate.....	Mejillones.....	Charleston.....	1	8,477	8,477
Nitrate.....	Pisagua.....	Newport News.....	1	7,500	7,500
Nitrate.....	Caleta Buena.....	Hampton Roads.....	1	5,700	5,700
Nitrate.....	Iquique.....	Wilmington.....	1	3,700	3,700
Nitrate.....	Taltal.....	United States.....	1	3,702	3,702
Nitrate.....	Chile.....	United States.....	12	74,336	74,336
Nitrate.....	Iquique.....	Spain.....	2	9,970	9,970
Nitrate.....	Taltal.....	Spain.....	1	6,500	6,500
Nitrate.....	Mejillones.....	Valencia.....	1	5,617	5,617
Nitrate.....	Chilean ports.....	Spain.....	1	5,544	5,544
Nitrate.....	Chile.....	Spain.....	5	27,631	27,631
Nitrate.....	Iquique.....	Copenhagen.....	1	7,750	7,750
Nitrate.....	Mejillones.....	Antwerp.....	1	5,518	5,518
Nitrate.....	Toconilla.....	Genoa.....	1	5,020	5,020
Nitrate.....	Iquique.....	Azores.....	1	4,413	4,413
Nitrate.....	Mejillones.....	British Isles.....	1	4,000	4,000
Nitrate.....			22	128,668	128,668
Lumber and ties.....	Everett.....	New York.....	1	3,125	
Lumber and ties.....	Tacoma.....	New York.....	1	2,780	5,905
Lumber and ties.....	Portland.....	Boston.....	1	4,590	4,590
Lumber and ties.....	San Francisco.....	New Orleans.....	1	891	891
Lumber and ties.....	West coast of U. S.....	East coast of U. S.....	4	11,296	11,296
Lumber and ties.....	Portland.....	Grangemouth.....	1	6,197	6,197
Lumber and ties.....	Portland.....	London.....	2	2,032	2,032
Lumber and ties.....	Vancouver.....	West Hartlepool.....	1	6,902	6,902
Lumber and ties.....	Vancouver.....	London.....	1	1,071	1,071
Lumber and ties.....	Vancouver.....	England.....	1	7,372	7,372
Lumber and ties.....	St. Helens.....	Santo Domingo.....	1	2,549	2,549
Lumber and ties.....	Tacoma.....	Cuba.....	1	3,732	3,732
Lumber and ties.....	Costa Rica.....	Cristobal.....	1	599	599
Lumber and ties.....			12	41,750	41,750
Cold storage and food products.....	Australasia.....	London.....	5	30,766	30,766
Cold storage and food products.....	Australasia.....	Southampton.....	1	2,200	2,200
Cold storage and food products.....	Australasia.....	New York.....	2	7,153	7,153
Cold storage and food products.....			8	40,119	40,119

\*For orders.

## FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	No. of cargoes.	Tons.	Total tons.
Wheat.....	Portland.....	British Isles.....	2	19,194	.....
Wheat.....	Seattle.....	British Isles.....	1	13,516	32,710
Wheat.....	Portland.....	Holland.....	2	16,868	16,868
Wheat.....	Portland.....	Lisbon.....	1	6,000	.....
Wheat.....	Seattle.....	Lisbon.....	1	7,305	13,305
Wheat.....	Portland.....	Norfolk <sup>1</sup> .....	1	9,954	9,954
Wheat.....			8	72,837	72,837
Sugar.....	Java.....	New York.....	1	7,100	.....
Sugar.....	Supe.....	New York.....	1	1,806	.....
Sugar.....	Hongkong.....	New York.....	1	768	9,674
Sugar.....	Peru.....	Marseilles.....	1	1,027	1,027
Sugar.....			4	10,701	10,701
Wool.....	Australasia.....	London.....	4	5,425	5,425
Copper.....	Antofagasta.....	New York.....	1	4,001	4,001
Copper.....	Vancouver.....	New York.....	1	924	924
Copper.....			2	4,925	4,925
Flour.....	Portland.....	Cadiz.....	1	7,187	7,187
Barley.....	San Francisco.....	Norfolk <sup>1</sup> .....	1	6,100	6,100
Frozen eggs.....	Hankow.....	New York.....	1	5,536	5,536
Coconut oil.....	Manila.....	New York.....	1	2,800	2,800
Manganese ore.....	Hongkong.....	New York.....	1	2,000	2,000
Rubber, raw.....	Shanghai.....	New York.....	1	1,416	1,416

<sup>1</sup> For orders.

## LATIN-AMERICAN TRAFFIC.

Commercial vessels, southbound, engaged in Latin-American trade, for November, were classified as follows:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Cargo.
United States.....	28	118,030	75,348	90,977	<i>Tons.</i> 107,630
British.....	16	47,738	29,093	37,533	44,617
Danish.....	5	15,124	9,292	13,135	20,347
Norwegian.....	4	28,249	18,332	22,107	37,181
Peruvian.....	3	12,812	7,276	8,900	6,789
Spanish.....	3	76,529	4,004	4,792	4,443
Italian.....	2	10,603	6,406	7,882	2,359
Chilean.....	2	7,612	4,560	6,250	736
French.....	1	5,923	3,763	4,363	964
Swedish.....	1	4,552	3,973	4,013	1,758
Totals.....	65	257,572	162,047	199,867	226,824
Totals for October.....	66	278,230	175,320	212,902	204,009
Totals for November, 1919.....	67	263,441	162,348	195,893	199,681

<sup>1</sup> Two British cruisers with displacement tonnage of 12,239 not included.<sup>2</sup> One Spanish battleship with displacement tonnage of 15,000 not included.

Four of the above vessels, with an aggregate Panama Canal net tonnage of 13,330 were in ballast; 1 from the United States, 1 from Europe, 1 from the West Indies, and 1 from Cistobal. In addition to the above 4 ships, 2 British cruisers, and a Spanish battleship, combining a total displacement tonnage of 27,239, passed through the Canal southbound in ballast.

This traffic is further classified in the following table:

No. vessels	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
	<i>To west coast of South America—</i>			
7	United States.....	General merchandise.....	16,832	East coast of United States.
4	United States.....	Coal.....	20,680	East coast of United States.
1	United States.....	Coal and general indse.....	6,149	East coast of United States.
1	United States.....	Ballast.....	.....	East coast of United States.
4	Danish.....	Coal.....	16,347	East coast of United States.
2	Norwegian.....	Coal.....	19,221	East coast of United States.
1	Norwegian.....	General.....	8,660	East coast of United States.
1	British.....	Coke and oil.....	3,981	East coast of United States.
1	British.....	Coke.....	3,770	East coast of United States.
1	British.....	General.....	1,346	East coast of United States.
1	Spanish.....	Coal.....	4,443	East coast of United States.
24			101,479	East coast of United States.

No. vessels	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
	<i>To west coast of South America—</i>			
4	British.....	General merchandise.	20,014	British Isles.
1	Peruvian.....	Coal.....	4,762	British Isles.
2	Italian.....	General.....	2,359	Italy.
1	Danish.....	General and cement.	4,000	Denmark.
1	British.....	General merchandise.	2,695	Holland.
1	Ewelish.....	General merchandise.	1,758	Sweden.
1	French.....	General merchandise.	964	Germany.
1	Spanish.....	Ballast.....		Spain.
1	British.....	Ballast <sup>1</sup> .....		British Isles.
13			36,552	Europe.
3	United States.....	General.....	490	Cristobal, C. Z.
1	United States.....	Ballast.....		Cristobal, C. Z.
3	British.....	General.....	1,276	Cristobal, C. Z.
2	Peruvian.....	General.....	2,027	Cristobal, C. Z.
2	Chilean.....	General.....	736	Cristobal, C. Z.
11			4,529	Cristobal, C. Z.
4	United States.....	Crude oil.....	34,900	East coast of Mexico.
1	Norwegian.....	Crude oil.....	9,300	East coast of Mexico.
1	British.....	Crude oil.....	9,000	East coast of Mexico.
6			53,200	East coast of Mexico.
1	United States.....	Ballast.....		Barbados.
1	British.....	Ballast <sup>1</sup> .....		Trinidad.
1	Spanish.....	Ballast <sup>2</sup> .....		Porto Rico.
3				West Indies.
	<i>To west coast of United States—</i>			
1	United States.....	Crude oil.....	11,000	East coast of Mexico.
1	United States.....	Crude naphtha.....	9,000	East coast of Mexico.
2			20,000	East coast of Mexico.
2	United States.....	General merchandise.	4,394	Cristobal, C. Z.
1	United States.....	General merchandise.	1,435	Argentina.
	<i>To west coast of Central America—</i>			
1	British.....	General merchandise.	1,538	British Isles.
1	British.....	General merchandise.	997	Cristobal, C. Z.
	<i>To east coast of South America—</i>			
1	United States.....	Coal.....	2,700	East coast of United States.
65	Total Latin-American traffic, Atlantic Pacific.....		226,821	

<sup>1</sup> Cruiser.<sup>2</sup> Battleship.

The Latin-American traffic, northbound, through the Canal, for November, is classified in the following tabulation:

Nationality.	No. of ships.	Registered gross tonnage.	Registered net tonnage.	Panama Canal net tonnage.	Tons of cargo.
United States.....	26	123,188	79,856	94,763	73,523
British.....	20	86,954	52,959	64,197	44,508
Spanish.....	7	24,745	15,663	18,713	36,420
German.....	3	16,327	10,354	12,585	13,122
Chilean.....	3	12,212	6,853	9,201	4,326
Italian.....	2	13,241	7,480	8,445	8,517
Peruvian.....	2	5,171	2,683	3,934	5,318
Norwegian.....	1	6,962	4,418	5,108	
Japanese.....	1	6,071	4,424	4,565	7,700
French.....	1	5,681	3,600	4,081	6,750
Danish.....	1	4,611	2,864	4,934	7,704
Totals.....	67	305,163	191,159	230,526	207,888
Totals for October.....	74	314,676	195,235	238,417	218,297
Totals for November, 1919.....	45	184,536	112,260	141,665	150,658

Eleven of the above ships were in ballast, 10 of which were empty tankers returning to the east coast of Mexico, and the other a vessel bound from the west coast of South America to the east coast of the United States;

This traffic is further classified in the following table:

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
<i>From west coast of South America—</i>				
5	United States.....	Nitrate.....	35,119	East coast of United States.
4	United States.....	General merchandise.....	12,015	East coast of United States.
1	United States.....	Nitrate and copper.....	8,733	East coast of United States.
1	United States.....	Sugar.....	1,806	East coast of United States.
1	United States.....	Ballast.....	.....	East coast of United States.
2	Spanish.....	Nitrate.....	9,920	East coast of United States.
1	British.....	Nitrate.....	5,418	East coast of United States.
1	British.....	General merchandise.....	2,149	East coast of United States.
1	Danish.....	Nitrate and copper.....	7,704	East coast of United States.
1	Japanese.....	Nitrate.....	7,700	East coast of United States.
1	German.....	Nitrate.....	4,000	East coast of United States.
1	Chilean.....	General merchandise.....	2,799	East coast of United States.
20	.....	.....	97,263	East coast of United States.
5	British.....	General merchandise.....	26,390	British Isles.
2	British.....	Ballast.....	.....	British Isles.
1	German.....	Nitrate.....	4,000	British Isles.
4	Spanish.....	Nitrate.....	22,087	Spain.
1	French.....	Nitrate.....	6,750	Spain.
1	Italian.....	Nitrate and sugar.....	6,500	Italy.
1	Italian.....	General merchandise.....	2,017	Italy.
1	United States.....	Nitrate.....	7,750	Denmark.
1	British.....	Nitrate.....	5,818	Holland.
1	German.....	General merchandise.....	5,122	Germany.
18	.....	.....	86,434	European ports.
6	British.....	General merchandise.....	4,376	Cristobal, C. Z.
2	Peruvian.....	General merchandise.....	5,318	Cristobal, C. Z.
2	Chilean.....	General merchandise.....	1,527	Cristobal, C. Z.
1	United States.....	General merchandise.....	646	Cristobal, C. Z.
11	.....	.....	11,867	Cristobal, C. Z.
5	United States.....	Ballast.....	.....	East coast of Mexico.
1	British.....	Ballast.....	.....	East coast of Mexico.
1	Norwegian.....	Ballast.....	.....	East coast of Mexico.
7	.....	.....	.....	East coast of Mexico.
1	Spanish.....	Nitrate.....	4,413	Azore Islands.*
<i>From west coast of United States—</i>				
2	United States.....	Ballast.....	.....	East coast of Mexico.
1	British.....	Ballast.....	.....	East coast of Mexico.
3	.....	.....	.....	East coast of Mexico.
3	United States.....	General merchandise.....	1,137	Cristobal, C. Z.
1	United States.....	General merchandise.....	5,610	Argentina.
<i>From west coast of Central America—</i>				
2	British.....	General merchandise.....	357	Cristobal, C. Z.
1	United States.....	Hardwood, bullion.....	707	Cristobal, C. Z.
3	.....	.....	1,064	Cristobal, C. Z.
67	Total Latin-American traffic, Pacific to Atlantic.....	.....	207,888	.....

\* Tug.

\* For orders.

Forty-two of the vessels passing through the Canal during November were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 173,692, and cargo of 170,345. Of these, 23 were southbound, with a Panama Canal net tonnage of 93,401, and cargo of 75,610 tons; 19 were northbound, with a Panama Canal net tonnage of 80,291, and cargo of 94,735. In addition to the above, 2 vessels under control of the Shipping Board, with a combined Panama Canal net tonnage of 10,138, and carrying 16,511 tons of fuel for the Navy, passed through the Canal southbound during the month.

Statements attached to this report show the origin and destination of all cargo passing through the Canal during November (see pages 299 and 300); the following tabulation gives the classification of the traffic over the principal trade routes.

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast of United States to west coast of South America.....	24	80,685	101,479	1	7,689
United States coastwise.....	19	69,247	51,451		
East coast of United States to Australasia.....	14	73,306	101,424		
Europe to west coast of South America.....	13	45,500	36,552	2	2,581
Cristobal to west coast of South America.....	11	15,646	4,529	1	742
East coast of United States to Far East.....	8	38,558	51,810		
East coast of Mexico to west coast of South America.....	6	31,901	53,200		
Europe to west coast of United States.....	5	26,401	2,500	4	19,440
Europe to Australasia.....	3	22,277	27,244		
Mexico to west coast of United States.....	2	11,449	20,000		
East coast of United States to west coast of Canada.....	2	12,389	18,890		
Foreign ships in ballast between United States coastwise ports.....	2	6,008		2	6,008
Cristobal to west coast of United States.....	2	4,061	4,394		
West Indies to west coast of South America.....	2	2,318		2	2,318
Porto Rico to west coast of South America.....	1	( <sup>1</sup> )		1	( <sup>1</sup> )
East coast of Canada to Australasia.....	1	5,296	3,795		
Europe to Far East.....	1	4,873	6,800		
Africa to west coast of United States.....	1	5,707		1	5,707
Europe to west coast of Canada.....	1	4,008	368		
East coast of South America to west coast of United States.....	1	4,174	1,435		
Europe to Central America.....	1	1,797	1,538		
East coast of United States to east coast of South America.....	1	1,644	2,700		
Cristobal to west coast of Central America.....	1	692	997		
Local between Canal Zone ports.....	1	14		1	14
Totals for November.....	123	467,951	491,109	15	44,490
Totals for preceding month.....	119	470,536	488,713	14	41,664
Totals for November, 1919.....	88	274,251	215,554	26	71,694
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States.....	20	74,489	97,363	1	5,100
West coast of South America to Europe.....	18	66,925	86,434	2	219
West coast of United States to Europe.....	14	76,405	112,307		
West coast of South America to Cristobal.....	11	16,007	11,867		
United States coastwise.....	10	38,708	41,269	1	7,095
Far East to east coast of United States.....	7	30,892	37,864	1	1,793
West coast of South America to Mexico.....	7	35,927		7	35,927
Australasia to Europe.....	6	52,507	38,391		
West coast of United States to Mexico.....	3	13,139		3	13,139
West coast of Canada to Europe.....	3	13,864	20,474		
West coast of United States to Cristobal.....	3	5,654	1,137		
West coast of Central America to Cristobal.....	3	2,140	1,064		
Australasia to east coast of United States.....	2	14,734	10,473		
Between United States coastwise ports.....	2	9,525	16,054		
West coast of United States to east coast of South America.....	1	4,034	5,610		
West coast of South America to Azores <sup>2</sup> .....	1	2,333	4,413		
West coast of United States to Cuba.....	1	2,187	3,732		
Philippines to east coast of United States.....	1	1,795	2,800		
West coast of United States to West Indies <sup>3</sup> .....	1	635	2,549		
Local, between Canal Zone ports.....	1	14		1	14
Totals for November.....	115	481,924	493,801	16	63,287
Totals for preceding month.....	119	465,043	502,353	19	77,205
Totals for November, 1919.....	92	322,897	359,926	7	38,869

<sup>1</sup> Except Cuba and Porto Rico.  
<sup>2</sup> British cruiser of 5,794 tons displacement not included.  
<sup>3</sup> British cruiser of 6,455 tons displacement not included.  
<sup>4</sup> Spanish battleship of 15,000 tons displacement.  
<sup>5</sup> For orders.

SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 123 vessels and craft during November; 97 at Cristobal, and 26 at Balboa. Of these, 15 were dry-docked; 6 at Cristobal and 9 at Balboa. Bunker coal in the amount of 36,300 tons, was supplied to 115 commercial vessels; 31,542 tons to 96 vessels at Cristobal and 4,758 tons to 19 vessels at Balboa. Thirteen commercial ships were supplied a total of 21,485 barrels of fuel oil; 3 vessels with 4,715 barrels at Cristobal, and 10 vessels with 16,770 barrels at Balboa. Water, in the amount of 14,208,184 gallons, was supplied to 258 vessels; 11,784,934 gallons to 183 vessels at Cristobal, and 2,423,250 gallons to 75 vessels at Balboa. Sales of commissary supplies to commercial ships, other than those of the Panama Railroad Steamship Line, aggregated \$82,168.93, including \$4,062.92 for laundry service; these sales were made to 162

vessels at Cristobal in the amount of \$52,539.86; and to 97 vessels at Balboa in the amount of \$29,629.07. Receipts for tug and launch service totaled \$23,729, of which \$13,817.75 were earned at Cristobal, and \$9,911.25 at Balboa. Fees for pilotage totaled \$10,617, of which \$8,073 was earned at Cristobal and \$2,544 at Balboa.

## 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 passing through the Canal.....	123	115	238
Net tonnage of above vessels, Panama Canal measurement.....	467,951	461,924	929,875
United States equivalent net tonnage of commercial vessels.....	387,397	378,420	765,817
Registered gross tonnage of commercial vessels.....	593,207	590,865	1,184,072
Registered net tonnage of commercial vessels.....	380,583	375,640	756,223
Cargo through the Canal in commercial vessels—tons of 2,240 pounds....	491,109	493,801	984,910
Deck cargo included in above..... tons.....	1,567	3,494	5,061
Nationality of commercial vessels through the Canal:			
British.....	37	38	75
Chilean.....	2	3	5
Danish.....	6	2	8
Dutch.....	1	1	2
French.....	1	1	2
German.....		3	3
Italian.....	2	2	4
Japanese.....	3	3	6
Norwegian.....	6	2	8
Panamanian.....	1	1	2
Peruvian.....	3	2	5
Spanish.....	3	7	10
Swedish.....	2	1	3
United States.....	56	49	105
Totals for November.....	123	115	238
Totals for last month.....	119	119	238
Totals for November, 1919.....	88	92	180
Panama Canal net tonnage of commercial vessels by nationality:			
British.....	154,641	174,236	328,877
Chilean.....	6,250	9,201	15,451
Danish.....	16,974	10,594	27,568
Dutch.....	6,961	6,068	13,029
French.....	4,363	4,081	8,444
German.....		12,585	12,585
Italian.....	7,882	8,445	16,327
Japanese.....	15,206	12,864	28,070
Norwegian.....	29,105	8,482	37,587
Panamanian.....	14	14	28
Peruvian.....	8,900	3,934	12,834
Spanish.....	4,702	18,713	23,415
Swedish.....	8,048	3,967	12,015
United States.....	204,905	188,740	393,645
Totals for November.....	467,951	461,924	929,875
Totals for last month.....	470,536	465,043	935,579
Totals for November, 1919.....	274,251	322,897	597,148
United States equivalent net tonnage of commercial vessels by nationality:			
British.....	126,835	142,552	269,387
Chilean.....	3,608	6,028	9,636
Danish.....	13,889	8,021	21,910
Dutch.....	6,852	4,860	11,712
French.....	4,326	3,566	7,892
German.....		11,162	11,162
Italian.....	5,981	6,740	12,721
Japanese.....	13,750	11,425	25,175
Norwegian.....	26,819	7,412	34,231
Panamanian.....	14	14	28
Peruvian.....	6,005	2,472	8,477
Spanish.....	4,018	15,887	19,905
Swedish.....	5,745	2,295	8,040
United States.....	169,555	155,986	325,541
Totals for November.....	387,397	378,420	765,817
Totals for last month.....	381,447	380,566	762,013
Totals for November, 1919.....	224,538	264,295	488,833
Registered gross tonnage of commercial vessels by nationality:			
British.....	181,336	220,590	411,926
Chilean.....	7,612	12,312	19,924

Item.	Cristobal.	Balboa.	Total.
<b>Registered gross tonnage of commercial vessels by nationality—contd.</b>			
Danish.....	19,875	11,530	31,405
Dutch.....	9,065	7,651	16,716
French.....	5,923	5,681	11,604
German.....		16,327	16,327
Italian.....	10,603	13,241	23,844
Japanese.....	20,781	17,022	37,803
Norwegian.....	37,013	11,709	48,722
Panamanian.....	14	17	31
Peruvian.....	12,812	5,171	17,983
Spanish.....	6,529	24,745	31,274
Swedish.....	9,267	3,774	13,041
United States.....	262,377	241,095	503,472
Totals for November.....	593,207	590,865	1,184,072
Totals for last month.....	599,920	591,016	1,190,936
Totals for November, 1919.....	363,523	408,998	772,521
<b>Registered net tonnage of commercial vessels by nationality:</b>			
British.....	122,173	139,609	261,783
Chilean.....	4,560	6,853	11,413
Danish.....	12,257	8,087	20,344
Dutch.....	6,811	4,796	11,607
French.....	3,763	3,600	7,363
German.....		10,354	10,354
Italian.....	6,406	7,450	13,856
Japanese.....	13,460	10,978	24,438
Norwegian.....	23,837	7,381	31,218
Panamanian.....	14	14	28
Peruvian.....	7,276	2,683	9,959
Spanish.....	4,004	15,668	19,672
Swedish.....	7,302	2,875	10,177
United States.....	108,660	155,262	323,922
Totals for November.....	380,583	375,640	756,223
Totals for last month.....	381,626	372,914	754,540
Totals for November, 1919.....	226,888	259,939	486,827
<b>Tons of cargo carried by commercial vessels by nationality:</b>			
British.....	174,435	169,467	343,902
Chilean.....	736	4,326	5,062
Danish.....	20,347	16,854	37,201
Dutch.....	2,500	8,786	11,286
French.....	964	6,750	7,714
German.....		13,122	13,122
Italian.....	2,359	8,517	10,876
Japanese.....	19,363	19,213	38,576
Norwegian.....	48,581	6,100	54,681
Peruvian.....	6,789	5,318	12,107
Spanish.....	4,443	36,420	40,863
Swedish.....	7,765	5,383	13,148
United States.....	202,827	193,545	396,372
Totals for November.....	491,109	493,801	984,910
Totals for last month.....	488,713	502,353	991,066
Totals for November, 1919.....	215,554	359,926	575,480
<b>Tolls levied against commercial vessels by nationality:</b>			
British.....	\$161,972.94	\$173,729.61	\$335,702.55
Chilean.....	4,510.00	7,535.00	12,045.00
Danish.....	16,991.10	10,026.25	27,017.35
Dutch.....	8,353.20	6,075.00	14,428.20
French.....	5,235.00	4,457.50	9,692.50
German.....		13,925.40	13,925.40
Italian.....	7,476.25	8,425.00	15,901.25
Japanese.....	17,034.70	14,145.75	31,180.45
Norwegian.....	33,050.55	7,412.76	40,463.31
Panamanian.....	10.50	10.50	21.00
Peruvian.....	7,371.55	3,071.05	10,442.60
Spanish.....	11,680.82	19,858.75	31,539.57
Swedish.....	7,181.25	2,868.75	10,050.00
United States.....	203,129.98	178,371.35	381,501.33
Totals for November.....	\$483,998.44	\$449,913.67	\$933,912.11
Totals for last month.....	\$463,916.53	\$447,909.05	\$911,825.58
<b>Vessels passing through the Canal free of tolls:</b>			
U. S. Navy tug.....	2		2
U. S. Navy destroyer.....	1		1
U. S. Navy submarine.....	1		1

Item.	Cristobal.	Balboa.	Total.
<b>Vessels passing through the Canal free of tolls—continued.</b>			
U. S. Navy fuel ships.....	1	1	2
U. S. Navy cargo ship.....	1		1
U. S. Navy ammunition ship.....		1	1
U. S. Army tugs.....	3	1	4
U. S. Army transport.....	1		1
Colliers with fuel for Army and Navy.....	3		3
<b>Totals.....</b>	<b>13</b>	<b>3</b>	<b>16</b>
Yachts, ocean-going, passing through Canal.....	1	1	2
Net tonnage of above, Panama Canal net measurement.....	14	14	28
Total ocean-going vessels passing through the Canal.....	136	118	254
Launches and miscellaneous craft passing through the Canal.....	3	1	4
Net tonnage of above, Panama Canal measurement.....	13	1	258
Total vessels and craft passing through Canal.....	139	119	258
Cargo carried by government vessels on which no tolls were charged.....	37,475	94	37,569
Commercial vessels through the Canal without cargo but not in ballast.....	2		2
Net tonnage of above, Panama Canal measurement.....	6,008		6,008
Motor vessels through the Canal.....	4	4	8
Net tonnage of above, Panama Canal measurement.....	14,631	14,630	29,261
Sailing vessel through the Canal.....		1	1
Net tonnage of above, Panama Canal measurement.....		1,793	1,793
Commercial vessels through Canal with negative U. S. equivalent net tonnage.....		2	2
Net tonnage of above, Panama Canal measurement.....		210	210
Commercial vessels through the Canal in ballast.....	12	16	28
Net tonnage of above, Panama Canal measurement.....	38,682	63,278	101,960
<b>Tolls levied:</b>			
On laden vessels.....	\$435,601.70	\$404,269.90	\$839,874.60
On vessels in ballast.....	28,718.74	45,633.27	74,352.01
On vessels in ballast, laden rate (excess fuel).....	6,040.00		6,040.00
On displacement (tonnage).....	13,624.50		13,624.50
On ocean-going yachts.....	10.50	10.50	21.00
On launches and miscellaneous craft.....	13.65	.75	14.40
<b>Total, all vessels.....</b>	<b>\$484,012.09</b>	<b>\$449,914.42</b>	<b>\$933,926.51</b>
<b>Number, registered gross and registered net tonnage of vessels entering and clearing Canal ports, including ships transiting Canal:</b>			
Number entering.....	297	250	547
Number clearing.....	295	250	545
<b>Total, entering and clearing.....</b>	<b>592</b>	<b>500</b>	<b>1,092</b>
Registered gross tonnage of above, entering.....	1,529,098	1,281,661	2,810,759
Registered gross tonnage of above, clearing.....	1,538,763	1,275,736	2,814,499
<b>Total, entering and clearing.....</b>	<b>3,067,861</b>	<b>2,557,397</b>	<b>5,625,258</b>
Registered net tonnage of above, entering.....	971,765	840,981	1,812,746
Registered net tonnage of above, clearing.....	972,177	828,043	1,800,220
<b>Total, entering and clearing.....</b>	<b>1,943,942</b>	<b>1,669,024</b>	<b>3,612,966</b>
<b>Vessels entering port but not transiting Canal:</b>			
Number entering.....	58	4	62
Gross tonnage of above.....	251,310	11,747	266,057
Net tonnage of above.....	141,518	9,727	151,245
<b>Vessels clearing port but not transiting Canal:</b>			
Number cleared.....	55	4	59
Gross tonnage of above.....	243,973	19,387	263,360
Net tonnage of above.....	140,827	12,871	153,698
<b>Vessels transiting Canal and handling passengers or cargo at port:</b>			
Number entering.....	44	44	88
Gross tonnage of above.....	181,634	179,065	360,699
Net tonnage of above.....	123,404	122,735	246,139
<b>Vessels transiting Canal and handling passengers or cargo at port:</b>			
Number clearing.....	44	43	87
Gross tonnage of above.....	190,657	159,765	350,422
Net tonnage of above.....	127,492	103,435	230,897
Transit cargo arriving..... tons.	1,008,003	991,298	1,999,301
Transit cargo clearing..... tons.	1,040,413	997,412	2,037,825
<b>Total transit cargo..... tons.</b>	<b>2,048,416</b>	<b>1,988,710</b>	<b>4,037,126</b>
Cargo received for transshipment..... tons.	27,863	451	28,314
Cargo transhipped..... tons.	33,748		33,748
Local cargo arriving..... tons.	24,284	24,776	49,060
Local cargo shipped..... tons.	2,896	429	3,325
<b>Total local cargo..... tons.</b>	<b>27,180</b>	<b>25,205</b>	<b>52,385</b>

Item.	Cristobal.	Balboa.	Total.
<b>Cargo handled by Receiving and Forwarding Agency, P. R. R.:</b>			
Received..... tons	54,757	7,650	62,407
Dispatched..... tons	41,671	572	42,243
Rehandled..... tons	4,651	4,946	9,597
Stevedored, included in above..... tons	41,155	614	41,769
<b>Vessels supplied with bunker coal:</b>			
Commercial vessels, other than Panama Railroad vessels.....	93	18	111
Panama Railroad vessels.....	3	1	4
U. S. Army vessels.....	5	1	6
Total vessels.....	101	20	121
<b>Coal supplied above vessels:</b>			
Commercial vessels, other than Panama Railroad vessels..... tons	31,115	4,740	35,855
Panama Railroad vessels..... tons	427	18	445
U. S. Army vessels..... tons	154	23	177
Total..... tons	31,696	4,781	36,477
<b>Coal issues, miscellaneous:</b>			
Panama Railroad departments..... tons	919	10	929
U. S. Army, excepting vessels..... tons	623		623
Panama Canal departments..... tons	1,456	264	1,720
Individuals and companies..... tons	326		326
<b>Total coal furnished from Panama Railroad deposits..... tons</b>			
Coal received during November..... tons	35,029	5,055	40,075
Coal on hand, December 1, 1920..... tons	41,187		41,187
Coal on hand, November 1, 1920..... tons	21,070	3,684	24,754
Coal on hand, November 1, 1920..... tons	14,903	8,739	23,642
<i>Coal, U. S. Navy account.</i>			
Issued to U. S. Navy, including vessels..... tons	1,635		1,635
Received during November..... tons		10,015	10,015
Coal on hand, December 1, 1920..... tons	56,898	25,756	82,654
Coal on hand, November 1, 1920..... tons	58,533	15,741	74,274
<b>Vessels supplied with fuel oil from Panama Canal tanks:</b>			
Commercial vessels other than Panama Railroad vessels.....	1	10	11
Panama Railroad vessels.....	2		2
U. S. Army vessels.....	1	1	2
Total vessels.....	4	11	15
<b>Fuel oil supplied to above vessels:</b>			
Commercial vessels, other than Panama Railroad vessels..... bbls.	487	16,770	17,257
Panama Railroad vessels..... bbls.	4,228		4,228
U. S. Army vessels..... bbls.	567	554	1,121
Total issues to vessels..... bbls.	5,282	17,324	22,606
<b>Fuel oil issues, miscellaneous:</b>			
U. S. Army..... bbls.		247	247
To Panama Canal departments..... bbls.	6,539	18,884	25,423
To Panama Railroad departments..... bbls.	410	172	582
To individuals and companies..... bbls.	3,578	5,383	8,961
Exchanged for Diesel oil..... bbls.	8,605	2,908	11,513
Total issues from Panama Canal tanks..... bbls.	24,414	44,918	69,332
Fuel oil received during November..... bbls.	47,149		47,149
Fuel oil on hand, December 1, 1920..... bbls.	125,925	71,627	197,552
Fuel oil on hand, November 1, 1920..... bbls.	103,190	116,545	219,735
Fuel oil pumped for individuals and companies..... bbls.	196,836	154,440	251,276
Diesel oil on hand, November 1, 1920..... bbls.	53,576	1,083	54,659
Diesel oil on hand, December 1, 1920..... bbls.	53,576	1,083	54,659
<b>Vessels supplied with water.....</b>			
Water sold to above vessels..... gals.	183	75	258
	11,784,934	2,423,250	14,208,184
<b>Vessels furnished commissary supplies:</b>			
Commercial vessels, other than Panama Railroad vessels.....	162	97	259
Panama Railroad vessels.....	11	1	12
U. S. Government vessels.....	21	8	29
Total vessels furnished supplies.....	194	106	300
<b>Commissary sales to commercial vessels, other than Panama Railroad:</b>			
Ice.....	\$2,678.40	\$532.00	\$3,210.40
Wholesale groceries.....	7,709.23	6,608.48	14,407.71
Wholesale cold storage.....	35,228.70	2,244.72	55,483.42
Laundry.....	3,663.17	369.75	4,062.92
Miscellaneous.....	3,160.36	1,844.12	5,004.48
Totals.....	\$52,539.86	\$29,529.07	\$82,168.93
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice.....	\$80.40		\$80.40
Wholesale groceries.....	2,020.71	118.83	2,139.54
Wholesale cold storage.....	6,445.47	50.14	6,495.61
Laundry.....	1,942.76		1,942.76
Miscellaneous.....	641.09		641.09
Totals.....	\$11,130.43	\$168.07	\$11,298.50

Item.	Cristobal.	Balboa.	Total.
<b>Commissary sales to U. S. Government vessels:</b>			
Ice .....	\$139.84	\$47.00	\$186.84
Wholesale groceries .....	1,635.34	264.99	1,900.33
Wholesale cold storage .....	3,493.70	952.23	4,445.93
Laundry .....	713.79	.....	713.79
Miscellaneous .....	525.06	101.76	626.82
Totals .....	\$6,507.73	\$1,365.98	\$7,873.71
<b>Total commissary sales to all vessels:</b>			
Month of November, 1920 .....	\$70,178.02	\$31,164.02	\$101,342.04
Month of October, 1920 .....	132,225.58	44,334.69	176,560.27
Month of November, 1919 .....	72,242.33	24,010.33	96,252.66
<i>Movement of passengers.</i>			
<b>Disembarking at Canal ports:</b>			
First class—			
From Atlantic ports .....	1,363	4	1,367
From Pacific ports .....	178	129	307
Total, first class .....	1,541	133	1,674
Other than first class—			
From Atlantic ports .....	1,098	.....	1,098
From Pacific ports .....	46	195	241
Total, other than first class .....	1,144	195	1,339
Total disembarking at Canal ports .....	2,685	328	3,013
<b>Emberking from Canal ports:</b>			
First class—			
For Atlantic ports .....	954	2	956
For Pacific ports .....	209	106	315
Total, first class .....	1,163	108	1,271
Other than first class—			
For Atlantic ports .....	704	3	707
For Pacific ports .....	37	57	94
Total, other than first class .....	741	60	801
Total emberking at Canal ports .....	1,904	168	2,072
<b>Remaining on board vessels:</b>			
First class—			
Bound from Atlantic to Pacific ports .....	311	333	644
Bound from Pacific to Atlantic ports .....	401	498	899
Bound from Atlantic to Atlantic ports .....	377	.....	377
Bound from Pacific to Pacific ports .....	.....	48	48
Total, first class .....	1,089	879	1,968
Other than first class—			
Bound from Atlantic to Pacific ports .....	899	1,216	2,115
Bound from Pacific to Atlantic ports .....	316	417	733
Bound from Atlantic to Atlantic ports .....	80	.....	80
Bound from Pacific to Pacific ports .....	.....	529	529
Total, other than first class .....	1,295	2,162	3,457
Total, remaining on board .....	2,384	3,041	5,425
Total passengers arriving .....	5,069	3,369	8,438
Total passengers departing .....	4,288	3,209	7,497
Arrivals in excess of departures .....	781	160	941
<b>Services to American seamen:</b>			
Seamen paid off .....	249	101	350
Seamen shipped .....	279	125	404
Seamen deserted .....	26	10	36
Seamen lodged and subsisted .....	35	16	51
Seamen repatriated .....	24	9	33
<b>Wages of American seamen:</b>			
Total amount of wages earned .....	\$10,608.40	\$14,403.60	\$25,012.00
Deductions approved by Deputy Shipping Commissioner .....	1,487.57	4,778.78	6,266.35
Balance due seamen .....	\$9,120.83	\$9,624.82	\$18,745.65
Paid to seamen .....	6,046.35	6,493.89	12,540.24
Received on deposit for seamen .....	3,074.48	3,130.93	6,205.41
Immigration deposits received .....	.....	\$219.45	\$219.45

Item.	Cristobal.	Balboa.	Total.
Services to American vessels:			
Crew shipped.....	1		1
Shipping articles written.....	1		1
Marine notes of protest noted.....	8	5	13
Bills of health issued.....	161	133	294
Clearances issued.....	156	131	287

LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of November, 1920:

COMMERCIAL VESSELS ONLY.

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	112	112	224	122	124	246
Pedro Miguel.....	112	123	235	115	125	240
Miraflores.....	113	124	237	116	125	241
Totals.....	337	350	686	353	374	727

TOTAL LOCKAGES OF VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
<i>Lockages.</i>			
Commercial.....	224	235	237
Noncommercial, Army and Navy.....	8	13	14
Noncommercial, Canal equipment.....	14	18	15
Total.....	246	266	266
<i>Vessels.</i>			
Commercial.....	246	240	241
Noncommercial, Army and Navy.....	17	16	16
Noncommercial, Canal equipment.....	29	37	31
Total.....	292	293	288

CONSUMPTION OF WATER FOR LOCKAGES, LEAKAGES, ETC.

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,072,500,000	887,980,000	830,870,000
Leakage.....	30,000,000	76,010,000	59,000,000
Maintenance.....			3,320,000
Totals.....	1,102,500,000	963,990,000	893,190,000

METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was generally below normal everywhere except over the Pacific section where it was considerably above the average, the rainfall at Balboa and Balboa Heights being the highest on record at these stations for the month of November. This excess was due mainly to the heavy rain on the Pacific side on the 28th, 5.33 inches being measured at Balboa Heights, and 4.57 inches at Balboa. While the rainfall at Balboa and Balboa Heights was unusually heavy on the 28th, it was not a record rain, 7.57 inches having been recorded at Balboa on November 16 and 17, 1906. The total rainfall ranged from 5.47 inches at the Rio Boqueron to 21.27 inches at Colon. The heaviest rainfall recorded in any one day was 6.11 inches at Porto Bello on November 7.

The estimated November rainfall over the Gatun Lake watershed was 11.16 inches, compared with a 10-year mean of 14.59 inches. Over the Chagres River watershed above Alhajucla it was 12.39 inches, compared with a 19-year mean of 18.09 inches.

The discharge of the Chagres River at Alhajucla was 3,751 c. f. s., being 18 per cent below the 19-year November average of 4,602 c. f. s., and furnished 34 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 23,600 c. f. s. at elevation 101.48 on the 7th, and the minimum momentary discharge was 2,196 on the 27th.

The Gatun Lake watershed total yield was 11,096 c. f. s., being 18 per cent below the 10-year November mean of 13,554 c. f. s. The maximum total yield for November was 24,488 c. f. s. in 1917, and the minimum total yield was 8,673 c. f. s. in 1919. The net yield for the month was 10,602 c. f. s., which is 19 per cent below the 10-year

mean of 13,059 c. f. s. The lake varied from a maximum elevation of 86.79 feet on the 28th, to a minimum elevation of 86.46 feet on the 5th, averaged 86.58 feet, and ended at 86.77 feet midnight the 30th. An increase of 1,000 million cubic feet was effected by raising the surface elevation of the lake approximately 3 inches during the month. The draft on the lake for lockages and power was 2,348 c. f. s. as compared with 2,305 c. f. s. for last month, and 2,048 c. f. s. for November, 1919. The ratio of water used for power and lockages was 2.1 to 1.

Miraflores Lake varied from a maximum elevation of 54.72 feet on the 2d, to a minimum elevation of 51.30 feet on the 29th, averaged 53.17 feet, and ended at elevation 52.08 feet midnight the 30th.

Temperatures recorded during the month show a minimum of 68° F. at Alhajuela, and a maximum of 92° F. at Balboa Heights.

A slight seismic disturbance was recorded at Balboa Heights on the evening of November 12. The epicenter of the disturbance was 185 miles distant and probably to the west or southwest.

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydro-electric station for November was 5,700,600 KWH. on a computed water consumption of 4,121,870,000 cubic feet.

The combined gross output of the Miraflores steam plant was 122,020 KWH. with an oil consumption of 2,733 barrels.

The total gross output of both stations was 5,822,620 KWH. The total power distributed to consumers was 4,902,701 KWH. The total loss of power in plant auxiliaries, transmission, and transformation was 934,199 KWH, or 16.1 of gross output.

The work of replacing all defective insulator units on the transmission line was completed during the month, resulting in the replacement of a total of 1,915 insulation units. Miscellaneous repairs and installations of electric equipment were made on 46 vessels during the month, 32 at Cristobal and 14 at Balboa. There were 65 spillway gate operations during the month, 47 of which were for lake elevation regulation.

The following work was under progress during the month, with completion on November 30, as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.....	65
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	81
Installation of new 8,400 KVA transformer and 3 new tie-line equipments at Gatun substation.....	69
Installation of 2 complete feeder equipments at Balboa substation.....	95
Installation of three 400,000 c.m 3-conductor tie lines between Gatun hydro-electric and substation.....	58
Transformers and other electrical work at new incinerator plant, Cristobal.....	75

\* Indicates no work was done during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The general overhaul of the steamship *General H. F. Hodges* was completed at the end of the month. This work involved the laying of new decks, renewal of tank tops under the boilers, the renewal of shell plating in the bow and partial renewing of collision bulkhead, the making water-tight of tanks and double bottom, and the making of the center division plate between double bottoms swash tight but not absolutely water tight. The engines and auxiliaries were overhauled, new winches and deck steam lines installed and a closed feed water heater and a refrigerator plant installed on the vessel. Miscellaneous joiner and other repairs were made through the ship.

Satisfactory progress was made on the rebuilding of the steamship *Mauro*, and the conversion of the tug *Bohio* from a coal burner into an oil burner. On the former ship the installation of machinery was materially advanced, together with the necessary piping, while on the steel work good progress was made in riveting and calking.

In addition to the above, miscellaneous repairs were made at the Balboa shops on the following vessels during the month: Steamships *Major Wheeler*, *S. V. Harkness*, *City of Vancouver*, *Ansaldo San Giorgio IV*, *Lompoc*, *Richconcal*, *Lake Ennis*, *Uncas*, *Waukegan*, *Nishmaha*, *Wawalona*, *Guardian*, *Lavala*, *General H. F. Hodges*, *Benjamin Brewster*, *Ullstad*, *Heber*, *Lake Ellicott*, *Olockson*, *Carllo*, and *Pasadena*; U. S. S. tug *Sciota*, U. S. S. *Tattnall*, and barges *Dan F. Hanlon* and *Griffson*.

The following vessels were in dry dock at Balboa during the month: Steamships *Lompoc* and *Guardian*; barges Nos. 66, 131, 134, 135, and *Dan F. Hanlon*; tugs *Bohio* and *Empire*.

The more important repair work performed at the Cristobal shops during the month included the following: New uptakes, bits, and L. P. rings were installed in the tug *Tavernilla* and pumps, towing and circulating engines were repaired; keel and sheathing of the U. S. S. *C. 287* were repaired, and hull cleaned; the U. S. S. *Eagle No.*

32 was cleaned and painted, loose rivets tightened, and bow welded; the feed pump, dynamo engine, and air pump of the steamship *San Pascual* were repaired; the boiler, anchor windlass, and fire pump of the steamship *Corning* were repaired; dents in the hull of the steamship *Lake Flynn* were removed, loose rivets renewed, and ship cleaned and painted.

In addition to the above miscellaneous repairs were made on the following vessels: Steamships *Neches*, *Cartago*, *Europa*, *Mexico*, *Caribbean*, *Turrialba*, *Stuyvesant*, *Parismina*, *Pastores*, *Çuilpue*, *Advance*, *City of Para*, *Navarre*, *Ulysses*, *Cape Romain*, *Argonne*, *Eldorado*, *Lake Ennis*, *San Juan*, *Perene*, *Tyne*, *Acajulla*, *Ararua*, *Achilles*, *Point Labos*, *Corning*, *Deerlodge*, *Panama*, *Guatemala*, *Balboa*, *Allianca*, *Wawalona*, *Arzila*, *Osaqumsick*, *Victoria*, *Lake Elkwater*, *Toloo*, *Ucayali*, *Santa Rita*, *Salvador*, *San Jose*, *General G. W. Goethals*, *Bologna*, *Aviles*, *Frederick Luckenbach*, *Hcredia*, *Honduras*, *Athonic*, *Ulua*, *Minnequa*, *Puerto Rico*, *Heber*, *Benjamin Brewster*, *City of Vancouver*, *Chile*, *Ancon*, *Colon*, *Cartago*, *Waukegan*, *Peru*, *Fields*, and *Ruepeha*; motorships *Nobel* and *La Paz*; tugs *St. Finbar*, *St. Catherine*, *St. Kyne*, *St. Giles*, *St. Aristell*, *St. Blazey*, *St. Minver*, *Relief*, *Tavernilla*, *Engineer*, and *Porto Bello*; U. S. S. *Owl*, *Turkey*, *Cleveland*, *Pyro*, O-12, *Eagle No. 4*, and *Eagle No. 12*; Army transports *Santa Leonora* and *Madawaska*, tug *Sciota*; schooner *Arabia*; barges *Darien* and *Mamei*; craneboat *La Valley*; scow *No. 139*; dredge *Gambou*; U. S. piledriver *No. 2*; launches *Couray*, *Activo*, *Dixie*, and *Azimuth*.

The output of the Mechanical Division in patterns and castings as compared with the preceding month, was as follows:

	October.			November.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	45	2,848	104,038	37	1,722	59,466
Steel.....	17	1,506	135,813	23	633	60,969
Brass.....	25	1,179	13,766	33	1,410	25,763

The routine inspection, hostling, and repair of equipment for the Panama Railroad was carried on during the month together with the instruction of crews in handling locomotives and in oil and fuel economy.

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion, November 30, of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Commissary.....	99
Twenty-one 12-family married quarters.....	100
Fourteen 12-family married quarters.....	99
Four 12-family married quarters.....	95
Two 32-room bachelor quarters.....	99
Two 32-room bachelor quarters.....	95
Two 32-room bachelor quarters.....	85
Two 32-room bachelor quarters.....	80
Two 32-room bachelor quarters.....	75
Combination shop and warehouse, Cristobal.....	( <sup>2</sup> )
Cristobal incinerator.....	100
Royal Mail Steam Packet Company's office, Cristobal.....	56
Applying specification roofing to Pier No. 6, Cristobal.....	75
National Catholic War Council building, Balboa.....	80
Bake shop, workroom, and storage room, Ancon Hospital.....	99
Construction of additional room, Ancon Hospital laboratory.....	100
Painting silver quarters, Gatun.....	5
Installation of refrigerator, Corozal dairy.....	98
Alteration of old fire station, Ancon.....	100
Reroofing Cristobal bakery.....	60
Installation of oil-burning system, Hotel Washington.....	100
Repairs to 35 houses, Cristobal.....	20
Painting 36 houses, Gatun.....	5
Construction of storehouse for quarantine officer, Cristobal.....	20
Manufacturing 250 chairs.....	50

<sup>1</sup> Indicates that no work was done during the month.

<sup>2</sup> Completed except for installation of elevator.

Construction work for the Army and Navy is separately reported.

#### DREDGING DIVISION.

Dredging operations were resumed at Cucaracha Slide on the 15th of the month, owing to another general movement over this area, which occurred on the night of the 14th. Since that time one dipper dredge has worked continuously on a double-shift basis, removing from this slide 59,600 cubic yards of material. Another general movement started on the last day of the month, but all material coming into the Canal at

this point has been confined to the basin and has not interfered in any way with Canal traffic. Including the excavation for November, the dredges have removed a total of 2,127,600 cubic yards of earth and rock from this area since the slide of February 22, 1920. Both Culebra and Barge Repair slides showed some slight surface movement during the month.

At the Pacific entrance of the Canal, 75,000 cubic yards of earth, classified as maintenance work, were removed from the west side and center line of the Canal. In the Chagres River 25,200 cubic yards of mud were removed in uncovering new gravel beds, and deepening channel to the beds. At the Atlantic terminal a total of 75,400 cubic yards of material was removed and dumped between the east end of East Breakwater and Margarita Point.

The total excavation for November, including earth and rock, was 373,600 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipmen
	Earth.	Rock.			
(1) 40,400	2,000	38,400	Maintenance.....	<i>Gaillard Cut (Cucaracha).</i> 1805-00 to 1814-00 E.....	<i>Paraiso.</i>
(1) 19,200	.....	19,200	Maintenance.....	1805-00 to 1814-00 E.....	<i>Cascadas.</i>
(1) 43,200	10,800	32,400	Maintenance.....	<i>Gaillard Cut (Culebra slide, E and W).</i> 1761-50 to 1770-00 E.....	<i>Paraiso.</i>
(1) 12,000	10,500	1,500	Maintenance.....	1794-50 to 1790-00.....	<i>No. 86.</i>
(1) 17,600	3,500	14,100	Maintenance.....	<i>Gaillard Cut (East Culebra).</i> 1771-00 to 1776-75.....	<i>Gamboa.</i>
(1) 36,400	36,400	.....	Maintenance.....	<i>Gaillard Cut.</i> 1855-00 to 1862-50..... 1834-00 to 1836-50.....	<i>No. 86.</i>
(1) 29,200	29,200	.....	Maintenance.....	<i>Gatun Lake Section.</i> 1434-00 to 1441-00 W.....	<i>No. 86.</i>
(1) 75,000	75,000	.....	Maintenance.....	<i>Pacific Entrance.</i> 2226-00 to 2241-00 W..... <i>O. M. M.—1795.</i>	<i>No. 84.</i>
(1) 19,700	10,000	9,700	Aux. construction..	Area No. 12, Cristobal.....	<i>Gamboa.</i>
(1) 49,400	25,000	24,400	Aux. construction..	Area No. 6-A, Cristobal.....	<i>Gamboa.</i>
(1) 6,300	5,800	500	Aux. construction..	Pier No. 10, Cristobal.....	<i>Gamboa.</i>
(1) 25,200	25,200	.....	Aux. construction..	<i>Chagres River.</i> Gravel beds and channel.....	<i>Marmol.</i>
373,600	233,400	140,200			

<sup>1</sup> Gaillard Cut.    <sup>2</sup> Gatun Lake section.    <sup>3</sup> Pacific entrance.    <sup>4</sup> Atlantic terminals.    <sup>5</sup> Chagres River.

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
North of Gamboa.....	149,600
Rio Grande Valley.....	48,400
San Juan Fill.....	75,000
Between east end East Breakwater and Margarita Point.....	75,400
Chagres River.....	25,200
<b>Total.....</b>	<b>373,600</b>

The following excavation remained to be done on December 1, 1920:

Location.	Earth.	Rock.	Total.
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Gaillard Cut.....	.....	25,000	25,000
Pacific entrance.....	47,500	80,900	128,400
<b>Total Canal prism.....</b>	<b>47,500</b>	<b>105,900</b>	<b>153,400</b>
Balboa inner harbor.....	92,850	13,400	106,250
<b>Total, ocean to ocean.....</b>	<b>140,350</b>	<b>119,300</b>	<b>259,650</b>

MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations for the month of November was 791,327,975 gallons; that of the 3 filtration plants, 494,823,000 gallons. The consumption of water in Panama City was 89,872,000 gallons, and that for Colon 69,532,000 gallons. Sales of water to 258 vessels at Balboa and Cristobal totaled 14,208,184 gallons.

Construction work, as itemized below, was under progress during the month, with completion on December 1, as shown:

*Northern District.*

Municipal work, New Cristobal townsite:	Per cent completed.
Grading.....	50
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75

<sup>1</sup> Indicates that no work was done during the month.

Municipal work, new silver townsite, Mount Hope (per cent completion remains same as last month; owing to lack of funds, no further work will be done at present except to connect up completed houses with water and sewer lines).	Per cent completed.
Municipal work, Block No. 53, Colon:	
Grading.....	50
Roads.....	99
Tracks.....	99
Water lines.....	95
Sanitary sewers.....	98
Storm drains.....	95
Roads for west half, Colon stables.....	99
Installation of water and sewer system, new Panama Railroad station at Gatun.....	100
Construction of sidewalks on Lighthouse and Telephone Row at Gatun.....	30
Moving water and sewer lines, All-America Cable Co.'s lot at Cristobal.....	100

*Southern District.*

Municipal work for 4 type-14 houses, Quarry Heights.....	95
Storm sewer, Javillo Hill.....	99
Sewer, Northern Avenue to beach.....	99.1
Box sewer, Panama Railroad yards.....	99
Concreting streets, new Santo Tomas Hospital.....	98
Municipal work for 3 type-16 houses, Balboa.....	60
Municipal work, National Catholic War Council building.....	100
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine building, Quarry Heights.....	95
Box sewer on 13th Street, Panama.....	99
Construction of road to Paraiso store.....	81
Sidewalk, Balboa School annex.....	100
New wash water tank, Miraflores.....	20
Road from La Boca to oil handling plant.....	25
Construction of culvert, Miraflores Lake.....	80

\* Indicates that no work was done during the month.

Municipal work for the Army and Navy is separately reported.

OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on November 30, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,494	2,233	2,636	8,363
Europeans.....	162	32	59	253
West Indians.....	4,728	2,067	4,157	10,952
Totals.....	8,384	4,332	6,852	19,568

WORKING FORCE.

(Effective November 17, 1920.)

Department or Division.	Gold.	Silver.	Total.
<b>Operation and Maintenance:</b>			
Office.....	29	38	67
Building Division.....	198	514	712
Electrical Division.....	224	249	473
Municipal Engineering.....	99	973	1,072
Lock Operation.....	176	565	741
Dredging Division.....	188	1,121	1,309
Mechanical Division.....	1,038	1,872	2,910
Marine Division.....	200	489	689
Fortifications.....	75	607	682
Totals.....	2,227	6,428	8,655
<b>Supply Department:</b>			
Quartermaster.....	205	1,681	1,886
Subsistence.....	31	369	400
Commissary.....	304	1,449	1,753
Cattle Industry—Plantations.....	22	388	410
Hotel Washington.....	10	92	102
Totals.....	572	3,979	4,551
Accounting.....	253	9	262
Health.....	248	826	1,074
Executive.....	570	255	825
<b>Panama Railroad:</b>			
Superintendent.....	76	510	586
Transportation.....	129	164	293
Receiving and Forwarding Agency.....	87	1,077	1,164
Coaling Stations.....	123	767	890
Totals.....	1,486	3,608	5,094
<b>Grand totals.....</b>	<b>4,285</b>	<b>14,015</b>	<b>18,300</b>

## VITAL STATISTICS.

A total of 177 deaths occurred during the month of November from the population comprising the Canal Zone and the cities of Panama and Colon. Of the above deaths, 58, or 33 per cent, occurred among children under 5 years of age. Tuberculosis, diarrhea and enteritis, and pneumonia, with 39, 17, and 11 deaths, respectively, were the leading causes of mortality in the order named. Eighty-one cases of malaria were reported, with 2 deaths. Diphtheria and para-typhoid fever each caused 1 death. Of all deaths, 16 were due to external causes. There were 11 deaths among nonresidents on the Isthmus; these deaths are not included in the above statistics.

Three hundred and forty-three births were reported during the month, 22 of which were stillbirths. Deaths among children under 1 year of age numbered 41, giving an infant mortality rate, based on the number of births reported for the month, of 127.7.

No quarantinable diseases originated on the Isthmus or arrived at Canal Zone ports during the month.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during November was \$1,301,814.47. Of this material, \$1,271,100.48 was chargeable to Operation and Maintenance, \$15,586.13 to Construction and Equipment, and \$15,127.86 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores for the month amounted to \$120,204, of which \$30,996.87 was for stock, \$37,063.73 for fuel oil, \$1,408.56 for scrap, and \$734.84 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$78,377.02, of which \$17,922.57 was for miscellaneous stock items, and \$60,454.45 for fuel oil. Total sales of commissary supplies to all purchasers amounted to \$945,437.03, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$85,649.75; to The Panama Canal, \$130,757.23; to the United States Government, including the Army and Navy, \$102,526.81; to individuals and companies, mainly through charge accounts at the retail commissaries, \$26,259.97; to the Panama Railroad, including its steamships and the Hotel Washington, \$42,360.69; and to individuals purchasing coupons, \$557,882.58.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on November 30, exclusive of Fortifications, was \$15,634,339.64. The balance in Fortification funds allotted to The Panama Canal for expenditures was \$1,060,797.43. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$1,037,499.84, and by the Paymaster on the Isthmus to \$1,534,678.48. Purchases of commissary books from the Panama Railroad Company amounted to \$348,053.87.

The total Canal collections on the Isthmus amounted to \$2,341,314.80, and were classified as follows:

Repaid to appropriations.....	\$1,042,453.79
Commissary and other trust funds.....	349,975.69
Tolls.....	933,926.51
Water rentals, Panama and Colon.....	1,347.50
Postal receipts.....	9,411.20
Licenses, taxes, court fees, fines, etc.....	4,200.11
Total.....	\$2,341,314.80

Collections by the Disbursing Clerk, Washington, amounted to \$12,515.38. Deposits of \$61,400 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. Receipts from Canal Zone and miscellaneous funds amounted to \$199,793.91; disbursements from the same source were \$76,098.06.

November payrolls on the Isthmus aggregated \$1,281,044.90, as compared with \$1,352,130.61 for October, a decrease of \$71,085.71.

Respectfully,

JAY J. MORROW.

Acting Governor.

**Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

THE PANAMA CANAL RECORD

Distribution of cargo passing through the Canal from the Pacific to Atlantic, November, 1920.\*

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.	
	UNITED STATES.					NORTH AMERICA.					EUROPE.					EUROPE.							
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total United States.	Atlantic terminus, Panama Canal.	West Indies.	East coast of U. S. <sup>1</sup>	Total North America.	British Isles.	Denmark.	France.	Germany.	Holland.	Italy.	Norway and Sweden.	Portugal.	Spain.	European ports. <sup>2</sup>	Total, Europe.	East coast, South America.			
<b>SOUTH AMERICA:</b>																							
Chile.....	19,922	61,361	9,529	90,812	173			90,985	9,343	7,750	136	8,277	5,473			32,044	10,820	73,843		104,828	33.4		
Colombia.....				1,452	1,452			1,452													1,452	0.3	
Ecuador.....	1,180			3,293	2,113			3,293	11										11		3,304	0.7	
Peru.....	5,837			5,837	7,272			13,109	10,840	1,027	1,083								12,950		26,059	5.3	
West coast of South America.....	128			128	49			177	1,393		847							2,017	4,257		4,434	0.9	
Total, South America.....	27,067	61,361	9,529	97,957	11,059			109,016	21,587	7,750	1,163	10,207	5,473			32,044	12,837	91,061		200,077	40.5		
<b>NORTH AMERICA:</b>																							
West coast of United States.....	36,295			37,681	2,235	7,564	16,054	63,534	55,542	1,287		3,740	24,414						832	117,417	5,610	186,561	37.8
West coast of Canada.....	2,497			2,497	400			2,897	7,872		632										11,401	2.3	
West coast of Central America.....					1,592			1,592													1,592	0.3	
West coast of North America.....					369			369	6,860												6,860	1.5	
Total, North America.....	38,792			40,178	4,106	7,964	16,054	68,302	70,274	1,287	632	3,740	24,414						832	132,781	5,610	206,693	41.9
<b>ASIA:</b>																							
China.....	11,641			11,641		1,332		12,973														12,973	2.6
Japan.....	1,893			1,893		81		1,884														1,884	0.4
Indo-China Malay peninsula.....	1,416			1,416				1,416														1,416	0.3
Philippines.....	7,082			7,082				7,082														7,082	1.4
East Indies.....	7,100			7,100				7,100														7,100	1.4
Far East.....	6,372			6,372		1,340		7,712														7,712	1.6
Total, Asia.....	35,414			35,414		2,753		38,167														38,167	7.7
<b>AUSTRALIA:</b>																							
Australia.....	500			500				500	4,812													5,312	1.1
New Zealand.....	7,123			7,123				7,123	36,439													36,439	8.8
Total, Australasia.....	7,623			7,623				7,623	41,241													48,864	9.9
<b>Grand totals.....</b>	108,896	61,683	10,593	181,172	15,165	10,717	16,054	223,108	133,102	9,077	7,795	13,956	24,414	5,473	4,551	19,855	39,231	13,669	265,083	5,610	493,801	100.0	
Per cent of total cargo.....	22.1	12.5	2.1	36.7	3.1	2.2	3.2	45.2	26.0	1.8	0.4	2.8	4.9	1.1	0.9	4.0	8.0	2.8	53.7	1.1	100.0		
Percentage last month.....	21.4	12.5	4.5	38.4	4.6	1.4	3.2	43.6	36.2	0.5	3.1	2.6	2.0	1.1	2.9	3.2	3.2	2.8	51.6	1.1	100.0		

\* General cargo, not routed so as to allow segregation among various ports.

<sup>1</sup> For orders.

<sup>2</sup> By long tons, 2,240 pounds.



PANAMA RAILROAD PASSENGER TRAIN TIME-TABLE No. 31, EFFECTIVE JANUARY 9, 1921.

MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
Sunday only.	Sat day only.	Sat day only.	Sunday only.	7	5	3	7	5	3	7	5	3	7	5	3
Leave	Colon	11 15	P. M.	11 30	A. M.	7 10	5 00	A. M.	7 10	A. M.	11 00	A. M.	7 10	A. M.	11 00
Colon	Mount Hope	11 20	P. M.	9 40	11 35	7 15	5 05	11 05	7 15	11 00	11 05	5 00	11 30	7 15	9 35
Mount Hope	Fort Davis	11 24	P. M.	9 43	11 35	7 15	5 05	11 05	7 15	11 00	11 05	5 00	11 30	7 15	9 35
Fort Davis	Gatun	11 28	P. M.	9 47	11 35	7 15	5 05	11 05	7 15	11 00	11 05	5 00	11 30	7 15	9 35
Gatun	Monte Lirio	11 40	P. M.	9 54	11 41	7 29	5 19	11 19	7 29	11 14	11 24	5 14	11 44	7 29	9 46
Monte Lirio	Frijoles	11 55	P. M.	10 09	12 04	7 44	5 34	11 34	7 44	11 24	11 34	5 24	11 54	7 44	9 51
Frijoles	Darien	12 10	P. M.	10 19	12 15	7 55	5 45	11 45	7 55	11 34	11 44	5 34	12 04	7 55	10 10
Darien	Gambos	12 18	P. M.	10 26	12 22	8 00	5 52	11 52	8 00	11 44	11 54	5 44	12 04	8 00	10 16
Gambos	Pedro Miguel	12 30	P. M.	10 37	12 33	8 16	6 04	12 04	8 16	11 52	12 02	5 52	12 12	8 16	10 22
Pedro Miguel	Red Tank	12 42	P. M.	10 49	12 45	8 32	6 26	12 28	8 46	12 16	12 26	6 16	12 36	8 32	10 38
Red Tank	Miraflores Locks	1 03	P. M.	11 01	12 57	8 46	6 28	12 31	8 49	12 16	12 26	6 16	12 36	8 32	10 38
Miraflores Locks	Fort Clayton	1 18	P. M.	11 16	1 07	8 53	6 32	12 35	8 53	12 26	12 36	6 26	12 46	8 42	10 48
Fort Clayton	Corozal	1 35	P. M.	11 20	1 15	9 05	6 40	12 40	9 05	12 31	12 41	6 31	12 51	8 49	10 55
Corozal	Balboa Heights	1 50	P. M.	11 25	1 20	9 10	6 45	12 45	9 10	12 36	12 46	6 36	13 00	8 54	11 00
Balboa Heights	Panama	2 05	P. M.	11 30	1 25	9 15	6 50	12 50	9 15	12 41	12 51	6 41	13 05	9 00	11 05
Panama	Arrive	2 20	P. M.	11 35	1 30	9 20	6 55	12 55	9 20	12 46	12 56	6 46	13 10	9 05	11 10
Arrive															

All trains stop where time is shown except f indicates stop on signal only.

MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
Sun-day only	DAILY	DAILY	Sun-day only	59	61	63	65	67	69	71	73	75	77	79	81
Arrive	Panama	12 37	P. M.	11 12	7 37	5 37	3 37	1 07	10 07	7 52	6 17	4 47	2 17	12 37	10 12
Panama	Balboa Heights	12 43	P. M.	11 18	7 43	5 43	3 43	1 13	10 13	7 58	6 23	4 53	2 23	12 43	10 18
Balboa Heights	Fort Clayton	12 49	P. M.	11 24	7 49	5 49	3 49	1 19	10 19	8 04	6 29	4 59	2 29	12 49	10 24
Fort Clayton	Corozal	12 55	P. M.	11 30	7 55	5 55	3 55	1 25	10 25	8 10	6 35	5 05	2 35	12 55	10 30
Corozal	Miraflores Locks	1 01	P. M.	11 36	8 01	6 01	4 01	1 31	10 31	8 16	6 41	5 11	2 41	1 01	11 01
Miraflores Locks	Red Tank	1 07	P. M.	11 42	8 07	6 07	4 07	1 37	10 37	8 22	6 47	5 17	2 47	1 07	11 07
Red Tank	Pedro Miguel	1 13	P. M.	11 48	8 13	6 13	4 13	1 43	10 43	8 28	6 53	5 23	2 53	1 13	11 13
Pedro Miguel	Gambos	1 19	P. M.	11 54	8 19	6 19	4 19	1 49	10 49	8 34	6 59	5 29	3 03	1 19	11 19
Gambos	Darien	1 25	P. M.	12 00	8 25	6 25	4 25	1 55	10 55	8 40	7 05	5 35	3 09	1 25	11 25
Darien	Summit	1 31	P. M.	12 06	8 31	6 31	4 31	2 01	11 01	8 46	7 11	5 41	3 15	1 31	11 31
Summit	Gatun	1 37	P. M.	12 12	8 37	6 37	4 37	2 07	11 07	8 52	7 17	5 47	3 21	1 37	11 37
Gatun	Monte Lirio	1 43	P. M.	12 18	8 43	6 43	4 43	2 13	11 13	9 08	7 23	5 53	3 27	1 43	11 43
Monte Lirio	Frijoles	1 49	P. M.	12 24	8 49	6 49	4 49	2 19	11 19	9 14	7 29	5 59	3 33	1 49	11 49
Frijoles	Fort Clayton	1 55	P. M.	12 30	8 55	6 55	4 55	2 25	11 25	9 20	7 35	6 05	3 39	1 55	11 55
Fort Clayton	Corozal	2 01	P. M.	12 36	9 01	7 01	5 01	2 31	11 31	9 26	7 41	6 11	3 45	2 01	12 01
Corozal	Balboa Heights	2 07	P. M.	12 42	9 07	7 07	5 07	2 37	11 37	9 32	7 47	6 17	3 51	2 07	12 07
Balboa Heights	Panama	2 13	P. M.	12 48	9 13	7 13	5 13	2 43	11 43	9 38	7 53	6 23	3 55	2 13	12 13
Panama	Arrive	2 19	P. M.	12 54	9 19	7 19	5 19	2 49	11 49	9 44	8 09	6 39	4 01	2 19	12 19
Arrive															

FORT RANDOLPH BRANCH STATIONS

MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
MAIN LINE STATIONS.				DAILY.				DAILY.				DAILY.			
Sun-day only	DAILY	DAILY	Sun-day only	59	61	63	65	67	69	71	73	75	77	79	81
Leave	Colon	12 30	P. M.	11 00	7 45	5 45	3 45	1 15	10 15	7 50	6 25	4 55	2 25	12 30	10 15
Colon	Third Street	12 36	P. M.	11 06	7 51	5 51	3 51	1 21	10 21	7 56	6 31	5 01	2 31	12 36	10 21
Third Street	Seventh Street	12 42	P. M.	11 12	7 57	5 57	3 57	1 27	10 27	8 02	6 37	5 07	2 37	12 42	10 27
Seventh Street	Fort Randolph	12 48	P. M.	11 18	8 03	6 03	4 03	1 33	10 33	8 08	6 43	5 13	2 43	12 48	10 33
Fort Randolph	Arrive	12 54	P. M.	11 24	8 09	6 09	4 09	1 39	10 39	8 14	6 49	5 19	2 49	12 54	10 39

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, January 1, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross. Net.
Viborg.....	25	16.40	26	6.37	26	14.05	26	15.23	Danish	C. K. Hausen	283.0	42.0	19.6	Norfolk	Tocopilla	Coal	2,779	2,578	1,795
Montrofle.....	26	6.00	26	7.19	26	17.12	26	18.30	American	Standard Oil Co.	419.0	57.0	25.8	Tampico	Naphtlia, distil'd.	8,000	7,378	5,476	
Laura C. Hall.....	21	7.55	26	7.23	26	16.59	27	23.20	British	Pacific Metals Corporation	82.0	25.0	10.6	Cristobal	General	13	130	69	
Neches.....	26	6.25	26	7.40	26	18.04	27	13.14	American	United States Navy	475.0	50.5	23.9	Port Arthur	Fuel oil	7,401	5,620	4,124	
Crestler Hall.....	26	6.19	26	9.45	26	20.10	27	13.14	American	United States Steel Products Co.	380.0	50.0	24.0	Norfolk	Steel and cotton	5,922	4,955	3,523	
Canadian																			
Trooper.....	26	11.35	26	12.54	26	20.25	26	21.30	British	Canadian Government	333.0	44.0	22.6	Baltimore	Coal	3,290	3,213	2,100	
Orbita.....	24	21.28	26	13.15	26	21.37	26	22.22	British	Pacific Steam Navigation Co.	350.0	67.0	24.6	Liverpool	General	1,843	16,322	11,508	
Lauch No. 1409.....	26		26	7.23	26	16.59	26	22.22	American	G. O'Barrio	480.0	60.0	27.1	Cristobal	Ballast	6,373	1,197	8,322	
Ruahine.....	26	14.00	27	6.14	27	13.30	27	14.40	British	New Zealand Shipping Co.	416.0	53.0	25.8	London	Gen. merchandise	7,963	6,576	4,886	
Alloway.....	26	20.05	27	6.19	27	14.32	27	21.02	American	Barber Steamship Co.	330.0	47.0	23.0	New York	Gen. case oil	4,449	3,768	2,532	
Songdal.....	26	19.40	27	6.21	27	15.31	27	17.10	Norwegian	S. O. Stray & Co.	215.7	33.5	16.5	New York	Gen. coal, coke	7,744	1,273	706	
Acanula.....	23	10.10	27	6.25	27	16.25	27	17.00	British	Pacific Steam Navigation Co.	401.0	53.2	23.8	Norfolk	Gen. salt	5,754	7,082	5,167	
Apus.....	27	6.51	27	8.27	27	16.25	27	23.15	American	Green Star Line (S. B.)	392.0	51.9	13.0	W. Hartlepool	General	9,405	7,345	3,856	
Kelherren.....	27	3.05	27	9.25	27	17.34	28	3.00	Dutch	N. V. Zuid H. S. Maatschappij	419.4	57.2	27.0	Portland	Crude oil	3,603	6,759	4,900	
Trontolite.....	27	11.32	27	12.00	27	20.19	28	10.10	American	Standard Oil Co.	409.8	54.2	21.0	Philadelphia	Steel and general	111	741	350	
West Isleta.....	27	12.46	27	13.10	27	20.55	27	22.07	American	North Atl. & Western Co. (S.B.)	190.0	29.1	12.8	Cristobal	General	2,458	9,037	6,089	
Seola.....	8	16.50	28	7.20	27	15.21	29		American	United States Navy	187.0	36.0	13.6	Cristobal	General	1,072	4,095	2,655	
Ralboa.....	16	18.33	28	6.15	28	13.55	28	21.35	American	Colombian Maritime Co.	490.0	58.0	26.0	Guantanamo	General	2,458	9,037	6,089	
Whippoorwill.....	17	13.35	28	6.20	28	15.03	28	16.30	American	United States Navy	350.0	43.1	20.0	New York	General	1,072	4,095	2,655	
Essequibo.....	22	16.28	28	7.24	28	14.13	28	21.58	British	Pacific Steam Navigation Co.	290.0	38.1	19.0	Cristobal	General	890	716	540	
Peru.....	22	16.32	28	10.16	28	19.39	28	20.22	British	Pacific Steam Navigation Co.	350.0	43.1	20.0	Baltimore	Coal	2,474	1,640		
Titli.....	28	13.55	29	6.17	29	14.32	30	19.55	Chilean	Indes Navigation Co.	176.0	36.0	15.6	Mobile	Coal	890	716	540	
Chiquimula.....	27	7.45	29	6.19	29	15.49	29	16.20	American	Chiquimula Shipping Corporation	416.0	50.0	22.0	New Orleans	R. R. material	3,349	6,226	4,001	
Seattle Maru.....	29	2.55	29	6.55	29	14.45	29	18.54	Japanese	Osaka Shosen Kaisha	289.0	44.0	15.6	Baltimore	Steel and general	1,877	2,895	1,971	
Point Bonita.....	28	10.22	29	11.18	29	19.19	29	19.15	American	Pacific Mail Steamship Co.	289.0	44.0	15.6	Baltimore	Steel, general	3,489	2,899	1,971	
Point Adams.....	24	18.43	29	11.55	29	18.12	29	22.44	American	Pacific Mail Steamship Co.	289.0	44.0	15.6	Baltimore	Steel, general	3,489	2,899	1,971	
Breckenridge.....	29		29		29				American	United States Army	246.0	35.0	14.6	Cristobal	General	172	1,582	1,023	
Cauca.....	24	17.32	30	6.22	30	13.15	30	15.02	British	Pacific Steam Navigation Co.	467.6	62.7	24.0	Beaumont	Oil	10,900	9,331	7,019	
Standard Arrow.....	29	19.30	30	6.02	30	14.40	30	15.48	American	Standard Transportation Co.	379.0	44.0	22.3	Cristobal	General	292	4,552	3,372	
Huasco.....	29	16.36	30	11.02	30	18.33	30	20.12	Chilean	South American Steamship Line	375.0	46.8	22.6	Cristobal	General	1,408	4,466	2,405	
Uryai.....	19	16.03	30	11.06	30	17.45	31	22.04	Peruvian	Peruvian Line	304.0	38.8	18.0	Cristobal	General	2,704	3,630	2,021	
Ircay.....	30	6.56	30	13.07	30	20.50	30	21.38	American	Swayze & Hoyt	491.6	61.9	21.8	New Orleans	General	1,128	8,436		
Bahia Castillo.....	28	16.10	31	7.17	31	16.02	31	17.20	British	George Thompson	314.0	31.0	11.0	Key West	General	6,283	5,700	4,183	
Edsall No. 219.....	21	2.30	31	8.25	31	16.48	3	14.18	American	United States Navy	400.0	54.0	24.0	New York	General	6,283	5,700	4,183	
Calecutta Maru.....	31	10.27	31	10.48	31	17.40	31	18.52	Japanese	Nippon Yusen Kabushiki Kaisha	400.0	54.0	24.0	New York	General	6,283	5,700	4,183	

\* Destroyer.

† Launch.

‡ Motor schooner.

§ Mine sweeper, towing barge No. 2.

¶ Tug, towing target raft No. 41 to Gatun.

‡ Power schooner.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Brookline.....	31	11, 09	31	19, 08	31	20, 22	American.....	E. C. Evans (S. B.).....	410.0	54.0	24.0	Norfolk.....	Coal.....	7, 193	6, 576	4, 852
Anten.....	31	7, 15	31	12, 37	31	21, 25	Swedish.....	Swedish Transatlantic Co.....	420.0	54.0	29.6	Norfolk.....	Coal.....	9, 255	7, 059	5, 226
Essex.....	31	17, 15	1	6, 22	1	14, 30	British.....	Federal Steam Navigation Co.....	460.0	58.0	23.0	New York.....	General.....	8, 072	9, 158	6, 500
Akita Maru.....	31	16, 18	1	6, 45	1	17, 30	Japanese.....	Nippon Yusen Kabushiki Kaisha.....	345.0	50.0	22.7	New York.....	Steel, cotton, gen.....	4, 449	.....	.....
Cordelia.....	31	19, 55	1	6, 58	1	16, 02	British.....	C. T. Bowring & Co.....	420.3	54.0	27.0	Tampico.....	Fuel oil.....	1, 000	6, 090	4, 963
Spes.....	31	9, 00	1	8, 00	1	17, 05	Norwegian.....	S. O. Stray & Co.....	220.0	36.0	15.6	Baltimore.....	Coal.....	9, 548	.....	.....

Jamaica.....	25	15, 05	26	6, 21	26	13, 50	2	10, 15	British.....	Pacific Steam Navigation Co.....	220.0	34.0	10.0	Champerico.....	General.....	30	1, 187	622
Taini.....	25	11, 00	26	6, 38	26	14, 40	26	14, 40	British.....	Shaw, Savill & Albion Co.....	477.8	61.1	25.6	Auckland.....	Frozen, general.....	4, 820	10, 631	7, 006
Durango.....	24	22, 25	26	7, 21	26	16, 12	26	19, 43	American.....	Smithers & Dixon (S. B.).....	435.0	56.0	18.0	Taitai.....	Ballast.....	7, 642	5, 327	.....
Amalienborg.....	25	15, 15	26	7, 37	26	16, 55	26	17, 50	Danish.....	C. K. Hansen.....	311.1	45.8	21.0	Taitai.....	Nitrate of soda.....	4, 564	3, 567	2, 460
Saint Joseph.....	25	17, 55	26	7, 44	26	18, 07	27	12, 00	French.....	French Line.....	395.0	50.3	23.9	Talcahuano.....	Nitrate, general.....	6, 096	5, 979	4, 170
Chile.....	25	19, 25	26	8, 39	26	17, 25	26	17, 25	British.....	Pacific Steam Navigation Co.....	350.2	43.0	18.6	Coronel.....	General.....	623	4, 065	2, 668
Charleston Hall.....	25	19, 30	26	9, 35	26	18, 40	26	21, 30	Ann I an.....	Isthmian Steel Products Co.....	400.0	50.0	25.0	Antofagasta.....	Nitrate.....	7, 200	5, 096	4, 267
Statesman.....	26	4, 19	26	10, 27	26	18, 45	26	23, 30	Bri ish.....	Harrison Line.....	423.3	53.0	24.6	Auckland.....	General.....	7, 000	6, 361	4, 592
Lettim.....	25	22, 30	26	11, 09	26	19, 25	27	5, 45	British.....	Union S. S. Co. of New Zealand.....	273.0	43.2	23.8	Auckland.....	General, frozen.....	5, 200	10, 950	6, 794
Lake Fithian.....	26	9, 00	26	14, 13	26	22, 45	27	11, 55	American.....	U. O. & S. S. Co. (S. B.).....	570.4	69.8	24.2	Louique.....	Nitrates.....	3, 711	2, 915	1, 907
Puolski.....	26	19, 50	27	6, 36	27	15, 18	27	19, 45	American.....	Caribbean S. S. Co. (S. B.).....	251.0	43.6	20.0	Guayaquil.....	Cacao.....	2, 180	2, 823	1, 744
Kent.....	26	22, 30	27	7, 58	27	16, 40	27	17, 50	British.....	Federal Steam Navigation Co.....	460.6	62.8	24.6	Lyttleton.....	Frozen and wool.....	5, 520	10, 503	8, 121
Pedro Christophersor.....	27	13, 30	28	7, 06	28	14, 30	28	14, 30	Swe, Ish.....	Johnson Line.....	360.2	51.7	23.2	Antofagasta.....	Nitrates.....	5, 700	5, 281	4, 013
Fredertik.....	28	1, 05	28	7, 57	28	15, 40	28	17, 40	American.....	Luckenbach Line.....	317.5	40.2	23.0	San Francisco.....	General.....	3, 000	2, 986	2, 091
Huaseo.....	28	5, 00	28	9, 40	28	16, 36	30	11, 02	Cuilean.....	South American Steamship Line.....	379.7	44.3	19.0	Valparaiso.....	General.....	6	4, 532	3, 182
Armore.....	20	13, 00	29	6, 36	29	14, 48	29	14, 48	American.....	Standard Oil Co.....	449.6	50.1	18.0	Tiquique.....	Ballast.....	8, 636	6, 321	.....
Hvidehavet.....	29	4, 09	29	8, 07	29	15, 50	29	17, 03	Danish.....	Atlantshavet Steamship Co.....	324.2	48.7	19.6	Taitai.....	Nitrates.....	4, 350	3, 457	2, 381
Eastern Temple.....	28	17, 20	30	8, 35	30	16, 55	30	13, 07	American.....	McCormick & McPherson (S. B.).....	315.8	45.8	23.0	McIlhones.....	Nitrates.....	4, 514	.....	.....
West Toga.....	31	6, 30	31	8, 19	31	16, 00	31	16, 15	American.....	U. A. & West N. S. Co. (S. B.).....	409.8	54.2	22.6	Seattle.....	Lumber, general.....	6, 262	6, 589	4, 838
Selots.....	27	15, 21	31	10, 20	31	15, 55	31	15, 55	American.....	U. S. Navy.....	325.0	30.0	.....	Las Palmas.....	Nitrates.....	4, 103	.....	.....
Sorethavel.....	31	14, 40	1	6, 20	1	14, 37	1	14, 37	Danish.....	Altenhavet Steamship Co.....	135.0	46.8	19.6	Taitai.....	Nitrates.....	.....	.....	.....
Svaldhor.....	31	17, 05	1	6, 44	1	13, 43	1	13, 43	Bri ish.....	Pacific Steam Navigation Co.....	215.0	33.5	12.3	Champerico.....	Office, general.....	99	1, 213	692
Steel Ranger.....	1	1, 00	1	7, 49	1	16, 33	1	17, 13	American.....	United States Steel Products Co.....	424.2	56.2	23.6	San Francisco.....	Lumber, general.....	6, 500	.....	.....
Belbeck.....	1	4, 41	1	12, 14	1	20, 25	1	20, 25	American.....	Williams, Iimond & Co. (S. B.).....	401.7	54.8	25.0	Portland.....	General.....	6, 272	6, 928	5, 103

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridin.

PORT OF CRISTOBAL.

Date.	Vessel.	From—	Date.	Vessel.	Line.	For—
December 26.	Pastores.....	United Fruit Co.	December 26.	Pastores.....	United Fruit Co.	New York via Habana.
December 28.	Gen. G. W. Goethals.....	Panama Railroad Steamship Line.	December 26.	Ca'ibeon.....	Panama Railroad Cattle Industry.	Cartagena.
December 28.	Ulua.....	United Fruit Co.	December 27.	Metapan.....	Leyland Line.	Mobile.
December 28.	Heredia.....	United Fruit Co.	December 29.	Metapan.....	United Fruit Co.	New Orleans.
December 29.	Metapan.....	United Fruit Co.	December 29.	Heredia.....	United Fruit Co.	New Orleans via Bocas del Toro and Habana.

\*ARRIVALS. \*DEPARTURES.

7 Motor ship. 8 Tug.

(Continued on page 304, column 2.)



# THE PANAMA CANAL RECORD

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Volume XIV. Balboa Heights, C. Z., January 12, 1921. No. 22.

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## The "Sussex Pulled Off of Breakwater and Towed to Dock.

The steamship *Sussex*, which ran on the West Breakwater in Limon Bay in the night of January 3, was pulled off in the morning of January 11 by the tugs *Gorgona* and *Tavernilla* and the salvage steamer *Favorite*, and towed to dock in Cristobal. Over 1,700 tons of cargo had been discharged into lighters from her No. 1 and No. 2 holds before she could be drawn off the rocks.

The *Sussex* is to be taken through the Canal for dry-docking in the 1,000-foot dry dock at Balboa. The dock is, however, engaged until January 23 with vessels ahead of the *Sussex*.

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## Admiral Line Service Between Europe and the West Coast of North America.

Announcement has been made that the Pacific Steamship Company, operating the Admiral Line, will establish a direct cargo service between ports of northern Europe and the west coast of the United States and Canada. The steamship *Endicott*, which passed through the Canal on December 24, bound from Tacoma for the United Kingdom with 7,481 tons of wheat, is to be used in this service on her return voyage. The *Wawalona* is advertised to sail from Antwerp on January 10 with cargo for the west coast; the *Endicott* on January 30; and the *Eikton* on February 15. No data have been furnished as to later sailings or additional vessels for the line.

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## Arrival of Squadron of the Chilean Navy.

The battleship *Almirante Latorre* and destroyers *Riveros*, *Uribe*, and *Williams* of the Chilean Navy arrived at Cristobal in the forenoon of January 10 from Port of Spain, Trinidad, on their way from England to Chile. They anchored in the bay and are due to pass through the Canal on January 12. The *Almirante Latorre* is to go into dry dock at Balboa.

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## Visits of Atlantic and Pacific Fleets.

The Atlantic Fleet of the United States Navy is due to arrive at Cristobal either in the afternoon of January 19, or at daylight the morning of the 20th. It is planned to have the fleet start through the Canal as early as possible the morning of the 20th. The schedule for the cruise to Callao has been advanced 2 days, and both fleets are due to leave Balboa the forenoon of January 22. This means that the Atlantic Fleet will not tarry at Balboa at this time, but will postpone shore liberty until its return, approximately February 18. It is possible that the destroyers of the Atlantic Fleet may be sent ahead, so that they may refuel in advance of the passage of the main fleet. They are the only vessels of the fleet which will need to refuel on the way south.

The supply ship *Neches* arrived at Balboa on December 26 from Port Arthur with 53,100 barrels of fuel oil for the fleet.

It is understood that the Atlantic fleet will consist of 7 first-line battleships, 18 destroyers, 6 seaplanes, and a number of submarines, tenders, hospital, supply, and repair ships, tugs, etc., in all about 54 vessels. The battleships and destroyers, and their accompanying train, are to pass through the Canal immediately for the cruise to the west coast of South America. The Submarine Force, Air Force, Mine Force, and remaining vessels of the train will base on the Canal Zone, during the time of the southern cruise, and the entire fleet is to assemble at Balboa by February 18, when the entire Pacific Fleet will also be there.

The Pacific Fleet is to consist of 8 battleships, 19 destroyers, 6 seaplanes, and 13 other vessels, a total of 46. It cleared for the Canal Zone from San Diego on January 5, and is due to anchor off the Pacific entrance of the Canal on January 17. The battleships, destroyers, and principal train vessels are to go on the southern cruise, the others basing at Balboa during the time until the assembly of both fleets there for the week of February 18 to 25. It is estimated that there are between 20,000 and 25,000 men in the two fleets.

#### Canal Traffic in December.

The Canal traffic for December, 1920, for commercial vessels, is shown as classified in the following tabulation:

##### PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to East Coast of United States:</i>							
United States.....	19	52,432	61,250	80,923	53,479	\$64,910.80	<i>Long tons.</i> 87,086
British.....	5	14,676	20,733	24,640	14,967	18,345.00	20,913
Norwegian.....	2	4,078	5,853	6,563	4,071	5,097.50	9,696
Totals.....	26	71,186	87,836	112,126	72,517	88,353.30	117,695
<i>From West Coast of South America to Cristobal:</i>							
British.....	10	5,760	9,331	12,658	6,670	7,210.00	7,847
Peruvian.....	3	4,010	8,315	12,666	6,614	5,012.50	4,235
Chilean.....	2	3,608	6,250	7,612	4,560	4,510.00	478
German.....	1	2,909	4,427	4,608	2,968	3,636.25	5,315
United States.....	1	336	350	615	372	420.00	492
Totals.....	17	16,623	28,673	38,159	21,184	20,788.75	18,367
<i>From West Coast of South America to Europe:</i>							
British.....	9	40,233	49,316	64,275	39,424	50,123.15	53,277
French.....	2	7,238	8,316	11,561	7,370	9,047.50	12,953
Belgian.....	1	3,151	4,043	5,072	3,034	3,938.75	7,000
Swedish.....	1	3,123	4,013	4,952	3,973	3,903.75	5,700
Danish.....	1	2,393	2,881	3,079	1,995	2,857.20	4,350
Dutch.....	1	2,224	3,807	3,623	2,229	2,780.00	5,316
Spanish.....	1	2,160	2,551	3,459	2,160	2,700.00	4,010
Totals.....	16	60,522	74,957	96,021	60,155	75,350.35	92,611
<i>From West Coast of United States to Europe:</i>							
United States.....	11	48,476	56,264	70,568	46,893	58,615.54	69,689
British.....	4	14,385	18,689	22,457	13,819	17,931.25	23,266
Totals.....	15	62,861	74,953	93,025	60,712	76,596.79	97,955
<i>United States coastwise:</i>							
United States.....	10	34,238	43,332	52,567	33,770	41,373.15	35,213
<i>From Australasia to Europe:</i>							
British.....	6	37,143	43,260	53,520	35,790	46,150.10	32,303
<i>From West Coast of South America to Mexico:</i>							
United States.....	3	13,626	17,356	21,347	13,362	12,496.32	.....
Norwegian.....	2	8,885	10,160	14,009	8,860	7,315.20	.....
British.....	1	4,325	4,963	6,533	4,178	3,573.36	.....
Totals.....	6	26,836	32,479	41,889	26,400	23,384.88	.....

PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of United States to Mexico:</i>							<i>Long tons.</i>
United States.....	3	12,935	16,091	20,616	12,752	\$11,585.52	.....
British.....	1	4,107	4,639	6,496	4,047	3,376.08	.....
Danish.....	1	2,472	2,460	2,858	1,692	2,952.00	4,564
Totals.....	5	19,514	23,240	29,970	18,491	17,913.60	4,564
<i>From West Coast of Central America to Cristobal:</i>							
British.....	3	2,886	3,111	5,003	2,935	3,597.20	943
Costa Rica.....	1	144	152	158	93	180.00	356
Totals.....	4	3,030	3,263	5,161	3,028	3,777.20	1,299
<i>From West Coast of South America to Azore Islands:</i>							
Japanese.....	1	3,859	4,440	6,079	3,850	4,823.75	8,024
Dutch.....	1	2,746	4,393	4,363	2,726	3,432.50	6,700
Spanish.....	1	1,858	2,121	3,071	1,845	2,322.50	4,621
Totals.....	3	8,463	10,954	13,518	8,421	10,578.75	19,345
<i>From Australasia to East Coast of United States:</i>							
British.....	2	13,416	14,915	19,397	13,423	16,770.00	10,720
<i>From Far East to East Coast of United States:</i>							
Japanese.....	2	8,586	9,413	12,542	8,542	10,531.85	11,280
<i>From Balboa to East Coast of Mexico:</i>							
United States.....	2	8,120	8,799	12,042	7,247	6,422.34	.....
<i>From West Coast of Canada to Europe:</i>							
United States.....	1	3,450	5,448	5,687	3,450	4,312.50	7,407
<i>From West Coast of South America to West Indies:</i>							
German.....	1	2,963	4,490	4,637	2,893	3,703.75	5,374
<i>From Far East to Cuba:</i>							
Chinese.....	1	1,678	1,733	2,631	1,673	2,079.60	800
<i>From West Coast of United States to Cristobal:</i>							
United States.....	1	1,654	2,163	2,643	1,654	2,067.50	37
<i>From Balboa to East Coast of United States:</i>							
United States.....	1	1,514	1,574	2,733	1,667	1,135.50	.....
<i>From West Coast of United States to Cuba:</i>							
United States.....	1	1,400	1,504	1,994	1,400	1,750.00	2,213
<b>Grand totals.....</b>	<b>120</b>	<b>383,203</b>	<b>472,986</b>	<b>600,262</b>	<b>382,422</b>	<b>453,039.91</b>	<b>457,088</b>

\*For orders.

ATLANTIC TO PACIFIC.

<i>From East Coast of United States to West Coast of South America:</i>							
United States.....	14	40,155	48,865	62,664	40,266	\$49,798.10	58,620
British.....	11	33,970	41,500	55,834	34,014	42,462.50	43,068
Norwegian.....	4	9,746	11,926	15,317	9,513	12,182.50	21,140
Japanese.....	4	8,495	10,460	13,305	8,394	10,618.75	17,440
Spanish.....	3	10,748	12,102	15,699	10,372	13,240.95	19,676
Danish.....	2	4,604	5,271	6,423	3,983	5,674.00	9,029
Chilean.....	2	4,417	5,082	8,224	4,396	5,410.50	2,300
Totals.....	40	112,135	135,206	177,466	110,938	139,387.30	171,273
<i>From East Coast of United States to Far East:</i>							
United States.....	6	24,600	33,562	37,988	24,146	30,750.00	52,053
Japanese.....	6	24,362	28,043	37,620	23,950	30,366.25	34,635
British.....	5	17,472	23,267	26,736	16,852	21,840.00	34,199
Totals.....	17	66,434	84,873	102,344	64,948	82,956.25	120,887
<i>From Cristobal to West Coast of South America:</i>							
British.....	9	6,332	10,057	12,922	7,323	7,915.00	4,441
Peruvian.....	4	5,493	9,844	14,532	7,783	6,847.30	4,606
Chilean.....	3	5,071	8,827	10,165	6,160	6,338.75	998
United States.....	1	336	350	615	372	420.00	111
Totals.....	17	17,232	29,078	38,234	21,638	21,521.05	10,156
<i>United States coastwise:</i>							
United States.....	12	38,399	46,773	58,456	37,524	47,849.80	53,802

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From Europe to West Coast of South America:</i>							<i>Long tons.</i>
British.....	5	21,517	27,482	34,377	21,427	\$26,896.25	15,960
Dutch.....	2	5,268	6,780	6,898	4,250	6,585.00	6,200
Italian.....	1	3,339	4,266	5,860	3,488	4,173.75	720
Norwegian.....	1	2,883	3,649	4,589	2,896	3,603.75	6,075
Spanish.....	1	1,910	2,214	3,021	2,022	1,594.08	.....
Totals.....	10	34,917	44,391	54,745	34,111	42,882.83	28,955
<i>From Europe to West Coast of United States:</i>							
British.....	4	14,982	16,872	21,647	14,423	13,589.63	950
United States.....	1	4,820	6,026	7,583	4,819	6,025.00	1,410
Danish.....	1	4,244	5,318	6,636	4,226	5,305.00	3,476
Norwegian.....	1	3,053	3,886	4,894	3,054	3,816.25	6,822
Dutch.....	1	3,013	3,856	4,751	2,964	3,766.25	.....
Totals.....	8	30,112	35,958	45,511	29,496	32,502.13	12,658
<i>From Mexico to West Coast of South America:</i>							
United States.....	4	18,920	20,822	26,415	18,156	22,983.85	34,163
Norwegian.....	2	8,871	10,194	13,918	8,840	11,088.75	18,800
British.....	2	6,569	7,779	10,372	6,393	8,211.25	12,920
Totals.....	8	34,360	38,795	50,735	33,389	42,288.85	65,883
<i>From Europe to Australasia:</i>							
British.....	6	34,798	43,491	49,331	31,367	43,021.20	29,226
<i>From East Coast of United States to Australasia:</i>							
British.....	3	16,639	21,410	25,833	16,342	20,798.75	23,996
United States.....	2	8,401	10,139	12,077	7,471	10,561.25	14,145
Swedish.....	1	4,122	5,226	6,590	4,117	5,152.50	9,255
Totals.....	6	29,162	36,775	44,523	29,730	36,452.50	47,391
<i>From Cristobal to West Coast of Central America:</i>							
British.....	3	2,886	3,111	5,003	2,935	3,586.40	2,297
Costa Rica.....	1	144	152	158	93	180.00	18
Totals.....	4	3,030	3,263	5,161	3,028	3,766.40	2,315
<i>From East Coast of United States to Philippines:</i>							
United States.....	2	8,106	9,306	11,907	8,086	9,932.00	15,358
Japanese.....	1	4,357	5,415	6,995	4,275	5,446.25	7,156
Totals.....	3	12,463	14,721	18,902	12,361	15,378.25	22,414
<i>From East Coast of Mexico to Balboa:</i>							
United States.....	2	8,126	8,790	12,042	7,247	10,072.40	15,000
<i>From East Coast of United States to Balboa:</i>							
United States.....	2	5,583	6,643	8,560	5,319	6,978.75	9,372
<i>From Cristobal to West Coast of United States:</i>							
United States.....	2	2,986	3,756	4,796	2,963	3,732.50	2,864
<i>From East Coast of United States to West Coast of Central America:</i>							
United States.....	2	2,013	2,231	3,132	1,947	2,489.75	4,014
<i>From East Coast of Mexico to West Coast of United States:</i>							
United States.....	1	5,547	5,476	6,835	5,255	6,571.20	8,000
<i>From Europe to West Coast of Canada:</i>							
United States.....	1	4,504	4,809	5,972	4,502	5,630.00	1,582
<i>From East Coast of United States to West Coast of Canada:</i>							
British.....	1	4,083	5,196	6,502	4,044	5,103.75	5,329
<i>From East Coast of Canada to Australasia:</i>							
British.....	1	2,682	3,902	4,185	2,675	3,552.50	7,583
<i>From East Coast of Central America to Balboa:</i>							
British.....	1	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )	2,164.50	( <sup>1</sup> )
<i>From Colombian coastwise ports:</i>							
British.....	1	638	706	1,170	654	797.50	747
Grand totals.....	145	449,204	554,932	698,602	441,336	554,809.41	619,451

<sup>1</sup> British cruiser of 5,329 tons displacement.

## 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."

### Passage of the First of the New Shipping Board Passenger Vessels, in Pacific Mail Service.

The steamship *Creole State*, the first of the United States Shipping Board's new passenger vessels of the "State" class to come to the Canal, arrived at Cristobal on January 2, en route from Baltimore to San Francisco, via Los Angeles, in the service of the Pacific Mail Steamship Company. She cleared from Balboa at noon on January 4, having taken on additional passengers and cargo at the Canal ports.

The *Creole State* and the *Wolverine State*, which will come out in several months, are to be employed in the Indian Service of the Pacific Mail, running from San Francisco to Honolulu, Manila, Straits Settlements, and British India, and return, replacing the *Colusa* and the *Santa Cruz*, which will then probably be placed in the United States coastwise passenger service, plying between Baltimore and San Francisco.

The *Creole State* is of approximately 6,000 net and 11,000 gross tons and 502 feet long, a smaller ship than the "535's," of which the Pacific Mail is to have 5 for its trans-Pacific service. The general arrangement and finish are, however, very much the same. The passenger and saloon spaces are finished in ivory walls, with woodwork stained in mahogany finish, and throughout the finish is handsome without being ornate. The vessel has accommodations for 95 first-class passengers. The cargo capacity is about 13,000 tons of 40 cubic feet, including 1,200 tons of refrigerated space; in addition to which, on return voyages, about 1,000 tons of coconut oil can be carried in the fuel tanks.

The rated speed of the ship is  $14\frac{1}{2}$  knots, and her schedule in the Indian service provides for making Manila in 22 days from San Francisco, Singapore in 28 days, and Calcutta in 39 days. The return voyage from Calcutta to San Francisco, over a shorter course, is to be made in 34 days.

While at Cristobal the *Creole State* was equipped with a collapsible canvas swimming tank, 10 by 15 and 7 feet, which had been made at Cristobal shops on cable order.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Two Weeks Ending January 8, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
*Borgland.....	Peter Olsen & Co.....	December 25..	December 26..	32	.....
Laura C. Hall.....	Pacific Metals Co.....	December 26..	December 26..	.....	32
Balboa.....	Colombian Maritime Co.....	December 28..	December 28..	.....	38
Point Adams.....	Pacific Mail Steamship Co.....	December 29..	December 29..	286	.....
Neches.....	United States Government.....	December 26..	.....	7,543	.....
Salvador.....	Pacific Steam Navigation Co.....	December 31..	.....	2	.....
Ucayali.....	Peruvian Line.....	December 30..	December 30..	.....	68
Cauca.....	Pacific Steam Navigation Co.....	December 30..	December 30..	.....	1
Jamaica.....	Pacific Steam Navigation Co.....	January 2.....	January 2.....	.....	1
La Habra.....	Union Oil Co.....	January 2.....	January 5.....	0,900	.....
Seiyo Maru.....	Toyo Kisen Kaisha.....	January 5.....	January 7.....	692	.....
West Boro.....	Sutton & Christensen.....	January 7.....	January 9.....	7,150	.....
Ansaldo San Giorgio II.....	Societa Nazionale di Navigazion.....	January 7.....	January 8.....	6	.....
San Jose.....	Pacific Mail Steamship Co.....	January 7.....	January 8.....	14	.....
Manavi.....	Pacific Steam Navigation Co.....	January 8.....	January 8.....	1	.....

\* Omitted from last report.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, January 8, 1921.

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—	To—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Pacific 1.	1	12.48	2	6.10	2	14.05	2	19.40	Swedish	Johnson Steamship Line.	382.0	51.3	16.0	Christiania.	Valparaiso.	General.	1,735	5,360	4,089
Atagosan Maru.	1	13.19	2	6.12	2	15.41	2	16.40	Japanese	Ryota Kisen Kaisha.	356.0	49.8	19.5	New York	Yokkaichi.	Cotton and steel.	3,344	4,176	3,048
S-7	31	9.48	2	6.15	2	13.14	2	16.40	American	United States Navy.	231.0	30.0	4.0	Habana	San Diego.				
Hawarden.	1	19.18	2	6.20	2	15.38	2	20.50	American	Williams, Demond & Co. (S. B.).	402.5	53.0	15.8	London.	San Francisco.	General.	449	6,525	4,746
Erie.	1	15.05	2	6.36	2	17.36	2	23.00	Norwegian.	Arentz & Remer.	410.0	49.0	17.0	Philadelphia	Valparaiso.	Coal.	7,217	6,207	4,501
Typhoon.	2	6.34	2	8.42	2	17.36	2	20.50	British.	St. Mary's Steamship Co.	331.0	47.0	10.6	Norfolk.	Valparaiso.	Coal.	3,566	3,489	2,614
Jamaica.	26	13.50	2	10.15	2	18.37	2	19.40	British.	Pacific Steam Navigation Co.	220.0	34.0	13.3	Cristobal.	Champetico.	General.	7,000	1,187	622
La Habra.	2	10.20	2	10.40	2	18.38	2	19.40	Norwegian.	P. Wilhelmson	425.0	57.0	16.6	Tampico.	Balboa.	Fuel oil.	9,900	7,053	5,085
Genesee 3.	1	21.45	3	6.13	3	15.18	6	0.05	British.	W. Wilhelmson	381.0	49.0	11.0	Glasgow.	Colonel.	Ballast.	5,567	4,296	
Creole State.	3	6.45	3	6.20	3	15.18	6	16.25	American.	Captain Crowley.	119.0	27.0	11.0	New York.	Papeete.		213	172	
Ortega.	2	17.05	3	12.06	3	6.54	4	13.20	American.	Pacific Mail S. S. Co. (S. B.).	502.1	62.3	23.0	Baltimore.	San Francisco.	General and steel.	304	12,023	8,443
Garfield.	3	19.00	4	6.38	4	20.01	3	21.03	British.	Pacific Steam Navigation Co.	205.0	56.0	23.6	Liverpool.	Colonel.	General.	2,388	8,345	4,908
Willaston.	4	2.55	4	9.10	4	17.19	4	18.15	American.	W. R. Grace & Co.	409.4	45.0	21.7	New York.	Callao.	General.	2,617	3,228	2,010
Santa Luisa.	4	17.31	5	6.10	5	14.50	5	15.35	British.	John Edgar & Co.	400.5	52.0	16.0	Norfolk.	Lytleton.	Coal.	7,415	5,701	4,126
Juniter.	4	7.50	5	6.25	5	14.58	5	15.50	American.	W. R. Grace & Co.	350.2	51.6	22.4	New York.	Valparaiso.	General.	3,456	5,694	3,975
Chile.	26	17.25	5	9.50	5	17.15	5	18.45	Spanish.	Ca. Avonina Marine Union.	383.2	32.1	14.0	Cardiff.	Liquique.	Ballast.	507	5,223	3,904
No. 285.	5	9.30	5	14.47	5	14.47	5	18.45	British.	Pacific Steam Navigation Co.	350.0	43.0	18.6	Cristobal.	Valparaiso.	General.		4,065	2,663
Dewey.	5	15.56	6	6.35	6	15.32	6	17.10	American.	United States Navy.	410.0	44.0	24.0	Cristobal.	Pedro Mirquel.	Sulphur.	7,009	6,633	4,910
Hualaga.	5	12.40	6	6.50	6	14.50	6	16.12	American.	Williams, Dimond & Co. (S. B.).	260.0	51.7	22.1	Galveston.	San Francisco.	General.	2,139	4,514	2,388
Arizaga.	6	6.40	6	7.12	6	16.41	7	14.35	Peruvian.	Peruvian Line.	390.0	54.2	18.6	Walend.	Callao.	General.	1,976	6,161	4,437
Trevelyan.	6	10.42	6	11.17	6	19.35	7	14.50	American.	North At. & Western Co. (S. B.).	400.7	52.3	25.0	Boston.	Melbourne.	Sulphur.	6,200	5,835	4,181
Edward Luck- enbach.	6	11.52	6	13.10	6	20.16	6	21.18	British.	Hain Steamship Co.	436.0	57.0	29.0	Sabbie.	San Francisco.	General, steel.	7,671	8,543	6,427
Cape Roman.	6	12.45	6	13.20	6	21.20	8	13.18	American.	Luckenbach Line.	376.4	52.3	24.8	New York.	San Francisco.	General.	6,300	5,142	3,598
Invaders.	6	10.00	6	10.00	6	12.55	6	16.25	American.	Atlantic Gulf and Pacific Corp.	409.5	84.0	25.0	Philadelphia	Gatun Lake.	Ballast.	6,000	6,528	4,730
Lock City.	6	13.48	6	6.25	7	14.23	6	16.25	American.	Joe Bryan	491.0	54.0	23.0	Cristobal.	Balboa.	General.	9,819	7,851	5,552
Donald McKay	6	15.27	7	6.26	7	15.20	7	16.20	American.	W. S. & A. Line.	429.0	59.0	28.5	New York.	Townsville.	General.			
Agwinars.	7	6.58	7	7.23	7	15.59	7	17.00	American.	W. C. Hoyer.	260.0	44.0	25.0	Port Arthur.	Shanghai.	Kerosene.			
Queen Eliza- beth.	7	7.00	7	7.40	7	16.45	7	17.00	American.	Ward Line.	409.5	84.0	25.0	Port Arthur.	Shanghai.	Kerosene.			
Westboro.	7	13.04	7	9.10	7	20.58	8	22.08	British.	E. Edwards & Sons.	409.5	84.0	25.0	Baltimore.	Valparaiso.	Coal.	5,645		
Point Lobos.	7	13.03	7	13.35	7	20.58	8	22.08	American.	United States Shipping Board.	409.5	84.0	25.0	Norfolk.	Balboa.	Coal.	7,127		
Magdala.	7	13.03	8	6.27	8	14.52	8	15.54	Danish.	Pacific Mail Steamship Co.	369.0	62.0	18.0	Baltimore.	San Francisco.	General.	2,164	2,897	1,967
El Condado.	8	8.50	8	9.35	8	18.27	8	19.15	Spanish.	Orient Steamship Co.	330.0	49.0	23.6	Baltimore.	Valparaiso.	Coal.	6,237	4,715	3,334
Coalinga.	8	8.50	8	9.35	8	18.27	8	19.15	Spanish.	General Navigation Co.	471.0	55.0	19.6	Norfolk.	Callao.	Coal.	4,773	3,730	2,617
Quilona.	6	10.48	8	11.30	8	19.21	8	20.27	American.	Union Oil Co.	301.4	46.2	19.2	Tampico.	San Pedro.	Crude oil.	10,000		
									British.	Pacific Steam Navigation Co.	301.4	46.2	19.2	New York.	Guayaquil.	General.	1,513	4,768	2,950

\* Launch.

\* Subchaser.

\* Yacht.

\* Submarine.

\* Motor ship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Gen. O. H.	1	15.15	2	6.39	2	14.08	3	17.05	American	Panama Railroad Steamship Line	356.0	45.3	23.6	Antofagasta	Boston	Nitrates	4,200	4,503	2,704
Ernst	1	17.15	2	6.43	2	14.19	3	17.43	American	Nautilus Steam Shipping Co.	400.0	52.0	23.0	Valparaiso	Liverpool	General	7,036	5,618	4,116
Maple Branch	1	19.30	2	8.10	2	16.02	2	17.10	British	Rowland & Marwood S. S. Co.	349.0	49.5	22.0	Melillones	Valencia	Nitrates	5,750	4,057	2,955
Roma	1	21.00	2	8.17	2	16.10	2	18.20	British	Commonwealth and Dom. Line.	469.0	58.2	24.0	Timaru	London	Frozen meat, etc.	6,226	9,356	5,552
Port Victor	1	23.00	2	10.10	2	18.52	2	20.30	Norwegian	N. S. Bjornnes & Son.	410.0	56.0	30.0	Caleta Buena	Cristobal	Nitrates	10,231	8,279	6,328
Talbot	1	7.30	2	11.31	2	19.50	2	21.30	American	Standard Oil Co. of N. J.	415.0	55.2	18.0	Caleta Buena	Tampico	Ballast	6,634	6,438	4,391
Caddo	1	5.00	2	6.28	3	14.25	3	17.10	Canadian	Dollar Steamship Line	370.0	50.0	22.0	Singapore	New York	Lumber, general	7,216	5,153	3,938
Melville Dollar	2	16.43	3	6.34	3	14.33	3	17.15	Dutch	Rotterdam Lloyd Line	400.0	53.5	24.6	Portland	Brake, Gen.	Wheat	5,617	6,193	4,406
Arakan	2	16.10	3	6.28	3	14.33	3	17.07	British	Sefton Steamship Co.	430.3	52.3	24.0	Vancouver	Gibraltar	Wheat	6,700	5,793	4,008
Mount Berwyn	2	18.00	3	7.45	3	17.07	3	17.07	British	Lukenbach Steamship Line	331.5	47.0	27.0	Everet	New York	Lumber, general	4,803	4,708	3,763
Haxtle Luck	2	22.00	3	7.50	3	17.43	3	17.43	American	Atl. Gulf-Pacific Steamship Co.	376.4	52.3	23.0	San Francisco	Baltimore	Lumber, general	5,311	5,146	3,557
Cape Henry	3	23.05	3	8.05	3	17.43	3	17.43	American	Pacific Mail Steamship Co.	289.0	44.1	19.0	San Francisco	Baltimore	General	3,000	2,895	1,922
Point Judith	3	18.00	4	6.53	4	14.50	4	15.05	American	Wessex Doyal & Co. (S. B.)	380.2	52.1	23.3	Iquique	Charleston	Nitrate of soda	6,534	5,667	4,229
Oreus	4	6.00	4	9.04	4	17.10	5	6.40	American	Green Star Line (S. B.)	402.6	53.0	24.0	Shanghai	Baltimore	General	5,700	6,565	4,884
Chibungu	4	0.25	4	14.22	4	22.25	4	22.45	American	Williams, Dimond & Co. (S. B.)	410.5	54.3	24.8	Seutle	Liverpool	General	5,765	6,593	4,924
Bakersfield	4	21.15	5	8.11	5	16.00	5	18.45	American	Pacific American Fisheries	270.0	40.1	21.0	Tacoma	New York	Lumber, copper	3,500	3,036	2,126
Windsor	5	1.00	5	8.16	5	16.40	5	17.55	British	New York & Pacific S. Co.	403.0	52.3	22.0	Iquique	Hamburg	Nitrates	7,723	8,804	4,160
Cunaca	5	1.30	5	8.28	5	16.25	5	17.08	American	W. R. Grace & Co. (S. B.)	369.2	51.6	24.3	Valparaiso	New York	Ties	3,987	3,842	4,160
Santa Ana	5	1.00	5	10.02	5	17.26	5	17.26	American	Atl. Gulf & Pacific Co. (S. B.)	109.6	54.2	24.0	Portland	Philadelphia	Ties	(*)	(*)	(*)
West Apatum	5	1.30	5	10.08	5	17.26	5	17.26	American	Stranders & Dixon (S. B.)	102.6	54.3	24.0	Vancouver	Birkenhead	Ties	(*)	(*)	(*)
Elkhorn	5	1.00	5	10.08	5	17.26	5	17.26	American	W. R. Grace & Co.	289.6	40.0	22.9	Elen	New York	Ties	2,125	2,335	1,827
Santa Tecla	5	11.00	5	12.48	5	18.38	5	19.22	American	W. Wilhelmsen	423.4	57.0	21.0	Toopilla	Tampico	Ballast	6,896	5,108	3,587
Maritopa	5	11.00	5	12.48	5	18.38	5	19.22	American	McCormack & McPherson (S. B.)	125.8	57.0	18.6	Balboa	New York	Ballast	7,053	5,085	3,400
Quaboua	4	19.07	5	15.10	5	22.50	5	23.55	Norwegian	W. Wilhelmsen	424.8	57.0	20.0	Balboa	Tampico	Ballast	3,100	2,213	1,527
La Habra	2	18.36	5	15.34	5	22.50	5	23.55	Norwegian	A. P. Moller	281.3	40.2	18.1	Toopilla	Philadelphia	Nitrates	10,009	9,505	6,807
Out Maersk	5	12.05	6	8.06	6	16.53	7	19.55	Danish	Royal Netherlands S. S. Co.	460.0	62.6	28.5	Valparaiso	Rotterdam	Nitrates, general	4,10	4,742	3,023
Alkmaar	5	22.00	6	8.14	6	17.50	7	18.03	British	Pacific Steam Navigation Co.	361.0	46.2	16.1	Guayaquil	New York	General	7,793	6,525	4,748
Quilque	6	5.50	6	8.53	6	17.45	8	11.03	British	Struthers & Dixon (S. B.)	402.5	53.0	26.2	Portland	Naples	Wheat	8,500	8,500	8,500
Haxtum	6	8.48	6	10.07	6	18.10	7	10.55	American	Standard Oil Co.	425.8	57.0	27.9	San Francisco	Philadelphia	Lubricating oil	8,500	8,500	8,500
S. C. T. Dood	6	9.30	6	11.47	6	21.25	6	21.25	American	United States Navy	110.0	16.0		Punta Arenas	Cristobal		7,447	6,579	5,072
No. 285*	6	11.55	6	13.11	6	23.00	7	2.20	British	Nautilus Steam Shipping Co.	396.0	56.2	23.6	Balboa	Cristobal		7,447	6,579	5,072
Lime Branch	8	18.15	7	6.47	7	13.30	7	13.30	American	United States Navy	150.0	58.5	25.0	Auckland	Falmouth	Frozen meat, etc.	4,804	8,317	5,531
R-24*	8	18.15	7	6.47	7	13.30	7	13.30	British	Blue Funnel Line	150.0	57.1	24.0	Port Pirie	London	General	9,000	8,317	5,531
Albionstar	12	8.21	7	7.27	7	15.50	7	20.35	British	Scottish Shire Line	485.6	41.6	17.0	Corinto	Colon	General	350	2,332	1,602
Berwickshire	6	6.00	7	8.09	7	17.05	7	20.00	British	British Admiralty	283.0	37.0	15.4	Valparaiso	Cristobal	General	796	5,192	3,593
Cambrian	5	6.00	7	8.30	7	17.00	7	20.18	British	Pacific Mail Steamship Co.	384.9	46.7	10.0	Svalbay	Genoa	General	6,000	8,975	6,437
San Jose	7	15.45	8	6.30	8	13.45	8	16.35	Italian	La Veloce Line	460.0	58.2	23.0	Valparaiso	London	Frozen, general	7,400	6,741	4,804
Bologna	7	15.30	8	7.20	8	16.35	8	21.40	British	Federal Steam Navigation Co.	411.5	54.3	23.8	Vancouver	Birkenhead	Railroad ties	3,006	2,940	1,976
Suffolk	8	1.00	8	8.01	8	16.35	8	17.20	Canadian	Canadian-Western S. S. Co.	404.6	53.0	20.0	Punta Arenas	Falmouth	Nitrates	5,000	2,940	1,976
City of Victoria	8	3.00	8	8.48	8	17.20	9	19.25	American	W. R. Grace & Co.	253.4	43.6	13.0	Valparaiso	New York	Nitrates	222	1,357	854
Santa Rosa	7	7.00	8	9.44	8	17.20	8	19.22	American	American Metal Transp. (S. B.)	216.0	35.1	11.0	Guayaquil	Cristobal		6,205	6,205	6,205
Lake Elkhater	7	20.00	8	12.20	8	19.22	8	22.20	British	Pacific Steam Navigation Co.	391.7	51.6	23.6	Valparaiso	Genoa		6,205	6,205	6,205
Manavi	8	11.40	8	12.50	8	19.25	8	20.25	Italian	Socie. Nazionale di Nav.	391.7	51.6	23.6	Valparaiso	Genoa		6,205	6,205	6,205
Ansaldo San	7	14.00	8	13.20	8	19.52	8	23.30	Italian	Socie. Nazionale di Nav.	391.7	51.6	23.6	Valparaiso	Genoa		6,205	6,205	6,205
Giorgio II	7	14.00	8	13.20	8	19.52	8	23.30	Italian	Socie. Nazionale di Nav.	391.7	51.6	23.6	Valparaiso	Genoa		6,205	6,205	6,205

6 British light cruiser, 7 For orders. 8 Flour, barley, rice, gum, lentils, peas, beans, etc. 9 Nitrate, copper, glu, and cocoa beans. 10 Long tons. 11 Ecuadorian produce. 12 Chilean and Peruvian produce. 13 3,808,744 feet B. M., 550 tons. 14 Vanadium and cocoa beans. 15 Nitrates, copper, and general. 16 Flour, beans, and sugar. 17 3,808,744 feet B. M., 550 tons. 18 Long tons. 19 Nitrates, copper, glu, and cocoa beans. 20 Long tons. 21 Ecuadorian produce. 22 Chilean and Peruvian produce. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian. (Continued on page 320, column 2.)

### Commercial Radio Communication.

NAVY DEPARTMENT, UNITED STATES NAVAL COMMUNICATION SERVICE,  
OFFICE OF DISTRICT COMMUNICATION SUPERINTENDENT,  
FIFTEENTH NAVAL DISTRICT,  
BALBOA, C. Z., January 8, 1921.

#### CIRCULAR 1 PB-21.

The Naval Communication Service through an arrangement with the Auditor of The Panama Canal, is now prepared to receive at Colon radio station at any hour of the day or night, commercial messages destined to ships in the Pacific Ocean and at Balboa radio station, commercial messages to ships in the Atlantic Ocean. These messages will carry the regular land wire charge of 2 cents per word for the first 10 words and 1 cent a word, thereafter, in addition to the radio station and the ship charges, with a minimum charge of 20 cents.

Balboa radio station is now handling the Central American traffic with Bocas and Limon radio stations, which was previously taken care of by Colon radio station. For the present no additional land wire charge will be made for messages filed in Colon and delivery of messages destined for Colon and Cristobal will be effected by the Colon radio station.

D. F. PATTERSON,  
*Lieutenant-Commander, U. S. N.,*  
*District Communication Superintendent.*  
*Fifteenth Naval District.*

#### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the two weeks ended January 8:

Launch *Captain Wilhelm*, hull repairs and installation of new engine, steamship *Marne*, general repairs and rebuilding, dredge *No. 84*, general repairs; tug *Bohio*, general repairs and rebuilding; launches *Limon*, general repairs and overhauling; *Santa Rita*, rebuilding; barges *Nos. 134 and 135*, general repairs; submarine *R-24*, periodical overhaul; schooner *Astoria*, small miscellaneous repairs to engine and crankshaft; mine yawl *No. 101*, hull repairs and overhauling of engine; U. S. S. *Frederick*, overhauling of refrigerating machine; steamships *Ardmore*, heavy engineer's department repairs; *Eastern Mariner*, miscellaneous repairs, engineer's department; tug *Genesee*, miscellaneous minor repairs; steamship *Mina Brea*, miscellaneous heavy repairs; motor schooner *Laura C. Hall*, light repairs to exhaust manifold; steamships *Eastern Temple*, repairs to suction line holds and bilge boards; *Lake Filbert*, manufacture piston rings; U. S. S. *Neches*, miscellaneous boiler repairs; tug *Mariner*, docking, staging, cleaning, and painting, and miscellaneous repairs; launch *Captain Wilhelm*, hull repairs and installation of new engine; U. S. S. *Tacoma*, miscellaneous repairs; steamship *Bahia Castillo*, repairs to main engine and starboard tail shaft; submarine *S-7*, periodical overhaul; subchaser *No. 284*, docking and miscellaneous repairs; yacht *Genesee*, fastening plates for hatch; steamships *Caddo*, repairs to oil heaters; *Quabbin*, welding anchor windlass clutch bracket.

The following vessels were at the Cristobal shops for repairs during the two weeks ended January 10:

Steamships *General G. W. Goethals*, *General O. H. Ernst*, *Allianca*, *Cristobal*, *Panama*, *Ulysses*, and barge *Mamei*, miscellaneous repairs and painting to engine, deck, and steward departments; steamships *Bahia Castillo*, overhaul circulating pump; adjust H. P. and L. P. crank brasses, etc.; *Gold Star*, general overhaul and alterations; U. S. S. *Favorite*, repair steering gear; dredge *No. 86*, repair cutter engine, main engine, pumps, spud well, etc.; tugs *Ajax*, test crank, thrust, and tail shafts, repair boiler, capstan, piping, etc.; tug *St. Eneador*, repair stanchions and beading; install lines on main engine, etc.; steamships *Ulua*, *Point Bonita*, *Metapan*, *Creole State*, *Caribbean*, *Huasco*, schooner *Jessie Nell*, tug *Porto Bello*, minor repairs; steamships *Achilles* and barge *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; steamship *Salvador*, repair reversing engine, boilers, hatches, hatches, etc.; tug supply *No. 1*, repair sanitary pump; launch *Activo*, overhaul engine; steamships *Reaper*, repair dynamo, winch, condenser, etc.; *Sussex*, furnish labor and material in connection with salvage; *Crijnsen*, turn up commutator, repair piping, tank, etc.; U. S. A. T. *Buford*, weld furnace, make coupling bolts, shuttle valves, fire tools, etc.; steamship *Ecremont Castle*, repair blower engine and copper

pipe; steamship *Tolosa*, U. S. S. *Favorite*, steamship *Quilpue*, launch *Hibiscus*, steamship *Parismina*, wrecking barge *No. 91*, launch *No. 11*, steamship *City of Victoria*, U. S. A. junior mine planter, *First Lieut. H. G. Douglas*, steamships *Ebro*, and *San Jose*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending January 8, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Pastores	United Fruit Co.	December 26.	December 26.	29	1
Laura C. Hall	Pacific Metals Corporation	December 26.	December 26.		13
Caribbean	Panama Railroad Cattle Industry	December 26.	December 26.		1
Maoris	French Line	December 26.	December 26.		230
Acajutla	Pacific Steam Navigation Co.	December 27.	December 27.		587
Alexandrian	Leyland Line	December 27.	December 27.		46
Peru	Pacific Steam Navigation Co.	December 28.	December 28.		1,072
Chile	Pacific Steam Navigation Co.	December 26.	December 26.	602	
Jamaica	Pacific Steam Navigation Co.	December 26.	December 26.	30	
Esequibo	Pacific Steam Navigation Co.	December 27.	December 28.	22	(*)
Point Adams	Pacific Mail Steamship Co.	December 28.	December 29.		1,288
Ulua	United Fruit Co.	December 28.	December 29.	749	23
Point Bonita	Pacific Mail Steamship Co.	December 28.	December 29.	191	(*)
Gen. G. W. Goethals	Panama Railroad Steamship Line	December 28.	December 28.	2,571	
Heredia	United Fruit Co.	December 28.	December 29.	379	115
Huasco	Chilean Line	December 28.	December 30.	419	272
Metapan	United Fruit Co.	December 29.	December 29.	1	1½
Caldas	Caribbean Steamship Co.	December 29.	December 30.	150	(*)
Ucayali	Peruvian Line	December 29.	December 30.		1,425
Cauca	Pacific Steam Navigation Co.	December 29.	December 30.		204
Ulv	Five-Continent Steamship Co.	December 29.	December 30.	355	(*)
Allianca	Panama Railroad Steamship Line	December 30.	December 30.	16	
Caribbean	Panama Railroad Cattle Industry	December 30.	December 30.	210	
Panama	Panama Railroad Steamship Line	December 31.	December 31.	3,201	
Ulysses	Panama Railroad Steamship Line	December 31.	December 31.	12,008½	
Mamei	Panama Railroad Steamship Line	December 31.	December 31.	7,525	
Cristobal	Panama Railroad Steamship Line	December 31.	December 31.	9,387½	
Salvador	Pacific Steam Navigation Co.	January 1.	January 1.	99	
Pacific	Johnson Line	January 1.	January 2.	43	
Ulua	United Fruit Co.	January 2.	January 2.	39	1
Jamaica	Pacific Steam Navigation Co.	January 2.	January 2.		680
Caribbean	Panama Railroad Cattle Industry	January 2.	January 2.		½
Ortega	Pacific Steam Navigation Co.	January 2.	January 3.	281	(*)
Point Judith	Pacific Mail Steamship Co.	January 3.	January 4.	682	46
Chile	Pacific Steam Navigation Co.	January 3.	January 5.		589
Tolosa	United Fruit Co.	January 3.	January 5.	549	½
Parismina	United Fruit Co.	January 3.	January 6.	1,216	82
Carrillo	United Fruit Co.	January 5.	January 6.	28	364
Panama	Panama Railroad Steamship Line	January 5.	January 7.		1,368
Point Lobos	Pacific Mail Steamship Line	January 5.	January 7.	12	964
Reaper	Texas Oil Co.	January 5.	January 7.	9,000	(*)
Quilpue	Pacific Steam Navigation Co.	January 6.	January 8.	264	757
Quilpue	Pacific Steam Navigation Co.	January 6.	January 8.	70	1,003
Caribbean	Panama Railroad Cattle Industry	January 6.	January 8.	202	
Crijnsen	Royal Dutch West India Mail	January 7.	January 7.	14	
San Jose	Pacific Mail Steamship Co.	January 8.	January 8.	403	
Achilles	Panama Railroad Steamship Line	January 8.	January 8.	12,025½	
Darien	Panama Railroad Steamship Line	January 8.	January 8.	7,455½	
Agadir	Pacific Steam Navigation Co.	January 8.	January 8.	150	
Bologna	Italian Line	January 8.	January 8.	31	
Manavi	Pacific Steam Navigation Co.	January 8.	January 8.	222	

\* Barge.

\* No cargo laded.

### Quarantine Regulations for Aircraft.

THE PANAMA CANAL, BALBOA HEIGHTS, C. Z., January 3, 1921.

CIRCULAR No. 626-8:

By virtue of the authority contained in Executive Order of March 31, 1920, published as Panama Canal Circular No. 601-110, the following is added as paragraph 91 of General Quarantine Instructions, published as Panama Canal Circular No. 626-6:

"91. The term vessels as used in these instructions shall be held to include aircraft."

JAY J. MORROW,  
Acting Governor.

### The "Bahia Castillo" Carrying Englishwomen to Settle in Australia.

The British steamship *Bahia Castillo* arrived at Cristobal on December 28 from London, via Bermuda and Kingston, bound for Sydney and Melbourne with 59 first-class, 170 second-class, and 288 third-class passengers, of whom the greater part are young Englishwomen who are the wives or fiancées of Colonial soldiers and are going out to Australia to make their homes. There are 306 women, 85 children under 16 years of age, and 126 men among the passengers. The *Bahia Castillo* served as a troopship during the World War. She is an ex-German vessel, of 9,949 gross tons, 491 feet 6 inches in length by 59 feet 3 inches beam.

After clearing the Canal the *Bahia Castillo* developed trouble with the packing ring in the stern tube around the starboard propeller shaft, with considerable leakage into the shaft alley, and returned to Balboa, where she went into dry dock on January 3. New rings were made at Balboa shops, the springs which hold them in place were renewed, and the vessel sailed again in the morning of January 9. During their stay many of the passengers were entertained in the homes of Canal employees.

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### Out to "The Boy."

In connection with the stay of the *Bahia Castillo*, a Canal employee has contributed the following impression to THE PANAMA CANAL RECORD:

In your dry official way you will state in THE PANAMA CANAL RECORD that the Australian troopship, the *Bahia Castillo*, passed through the Canal on December 31, en route from London to the antipodes with a passenger complement of 520 people. That will be your utterly prosaic statement of this event—the habitual manner of speaking of similar happenings. But you need to sit on the hatch of the vessel somewhere down there where you will be surrounded by the 2d class and the 3d class passengers; need to show yourself as possibly a bit more human than is your ordinary manner before you can know much about this particular trip of the *Bahia Castillo*. This is better exemplified if you have a wee bit "cuttie" growling in your pipe, a tendency to permit the kiddies to sprawl over and round you without molestation—a slight burr-ish accent will help, and you'll be a human magnet among them if you can manage to refer casually to the "bloomin' hather." For it's that way with them—they're largely kin to one Robbie Burns.

A first impression of them is a somewhat pathetic one; but it rubs off readily. You feel more and more pathetic as you go down and down from the main deck to where they really are. Arrived there, and properly ingratiated, it is forgotten; It doesn't matter so much that they're closely quartered, uncomfortable a good bit; and that they're sort of "by-and-large" crowd, some of the kempt with the unkempt, so to speak. A crowd of your own making couldn't be different—you wouldn't really want it to be.

It is far from carnal to let your eye guide you as among them. It's just human. You could tell those lassies who are going out on the great adventure to the antipodes as though they were resplendently labeled; tell them down on the lower decks of the *Bahia Castillo* just as well as though in de-luxe surroundings. In fact, they'll tell you themselves. I sort of like that; I think you would. It's better for the world that way. That's why, in a momentous way, that this trip of the *Bahia Castillo* can not be stated officially; it's a "bridal special," en route from maidenhood in England, Scotland, and thereabouts, to glimmering, glittering, resplendent, rosy-hued matrimony in the celestial antipodes. Too many words. Not a bit. You would say it just that way yourself, sitting there on the lower hatches among them and letting the spirit of it soak into you. I digress to say, not as an alienist but as a human, that something's wrong with matrimony unless there's just about this degree of enthusiasm attached to it.

Incidentally, they are going out to Australia and New Zealand; primarily, they are en route by the quickest possible passage to "the boy." I don't know why in every case he's "the boy;" but if he's that to them, it's all right with me; if you refer to him as "fiancé," that's all right, too. As an interviewer, one would not succeed among them in attaining any idea or description of "the boy." In letting them interview you, one comes to know that he is Scotch, English, Australian, New Zealander, Canadian,

American (in remote cases), as may be; you're compelled to believe that he's a prince of a chap, that in most cases he came over to fight the Hun and succeeded in having shot at least one arrow without fiendish intent. All wars have this saving incident. And the war note is made more dominant in this case by the fact that Wilhelm, once of Imperial notoriety, furnished the *Bahia Castillo* to the British Commonwealth; not willingly, nor for a bridal ship.

No Scotch lassie, nor English lassie gushes; not even over "the boy." I like that, too. Right away you arrive when they tell you about him; not without a good degree of enthusiasm jumbled up with some fine pride, to be sure; but wholesomely. I found him to be all manner of men. It was hard to imagine that one among them, yecept affectionately as "Tommy," would find a farmer lad and a marriage license awaiting her at Tasmania. But even so. It seemed good to me that he wasn't an "agriculturist," nor a "rancher," just a farmer; and, bless you, it was all right with her, quite all right. Others equipped with marriage licenses would be "cl-a-rks," railroad men, all kinds of them. It is best for the world that way.

Few bridal specials are sidetracked, fewer dry-docked; and no roseate hue is reflected from the side walls of Balboa dry dock, not if you are strictly analytical as to surroundings. Likewise if you are 5 weeks out from home with 5 weeks more to go before you get to "the boy," quite reasonably you become aggrieved; by synchronous stages you arrive at peevishness of the disagreeable sort, when your "Special" is delayed. This may have existed with them; but it was not in evidence. Closely, and in many instances rather disagreeably, quartered and surrounded, they were taking the inevitable with a fine and saving grace. You caught that, if nothing else, from them. They clung with their fine native intensity to the main objective. Brides, either de-facto or prospective, assume, too, certain rights, as I have known them; the essential one being that they are entitled to the best; not 2d or 3d class facilities in traveling, to be sure. They reflected a different, even a better concept of it, these lassies from the bairns and dells and downs. It was best exemplified when they sang one of their own home songs, "I've a Wee Bit Hoosie Waitin'." Passage money is the same as any other money, they had no hesitancy in admitting it; and "the boy" was to have some little thrill of pride when he discovered that she had willingly chosen cheaper passage than he had provided, wasn't he? Homes, and nations, and worlds are not better founded than on these lines.

Reluctantly I turn from the brides to note the "others present." Chiefly there were families in process of reassembling. Wives and children returning to their homes, the kiddies bearing up well under the strain of a long and tiresome voyage; husbands, Army officers, civilians, and interspersed here and there an entire family voyaging out to a new world. An homogeneous assemblage of 520 crusaders, such as no nation other than Britain furnishes. Many similar voyages pass us here. By a turn of fate the *Bahia Castillo* becomes distinctive, and accentuates something of a world service not ordinarily accredited to The Panama Canal, difficult in the analyzing, intangible in accomplishments; but the human influence measured, in units not connected with traffic reckoning. Our's is not, to be sure, the only route, but it is worth while that we get them home somewhat quicker and maybe a bit cheaper; worth while, too, that now and then they tarry a bit with us, and reciprocally the clans have the opportunity of commingling.

The wisdom of the world frets and fumes in an attempt to adjudicate the differences of mankind; instinct, without wisdom, concludes that the best antidote is the enhanced intimacy of the peoples.

### Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective January 1, 1921:

Commodities.	Unit.	Price.
Brass, bar.....	Lb.	\$0.44
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	.375
Cement, at Panama:		
Including bag and surcharge.....	Bag	2.11
Credit for empty bag returned.....	Bag	.25
Cement, at Colon:		
Including bag and surcharge.....	Bag	1.95
Credit for empty bag returned.....	Bag	.25
Charcoal.....	Cwt.	1.63
Copper, bar.....	Lb.	.44
Gasoline, motor grade, in drums.....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	93.75
Lumber, ceiling, siding, and flooring, 1" x 6".....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	143.75

Lumber, native, prices per 1,000 feet board measure:

Kind.	ROUGH.		DRESSED.	
	Green.	Kilned.	Green.	Kilned.
Almendra.....	\$196.25	\$118.75	\$115.00	\$127.50
Alcavu.....	87.50	100.00	96.25	108.75
Alcareto.....	106.25	118.75	115.00	127.50
Amargo.....	105.25	118.75	115.00	127.50
Bateo.....	62.50	75.00	71.25	83.75
Cedro Amargo.....	106.25	118.75	115.00	127.50
Caoba Blanca.....	87.50	100.00	96.25	108.75
Guayacan.....	137.50	150.00	146.25	158.75
Maris.....	62.50	75.00	71.25	83.75
Pilon.....	75.00	87.50	83.75	96.25
Roble.....	62.50	75.00	71.25	83.75
Mangie Colorado.....	106.25	118.75	115.00	127.50
Nispero.....	137.50	150.00	146.25	158.75

Notes:

1. Second grade Alcavu..... \$68.75
2. Second grade Caoba Blanca..... 68.75
3. Second grade Cedro Amargo..... 93.75
4. Almendra, special..... 75.00
5. Alcareto, special..... 75.00
6. Amargo, special..... 75.00
7. The charge for dressing and kiln-drying the same for second grade as first grade.
8. The charge for dressing 2 sides or 4 sides lumber the same.

Commodities.	Unit.	Price.
Metal, yellow.....	Lb.	\$0.375
Nuts, iron, machine, hexagon.....	Lb.	.69
Nuts, iron, machine, square.....	Lb.	.225
Nails, common wire.....	Lb.	.13
Nails, galvanized.....	Lb.	.15
Oakum, navy, spun.....	Lb.	.20
Oakum, navy, unspun.....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl of 42 gals	3.50
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge.....	Bbl of 42 gals	3.75
Oils, greases, and lubricants:		
Oil, air, compressor cylinder.....	Gal.	.575
Oil, ammonia cylinder.....	Gal.	.685
Oil, burning.....	Gal.	1.56
Oil, cylinder, dark, marine.....	Gal.	1.125
Oil, cylinder, dark, marine.....	Gal.	1.25
Oil, ice, machine, steam.....	Gal.	1.00
Oil, engine, dynamo.....	Gal.	.79
Oil, engine, in tins.....	Gal.	.69
Oil, engine, in barrels.....	Gal.	.65
Oil, gas, engine, heavy, in barrels.....	Gal.	1.05
Oil, gas, engine, in cases, heavy.....	Gal.	1.175
Oil, gas, engine, in drums, medium.....	Gal.	.66
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins (cases).....	Gal.	.45
Oil, linseed, boiled.....	Gal.	2.50
Oil, linseed, raw.....	Gal.	2.19
Oil, locomotive engine.....	Gal.	.59
Oil, lard.....	Gal.	2.125
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.625
Oil, marine engine.....	Gal.	.44
Oil, marine engine.....	Gal.	.75
Oil, marine engine.....	Gal.	1.02
Oil, mineral seal.....	Gal.	.375
Oil, nonliquid.....	Lb.	.66
Oil, stationary engine.....	Gal.	.49
Oil, sperm.....	Gal.	2.875
Oil, gas engine motor, heavy.....	Gal.	.94
Oil, signal.....	Gal.	1.40
Oil, valve.....	Gal.	.075
Oil, car.....	Gal.	.34
Grease, black zeer.....	Lb.	.115
Grease, yellow cup, No. 3.....	Lb.	.14
Grease, yellow cup, No. 5.....	Lb.	.17
Grease, rod, special.....	Lb.	.25
Grease, tunnel bearing.....	Lb.	.215
Tallow.....	Lb.	.225
Turpentine.....	Gal.	2.40
Turpentine, substitute.....	Gal.	.69
Vaseline.....	Lb.	.18
Paint, lead, white, dry.....	Lb.	.175
Paint, lead, white, in oil.....	Lb.	.175
Paint, white, zinc, dry.....	Lb.	.225
Paint, white, zinc, in oil.....	Lb.	.21
Paint, zinc, 35 per cent in oil.....	Lb.	.19
Rivets.....	Lb.	.19
Rope, Manila, 1/2" diameter.....	C. ft.	.69

Commodities.	Unit.	Price.
Rope, Manila, $\frac{3}{8}$ " diameter.....	C. ft.	\$1.50
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	2.50
Rope, Manila, $\frac{3}{4}$ " diameter.....	C. ft.	4.185
Rope, Manila, $\frac{7}{8}$ " diameter.....	C. ft.	5.075
Rope, Manila, 1" diameter.....	C. ft.	7.00
Rope, Manila, 1 $\frac{1}{8}$ " diameter.....	C. ft.	8.75
Rope, Manila, 1 $\frac{1}{4}$ " diameter.....	C. ft.	12.90
Rope, Manila, 1 $\frac{3}{8}$ " diameter.....	C. ft.	19.60
Rope, Manila, 1 $\frac{1}{2}$ " diameter.....	C. ft.	26.81
Rope, Manila, 2" diameter.....	C. ft.	31.44
Rope, Manila, 2 $\frac{3}{4}$ " diameter.....	C. ft.	51.50
Rope, Manila, 3" diameter.....	C. ft.	76.25
Rope, Manila, 3 $\frac{1}{2}$ " diameter.....	C. ft.	91.25
Rope, Manila, 4" diameter.....	C. ft.	124.125
Soap, laundry.....	Lb.	.175
Soda, ash.....	Lb.	.05
Steel, bar.....	Lb.	.09
Steel, spring.....	Lb.	.21
Steel, cold, rolled, round.....	Lb.	.20
Steel, sheet.....	Lb.	.06
Steel structural (angles, beams, etc.).....	Lb.	.06
Tin, block.....	Lb.	.69
Tin, Banca.....	Lb.	.625
Tin, sheets.....	Lb.	.225
Washers, cut.....	Lb.	.15
Waste, colored.....	Lb.	.21
Waste, white.....	Lb.	.21
Zinc, boiler plate, $\frac{3}{8}$ " x 6" x 12".....	Lb.	.17

### Importation of Automobiles of American Manufacture into the United States.

The Chief of the Division of Civil Affairs authorizes the following:

American employees of The Panama Canal going to the United States, occasionally take with them uncrated motor vehicles of American manufacture for their personal use while in the United States, which they have imported into the Canal Zone or the Republic of Panama. Two cases have been reported recently in which employees were required to make deposits or produce bonds for the purpose of guaranteeing that the vehicles would again be exported from the United States.

In order that employees of The Panama Canal might be advised of the regulations covering the return of motor vehicles of American manufacture to the United States, the matter was taken up with the Division of Customs of the United States Treasury Department, and the following statements are quoted from a letter dated December 27, 1920, from the Chief of that Division:

While articles of American manufacture exported from and returned to the United States are entitled to free entry under the provisions of paragraph 404 of the Tariff Act of October 3, 1913, such products must be returned without having been advanced in value or improved in condition while abroad and must be capable of being identified as American goods.

The general practice in force at New York, which the Treasury Department approves, is as follows: In case an automobile is brought in on the same vessel with the owner and is clearly entitled to free entry as of domestic manufacture, it is passed free of duty as part of the owner's baggage. When a motor vehicle arrives separately as freight, an entry is required, in which case it is necessary to produce the evidence required under the Department's regulations. An invoice of returned American goods and declaration of foreign exporter is necessary to cover such a shipment, and it is also necessary for the consignee to have record evidence of the exportation of the vehicle from the United States. In case the record evidence of exportation can not be furnished, collectors of customs have authority under the provisions of Article 334, United States Customs Regulations of 1915, to waive the production of such record evidence upon the importer's affidavit. This may be done provided the Appraiser reports the automobile to be of American manufacture, not improved in condition while abroad. Ordinary repairs which simply restore a motor vehicle to its condition when exported from the United States, are not considered an advance in value.

A copy of the regulations governing the return of domestic products to the United States, which goes into the matter at greater length, was also received with the above-mentioned letter. These regulations may be referred to by calling at room 305, Administration Building, Balboa Heights. Statement is also made in the above-referred-to letter that the Collector of Customs at New Orleans, La., has been furnished with a copy of the letter in question for his information and guidance.

The Chief of the Division of Customs also stated that it is probable that in the cases where importers have been required to make deposits or produce bonds, the automobiles had been advanced in value or their proof of American origin could not be furnished.

### 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 Board of Civil Service Examiners, Balboa Heights (telephone 286):

Apprentice plate printer (male and female); \$1.54 per diem; form 304; age, 16 years but not 18 years; vacancies exist in the Bureau of Engraving and Printing, Washington, D. C., February 9, 1921.

Assistant examiner, Patent Office (male and female); \$1,500 a year; form 1312; age, 20 but not 70 years; vacancies exist in the Patent Office, Washington, D. C.; February 9, 10, 11, 1921.

Dental interne (male and female); \$1,200 a year; form 1312; age, 20 but not 70 years; vacancies exist in St. Elizabeth's Hospital, Washington, D. C.; February 9, 1921.

Educational director, \$1,800 to \$2,400 a year; teachers, \$1,600 to \$2,400 a year (male and female); form 2118; announcement No. 570-amended; age, within reasonable age limits; vacancies exist under the Federal Board for Vocational Education, Public Health Service; May 3, 1921.<sup>1</sup>

Electrical instrument maker (male and female); \$1,500 a year; form 1800; age, 20 but not 50 years; vacancies exist in the Signal Service at Large, Washington, D. C.; Camp Alfred Vail, N. J.; February 8, 1921.<sup>2</sup>

Expert appraiser, estate tax division (male and female); \$3,000 to \$4,000 a year; form 2118; announcement No. 49; age, 30 but not 55 years; vacancies exist in the Bureau of Internal Revenue, Treasury Department; February 8, 1921.<sup>1</sup>

Fuel engineer, \$2,500 to \$4,200 a year; assistant fuel engineer, \$1,800 to \$2,500 a year; junior fuel engineer, \$1,620 to \$1,800 a year (male and female); form 2118; announcement No. 46; age, within reasonable age limits; vacancies exist in the Bureau of Mines, Department of Interior, Pittsburgh, Pa.; February 1, 1921.<sup>1</sup>

Hydrographic and topographic draftsman (male and female); \$1,600 to \$2,000 a year; form 1312; announcement No. 375-amended; age, within reasonable age limits; vacancies exist in the field service of the Coast and Geodetic Survey.<sup>2</sup>

Junior drainage engineer, \$1,200 to \$1,920 a year (male and female); form 1312; announcement No. 463; age, under 30 years; vacancies exist in the Bureau of Public Roads, Department of Agriculture; February 9, 1921.

Laboratory assistant, senior grade, \$1,320 to \$1,500 a year; intermediate grade, \$1,200 to \$1,320 a year; junior grade, \$1,080 to \$1,200 a year (male and female); form 1312; announcement No. 41; age, 18 but not 40 years; vacancies exist in the Bureau of Mines, Department of the Interior, Pittsburgh, Pa.; April 5, 1921.<sup>1</sup>

Lockmaker (male and female); \$3.75 per diem; form 1800; announcement No. 30; age, 20 but not 50 years; vacancies exist in the Equipment Shops of the Post Office Department; February 1, 1921.<sup>1</sup>

Multigraph operator (male and female); \$1,000 to \$1,200 a year; form 304; age, 18 but not 55 years; vacancies exist in the Departmental Service, Washington, D. C.; February 9, 1921; April 13, 1921.

Senior instructor, \$1,800 to \$3,600 a year; instructress, \$1,500 to \$3,000 a year (male and female); form 1312; age, within reasonable age limits; announcement No. 389-amended; vacancies exist in the War Department; February 1, 1921.<sup>1</sup>

Tabulator and computer, \$1,200 to \$1,800 a year (male and female); form 1312; age, 18 but not 70 years; vacancies exist in the Bureau of Crop Estimates, Department of Agriculture; February 9, 1921.

Associate engineer, \$2,000 to \$2,800 a year; assistant engineer, \$1,400 to \$1,800 a year (male and female); form 1312; announcement No. 372-amended; age, below 50 years; vacancies exist in the Bureau of Standards, Department of Commerce.<sup>2</sup>

Ethnologist, \$1,800 a year (male and female); form 2118; age, 25 but not 50 years; vacancies exist in the Smithsonian Institution; February 21, 1921.<sup>1</sup>

Plant propagator, \$1,800 a year (male and female); age, 25 but not 55 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture; February 23, 1921.

Technical instructor (chief machinist); \$2,000 to \$2,200 a year (male and female); form 1312; announcement No. 44; age, 21 but not 50 years; vacancies exist in the Ordnance Department at Large, February 8, 1921.<sup>1</sup>

<sup>1</sup>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 day.

<sup>2</sup>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 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:

#### DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Joseph Cumberbatch..	25806	Barbados.....	Colon.....	Panama Railroad Co...	Dec. 12, 1920.
Daniel Davis.....	48148	Antigua.....	Colon.....	Panama Railroad Co...	Dec. 11, 1920.
Joseph Lawrence.....	24105	Jamaica.....	Camp Bierd.....	Panama Railroad Co...	Dec. 11, 1920.
Marcelino Alberto..	30146	St. Lucia.....	Panama.....	The Panama Canal....	Nov. 23, 1920.
Thomas Fredericks, <i>alias</i> T. Frederik....	31251	Bermuda.....	Colon.....	Electrical Division....	Dec. 29, 1920.
Thomas Mullins, <i>alias</i> J. Mullen.....	44028	Barbados.....	Panama.....	Dredging Division....	Dec. 24, 1920.
Joseph Rymple.....	35105	Barbados.....	Colon.....	Mechanical Division...	Dec. 30, 1920.
Joseph Wint.....	24729	Barbados.....	Cristobal.....	Marine Division.....	Dec. 23, 1920.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
James Brown.....	22452	Jamaica.....	Panama.....	The Panama Canal..	Dec. 4. 1920.

**Official Circulars.**

**Property Returns Under Supervision of Property Bureau.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 28, 1920.

To all concerned—Effective January 1, 1921, the property returns for all accountable officials who do not have offices in the Administration Building, and who have gold property clerks, will be prepared in their offices under the supervision of the Property Bureau.

The Property Bureau will assist and direct field property clerks and others in the custody of property in the proper methods of accounting and caring for the property in their charge, will check their work to see that property records are correct and handled in accordance with regulations, will assist in taking inventories of property as required, and will as near as possible establish uniform methods of accounting for property in the field for all divisions.

JAY J. MORROW,  
*Acting Governor.*

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 30, 1920.

CIRCULAR No. 275:

Effective January 3, 1921, Mr. G. V. Barril is designated an accountable official of The Panama Canal, *vice* Mr. F. E. Holleran, and as such will account for all nonexpendable property in use by the Division of Fortifications.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Accountable Officials.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., December 30, 1920.

CIRCULAR No. 276:

Effective January 1, 1921, the following are designated accountable officials of The Panama Canal and as such will account for all nonexpendable property in use by the divisions listed after their names:

EXECUTIVE DEPARTMENT.

- Mr. A. R. Lang, Division of Schools.
- Mr. Guy Johannes, Police and Fire Division.
- Mr. C. H. Calhoun, Division of Civil Affairs.

PANAMA RAILROAD COMPANY.

- Mr. M. C. Connolly, Roadmaster.
- Mr. R. B. Walker, R. & F. Agent.
- Mr. T. W. McFarlane, Coaling Plants.

HEALTH DEPARTMENT.

- Col. L. T. Hess, Ancon Hospital.
- Maj. T. J. Leary, Colon Hospital.
- Dr. Louis Wender, Corozal Hospital.

SUPPLY DEPARTMENT.

- Mr. J. McEwen, Hotel Tivoli.
- Mr. Andrew Johnston, Hotel Washington.
- Mr. Carl Strom, Hotel Aspinwall.

Mr. C. A. McIlvaine, Mr. S. W. Heald, Col. H. C. F.sher, and Mr. R. S. Watson will be relieved of accountability for that part of their

property in use by the divisions listed above upon effecting a transfer to the parties designated, but will continue to be accountable for the remainder of the property in use by their respective departments.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Motor Transportation Rates.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 3, 1921.

To all concerned—Effective February 1, 1921, the following motor transportation rates will be charged against Departments and Divisions of The Panama Canal. This supersedes previous circulars:

	New rate.	Old rate.
Jitneys.....	\$1.00	\$1.00
Ford ½-ton delivery.....	.80	.75
Ford and form A 1-ton trucks.....	1.10	.80
Ford 1-ton garbage trucks.....	1.25	1.00
1½-ton trucks and Cadillac touring.....	2.20	2.20
2- and 2½-ton trucks.....	2.40	2.40
3½-ton trucks.....	3.00	3.00

A reduction of 33 cents an hour may be made for each Ford truck used without a chauffeur, and \$1.01 an hour for other trucks.

R. K. MORRIS,  
*Chief Quartermaster.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Honorable Discharges from Military or Naval Service.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 3, 1921.

To all concerned—In order that a record may be made on the personnel files in this office, all employees, excepting those who have recently done so, are requested to forward to this office as soon as possible, their honorable discharges from active military or naval service of the United States.

C. A. McILVAINE,  
*Executive Secretary.*

**Sailing of the "Colon."**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
OFFICE OF SUPERINTENDENT,

BALBOA HEIGHTS, C. Z., January 6, 1921.

To all concerned—The steamship *Colon* will sail from Cristobal for New York via Port au Prince, Haiti, on Monday, January 17, at 3 o'clock p. m.

S. W. HEALD,  
*Superintendent.*

**Sale of Steel Flocks and Wooden Booms.**

Bids will be received in the office of the Chief Quartermaster, of The Panama Canal, for all or part of 61 steel blocks and 11 wooden booms, 39 feet long, located at the Cristobal storehouse, on the basis of the first satisfactory offer being received. Descriptions can be obtained upon application.



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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.



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Volume XIV. Balboa Heights, C. Z., January 19, 1921. No. 23.

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## Arrival of United States Fleets.

Following the arrival of 12 of the 14 seaplanes of the air force of the Pacific Fleet on January 15, the main body of the Pacific Fleet arrived at the Pacific entrance on January 17. The battleships *Mississippi* and *New Mexico* and the hospital ship *Mercy* came into the inner harbor; the other vessels anchored in the bay, to the eastward of Naos Island and to seaward of the anchorage of the seaplanes, and the *Mississippi* later returned to the anchorage. Including the seaplanes there are approximately 50 warships in the group.

The vanguard of the Atlantic Fleet, consisting of the tender *Black Hawk* and the destroyers *Wm. B. Preston*, *Barney*, *Blakeley*, *Crowninshield*, *Preble*, and *Bernadou*, comprising Division 19, and destroyers *Satterlee*, *Dahlgren*, *Goldsborough*, *Semmes*, *Graham*, and *Mason*, comprising Division 25, arrived at Cristobal in the morning of January 19 and started immediately to transit the Canal. The remainder of the Atlantic Fleet is expected in the afternoon or night of January 19.

The Atlantic Fleet is to pass through the Canal without delay, and the main forces of both fleets are due to clear from Balboa for Peruvian and Chilean waters in the forenoon of January 22.

## Two Record-size Ships in Balboa Dry Dock in One Week.

The battleship *New Mexico*, flagship of the Pacific Fleet, was placed in dry dock at Balboa in the morning of January 19 for about two days' work, principally in cleaning, scraping, and painting the hull.

The *New Mexico* is the largest ship to have been dry-docked at the Canal. She is 624 feet in length over all (600 feet between perpendiculars), 97 feet 4½ inches in beam, and has a displacement of 32,000 tons. Her length is less than that of the *Von Steuben* (637 feet 3 inches between perpendiculars), which was in the dry dock in January, 1918, but the *New Mexico* exceeds the *Von Steuben* in beam and displacement.

Prior to the docking of the *New Mexico* the largest ship to have been placed in the dry dock at Balboa was the Chilean dreadnaught *Almirante Latorre*, which went in on January 14, 1921, and is only slightly smaller than the *New Mexico*.

The handling of two such record ships in a week is an event in the history of the dry dock. The dock is 1,000 feet in length by 110 feet in width at the entrance and has a depth of 45 feet of water over the keel blocks at ordinary high tide. Like the chambers of the Canal locks, it is capable of handling any ship which has been built to date.

## Arrival of Seaplanes Flying from San Diego.

Twelve of 14 United States Navy seaplanes which started from San Diego for the Canal between 8.20 and 8.50 a. m. of December 30 reached the Pacific entrance at about 4 o'clock in the afternoon of

January 15. The course they followed was about 3,200 nautical miles, covered in 17 days, with 8 intermediate stops. The stops were made at Bartolome Bay, Magdalena Bay, Banderas Bay, Acapulco, Salina Cruz, Gulf of Fonseca, Gulf of Nicoya, and Bahía Honda, Panama.

Two N. C. planes fell out. One was wrecked by a storm, and was sunk by the tender *Mugford's* guns to prevent its becoming a danger to navigation. The other came down on account of engine trouble and has since been recovered.

The performance of the machines is considered highly satisfactory, and something of an event in naval aviation. It is understood that prior to the departure of the force from San Diego bets were offered at heavy odds that the force would not reach Panama with enough planes to form one complete division (6 planes).

The force was made up of 2 divisions of 6 *F-5-L's* and one division of 2 *N. C.'s*. The performance of the *F-5-L's* was 100 per cent.

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#### Visit of the Chilean Squadron.

The dreadnaught *Almirante Latorre* and destroyers *Riveros*, *Uribe*, and *Williams*, British-built vessels acquired by the Chilean Navy, passed through the Canal on January 12 and are now in the harbor at Balboa.

The *Latorre* was in dry dock at Balboa for 48 hours, beginning in the afternoon of January 14. The hull was cleaned and painted below the water line, the fairwaters and rope guards for the 4 propellers were repaired, the rudder and sternpost were riveted, and various other minor repairs were made.

While the battleship was in the dock she was visited and admired by hundreds of residents of the Pacific end of the Canal Zone and of the city of Panama. She is the largest and most powerful warship belonging to Latin America—a vessel of 32,000 tons displacement, 624 feet in length by 92 feet beam, mounting ten 14-inch guns in 5 turrets. Her huge bulk, amply accommodated by the 1,000-foot dry dock, dwarfed a tug which happened to be in the dock, forward of the battleship, to the appearance of a launch. The ponderous framework of the forward mast, the bulky turrets and projecting guns, the squat funnels, the heavy belt of armor, the swell of the capacious hull discovered to the air, gave the beholder a picture of compressed power, of the marvels of modern engineering and construction.

At sunset the ship's guard, armed with rifles, was paraded for retreat. The band, in compliment to the United States, played the "Star Spangled Banner;" and in conclusion, as the flag at the stern fluttered down, played the national anthem of Chile. Below, along the hull, men scraped and painted, singing as they worked. Lights glowed in the gloom far down beneath the vessel; the rapid fire of hammers smote the ear; and the fluctuating glare of an oxy-acetylene torch, cutting and welding down near the keel, in the hands of masked men, added an eerie touch.

During their stay the men have enjoyed shore liberty. A pamphlet, describing the Canal in Spanish and especially prepared by The Panama Canal for the squadron, was furnished to all the members of the personnel.

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended January 15:

Launch *Captain Wilhelm*, hull repairs and installation of new engine; steamship *Marne*, general repairs and rebuilding; dredge *No. 84*, general repairs; tug *Bohio*, general repairs and rebuilding; launches *Limon*, general repairs and overhauling; *Santa Rita*, rebuilding; barges *Nos. 132, 134, and 135*, general repairs; motor ship *Astoria*, small miscellaneous repairs to engine and crankshaft; mine yawls *Nos. 101 and 252*, hull repairs and overhauling of engines; U. S. S. *Frederick*, overhauling of refrigerating machine; steamship *Mina Brea*, miscellaneous heavy repairs; U. S. S. *Neches*, miscellaneous boiler repairs; tug *Mariner*, docking, staging, cleaning and painting, miscellaneous repairs; steamship *Bahia Castillo*, repairs to main engine and starboard tail shaft; submarine *S-7*, periodical overhaul; subchaser *No. 284*, docking and miscellaneous repairs; steamship *Sag Harbor*, repairs to boiler tubes; U. S. S. *Cleveland*, miscellaneous repairs; steamship *S. V. Harkness*, miscellaneous heavy repairs; U. S. S. *Trinity*, C. and R. repairs; steamships *Westboro*, repairs to blower engine; *Donald Mc Kay*, boiler, fuel oil system, pumps and air ejector repairs; *Ansaldo San Giorgio II*, manufacturing 30 bolts; U. S. S. *Dolphin*, small miscellaneous repairs; steamship *Azeus*, repairs to main engine; V. de G. C. *Almirante Latorre*, miscellaneous heavy repairs and docking.

The following vessels were at the Cristobal shops for repairs during the week ended January 17:

Steamships *General Hodges*, *General Goethals*, *Colon*, and *Advance*, miscellaneous repairs and painting to engine, deck, and steward departments; *Arzila*, install sheathing on after bulkhead No. 2 hold, etc.; *Barima*, change from coal to oil burner; repair boiler, oil pumps, etc.; clean bilges; *Palena*, electric weld boiler; repair binacle lamp; U. S. S. *C. 285*, straighten propeller, clean hull, renew copper, etc.; steamship *Sussex*, furnish labor and material in connection with salvage; launch *Active*, overhaul engine; U. S. *Favorite*, repair hull, towing machine, and brake band; renew water cooling system in bilge; launch *Capron*, repair hull, sheathing, engine, pump, etc.; steamship *Ardmore*, repair circulating engine; schooner *Anthony Nichols*, services of diver and sailmakers; steamship *Navarre*, tug *Tavernilla*, steamship *Acajutla*, tug *Porto Bello*, steamship *Caribbean*, launch *Azimuth*, steamships *Hector*, *Cauca*, *North American*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 15, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Crijnsen	Royal Dutch West India Mail		January 9		780
Caribbean	Panama Railroad Cattle Industry		January 9	( <sup>o</sup> )	
Tolca	United Fruit Co.	January 9	January 9	54	( <sup>o</sup> )
Ebro	Pacific Steam Navigation Co.	January 9	January 10	36	( <sup>o</sup> )
Bologna	Italian Line		January 10		8
Salvador	Pacific Steam Navigation Co.		January 10		355
Teviot	Pacific Steam Navigation Co.	January 9		160	
Acajutla	Pacific Steam Navigation Co.	January 10		293	
Arzila	Pacific Steam Navigation Co.	January 10		74	
San Jose	Pacific Mail Steamship Co.		January 11		1,115
Advance	Panama Railroad Steamship Line	January 11	January 13	90	242
Colon	Panama Railroad Steamship Line	January 11		3,052	
Cartago	United Fruit Co.	January 11	January 13	831	6
Atenas	United Fruit Co.	January 12	January 12	( <sup>o</sup> )	( <sup>o</sup> )
Laura C. Hall	Pacific Metals Corporation	January 12	January 12	( <sup>o</sup> )	( <sup>o</sup> )
La Nazarre	French Line	January 12	January 15	86	116
Caribbean	Panama Railroad Cattle Industry	January 13		300	
L. J. Drake	Standard Oil Co.	January 13	January 15	10,000	( <sup>o</sup> )
Calamares	United Fruit Co.	January 13	January 15	550	7
Palena	Chilean Line		January 14	354	
Hector	Royal Dutch West India Mail		January 15	180	
Collegian	Harrison Line		January 15	645	
San Mateo	United Fruit Co.	January 15	January 15	42	( <sup>o</sup> )
Agadir	Pacific Steam Navigation Co.		January 15		1,700
Manavi	Pacific Steam Navigation Co.		January 15		238
Antillan	Leyland Line		January 15	801	

<sup>1</sup> 900 pounds.    <sup>2</sup> 23 pounds.

<sup>3</sup> 195 pounds.

<sup>4</sup> 230 pounds.

<sup>5</sup> No cargo laded.

<sup>6</sup> 905 pounds.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, January 15, 1921.*

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.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Terrier.....	8	14 53	9	6 33	9	14 46	9	15 47	Norwegian.	W. Wilhelmsen.....	400 0	52 0	24 6	Newport News	Mejillones.....	7,124	5,531	3,979
Texas.....	9	3 10	9	7 30	9	15 35	9	14 28	American.	American-Hawaiian Co.....	471 0	57 2	19 8	New York.	Portland.....	3,320	9,154	7,073
Port Hacking...	9	8 59	9	13 31	9	21 18	9	22 35	British.	Commonwealth and Dom. Line	440 5	54 3	28 6	New York.	Sydney.....	6,288	6,885	5,847
West Notus.....	9	13 32	10	6 35	10	14 40	10	19 45	American.	Swavey & Hoyt (S. B.).....	410 0	54 3	19 0	Rio de Janeiro	San Francisco.	2,367	6,583	4,914
Nils.....	9	18 35	10	6 48	10	15 29	10	16 27	Norwegian.	Mayer & Sandsalen Larvik.....	275 0	42 0	18 5	New Orleans	Talara.....	2,350	2,117	1,404
Salvador.....	1	13 43	10	8 15	10	15 34	10	16 21	British.	Pacific Steam Navigation Co.....	217 0	33 0	13 4	Cristobal	Champatico.....	385	1,213	692
Willaro.....	10	7 30	10	8 58	10	16 48	11	8 22	American.	Williams Steamship Co.....	381 0	52 0	24 0	New York	San Pedro.....	7,148	5,680	4,162
Wm. H. Webb..	10	9 16	10	9 50	10	17 55	12	21 00	American.	Barber Steamship Co. (S. B.).....	417 0	54 0	24 0	Philadelphia.	Hongkong.....	7,500	6,528	4,735
Egmont.....	9	23 45	11	6 15	11	14 00	11	15 45	British.	James Chambers & Co.....	410 0	52 0	27 2	New York	Yokohama.....	7,150	6,090	4,389
Castle.....	10	18 40	11	6 20	11	13 00	11	13 00	American.	United States Navy.....	477 0	60 0	27 0	Port Arthur.	Bahoa.....	10,771	.....	.....
Starbuck.....	11	9 36	11	10 45	11	19 10	11	23 40	British.	Blue Star Line.....	420 0	54 0	22 3	Norfolk.	Gisborne.....	.....	.....	.....
San Jose.....	8	13 43	11	12 35	11	20 25	12	14 33	American.	Pacific Mail Steamship Co.....	283 0	37 0	17 8	Cristobal.	San Francisco.	2,352	1,602	.....
Otarua.....	11	6 20	11	12 40	11	21 12	11	22 16	British.	New Zealand Shipping Co.....	430 0	53 0	27 1	Hull	Auckland.....	10,000	7,981	5,513
Cecil County...	11	14 45	12	6 25	12	15 43	.....	.....	American.	Calumbers Shipping Co. (S. B.).....	431 0	59 2	24 8	Tampoco	Bahoa.....	10,000	8,097	5,400
Vikingstar.....	11	18 14	12	6 45	12	14 45	12	19 02	British.	Blue Star Line.....	400 4	52 3	20 4	Glasgow	Auckland.....	6,870	4,909	.....
Admiral.....	10	11 00	12	8 00	12	17 09	.....	.....	Chilean.	Chilean Government.....	625 0	92 0	34 0	Port of Spain.	Valparaiso.	.....	.....	.....
Latorre.....	10	11 02	12	8 03	12	19 10	.....	.....	Chilean.	Chilean Government.....	328 0	35 0	14 0	Port of Spain.	Valparaiso.	.....	.....	.....
Williams.....	10	11 06	12	8 03	12	19 18	.....	.....	Chilean.	Chilean Government.....	328 0	35 0	14 0	Port of Spain.	Valparaiso.	.....	.....	.....
Urbe.....	12-8	12 34	12	8 18	12	17 53	14	17 50	American.	United States Navy.....	310 0	31 0	13 0	Santiago.	San Diego.	.....	.....	.....
McCormick.....	10	11 04	12	8 25	12	18 00	.....	.....	Chilean.	Chilean Government.....	328 0	35 0	14 0	Port of Spain.	Valparaiso.	.....	.....	.....
Riveros.....	10	11 04	12	8 25	12	18 00	.....	.....	Chilean.	Chilean Government.....	328 0	35 0	14 0	Port of Spain.	Valparaiso.	.....	.....	.....
North.....	13	7 57	13	8 25	13	16 52	13	17 55	British.	Federal Steam Navigation Co.....	530 5	63 0	30 0	New York.	Auckland.....	8,000	12,821	8,700
Lumberland.....	12	15 03	13	9 35	13	17 37	14	19 25	British.	Pacific Metals Corp.....	81 0	25 0	9 6	Cristobal	Buenaventura.	.....	130	69
Laura C. Hall..	12	15 03	13	9 35	13	17 37	14	19 25	British.	Pacific Metals Corp.....	81 0	25 0	9 6	Cristobal	Buenaventura.	.....	130	69
Rovuma.....	7	21 15	13	9 40	13	17 38	13	18 52	French.	French Government.....	419 0	54 0	26 8	Philadelphia.	Valparaiso.	6,668	7,484	5,408
Bufofs.....	12	15 36	13	10 06	13	19 14	13	20 14	American.	United States Army.....	370 8	44 2	27 1	New York.	Manila.....	1,878	.....	.....
La Brea.....	13	9 48	13	10 12	13	18 48	13	19 37	American.	Union Oil Co.....	435 0	56 0	29 6	Tampico	Los Angeles	10,000	7,405	5,158
Lala.....	13	9 48	13	10 12	13	18 48	13	19 37	American.	Union Oil Co.....	435 0	56 0	29 6	Tampico	Los Angeles	10,000	7,405	5,158
Natica.....	13	17 48	14	6 25	14	13 30	14	15 55	British.	Anglo-Saxon Petroleum Co.....	408 2	51 3	26 3	Cristobal	Gatun Lake.	6,761 1/2	5,967	4,321
Rainbow.....	1	4 00	14	6 48	14	15 34	17	10 47	American.	United States Navy.....	295 0	41 0	20 0	Port Arthur.	Shanghai.	.....	.....	.....
Rainbow.....	1	4 00	14	6 48	14	15 34	17	10 47	American.	United States Navy.....	295 0	41 0	20 0	Port Arthur.	Shanghai.	.....	.....	.....
Lake Elliott.....	14	6 40	14	7 30	14	15 35	14	20 30	American.	N. Orleans & S. Amer. S. Co.	553 0	44 0	22 0	Habana	Honolulu.....	2,323	2,920	1,973
Tregantle.....	14	1 52	14	6 22	14	19 47	14	20 12	British.	E. Rain & Co.....	414 0	52 0	21 6	Hull	Valparaiso.	5,077	6,055	4,610
Logan.....	14	6 46	15	6 22	15	14 26	15	15 13	American.	United States Army.....	445 5	49 2	25 6	Hull	San Francisco.	2,400	2,071	.....

\* Tanker.

\* Destroyer.

\* Motor schooner.

\* Launch.

\* Battleship.

\* Transport.

\* Subtender.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Kayseka	14	17	08	15	6	28	15	14	44	15	16	15	American	Thuryck Trenholme	400	7	54	2	30	0	Silver sand	4,447	6,529	4,712
Nankai Maru	14	16	38	15	6	44	15	15	25	15	16	15	Japanese	Muji Kaiku Kaisha	400	0	40	0	26	0	Coal	6,381	6,010	4,590
S-3 and S-4*	7	13	15	15	4	45	17	11	10	American	United States Navy	231	0	30	0	14	0			San Diego				
S-6 and S-8*	12-31	9	48	15	7	20	15	16	14	17	11	10	American	United States Navy	231	0	30	0	14	0	Habana			
Manavi	8	19	25	15	8	50	15	16	18	15	17	15	British	Pacific Steam Navigation Co.	216	0	35	0	11	1	General	1,357	884	
Agadir	8	8	06	15	11	26	15	18	07	15	21	07	British	Pacific Steam Navigation Co.	285	0	41	0	19	6	General	2,871	1,826	

\* Submarine.

Orea	8	16	00	9	7	22	9	14	58	10	20	50	British	Pacific Steam Navigation Co.	550	3	67	3	33	0	Wheat	11,089	15,931	10,486
Ebro	9	6	45	9	8	15	9	15	55	10	7	90	British	Pacific Steam Navigation Co.	490	5	57	8	24	0	General	356	9,089	6,215
Comar Brauch	9	7	40	9	9	47	9	17	40	10	6	42	British	F. & W. Ritson	380	5	51	0	23	0	General	5,276	4,912	3,642
Lempoc	9	9	20	9	10	09	9	17	50	9	18	15	British	C. T. Bowring	435	3	55	8	18	0	allast	7,488	5,342	
William A.	9	14	20	10	6	37	10	15	10	10	15	37	British	E. Edwards & Son	345	4	50	0	24	6	Nitrates	6,582	4,880	3,511
McKenney	9	21	00	10	8	12	10	17	00	10	18	15	American	Crowell & Thurlow	395	0	55	1	27	8	Nitrates	9,025	6,532	4,528
Noerdik	10	2	00	10	9	05	10	16	35	10	18	25	Dutch	Holland American Line	471	0	60	1	25	6	Wheat, etc.	9,965	9,165	6,961
Acajutla	10	2	00	10	9	23	10	17	00	10	18	25	British	White Star Navigation Co.	215	7	33	5	13	4	Coffee, etc.	293	1,273	706
Arzila	11	7	40	11	8	45	11	16	07	11	12	15	British	Royal Mail Steam Packet Co.	285	0	41	3	16	6	General	74	2,856	1,797
Mexico	11	8	10	11	10	31	11	18	30	12	5	18	British	Pacific Steam Navigation Co.	400	3	52	3	22	6	General	3,504	6,551	4,205
Advance	11	9	30	11	10	48	11	19	00	13	15	05	American	Panama Railroad Steamship Line	295	0	38	4			General	434	2,947	2,113
Elanchove	11	11	50	11	12	58	11	21	10	12	11	05	Spanish	Cia. Maritima Elanchove	322	0	41	5	23	7	Nitrates	4,137	3,020	2,214
Kodreca	11	11	45	11	14	29	11	22	40	13	1	17	British	C. Dorea	370	0	51	0	21	0	Nitrates	5,850	130	5,543
Laura C. Hall	11	10	40	12	6	40	12	15	03	13	9	35	British	Pacific Metals Corp.	81	0	25	6	9	6	Ballast			
Eastern Sailor	11	21	25	12	7	35	12	14	55	12	15	37	American	Williams, Dimond & Co. (S. B.)	415	0	55	7	23	6	Ties, pine	7,704	5,707	
John Wortington	12	9	00	12	12	95	12	22	15	12	22	15	American	Standard Oil Co. of N. J.	462	4	60	2	27	6	Gas, oil	11,400		
Trinity	11	13	27	13	9	38	13	13	55	13	13	55	American	United States Navy	477	0	60	1			Ballast			
Gallic	12	13	29	13	7	38	13	15	43	13	18	10	British	White Star Line	450	0	58	5	24	6	General	4,906	8,132	5,299
Rathwaite	12	14	00	13	7	54	13	17	03	13	18	34	British	Leslie Shipping Co.	325	0	47	2	30	0	Copper, etc.	4,535	3,358	2,410
Canastota	13	2	30	13	8	27	13	18	00	13	23	30	British	Canastota Steamship Co.	405	0	52	3	33	0	General	7,000	5,925	4,110
Remuera	13	2	15	13	8	48	13	18	55	14	6	30	British	New Zealand Shipping Co.	400	4	62	3	26	0	Meat, general	6,260	11,664	8,776
Tranquepark	13	13	55	14	6	26	14	14	45	14	18	08	British	J. & J. Denton	485	0	82	3	24	0	Sugar	7,050	5,710	4,017
Port Caroline	13	22	00	14	7	48	14	15	50	14	17	58	Danish	Orient Steamship Co.	370	0	47	5	24	0	Copenhagen	5,338	4,397	3,269
Palena	14	1	00	14	8	25	14	16	13	14	20	25	Chilean	Commonwealth and Dom. Line	450	7	62	4	26	0	Frozen, general	9,000	10,740	7,829
Sag Harbor	8	14	05	14	8	37	14	16	57	14	21	25	American	South American Steamship Co.	350	0	42	1	22	0	Ballast	355	37	3,666
Harold Dollar	13	22	15	14	8	47	14	17	27	14	23	05	British	Dollar Steamship Co. (S. B.)	294	9	42	2	14	6	General	6,049	5,224	3,940
Cecil County	12	15	43	14	13	53	14	21	18	14	21	18	American	Chambers Shipping Co.	431	0	59	2	23	1	Ballast			
Hague Maru	14	15	35	15	6	42	15	14	55	15	15	50	Japanese	Osaka Shosen Kaisha	407	3	50	8	22	0	General	4,855		
North American	14	16	00	15	6	40	15	15	30	15	16	30	British	American Metals Transport	251	0	43	6	20	0	Metals, etc.	3,200	2,444	1,571
West Kedron	14	17	20	15	6	40	15	15	08	15	18	30	American	Williams, Dimond & Co. (S. B.)	410	5	54	3	24	0	General	5,922	6,572	4,900
Mina Brea	25	12	30	15	8	49	15	15	50	15	19	45	British	International Petroleum Co.	360	3	49	2	18	0	Ballast			

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

\* 4,200,000 ft. B. M.

(Continued on page 332, column 2.)

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending January 15, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Balboa.....	Colombian Maritime Co.....	January 9....	January 15....	1	1
Acajutla.....	Pacific Steam Navigation Co.....	January 10....	January 10....	10	.....
San Jose.....	Pacific Mail Steamship Co.....	January 11....	January 12....	.....	7
Laura C. Hall.....	Colombian Maritime Co.....	January 11....	January 12....	21	.....
Trinity.....	United States Government.....	January 11....	January 13....	12,000	.....
Cecil County.....	United States Shipping Board.....	January 12....	January 14....	10,000	.....

### Weather Conditions in December, 1920.

The rainfall for the month was below normal everywhere in the immediate vicinity of the Canal, dry season conditions beginning during the second week and continuing to the end of the month. Totals ranged from 1.31 inches at the station at the mouth of the Rio Boqueron, to 8.02 inches at Porto Bello (extreme outlying stations in the Republic of Panama not included). The greatest amount of rainfall on any one day was 2.81 inches at Porto Bello on the 2d. Bocas del Toro on the same day recorded 6.48 inches.

The estimated rainfall over the Gatun Lake watershed was 3.10 inches, compared with a 10-year mean of 4.77 inches. Over the Chagres River watershed above Alhajuela it was 4.05 inches, compared with a 19-year mean of 8.98 inches.

The air temperature, daytime cloudiness, and sea temperature were slightly above normal, while the atmospheric pressure and relative humidity were slightly below the average. The wind movement was approximately normal. The evaporation was above normal at Balboa Heights, and below normal over the Gatun Lake surface.

A few fogs were observed at interior stations; all of them lifted or were dissipated by 8 a. m.

Seismic tremors were recorded on the 8th, 10th, and 16th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 86.95 feet; maximum, 87.04 feet on the 17th; minimum, 86.76 feet on the 1st; evaporation from Gatun Lake surface, 4.311 inches; rainfall on Gatun Lake drainage basin, 3.10 inches; total yield of Gatun Lake watershed, 3.77 inches, on the watershed, amounting to 122 per cent of the rainfall.

Climatological conditions at the representative stations are summarized in the following table:

Stations.	Pressure (reduced to mean of 24 hours).	Temperature.					Mean relative humidity.	Precipitation.			Wind.				
		Mean.	Maximum.	ate.	Minimum.	Date.		Total inches.	Station average.	Days with .01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.
Balboa Heights....	29.830	80.4	90	Dec. 20	71	Dec. 13	82.8	1.94	4.08	13	5,508	N.W.	26	N.	Dec. 16
Colon.....	29.840	81.4	88	Dec. 6	73	Dec. 13	79.2	2.06	11.41	20	9,414	N	28	N.E.	Dec. 30
Gatun.....	79.8	90	Dec. 1	72	Dec. 11	.....	3.26	9.66	20	4,892	N.	24	N.	Dec. 16	
Gamboa.....	79.4	89	Dec. 23	69	Dec. 10	.....	3.05	6.45	14	3,943	N.E.	28	N.W.	Dec. 16	

\* And other dates.

### Weather Notes for the Year 1920.

The following is a summary of the weather conditions during the calendar year 1920:

Rainfall for the year 1920 was near the normal over the Pacific section, the northern part of the Central section and the upper Chagres valley, but considerably below normal over the Atlantic section and southern part of the Central section. January and February were the months of least rainfall, while the month of greatest rainfall varied in the different sections from August to November. Annual totals ranged from 56.54 inches at Taboga to 136.61 inches at Porto Bello. The greatest amount of precipitation recorded on any one day was 10.50 inches at Porto Progreso in Chiriqui Province, Panama, on November 11.

The air temperature, wind movement, sea temperature, and evaporation were slightly above the normal, while the atmospheric pressure and relative humidity were slightly below the normal. The daytime cloudiness was slightly above normal on the Atlantic Coast and slightly below on the Pacific side.

The 4 months dry season rainfall for 1920 was the driest since American occupation being slightly lower than the 1912 dry season rainfall.

A hail storm occurred at Las Cascadas on July 24, and on July 25 a storm of the tornado type accompanied by hail swept over San Carlos, Panama, causing considerable damage to buildings and minor injuries to inhabitants.

Severe electrical storms occurred on both coasts on August 15, accompanied by hail on the Pacific side.

Thirty-five seismic disturbances were recorded at Balboa Heights during the year.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 84.85 feet; maximum, 87.04 feet on December 17; minimum, 81.65 feet on May 28. The evaporation from Gatun Lake surface during the 12 months aggregated 59,258 inches, while the rainfall on the Gatun Lake drainage basin averaged 95.77 inches. The total yield of the Gatun Lake watershed was 56.02 inches on the watershed, and amounted to 58 per cent of the rainfall.

The following is a summary of the rainfall for the last 3 years:

STATIONS.	1918.	1919.	1920.	Station average.	Years of record.	Rainy days, 1920.
<b>Pacific section:</b>						
Balboa.....	50.90	57.59	64.28	67.78	22	156
Balboa Heights.....	54.82	61.15	66.43	69.31	23	150
Miraflores.....	64.22	58.12	80.63	79.66	12	166
Pedro Miguel.....	66.09	63.20	81.23	80.17	13	179
Rio Grande.....	74.97	76.87	80.64	84.04	16	178
<b>Central Section:</b>						
Culebra.....	80.94	74.98	89.63	87.12	30	175
Camacho.....	83.49	74.75	86.05	87.63	14	160
Empire.....	82.89	69.63	87.80	80.90	16	198
Gamboá.....	75.47	62.02	94.88	90.93	38	190
Juan Mina.....	82.13	88.80	97.29	93.37	10	180
Alhajuela.....	83.25	81.51	90.20	100.44	21	206
Vigia.....	91.58	75.85	103.01	102.72	12	220
Frijoles.....	91.20	95.33	93.96	99.44	9	.....
Trinidad.....	73.94	79.05	85.70	103.64	13	191
Monte Lirio.....	105.89	98.47	85.15	118.37	13	214
<b>Atlantic Section:</b>						
Gatun.....	101.19	90.91	80.31	119.80	16	214
Brazos Brook.....	127.12	100.39	97.06	130.06	14	201
Colon.....	125.27	100.82	110.54	128.09	50	217
Porto Bello.....	.....	147.45	136.61	160.70	9	277
Bocas del Toro.....	124.53	114.29	135.14	114.66	12	226

### Storage of Water in Gatun Lake for the Dry Season.

In preparation for the dry season, which extends from the latter part of December to about the middle of April, the operation of the spillway of Gatun Lake was regulated in the early part of December to bring the surface of the lake to its maximum storage level, 87 feet above mean sea level. The surface reached elevation 87 feet on December 7, and was maintained there until December 23, when, with a shortage of run-off, the surface went down to 86.90 feet. A rain on the 28th brought it up again to 87, but it had gone down again to approximately 86.47 on the 18th of January.

The area of Gatun Lake at its normal elevation of 85 feet, 2 feet below the storage maximum, is 163.4 square miles. At 86 feet the area of water surface is 165.4 square miles, and at 87 feet it is 167.5 square miles. The quantity of water necessary to raise the surface from 85 to 86 feet is 4.60 billion cubic feet, and the quantity to raise it from 86 to 87 feet is 4.65 billion cubic feet. The storage of 2 feet of depth represents the storage of 9.25 billion cubic feet, which is the quantity consumed in 1,240 lockages, considering 7.42 million cubic feet as the average quantity consumed in a lockage. In addition to the water stored, the run-off from the lake watershed during the dry season is ordinarily in excess of evaporation. It is considered that the minimum level for convenient operation is 80 feet, giving 40 feet of water in Gaillard Cut; but as about 95 per cent of the ships using the Canal draw less than 30 feet of water, there is a wide margin for practical

operation. The 7 feet of water between this and the maximum level provides 31.95 billion cubic feet of water for consumption during the dry season. It has been calculated that this will provide, along with the consumption of water for the present hydroelectric generation and municipal purposes, enough water to handle 1,925 lockages, or approximately 16 lockages per day for the average dry season. During the entire calendar year 1920, when 2,814 commercial and 221 United States Government vessels (exclusive of Canal equipment) passed through the Canal, the total number of lockages was 2,831. The dry season is about a third of the year; and during the two-thirds which are "rainy" there is a surplus of water which is wasted.

The term "lockage" refers to the amount of water necessarily drawn from Gatun Lake in passing ships through all locks in a given period of time. With two ships in a lock chamber simultaneously, but one expenditure of water is necessary. It has been found that with usual chance in the arrival of small and large vessels, 24 lockages may be equivalent to 30 ships.

#### **For the Relief of European Children.**

In compliance with a request from the European Relief Council, representing the American Relief Administration, the American Red Cross, the American Friends' Service Committee, the Federal Council of the Churches of Christ, the Young Men's Christian Association, the Young Women's Christian Association, the Knights of Columbus, and the Jewish Joint Distribution Committee, which are affiliated under the chairmanship of Mr. Herbert Hoover, employees of The Panama Canal and the Panama Railroad Company on the Isthmus are endeavoring to raise a fund of \$10,000 to be contributed to the work of feeding and furnishing medical care to approximately 3,500,000 children in central and western Europe.

The committee of employees in charge was formed from volunteers who responded to a call from the Acting Governor, addressed to the various social and welfare organizations of employees. The committee thus organized elected Mr. R. W. Glaw its treasurer, and contributions are being paid to him. Up to the present the money actually received amounts to about \$3,200, leaving about \$6,800 yet to be contributed.

Mr. Hoover, in emphasizing the need of speedy assistance to enable the children to live until the next harvest, said in part:

"Children 8 years old have not attained the size of a 3-year-old baby. Their puny bodies have only a vestige of strength. Many of them can not stand upon their feet, but crawl like little animals. Of such fuel pestilence makes quick work. Tuberculosis and typhus merely touch them and they are gone."

The Council has arranged that all the money contributed shall go direct to the relief work, and none be spent in organization expenses, which are otherwise provided for; and that for every dollar contributed from outside, the government of the country in which it is spent shall furnish \$2 worth of local supplies and transportation.

#### **Accessions to the Canal Library.**

The following are among the books that have been added to the Panama Canal Library recently:

Bashford, J. W., "China; an interpretation;" Bazalgette, Leon, "Walt Whitman, the man and his work;" Bennett, Arnold, "How to live on 24 hours a day;" Beresford, John Vavys, "H. G. Wells;" Booy, Theodore Hendrik Nikolaas de, "The Virgin Islands, our new possessions;" Boynton, P. H., "History of American literature;" Brady, C. T., "The man who won;" Butler, N. M., "Is America

worth saving?" Cadby, Will, "Switzerland in winter;" Chapman, Charles Edward, "A history of Spain;" Church, Irving Porter, "Notes and examples in mechanics;" Conrad, Joseph, "Almayer's folly;" Conrad, Joseph, "The nigger of the *Narcissus*;" Conrad, Joseph, "Tales of unrest;" Conrad, Joseph, "Typhoon;" Cooper, Clayton Sedgwick, "Understanding South America;" Cuthbert, Father, "Life of St. Francis of Assisi;" Darton, F. J., "Arnold Bennett;" Davies, E. C., "Tales of Serbian life;" Davis, Richard Harding, "Three gringos in Venezuela and Central America;" Dynes, S. A., "Socializing the child;" Elliott, Lillian Elwyn, "Brazil to-day and to-morrow;" Emerson, Ralph Waldo, "Representative men; seven lectures;" Franck, Harry Alverson, "Zone policeman 88;" Franklin, Benjamin, "Benjamin Franklin; his life, written by himself;" Haggard, H. Rider, "Lysbeth;" Harger, Wilson Gardner, "Handbook for highway engineers;" Head, Joseph, "Everyday hygiene;" Hewlett, Maurice Henry, "The outlaw;" Howells, W. D., "My Mark Twain;" Huntington, E. V., "Handbook of mathematics for engineers;" Jones, F. A., "Thomas Alva Edison;" Kaye-Smith, Sheila, "John Galsworthy;" Kipling, Rudyard, "Letters of travel;" Knibbs, H. H., "Tang of life;" Latzko, A. A., "The judgment of peace;" Lee, Sir Sidney, "Life of William Shakespeare;" Locke, W. J., "House of Baltazar;" Lodge, H. C., "Daniel Webster;" Lodge, Sir Oliver, "Man and the universe;" Lowell, Amy, "Sword blades and poppy seed;" Mackaye, P. W., "Jeanne d'Arc, a drama;" Mackaye, P. W., "The present hour;" Maurice, Sir Frederick Barton, "The last four months; how the war was won;" Mills, E. A., "The adventures of a nature guide;" "Modern Russian classics;" Moeller, Philip, "Sophie;" Morley, Christopher, "Travels in Philadelphia;" Morse, J. T., "Thomas Jefferson;" Muir, John, "Travels in Alaska;" Mulford, C. E., "Man from Bar-20;" Omar Khayyam, "Rubaiyat;" Page, T. N., "The old South;" Palmer, J. L., "Rudyard Kipling;" Parkhurst, Frederic Augustus, "Symbols;" Robinson, A. G., "Cuba, old and new;" Rowbotham, Francis Jameson, "Story-lives of great scientists;" Russell, Charles E., "Bolshevism and the United States;" Sandiford, Peter, "Comparative education, studies of the educational systems of six modern nations;" Sasson, Siegfried, "Picture-Show;" Schinz, Albert, "French literature and the great war;" Service, R. W., "Rhymes of a Red Cross man;" Simpson, B. L., "The fight for the republic in China;" Sinclair, Bertrand William, "North of fifty-three;" Sinclair, Bertrand William, "Rim of the world;" Sweetser, Arthur, "Opportunities in aviation;" Tennyson, A. T., "Works;" Thompson, Charles Manfred, "Elementary economics, with special reference to social and business conditions in the United States;" Trent, W. P., "Robert E. Lee;" Ussher, Clarence Douglas, "An American physician in Turkey;" Wallace, W. K., "Greater Italy;" Wheeler, H. F. B., "Boy's life of Lord Kitchener;" Wilcox, Mrs. Ella Wheeler, "Poems of pleasure;" Wilcox, Mrs. Ella Wheeler, "Poems of power."

**Parcels for Patients in Ancon Hospital.**

The Superintendent of Ancon Hospital authorizes the following.

This hospital is constantly receiving packages, flowers, etc., which are intended for specific patients but which are not delivered promptly, due to the fact that such packages are not properly or sufficiently addressed. In several instances we have received packages for patients who have not been here at all but have been in other hospitals.

It is suggested that on each package for patients should be stated the full name of the patient, the name of the hospital, and, if possible, the section in which a patient. This will insure the package being delivered immediately. If the sender does not know the exact location of the patient in the hospital, all such packages should be delivered to the chief clerk, whose office is open from 8 a. m. to 5 p. m., in order that prompt and proper delivery can be made.

**Deceased Employee.**

The estate of the following deceased employee of The Panama Canal is now in process of settlement, and any claims against this estate, 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 him, 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. This name will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Norman C. Anderson..	1088	United States...	Ancon.....	Health Department....	January 10, 1921.

**Official Circulars.**

**Change in Departmental Tariff "A."**

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 27, 1920.

To all concerned—The following change is made in Departmental Tariff "A"—Schedule of Rates for Supplies and Services Furnished to Departments and Divisions of The Panama Canal, Panama Railroad, other Departments of the United States Government, employees, and those entitled to employees' rates, except where otherwise specified:

Class 1—Equipment, Use of.  
Item 10.

Pile Drivers, Floating, and Track.  
Effective December 13, 1920.

Without crew.....per hour.. \$3.00  
(Includes material and supplies, repairs, and depreciation.)

JAY J. MORROW,

Acting Governor, The Panama Canal.  
2d Vice-President, Panama Railroad Co.

NOTE.—The above change will be included in Supplement No. 3 to Departmental Tariff "A," when this supplement is issued.

**Acting Chief Health Officer.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., January 8, 1921.

To all concerned—Effective January 10, 1921, and during the absence of Col. H. C. Fisher, U. S. A., on detached duty, Dr. D. P. Curry will act as Chief Health Officer.

J. J. MORROW,  
Acting Governor.

**Acting Superintendent of Fortifications.**

THE PANAMA CANAL,  
FORTIFICATION DIVISION.

BALBOA HEIGHTS, C. Z., December 28, 1920.

To all concerned—Effective January 3, 1921, and during the absence on leave of the undersigned, Mr. G. V. Barril, Assistant Engineer, will be Acting Superintendent of Fortifications with station at Balboa Heights.

F. E. HOLLERAN,  
Asst. Engr. and Supt. of Fortifications.

Approved:

JAY J. MORROW,  
Acting Governor.

**Accountable Official.**

THE PANAMA CANAL.

ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 8, 1921.

CIRCULAR No. 277:

Effective December 31, 1920, Mr. C. Peters is designated an accountable official of The Panama Canal, vice Mr. Max Herz, and as such will account for all non-expendable property in use by the district quartermaster, Pedro Miguel.

ELWYN GREENE,  
Acting Auditor, The Panama Canal.

Approved:

JAY J. MORROW,  
Acting Governor.

**Scrap Operations.**

THE PANAMA CANAL.

SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., November 24, 1920.

To all concerned—Effective December 1, 1920, all scrap operations at Mount Hope will be discontinued and thereafter all scrap of every description should be delivered to the General Storekeeper at Balboa.

In making shipments, cars should be loaded to capacity wherever possible, and due care should be exercised to keep different classes of scrap separated as much as possible to save expense in handling and classification.

R. K. MORRIS,  
Chief Quartermaster.

**Receipts for 24-Trip Tickets.**

THE PANAMA CANAL.

EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 10, 1921.

To all concerned—Please see that all receipts for 24-trip tickets for 1921 are returned to this office at once. In cases where employees are absent on leave, the receipts should be returned promptly upon delivery of the book when they report for duty.

C. A. McILVAINE,  
Executive Secretary.

**Effective Date of Employment.**

THE PANAMA CANAL.

EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., January 11, 1921.

To all concerned—In submitting information slips to this office covering employments or re-employments on the Isthmus, great care should be

exercised to see that the correct effective date of employment is shown. The effective date should be the date the person actually enters on duty, and should correspond with the date shown in the timebook. The inaccuracy of such data tends to delay the preparation of the necessary papers for record, and the subsequent suspension of pay certificates.

C. A. McILVAINE,  
Executive Secretary.

**Sailing of the "Gen. Geo. W. Goethals."**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
OFFICE OF SUPERINTENDENT.

BALBOA HEIGHTS, C. Z., January 13, 1921.

To all concerned—The steamship *General Geo. W. Goethals* will sail from Cristobal for New York, via Port au Prince, Haiti, on January 20 or 21, at 3 p. m., definite date to be announced later.

S. W. HEALD,  
Superintendent.

**Supplement No. 1 to P. R. R. Passenger Tariff No. 8.**

PANAMA RAILROAD COMPANY.

OFFICE OF AUDITOR,

BALBOA HEIGHTS, C. Z., January 10, 1921.

CIRCULAR No. RA-704:

To all concerned—Under Panama Railroad train schedule No. 31, Fort Clayton is officially designated as Station No. 43, whereas, on Panama Railroad Passenger Tariff No. 8 Miraflores and Fort Clayton are shown as same station, No. 42, for which the same passenger rates applied up to the present time.

Commencing January 12, 1921, the following rates will apply to and from line stations and Fort Clayton, and the rates as shown on Passenger Tariff No. 8, opposite Station No. 42, will apply to Miraflores:

STATION.	First class.		
	Com- mercial.	Army and Navy.	Second class.
Colon.....	\$2.15	\$1.30	\$1.10
Mount Hope.....	2.05	1.25	1.05
Fort Davis.....	1.85	1.10	.95
Gatun.....	1.80	1.10	.90
Monte Lirio.....	1.40	.85	.75
Frijoles.....	1.10	.65	.55
Darien.....	.90	.55	.45
Gamboa.....	.65	.40	.35
Summit.....	.40	.25	.20
Pedro Miguel.....	.15	.10	.10
Red Tank.....	.10	.10	.10
Miraflores.....	.10	.10	.10
Corozal.....	.10	.10	.10
Balboa Heights.....	.15	.10	.10
Panama.....	.25	.15	.15

Attention is also called to the elimination of Paraiso Station from Timetable No. 31. No tickets, therefore, should be sold to this point, Pedro Miguel being the nearest station.

Agents should change their rate cards and posters accordingly.

ELWYN GREENE,  
Acting Auditor, The Panama Canal.

Approved and compliance directed:

S. W. HEALD,  
Superintendent.

**Postal Address of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

**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."

**Fortification Division.**

OFFICE OF THE DISTRICT ENGINEER,

BALBOA HEIGHTS, C. Z., December 28, 1920.

Effective January 3, 1921 and during the absence of Mr. F. E. Holleran on leave, Mr. G. V. Barril will perform the duties of principal Assistant Engineer, Fortification Division, reporting to the District Engineer.

Effective January 3, 1921, Mr. H. L. Bridges, General Foreman, is placed in general charge of the Atlantic Field Office, Fortification Division, vice Mr. G. V. Barril, Assistant Engineer, transferred to other duties. Mr. Bridges will report to the District Engineer Office, Balboa Heights.

C. S. RICHE,  
Colonel, Corps of Engineers.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., January 10, 1921.

The following insufficiently addressed mail matter has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request for forwarding may be made by telephone, calling No. 182, Balboa:

- |                        |                       |
|------------------------|-----------------------|
| Babbitt, W. H.         | Johnson, Wm., Box 869 |
| Bailey, E.             | Jones, George A.      |
| Baker, Rev. Frank L.   | Joseph, Stephen       |
| Beckles, Miss Louise   | Kenyon, A. J.         |
| Bixby, Georgia Minnie  | Lyons, Mrs. Harry     |
| Blair, G.              | McConigie, Mary       |
| Boomer, George         | McKay, R. F.          |
| Brown, George Alfred   | Mandes, Maria Rosia   |
| Burke, Frank           | Miller, Franklin C.   |
| Burke, Henry S.        | Moritz, Mrs. A. K.    |
| Calgeras, Georges      | Murray, Harriet J.    |
| Campbell, Doris M.     | Nallon, W. C.         |
| Cavanaugh, F.          | Neilsen, Miss D.      |
| Clarke, Waldo          | Patchet, Mrs. Helen   |
| Coyle, S. B.           | Pullen, William       |
| Coyle, Dr. E. T.       | Pullen, Mrs. DeWitt   |
| Crawford, Dacas        | Rasmussen, J. M.      |
| Diaz, Juan, Box 307    | Read, R. F.           |
| Doberst, E.            | Seymour, Robert       |
| Dovling, Chas. E.      | Seymour, Harry        |
| Edwards, C. H.         | Sharp, Mrs. Nellie K. |
| Ellis, R. F.           | Shong, Roger          |
| Francis, Charles       | Smith, S. F.          |
| Garrett, Mrs. Alice M. | Talbot, Frank S.      |
| Gregg, R. O.           | Tatum, R. N.          |
| Hansen, Mrs. Elizabeth | Van Zants, Mrs. John  |
| Heil, William          | Williams, Joseph S.   |
| Herman, Mrs. George    | Williamson, Anna      |
| Holt, Mrs. R. L.       | Willis, C.            |

BALBOA HEIGHTS, C. Z., January 17, 1921.

- |                      |                            |
|----------------------|----------------------------|
| Allen, Mrs. P.       | Malone, Mrs. Mary          |
| Anderson, Mrs. Carl  | Martin, Sidney             |
| Barrett, Mrs. A. L.  | Millet, J. Pat             |
| Blake, Mrs. Edmund   | Mitchell, George H.        |
| Butcher, Phillip D.  | Piet, Edward               |
| Carmichael, Ezekiel  | Pool, Henry P.             |
| Cavanaugh, Frank     | Ragner, William O.         |
| Evers, Frank B.      | Ritchey, John L.           |
| Lamaire, Mr.         | Seale, John W. Christopher |
| Lamarque, Enrique    | Skofflich, Peter           |
| Lawrence, Mrs. S. W. | Symons, W. Fred            |
| Liscomb, Joseph      | Verney, Mercedes           |
| McKibbin, Mildred    |                            |

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, C. Z., will accept bids up to noon, January 31, 1921, for the purchase of the personal effects belonging to the estate of George Fearn, deceased American seaman. The property to be sold is listed below, and bids may be made for the entire lot of the effects, or be limited to individual articles. Prospective bidders desiring to examine the effects should apply to the Shipping Commissioner's office on any business day. Bids should be submitted in sealed envelopes, addressed to the Shipping Commissioner, marked "Bid on effects of

George Fearn, deceased." No advance deposit of money is required, and the right is reserved to reject any and all bids.

One bag, canvas; 1 belt, leather; 1 cap, black cloth; 1 coat, blue serge; 2 collars; 1 derby; 5 drawers, pairs; 2 handkerchiefs; 2 neckties; 1 pants, pairs, blue serge; 5 pants, pairs, blue, work; 3 shoes, pairs; 8 shirts; 7 socks, pairs; 2 suits, pajamas; 7 undershirts; 2 union over suits, work; 2 vests.

**Rainfall from December 1 to December 31, 1920, Inclusive.**

STATIONS.	Maximum in 1 day.		Total.
	Inch.	Date.	
<i>Pacific section—</i>			
Balboa .....	0.45	15	2.39
Balboa Heights .....	.60	7	1.94
Miraflores .....	.86	2	2.42
Pedro Miguel .....	.36	3	1.46
Rio Grande .....	.49	31	1.68
<i>Central section—</i>			
Culebra .....	.60	31	1.89
Camacho .....	.38	31	1.83
Empire .....	.40	28	1.56
Gamboa .....	1.71	6	3.05
Juan Mina .....	1.22	6	2.15
Alhajucla .....	1.35	6	2.63
Vigia .....	1.06	6	2.12
Darien .....	1.16	4	4.35
Trinidad .....	.42	31	2.51
Monte Lirio .....	1.14	7	3.32
<i>Atlantic section—</i>			
Gatun .....	.64	2	3.26
Brazos Brook .....	.77	14	3.00
Colon .....	.35	6	2.06
Bocas del Toro .....	6.48	2	18.49
Porto Bello .....	2.81	2	8.02

\* 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.

**December Rainfall for Three Years.**

Stations.	INCHES.			Station average.	Years of record.	Rainy days, 1920.
	1918	1919	1920			
<i>Pacific section—</i>						
Balboa .....	1.42	1.13	2.39	5.16	22	16
Balboa Heights .....	.55	1.81	1.94	4.08	24	13
Miraflores .....	1.93	4.11	2.42	6.05	13	8
Pedro Miguel .....	1.09	3.22	1.46	5.12	13	12
Rio Grande .....	.31	5.90	1.68	5.12	16	8
<i>Central section—</i>						
Culebra .....	.39	3.42	1.89	6.62	31	8
Camacho .....	.35	2.67	1.83	5.23	15	11
Empire .....	.38	2.43	1.56	4.62	17	16
Gamboa .....	1.25	3.69	3.05	6.45	38	14
Juan Mina .....	.48	4.39	2.15	4.46	11	8
Alhajucla .....	.27	2.44	2.63	5.63	22	18
Vigia .....	.13	1.82	1.12	4.17	13	15
Frijoles .....	1.35	5.92	2.55	5.31	9	...
Trinidad .....	.91	5.64	2.51	7.35	13	19
Monte Lirio .....	1.04	7.73	3.32	8.39	14	20
<i>Atlantic section—</i>						
Gatun .....	1.92	6.62	3.26	9.66	16	20
Brazos Brook .....	1.73	6.79	3.00	10.28	15	15
Colon .....	1.90	7.37	2.06	11.41	50	20
Porto Bello .....	6.46	8.02	17.66	9	26	...
Bocas del Toro .....	14.92	18.42	18.49	13.89	12	19

**Additions to Commissary Stock.**  
*Dry Goods Section.*

Calendars, 1921, ea. ....	\$0.29
Dress goods:	
Shirting, white, "Duro," yd. ....	.80
Flannelette, striped, 31", yd. ....	.45
Handkerchiefs, 18" x 18", men's, hem-stitched, linen, ea. ....	.33
Handkerchiefs, cotton, ea. ....	.15
Handkerchiefs, men's, Irish linen, initial, ea. ....	.68
Handkerchiefs, men's, Irish linen, ea. .25 and .65	
Handkerchiefs, Irish linen, ladies', ea. .64 and .83	
Handkerchiefs, initial, ladies', Irish linen, ea. ....	.36
Handkerchiefs, ladies', variety, Irish linen, ea. ....	.19, .31, .38, .42, .48, .60, .63, .80
Hose, ladies', black cotton, pr. ....	.35
Needles, steel, sizes 7/11, (25), tube. ....	.06
Pencils, Eversharp, vest pocket, No. 54, sterling silver, hand engraved, ea. ....	3.55
Pencils, Eversharp, vest pocket, sterling silver, hand engraved, No. 54-S, ea. ....	3.15
Pencils, Eversharp, vest pocket, sterling silver, hand engraved, No. 54-SW, ea. ....	3.55
Suiting:	
Serge, English, indigo blue, all wool, 55/56", yd. ....	5.45
Serge, blue, 58", yd. ....	4.90
Serge, indigo blue, 56/8", yd. ....	5.55
English alpaca, white, 54", yd. ....	2.45
Alpaca, white, 54", yd. ....	3.10
Serge, olive drab, 54", yd. ....	5.95
Tussore, cotton, yd. ....	1.65
Tussore, yd. ....	1.15
Bleached cotton, 36", yd. ....	.57
Bleached cotton drill, yd. ....	.74
Blue serge, indigo, yd. ....	5.25
Fancy worsteds, yd. ....	6.05 and 6.60
White serge, yd. ....	7.30
Worsted, yd. ....	6.70
Suspenders, No. 10, Guyot, pr. ....	.44
Suspenders, No. 11, Guyot, pr. ....	.47

*Hardware Section.*

Athletic goods:	
Balls, golf, "Colonel," mesh 31 and 29 sml. and 29 std, ea. ....	.47
Gloves, boys', infielder's, ea. ....	1.15
Masks, baseball, sun protector, ea. ....	7.90
Mitts, baseman's, Spalding, ea. ....	4.40
Mitts, catcher's, boys', Spalding, ea. ....	1.80
Plates, shoe, baseball, pr. ....	.51
Boilers, coffee, ea. ....	1.70
Carriages, baby, sulkies, 2-wheel, ea. ....	22.20
Jars, candy, glass, ea. ....	1.40
Ladles, lard, aluminum, 4" x 10", ea. ....	1.45
Liquid veneer, 12-oz. bot. ....	.43
Liquid veneer, qt. bot. ....	.89
Mops, liquid veneer, ea. ....	1.45
Sets, ice tea, glass, set. ....	4.20 and 4.65
Stoves and accessories—Tops, 4-burner, Florence stove, ea. ....	3.60
Swabs, mop, liquid veneer, ea. ....	.75
Vases, glass, ea. ....	.35 and 1.05
Fishing tackle:	
Rods, fishing, telescope, steel bait, 10-foot, ea. ....	4.30
Rods, fishing, telescope, steel bait, maple handle, 12", ea. ....	5.10
Rods, fishing, telescope, steel bait, maple handle, 10", ea. ....	5.10

*Boot and Shoe Section.*

Patent Theo ties, ladies', short vamp, pr. . .	7.75
Gun metal Theo ties, ladies', short vamp, pr. ....	8.35
Shoes, men's, brown, vic kid bluchers, pr. ....	12.95
Shoes, men's, gun metal Oxfords, pr. ....	10.15
Sandals, infants', black kid, sizes 2 to 8, pr. . .	1.20
Sandals, infants', tan kid, sizes 2 to 8, pr. . .	1.25
Sandals, infants', white kid, sizes 2 to 8, pr. . .	1.35
Sandals, infants', Champagne kid, sizes 2 to 8, pr. ....	1.25
Sandals, infants', gray kid, sizes 2 to 8, pr. ....	1.25
Boots, infants', black, button, sizes 2 to 8, pr. ....	1.40
Boots, infants', tan, button, sizes 2 to 8, pr. ....	1.40
Boots, infants', white, button, sizes 2 to 8, pr. ....	1.75
Boots, infants', gray, button, sizes 2 to 8, pr. ....	1.55

**MOVEMENTS OF OCEAN VESSELS.**—Continued from page 325.

*ARRIVALS.		*DEPARTURES.	
PORT OF CRISTOBAL.			
Date.	Vessel.	From—	To—
January 9.	Toledo.	Port Limon.	United Fruit Co.
January 9.	Texiot.	Port Limon.	Panama Railroad Cattle Industry.
January 11.	Cartago.	New Orleans.	Royal Netherlands W. I. Mail.
January 11.	Colon.	New York via Haiti.	The Panama Canal.
January 11.	Beagle No. 4 <sup>10</sup> .	Cartagena.	Panama Railroad Steamship Line.
January 12.	Beaver.	Norfolk.	Athena.
January 12.	Athena.	New Orleans via waypoints.	United Fruit Co.
January 12.	La Navarre.	St. Nazaire and waypoints.	United Fruit Co.
January 13.	L. J. Drake.	Tampico.	Standard Oil Co.
January 13.	Cartagena.	Cartagena.	Panama Railroad Cattle Industry.
January 14.	Calamares.	New York via waypoints.	United Fruit Co.
January 15.	Anthony D. Nichols <sup>11</sup> .	Bluefields.	Astoria Mahogany Co.
January 15.	San Mateo.	Port Limon.	United Fruit Co.
January 15.	Antillan.	Liverpool via waypoints.	United Fruit Co.
<sup>10</sup> Subchaser. <sup>11</sup> Schooner.			
PORT OF BALBOA.			
January 8.	Balboa.	Buenaventura.	Colombian Maritime Co.
January 12.	Dolphin.	Callao.	United States Navy.
January 12.	S-7 <sup>a</sup> .	Sea.	United States Navy.
January 9.	Bahia Castillo.	Bahia Castillo.	British Government.
January 14.	Balboa.	Balboa.	Colombian Maritime Co.
January 9.	Bahia Castillo.	Bahia Castillo.	British Government.
January 14.	Balboa.	Balboa.	Colombian Maritime Co.
January 9.	Bahia Castillo.	Bahia Castillo.	British Government.
January 14.	Balboa.	Balboa.	Colombian Maritime Co.

\*Other than ships passing through the Canal.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XIV. Balboa Heights, C. Z., January 26, 1921. No. 24.

## Departure of Fleets for the South.

The main portions of the Atlantic Fleet of the United States Navy completed transit through the Canal on January 19 and 20. Details are given in the section, "Atlantic to Pacific," of the table, "Movements of Ocean Vessels," on pages 336 and 337, of this issue. All of the vessels were handled smoothly and without mishap, and with no interference with commercial traffic.

The first line elements of the Atlantic and Pacific fleets, with the train, cleared from Balboa for the cruise to Peruvian and Chilean ports in the morning of January 22. They are due to return February 18.

## Fast Voyage from Philadelphia to Los Angeles.

Press reports published in the United States state that the steamship *Julia Luckenbach*, which passed through the Canal on December 23, completed the voyage from Philadelphia to Los Angeles in 15 days and 22 hours. The ship arrived at the Canal at 7 o'clock in the morning and cleared from the opposite end at 4.30 in the afternoon of December 23, having been in Canal waters  $9\frac{1}{2}$  hours.

The distance from Philadelphia to the Canal is 1,946 miles; the length of the Canal is 43 miles; and the distance from the Canal to Los Angeles is 2,913 miles; making the total voyage approximately 4,902 miles. The passage of this distance in 382 hours was at an average speed of 12  $\frac{5}{6}$  knots.

The *Julia Luckenbach* is 436.5 feet in length by 57 feet beam, of 8,543 gross and 6,427 net tons, Panama Canal measurement. At time of passage through the Canal on December 23 she was carrying steel and general cargo amounting to 8,660 tons.

## Removal of Bunkering Restrictions for Coal.

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., January 22, 1921.

To all steamship agents—Bunkering restrictions for coal are hereby removed and vessels may be hereafter bunkered in accordance with their desires.

The Marine Superintendent takes this opportunity to thank the steamship agents for their patience and cooperation during the fuel stringency on the Isthmus.

E. P. JESSOP,  
Marine Superintendent.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending January 22, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
Vulcan.....	United States Government.....	January 16....	January 22....	Tons. 1,000	Tons. .....
Betsy Bell.....	United States Shipping Board.....	January 19....	.....	7,547	.....
Sussex.....	Federal Steamship Line.....	January 19....	.....	11,000	.....
Acajutla.....	Pacific Steam Navigation Co.....	January 21....	January 21....	.....	15
City of Para.....	Pacific Mail Steamship Co.....	January 21....	January 21....	81	14
Balboa.....	Colombian Maritime Co.....	January 22....	January 22....	4	.....

## Commercial Traffic Through the Panama Canal During Calendar Year 1920, by Trade Routes.

### ATLANTIC TO PACIFIC.

ROUTE.	Total number of vessels.	Panama Canal net tonnage.	Tons of cargo.	Vessels in ballast.	Panama Canal net tonnage.
East coast of United States to west coast of South America..	334	1,089,405	893,393	105	361,791
Cristobal to west coast of South America.....	189	290,174	114,445	16	14,778
East coast of United States to Far East.....	188	*920,906	1,350,273	1	*7,700
Europe to west coast of South America.....	131	*483,529	259,921	39	*88,779
United States coastwise.....	116	448,734	416,819	9	19,505
Mexico to west coast of South America.....	81	401,590	659,777	2	8,042
United States to Australasia.....	78	404,864	532,297	.....	.....
Europe to west coast of United States.....	65	289,675	110,401	34	137,896
Europe to Australasia.....	51	*339,019	310,876	4	*5,608
Cristobal to west coast of Central America.....	24	15,212	15,102	1	185
Cristobal to west coast of United States.....	22	40,871	38,680	2	2,344
West Indies to west coast of South America.....	13	*10,539	12	12	*10,517
Mexico to west coast of United States.....	13	74,376	129,510	.....	.....
East coast of United States to west coast of Canada.....	13	61,091	92,371	.....	.....
East coast of United States to Hawaii.....	13	64,216	99,813	.....	.....
East coast of United States to Philippine Islands.....	8	36,826	55,144	.....	.....
Miscellaneous trade routes.....	75	202,973	190,516	23	35,274
<b>Totals.....</b>	<b>1,414</b>	<b>5,174,000</b>	<b>5,269,350</b>	<b>248</b>	<b>692,479</b>

\* One Japanese cruiser of 7,700 tons displacement not included in Panama Canal net tonnage.

\* One British cruiser of 5,794 tons displacement not included in Panama Canal net tonnage.

\* Two British cruisers of 38,133 tons displacement not included in Panama Canal net tonnage.

\* Four British cruisers and 1 Spanish battleship of 11,937 and 15,000 tons displacement respectively, not included in Panama Canal net tonnage.

### PACIFIC TO ATLANTIC.

ROUTE.	Total number of vessels.	Panama Canal net tonnage.	Tons of cargo.	Vessels in ballast.	Panama Canal net tonnage.
West coast of South America to east coast of United States..	292	948,342	1,447,849	7	28,557
West coast of South America to Cristobal.....	198	317,070	251,451	12	1,603
West coast of South America to Europe.....	197	818,678	1,062,702	11	1,323
United States coastwise.....	122	528,004	644,833	16	97,457
West coast of United States to Europe.....	115	515,609	749,447	1	406
Australasia to Europe.....	75	*529,338	459,527	1	(*)
West coast of South America to Mexico.....	73	368,994	3,186	72	367,155
Far East to east coast of United States.....	71	327,887	477,640	2	6,845
West coast of Canada to Europe.....	30	92,411	129,909	.....	.....
West coast of Central America to Cristobal.....	29	18,907	16,054	.....	.....
Australasia to United States.....	25	150,150	156,015	.....	.....
West coast of United States to Cristobal.....	22	40,020	21,435	.....	.....
West coast of United States to Mexico.....	22	114,193	6,000	21	108,874
West coast of South America to West Indies.....	15	28,495	46,542	3	379
Philippines to east coast of United States.....	10	45,439	72,350	.....	.....
West coast of United States to Africa.....	9	41,934	60,476	.....	.....
Hawaii to east coast of United States.....	4	15,439	24,262	.....	.....
Miscellaneous trade routes.....	91	*303,355	337,091	10	*64,557
<b>Totals.....</b>	<b>1,400</b>	<b>5,204,265</b>	<b>5,966,769</b>	<b>165</b>	<b>677,156</b>

\* British cruiser *Renown* of 31,559 displacement tonnage not included in Panama Canal net tonnage.

\* Two British cruisers of 10,004 tons displacement not included in Panama Canal net tonnage.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended January 22:

Steamship *Marne*, general repairs and rebuilding; launch *Captain Wilhelm*, hull repairs and installation of new engine; dredge *No. 84*, general repairs; tug *Bohio*, general repairs and rebuilding; launches *Limon*, general repairs and overhauling; *Santa Rita*, rebuilding; barges *Nos. 132, 134, and 135*, general repairs; motor ship *Astoria*, small miscellaneous repairs to engine and crankshaft; mine yawl *No. 101*, hull repairs and overhauling of engine; U. S. S. *Neches*, miscellaneous boiler repairs; tug *Mariner*, docking, staging, cleaning, painting, and miscellaneous repairs; sub-chaser *No. 284*, docking and miscellaneous repairs; U. S. S. *Cleveland*, miscellaneous repairs; steamship *S. V. Harkness*, miscellaneous heavy repairs; U. S. S. *Dolphin*, small miscellaneous repairs; steamship *Azeus*, repairs to main engine; V. de G. C. *Almirante Latorre*, miscellaneous heavy repairs and docking; motor ship *Siam*, repairs to hull, bilge, and ballast system and docking; U. S. S. *Wyoming*, repairs to ash ejector; U. S. S. *Kennedy*, repairs to main turbines; U. S. S. *Arkansas*, small miscellaneous repairs; U. S. S. *Glacier*, dock, stage, and clean and paint bottom and miscellaneous small repairs.

The following vessels were at the Cristobal shops for repairs during the week ended January 24:

Steamships *Ancon*, *Cristobal*, *General G. W. Goethals*, and *Colon*, miscellaneous repairs and painting to engine, deck, and steward departments; steamship *Siam*, repair tank top, overhaul ballast pump, etc.; launch *Activo*, overhaul engine; steamships *North American*, repair hull, repair winches, blower engine, etc; *Barina*, change from coal to oil burner, repair boiler, oil pumps, etc; schooner *Beulah*, make mast; steamships *Mantaro*, electric weld port boiler, prepare for hydrostatic test, etc.; *Ionic*, repair hatches, services of diver; *Honduras*, rebabbit and machine crank pin, brasses, and crosshead slipper; tug *Tavernilla*, scale boiler, repair fenders, calk uptake studs, etc.; steamship *Agron*, repair anchor windlass; U. S. S. *Poe*, furnish light and water for cleaning boilers; steamships *Acajula*, tug *Porto Bello*, steamship *Hayden*, launch *Rodman*, steamship *Caribbean*, schooner *Chiquimala*, U. S. S. *Shawmut*, and launch *Hibiscus*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 22, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean.....	Panama Railroad Cattle Industry.....		January 16.....		17
Arzila.....	Pacific Steam Navigation Co.....		January 18.....		1,770
Palena.....	Chilean Line.....		January 18.....		400
Antillian.....	Leyland Line.....		January 18.....		120
Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....	January 16.....	January 19.....	1,549	64
Mantaro.....	Peruvian Line.....	January 16.....		1,370	
Cauca.....	Pacific Steam Navigation Co.....	January 16.....	January 21.....	417	302
Kenuta.....	Pacific Steam Navigation Co.....	January 17.....	January 18.....	3	( <sup>1</sup> )
Montevideo.....	Spanish Line.....	January 17.....	January 19.....	276	136
Heredia.....	United Fruit Co.....	January 17.....	January 20.....	667	198
Colon.....	Panama Railroad Steamship Line.....		January 20.....		1,232
Sixaoia.....	United Fruit Co.....	January 19.....	January 20.....	300	246
Almelo.....	Royal Dutch W. I. Mail.....	January 19.....	January 21.....	189	( <sup>1</sup> )
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.....		January 21.....		1,201
Acajula.....	Pacific Steam Navigation Co.....		January 21.....		506
Ancon.....	Panama Railroad Steamship Line.....	January 19.....		9,987	
Cristobal.....	Panama Railroad Steamship Line.....	January 20.....		9,732	
Caribbean.....	Panama Railroad Cattle Industry.....	January 20.....		230	
Oranje Nassau.....	Royal Dutch W. I. Mail.....	January 20.....	January 21.....	43	1,556
Ansaldo San Giorgio IV.....	National Navigation Co.....	January 20.....	January 21.....	37	( <sup>1</sup> )
City of Para.....	Pacific Mail Steamship Co.....	January 21.....		422	
Pastores.....	United Fruit Co.....	January 21.....	January 22.....	426	6
San Blas.....	United Fruit Co.....	January 22.....	January 22.....	75	( <sup>1</sup> )

<sup>1</sup> No cargo laded.

### Costa Rica to Accept Identification Certificates in Lieu of Passports for Employees.

The consul for Costa Rica in Colon has advised the Executive Secretary that the Government of Costa Rica has waived the requirement of passports for persons traveling in Costa Rica in so far as it applies to American employees of The Panama Canal and the Panama Railroad Company and the dependent members of their families. In lieu of passports, such persons will need a statement from the Executive Office to the effect that the holder is a citizen of the United States and employed by The Panama Canal or the Panama Railroad Company. A certificate of vaccination from the quarantine officer in either Balboa or Cristobal will also be necessary. These papers must be presented to the Costa Rican consul, who will make a charge of \$2 for extending a passport and viséing the vaccination certificate.

A similar procedure will govern in the use of identification certificates for adult members of the families of employees. Minor children will be included in the certificate of an accompanying adult, without extra charge, but children traveling alone will be required to have certificates.

It is no longer necessary to pay \$10 for an American passport before leaving Isthmus, or, on returning, to have it viséed by American Consul.

The Costa Rican Government has made the concession of waiving passports for Canal employees and their families in order to reduce the expenses incident on a visit to Costa Rica.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, January 22, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Net.	
Bridge	15	20.02	16	6.32	16	13.04	22	14.45	American.	United States Navy	424.0	55.2	22.6	New York	Callao	Naval supplies.	1,517	7,712	5,437
Collegian	15	4.15	16	6.33	16	13.02	16	14.55	British.	Harrison Line	455.0	56.0	17.6	Liverpool	Puget Sound	General	1,770	7,712	5,437
Hayne	16	7.00	17	7.52	17	15.36	16	17.00	American.	Sudden & Christensen (S. B.)	402.0	53.0	27.0	Norfolk	San Diego	Coal	8,215	6,594	4,756
Armore	14	8.23	17	6.26	17	15.08	17	16.15	American.	Standard Oil Co.	450.0	60.0	25.0	Tampico	Pisagua	Oil	10,000	8,636	6,321
Kaisho Maru	16	14.17	17	6.42	17	15.55	17	16.55	Japanese.	Kansuda Kisen Kaisha.	407.0	50.0	26.0	New York	Kobe	General	6,150	6,108	4,563
Emdyk	16	3.38	17	6.47	17	14.10	17	15.05	Dutch.	Holland-American Line.	425.0	58.0	21.8	Rotterdam	San Angeles	General	2,393	8,514	6,066
Prometheus	17	6.38	17	7.20	17	17.00	17	17.57	American.	United States Navy	450.0	60.1	22.0	Guantanamo	Balboa	Ballast.			
City of Vancouver	17	18.58	17	12.45	17	19.35	17	20.50	British.	Canadian Western Steamship Co.	411.5	54.1	13.6	W. Hartlepool	Vancouver	Ballast.		6,614	4,965
Brazos	17	15.13	17	15.47	18	10.30	23	16.45	American.	United States Navy	475.0	56.0	26.0	Guantanamo	Palboa	Oil	7,300		
General Getty	11	16.07	17	6.40	17	19.14			British.	United States Army	285.0	41.3	19.7	Cristobal	Palboa	General	1,839	2,856	1,797
Arzia	17	18.23	18	6.30	18	14.02	18	14.50	French.	Pacific Steam Navigation Co.	340.0	49.0	24.0	Marseilles	Valparaiso	General	5,050	4,070	2,933
Mont Carvin	17	19.52	18	6.40	18	15.33	18	16.30	Japanese.	Soc. Gen. Transports Maritime.	445.0	58.0	27.6	Port Arthur	Vancouver	Sugar, general	8,900	8,289	5,979
Newua Maru	14	16.13	18	7.05	18	14.41	18	16.20	Chilean.	Taisio Katun Kaisha	350.0	42.0	24.2	Cristobal	Yokohama	Petroleum	4,400	3,606	2,577
Palena	11	8.05	18	9.12	18	20.15	19	18.00	British.	Federal Steam Navigation Co.	420.0	52.0	26.4	Newport	Auckland	General	6,747	7,016	5,078
Sussex	18	13.17	18	13.50	19	10.37			American.	Williams, Dimond & Co.	402.6	53.2	26.6	Norfolk	San Francisco	Coal	7,547	6,060	4,760
Betsy Bell	19	6.10	19	6.18	19	12.52	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Mason	19	6.10	19	6.18	19	12.53	23	21.35	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Dahlgren	19	6.18	19	6.23	19	13.30	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Semmes	19	6.18	19	6.23	19	13.30	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Graham	19	6.18	19	6.23	19	14.15	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Satterlee	19	6.26	19	6.34	19	13.12	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Goldborough	19	6.26	19	6.34	19	13.12	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Blakeley	19	6.31	19	6.40	19	13.45	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Bernadon	19	6.31	19	6.40	19	13.47	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Crowsfield	19	6.34	19	7.37	19	15.28	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Phebe	19	6.34	19	7.37	19	15.34	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
William B. Preston	19	6.37	19	7.40	19	15.37	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Barney	19	6.37	19	7.40	19	15.39	22	10.43	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Black Hawk	19	6.43	19	7.45	19	15.48	22	10.55	American.	United States Navy	310.0	31.0		Guantanamo	Callao	General			
Hector	14	23.2	19	9.10	19	18.28	19	23.40	Dutch.	Royal Netherlands W. I. Mail.	322.0	44.0	22.6	Amsterdam	Valparaiso	General	3,350	3,677	2,707
Liberator	19	6.58	19	10.04	19	16.56	19	17.48	American.	Atlantic Gulf & Pacific Co.	410.0	56.0	21.6	Philadelphia	San Francisco	General	5,000	7,708	6,250
Spermina	19	7.05	19	10.10	19	18.45	20	13.40	American.	Spermina Shipping Co.	349.7	47.1	21.6	Baltimore	Valparaiso	Coal	4,700	3,355	2,679
Treylon	19	8.12	19	11.04	19	19.25	19	21.00	British.	Hain Steamship Co.	400.0	52.4	24.0	Avonmouth	Dunedin	General	6,064	5,788	4,100
Santa Teresa	19	12.18	19	11.47	19	19.35	19	20.40	American.	W. R. Grace & Co.	360.2	51.6	25.6	New York	Valparaiso	General	3,102	5,726	4,086

Destroyer.

Tug.

Supply ship.



THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
16 15 30	Kenuta.....	British.	Pacific Steam Navigation Co.	401.4	52.2 23.1	Liverpool.	General.
16 15 15	Delisle.....	American.	Luckenbach Line (S. B.).	320.8	46.0 18.6	New York.	General.
16 15 00	Forfar.....	British.	Ed. Edwards & Son.	348.5	50.1 21.0	Brest.	Nitrates.
16 23.00	Toha Maru.....	Japanese.	Nippon Yusen Kaisha.	445.0	53.0 17.0	New York.	General.
17 1.00	Quilwardt.....	American.	E. C. Evans & Son (S. B.).	402.5	53.0 24.6	Naples.	Wheat.
17 6.30	U.S.S. Kansas <sup>4</sup> .	American.	United States Navy.	450.0	85.0 27.0	Guantanamo.	General.
17 9.50	Liberty.....	Peruvian.	Peruvian Line.	360.0	46.0 19.0	Cristobal.	General.
17 11.30	Azumasa Maru	Japanese.	U. S. and A. Line (S. B.).	395.0	55.0 25.0	New York.	Ore, general.
17 7.00	Taiyo Maru.....	American.	Kyoto Kisen Kaishaiki Kaisha.	360.0	40.0 25.0	Nitrates of soda.	General.
17 7.30	Trontolite.....	Japanese.	Kawachi Goshi Kaisha.	343.0	44.0 23.8	Azores <sup>11</sup> .	Nitrates of soda.
18 3.45	Des Moines <sup>10</sup> .	American.	Standard Oil & Albin Co.	419.5	57.2 26.9	Hullfax.	Gasoline.
18 8.30	Annam <sup>6</sup> .	British.	Shaw Savill & Albion Co.	477.6	63.1 24.0	London.	General.
18 10.35	Santa Elisa.....	Danish.	East Asiatic Co.	410.0	55.2 28.0	London.	General.
19 10.15	Hayden.....	American.	W. R. Grace & Co.	360.3	51.7 24.8	New York.	General.
19 11.45	City of Para.....	American.	E. C. Evans & Son (S. B.).	360.3	53.0 23.2	N. Westminister	Lumber.
20 12.15	Des Moines <sup>10</sup> .	American.	Pacific Mail Steamship Co.	345.0	38.5 18.0	Cristobal.	Merchandise.
21 2.45	Vulcan <sup>5</sup> .	American.	United States Navy.	310.0	35.0 16.0	New York.	General.
20 21.00	Chinquimula.....	Swedish.	Johnson Line.	362.0	51.2 23.8	Liverpool.	General.
20 7.00	Ionie.....	Norwegian.	S. O. Stray & Co.	226.1	36.5 14.0	Norfolk.	Cacao.
21 9.30	Surrey.....	British.	White Star Line.	176.3	36.1 14.0	Guayaquil.	New York.
21 21.00	Los Angeles.....	British.	Chiquimula Shipping Co.	500.3	63.0 31.0	Philadelphia.	General.
22 2.00	Erbergen.....	American.	Federal Steam Nav. Co. Ltd.	460.0	62.5 24.9	London.	Frozen, general.
22 3.25	Balboa.....	Dutch.	Union Oil Co.	435.0	56.2 21.0	Tampico.	Ballast.
		American.	Furnes Shipping Agency.	385.0	52.0 23.6	Brake.	Wheat.
		American.	Colombian Maritime Co.	190.0	29.1 15.0	Cristobal.	Coffee, hides, etc.

<sup>10</sup> Cruiser.

<sup>11</sup> For orders.

<sup>12</sup> Nitrate of soda, copper, and general.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS.							
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
January 17.....	Herodia.....	United Fruit Co.	New Orleans.	January 16.....	Caribbean.....	Panama Railroad	Cartagena.
January 17.....	Bodia.....	Sousaia Loyd.	Colorado.	January 16.....	L. J. Drake.....	Standard Oil Co.	Tampico.
January 17.....	Montevideo.....	Spanish Line.	Halona.	January 18.....	Antillian.....	Lowland Line.	New Orleans.
January 19.....	Metapan.....	United Fruit Co.	New Orleans and way-ports.	January 19.....	Montevideo.....	Spanish Line.	Puerto Colombia.
January 19.....	Sivalla.....	United Fruit Co.	ports.	January 19.....	Beaver.....	United States Navy.	High seas.
January 20.....	Tivives.....	United Fruit Co.	New York via Kingston.	January 19.....	Metapan.....	United Fruit Co.	New Orleans.
January 20.....	Cristobal.....	Panama Railroad	Cartagena.	January 20.....	Colon.....	Panama Railroad	New York.
January 20.....	Caribbean.....	Panama Railroad	Norfolk.	January 20.....	Tivivot.....	Royal Mail Steam Packet Co.	Pensacola.
January 20.....	Oranic Nassau.....	Panama Railroad	Cartagena.	January 20.....	Tivives.....	United Fruit Co.	New York via Kingston.
January 21.....	Pasores.....	Royal Netherlands W. I. Mail.	Cartagena.	January 20.....	Sixaloa.....	United Fruit Co.	New York, Colombia, and Kingston.
		United Fruit Co.	New York via way ports.				

\*DEPARTURES.

\* Other than ships passing through the Canal.

January 21.....	Jeanne d'Arc.....	French Government.	Carliagena.	Heredia.....	United Fruit Co.....	New Orleans via Bocas del Toro and Habana.
January 22.....	Somme <sup>4</sup> .....	United States Army.	New York via San Juan.	Gen. Geo. W. Goethals.....	Panama Railroad Steamship Line.	New York via Haiti.
January 22.....	San Blas.....	United Fruit Co.....	Port Limon.	Orange Nassau.....	Royal Netherlands W. I. Mail.	Amsterdam and waypoints.
January 22.....	Coronado.....	Elders & Fyfes.....	Port Limon.	Bodia.....	Spenska Loyd.....	Colorado Bar, Nicaragua.
.....	.....	.....	.....	Coronado.....	Elders & Fyfes.....	Kingston.
.....	.....	.....	.....	San Blas.....	United Fruit Co.....	Boston.

PORT OF BALBOA.

<sup>4</sup> Transport.

January 16.....	Orion <sup>5</sup> .....	United States Government.	San Francisco.	January 17.....	Submarine S-7.....	United States Navy.	San Diego.
January 16.....	Glacier <sup>1</sup> .....	United States Government.	San Pedro.	January 22.....	Orion <sup>5</sup> .....	United States Navy.	Valparaiso.
January 15.....	Ontario <sup>2</sup> .....	United States Government.	San Diego.	January 22.....	Mercy <sup>15</sup> .....	United States Navy.	Valparaiso.
January 16.....	Sonoma <sup>2</sup> .....	United States Government.	San Diego.	January 22.....	Mississippi <sup>17</sup> .....	United States Navy.	Valparaiso.
January 16.....	Mercy <sup>12</sup> .....	United States Government.	San Pedro.	January 22.....	Idaho <sup>17</sup> .....	United States Navy.	Valparaiso.
January 16.....	Aroslook <sup>16</sup> .....	United States Government.	San Pedro.	January 22.....	Wyoming <sup>17</sup> .....	United States Navy.	Valparaiso.
January 17.....	Mississippi <sup>17</sup> .....	United States Navy.	San Pedro.	January 22.....	Arkansas <sup>17</sup> .....	United States Navy.	Valparaiso.
January 17.....	Idaho <sup>17</sup> .....	United States Navy.	San Pedro.	January 22.....	New Mexico <sup>17</sup> .....	United States Navy.	Valparaiso.
January 17.....	Arkansas <sup>17</sup> .....	United States Navy.	San Francisco.	January 22.....	Texas <sup>17</sup> .....	United States Navy.	Valparaiso.
January 17.....	New Mexico <sup>17</sup> .....	United States Navy.	San Pedro.	January 22.....	New York <sup>17</sup> .....	United States Navy.	Valparaiso.
January 17.....	Texas <sup>17</sup> .....	United States Navy.	San Francisco.	January 22.....	Birmingham <sup>18</sup> .....	United States Navy.	Valparaiso.
January 17.....	New York <sup>17</sup> .....	United States Navy.	San Francisco.	January 22.....	Waters <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Birmingham <sup>18</sup> .....	United States Navy.	San Diego.	January 22.....	Dent <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Waters <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Kennedy <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Dent <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Paul Hamilton <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Kennedy <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Parrot <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Paul Hamilton <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Thompson <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Parrot <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Reno <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Thompson <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Dorsey <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Reno <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Bulmer <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Dorsey <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Farquhar <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Bulmer <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Stoddert <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Farquhar <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Woolsey <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Stoddert <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Evans <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Woolsey <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Aaron Ward <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Evans <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Phillips <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Aaron Ward <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Buchanan <sup>3</sup> .....	United States Navy.	Valparaiso.
January 17.....	Phillips <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Kanawha <sup>1</sup> .....	United States Navy.	Valparaiso.
January 17.....	Buchanan <sup>3</sup> .....	United States Navy.	San Diego.	January 22.....	Neptune <sup>1</sup> .....	United States Navy.	Valparaiso.
January 17.....	Melville <sup>19</sup> .....	United States Navy.	San Diego.	January 22.....	Partridge <sup>21</sup> .....	United States Navy.	Valparaiso.
January 17.....	Cuyama <sup>20</sup> .....	United States Navy.	San Diego.	.....	.....	.....	.....
January 17.....	Kanawha <sup>1</sup> .....	United States Navy.	San Diego.	.....	.....	.....	.....
January 17.....	Neptune <sup>1</sup> .....	United States Navy.	San Diego.	.....	.....	.....	.....
January 17.....	Partridge <sup>21</sup> .....	United States Navy.	San Diego.	.....	.....	.....	.....

<sup>15</sup> Hospital ship.

<sup>16</sup> Plane tender.

<sup>17</sup> Dreadnaught.

<sup>18</sup> Third-class cruiser.

<sup>19</sup> Tender.

<sup>20</sup> Tanker.

<sup>21</sup> Fuel ship.

<sup>22</sup> Minesweeper.



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.

### Accessions to the Canal Library.

The following are among the books that have been added to the Panama Canal Library recently:

Bailey, C. S., "For the children's hour;" Castle, W. R., "Hawaii past and present;" Chandler, Anna Curtis, "Magic pictures of the long ago;" Clark, Champ, "My quarter century of American politics;" Clark, Francis Edward, "The charm of Scandinavia;" Clemens, Samuel Langhorne, "The innocents abroad;" Conrad, Joseph, "Chance;" Conrad, Joseph, "Lord Jim;" Collingwood, S. D., "Life and letters of Lewis Carroll;" Conrad, Joseph, "Romance;" Conrad, Joseph, "Victory;" Davis, Richard Harding, "Gallegher, and other stories;" Davis, Richard Harding, "Soldiers of fortune;" Franck, Harry Alverson, "Vagabonding down the Andes;" Guiterman, Arthur, "The laughing muse;" Haggard, Sir H. R., "The people of the mist;" Kellogg, C. H., "Mercier, the fighting Cardinal of Belgium;" Keynes, John Maynard, "The economic consequences of the peace;" Levine, V., "Colombia;" London, Jack, "On the Makalooa mat;" Malins, Geoffrey H., "How I filmed the war;" Marzials, Sir Frank Thomas, "Life of Victor Hugo;" Morgan, George, "The true La Fayette;" Muir, John, "Boyhood of a naturalist;" Parke, J. C., "How to play lawn tennis;" Porter, Eleanor Hodgman, "Mary Marie;" Post, Mrs. Emily (Price), "By motor to the Golden Gate;" Recouly, Raymond, "Foch, the winner of the war;" Scott, Ernest, "A short history of Australia;" Street, Julian Leonard, "American adventures;" Underwood, Mrs. E. (W.), "Short stories from the Balkans;" Van Dyke, John Charles, "The Grand Canyon of the Colorado;" Vallery-Radot, Rene, "Life of Pasteur;" Verrill, A. H., "The book of the West Indies;" Webb, Frank, "Switzerland of the Swiss;" Wheeler, B. I., "Alexander the Great;" White, W. A., "Court of Boyville;" Wister, Owen, "Ulysses S. Grant;" Woodberry, G. E., "Ralph Waldo Emerson."

### Magazines and Newspapers in the Library.

The following magazines, received in The Panama Canal Library can be loaned for a period of 4 days:

Arts and Decoration.	The Outlook.
Atlantic Monthly.	Red Book.
Dial.	Scientific American.
Good Housekeeping.	Scientific American Monthly.
Ladies Home Journal.	Scribner's Magazine.
Literary Digest.	Travel.
National Geographic Magazine.	Yale Review.
North American Review.	

The following newspapers are available in the library:

Boston Globe.	San Francisco Chronicle.
Chicago Tribune.	Washington Evening Star.
New York Times.	

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Expert aid (optical), \$10 per diem (male and female); form 2118; announcement No. 61; age, below 45 years; vacancies exist in the Naval Gun Factory, Washington, D. C.; February 15, 1921.<sup>1</sup>

Laundress, \$400 to \$600 per year (female); form 1800; announcement No. 29; age, 20 but not 50 years; vacancies exist in the Indian Service.<sup>2</sup>

Magnetic observer, \$1,500 a year (male and female); form 1312; announcement No. 56; age, 20 but not 45 years; vacancies exist in the Coast and Geodetic Survey; May 3, 1921.<sup>1</sup>

Metallurgist, \$3,000 to \$3,600 a year; assistant metallurgist, \$2,000 to \$3,000 a year (male and female); form 2118; announcement No. 63; age, below 45 years; vacancies exist in Ordnance Department at Large; April 5, 1921.<sup>1</sup>

Mining and metallurgical engineer, \$4,000 to \$5,000 a year (male and female); form 2118; announcement No. 62; age, below 55 years; vacancies exist in Bureau of Mines, Washington, D. C.; February 15, 1921.<sup>1</sup>

Typewriter repairman, \$1,400 a year (male and female); form 1800; announcement No. 63; age, 18 but not 50 years; vacancies exist in office of Chief Clerk, Washington, D. C.; February 15, 1921.<sup>1</sup>

<sup>1</sup> 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 day.

<sup>2</sup> 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 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:

## DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Melvina Loague.....	33014	Jamaica.....	Panama.....	Supply Department...	Jan. 12, 1921.
Antonio Pierre.....	23079	Guadeloupe.....	Folks River.....	Panama Railroad.....	Jan. 8, 1921.
James H. A. Levien alias James Levine..	36761	Barbados.....	Panama.....	Dredging Division.....	Jan. 10, 1921.

## INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Forrest Lambert.....	2482	United States...	Balboa.....	Mechanical Division ...	Jan. 10, 1921.
Isiah Austin.....	25898	Barbados.....	Colon.....	Panama Railroad.....	Dec. 14, 1920.
Ernest Castan.....	40066	Panama.....	Panama.....	The Panama Canal....	Dec. 20, 1920.

**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.

**Sale of Dynamite.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., February 28, 1921, and then opened, for the purchase of about 810 cases of dynamite removed from the steamship *Cartagena*, now stored in the Gamboa magazine.

Form of proposal may be had upon application to the office of the Chief Quartermaster, or the General Storekeeper, Balboa. The Panama Canal reserves the right to reject any or all bids.

**Sale of Four Boilers.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., February 7, 1921, and then opened, for the purchase of four

boilers removed from the steamship *Cristobal*, located near Dock No. 13, Balboa. Form of proposal may be had upon application to the office of the Chief Quartermaster. The Panama Canal reserves the right to reject or accept any or all bids.

**Sale of "Stonetex" Paint.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10.30 a. m., January 31, and then opened, for the purchase of approximately 774 gallons of dark brick red "Stonetex" paint in 5-gallon containers located at Section A, Balboa storehouse. 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.

**COMMISSARY NOTES.****Sporting Goods.**

Among the sporting goods just arrived in the line stores are fishing tackle and baseball supplies.

**Books.****Books received:**

"Hearts of Three," by Jack London; "Romantic," by May Sinclair; "Homespun and Gold," by Alice Brown; "Universal Pocket Dictionary;" "Mrs. Farmer's Cook Book."

## Directory of The Panama Canal.

### Executive Department.

Headquarters, Balboa Heights.

BRIG. GEN. CHESTER HARDING, U. S. A. (Retired), 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.

ALBERT C. HINDMAN, District Attorney, Ancon.

WALTER F. VAN DAME, Counsel, P. R. R., and Land Agent, Panama Canal, Ancon.

### Department of Operation and Maintenance.

(Under immediate direction of the Governor as head of the department.)

Headquarters, Balboa Heights.

COL. J. J. MORROW, U. S. A., 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.

J. J. WALSH, General Foreman, Gatun Dam, Gatun.

C. J. EMBREE, Office Engineer.

O. E. MALSBURY, Assistant Engineer, Section of Surveys.

R. Z. KIRKPATRICK, Chief Hydrographer, Section of Meteorology and Hydrography.

D. E. WRIGHT, Municipal Engineer, Division of Municipal Engineering.

JOEL M. PRATT, Superintendent, Dredging Division, Paraiso.

JOHN G. CLAYBOURN, Assistant Engineer, Dredging Division, Paraiso.

F. E. HOLLERAN, Assistant Engineer, Fortifications Division, Balboa Heights.

J. B. FIELDS, Acting Resident Engineer, Building Division.

MEADE BOLTON, Architect.

CAPT. E. P. JESSOP, U. S. N., Marine Superintendent, Marine Division.

COM. F. V. MCNAIR, U. S. N., Captain of the Port, Cristobal.

LIEUT. COM. S. L. HENDERSON, U. S. N., Captain of the Port, Balboa.

Board of Local Inspectors—COM. F. V. MCNAIR, U. S. N., *Chairman*,

LIEUT. COM. S. L. HENDERSON, U. S. N., and LIEUT. HARRY CHAMPENO, U. S. N.

George J. Vanderslice, Recorder.

F. KARIGER, Pilot in charge, Lighthouse Subdivision, Gatun.

COMDR. EDWIN G. KINTNER, Naval Constructor, U. S. N., Superintendent of Mechanical Division, Balboa.

H. H. EVANS, Assistant Superintendent, Mechanical Division, Balboa.

G. S. TOWER, Mechanical Engineer, Mechanical Division, Balboa.

WM. H. STONE, Production Superintendent, 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.

J. H. K. HUMPHREY, Superintendent, Cattle Industry, Cristobal.

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.

II. A. A. SMITH, Auditor.

ELWYN GREENE, Assistant Auditor on the Isthmus.

R. W. GLAW, Paymaster.

A. H. MOHR, Collector.

**Health Department.**

Headquarters, Balboa Heights,

- COL. H. C. FISHER, U. S. A., Chief Health Officer.  
 DR. DALFERES P. CURRY, Assistant Chief Health Officer.  
 COL. L. T. HESS, U. S. A., Superintendent, Ancon Hospital, Ancon.  
 MAJ. T. J. LEARY, U. S. A., Superintendent, Colon Hospital, Cristobal.  
 DR. LOUIS WENDER, Superintendent, Corozal Hospital, Corozal.  
 MAJ. E. A. BOCOCK, Superintendent, Santo Tomas Hospital (Panama), Ancon.  
 DR. HENRY GOLDTHWAITE, Health Officer of Panama, Ancon.  
 DR. JESSE L. BYRD, Health Officer of Cristobal-Colon, Cristobal.  
 SURGEON W. C. RUCKER, U. S. P. H. S., Chief Quarantine Officer.  
 DR. C. A. HEARNE, Quarantine Officer, Cristobal-Colon, Cristobal.  
 DR. J. D. ODOM, Quarantine Officer, Balboa-Panama, Fort Amador.

**Courts.**

- JOHN W. HANAN, District Judge, Ancon.  
 MIGUEL A. OTERO, Marshal, Ancon.  
 E. M. GOOLSBY, Clerk, Ancon.  
 JAMES S. CAMPBELL, Assistant Clerk, Cristobal.  
 J. W. BLACKBURN, Magistrate, Balboa.  
 R. A. WADE, Magistrate, Cristobal.

**Wage and Complaints Boards.**

Balboa Heights.

*Wage Board:*

- COL. J. J. MORROW, representing The Panama Canal.  
 W. C. HUSHING, representing employees.

*Board on Complaints Concerning Working Conditions:*

- COL. J. J. MORROW, and Head of Department or Division interested, representing The Panama Canal.  
 W. C. HUSHING, and HARVEY McCONAUGHEY, representing employees.

**The Panama Canal in the United States.**

Headquarters, 17th and "G" Streets N.W., Washington, D. C.

- A. L. FLINT, General Purchasing Officer and Chief of Office.  
 RAY L. SMITH, Assistant to the Chief of Office.  
 E. D. ANDERSON, Chief Clerk, Purchasing Department.  
 B. F. HARRAH, Assistant Auditor.  
 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.**

Headquarters, Balboa Heights, C. Z.

- BRIG. GEN. CHESTER HARDING, U. S. A. (Retired), President.  
 COL. J. J. MORROW, U. S. A., Second Vice President.  
 SAMUEL W. HEALD, Superintendent.  
 ROBERT BEVERLEY, Assistant to Superintendent.  
 W. F. FOSTER, Master of Transportation.  
 M. B. CONNOLLY, Roadmaster.  
 R. B. WALKER, Receiving and Forwarding Agent, Cristobal.  
 T. W. MCFARLANE, Superintendent, Coaling Plants, Cristobal  
 WALTER F. VAN DAME, Counsel, Ancon.

*Office in the United States, 24 State Street, New York City.*

- E. A. DRAKE, First Vice President.  
 T. H. ROSSBOTTOM, Third Vice President.  
 SYLVESTER DEMING, Treasurer.  
 V. M. NEWTON, Auditor.  
 RICHARD REID ROGERS, General Counsel.  
 A. E. PATERSON, Freight Agent.  
 C. C. VAN RIPER, Passenger Agent.  
 H. I. BAWDEN, Terminal Superintendent.  
 R. E. RUTHERFORD, Commissary Purchasing Agent.  
 A. S. PERRY, Assistant Commissary Purchasing Agent, New Orleans, La.

# THE PANAMA CANAL RECORD

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Volume XIV. Balboa Heights, C. Z., February 2, 1921. No. 25.

## CANAL WORK IN DECEMBER.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of December, 1920:

BALBOA HEIGHTS, C. Z., January 28, 1921.

*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, 1920:

### CANAL TRAFFIC.

The number of ocean-going ships passing through the Canal during the month was 286, of which 265 were commercial vessels, and 21 United States Government vessels. A detailed classification of both government and commercial vessels will be found under the tables included in this report.

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1919, and of the average month's traffic for the calendar year 1920, shows the following:

Panama Canal net tonnage:		
December, 1920.....		1,027,918
November, 1920.....		929,875
December, 1919.....		927,726
Average month, calendar year 1920.....		864,855
Registered gross tonnage:		
December, 1920.....		1,298,864
November, 1920.....		1,184,072
December, 1919.....		1,203,316
Average month, calendar year, 1920.....		1,108,407
Registered net tonnage:		
December, 1920.....		823,758
November, 1920.....		756,223
December, 1919.....		759,699
Average month, calendar year 1920.....		704,867
Tolls earned:		
December, 1920.....	\$1,007,849.32	
November, 1920.....	933,912.11	
December, 1919.....	891,358.34	
Average month, calendar year 1920.....	857,946.85	
Tons of cargo carried:		
December, 1920.....		1,076,530
November, 1920.....		984,910
December, 1919.....		924,479
Average month, calendar year 1920.....		936,343

The total number of vessels and craft of all kinds through the Canal was 292, as compared with 258 for last month. Ocean-going commercial ships passing through the Canal averaged 8.5 per day. The average tonnage, tolls, etc., per commercial vessel, as compared with last month's traffic, were as follows:

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,141	3,218
Panama Canal net tonnage.....	3,879	3,907
Registered gross tonnage.....	4,901	4,975
Registered net tonnage.....	3,108	3,177
Tolls.....	\$3,803.20	\$3,924.00
Tons of cargo (2,240 pounds).....	4,062	4,804

The United States coastwise trade for December included 22 vessels with a total Panama Canal net tonnage of 90,105, and cargo of 89,015 tons. There were 12 vessels from the Atlantic to the Pacific with a total tonnage of 46,773, and cargo of 53,802 tons; and 10 vessels from the Pacific to the Atlantic, with a total tonnage of 43,332, and cargo of 35,213 tons.

## PRINCIPAL COMMODITIES.

Bulk shipments of the various commodities included in the December traffic were:

## FROM ATLANTIC TO PACIFIC.

Commodity.	From—	To—	Tons.
Coal and coke.....	North Atlantic ports, U. S.....	Chile.....	39,637
Coal and coke.....	South Atlantic ports, U. S.....	Chile.....	100,183
Coal and coke.....	South Atlantic ports, U. S.....	Balboa, C. Z. ....	9,372
Coal and coke.....	South Atlantic ports, U. S.....	New Zealand.....	9,255
Coal and coke.....	South Atlantic ports, U. S.....	Peru.....	6,435
Coal and coke.....	South Atlantic ports, U. S.....	San Francisco.....	2,074
Total, coal and coke.....			166,956
Fuel oil.....	East coast of Mexico.....	Chile.....	53,058
Fuel oil.....	East coast of Mexico.....	Balboa, C. Z. ....	15,000
Fuel oil.....	East coast of Mexico.....	Peru.....	9,405
Fuel oil.....	East coast of Mexico.....	San Francisco.....	8,000
Total, fuel oil.....			85,463
Iron and steel.....	North Atlantic ports, U. S.....	West coast, U. S.....	19,818
Iron and steel.....	North Atlantic ports, U. S.....	Far East.....	17,518
Iron and steel.....	North Atlantic ports, U. S.....	West coast, South America.....	10,157
Iron and steel.....	North Atlantic ports, U. S.....	Australasia.....	6,250
Iron and steel.....	North Atlantic ports, U. S.....	Philippines.....	2,000
Iron and steel.....	Gulf ports, U. S.....	Far East.....	15,735
Iron and steel.....	Gulf ports, U. S.....	West coast, South America.....	890
Iron and steel.....	Cristobal.....	West coast, South America.....	400
Iron and steel.....	British Isles.....	West coast, South America.....	3,655
Iron and steel.....	British Isles.....	New Zealand.....	1,050
Total, iron and steel.....			77,473
Refined oils.....	North Atlantic ports, U. S.....	Far East.....	19,617
Refined oils.....	North Atlantic ports, U. S.....	Philippines.....	7,156
Refined oils.....	North Atlantic ports, U. S.....	Chile.....	5,662
Refined oils.....	North Atlantic ports, U. S.....	Australasia.....	3,854
Refined oils.....	North Atlantic ports, U. S.....	West coast, U. S.....	402
Refined oils.....	Gulf ports, U. S.....	Far East.....	10,900
Total, refined oils.....			47,591
Tobacco.....	North Atlantic ports, U. S.....	Far East.....	1,235
Tobacco.....	North Atlantic ports, U. S.....	Colombia.....	605
Total, tobacco.....			1,840
Cement.....	New York.....	West coast, South America.....	2,806
Cement.....	London.....	West coast, South America.....	1,950
Total, cement.....			4,756
Glass.....	British Isles.....	West coast, South America.....	415
Glass.....	Belgium.....	West coast, U. S.....	103
Total, glass.....			518
Silver sand.....	Belgium.....	California.....	7,517
Sulphur.....	Gulf ports, U. S.....	California.....	5,000
Sulphur.....	Gulf ports, U. S.....	Borneo.....	1,200
Total, sulphur.....			6,200
Cotton.....	Gulf ports, U. S.....	Far East.....	5,983
Tin (metal).....	Atlantic ports, U. S.....	Far East.....	3,000
Pitch.....	Gulf ports, U. S.....	China.....	2,700
Aeroplanes.....	New York.....	Philippines.....	2,249
Sugar.....	Baltimore.....	Japan.....	2,000
Saltpeter.....	Norway.....	San Pedro.....	800
Salt.....	Puerto Colombia.....	Buenaventura.....	524
Benzine.....	New York.....	Australasia.....	520

## FROM PACIFIC TO ATLANTIC.

Nitrate.....	Chile.....	South Atlantic ports, U. S.....	64,117
Nitrate.....	Chile.....	Gulf ports, U. S.....	14,711
Nitrate.....	Chile.....	North Atlantic ports, U. S.....	5,950
Total to United States.....			84,778

## FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	Tons.
Nitrate	Chile	Belgium	18,211
Nitrate	Chile	British Isles	10,559
Nitrate	Chile	Denmark	8,727
Nitrate	Chile	France	13,234
Nitrate	Chile	Germany	5,055
Nitrate	Chile	Spain	9,326
Nitrate	Chile	Sweden	5,700
Nitrate	Chile	Europe <sup>1</sup>	2,006
Total to Europe			72,818
Nitrate	Chile	Azores <sup>2</sup>	19,348
Nitrate	Chile	West Indies	10,689
Grand total, nitrate			187,633
Wheat	West coast, U. S.	British Isles	27,288
Wheat	West coast, U. S.	Belgium	15,736
Wheat	West coast, U. S.	Portugal	6,500
Wheat	West coast, U. S.	Germany	5,863
Total, wheat			55,387
Lumber	West coast, U. S.	British Isles	22,206
Lumber	West coast, U. S.	East coast, U. S.	10,370
Lumber	Central America	Cristobal	159
Total, lumber			32,735
Cold storage and food products	Australasia	British Isles	28,889
Cold storage and food products	Australasia	East coast, U. S.	5,643
Total, cold storage and food products			34,532
Sugar	Peru	North Atlantic ports, U. S.	4,186
Sugar	Peru	British Isles	9,996
Sugar	Java	North Atlantic ports, U. S.	5,394
Total, suzar			19,576
Copper	Chile	North Atlantic ports, U. S.	13,107
Copper	Chile	British Isles	1,000
Copper	Peru	Cristobal	1,122
Copper	Australia	British Isles	993
Total, copper			16,222
Barley	West coast, U. S.	British Isles	10,644
Barley	Chile	British Isles	755
Total, barley			11,399
Canned fruits	West coast, U. S.	Cuba	1,600
Canned fruits	West coast, U. S.	British Isles	675
Canned fruits	West coast, U. S.	Gulf ports, U. S.	432
Total, canned fruits			2,707
Ivory nuts	Ecuador	North Atlantic ports, U. S.	1,277
Ivory nuts	Ecuador	Cristobal	286
Ivory nuts	Ecuador	Europe	132
Total, ivory nuts			1,695
Coffee	Guatemala	Cristobal	846
Coffee	Colombia	New York	262
Total, coffee			1,108
Refined oils	San Francisco	London	11,000
Canned fish	Vancouver	London	3,972
Oats	New Zealand	British Isles	1,863
Ore, vanadium	Callao	New York	1,300
Coconut oil	Philippines	New York	653
Rice	China	Cuba	800

<sup>1</sup> Not designated.<sup>2</sup> For orders.

## LATIN-AMERICAN TRAFFIC.

Commercial vessels, southbound, engaged in Latin-American trade, for December, were classified as follows:

Nationality.	No. of ships.	U. S. equivalent net tonnage.	Panama Canal net tonnage.	Registered gross tonnage.	Registered net tonnage.	Tons of cargo.
British.....	32	71,912	90,635	119,673	72,746	79,433
United States.....	28	83,666	96,942	125,059	81,525	132,144
Norwegian.....	7	21,500	25,769	33,854	21,249	46,015
Spanish.....	5	10,405	12,674	16,326	10,416	17,440
Chilean.....	5	9,488	13,909	18,389	10,556	3,298
Peruvian.....	4	5,493	9,844	14,532	7,783	4,606
Japanese.....	3	10,748	12,102	15,699	10,372	19,676
Dutch.....	2	5,268	6,780	6,898	4,280	6,200
Danish.....	2	4,604	5,271	6,423	3,983	9,029
Italian.....	1	3,339	4,266	5,860	3,486	720
Costa Rican.....	1	144	152	158	93	18
Totals.....	90	226,567	278,344	362,876	226,489	318,579
Totals, November, 1920.....	65		199,867	257,572	162,047	226,824
Totals, December, 1919.....	89		261,546	345,230	213,639	105,634

\* A British cruiser of 5,320 tons displacement is not included in tonnage figures.

Three of the above vessels, with an aggregate Panama Canal net tonnage of 7,691, were in ballast; 2 from the United States and 1 from Europe.

This traffic is further classified in the following table:

No. vessels.	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
<i>To west coast of South America—</i>				
8	United States.....	General merchandise.....	21,467	East coast of United States.
6	United States.....	Coal and coke.....	37,153	East coast of United States.
7	British.....	Coal and coke.....	37,087	East coast of United States.
3	British.....	General merchandise.....	5,981	East coast of United States.
1	British.....	Ballast.....		East coast of United States.
3	Norwegian.....	Coal and coke.....	16,691	East coast of United States.
1	Norwegian.....	General and coal.....	4,449	East coast of United States.
4	Spanish.....	Coal and coke.....	17,440	East coast of United States.
3	Japanese.....	Coal and coke.....	19,676	East coast of United States.
2	Danish.....	Coal and coke.....	9,029	East coast of United States.
1	Chilean.....	General merchandise.....	2,300	East coast of United States.
1	Chilean.....	Ballast.....		East coast of United States.
40			171,273	East coast of United States.
9	British.....	General merchandise.....	4,441	Cristobal, C. Z.
4	Peruvian.....	General merchandise.....	4,606	Cristobal, C. Z.
3	Chilean.....	General merchandise.....	998	Cristobal, C. Z.
1	United States.....	General merchandise.....	111	Cristobal, C. Z.
17			10,156	Cristobal, C. Z.
5	British.....	General merchandise.....	15,960	British Isles.
2	Dutch.....	General merchandise.....	6,200	Holland.
1	Norwegian.....	General merchandise.....	6,075	Norway.
1	Italian.....	General merchandise.....	720	Italy.
1	Spanish.....	Ballast.....		Spain.
10			28,955	Europe.
4	United States.....	Crude oil.....	34,163	East coast of Mexico.
2	Norwegian.....	Crude oil.....	18,800	East coast of Mexico.
1	British.....	Crude oil.....	9,500	East coast of Mexico.
1	British.....	Gasolene, kerosene... ..	3,420	East coast of Mexico.
8			65,883	East coast of Mexico.
1	British.....	General merchandise.....	747	North Colombian ports.
<i>To Balboa, Canal Zone—</i>				
2	United States.....	Fuel oil.....	15,000	East coast of Mexico.
2	United States.....	Coal.....	9,372	East coast of United States.
1	British.....	Ballast.....		Limon, Costa Rica.
5			24,372	
<i>To west coast of United States—</i>				
2	United States.....	General merchandise.....	2,864	Cristobal, C. Z.
1	United States.....	Crude oil.....	8,000	West coast of Mexico.
3			10,864	

No. vessels	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
<i>To west coast of Central America—</i>				
3	British	General merchandise.	2,297	Cristobal, C. Z.
1	United States	Coal	3,124	East coast of United States.
1	United States	Steel rails	890	East coast of United States.
1	Costa Rica	General merchandise.	18	Cristobal, C. Z.
6			6,329	
90	Total Latin-American traffic, Atlantic to Pacific		318,579	

The Latin-American traffic, northbound, through the Canal, for December, is classified in the following tabulation:

Nationality.	No. of ships.	U. S. equivalent net tonnage.	Panama Canal net tonnage.	Registered gross tonnage.	Registered net tonnage.	Tons of cargo.
British	29	71,987	92,643	119,605	72,221	82,980
United States	32	96,486	114,414	150,171	96,418	89,828
Norwegian	4	12,963	16,013	20,572	12,931	9,696
Peruvian	3	4,010	8,315	12,666	6,614	4,235
French	2	7,238	8,316	11,561	7,370	12,958
German	2	5,872	8,917	9,245	5,861	10,689
Dutch	2	4,970	8,200	7,991	4,955	12,016
Danish	2	4,865	4,841	5,937	3,597	8,914
Spanish	2	4,018	4,702	6,530	4,005	8,631
Chilean	2	3,608	6,250	7,612	4,560	8,478
Japanese	1	3,859	4,440	6,079	3,850	8,024
Belgian	1	3,151	4,043	5,072	3,094	7,000
Swedish	1	3,123	4,013	4,952	3,973	5,700
Chinese	1	1,678	1,733	2,631	1,673	800
Costa Rican	1	144	152	158	93	356
Totals	85	227,972	286,992	370,782	231,215	262,305
Totals, November, 1920	67		230,526	305,163	191,159	207,888
Totals, December, 1919	62		203,707	267,960	167,854	263,372

Seventeen of the above ships were in ballast; 13 of which were empty tankers returning to Mexican ports. Of the remaining 4, 2 were British tugs, and 1 a British ship from the west coast of South America to Cristobal, and the other a vessel in ballast from Balboa, C. Z., to New York.

This traffic is further classified in the following tabulation:

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
<i>From west coast of South America—</i>				
10	United States	Nitrate	58,697	East coast of United States.
5	United States	General merchandise.	15,353	East coast of United States.
1	United States	Copper and general	4,001	East coast of United States.
1	United States	Sugar	3,900	East coast of United States.
1	United States	Nitrate, general	2,950	East coast of United States.
1	United States	Cacao	2,180	East coast of United States.
2	British	Nitrate	15,844	East coast of United States.
2	British	General merchandise.	2,023	East coast of United States.
1	British	Copper	3,046	East coast of United States.
1	Norwegian	Nitrate	6,500	East coast of United States.
1	Norwegian	General merchandise.	3,196	East coast of United States.
26			117,695	East coast of United States.
7	British	General	7,847	Cristobal, C. Z.
3	British	Ballast		Cristobal, C. Z.
3	Peruvian	General merchandise.	4,235	Cristobal, C. Z.
2	Chilean	General merchandise.	478	Cristobal, C. Z.
1	German	Nitrate	5,315	Cristobal, C. Z. <sup>1</sup>
1	United States	General merchandise.	492	Cristobal, C. Z.
17			18,367	Cristobal, C. Z.
5	British	General merchandise.	27,300	British Isles.
1	British	Nitrate	7,550	British Isles.
2	British	Nitrate	10,927	France.
1	French	Nitrate, general	6,845	France.
1	Dutch	Nitrate	5,316	Spain.
1	Spanish	Nitrate	4,010	Spain.
2	Danish	Nitrate	8,914	Denmark.
1	British	Nitrate	7,500	Belgium.
1	Belgian	Nitrate	7,000	Holland.
1	French	Nitrate, general	6,113	Germany.
1	Swedish	Nitrate	5,700	Sweden.
17			97,175	European ports.

<sup>1</sup>For orders.

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
<i>From west coast of South America—Contd.</i>				
3	United States	Ballast		East coast of Mexico.
2	Norwegian	Ballast		East coast of Mexico.
1	British	Ballast		East coast of Mexico.
6				East coast of Mexico.
1	Japanese	Nitrate	8,024	Azore Islands. <sup>1</sup>
1	Dutch	Nitrate	6,700	Azore Islands. <sup>1</sup>
1	Spanish	Nitrate	4,621	Azore Islands. <sup>1</sup>
3			19,345	Azore Islands. <sup>1</sup>
1	German	Nitrate	5,374	Kingston, Jamaica.
<i>From west coast of United States.—</i>				
4	United States	Ballast		East coast of Mexico.
1	British	Ballast		East coast of Mexico.
1	United States	General	2,213	Habana, Cuba.
1	United States	General merchandise	37	Cristobal, C. Z.
7			2,250	
<i>From west coast of Central America—</i>				
3	British	General merchandise	943	Cristobal, C. Z.
1	Costa Rican	Logs	356	Cristobal, C. Z.
4			1,299	Cristobal, C. Z.
<i>From Balboa, C. Z.—</i>				
2	United States	Ballast		East coast of Mexico.
1	United States	Ballast		East coast of United States.
3				
<i>To West Indies—</i>				
1	Chinese	Rice	800	Habana, Cuba.

<sup>1</sup>For orders.

Thirty-six of the vessels passing through the Canal during December were under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 153,354, and cargo of 177,879 tons; tolls on these vessels aggregated \$156,971.66. Of these, 16 were southbound, with a total Panama Canal net tonnage of 69,715, and cargo of 80,754 tons; 20 were northbound, with a combined Panama Canal net tonnage of 83,639, and cargo of 97,124 tons. In addition to the foregoing, 4 vessels under control of the Shipping Board, with a combined Panama Canal net tonnage of 14,938,<sup>1</sup> and carrying 30,995 tons of fuel for the Navy, passed through the Canal southbound during the month.

<sup>1</sup> Panama Canal net tonnage not available on one of the four vessels.

Statements attached to this report show the origin and destination of all cargo passing through the Canal during December (see pages 364 and 365); the following tabulation gives the classification of the traffic over the principal trade routes:

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast of South America to west coast of South America	40	135,206	171,273	2	5,477
East coast of United States to Far East	17	84,873	120,887		
Cristobal to west coast of South America	17	29,078	10,156		
United States coastwise	12	46,773	53,802		
Europe to west coast of South America	10	44,391	28,955	1	2,214
Europe to west coast of United States	8	35,958	12,658	4	16,539
Mexico to west coast of South America	8	38,795	65,833		
Europe to Australasia	6	43,491	29,226		
East coast of United States to Australasia	6	36,775	47,391		
Cristobal to west coast of Central America	4	3,263	2,315		
East coast of United States to Philippines	3	14,721	22,414		
East coast of Mexico to Balboa, C. Z.	2	8,799	15,000		
East coast of United States to Balboa	2	6,643	9,372		
Cristobal to west coast of United States	2	3,756	2,864		
East coast of United States to west coast of Central America	2	2,231	4,014		
East coast of Mexico to west coast of United States	1	5,476	8,000		
Europe to west coast of Canada	1	4,899	1,582		
East coast of United States to west coast of Canada	1	5,196	5,329		

	Total vessels.			Vessels in ballast.	
	Ves-sels.	Panama Canal net tonnage.	Cargo.	Ves-sels.	Panama Canal net tonnage.
<i>Atlantic to Pacific—Continued.</i>					
East coast of Canada to Australasia.....	1	3,902	7,583		
East coast of Central America to Balboa.....	1	( <sup>1</sup> )		1	
Colombian coastwise ports.....	1	706	747		
Totals for December, 1920.....	145	554,932	619,451	8	24,230
Totals for November, 1920.....	123	467,951	491,109	15	44,499
Totals for December, 1919.....	140	487,114	405,697	51	163,565
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States.....	26	87,836	117,695		
West coast of South America to Cristobal.....	17	28,673	18,367	3	303
West coast of South America to Europe.....	17	77,417	97,175		
West coast of United States to Europe.....	14	69,626	97,955		
United States coastwise.....	10	43,332	35,213	2	13,285
Australasia to Europe.....	6	43,260	32,208		
West coast of South America to Mexico.....	6	32,479		6	32,479
West coast of United States to Mexico.....	5	26,107		5	26,107
West coast of Central America to Cristobal.....	4	3,263	1,299		
West coast of South America to Azore Islands.....	3	10,954	19,345		
Australasia to east coast of United States.....	2	14,915	10,720		
Far East to east coast of United States.....	2	9,413	11,280		
Balboa to east coast of Mexico.....	2	8,799		2	8,799
West coast of Canada to Europe.....	1	5,448	7,407		
West coast of South America to West Indies.....	1	4,490	5,374		
Far East to Cuba.....	1	1,733	800		
West coast of United States to Cristobal.....	1	2,163	37		
Balboa to East coast of United States.....	1	1,574		1	1,574
West coast of United States to Cuba.....	1	1,504	2,213		
Totals for December, 1920.....	120	472,986	457,088	19	82,547
Totals for November, 1920.....	115	461,924	493,801	16	63,287
Totals for December, 1919.....	120	440,612	518,782	12	61,887

<sup>1</sup> British cruiser of 5,329 tons displacement not included in Panama Canal net tonnage figures.

<sup>2</sup> For orders.

SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 120 vessels and craft during December; 79 at Cristobal, and 41 at Balboa. Of these, 15 were dry-docked; 8 at Cristobal, and 7 at Balboa. Bunker coal in the amount of 42,675 tons, was supplied to 128 commercial vessels; 38,746 tons to 113 vessels at Cristobal; and 3,929 tons to 15 vessels at Balboa. Seven commercial vessels were supplied with a total of 19,649 barrels of fuel oil at Cristobal. Water, to the amount of 15,772,165 gallons, was supplied to 292 vessels, 12,173,665 gallons to 200 vessels at Cristobal, and 3,598,500 gallons to 92 vessels at Balboa. Sales of commissary supplies to commercial ships, other than those of the Panama Railroad Steamship Line, aggregated \$77,701.07, including \$4,791.91 for laundry service; these sales were made to 168 vessels at Cristobal in the amount of \$52,837.22; and to 119 vessels at Balboa in the amount of \$24,863.85. Receipts for tug and launch service totaled \$34,144.15, of which \$19,330.75 were earned at Cristobal, and \$14,813.90 at Balboa. Fees for pilotage totaled \$12,635, of which \$9,221 was earned at Cristobal, and \$3,414 at Balboa.

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 passing through the Canal.....	145	120	265
Net tonnage of above vessels, Panama Canal measurement.....	554,932	472,985	1,027,917
United States equivalent net tonnage of commercial vessels.....	449,204	333,203	832,407
Registered gross tonnage of commercial vessels.....	698,602	600,262	1,298,864
Registered net tonnage of commercial vessels.....	441,336	382,422	823,758
Cargo through the Canal in commercial vessels—tons of 2,240 pounds.....	619,451	457,088	1,076,539
Deck cargo included in above..... tons.....	1,566	2,232	3,798

Item.	Cristobal.	Balboa.	Total.
<b>Nationality of commercial vessels through the Canal:</b>			
Belgian .....		1	1
British .....	52	41	93
Chilean .....	5	2	7
Chinese .....	1	1	2
Costa Rican .....	1	2	3
Danish .....	3	2	5
Dutch .....	3	2	5
French .....		2	2
German .....		2	2
Italian .....	1		1
Japanese .....	10	3	13
Norwegian .....	8	4	12
Peruvian .....	4	3	7
Spanish .....	5	2	7
Swedish .....	1	1	2
United States .....	52	53	105
Totals for December, 1920 .....	145	120	265
Totals for last month .....	123	115	238
Totals for December, 1919 .....	140	120	260
<b>United States equivalent net tonnage of commercial vessels by nationality:</b>			
Belgian .....		3,151	3,151
British .....	162,568	136,931	299,499
Chilean .....	9,488	3,608	13,096
Chinese .....		1,678	1,678
Costa Rican .....	144	144	288
Danish .....	8,848	4,865	13,713
Dutch .....	8,281	4,970	13,251
French .....		7,238	7,238
German .....		5,872	5,872
Italian .....	3,339		3,339
Japanese .....	39,467	12,445	51,912
Norwegian .....	24,553	12,963	37,516
Peruvian .....	5,493	4,010	9,503
Spanish .....	10,405	4,018	14,423
Swedish .....	4,122	3,123	7,245
United States .....	172,496	178,187	350,683
Totals for December, 1920 .....	449,204	383,203	832,407
Totals for last month .....	387,397	378,420	765,817
Totals for December, 1919 .....	402,874	358,533	761,407
<b>Panama Canal net tonnage of commercial vessels by nationality:</b>			
Belgian .....		4,043	4,043
British .....	204,773	169,507	374,280
Chilean .....	13,909	6,250	20,159
Chinese .....		1,733	1,733
Costa Rican .....	152	152	304
Danish .....	10,589	4,841	15,430
Dutch .....	10,636	8,200	18,836
French .....		8,316	8,316
German .....		8,917	8,917
Italian .....	4,266		4,266
Japanese .....	45,561	13,853	59,414
Norwegian .....	29,655	16,013	45,668
Peruvian .....	9,844	8,315	18,159
Spanish .....	12,674	4,702	17,376
Swedish .....	5,226	4,013	9,239
United States .....	207,647	214,131	421,778
Totals for December, 1920 .....	554,932	472,986	1,027,918
Totals for last month .....	467,951	461,924	929,875
Totals for December, 1919 .....	487,114	440,612	927,726
<b>Registered gross tonnage of commercial vessels by nationality:</b>			
Belgian .....		5,072	5,072
British .....	253,935	214,979	468,914
Chilean .....	18,389	7,612	26,001
Chinese .....		2,631	2,631
Costa Rican .....	158	158	316
Danish .....	13,059	5,937	18,996
Dutch .....	11,649	7,991	19,640
French .....		11,561	11,561
German .....		9,245	9,245
Italian .....	5,860		5,860
Japanese .....	60,314	18,621	78,935
Norwegian .....	38,743	20,572	59,320
Peruvian .....	14,532	12,666	27,198

Item.	Cristobal.	Balboa.	Total.
<b>Registered gross tonnage of commercial vessels by nationality—continued:</b>			
Spanish.....	16,326	6,530	22,856
Swedish.....	6,500	4,952	11,542
United States.....	259,042	271,735	530,777
Totals for December, 1920.....	698,602	600,262	1,298,864
Totals for last month.....	593,207	590,865	1,184,072
Totals for December, 1919.....	632,917	570,399	1,203,316
<b>Registered net tonnage of commercial vessels by nationality:</b>			
Belgian.....		3,094	3,094
British.....	158,449	135,258	293,707
Chilean.....	10,556	4,560	15,116
Chinese.....		1,673	1,673
Costa Rican.....	93	93	186
Danish.....	8,219	3,597	11,816
Dutch.....	7,244	4,955	12,199
French.....		7,370	7,370
German.....		5,861	5,861
Italian.....	3,486		3,486
Japanese.....	38,597	12,392	50,989
Norwegian.....	24,303	12,931	37,234
Peruvian.....	7,783	6,614	14,397
Spanish.....	10,416	4,005	14,421
Swedish.....	4,117	3,973	8,090
United States.....	168,073	176,046	344,119
Totals for December, 1920.....	441,336	382,422	823,758
Totals for last month.....	380,583	375,640	756,223
Totals for December, 1919.....	397,904	361,795	759,699
<b>Tolls levied against commercial vessels by nationality:</b>			
Belgian.....		\$3,938.75	\$3,938.75
British.....	\$199,739.23	167,126.14	366,865.37
Chilean.....	11,749.25	4,510.00	16,259.25
Chinese.....		2,079.60	2,079.60
Costa Rican.....	180.00	180.00	360.00
Danish.....	10,979.00	5,805.20	16,784.20
Dutch.....	10,351.25	6,212.50	16,563.75
French.....		9,047.50	9,047.50
German.....		7,340.00	7,340.00
Italian.....	4,173.75		4,173.75
Japanese.....	49,053.45	1,535.56	50,589.01
Norwegian.....	30,691.25	12,412.70	43,103.95
Peruvian.....	6,847.30	5,012.50	11,859.80
Spanish.....	12,212.83	5,022.50	17,235.33
Swedish.....	5,152.50	3,903.75	9,056.25
United States.....	213,679.60	218,909.21	432,588.81
Totals for December, 1920.....	554,809.41	453,039.91	1,007,849.32
Totals for last month.....	483,998.44	449,913.67	933,912.11
Totals for December, 1919.....	448,524.22	442,834.12	891,358.34
<b>Tons of cargo carried by commercial vessels by nationality:</b>			
Belgian.....		7,000	7,000
British.....	180,716	154,174	334,890
Chilean.....	3,298	478	3,776
Chinese.....		800	800
Costa Rican.....	18	356	374
Danish.....	12,505	8,914	21,419
Dutch.....	6,200	12,016	18,216
French.....		12,958	12,958
German.....		10,689	10,689
Italian.....	720		720
Japanese.....	61,467	19,304	80,771
Norwegian.....	52,837	9,696	62,533
Peruvian.....	4,066	4,235	8,341
Spanish.....	17,440	8,631	26,071
Swedish.....	9,255	5,700	14,955
United States.....	270,389	202,137	472,526
Totals for December, 1920.....	619,451	457,088	1,076,539
Totals for last month.....	491,109	493,801	984,910
Totals for December, 1919.....	405,697	518,782	924,479
<b>Vessels through the Canal free of tolls:</b>			
U. S. Navy cruisers.....	2		2
U. S. Navy mine sweepers.....	3		3
U. S. Navy destroyers.....	2		2
U. S. Navy tugs.....	2	1	3
U. S. Navy submarine.....	1		1
U. S. Navy colliers.....	6	1	7
U. S. Navy launches.....	2		2
U. S. Navy barge.....	1		1
British tug with negative U. S. equivalent tonnage.....		1	1
Totals.....	19	3	22

Item.	Cristobal.	Balboa.	Total.
Total ocean-going vessels passing through the Canal.....	164	122	286
Launches and miscellaneous craft passing through the Canal.....	4	2	6
Net tonnage of above, Panama Canal measurement.....	25	10	35
Total vessels and craft passing through the Canal.....	168	124	292
Cargo carried by government vessels on which no tolls were charged.....	40,236		40,236
Commercial vessels through the Canal without cargo but not in ballast.....	2		2
Net tonnage of above, Panama Canal measurement.....	7,693		7,693
Vessel with passengers only passing through the Canal.....	1		1
Net tonnage of above, Panama Canal measurement.....	8,436		8,436
Motor vessels through the Canal.....	5	4	9
Net tonnage of above, Panama Canal measurement.....	9,872	4,303	14,175
Commercial vessel through the Canal with negative U. S. equivalent tonnage.....		1	1
Net tonnage of above, Panama Canal measurement.....		120	120
Commercial vessels through the Canal in ballast.....	5	19	24
Net tonnage of above, Panama Canal measurement.....	14,897	82,547	97,444
Tolls levied:			
On laden vessels.....	\$524,524.45	\$393,642.45	\$918,166.90
On vessels in ballast.....	12,807.96	59,397.46	72,205.42
On vessels in ballast (laden rate account of excess fuel).....	7,865.00		7,865.00
On displacement tonnage.....	2,164.50		2,164.50
On vessels with passengers only.....	7,447.50		7,447.50
On launches and miscellaneous craft.....	24.25	1.50	25.75
Totals, all vessels.....	\$554,833.66	\$453,041.41	\$1,007,875.07
Number, registered net and gross tonnage of vessels entering and clearing Canal ports, including ships transiting Canal:			
Number entering.....	314	288	602
Number clearing.....	316	286	602
Total, entering and clearing.....	630	574	1,204
Registered net tonnage of above, entering.....	1,072,663	895,269	1,967,932
Registered net tonnage of above, clearing.....	1,068,593	891,325	1,959,918
Total, entering and clearing.....	2,141,256	1,786,594	3,927,850
Registered gross tonnage of above, entering.....	1,671,374	1,385,417	3,056,791
Registered gross tonnage of above, clearing.....	1,660,290	1,385,901	3,046,191
Total, entering and clearing.....	3,331,664	2,771,318	6,102,982
Vessels entering port but not transiting Canal:			
Number entering.....	63	5	68
Registered gross tonnage of above.....	306,869	21,870	328,739
Registered net tonnage of above.....	190,976	15,189	206,165
Vessels clearing port but not transiting Canal:			
Number clearing.....	61	6	67
Registered gross tonnage of above.....	295,533	24,129	319,662
Registered net tonnage of above.....	180,197	17,338	197,535
Vessels transiting Canal and handling passengers or cargo at port:			
Number entering.....	50	55	105
Registered gross tonnage of above.....	218,809	185,141	403,950
Registered net tonnage of above.....	131,472	108,435	239,907
Number clearing.....	52	55	107
Registered gross tonnage of above.....	220,142	185,141	405,283
Registered net tonnage of above.....	132,649	108,435	241,084
Transit cargo arriving..... tons.....	1,129,304	1,086,796	2,216,100
Transit cargo clearing..... tons.....	1,106,455	1,102,993	2,209,478
Total transit cargo..... tons.....	2,235,759	2,189,789	4,425,578
Cargo received for transshipment..... tons.....	27,188	389	27,577
Cargo transhipped..... tons.....	31,938	65	32,003
Local cargo arriving..... tons.....	46,625	38,717	85,342
Local cargo shipped..... tons.....	1,552	4,440	5,992
Total, local cargo..... tons.....	48,177	43,157	91,334
Cargo handled by Receiving and Forwarding Agency, P. R. R.:			
Received..... tons.....	55,317	2,920	58,237
Dispatched..... tons.....	32,395	4,509	36,904
Rehandled..... tons.....	3,512	1,233	4,745
Stevedored (included in above)..... tons.....	36,495	4,571	41,066
Vessels supplied with bunker coal:			
Commercial vessels, other than P. R. R.....	107	14	121
Panama Railroad vessels.....	6	1	7
U. S. Army vessels.....	5	1	6
Total vessels supplied with coal.....	118	16	134
Coal supplied above vessels:			
Commercial vessels, other than P. R. R..... tons.....	37,102	3,775	40,877
Panama Railroad vessels..... tons.....	1,644	154	1,798
U. S. Army vessels..... tons.....	403	65	468
Total coal supplied to vessels..... tons.....	39,149	3,994	43,143

Item.	Cristobal.	Balboa.	Total.
Coal issues, miscellaneous:			
Panama Railroad departments..... tons.	961	26	987
U. S. Army, excepting vessels..... tons.	613		613
Panama Canal departments..... tons.	1,465	542	2,007
Individuals and companies..... tons.	418		418
Total coal furnished from Panama Canal deposits..... tons.	42,606	4,562	47,168
Coal on hand, January 1, 1921..... tons.	46,033	2,766	48,799
Coal on hand, December 1, 1920..... tons.	21,070	3,684	24,754
Coal received during December..... tons.	67,569	3,644	71,213
<i>Coal, U. S. Navy Account.</i>			
Issued to U. S. Navy, including vessels..... tons.	1,933	1,234	3,167
Coal on hand, December 1, 1920..... tons.	56,898	25,756	82,654
Coal on hand, January 1, 1921..... tons.	54,965	24,522	79,487
Vessels supplied with fuel oil from Panama Canal tanks:			
Commercial vessels other than P. R. R.....	4		4
Panama Railroad vessels.....	3		3
U. S. Army vessel.....		1	1
Total vessels.....	7	1	8
Fuel oil supplied to above vessels:			
Commercial vessels, other than P. R. R..... bbls.	7,279		7,279
Panama Railroad vessels..... bbls.	12,370		12,370
U. S. Army vessels..... bbls.		630	630
Total issues to vessels..... bbls.	19,649	630	20,279
Fuel oil issues, miscellaneous:			
To U. S. Army and Navy..... bbls.	102	355	457
To Panama Canal departments..... bbls.	5,970	27,154	33,124
To Panama Railroad departments..... bbls.	615		615
To individuals and companies..... bbls.	3,333	6,115	9,448
Total issues from Panama Canal tanks..... bbls.	29,669	34,254	63,923
Fuel oil on hand, January 1, 1921..... bbls.	96,256	139,603	235,859
Fuel oil on hand, December 1, 1920..... bbls.	125,925	71,627	197,552
Fuel oil received during December..... bbls.		102,230	102,230
Fuel oil pumped for individuals and companies..... bbls.	253,827	195,975	449,802
Fuel oil issued during the month..... bbls.	115		115
Diesel oil on hand, January 1, 1921..... bbls.	53,461	1,083	54,544
Diesel oil on hand, December 1, 1920..... bbls.	53,576	1,083	54,659
Vessels supplied with water.....	200	92	292
Water sold to above vessels..... gals.	12,173,665	3,598,500	15,772,165
Vessels furnished commissary supplies:			
Commercial vessels, other than P. R. R.....	168	119	287
Panama Railroad vessels.....	14	2	16
U. S. Government vessels.....	19	16	35
Total vessels furnished supplies.....	201	137	338
Commissary sales to commercial vessels, other than those of P. R. R:			
Ice.....	\$2,207.35	\$867.45	\$3,074.80
Wholesale groceries.....	11,038.86	3,831.80	14,870.66
Wholesale cold storage.....	34,111.94	17,895.85	52,007.79
Laundry.....	4,057.76	784.15	4,791.91
Miscellaneous.....	1,421.31	1,534.00	2,955.91
Total.....	\$52,837.22	\$24,863.85	\$77,701.07
Commissary sales to Panama Railroad vessels:			
Ice.....	\$362.02	\$63.60	\$425.62
Wholesale groceries.....	2,522.53	277.63	2,800.16
Wholesale cold storage.....	7,501.54	588.30	8,089.84
Laundry.....	955.24		955.24
Miscellaneous.....	1,168.13	161.56	1,329.69
Total.....	\$12,509.46	\$1,091.09	\$13,600.55
Commissary sales to Government vessels:			
Ice.....	\$233.60	\$337.39	\$570.99
Wholesale groceries.....	3,982.21	2,642.38	6,624.59
Wholesale cold storage.....	15,589.59	8,335.41	23,925.00
Laundry.....	2,454.62		2,454.62
Miscellaneous.....	1,401.10	270.59	1,671.69
Total.....	\$23,661.12	\$11,585.77	\$35,246.89
Total commissary sales to all vessels:			
Month of December, 1920.....	\$89,007.80	\$37,540.71	\$126,548.51
Month of November, 1920.....	\$70,178.02	\$31,164.02	\$101,342.04
Month of December, 1919.....	\$93,992.75	\$57,479.34	\$151,472.09

Item.	Cristobal.	Balboa.	Total.
<i>Movement of passengers.</i>			
Disembarking at Canal ports:			
First class—			
From Atlantic ports.....	1,485		1,485
From Pacific ports.....	179	219	398
Total, first class.....	1,664	219	1,883
Other than first class—			
From Atlantic ports.....	2,258		2,258
From Pacific ports.....	51	84	135
Total, other than first class.....	2,309	84	2,393
Total, disembarking at Canal ports.....	3,973	303	4,276
Embarcking from Canal ports:			
First class—			
For Atlantic ports.....	1,035	1	1,036
For Pacific ports.....	243	146	389
Total, first class.....	1,278	147	1,425
Other than first class—			
For Atlantic ports.....	967		967
For Pacific ports.....	62	94	156
Total, other than first class.....	1,029	94	1,123
Total, embarcking at Canal ports.....	2,307	241	2,548
Remaining on board vessels:			
First class—			
Bound from Atlantic to Pacific ports.....	628	894	1,522
Bound from Pacific to Atlantic ports.....	259	294	553
Bound from Atlantic to Atlantic ports.....	399		399
Bound from Pacific to Pacific ports.....		55	55
Total, first class.....	1,286	1,243	2,529
Other than first class:			
Bound from Atlantic to Pacific ports.....	2,250	2,480	4,730
Bound from Pacific to Atlantic ports.....	919	965	1,884
Bound from Atlantic to Atlantic ports.....	70		70
Bound from Pacific to Pacific ports.....		355	355
Total, other than first class.....	3,239	3,800	7,039
Total remaining on board.....	4,525	5,043	9,568
Total passengers arriving.....	8,498	5,346	13,844
Total passengers departing.....	6,532	5,284	12,116
Arrivals in excess of departures.....	1,666	62	1,728
Services to American seamen:			
Seamen paid off.....	258	77	335
Seamen shipped.....	304	87	391
Seamen deserted.....	5	4	9
Seamen deceased.....		1	1
Seamen lodged and subsisted.....	58	12	70
Seamen repatriated.....	45	1	46
Wages of American seamen:			
Total amount of wages earned.....	\$22,382.10	\$6,682.27	\$29,064.37
Deductions approved by Deputy Shipping Commissioner.....	7,038.13	1,746.09	8,784.22
Balance due seamen.....	\$15,343.97	\$4,936.18	\$20,280.15
Paid to seamen.....	12,187.45	3,662.65	15,850.10
Received on deposit for seamen.....	\$3,156.52	\$1,273.53	\$4,430.05
Immigration deposits received.....		\$115.00	\$115.00
Services to American vessels:			
Crews shipped.....	2		2
Crews paid off.....	2		2
Shipped articles written.....	2	1	3
Marine notes of protest noted.....	8	7	15
Bills of health issued.....	160	161	321
Clearances issued.....	165	161	326

## LOCK OPERATIONS.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of December, 1920:

## COMMERCIAL VESSELS ONLY.

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	116	144	260	123	155	278
Pedro Miguel.....	104	125	229	118	149	267
Miraflores.....	116	144	260	118	149	267
Totals.....	336	413	749	359	453	812

## TOTAL LOCKAGES OF VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
<i>Lockages.</i>			
Commercial.....	260	229	260
Noncommercial, Army and Navy.....	11	11	16
Noncommercial, Canal equipment.....	7	25	23
Totals for December, 1920.....	278	265	299
Totals for November, 1920.....	246	266	266
Totals for December, 1919.....	268	291	257
<i>Vessels.</i>			
Commercial.....	278	267	267
Noncommercial, Army and Navy.....	25	23	24
Noncommercial, Canal equipment.....	17	55	52
Totals for December, 1920.....	320	345	343
Totals for November, 1920.....	292	293	288
Totals for December, 1919.....	312	341	244

## CONSUMPTION OF WATER FOR LOCKAGES, LEAKAGES, ETC.

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,153,140,000	839,200,000	903,190,000
Leakage.....	30,000,000	17,710,000	59,000,000
Maintenance.....		112,000,000	12,780,000
Totals for December, 1920.....	1,183,140,000	968,970,000	974,870,000
Totals for November, 1920.....	1,102,500,000	963,990,000	893,190,000
Totals for December, 1919.....	1,135,900,000	1,078,990,000	784,740,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was below normal everywhere in the immediate vicinity of the Canal, dry season conditions beginning during the second week and continuing to the end of the month. The total rainfall ranged from 1.31 inches at Rio Boqueron, to 8.02 inches at Porto Bello. The greatest amount of rainfall recorded on any one day was 2.81 inches at Porto Bello on December 2.

The estimated rainfall over the Gatun Lake watershed was 3.10 inches, compared with a 10-year mean of 4.77 inches. Over the Chagres River watershed above Alhajueta it was 4.05 inches, compared with a 19-year mean of 8.98 inches.

The discharge of the Chagres River at Alhajueta was 2,180 c. f. s., being 44 per cent below the 19-year December average of 3,879 c. f. s., and furnished 50 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 21,200 c. f. s., at elevation 100.7 on the 2d, and the minimum discharge was 1,160 c. f. s. on the 30th.

The Gatun Lake watershed total yield was 4,322 c. f. s., being 26 per cent below the 10-year December mean of 5,858 c. f. s. The maximum total yield for December was 9,923 in 1917 and the minimum total yield was 3,005 c. f. s. in 1918. The net yield for the month was 3,698 c. f. s., which is 30 per cent below the 10-year December average of 5,255 c. f. s. The lake varied from a maximum elevation of 87.04 feet on the 17th to a minimum elevation of 86.76 feet on the 1st, averaged 86.95 feet, and ended at elevation 86.96 feet midnight the 31st. An increase of approximately 900,000,000 cubic feet was effected by raising the surface elevation of the lake approximately 3 inches during the month.

The draft on the lake for lockages and power was 2,378 c. f. s. as compared with 2,348 c. f. s. for last month, and 2,290 c. f. s. for December, 1919. The ratio of water used for power and lockages was 2.2 to 1.

Miraflores Lake varied from a maximum elevation of 53.90 feet on the 26th to a minimum elevation of 51.75 feet on the 3d, averaged 52.71 feet, and ended at elevation 53.73 feet midnight the 31st.

Temperatures recorded during the month show a minimum of 64° F. at Alhajuela, and a maximum of 90° F. at each of the following stations: Balboa Heights, Gatun, and Alhajuela.

A slight seismic tremor of near-by origin was recorded on the 8th. This disturbance was felt by many people throughout the Zone and was especially noticeable in Colon. The distance of the epicenter of this disturbance, as indicated by the records, was 53 miles. A slight tremor of unknown origin occurred on December 10; and on December 16, tremors from a distant disturbance were recorded, the movement continuing for more than two hours.

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydro-electric station for December was 6,079,700 KWH., on a computed water consumption of 4,377,432,000 cubic feet. The combined gross output of the Miraflores steam plant was 65,200 KWH., with an oil consumption of 2,617 barrels.

The total gross output of both stations was 6,144,900 KWH. The total loss of power in plant auxiliaries, transmission and transformation, was 934,199 KWH., or 16.1 per cent of gross output.

There were no interruptions in service on the transmission line during the month. The regular operation and maintenance was carried on at all substations without any extraordinary occurrences. Miscellaneous repairs and installations of electric equipment were made on 62 vessels during the month, 30 at Cristobal, and 32 at Balboa.

The following work was under progress during the month, with completion on December 31 as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.....	73
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	83
Installation of new 8,400 KVA transformer and 3 new tie-line equipments at Gatun substation.....	62
Installation of 2 complete feeder equipments at Balboa substation.....	95
Installation of three 400,000 c/m conductor tie lines between Gatun hydroelectric and substation.....	95
Transformers and other electrical work at new incinerator, Cristobal.....	75

• Indicates that no work was done during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The rebuilding of the steamship *Marie* was brought near to completion. The work remaining at the end of the month consisted mainly in fitting up quarters for the accommodation of the officers and crew, and ceiling and battening the cargo holds. Fires were lighted under the boilers on December 28, the auxiliary machinery was tried out, and a short preliminary dock trial held on December 31.

The remaining underwater work of rebuilding the tug *Bohio* was completed during the month; the boiler was reinstalled and repairs begun on the upper works. The submarine *R-24* was given an extensive overhaul and various minor alterations completed.

A new 2-inch automatic screw machine was received from the United States and installed, largely increasing the capacity of the Balboa shops for repeat manufacture in large numbers of small articles of a character suitable for making on automatic machines.

In addition to the above, miscellaneous repairs were made at the Balboa shops, on the following vessels during the month: Steamships *Pasadena*, *Glenpool*, *Haleakala*, *Pamona*, *Ardmore*, *Grelcaldy*, *Griffco*, *Mina Brea*, *General H. F. Hodges*, *Eldorado*, *General O. H. Ernst*, *West Comak*, *Stanley*, *Begona No. 1*, *Lake Ellijay*, *Advance*, *Eastern Temple*, *San Joaquin*, *Olockson*, *Lehigh*, *Nokatay*, *Waiotapu*, *Brave Coeur*, *Eastern Mariner*, *Lake Filbert*, and *Til-Til*; the U. S. S. *Cleveland*, *Neches*, *Tacoma*, *Frederick*, *Simpson No. 221*, and *Ballard No. 267*, U. S. subchaser *No. 284*; motor ships *Astoria* and *Laura C. Hall*; tugs *Gailha* and *Genesee*; and barge *Griffson*.

The following vessels were in dry dock at Balboa during the month: Steamships *San Joaquin* and *Mina Brea*; tugs *Bohio* and *Mariner*; barges *Nos. 134* and *135*; and U. S. submarine *R-24*.

The more important repair work performed at the Cristobal shops during the month included the following: Overhauling of the feed pump, and repairing of the boiler and towing engine of the tug *Porto Bello*. Temporary repairs to the hull and stern tube of the steamship *Apalachee*; testing of crank and thrust shafts, of the tug

*Ajax*, and repairs to boiler, capstan, and piping; installation of davits and repairing of winches on the steamship *Arzilla*; general overhauling, cleaning and painting of the steamship *Balboa*, and renewal of propeller; repairs to boilers, and overhauling of steering engine of the steamship *Chile*.

In addition to the above, miscellaneous repairs were made on the following vessels: Steamships *Caribbean*, *Bahia Castillo*, *Creole State*, *Jamaica*, *Point Adams*, *Grace Dollar*, *Pastores*, *Benjamin Brewster*, *Forst*, *Crisfield*, *Ulysses*, *Metapan*, *General G. W. Goethals*, *Chile*, *Potosi*, *Peru*, *Wolliwia*, *Cartago*, *Shropshire*, *Allianca*, *Lake Ellijay*, *Colon*, *Panama*, *General O. H. Ernst*, *Huasco*, *Ulua*, *Essequibo*, *Cuba*, *Macoris*, *Karamoa*, *Ucayali*, *Achilles*, *Advance*, *Quilpue*, *Arzilla*, *Cristobal*, *Bradford*, *Sorata*, *Sebara*, *General W. C. Gorgas*, *Jason*, *C. A. Canfield*, *De Soto*, *Tamar*, *Caddo*, *Haiti*, *Pulaski*, *Heredia*, *Mantaro*, *Urubamba*, *Parismina*, *General H. F. Hodges*, *Newport*, *Tolosa*, *Salvador*, *Culbertson*, and *Eastern Glen*, U. S. S. *McCormick*, *Whippoorwill*, *Poe*, *Sciota*, *Nereus*, and *Conestoga*; U. S. Army transports *Cambrai*, *Logan*, and *St. Mihiel*; tugs *St. Enoder* and *St. Anne*; barges *Mamei* and *Darien*; schooner *Jessie Nell*; U. S. D. B. L-53 and launch *Putnam*.

The following vessels were dry-docked at Cristobal during the month: U. S. Eagle No. 4, U. S. Eagle No. 32, U. S. subchaser No. 287, U. S. S. A. G. *Forse*, Steamship *Balboa*, launches *Pequeni* and *Putnam*, and dredge No. 86.

The output of the Mechanical Division in patterns and castings, as compared with the preceding month, was as follows:

	November.			December.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron .....	37	1,722	59,466	36	1,471	68,932
Steel .....	23	633	60,969	14	870	96,942
Brass .....	33	1,410	25,763	49	1,842	15,929

The routine inspection, hostling and repair of equipment for the Panama Railroad Company was carried on during the month. The bodies of the new parlor cars *Ancon* and *Cristobal*, and the private car *Republic of Panama* were completed, ready for installation of furniture and fittings. Sixteen crews were given instruction in the handling of locomotives, and 33 crews instructed in oil and fuel economy during the month.

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion on December 31 of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Twenty-one 12-family married quarters.....	100
Fourteen 12-family married quarters.....	99
Four 12-family married quarters.....	95
Four 32-room bachelor quarters.....	99
Four 32-room bachelor quarters.....	90
Two 32-room bachelor quarters.....	85
Commissary.....	99
Combination shop and warehouse, Cristobal.....	100
Royal Mail Steam Packet Company's office, Cristobal.....	65
Applying specification roofing to Pier No. 6, Cristobal.....	70
National Catholic War Council Building, Balboa.....	100
Bakeshop, workroom, and storage room, Ancon Hospital.....	100
Painting silver quarters, Gatun.....	25
Installation of refrigerator, Corozal dairy.....	98
Reroofing Cristobal bakery.....	85
Repairs to 35 houses, Cristobal.....	40
Construction of storehouses for quarantine officer, Cristobal.....	75
Manufacturing 250 chairs.....	70
Four hundred sixty-eight kitchenettes for silver townsite, Cristobal.....	50
Roof between Buildings 2 and 3, Balboa.....	50
Roof between Buildings 3 and 4, Balboa.....	35
Moving type-18 house from Las Cascadas to Cristobal.....	10

\* Indicates that no work was done during the month.

Construction work for the Army and Navy is reported separately.

#### DREDGING DIVISION.

Dredging operations continued at Cucaracha Slide up to the 25th, one dipper dredge working on a double shift basis continuously. A distinct movement of material on the 18th shoved out into the basin at the foot of the slide, but in no way interfered with Canal traffic. The entire slide showed varying movement the entire month. Including the excavation for December, the dredges have removed a total of 2,233,500 cubic yards of earth and rock from this area since the slide of February 22, 1920.

Both Culebra and Barge Repair slides have shown some surface movement during the month. At East Culebra slide hydraulic grader No. 1 removed an estimated total of 45,000 cubic yards of material, while hydraulic grader No. 3 removed an estimated total of 45,000 cubic yards of earth and rock at Cucaracha slide.

The total excavation for December, including earth and rock, was 380,000 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(1) 73,700	7,400	66,300	Maintenance.....	<i>Cucaracha.</i> 1805-00 to 1814-00 E.....	<i>Cascadas.</i>
(2) 32,200	3,200	29,000	Maintenance.....	1805-00 to 1814-00 E.....	<i>Paraiso.</i>
(1) 42,100	10,500	31,600	Maintenance.....	<i>East Culebra.</i> 1769-00 to 1747-00 E.....	<i>Paraiso.</i>
(2) 5,300	300	5,000	Maintenance.....	<i>West Culebra.</i> 1786-00 to 1796-50 W.....	<i>Paraiso.</i>
(1) 16,800	12,600	4,200	Maintenance.....	<i>Powder House Slide.</i> 1632-00 to 1635-00 E.....	<i>Paraiso.</i>
(1) 2,900	900	2,000	Maintenance.....	<i>Gaillard Cut.</i> 1830-00 to 1825-50 E.....	<i>Paraiso.</i>
(3) 82,700	82,700	.....	Maintenance.....	<i>Gatun Lake.</i> 1409-00 to 1434-00 W.....	<i>No. 86.</i>
(4) 70,000	70,000	.....	Maintenance.....	<i>Miraflores Lake.</i> 1978-00 to 1989-00 E.....	<i>No. 83.</i>
(5) 1,000	1,000	.....	Maintenance.....	<i>Pacific Entrance.</i> Opposite docks 4 and 6.....	<i>Cascadas.</i>
(5) 500	500	.....	Construction.....	Opposite docks 4 and 6.....	<i>Cascadas.</i>
(5) 35,000	35,000	.....	Maintenance.....	2156-00 to 2167-00 C. 1 Cut.....	<i>No. 84.</i>
(6) 2,400	.....	2,400	Construction.....	<i>Balboa inner harbor.</i> Dock No. 7.....	<i>Cascadas.</i>
(6) 6,500	6,500	.....	Maintenance.....	Dock No. 7.....	<i>Cascadas.</i>
(6) 8,900	8,900	.....	Aux. construction..	Between docks 4 and 6.....	<i>Cascadas.</i>
380,000	239,500	140,500			

<sup>1</sup> Gaillard Cut. <sup>2</sup> This dredge rehandled 10,000 cubic yards of rock, south of Cucaracha slide, for which no credit is given in above table. <sup>3</sup> Gatun Lake section. <sup>4</sup> Miraflores Lake. <sup>5</sup> Pacific entrance.

<sup>6</sup> Balboa inner harbor.

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
North of Gamboa.....	255,700
East side of prism, Miraflores Lake section.....	70,000
Flats, west of Canal at Pacific entrance.....	35,000
Sea dumps, Pacific entrance.....	19,300
Total.....	380,000

The following excavation remained to be done on January 1, 1921:

Location.	Earth.	Rock.	Total.
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Gaillard Cut.....	25,000	25,000	50,000
Pacific entrance.....	47,000	80,900	127,900
Total, Canal prism.....	47,000	105,900	152,900
Balboa inner harbor.....	92,850	11,000	103,850
Total, ocean to ocean.....	139,850	116,900	256,750

#### MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations for the month of December was 826,642,025 gallons; that of the 3 filtration plants, 506,947,000 gallons. The consumption of water in Panama City was 92,764,000 gallons, and that for Colon 81,350,350 gallons. Sales of water to 292 vessels at Balboa and Cristobal totaled 15,772,165 gallons.

Construction work, as itemized below, was under progress during the month, with completion on December 31, as shown:

#### Northern District.

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	55
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75
Municipal work, Block No. 53, Cristobal:	
Grading.....	50
Roads.....	100

\* Indicates that no work was performed during the month.

	Per cent completed.
Municipal work, Block No. 53, Cristobal—Continued.	
Track.....	100
Water lines.....	100
Sanitary sewers.....	100
Storm drains.....	100
Laying of 12-inch oil line to Dock 14.....	50
Construction of sidewalks on Lighthouse Road and Telephone Row, Gatun.....	30
Laying of two 12-inch oil lines to Pier 6.....	5
Laying of 6-inch Diesel oil line to Dock 16.....	5
Water and sewer connections for 2 type-17 houses.....	50

*Southern Di. trict.*

Municipal work for 4 type-14 houses, Quarry Heights.....	95
Storm sewer, Javillo Fill.....	99
Sewer, Northern Avenue to beach.....	99.1
Box sewer, Panama Railroad yards.....	99
Concreting streets, new Santo Tomas Hospital.....	98
Municipal work for 3 type-18 houses, Balboa.....	60
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine building, Quarry Heights.....	91
Box sewer on 13th Street, Panama.....	99
Reconstruction of road to Paraiso store.....	81
New wash-water tank, Miraflores.....	70
Road from La Boca to oil-handling plant.....	95
Construction of culvert at Miraflores Lake.....	100
Construction of 12-inch storm sewer, Balboa clubhouse.....	80
Construction of curb and walk for Piza Piza.....	100

\* Indicates that no work was performed during the month.

\* Work discontinued, owing to lack of funds.

Municipal work for the Army and Navy is separately reported.

## OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on December 31, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,481	2,270	2,649	8,400
Europeans.....	162	37	78	277
West Indians.....	4,816	2,108	4,258	11,182
Totals.....	8,459	4,415	6,985	19,859

## WORKING FORCE.

(Effective December 15, 1920.)

Department or Division.	Gold.	Silver.	Total.
<b>Operation and Maintenance:</b>			
Office.....	28	38	66
Building Division.....	160	483	643
Electrical Division.....	220	251	471
Municipal Engineering.....	98	900	998
Lock Operation.....	181	631	812
Dredging Division.....	191	1,130	1,321
Mechanical Division.....	1,068	1,812	2,880
Marine Division.....	201	517	718
Fortifications.....	71	455	526
Totals.....	2,218	6,217	8,435
<b>Supply Department:</b>			
Quartermaster.....	221	1,672	1,893
Subsistence.....	32	373	405
Commissary.....	301	1,445	1,746
Cattle Industry—Plantations.....	22	349	371
Hotel Washington.....	10	90	100
Totals.....	586	3,929	4,515
Accounting.....	247	10	257
Health.....	246	824	1,070
Executive.....	570	259	829
<b>Panama Railroad:</b>			
Superintendent.....	64	512	576
Transportation.....	131	171	302
Receiving and Forwarding Agency.....	86	1,483	1,569
Coaling Stations.....	118	1,078	1,196
Totals.....	1,462	4,337	5,799
<b>Grand total.....</b>	<b>4,266</b>	<b>14,483</b>	<b>18,749</b>

## VITAL STATISTICS.

A total of 178 deaths occurred during the month of December from the population comprising the Canal Zone and cities of Panama and Colon. Of the above deaths, 88 or 49.5 per cent occurred among children under 5 years of age. Tuberculosis, diarrhea and enteritis, and pneumonia, with 25, 23, and 13 deaths, respectively, were the leading causes of mortality in the order named. One hundred and five cases of malaria were reported, with no deaths. Diphtheria, influenza, typhoid fever, and dysentery each caused 1 death. Of the total deaths, 8 were due to external causes.

Three hundred and fifty-four births were reported during the month, 20 of which were stillbirths. Deaths among children under 1 year of age numbered 60, giving an infant mortality rate, based on the number of births reported for the month, of 179.6 per thousand.

Two cases of smallpox were admitted to hospital from Cristobal-Colon; with this exception no quarantinable diseases originated on the Isthmus or arrived at Canal Zone ports during the month.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during December was \$735,013.85. Of this material, \$702,316.63 was chargeable to Operation and Maintenance, \$14,256.30 to Construction and Equipment, and \$18,440.92 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores amounted to \$142,270.45, of which \$34,435.07 was for stock, \$105,205.82 for fuel oil, \$1,620.11 for scrap, and \$1,009.45 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$90,648.42, of which \$17,148.83 was for miscellaneous stock items, and \$73,499.59 for fuel oil. Total sales of commissary supplies to all purchasers amounted to \$1,107,315.56, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$75,895.60; to The Panama Canal \$144,549.04; to the United States Government, including the Army and Navy, \$138,524.08; to individuals and companies, mainly through charge accounts at the retail commissaries, \$31,243.02; to the Panama Railroad, including its steamships and the Hotel Washington, \$39,393.41; and to individuals purchasing coupons, \$677,710.41.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on December 31, exclusive of fortifications, was \$14,863,922.58. The balance in fortification funds allotted to The Panama Canal for expenditure was \$489,653.91. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$983,635.92, and by the Paymaster on the Isthmus, to \$1,511,443.46. Purchases of commissary books from the Panama Railroad Company amounted to \$353,041.84. The total Canal collections on the Isthmus amounted to \$2,274,273.64, and were classified as follows:

Repaid to appropriations.....	\$887,022.72
Commissary and other trust funds.....	354,644.48
Tolls.....	1,007,875.07
Water rentals, Panama and Colon.....	3,199.35
Postal receipts.....	14,113.93
Licenses, taxes, court fees, fines, etc.....	7,410.39
Sale of construction material and equipment.....	7.70
Total.....	\$2,274,273.65

Collections by the Disbursing Clerk, Washington, amounted to \$40,540.52. Deposits of \$86,000 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. Receipts from Canal Zone and miscellaneous funds amounted to \$199,092.02; disbursements from the same source were \$63,867.05.

December payrolls on the Isthmus aggregated \$1,300,796.69, as compared with \$1,278,824.04 for the preceding month, and \$1,248,505.17 for the corresponding month 1 year ago.

Respectfully,

CHESTER HARDING,

Governor.

## Postal Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 29, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Caribbean.....	Panama Railroad Cattle Industry..		January 23..		13
Mantaro.....	Peruvian Line.....		January 24.....		1,972½
City of Para.....	Pacific Mail Steamship Co.....		January 25.....		1,943
Cuba.....	Pacific Mail Steamship Co.....	January 24.....	January 26.....	922	154
Barima.....	Pacific Steam Navigation Co.....		January 26.....		757
Parismina.....	United Fruit Co.....	January 24.....	January 27.....	917	240
Guatemala.....	Pacific Steam Navigation Co.....	January 24.....	January 24.....	151	
Jamaica.....	Pacific Steam Navigation Co.....	January 24.....	January 24.....	228	
Rosana.....	A. Fait.....	January 24.....	January 27.....	200	(*)
San Bruno.....	United Fruit Co.....	January 25.....	January 26.....	45	220
War Begum.....	Anglo-Saxon Petroleum Co.....	January 25.....	January 27.....	7,800	(*)
Mamei.....	Panama Railroad Steamship Co.....	January 25.....	January 27.....	7,250	
San Juan.....	Pacific Mail Steamship Co.....	January 25.....	January 25.....	62	
Abangarez.....	United Fruit Co.....	January 26.....	January 26.....	1	2
Santa Marta.....	United Fruit Co.....	January 26.....	January 27.....	1,015	222
Cape Breton.....	Pacific Steam Navigation Co.....	January 26.....	January 29.....	78	844
Caribbean.....	Panama Railroad Cattle Industry..	January 26.....	January 26.....	252	
Glen White.....	C. Curran & Bullitt.....	January 27.....	January 29.....	8,151	(*)
General W. C. Gorgas	Panama Railroad Steamship Line..	January 28.....	January 28.....	1,208	
Laura C. Hall.....	Pacific Metals Corporation.....	January 28.....	January 28.....	76	
Ulua.....	United Fruit Co.....	January 28.....	January 29.....	4	145
Panama.....	Panama Railroad Steamship Line..	January 29.....	January 29.....	2,387	
San Bruno.....	United Fruit Co.....	January 29.....	January 29.....	5	(*)
Quillota.....	Pacific Steam Navigation Co.....	January 29.....	January 29.....	44	
Urubamba.....	Peruvian Line.....	January 29.....	January 29.....	2,286	

\* Barge.

\* No cargo laded.

#### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended January 29:

Steamship *Marne*, general repairs and rebuilding; launch *Captain Wilhelm*, hull repairs and installation of new engine; tug *Bohio*, general repairs and rebuilding; launch *Santa Rita*, rebuilding; barges *Nos. 132, 134, and 135*, general repairs; motor ship *Astoria*, small miscellaneous repairs to engine and crank shaft; mine yawl *No. 101*, hull repairs and overhauling of engine; U. S. S. *Neches*, miscellaneous boiler repairs; subchaser *No. 284*, docking and miscellaneous repairs; U. S. S. *Cleveland*, miscellaneous repairs; steamship *S. V. Harkness*, miscellaneous heavy repairs; U. S. S. *Dolphin*, small miscellaneous repairs; steamship *Azeus*, repairs to main engine; V. de G. C. *Almirante Latorre*, docking and miscellaneous repairs; motor ship *Siam*, repairs to hull, bilge, and ballast system, and docking; U. S. S. *Kennedy*, small miscellaneous repairs to main turbines; U. S. S. *Arkansas*, small miscellaneous repairs; U. S. S. *Glacier*, dock, stage and clean, paint, and miscellaneous repairs; steamship *Sussex*, docking, staging, cleaning, painting, and heavy hull repairs; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. S. tug *Ontario*, miscellaneous steam engineering repairs; steamship *Maricopa*, miscellaneous engine and boiler repairs; barge *Al*, docking, staging, cleaning, painting, and hull repairs; steamships *La Habra*, small miscellaneous repairs; *Betsy Bell*, repairs to boilers and generator; *Steel Voyager*, repairs to oil pipes; Admiral's barge, miscellaneous repairs; steamships *Cuba*, dock and install one blade on wheel; *Heber*, repairs to damaged forepeak; U. S. S. *Dahlgren*, repairs to main and auxiliary steam line; steamship *Lake Fanbush*, minor repairs; U. S. S. *Sciota*, minor repairs; U. S. S. *Sapelo*, repairs to sextants; steamship *Eastern Sword*, miscellaneous small repairs; motor ship *Cethana*, miscellaneous boiler repairs.

The following vessels were at Cristobal shops for repairs during the week ended January 31:

Steamships *General W. C. Gorgas*, *Panama*, and *Ulysses*, barges *Mamei* and *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; steamships *Guatemala*, install 2 pumps, make accommodation ladder, etc.; *North American*, repair hull and frames; repair winches, blower engine, etc.; U. S. S. *Shawmut*, make new crank shaft for ice machine, plane crosshead slippers, renew staybolts, repair motor boat, etc.; steamship *Agron*, repair anchor windlass; U. S. S. *Sandpiper*, make 4 impellers, renew tiller cables, etc.; steamship *San Juan*, repair boiler, ice machine, evaporator, etc.; launch *McKie*, repair hull and engine; steamship *Matinicock*, repair boiler; launch *Capron*, repair hull, sheathing, engine, pump, etc.; steamships *Urubamba*, weld hawse pipes, etc.; *Parismina*, *Margaret Coughlin*, *Barima*, *Caribbean*, motor ship *Laura C. Hall*, steamships *Pacific*, U. S. S. *Gannet*, steamship *Wolverine State*, launch *Corso*, steamship *Quilpue*, launch *Eunice*, minor repairs.

Distribution of cargo passing through the Canal from the Pacific to Atlantic, December, 1920.<sup>1</sup>

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo																	
	UNITED STATES.					PANAMA CANAL.					NORTH AMERICA.					EUROPE.																							
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total United States.	West Indies.	Atlantic terminus.	Total Panama Canal.	Total North America.	British Isles.	Denmark.	France.	Germany.	Portugal.	Belgium.	Sweden.	Spain.	Europe. <sup>2</sup>	Total Europe.	Azores. <sup>3</sup>																				
<b>SOUTH AMERICA:</b>																																							
Chile.....	41,088	49,077	14,711	104,826	5,374	5,390	115,590	17,265	8,914	18,090	5,795	14,500	5,700	9,326	1,914	81,504	19,345	216,439	47.6																				
Colombia.....	300			300		587	887									270		887	0.2																				
Ecuador.....	4,758			4,758		1,672	6,430				100				32	138		6,700	1.4																				
Peru.....	9,528			9,528		4,196	13,724	8,059								8,059		21,883	4.6																				
<sup>2</sup> West coast of South America.....						6,121	6,121	6,026								6,026		12,147	2.6																				
Total, South America.....	55,624	49,077	14,711	119,412	5,374	17,966	142,752	31,350	8,914	18,090	5,895	14,500	5,700	9,358	2,032	95,859	19,345	257,956	56.4																				
<b>NORTH AMERICA:</b>																																							
West coast of United States.....	34,917		433	35,350	1,816	37	37,203	71,727			5,863	6,500	15,736			99,826		137,029	30.0																				
West coast of Canada.....								5,556								5,556		5,536	1.2																				
West coast of Central America.....	41			41		1,385	1,426			135						133		1,559	0.3																				
Total, North America.....	34,958		433	35,391	1,816	1,422	38,621	77,283		133	5,863	6,500	15,736			105,495		144,124	31.5																				
<b>ASIA:</b>																																							
China.....	4,593			4,593	800		5,393												5,393	1.2																			
Japan.....	631			631			631												631	0.14																			
Philippines.....	663			663			663												663	0.14																			
East Indies.....	5,393			5,393			5,393												5,393	1.2																			
Total, Asia.....	11,280			11,280	800		12,080												12,080	2.7																			
<b>AUSTRALASIA:</b>																																							
Australia.....	3,244			3,244			3,244	5,865											9,107	2.0																			
New Zealand.....	9,725			9,725			9,725	24,091											33,821	7.4																			
Total, Australasia.....	12,969			12,969			12,969	29,956											42,928	9.4																			
Grand totals.....	114,831	49,077	15,144	179,052	7,990	19,388	206,430	138,572	8,914	18,223	11,758	6,500	30,236	5,700	9,358	2,035	31,313	19,345	457,088	100.0																			
Per cent of total cargo.....	25.1	10.7	3.3	39.1	1.8	4.3	45.2	30.3	1.9	3.9	2.7	1.3	6.7	1.3	2.0	0	50.6	4.2	100.0																				
Percentage last month.....	22.1	12.5	2.1	36.7	2.2	3.1	48.3	26.9	1.8	0.4	2.8	4.0	0.0	0.0	9	53.7		42.7																					

<sup>1</sup> For orders.

<sup>2</sup> General cargo, not routed so as to allow segregation among various ports.

<sup>3</sup> By tons of 2,240 pounds.

Distribution of cargo passing through the Canal from the Atlantic to the Pacific, December, 1921.

From—	NORTH AMERICA.										ASIA.					AUSTRALASIA.			Grand total.	Per cent of total cargo.						
	Chile.	Colombia.	Ecuador.	Peru.	West coast, South America. <sup>2</sup>	Total, South America.	West coast, United States.	Pacific terminus.	West coast, Canada.	West coast, North America. <sup>2</sup>	West coast, Central America.	Total, North America.	China.	Japan.	Philippines.	Malay Peninsula.	Far East. <sup>2</sup>	Total, Asia.			Australasia. <sup>2</sup>	Australia.	New Zealand.	Total, Australasia.		
<b>NORTH AMERICA:</b>																										
North Atlantic ports...	61,329	38	901	10,139	12,321	84,728	45,378	9,372	1,172	42	46,592	16,753	20,326	18,449	1,200	37,871	95,199	22,473	20,892	43,365	269,884	43.7				
South Atlantic ports...	91,779				3,194	91,779	6,704	7,500	890	3,194	12,496	2,203	2,000	14,173	1,139	18,466	18,466	9,253	9,253	9,253	131,906	21.4				
Gulf ports...					3,192	3,192	6,704	7,500		890	7,594	17,309	17,517	1,139		35,955	35,955				46,751	7.5				
<sup>1</sup> East coast, U. S. ....											7,500	7,500									7,500	1.2				
Total, United States...	153,108	38	901	10,139	15,513	179,699	82,082	16,872	1,172	4,056	74,182	36,355	40,443	18,449	1,200	53,183	149,630	22,473	30,147	52,620	456,131	73.8				
East coast, Mexico.....	56,478			9,465		65,883	8,000	7,500			15,500											81,383	13.1			
East coast, Canada.....																						7,583	1.2			
Panama Canal, Atlantic terminus.....	1,692	1,184	350	4,221	4,446	11,893			1,406	2,714	5,120											50	17,063	2.8		
Total, North America	211,278	1,222	1,251	23,765	19,959	257,475	60,082	24,372	2,578	7,770	94,802	36,355	40,443	18,449	1,200	53,183	149,630	30,056	50,304	60,253	562,160	90.9				
<b>EUROPE:</b>																										
British Isles.....	4,976				6,449	11,425	2,297	500			2,797								7,500			16,452	23,952	38,174	6.2	
Belgium.....							75				75														75	
Denmark.....							3,476				3,476														3,476	
Italy.....	720					720																			720	
Holland.....	3,189			150		3,339	6,822				6,822														10,161	
<sup>1</sup> Europe.....			50		3,041	3,091	1,070				1,070														4,161	
Total, Europe.....	8,885		50	150	9,490	18,575	13,740	500			14,240								7,500			16,452	23,952	56,767	9.1	
East coast, South America.						524																			524	0.1
Grand totals.....	220,163	1,746	1,301	23,915	29,449	276,574	73,822	24,372	500	2,578	7,770	109,042	36,355	40,443	18,449	1,200	53,183	149,630	37,556	50	46,599	84,205	619,451	100.0		
Per cent of total cargo..	35.7	0.3	0.2	3.8	4.8	44.8	12.1	3.8	0.1	0.4	1.2	17.6	5.9	6.5	2.9	0.2	8.6	24.1	6.0	7.5	13.5	100.0				
Percentage last month...	25.0	0.5	0.3	3.3	10.6	40.4	15.7	3.8	2.1	1.8	1.0	20.7	2.6	2.2	2.0		5.2	11.9	5.7	11.1	10.2	27.0				

<sup>1</sup> By long tons. 2,240 pounds. <sup>2</sup> General cargo, not routed so as to allow segregation among various ports.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, January 29, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Angamos <sup>1</sup> .....	21	10 20	23	6 30	23	13 50	25	16 05	Chilean.....	Chilean Government.....	377.1	44.3	25.0	Bridgetown.....	Valparaiso.....	Ammunition, etc.	2,500	4,120	2,286
Suboid <sup>1</sup> .....	21	9 37	23	6 33	23	14 40	25	16 05	Chilean.....	Chilean Government.....	141.7	29.0	15.0	Bridgetown.....	Valparaiso.....	Ballast.....			
Hermion.....	22	19 54	23	6 40	23	14 39	26	13 01	Norwegian.....	Brusgaard Kjoesterud.....	300.0	54.0	16.6	Norfolk.....	Portland.....	Ballast.....	5,746	4,232	
Alvarado.....	22	13 54	24	6 30	24	13 25	24	16 20	American.....	Swaynic & Hoyt.....	245.0	41.5	15.6	New Orleans.....	San Francisco.....	General misc.....	2,126	2,122	1,504
Maricopa.....	23	17 05	24	6 30	24	13 25	27	20 00	Norwegian.....	W. Wilhelmssen.....	451.0	52.0	17.8	Tampico.....	Tocopilla.....	Crude oil.....	6,900	6,996	5,108
Manitaro.....	17	18 41	24	6 30	24	13 30	24	15 00	Peruvian.....	Peruvian Line.....	359.0	46.0	19.0	Cristobal.....	Callao.....	General.....	1,971	4,838	2,959
Lehigh.....	24	6 33	24	7 40	24	16 25	24	16 25	American.....	North Atl. & Western Co. (S. B.).....	390.0	54.2	19.0	Philadelphia.....	Seattle.....	General, steel.....	2,318	6,100	4,346
Sapelo.....	24	8 24	24	8 55	24	16 25			American.....	United States Navy.....	461.6	60.0	27.0	Fort Arthur.....	Balboa.....	Fuel oil.....	( <sup>1</sup> )		
S. C. 285.....	21	13 55	25	6 06	25	14 05	26	16 55	American.....	Pacific Mail Steamship Co.....	345.0	38.6	20.7	Cristobal.....	Balboa.....	General.....	3,739	2,450	
Bahoa.....	22	20 39	25	6 06	25	13 03	27	17 50	American.....	Colombian Maritime Co.....	190.0	29.1	11.9	Cristobal.....	San Francisco.....	General.....	623	741	350
La Habra.....	25	5 05	25	7 24	25	16 03	27	15 30	Norwegian.....	W. Wilhelmssen.....	424.8	57.0	26.2	Tampico.....	Buenaventura.....	Crude oil.....	9,200	7,053	5,088
West Katlan.....	25	8 43	25	9 05	25	16 20	26	1 15	American.....	Williams, Dimond & Co. (S. B.).....	410.0	54.0	19.0	London.....	Los Angeles.....	General.....	1,566	6,573	4,901
Ulysses.....	25	9 12	25	9 30	25	17 45			American.....	Panama Railroad Steamship Line.....	535.0	63.0	29.0	Norfolk.....	Balboa.....	Coal.....	11,993	11,519	6,950
Austrail.....	25	8 35	25	10 43	25	17 36	26	0 13	Swedish.....	Trans. Atlantic Co.....	381.0	49.0	25.6	Norfolk.....	Lyttleton.....	Coal and coke.....	5,812	5,169	3,736
Vaessle Maersk.....	25	10 30	25	11 55	25	18 45	25	22 03	Danish.....	A. P. Moller.....	362.0	51.0	26.6	Baltimore.....	Valparaiso.....	Coal and coke.....	6,077	4,993	3,473
Water A.....	25	7 55	25	13 00	25	19 35	25	20 25	American.....	Luckenbach Line.....	468.0	56.0	31.0	New York.....	Los Angeles.....	General.....	7,162	8,785	6,592
Luckenbach.....	25	12 10	25	13 17	25	20 08	26	1 15	Norwegian.....	Brusgaard Kjoesterud.....	270.6	40.1	18.0	Baltimore.....	Guayaquil.....	Coal.....	1,808	2,304	1,493
Helkon.....	25	8 14	25	8 14	25	13 43			American.....	United States Navy.....	307.7	42.2	20.9	Baltimore.....	Balboa.....	General.....	2,372	3,429	2,206
Scota.....	25	13 56	26	6 05	26	13 24	28	22 20	American.....	Pacific Mail Steamship Co.....	431.0	55.0	27.0	Baltimore.....	Brisbane.....	General.....	8,500	7,191	5,747
Cuba.....	25	23 59	26	7 15	26	15 02	27	1 30	British.....	Dillman & Bicknell.....	390.0	54.0	25.0	Baltimore.....	Brisbane.....	Coal.....	6,983	6,693	4,240
Kansas.....	26	6 40	26	8 00	26	15 17	26	16 30	Norwegian.....	Brusgaard Kjoesterud.....	220.0	37.0	13.11	Southampton.....	Valparaiso.....	General.....	7,747	1,651	918
Hesperos.....	26	13 50	26	8 25	26	16 03	26	17 25	British.....	Pacific Steam Navigation Co.....	395.0	55.0	28.0	New York.....	San Diego.....	General.....	8,000	7,283	5,256
Barima.....	26	13 50	26	14 15	26	21 12	26	22 05	American.....	United States Steel Products Co.....	112.0	25.0	7.0	Cristobal.....	Puntarenas.....	Ballast.....	2,300	236	152
Strechmaket.....	24	21 55	27	6 06	27	15 06	28	7 37	Costa Rican.....	Alberto Fatt.....	298.6	40.0	20.0	New York.....	Talara.....	General.....	2,835	1,822	
Rosana.....	26	20 50	27	6 29	27	13 35	27	14 30	British.....	W. R. Grace & Co.....	421.0	56.0	25.3	New York.....	Shanghai.....	General.....	8,000	6,460	4,785
Mineola.....	26	15 16	27	6 29	27	15 12	27	16 12	British.....	Prince Line Limited.....	421.0	56.0	25.3	New York.....	Shanghai.....	General.....	8,000	6,460	4,785
Mongolian Prince.....	26	15 16	27	6 29	27	15 12	27	16 12	British.....	Prince Line Limited.....	421.0	56.0	25.3	New York.....	Shanghai.....	General.....	8,000	6,460	4,785
Margaret.....	26	10 07	27	6 32	27	14 00	27	15 18	British.....	Canadian Western Co.....	427.0	54.1	15.1	Garston.....	Vancouver.....	Ballast.....	6,624	4,999	
Lompoe.....	26	20 01	27	7 00	27	16 04	27	19 00	British.....	C. T. Bowring & Co.....	475.0	55.9	27.6	Tampico.....	Tocopilla.....	Fuel oil.....	10,000	7,488	5,342
Arizona.....	27	12 16	27	12 35	27	19 05	27	20 00	American.....	United American Line.....	430.0	57.0	22.4	New York.....	Los Angeles.....	General.....	4,000		
West Campagaw.....	27	15 30	28	6 23	28	14 32	29	3 30	American.....	Barber Steamship Line (S. B.).....	410.3	54.2	25.0	New York.....	Hongkong.....	General.....	7,200	6,587	3,452
Jalapa.....	27	20 03	28	6 27	28	15 38			American.....	Thorndyke Trenholm Co. (S. B.).....	402.6	53.0		Norfolk.....	Hongkong.....	Coal.....	8,036	6,580	

\* 72,400 barrels.

\* Tug.

\* Transport.



MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Indian City	28	10	22	28	12	04	28	20	06	23	21	40	British	411.7	54.5	17.0	San Francisco	United King.	Barley	8,625	6,512	4,665
Azores	13	16	53	29	6	50	29	14	42				British	361.0	46.2	23.6	Méjillones	Newport News	Nitrate	5,900	4,510	3,388
Easter Sword	27	5	50	29	7	15	29	14	43				American	330.3	45.1	20.0	Seattle	Lumber, general		2,709		
Orta	28	92	00	29	8	45	29	16	10				British	435.4	58.2	29.0	Puntarenas	General	7,450	9,921	6,692	
Asectney	29	3	30	29	3	27	29	17	25				American	389.0	46.0	26.0	Antofagasta	Nitrate	6,309	5,039	3,045	
Quilota	29	11	00	29	11	54	29	19	35				British	381.2	45.2	17.5	Guayaquil	General	453	4,758	2,456	
Urubamba	29	12	00	29	13	53	29						Peruvian	229.4	44.0	21.6	Callao	Copper, etc.	2,236	4,893	2,451	
Astoria	12-14	0	15	29	13	56	(*)						American	229.4	44.0	20.8	Astoria	Railroad ties, et.	(*)			
Omega	12	12	05	29	14	52							Peruvian	311.3	43.2	23.0	Callao	Guano	4,000			

11 1,493,732 feet B. M.

12 Anchored in Gatun Lake.

PORT OF CRISTOBAL.

Date	Vessel	Line	From—	Date	Vessel	Line	For—
January 19	Harding <sup>12</sup>	United States Navy	Guantanamo	January 23	Caribbean	Panama Railroad Cattle Industry	Cartagena.
January 19	Shawmut <sup>12</sup>	United States Navy	Guantanamo	January 23	Alax	Curacao Petroleum Co.	Tambo.
January 24	Parimina	United Fruit Co	New Orleans	January 23	Cristobal	Panama Railroad Steamship Line	Norfolk.
January 25	Mamei <sup>13</sup>	Panama Railroad Steamship Line	Norfolk	January 24	Ancon	Panama Railroad Steamship Line	Norfolk.
January 25	War Bruno	Anglo-Saxon Petroleum Co.	Curacao	January 25	Sommi <sup>1</sup>	United States Army	New York via San Juan.
January 25	San Bruno	United Fruit Co.	Boston	January 25	San Bruno	United Fruit Co.	Port Limon.
January 25	Abangarez	United Fruit Co.	New Orleans via waypoints	January 25	Abangarez	United Fruit Co.	New Orleans.
January 26	Cape Breton	Lytle Shipping Co.	London via waypoints.	January 25	Santa Marta	United Fruit Co.	Colombian ports,
January 26	Santa Leonora	United Fruit Co.	New York via Kingston.	January 27	Parimina	United Fruit Co.	New York via Boeas del
January 26	Caribbean	United States Army	New York	January 27	Jaume d'Arc <sup>14</sup>	French Government	Toro, and Habana.
January 27	Glen White	C. Curran & Bullitt	Cartagena.	January 27	War Bruno	Anglo-Saxon Petroleum Co.	France via waypoints.
January 27	Gen. W. C. Gorgas.	Panama Railroad Steamship Line	New York via Haiti.	January 27	Harding <sup>14</sup>	United States Navy	Curacao.
January 28	Ulua	Panama Railroad Steamship Line	New York via waypoints.	January 28	Glen White	C. Curran & Bullitt	High seas.
January 28	Panama	Panama Railroad Steamship Line	New York via Haiti.	January 29	Ulua	United Fruit Co.	Hampton Roads.
January 29	San Bruno	United Fruit Co.	Port Limon.	January 29	San Bruno	United Fruit Co.	New York via Port Limon
				January 29	Cape Breton	Lytle Shipping Co.	and Habana.
				January 29			Boston.
							Puerto Colombia.

<sup>11</sup> Cruiser.

<sup>12</sup> Destroyer.

PORT OF BALBOA.

January 27	St. Agator <sup>15</sup>	United States Navy	San Diego.
January 28	Cethana <sup>1</sup>	Pacific Motor Ship Corp.	Guayaquil.
January 28	Gloriana <sup>1</sup>	Carl K. McFadden	Davi.

\* Other than ships passing through the Canal.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
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Volume XIV. Balboa Heights, C. Z., February 9, 1921. No. 26.

## CANAL BUSINESS IN 1920.

### Summary of Traffic and Services During Record Year.

The traffic through the Canal during the calendar year 1920 exceeded that during any previous period of 12 months.

Prior to this the record period was the fiscal year from July 1, 1919, to June 30, 1920; and prior to that the record was in the calendar year 1919.

Traffic in the calendar year 1920 was made up of 2,814 ships in commercial service, paying tolls, and 221 vessels in the service of the United States Government, principally the Navy, passing through the Canal without the payment of tolls. The total was 3,035 ships, exclusive of vessels used in the Canal work and of launches.

As the ships passing through free are not in commercial use (though the 221 in 1920 carried a total of 364,050 tons of cargo, principally coal, fuel oil, and supplies), they will not be considered in the comparisons. Their passage constitutes a kind of extra service performed by the Canal, for which no tolls are paid and which is not a part of its usual commercial service.

The 2,814 commercial ships passing through the Canal in 1920 exceeded the number in the fiscal year ending June 30, 1920, by 13.6 per cent, and the number in the calendar year 1919 by 31.9 per cent.

The aggregate net tonnage of the 2,814 ships was 10,378,265 tons, Panama Canal measurement. They carried 11,236,119 tons of cargo. The tolls earned on them amounted to \$10,295,362.21. In net tonnage, tolls, and cargo they were 21.4, 20.9, and 19.9 per cent greater, respectively, than in the past fiscal year. In comparison with the year 1919, the net tonnage, tolls, and cargo were respectively, 50, 47.2, and 50.5 per cent greater in 1920 than in the preceding calendar year.

### Cargo Handled in Years of Operation.

Comparison of the cargo carried through the Canal in 1920 with that handled in previous calendar years is shown below:

Year.	Tons.
1914	1,745,334
1915	4,894,134
1916	4,838,496
1917	7,427,680
1918	7,294,502
1919	7,468,167
1920	11,236,119

\* In 4½ months, from opening of Canal on August 15, 1914, to end of calendar year 1914.

### DISTRIBUTION OF COMMERCIAL TRAFFIC.

Of the commercial ships, 1,414 went from Atlantic to Pacific and 1,400 from Pacific to Atlantic.

The cargo handled by commercial ships from Atlantic to Pacific through the Canal amounted to 5,269,350 tons; and that from Pacific to Atlantic to 5,966,769 tons. The total was 11,236,119 tons.

As among areas between which cargo was shipped, the greatest traffic was from the west coast of South America to the east coast of the United States. It amounted to 1,447,849 tons, and was one-fourth of all the cargo passing through the Canal from Pacific to Atlantic and one-eighth of all the cargo handled through the Canal during the year.

The routing next in order in quantity of cargo was from the Atlantic Coast of the United States to the Far East (Japan, China, Philippines, Straits Settlements, etc.). It aggregated 1,350,273 tons, or 6.7 per cent less than the cargo from the west coast of South America to the United States. It was slightly over one-fourth of the total cargo from Atlantic to Pacific and slightly less than one-eighth of all the cargo passing through the Canal in both directions.

Third in order was the route from the west coast of South America to Europe. Over this there passed 1,062,702 tons. This was over one-sixth of all cargo from Pacific to Atlantic and over one-eleventh of all cargo handled through the Canal in the year.

Over each of these three routings there were handled more than 1,000,000 tons of cargo, in the one direction.

The fourth routing, in amount of cargo, was from the east coast of the United States to the west coast of South America, 893,393 tons. The fifth was from the west coast of the United States to Europe, 749,447 tons; and the sixth was from the Atlantic Coast of Mexico to the west coast of South America, 659,777 tons, principally fuel oil.

The number of vessels, their aggregate net tonnage, Panama Canal measurement, and the cargo they carried, traveling on the principal trade routes, are shown in the following tabulation:

Commercial Traffic Through the Panama Canal During Calendar Year 1920, by Trade Routes.  
ATLANTIC TO PACIFIC.

ROUTE.	Total number of vessels.	Panama Canal net tonnage.	Tons of cargo.	Percentage of cargo, Atlantic to Pacific.	Percentage of all cargo, both directions.
East coast of United States to west coast of South America.....	334	1,089,405	893,393	16.95	7.95
Cristobal to west coast of South America.....	189	290,174	114,445	2.17	1.02
East coast of United States to Far East.....	188	920,906	1,350,273	25.63	12.02
Europe to west coast of South America.....	131	483,529	259,921	4.93	2.31
United States coastwise.....	116	448,734	416,819	7.91	3.71
Mexico to west coast of South America.....	81	401,590	659,777	12.52	5.87
United States to Australasia.....	78	404,864	532,297	10.10	4.74
Europe to west coast of United States.....	65	289,675	110,401	2.09	.98
Europe to Australasia.....	51	339,019	310,876	5.90	2.77
Cristobal to west coast of Central America.....	24	15,212	15,102	.29	.13
Cristobal to west coast of United States.....	22	40,871	38,680	.73	.34
West Indies to west coast of South America.....	13	10,539	12	.....	.....
Mexico to west coast of United States.....	13	74,376	129,510	2.46	1.15
East coast of United States to west coast of Canada.....	13	61,091	92,371	1.75	.82
East coast of United States to Hawaii.....	13	64,216	99,813	1.89	.89
East coast of United States to Philippine Islands.....	8	36,826	55,144	1.05	.49
Miscellaneous trade routes.....	75	202,973	190,516	3.62	1.70
Totals.....	1,414	5,174,000	5,269,350	100.00	46.896

PACIFIC TO ATLANTIC.

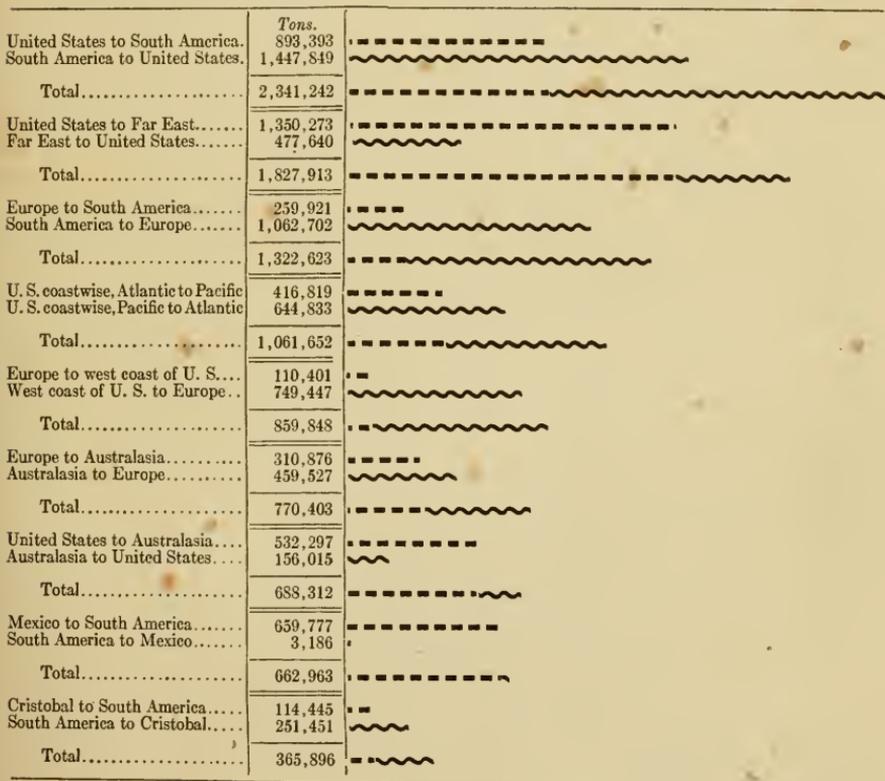
ROUTE.	Total number of vessels.	Panama Canal net tonnage.	Tons of cargo.	Percentage of cargo, Pacific to Atlantic.	Percentage of all cargo, both directions.
West coast of South America to east coast of United States.....	292	948,342	1,447,849	24.27	12.89
West coast of South America to Cristobal.....	198	317,070	251,451	4.21	2.24
West coast of South America to Europe.....	197	818,675	1,062,702	17.81	9.46
United States coastwise.....	122	528,004	644,833	10.81	5.74
West coast of United States to Europe.....	115	515,609	749,447	12.56	6.67
Australasia to Europe.....	75	529,338	459,527	7.70	4.09
West coast of South America to Mexico.....	73	368,994	3,186	.05	.03
Far East to east coast of United States.....	71	327,887	477,640	8.00	4.25
West coast of Canada to Europe.....	30	92,411	129,909	2.18	1.16

PACIFIC TO ATLANTIC—Continued.

ROUTE.	Total number of vessels.	Panama Canal net tonnage.	Tons of cargo.	Percentage of cargo, Pacific to Atlantic.	Percentage of all cargo, both directions.
West coast of Central America to Cristobal.....	29	18,907	16,054	0.27	0.14
Australasia to United States.....	25	150,150	156,015	2.61	1.39
West coast of United States to Cristobal.....	22	40,020	21,435	.36	.19
West coast of United States to Mexico.....	22	114,193	6,000	.10	.05
West coast of South America to West Indies.....	15	28,495	46,542	.78	.41
Philippines to east coast of United States.....	10	45,439	72,350	1.21	.64
West coast of United States to Africa.....	9	41,934	60,476	1.01	.54
Hawaii to east coast of United States.....	4	15,439	24,262	.41	.22
Miscellaneous trade routes.....	91	303,355	337,091	5.65	3.00
<b>Totals.....</b>	<b>1,400</b>	<b>5,204,265</b>	<b>5,966,769</b>	<b>100.00</b>	<b>53.103</b>

The combined traffic of cargo in both directions between the principal areas is presented in the following graph:

Combined Cargo Movement in Both Directions over Nine Principal Trade Routes.



Principal Commodities.

Of the 11,236,119 tons of cargo shipped through the Canal in the year 1920, 6,124,403 tons, or over one-half the total, were shipped in whole cargoes, the respective vessels containing only the one commodity at time of transit. Of the whole cargoes, 2,236,745 tons were from Atlantic to Pacific and 3,887,658 tons from Pacific to Atlantic. The shipments of commodities aggregating over 100,000 tons in ship-load lots were as follows:

## ATLANTIC TO PACIFIC.

Commodity.	Tons.
Fuel oil.....	823,223
Coal and coke.....	651,844
Refined oils.....	355,494
Steel and iron.....	157,405

## PACIFIC TO ATLANTIC.

Nitrate.....	1,995,903
Flour.....	487,614
Cold storage products.....	347,479
Wheat.....	313,944
Lumber.....	203,172
Sugar.....	127,995

## NATIONALITIES OF VESSELS.

Of the 2,814 commercial vessels using the Canal during 1920, the leading nationalities were as follows: The United States ships numbered 1,281, or 45.5 per cent of the total; the British ships numbered 867, or 30.8 per cent of the total; the Japanese, 122, or 5 per cent; Norwegian, 111, or 3.9 per cent. The numbers and tonnage of the ships, by nationalities, are summarized in this table:

## Commercial Traffic Through the Panama Canal for the Calendar Year 1920, by Nationality of Vessels.

REGISTRY.	No. of ships.	TONNAGE.				Tolls.	Tons of cargo. <sup>1</sup>
		U. S. equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Belgian.....	2	6,391	8,032	10,144	6,188	\$7,886.25	12,700
Brazilian.....	1	5,436	6,234	6,692	4,126	6,795.00	8,916
British.....	867	2,707,826	3,333,676	4,242,357	2,649,963	3,357,357.55	3,305,681
Chilean.....	78	139,008	212,232	271,927	157,861	170,518.90	83,464
Chinese.....	4	10,564	12,038	16,645	10,624	13,187.10	14,400
Colombian.....	1	84	95	96	57	105.00	27
Costa Rican.....	13	2,055	2,201	2,331	1,624	2,392.65	1,641
Cuban.....	1	578	702	1,050	577	722.50	1,200
Danish.....	30	92,255	110,432	131,297	84,692	114,035.15	158,110
Dutch.....	33	121,433	164,351	181,276	115,547	150,715.18	139,258
French.....	53	139,219	152,690	203,612	135,623	161,527.04	132,149
German.....	32	87,344	114,727	137,814	84,855	107,004.83	125,455
Italian.....	31	97,031	120,544	170,370	102,235	121,304.65	89,835
Japanese.....	122	450,197	545,665	723,476	466,303	583,643.93	764,206
Ju-ro-Slav.....	2	3,902	4,503	6,370	4,038	4,877.50	8,325
Mexican.....	2	2,169	2,633	2,559	1,659	1,899.36	.....
Norwegian.....	111	366,719	433,330	573,895	356,993	411,422.03	436,880
Panamanian.....	8	1,382	1,370	1,563	1,340	1,439.90	872
Peruvian.....	72	115,693	187,621	233,515	153,110	143,129.05	119,462
Portuguese.....	2	8,833	9,002	11,210	7,956	10,802.40	10,775
Russian.....	1	4,749	5,144	7,494	4,779	5,925.00	12,147
Swedish.....	18	51,743	75,454	78,698	57,918	63,511.25	92,893
Spanish.....	40	112,103	123,324	171,953	111,783	137,615.33	153,467
United States.....	1,281	3,936,755	4,747,036	6,056,518	3,939,445	4,724,494.66	5,503,247
Totals.....	2,814	8,543,493	10,378,265	13,309,837	8,453,401	\$10,235,362.21	11,236,119

<sup>1</sup>2,240 pounds to ton.

## Record Traffic During January, 1921.

All previous records for traffic through the Canal were broken during the month of January, when 279 commercial and 79 noncommercial vessels transited the Canal. Of the above ships, 197 passed from the Atlantic to the Pacific and 161 from the Pacific to the Atlantic.

The number of commercial vessels, tonnage, tolls, etc., as compared with previous high records, are as follows:

	January.	Previous high record.	Date.
Number of vessels.....	279	266	August, 1920.
United States equivalent tonnage.....	894,689	832,742	September, 1920.
Panama Canal net tonnage.....	1,094,323	1,027,918	December, 1920.
Registered gross tonnage.....	1,383,778	1,298,864	December, 1920.
Registered net tonnage.....	880,362	823,753	December, 1920.
Tolls levied.....	\$1,095,857.46	\$1,010,150.63	September, 1920.
Tons of cargo carried.....	1,177,052	1,076,539	December, 1920.

Of the 79 noncommercial vessels, 60 were United States Navy ships, which were classified as follows: Battleships 9, cruiser 1, destroyers 19, supply vessels 10, mine sweepers 3, submarine chasers 4, submarines 7, submarine tender 1, repair ship 1, hospital ship 1, Navy tugs 3, Navy launch 1.

In addition to the above 60 Navy vessels there were 7 vessels under control of the United States Shipping Board passing through the Canal with fuel for the Navy.

#### **Fish Caught in the Dry Dock at Balboa.**

When the gates of the dry dock at Balboa are opened for the docking of a vessel a number of fish usually swim in; and when the dock is pumped out they are left stranded on the floor, as only small ones can go through the grating over the pump intakes. Those which are edible are usually gathered by the men at the dock, and the inedible ones are thrown out.

During a recent docking a school of fish swam in. When the dock was unwatered the floor was covered with them. In addition to those which the men took, and some 650 pounds taken by the Commissary Division, between 2 and 3 tons were dumped over the gates into the open sea. They were scooped into large buckets which were swung up and over the gates by a crane operating from the side wall of the dock. Most of them recovered and swam away. The Commissary Division realized 490 pounds of cleaned fish, which were sold as second-grade stock at 11 cents a pound.

#### **Rebuilt "Marne" To Sail for New Orleans.**

The Shipping Board steamship *Marne*, which was sunk in Cristobal Harbor by submarine fire last year in order to extinguish fire in her cargo of oil and gasoline, and later sunk again on account of the breaking out of another fire after she had been raised and was being discharged, is due to clear from Cristobal for New Orleans in a few days. She was rebuilt at the Balboa shops of The Panama Canal, under a blanket order to place her in the same condition as she was when built.

The *Marne* is a vessel of 6,869 gross and 4,885 net tons, 395.5 feet in length. She is the seventh large vessel to be rebuilt at Balboa shops, the others having been the American steamship *Cristobal*, 9,000 tons gross, and 5 former German liners.

#### **Army Transports Bound for San Francisco.**

The following cablegram has been received from the Washington Office of The Panama Canal under date of January 25:

"Referring to your cable of the 24th instant War Department advises informally no Army transport will transit Canal for San Francisco until about 2 months from now and not certain whether it will carry passengers has promised to notify us, if one is placed in service."

#### **United States Civil-Service Examinations.**

Examinations for stenographer and typist, Panama Canal Service, will be held at Balboa Heights, C. Z., February 19, 1921. Details may be secured from the Civil Service Board, Balboa Heights.

#### **Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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 5, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Athenic.....	29	13 55	30	6 13	30	13 40	30	14 45	British.....	Shaw, Saville & Albion Co.	500 0	63 0	27 1	London.....	Wellington.....	General	6,000	12,886	9,571
Miramar.....	28	14 55	30	6 30	30	15 11	30	16 16	Chilean.....	Sociedad Nac. de Boques	341 0	46 7	23 0	Norfolk.....	Arica.....	Coal	4,984	3,896	2,747
Laura C. Hall.....	28	14 47	30	6 52	30	15 10	31	11 24	British.....	Pacific Metals Corporation	82 0	25 6	9 6	Cristobal.....	Buenaventura.	General	12	130	69
Langton Hall.....	30	1 10	30	7 20	30	16 05	31	23 05	British.....	Hall Line, Ltd.	402 0	54 0	25 6	New York.....	Auckland.....	General	8,400	7,340	5,554
Chicomoco.....	30	3 35	30	7 25	30	16 43	31	18 37	American.....	Barber Steamship Line (S. B.)	404 0	53 0	28 0	Norfolk.....	Caribe.....	Coal	8,081	6,577	4,925
Mina Brea.....	30	13 43	31	6 35	31	15 00	31	16 52	British.....	Lloyd Royal Belge	399 7	42 0	25 0	Puerto Lobos.....	Valparaiso.....	Crude oil	5,060	4,437	4,458
Elizaser.....	30	11 26	31	6 37	31	14 24	31	15 55	American.....	International Petroleum Co.	400 0	52 0	21 9	Antwerp.....	Valparaiso.....	General	4,500	6,091	4,458
Wolverine State.....	30	16 47	31	10 20	31	17 38	31	19 40	American.....	Pacific Mail Steamship Co. (S. B.)	502 1	62 2	21 3	Baltimore.....	San Francisco.....	General	1,375	7,031	8,495
Peru.....	31	10 47	31	10 57	31	18 45	31	19 40	Danish.....	East Asiatic Steamship Co.	425 3	55 2	15 0	Copenhagen.....	San Francisco.....	General	1,375	7,031	8,495
Imperial.....	31	11 47	31	12 05	31	17 31	31	19 29	British.....	Imperial Oil Co.	249 5	43 7	15 0	Halifax.....	Talara.....	Ballast	1,904	2,291	2,744
Guatemala.....	24	21 50	31	12 27	31	17 31	31	19 29	British.....	Pacific Steam Navigation Co.	359 0	43 0	18 6	Cristobal.....	Valparaiso.....	General	1,904	4,210	2,744
Quilque.....	30	8 15	31	10 37	31	17 35	31	19 29	British.....	Pacific Steam Navigation Co.	362 0	46 0	18 6	New York.....	Guayaquil.....	General	5,800	4,742	3,023
Australpoin.....	31	14 13	31	6 25	31	13 49	31	14 52	British.....	Commonwealth Government.	385 0	50 0	24 5	Nuevitas.....	Sydney.....	Sugar	5,800	4,966	3,653
Melville Dollar.....	1	16 40	2	6 40	2	13 55	2	14 55	American.....	Dollar Line.	370 0	50 0	21 8	New York.....	Vancouver.....	General	3,200	5,153	3,953
Jason.....	1	7 20	2	10 32	2	18 50	2	20 23	American.....	United States Navy.	514 0	65 2	31 8	Philadelphia.....	Guam.....	General	7,277	.....	.....
Mexico Maru.....	2	17 33	3	0 47	3	14 27	3	18 35	Japanese.....	Osaka Shosen Kaisha	400 0	57 8	20 2	New Orleans.....	Cotton, itoa.....	Cotton, itoa.	1,920	6,067	4,250
Caroline Maru.....	3	3 35	3	7 18	3	16 17	3	18 07	Norwegian.....	W. Wilhelmssen	425 4	47 1	24 6	Tampiro.....	Mollendo.....	Coal	4,392	4,216	2,921
San Joaquin.....	3	4 00	3	7 42	3	16 25	3	21 03	French.....	Compagnie de Baloe	320 0	50 0	26 6	Newport, News.....	San Pedro.....	Fuel oil	9,600	7,059	5,076
Argyl.....	2	22 43	3	11 50	3	18 40	3	19 37	American.....	W. R. Grace & Co.	180 0	35 0	26 6	Guantanamo.....	Santa Rosalia.....	Fuel oil	3,000	3,141	2,096
Santa Ana.....	4	6 55	4	8 39	4	16 05	4	16 05	American.....	United States Navy	360 0	52 0	26 6	New York.....	Valparaiso.....	General	3,340	5,776	4,081
Vireo.....	4	6 58	4	8 39	4	16 11	4	16 11	American.....	United States Navy	180 0	35 6	.....	Guantanamo.....	Balboa.....	.....	.....	.....	
Bobolink.....	4	7 00	4	8 41	4	16 02	4	16 02	American.....	United States Navy	149 3	30 0	.....	Guantanamo.....	Balboa.....	.....	.....	.....	
Suka.....	4	7 02	4	8 41	4	16 14	4	16 14	American.....	United States Navy	180 0	35 6	.....	Guantanamo.....	Balboa.....	.....	.....	.....	
Chevink.....	4	7 05	4	8 43	4	16 21	4	16 21	American.....	United States Navy	180 0	35 6	.....	Guantanamo.....	Balboa.....	.....	.....	.....	
Quail.....	4	7 15	4	8 43	4	16 17	4	16 17	American.....	United States Navy	180 0	35 6	.....	Guantanamo.....	Balboa.....	.....	.....	.....	
Rail.....	4	2 30	4	10 48	4	18 35	4	20 10	Danish.....	A. P. Moller	362 0	51 0	26 0	Guantanamo.....	Balboa.....	.....	.....	.....	
Gudrun Maersk.....	4	2 30	4	10 48	4	18 35	4	20 10	Danish.....	National Steamship Co.	362 0	51 0	26 0	Norfolk.....	Mejillones.....	Coal	6,585	4,961	3,477
Montara.....	31	20 00	4	12 55	4	21 10	4	22 08	Chilean.....	Pacific Steam Navigation Co.	193 0	36 0	14 0	Rochester.....	Valparaiso.....	Coal	6,585	867	3,477
Jamaica.....	24	19 10	4	13 30	4	21 05	4	22 02	British.....	Pacific Steam Navigation Co.	220 3	34 0	12 0	Cristobal.....	Champertico.....	General	297	1,887	652
Urubamba.....	29	21 25	5	6 00	5	13 47	5	17 05	Peruvian.....	Peruvian Line	381 3	41 1	19 1	Cristobal.....	Callao.....	General	017	3,803	2,951
San Juan.....	25	16 50	5	6 09	5	13 49	5	16 40	American.....	Standard Oil Co.	426 0	37 0	16 6	Cristobal.....	San Francisco.....	General	789	2,379	1,583
S. C. T. Dodd.....	4	20 37	5	9 40	5	18 35	5	19 35	American.....	Standard Oil Co.	459 0	51 0	27 6	Baton Rouge.....	Honolulu.....	Oil and gasoline	8,500	7,762	5,380
Madincock.....	2	8 32	5	9 07	5	18 45	5	19 53	British.....	Hain Steamship Co.	499 7	62 2	27 6	Tuxpan.....	loco, B. C.....	Crude oil	10,000	8,171	6,379
Trentham.....	5	8 32	5	9 40	5	19 30	5	20 25	British.....	Hain Steamship Co.	499 7	62 2	27 6	Norfolk.....	Wellington.....	Coal	9,900	.....	.....
Oriana.....	4	17 33	5	10 25	5	19 30	5	20 25	British.....	Pacific Steam Navigation Co.	465 0	56 0	22 6	Liverpool.....	Coronel.....	Coal	2,920	8,620	5,345
Belén Queranda.....	5	1 53	5	12 05	5	20 28	6	16 30	Panamanian.....	E. R. Clare	213 7	32 6	15 3	Savannah.....	Puntarcas.....	Coal, gasoline	1,500	1,143	930

<sup>s</sup> Tug.

<sup>4</sup> Mine sweeper.

<sup>3</sup> Collier.

<sup>2</sup> Motor ship.

<sup>1</sup> Motor schooner.





# THE PANAMA CANAL RECORD

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## Departure of Governor Harding.

Brig.-Gen. Chester Harding, U. S. A. (retired), Governor of The Panama Canal for a 4-year term beginning January 11, 1917, left the Isthmus for the United States on February 10, with the expectation of not returning again as Governor. His successor is to be appointed by the President who will be inaugurated March 4. Col. Jay J. Morrow, Engineer of Maintenance, is Acting Governor until the appointment of Governor shall be made.

Governor Harding's connection with the Canal began on July 27, 1907, when he sailed for the Isthmus from New York on the steamship *Panama*. His service during the construction period was on Gatun locks and the spillway of Gatun Dam, and later in charge of the dredging and marine operations of the Atlantic Division. On February 28, 1913, he returned to the United States to take up duties as Engineer Commissioner of the District of Columbia. In November, 1914, he returned to the Canal Zone as Assistant to the Governor, and on January 1, 1915, he was appointed Engineer of Maintenance, serving in that capacity until his appointment as Governor. He was Governor throughout the period of the participation of the United States in the World War.

On the eve of his departure, Governor Harding at a farewell gathering expressed to the heads of departments and divisions, and through them to the employees, his deep appreciation of the loyal and spirited service which had been given to the Canal and the United States during his administration, and which has resulted in the high efficiency of the Canal, attributing this to the practical cooperation that exists among the employees, and between the employees and the supervisory officials.

## Canal Traffic in January.

The Canal traffic for January, 1921, for commercial vessels, was classified as shown in the following tabulation. Traffic in January exceeded that during any previous month of Canal operation:

### PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to East Coast of United States:</i>							<i>Long tons.</i>
United States.....	14	35,660	42,169	55,179	35,575	\$41,672.50	54,131
British.....	6	15,283	19,553	24,958	14,761	19,003.10	14,787
Danish.....	2	3,451	3,990	4,946	3,067	4,203.65	7,263
Norwegian.....	2	1,873	2,261	2,960	1,758	1,943.38	1,350
Spanish.....	1	2,275	2,540	3,660	2,437	2,843.75	4,000
Totals.....	25	58,542	70,513	91,703	57,598	69,666.38	81,531

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to Europe:</i>							
British.....	12	38,979	50,550	60,747	37,868	\$48,601.30	<i>Long tons.</i> 75,269
Danish.....	3	7,319	10,243	11,614	7,324	9,148.75	17,833
Italian.....	2	5,981	7,882	10,603	6,416	7,476.25	6,970
Spanish.....	2	3,799	4,643	5,928	3,856	4,748.75	8,550
Dutch.....	1	4,384	6,807	6,944	4,414	5,480.00	10,000
French.....	1	4,326	4,363	5,923	3,763	5,235.60	6,000
United States.....	1	3,818	4,804	6,415	3,918	4,772.50	7,500
Norwegian.....	1	3,688	4,709	6,034	4,381	4,610.00	7,723
Peruvian.....	1	2,337	2,357	2,477	2,352	2,828.40	4,000
Totals.....	24	74,631	96,358	116,685	74,292	92,901.55	143,845
<i>United States coastwise:</i>							
United States.....	16	52,999	62,765	82,124	56,377	64,343.59	81,336
<i>From West Coast of United States to Europe:</i>							
United States.....	8	30,034	37,687	44,692	30,143	37,441.65	47,656
Dutch.....	3	13,022	15,206	18,922	13,041	16,065.70	24,441
British.....	2	13,315	15,151	21,341	13,338	16,643.75	20,553
Danish.....	1	4,244	5,318	6,637	4,236	5,305.00	8,290
Swedish.....	1	2,244	4,019	3,745	2,858	2,805.00	5,200
Totals.....	15	62,859	77,381	95,335	63,616	78,261.10	106,140
<i>From Australia to Europe:</i>							
British.....	14	81,498	101,145	126,119	79,698	101,445.90	88,358
<i>From West Coast of South America to Cristobal:</i>							
British.....	6	3,658	5,541	7,208	4,116	4,572.50	1,160
Peruvian.....	2	3,021	5,910	9,361	5,100	3,776.25	3,657
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	352
United States.....	1	336	350	615	372	420.00	573
Totals.....	10	8,478	14,378	19,737	11,188	10,597.50	5,742
<i>From Far East to East Coast of United States:</i>							
British.....	3	9,537	11,709	13,526	8,798	10,741.39	11,884
Japanese.....	2	7,912	10,250	12,808	7,874	9,890.00	7,455
United States.....	1	4,477	4,884	6,164	4,630	5,596.25	5,700
Totals.....	6	21,926	26,843	32,498	21,302	26,227.64	25,039
<i>From West Coast of South America to East Coast of Mexico:</i>							
Norwegian.....	2	8,871	10,183	13,948	8,840	7,331.76	.....
United States.....	2	8,283	9,586	13,206	8,159	6,901.92	.....
British.....	2	7,206	8,026	11,415	7,079	5,778.72	.....
Totals.....	6	24,360	27,795	38,569	24,078	20,012.40	.....
<i>From West Coast of Central America to Cristobal:</i>							
British.....	4	2,886	3,111	5,003	2,935	5,682.90	387
Costa Rican.....	1	144	152	158	93	180.00	236
Totals.....	5	3,030	3,263	5,161	3,028	5,862.90	623
<i>From West Coast of Canada to Europe:</i>							
United States.....	2	8,567	9,946	12,364	8,469	10,708.75	11,952
British.....	2	6,830	9,006	10,940	6,750	8,537.50	14,408
Totals.....	4	15,397	18,952	23,304	15,219	19,246.25	26,360
<i>From Australasia to East Coast of United States:</i>							
United States.....	2	8,153	9,951	12,100	7,486	10,191.25	15,399
British.....	1	3,511	4,110	4,904	3,139	4,388.75	7,000
Totals.....	3	11,664	14,061	17,004	10,625	14,580.00	22,399
<i>From West Coast of United States to Cristobal:</i>							
United States.....	3	4,818	5,654	7,693	4,791	6,022.50	717
<i>From Balboa, C. Z., to East Coast of United States:</i>							
United States.....	2	9,765	11,720	17,141	9,722	8,438.40	.....
<i>From Balboa, C. Z., to East Coast of Mexico:</i>							
United States.....	1	4,694	5,400	7,641	4,678	3,888.00	.....
Norwegian.....	1	4,438	5,085	7,022	4,438	3,661.20	.....
Totals.....	2	9,132	10,485	14,663	9,116	7,549.20	.....
<i>From West Coast of South America to West Indies:</i>							
Norwegian.....	1	5,903	6,328	7,777	5,912	7,378.75	10,231
Japanese.....	1	2,953	3,397	4,359	2,709	3,691.25	6,422
Totals.....	2	8,856	9,725	12,136	8,621	11,070.00	16,653

PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to Azore Islands:</i>							<i>Long tons.</i>
British.....	1	3,019	3,613	4,828	3,032	\$3,773.75	7,500
Japanese.....	1	2,595	2,626	3,610	2,384	3,151.20	4,600
Totals.....	2	5,614	6,239	8,438	5,416	6,924.95	12,100
<i>From West Coast of Central America to East Coast of United States:</i>							
United States.....	2	2,013	2,231	3,132	1,947	1,860.72	589
<i>From West Coast of South America to East Coast of Canada:</i>							
United States.....	1	5,489	5,429	6,883	5,268	6,514.80	8,463
<i>From West Coast of United States to East Coast of Mexico:</i>							
United States.....	1	4,535	5,234	7,042	4,374	3,768.48	.....
<i>From West Coast of Canada to East Coast of Mexico:</i>							
United States.....	1	3,722	4,337	5,579	3,379	3,122.64	.....
<i>Mexican coastwise ports:</i>							
French.....	1	2,155	2,096	2,953	1,880	1,616.25	.....
Total commercial.....		471,483	576,604	733,901	471,535	560,033.15	619,895
Total noncommercial.....		6,340	6,506	43,855	6,265	5.25	.....
Grand totals.....		477,823	583,110	777,756	477,809	560,038.40	619,895

<sup>1</sup> For orders.  
ATLANTIC TO PACIFIC.

<i>From East Coast of United States to West Coast of South America:</i>							<i>Long tons.</i>
United States.....	7	14,792	18,812	24,698	14,921	\$18,486.30	18,152
Norwegian.....	6	12,698	16,464	20,299	12,573	15,872.50	27,030
British.....	4	9,687	11,689	14,373	8,886	11,994.00	15,427
Danish.....	2	6,011	6,857	8,460	5,220	7,513.75	12,726
French.....	1	5,358	5,408	5,618	3,491	6,489.60	6,698
Japanese.....	1	3,607	4,590	4,956	3,500	4,508.75	6,381
Chilean.....	2	2,782	2,747	3,566	2,296	3,296.40	4,984
Spanish.....	1	1,916	2,637	3,030	1,918	2,395.00	4,773
Totals.....	23	56,851	69,204	85,000	52,805	70,556.30	96,171
<i>United States coastwise:</i>							
United States.....	17	73,112	88,086	108,842	71,494	91,390.00	76,593
<i>From East Coast of United States to Far East:</i>							
Japanese.....	5	17,048	19,393	26,172	16,861	21,175.50	27,633
United States.....	4	17,593	18,425	24,655	15,923	20,118.55	32,664
British.....	3	11,103	13,445	16,853	10,562	13,878.75	21,981
Totals.....	12	45,744	51,263	67,680	43,346	55,172.80	82,248
<i>From East Coast of United States to Australasia:</i>							
British.....	10	44,912	55,171	67,652	43,996	55,830.45	66,409
United States.....	1	3,415	4,730	5,535	3,415	4,268.75	6,000
Swedish.....	1	2,532	3,736	3,997	2,779	3,165.00	5,812
Totals.....	12	50,859	63,637	77,184	50,190	63,264.20	78,221
<i>From Europe to West Coast of South America:</i>							
British.....	6	19,854	24,170	30,894	19,790	24,817.50	16,725
Dutch.....	2	6,768	9,360	10,274	6,991	8,460.00	6,532
Spanish.....	1	3,914	3,994	4,804	3,490	2,935.50	.....
Italian.....	1	3,149	3,600	5,355	3,160	3,936.25	950
Swedish.....	1	2,248	4,089	3,267	2,865	2,810.00	1,735
Peruvian.....	1	1,204	2,386	4,403	2,090	1,505.00	2,139
Totals.....	12	37,137	47,599	58,997	38,386	44,464.25	28,081
<i>From Cristobal to West Coast of South America:</i>							
British.....	8	6,563	9,960	13,170	7,501	8,178.43	5,310
Peruvian.....	1	1,515	2,959	4,617	2,427	1,893.75	1,971
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	400
United States.....	1	336	350	615	372	420.00	63
Totals.....	11	9,877	15,846	20,955	11,900	12,320.93	7,744
<i>From Europe to West Coast of United States:</i>							
Danish.....	2	9,454	10,961	12,220	7,721	10,350.66	1,400
United States.....	2	7,454	9,458	12,032	7,454	9,317.50	4,896
Dutch.....	1	4,863	6,066	6,755	4,799	6,078.75	2,393
Norwegian.....	1	4,523	5,627	7,093	4,479	5,653.75	4,833
British.....	1	3,648	5,437	5,904	3,678	4,560.00	1,770
Totals.....	7	29,942	37,549	44,004	28,131	35,960.66	15,292

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From Mexico to West Coast of South America:</i>							<i>Long tons.</i>
United States.....	3	12,939	16,112	21,100	12,808	\$16,173.75	28,170
Norwegian.....	2	8,862	10,193	13,983	8,856	11,077.50	18,700
British.....	2	7,206	8,026	11,415	7,079	9,007.50	15,060
Totals.....	7	29,007	34,331	46,498	28,743	36,258.75	61,930
<i>From West Indies to West Coast of South America:</i>							
Chilean.....	6	2,538	2,286	( <sup>1</sup> ) ( <sup>2</sup> )	( <sup>1</sup> ) ( <sup>2</sup> )	20,524.20	2,500
<i>From Europe to Australasia:</i>							
British.....	5	25,689	30,946	40,757	25,384	32,111.25	26,715
<i>From Mexico to West Coast of United States:</i>							
United States.....	2	9,492	10,785	14,218	9,094	11,865.00	20,000
British.....	1	4,325	4,963	6,533	4,178	5,406.25	9,000
Totals.....	3	13,817	15,748	20,751	13,272	17,271.25	29,000
<i>From Europe to West Coast of Canada:</i>							
British.....	2	7,207	9,994	11,401	7,056	7,195.68	.....
French.....	1	2,264	2,933	3,563	2,293	2,830.00	5,075
Totals.....	3	9,471	12,927	14,964	9,349	10,025.68	5,075
<i>From Cristobal to West Coast of Central America:</i>							
British.....	2	1,264	1,314	2,266	1,252	1,558.90	1,085
Costa Rican.....	1	144	152	158	93	109.44	.....
Totals.....	3	1,408	1,466	2,424	1,345	1,668.34	1,085
<i>From Mexico to Balboa, C. Z.:</i>							
United States.....	1	4,694	5,400	7,641	4,678	5,867.50	10,000
Norwegian.....	1	4,438	5,085	7,022	4,438	5,547.50	9,900
Totals.....	2	9,132	10,485	14,663	9,116	11,415.00	19,900
<i>From Cristobal to West Coast of United States:</i>							
United States.....	2	3,486	4,061	5,540	3,482	4,357.50	3,013
<i>From West Indies to West Coast of United States:</i>							
United States.....	1	3,537	4,901	5,657	3,537	4,421.25	1,566
British.....	1	3,229	3,783	4,806	3,007	2,723.76	.....
Totals.....	2	6,766	8,684	10,463	6,544	7,145.01	1,566
<i>From East Coast of United States to Balboa, C. Z.:</i>							
United States.....	1	5,986	6,930	11,081	5,970	7,432.50	11,998
<i>From East Coast of United States to Philippines:</i>							
United States.....	1	3,776	4,819	6,053	3,757	4,720.00	6,912
<i>From East Coast of South America to West Coast of United States:</i>							
United States.....	1	3,522	4,914	5,652	3,522	4,402.50	2,367
<i>Foreign ship in ballast between United States coastwise ports:</i>							
Norwegian.....	1	2,733	4,253	4,342	2,726	3,047.04	.....
<i>East Coast of Canada to West Coast of South America:</i>							
British.....	1	1,390	1,595	2,253	1,384	1,148.40	.....
<i>From Europe to West Coast of Central America:</i>							
British.....	1	791	918	1,561	809	988.75	747
<i>From East Coast of United States to Society Islands:</i>							
United States.....	1	172	172	213	172	129.00	.....
Grand totals.....		423,206	517,719	649,877	411,827	535,824.31	557,158

<sup>1</sup> Displacement tonnage of 35,562 not included. (Five vessels of Chilean Navy.)

<sup>2</sup> Registered gross and net tonnage unavailable for the ship on which the United States equivalent and Panama Canal net tonnages are shown.

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Return of the Fleets.

The train of the United States battle fleet (combined Atlantic and Pacific fleets) returned from southern waters to Balboa on February 11, and the Atlantic and Pacific fleets arrived from Callao and Valparaiso, respectively, in the morning of February 14. The flagships *Pennsylvania* and *New Mexico* tied up at dock; the hospital ship *Solace* moored in the inner harbor; the *Birmingham*, *Melville*, and *Black Hawk* are at moorings; the destroyers are to tie up at moorings north of Pier 18 as soon as they are fueled; the anchorage for the remainder of the fleet is in the outer harbor.

The two fleets are to be at Balboa until February 23. Shore liberty is to be granted, a series of entertainments have been arranged, and the Commander-in-Chief has published the following schedule of inter-fleet athletics:

#### ATLANTIC FLEET VS. PACIFIC FLEET.

February 15 to February 23, 1921.

Tuesday, February 15—Fleet arrives.

Wednesday, February 16, 2 p. m.—Fleet boxing and wrestling championship.

Thursday, February 17, 2 p. m.—Baseball, enlisted men.

Friday, February 18, 2 p. m.—Baseball, enlisted men.

Saturday, February 19, 2 p. m.—Baseball, enlisted men (if necessary).

Sunday, February 20, 2.30 p. m.—Free-for-all sailing race.

Monday, February 21, 7.30 a. m.—Fleet challenge cup race.

8.30 a. m.—Whaleboat pulling race.

2.00 p. m.—Baseball, officers' team.

Tuesday, February 22, 10 a. m.—Presentation of trophies by Commander-in-Chief.

Wednesday, February 23—Fleet leaves.

### Two New "State" Liners Due Same Day.

The steamship *Golden State*, operated by the Pacific Mail Steamship Company, and the *Hawkeye State*, operated by the Matson Navigation Company, both 535-foot ships of the United States Shipping Board, are scheduled to reach Cristobal on February 22. Both are on their maiden voyages, and both are following the same course from Baltimore to San Francisco, via Habana and the Canal. They are carrying a total of over 500 first-class passengers.

### "Swiftsure" the First of a Group of Seven Oil Tankers.

The steamship *Swiftsure*, which passed through the Canal in ballast on February 6, bound from San Francisco to Tampico, is stated to be the first of 7 oil tankers built in San Francisco for the Swiftsure Oil Transportation Company for use in the trade between Tampico and New York. The other vessels, as completed, are to come through the Canal and take places on the Tampico-New York run.

The *Swiftsure* is a vessel of 8,207 gross and 5,091 net tons, 465 feet in length by 60 feet beam.

### United States Transport Company Line in Coastwise Service.

The United States Transport Company, Inc., has announced the establishment of a steamship line in the United States coastwise service. Vessels are to ply between New York, Philadelphia, and Baltimore, on the Atlantic, and Los Angeles, San Francisco, and Seattle, on the Pacific, with sailings every two months. The first vessel in the service is the *C. H. Livingstone*, now due at the Canal from the Atlantic ports of the line. She is to be followed by the *C. C. Morse*, sailing about 3 weeks later.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, February 12, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Caribbean	5	13 33	6	14 24	6	14 24	6	15 25	American.	Panama Railroad Cattle Industry	288 0	47 6	15 0	Cartagena.	Balboa.	Ballast.	7 181	2 354	478
Spain Maru	5	19 12	6	14 35	6	14 35	6	15 25	Japanese.	Kawasaki Ki en Kaisha	385 0	51 0	26 0	Newport News	Coquimbo.	Coal.	7 080	3 924	4 392
Crosby Hall	5	18 50	6	15 25	6	15 25	6	16 30	British.	Kellerman Line	360 0	49 0	24 7	Glasgow.	Auckland.	General.	7 080	4 258	3 159
Honolulu Maru	6	12 57	6	16 03	6	16 03	6	17 14	Japanese.	Ozaka Shosen Kai ha.	497 3	50 2	26 6	New York.	Hongkong.	General.	6 200	6 250	4 350
Wawona.	6	12 20	6	17 22	6	17 22	7	11 00	American.	Pacific Steamship Co. (S. B.)	401 0	51 2	26 7	New York.	Pearl Harbor.	Coal.	8 400	6 011	4 786
Manavi.	1	14 30	6	17 50	7	1 50	7	1 50	British.	Pacific Steam Navigation Co.	216 0	35 0	11 6	Co-stobal.	Guayaquil.	Ballast.	1 357	884	
Parrot.	6	17 32	7	12 31	7	12 31	8	17 35	British.	Canadian Government.	265 0	27 6	10 0	Trinidad.	Corinto.	General.	3 086	9 089	6 215
Patrician.	6	17 43	7	12 36	7	12 36	7	17 20	British.	Canadian Government.	265 0	27 6	12 4	New York.	Valparaiso.	General.	3 649	3 386	2 235
Elbro.	6	7 35	7	6 30	7	6 30	7	17 20	British.	Pacific Steam Navigation Co.	325 0	47 0	21 0	New York.	Mejillones.	Coal.	3 850	3 159	2 472
Haugland	6	18 20	7	6 43	7	6 43	7	16 59	Norwegian.	Rosenaes.	360 0	52 0	17 0	New York.	San Francisco.	Ballast.	7 367	6 008	4 665
Rio Grande.	6	18 09	7	8 00	7	8 00	7	16 25	Norwegian.	Nordent fidska Steamship Co.	268 0	48 0	26 0	New York.	Bremerton.	Coal.	3 850	3 159	2 472
Benara.	6	18 15	7	9 05	7	9 05	7	18 19	American.	Pacific Mail Steamship Co.	385 0	53 0	28 6	New York.	Newport News.	Ballast.	7 367	6 008	4 665
Arabian.	6	19 43	7	9 30	7	9 30	7	22 58	American.	Pacific Mail Steamship Co.	385 0	53 0	28 6	New York.	Newport News.	Ballast.	7 367	6 008	4 665
Balboa.	5	19 03	7	11 00	7	11 00	8	0 20	American.	Colonian Maritime Co.	190 0	29 0	11 6	Trinidad.	Buenaventura.	Ballast.	741	350	
Aurora.	6	17 14	7	11 40	7	11 40	8	17 47	British.	Canadian Government.	436 0	39 0	16 0	Pensacola.	Aus-land.	Case oil	8 000	5 914	4 389
Singapore Maru	7	8 25	8	6 38	8	6 38	8	14 50	Japanese.	Kokusa Ki en Kabushiki Kaisha	385 0	51 0	25 8	Baltimore.	Antofagasta.	Structural iron	4 186	5 037	3 492
Sherman	7	20 50	8	6 45	8	6 45	8	14 20	American.	Sherman Steamship Co.	400 0	45 0	25 0	Baltimore.	Los Angeles.	Oil	11 000	7 300	5 195
Los Angeles.	8	6 20	8	8 02	8	8 02	8	16 06	American.	Union Oil Co.	435 0	59 0	30 0	Puerto Lobos.	Los Angeles.	Oil	7 078	5 680	4 220
Herakles.	7	2 28	8	9 45	8	9 45	8	17 39	Norwegian.	Brunsgaard Kisterud	399 0	44 0	25 0	Genoa.	Valparaiso.	General.	1 800	6 379	4 659
Angelo Toso.	7	16 38	8	10 48	8	10 48	8	23 58	Italian.	Lorienta Ha I kale.	300 0	32 5	15 1	Genoa.	Valparaiso.	General.	1 800	6 379	4 659
Faxen.	8	18 06	9	6 24	9	6 24	9	15 22	Swedish.	Trans-Atlantic Steamship Co.	353 0	53 7	22 1	Galveston.	Sydney.	Suphur.	5 500	4 404	2 807
Frederick Luckenbach.	8	14 51	9	6 35	9	6 35	9	14 45	American.	Luckenbach Line.	317 5	49 2	21 1	Philadelphia.	San Francisco.	General.	3 500	2 986	2 091
Saint Louis.	4	23 05	9	6 55	9	6 55	9	15 31	French.	French Line.	396 0	49 2	25 0	Hamburg.	Valparaiso.	General.	2 500	3 857	4 166
Elkridge.	9	3 30	9	8 06	9	8 06	9	17 28	American.	Pacific Mail Steamship Co. (S.B.)	402 0	53 0	26 0	Newport News	Tiburon.	Coal.	8 256	6 328	5 102
Ruapehu.	8	17 55	9	9 15	9	9 15	9	16 28	British.	New Zealand Shipping Co.	437 0	58 0	23 1	London.	Dunedin.	General.	4 195	9 099	6 719
Alsace.	9	6 35	9	10 47	9	10 47	9	19 36	French.	A. D. Borde.	400 0	52 0	18 0	Newport News	Liquique.	Ballast.	8 354	5 879	4 156
Eagle.	9	7 25	9	10 45	9	10 45	9	20 05	American.	Standard Oil Co.	410 0	56 0	28 0	New York.	San Diego.	Coal.	8 354	5 879	4 156
D. G. Schofield.	9	9 40	9	11 22	9	11 22	9	20 38	American.	Standard Oil Co.	409 0	58 0	27 0	Tampico.	San Francisco.	Oil	10 000	8 912	6 254
Milan Maru.	9	12 07	9	12 32	9	12 32	10	1 47	Japanese.	Kokusa Ki en Kabushiki Kaisha	400 0	53 0	26 6	Newport News	San Antonio.	Coal.	6 955	5 886	4 303
Bearn.	8	12 25	9	12 58	10	11 10	10	21 09	Dutch.	Royal Netherlands W. I. Mail.	400 0	52 0	18 0	Amsterdam.	Antofagasta.	General.	2 465	6 982	5 468
Benjamin.	10	3 50	10	7 34	10	7 34	10	20 55	American.	Standard Oil Co.	411 0	53 4	28 6	Turpan.	Pisagua.	Crude oil.	7 000	6 360	4 337
Brewster.	9	21 55	10	10 19	10	10 19	10	17 43	British.	New Zealand Shipping Co.	420 0	51 0	27 0	Auckland.	Auckland.	General.	4 833	7 198	5 425
Waimate.	9	10 02	10	11 16	10	11 16	10	18 43	American.	Pacific Mail Steamship Co.	269 0	44 0	17 0	Hambourg.	San Francisco.	General mdse.	2 234	551	
Print Jor. Ith.	9	10 02	10	11 53	10	11 53	10	19 48	American.	Holland-American Line.	469 0	58 0	17 0	Hambourg.	Los Angeles.	General.	750	8 515	6 068
Kinderdijk.	10	9 09	10	11 53	10	11 53	10	19 48	Dutch.	Holland-American Line.	469 0	58 0	17 0	Hambourg.	Los Angeles.	General.	750	8 515	6 068

\* H. M. S. cruiser.

\* H. M. S. destroyer.

City of Dun-	10	8.14	11	6.30	11	13.47	11	15.08	British.	Ellerman Hall Line.	420.0	54.0	27.0	New York.	Yokohama.	8,028	7,004	5,385
Alaskan	10	2.10	11	6.52	11	14.44	11	15.58	American.	United American Line.	470.0	57.0	20.0	New York.	Los Angeles.	2,200		
Belgrade	11	4.31	11	7.10	11	15.52	11	18.20	Norwegian.	W. Wilhelmsen.	425.0	57.0	26.0	Puerto Lobos.	Tocopilla.	9,250		
J. W. Cliss.	9	17.15	11	7.50	11	17.14	12	8.30	Norwegian.	H. C. Hansen & V. Holm.	188.7	40.3	11.0	Barbados.	Ballast.	826	700	
Magedan.	10	15.06	11	11.17	11	20.20	12	3.30	British.	Pacific Steam Navigation Co.	485.0	59.0	25.0	London.	General.	6,200	8,786	6,074
Salvador.	4	15.09	11	11.36	11	19.19	11	20.18	British.	Pacific Steam Navigation Co.	215.0	33.0	13.0	Cristobal.	Chaparrero.	7,041	1,213	692
Esney City.	11	7.09	11	13.06	11	21.16	11	22.07	American.	Isthmian Shipping Line.	400.0	50.0	28.0	New Orleans.	General.	7,662	7,285	5,250
Sapelo.	11	16.41	12	6.20	12	14.08			American.	United States Navy.	461.0	60.0	27.0	Puerto Arthur.	Fuel oil.	10,000		
Everest.	12	7.20	12	7.59	12	15.48	12	17.18	British.	J. E. Murrell & Son.	289.0	42.0	18.0	Philadelphia.	Coal.	2,182		
West Fogus.	12	9.25	12	9.33	12	17.37	12	18.15	American.	North Atl. & Western Co. (S. B.).	421.0	54.0	17.3	Portland, Me.	General.	1,620	6,589	4,838
H. M. Flagler.	12	11.30	12	12.10	12	20.47	12	23.20	American.	Standard Oil Co.	462.0	60.0	27.6	Tuxpan.	Crude oil.	10,369	8,606	6,525

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Maudie.	5	20.45	6	8.11	6	15.16	6	16.47	Norwegian.	N. Bugge.	385.1	52.0	24.0	Talal.	Azores <sup>a</sup> .	7,009	5,179	3,649
Arnostook.	1-16	11.10	6	10.06	6	17.18	13	10.15	American.	United States Navy.	489.0	52.0		San Diego.	Cristobal.			
Swiftsire.	6	7.00	6	11.31	6	19.20	8	16.50	American.	Swiftsire Oil Transport Co.	484.6	64.2	20.6	San Francisco.	Tampico.			
City of Sherman.	1-31	4.00	6	13.44	6	21.42	6	21.42	American.	Hastler Bros. & Co.	400.7	54.2	25.0	Antofagasta.	St. Thomas.	7,800	6,530	4,708
Eldorado.	6	13.06	6	13.50	6	22.25	7	8.55	British.	Western Transport Co.	245.6	42.0	18.0	New Orleans.	General.	1,800	2,439	1,671
Cauca.	7	9.45	7	11.45	7	18.00	13	6.15	British.	Pacific Steam Navigation Co.	246.0	35.2	12.8	Cristobal.	Cocoa and gen.	1,500	1,582	1,023
Vatona.	7	9.00	7	12.33	7	20.27	7	20.27	American.	Alaska Steamship Co.	244.0	43.2	18.6	Mobile.	Flour.	2,460	2,544	1,927
Wandilla.	7	9.53	7	12.40	7	20.35	8	15.35	British.	Adelaide Steamship Co.	411.3	56.7	23.3	New York.	Wool and general.	5,130	3,887	3,701
Urko Mendu.	7	19.53	8	18.09	8	16.10	8	16.10	Spanish.	Sota & Aznar.	331.0	44.5	23.6	Azores <sup>a</sup> .	Nitrate.	1,466	2,895	1,993
Point Bonita.	7	23.46	8	14.06	8	22.16	9	20.20	American.	Pacific Mail Steamship Co.	289.0	44.1	14.3	San Francisco.	Bathmore.			
General H. F.	9	5.00	9	7.45	9	19.00	12	12.10	American.	Panama Railroad Steamship Line	323.5	39.0	20.0	Buenaventura.	General.	1,727	4,503	2,764
Hodges.	9	4.40	9	8.13	9	19.50	10	8.10	British.	Pacific Steam Navigation Co.	465.3	56.3	26.4	Talcahuano.	General.	4,925	8,345	4,998
Crampton Air-	8	23.10	9	8.32	9	20.34	9	20.53	American.	Pan-Am. Petroleum Transport.	435.0	56.0	22.0	San Francisco.	Ballast.			
Daybreak.	8	19.15	9	9.32	9	21.22	9	23.10	British.	Claymore Shipping Co.	331.0	46.8	14.0	Talcahuano.	Wood ballast.	230	3,688	2,437
Ansaldo San	7	4.00	9	9.54	9	21.33	9	21.33	Italian.	Soc. Nazionale di Nav.	385.6	49.0	16.0	Iquique.	General.	100	5,864	4,266
Giorgio I.	8	20.03	9	12.34	9	22.12	9	22.35	American.	Wessel Duval.	390.0	54.2	24.6	Antofagasta.	Nitrate.	7,200	6,161	4,433
Argosy.	9	13.50	9	14.31	9	23.20	10	2.48	American.	Dollar Line.	288.8	44.6	20.0	San Francisco.	General, lumber.	2,400	3,400	2,404
Stanley Dollar.	9	9.00	9	15.12	9	23.58	10	12.30	Swedish.	Johnson Line.	440.0	56.0	17.0	New York.	Grain, fruit, flour.	7,730		
Buenos Aires.	9	14.36	10	16.53	10	16.31	10	17.30	American.	E. C. Evans & Son.	385.3	51.2	16.8	Portland.	St. Thomas.	7,319	6,224	4,465
Eastern Ocean.	10	9.20	10	10.53	10	18.23	11	7.09	American.	Standard Oil Co.	435.0	56.0	17.0	Cebu.	Wheat.	8,020	7,405	5,166
Ame.	10	9.20	10	10.53	10	18.23	11	7.09	American.	Standard Oil Co.	435.0	56.0	17.0	Cebu.	Wheat.	8,020	7,405	5,166
Sioia <sup>6</sup>	10	9.21	10	16.25					American.	United States Navy.	155.0	30.0	6.6	Balboa.	Coconut oil.			
General G. W.	10	11.50	10	11.50	10	17.30			American.	United States Army.	326.0	38.2	5.0	Balboa.	General.	203	3,173	2,163
Newport.	10	7.30	11	6.45	11	17.30			American.	Pacific Mail Steamship Co.	326.0	38.2	5.0	San Francisco.	General.	203	3,173	2,163
Julia Luiken-	11	6.45	11	8.40	11	18.15	11	18.15	American.	Luckenbach Line.	436.6	57.2	0.0	San Francisco.	General, lumber.	10,300	8,543	6,427
Mosell.	10	17.30	11	8.57	11	19.40	12	12.55	American.	McCormick & McPherson.	492.5	53.0	6.6	Portland.	Wheat.	7,588	6,580	4,894
Nevada.	10	17.20	11	13.07	11	20.15	13	11.40	American.	Pere Marquette Line.	202.0	42.0	6.0	San Francisco.	Ballast.			
Bratsberg.	11	12.00	11	14.08	11	21.56	12	12.10	Norwegian.	Borgstad Line.	345.9	49.0	6.0	New York.	Copper.	4,068	4,263	3,042
Bath <sup>7</sup>	10	13.00	12	6.42	12	16.50			American.	United States Navy.	329.2	49.2	7.0	San Diego.	General.	1,802	3,945	2,564
Jason.	10	23.15	12	6.47	12	17.00			Dutch.	Royal Netherlands Steamship Co.	346.7	48.9	1.0	Talal.	Nitrate.	4,651	4,321	3,120

Leurs are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

\* For orders.

† N. T. S.

\* Tug.

\* Motor ship.

\* Air craft tender.

\*Schooner.

MOVEMENTS OF OCEAN VESSELS.—Continued.

PORT OF CRISTOBAL.

*ARRIVALS.			*DEPARTURES.				
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
Feb. 5	Metapan.	United Fruit Co.	New Orleans and wayports.	Feb. 6	Gen. O. H. Ernst.	Panama Railroad Steamship Line.	Baltimore.
Feb. 6	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	Colombian ports.	Feb. 6	Ottar.	Jorgen C. Knudsen.	Kingston.
Feb. 7	Allianca.	Panama Railroad Steamship Line.	New York via Haiti.	Feb. 8	Metapan.	United Fruit Co.	New Orleans, Bocas del Toro, and Habana.
Feb. 7	Harding.	United States Navy.	High seas.	Feb. 8	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	New York via Haiti.
Feb. 8	Redwing <sup>9</sup> .	United States Navy.	Norfolk.	Feb. 9	Deepwater.	Castner Curran & Bullitt.	Norfolk.
Feb. 8	Heredia.	United Fruit Co.	New Orleans.	Feb. 10	Redwing <sup>9</sup> .	United States Navy.	Norfolk.
Feb. 8	Deepwater.	Castner Curran & Bullitt.	Norfolk.	Feb. 10	Allianca.	Panama Railroad Steamship Line.	Colombian ports.
Feb. 9	Cristobal.	Panama Railroad Steamship Line.	Norfolk.	Feb. 10	Heredia.	United Fruit Co.	New Orleans via Bocas del Toro, and Habana.
Feb. 9	Nessian.	Leyland Line.	Liverpool via wayports.	Feb. 10	De Soto.	Standard Oil Co.	Mata Redondo.
Feb. 10	Ancon.	Panama Railroad Steamship Line.	Norfolk.	Feb. 11	De Soto.	Leyland Line.	Galveston.
Feb. 8	De Soto.	Standard Oil Co.	New York.	Feb. 11	Nessian.	United Fruit Co.	New York via Limon and Habana.
Feb. 11	Calamares.	United Fruit Co.	New York via wayports.	Feb. 12	Calamares.	United Fruit Co.	Habana.
Feb. 12	Colon.	Panama Railroad Steamship Line.	Port Limon, Haiti.	Feb. 12	Cristobal.	Panama Railroad Steamship Line.	Norfolk.
Feb. 12	San Mateo.	United Fruit Co.	Bordeaux via wayports.	Feb. 12	San Mateo.	United Fruit Co.	Boston, Mass.
Feb. 12	Haiti.	French Line.	Mauzanillo.				
Feb. 12	Lake Franconia.	United States Shipping Board.	High seas.				
Feb. 12	Eagle No. 4.	United States Navy.					

PORT OF BALBOA.

Feb. 10	Denver <sup>10</sup> .	United States Navy.	Mare Island.	Feb. 11	Dolphin.	United States Navy.	Corinto.
Feb. 11	William Jones <sup>11</sup> .	United States Navy.	San Diego.				

<sup>10</sup> Tug and barges.

<sup>11</sup> Destroyer 308.

<sup>12</sup> Cruiser.

\*Other than ships passing through the Canal.

### Executive Order.

**Amendment of Executive Order of April 16, 1914,** so as to include mints and assay offices and Federal Reserve banks to which the duties and functions of Assistant Treasurers of the United States are transferred by the Secretary of the Treasury under the Act of May 29, 1920.

By virtue of authority vested in me under The Panama Canal Act, Executive Order dated April 16, 1914, prescribing regulations relative to the payment of tolls and bills for materials, supplies, repairs, harbor pilotage, towage, and other services, furnished to vessels by the Panama Canal, shall be and the same is hereby amended by inserting after the words "Assistant Treasurer of the United States" wherever these words occur in that Executive Order, the words "or any mint, assay office, or Federal Reserve bank to which the duties and functions of Assistant Treasurers may be transferred by the Secretary of the Treasury under the authority conferred upon him by the Act of May 29, 1920 (41 Statutes at Large, 655)."

WOODROW WILSON

THE WHITE HOUSE,  
5 Jan'y, 1921.

[No. 3382.]

<sup>1</sup> Published as Panama Canal circular No. 601-116.

<sup>2</sup> Published as Panama Canal circular No. 601.

### Addition to Tariff No. 4.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., February 4, 1921.

*To all concerned*—The following addition is made to Tariff No. 4—Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

#### ITEM 33.—HOTEL TIVOLI.

(Effective January 26, 1921.)

	One person.	Two persons.
Tivoli Annex, House No. 438, nonemployees, per day.....	\$2.50	\$4.00

CHESTER HARDING,  
*Governor, The Panama Canal.*  
*President, Panama Railroad Company.*

(NOTE—The above addition will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the two weeks ended February 12:

Launch *Captain Wilhelm*, hull repairs and installation of new engine; tug *Bohio*, general repairs and rebuilding; launch *Santa Rita*, rebuilding; barges *Nos. 132, 134, and 135*, general repairs; mine yawl *No. 101*, hull repairs and overhauling of engine; subchaser *284*, docking and miscellaneous repairs; U. S. S. *Dolphin*, small miscellaneous repairs; steamship *Sussex*, docking, staging, cleaning, painting; and heavy hull repairs; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. tug *Ontario*, miscellaneous steam engineering repairs; U. S. S. *Sciota*, minor repairs; motor ship *Cethana*, miscellaneous boiler repairs; steamship *Marne*, general repairs and rebuilding; U. S. S. *Carrabasset*, repairs to boilers and refrigerating system; U. S. S. *Mugford*, repairs to condensers; U. S. S. *Contocook*, miscellaneous minor repairs; steamship *City of Sherman*, repairs to boilers, main turbine, refrigerating system, and condenser; launch *Pilot*, general repairs; steamship *General G. W. Getty*, boiler repairs; U. S. yacht *Gold Star*, repairs to blower engine; steamships *S. V. Harkness*, miscellaneous heavy repairs; *Wolverine State*, turning chain and services of diver; *Imperoyal*, repairs to feed pumps; *Chicomico*, miscellaneous minor repairs; *Jalapa*, repairs to whistle; *Langton Hall*, repairs to cattle pen; *Mina Brea*, repairs to support; U. S. S. *Tacoma*, miscellaneous pipe work and repairs to ice machine; U. S. S. *Vireo*, repairs to refrigerating system; U. S. S. *Sonoma*, repairs to railing; U. S. S. *Iuka*, repairs to ice box; steamships *St. Louis*, repairs to anchor windlass; *Caribbean*, general repairs; *Angelo Toso*, shipping anchor.

The following vessels were at the Cristobal shops for repairs during the two weeks ended February 14:

Steamships *General O. H. Ernst*, and *Allianca*, miscellaneous repairs and painting to engine, deck, and steward departments; *Ebro*, repair hydraulic cranes; *St. Louis*, manufacturing 1 copper pipe as sample; *Salvador*, install 1 gear and pinion on deck winch; *Stuyvesant*, remetal brasses, repair old water pipes from ice cooler, etc.; U. S. S. *Sandpiper*, furnish new crosspiece for anchor engine as per sample; steamships *Marne*, clean bilges, install discharge valve from ice water pump; repair steam end of ammonia compressor, etc.; *Potosi*, minor repairs; *Cristobal*, *Ancon*, *Colon*, and *Advance*, miscellaneous repairs and painting to engine, deck, and steward departments; *Europa*, furnish and install 1 new valve in copper oil pipe; roll and punch tubes in forward boiler, etc.; U. S. S. *Eagle No. 4*, rebabbit and refit forward thrust bearing; steamship *Haiti*, repair dynamo turbine engine, rebore blower engine cylinder, braze copper discharge pipe, etc.; U. S. S. *Bath*, make repairs to mainmast, renew one-half of wooden bearing, etc.; steamships *Jason*, miscellaneous repairs to boiler, etc.; *Newport*, renew exhaust line from port after winch; mine yawl *F-1*, calk and resheat hull with copper; U. S. S. *Harding*, manufacture 3 stems for bilge strainer, etc.; launch *No. 11*; miscellaneous repairs to engine, calk and copper paint hull, etc.; tug *Porto Bello*, renew broken combustion chamber staybolts on top of combustion chamber, etc.; steamships *Crisfield*, U. S. S. *Mahan*, steamships *Acme*, *Point Bonita*, tug *Tavernilla*, launches *Mary B*, *Doris*, *Margarita*, dredge *No. 86*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending February 12, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall	Pacific Metals Corporation		January 30		12
Caribbean	Panama Railroad Cattle Industry		January 30		321
Guatemala	Pacific Steam Navigation Co.		January 31		1,970
Quillota	Pacific Steam Navigation Co.		January 31		136
Quilpe	Pacific Steam Navigation Co.	January 30	February 1	57	109
Achilles	Panama Railroad Steamship Line.	January 30	February 3	12,028	( <sup>1</sup> )
Darien	Panama Railroad Steamship Line.	January 30	February 3	7,480	( <sup>1</sup> )
Cartago	United Fruit Co.	January 31	February 3	745	240
Panama	Panama Railroad Steamship Line.		February 3		1,450
Manavi	Pacific Steam Navigation Co.	February 1		535	
Essequibo	Pacific Steam Navigation Co.	February 2	February 3	( <sup>2</sup> )	161
Carrillo	United Fruit Co.	February 2	February 3	664	142
Atenas	United Fruit Co.	February 2	February 2	3,480	7
Gen. O. H. Ernst	Panama Railroad Steamship Line.	February 2	February 5	3,807	1,706
Santa Marta	United Fruit Co.	February 3	February 3	13	200
Wm. H. Page	C. Curran & Bullitt	February 3	February 5	7,930	( <sup>3</sup> )
Caribbean	Panama Railroad Cattle Industry.	February 3		240	
Acajutla	Pacific Steam Navigation Co.	February 3		586	
Salvador	Pacific Steam Navigation Co.	February 4		144	
Jamaica	Pacific Steam Navigation Co.		February 4		360
Tolosa	United Fruit Co.	February 4	February 5	2	94
Oriana	Pacific Steam Navigation Co.	February 4	February 5	149	( <sup>1</sup> )
Urukamba	Peruvian Line.		February 5		926
San Juan	Pacific Mail Steamship Co.		February 5		839
St. Louis	French Line.	February 4		621	
Stuyvesant	Royal Dutch W. I. Mail	February 5	February 5	54	201
Patuca	United Fruit Co.	February 5	February 5	50	( <sup>1</sup> )
Gen. W. C. Gorgas	Panama Railroad Steamship Line.	February 5	February 5	29	438
Ebro	Pacific Steam Navigation Co.	February 6	February 7	102	
Cauca	Pacific Steam Navigation Co.	February 7		500	
Angelo Toso	Societa Nazionale di Navigazione.	February 7	February 8	93	
Allianca	Panama Railroad Steamship Line.	February 7	February 10	2,203	175
Deepwater	Panama Railroad Steamship Line.	February 8	February 9	11,827	
Heredia	United Fruit Co.	February 8	February 10	1,027	83
De Soto	Standard Oil Co.	February 8	February 10	7,500	
Pont Bonita	Pacific Mail Steamship Co.	February 8	February 10	178	49
Boarn	Royal Dutch West India Mail.	February 8	February 9	256	2
Nessian	Leyland Line.	February 9	February 11	776	4,853
Cristobal	Panama Railroad Steamship Line.	February 9	February 12	9,616	2
Gen. H. F. Hodges	Panama Railroad Steamship Line.	February 9	February 12	353	
Point Judith	Pacific Mail Steamship Co.	February 9	February 10	26	353
Ancon	Panama Railroad Steamship Line.	February 10	February 12	10,099	
Salvador	Pacific Steam Navigation Co.		February 11		692
Magellan	Pacific Steam Navigation Co.	February 10	February 11	90	226
Calamares	United Fruit Co.	February 11	February 12	365	22
Newport	Pacific Mail Steamship Co.	February 11		247	
San Mateo	United Fruit Co.	February 12	February 12	70	
Colon	Panama Railroad Steamship Line.	February 12		3,240	

<sup>1</sup> Barge.<sup>2</sup> No cargo discharged.<sup>3</sup> Pounds.<sup>4</sup> No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Three Weeks Ending February 12, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....	January 24....	January 24....	61	.....
Guatemala.....	Pacific Steam Navigation Co.....	January 24....	January 24....	7	.....
City of Para.....	Pacific Mail Steamship Co.....	January 25....	January 25....	.....	13
Balboa.....	Colombian Maritime Co.....	January 25....	January 25....	.....	13
San Juan.....	Pacific Mail Steamship Co.....	January 25....	January 25....	8	.....
Cuba.....	Pacific Mail Steamship Co.....	January 26....	January 28....	.....	155
Eastern Sword.....	United States Shipping Board.....	January 27....	January 29....	258	.....
Laura C. Hall.....	Pacific Metals Corporation.....	January 27....	January 28....	2	.....
Ulysses.....	Panama Railroad Steamship Line.....	January 25....	January 27....	11,998	.....
Betsy Bell.....	United States Shipping Board.....	January 23....	.....	8,036	.....
Laura C. Hall.....	Pacific Metals Trans. Corp.....	January 30....	January 30....	.....	53
Jalapa.....	United States Shipping Board.....	January 28....	February 2....	.....	991
Babinda.....	Pacific Freighters.....	February 1....	February 4....	934	.....
Acajutla.....	Pacific Steam Navigation Co.....	February 2....	February 3....	12	.....
Salvador.....	Pacific Steam Navigation Co.....	February 4....	February 4....	54	.....
Balboa.....	Colombian Maritime Co.....	February 4....	February 5....	2	.....
Balboa.....	Colombian Maritime Co.....	February 7....	February 7....	.....	1
Cauca.....	Pacific Steam Navigation Co.....	February 7....	February 7....	11	.....
Angelo Toso.....	Societa Nazionale di Navigazione.....	February 8....	February 9....	23	.....
Newport.....	Pacific Mail Steamship Co.....	February 10....	February 10....	13	42

**Prices of Miscellaneous Supplies at Panama Canal Storehouses.**

The following are prices to individuals and companies, including the 25 per cent surcharge, effective February 1, 1921:

Commodities.	Unit.	Price.
Brass, bar.....	Lb.	\$0.44
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	375
Cement, at Panama:		
Including surcharge.....	Bag	2.11
Credit for empty bag returned.....	Bag	.25
Cement, at Colon:		
Including bag and surcharge.....	Bag	1.95
Credit for empty bag returned.....	Bag	.25
Charcoal.....	Cwt.	1.63
Copper, bar.....	Lb.	.44
Gasoline, motor grade, in drums.....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	93.75
Lumber, ceiling, siding, and flooring, 1" x 6".....	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	143.75

Lumber, native, prices per 1,000 feet board measure:

Kind.	ROUGH.		DRESSED.	
	Green.	Kilned.	Green.	Kilned.
Almendra.....	\$106.25	\$118.75	\$115.00	\$127.50
Alcavu.....	87.50	100.00	96.25	108.75
Alcareto.....	106.25	118.75	115.00	127.50
Amargo.....	106.25	118.75	115.00	127.50
Bateo.....	62.50	75.00	71.25	83.75
Cedro Amargo.....	106.25	118.75	115.00	127.50
Caoba Blanca.....	87.50	100.00	96.25	108.75
Guayacan.....	137.50	150.00	146.25	158.75
Maria.....	62.50	75.00	71.25	83.75
Pilon.....	75.00	87.50	83.75	96.25
Roble.....	62.50	75.00	71.25	83.75
Mangle Colorado.....	106.25	118.75	115.00	127.50
Nispero.....	137.50	150.00	146.25	158.75

Notes:

1. Second grade Alcavu..... \$68.75
2. Second grade Caoba Blanca..... 68.75
3. Second grade Cedro Amargo..... 93.75
4. Almendra, special..... 75.00
5. Alcareto, special..... 75.00
6. Amargo, special..... 75.00
7. The charge for dressing and kiln-drying the same for second grade as first grade.
8. The charge for dressing 2 sides or 4 sides lumber the same.

Commodities.	Unit.	Price.
Metal, yellow.....	Lb.	\$0.375
Nuts, iron, machine, hexagon.....	Lb.	.69
Nuts, iron, machine, square.....	Lb.	.225
Nails, common wire.....	Lb.	.13
Nails, galvanized.....	Lb.	.15
Oakum, navy, spun.....	Lb.	.20
Oakum, navy, unspun.....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl of 42 gals	3.50
Oil fuel, at Balboa and Cristobal, in drums or barrels, no surcharge.....	Bbl of 42 gals	3.75
Oils, greases, and lubricants:		
Oil, air, compressor cylinder.....	Gal.	.575
Oil, ammonia cylinder.....	Gal.	.685
Oil, burning.....	Gal.	1.56
Oil, cylinder, dark, marine.....	Gal.	1.125
Oil, cylinder, dark, marine.....	Gal.	1.25
Oil, ice, machine, steam.....	Gal.	1.00
Oil, engine, dynamo.....	Gal.	.79
Oil, engine, in tins.....	Gal.	.69
Oil, engine, in barrels.....	Gal.	.65
Oil, gas, engine, heavy, in barrels.....	Gal.	1.05
Oil, gas, engine, in cases, heavy.....	Gal.	1.175
Oil, gas, engine, in drums, medium.....	Gal.	.66
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins (cases).....	Gal.	.45
Oil, linseed, boiled.....	Gal.	2.50
Oil, linseed, raw.....	Gal.	2.19
Oil, locomotive engine.....	Gal.	.59
Oil, lard.....	Gal.	2.125
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.625
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.75
Oil, marine engine.....	Gal.	1.02
Oil, mineral seal.....	Gal.	.375
Oil, nonliquid.....	Lb.	.09
Oil, stationary engine.....	Gal.	.49
Oil, sperm.....	Gal.	2.875
Oil, gas engine motor, heavy.....	Gal.	.94
Oil, signal.....	Gal.	1.40
Oil, valve.....	Gal.	.975
Oil, car.....	Gal.	.34
Grease, black gear.....	Lb.	.115
Grease, yellow, cup, No. 3.....	Lb.	.14
Grease, yellow, cup, No. 5.....	Lb.	.17
Grease, rod, special.....	Lb.	.25
Grease, tunnel bearing.....	Lb.	.215
Tallow.....	Lb.	.225
Turpentine.....	Gal.	2.40
Turpentine, substitute.....	Gal.	.69
Vaseline.....	Lb.	.13
Paint, lead, white, dry.....	Lb.	.175
Paint, lead, white, in oil.....	Lb.	.175
Paint, white, zinc, dry.....	Lb.	.225
Paint, white, zinc, in oil.....	Lb.	.21
Paint, zinc, 35 per cent in oil.....	Lb.	.19
Rivets.....	Lb.	.10
Rope, Manila, $\frac{1}{2}$ " diameter.....	C. ft.	.69
Rope, manila, $\frac{3}{4}$ " diameter.....	C. ft.	1.50
Rope, manila, $\frac{1}{2}$ " diameter.....	C. ft.	2.50
Rope, manila, $\frac{1}{2}$ " diameter.....	C. ft.	4.185
Rope, manila, $\frac{1}{2}$ " diameter.....	C. ft.	5.075
Rope, manila, $\frac{1}{2}$ " diameter.....	C. ft.	7.00
Rope, manila, 1" diameter.....	C. ft.	8.75
Rope, manila, 1 $\frac{1}{2}$ " diameter.....	C. ft.	12.90
Rope, manila, 1 $\frac{1}{2}$ " diameter.....	C. ft.	19.69
Rope, manila, 1 $\frac{1}{2}$ " diameter.....	C. ft.	26.81
Rope, manila, 2" diameter.....	C. ft.	31.44
Rope, manila, 2 $\frac{1}{2}$ " diameter.....	C. ft.	51.50
Rope, manila, 3" diameter.....	C. ft.	76.25
Rope, manila, 3 $\frac{1}{2}$ " diameter.....	C. ft.	91.25
Rope, manila, 4" diameter.....	C. ft.	124.125
Soap, laundry.....	Lb.	.175
Soda, ash.....	Lb.	.05
Steel, bar.....	Lb.	.09
Steel, spring.....	Lb.	.21
Steel, cold, rolled, round.....	Lb.	.20
Steel, sheet.....	Lb.	.06
Steel structural (angles, beams, etc.).....	Lb.	.06
Tin, block.....	Lb.	.69
Tin, banca.....	Lb.	.625
Tin, sheet.....	Lb.	.225
Washers, cut.....	Lb.	.15
Waste, colored.....	Lb.	.26
Waste, white.....	Lb.	.26
Zinc, boiler plate, $\frac{1}{2}$ " x 6" x 12".....	Lb.	.21

### United States Civil-Service Examinations.

Examinations for stenographer and typist, Panama Canal Service, will be held at Balboa Heights, C. Z., February 19, 1921. Details may be secured from the Civil Service Board, Balboa Heights.

### Rats in the Jungle Are a Factor in the Plague Menace.

During the recent clearing of an aeroplane landing place to the east of Miraflores Locks, the scrub brush and jungle were found to contain a great many rats. Several hundred of them were killed daily by the men making the clearing.

The Health Department was notified of the situation, and immediately investigated its effect on a possible introduction of plague into the Canal Zone. The men caught 5 rats in a few minutes in a space not more than 30 feet square. The biggest of the rats was found to have 8 fleas on him.

The rats and the fleas together are potential plague carriers. Their presence in such quantities so close to the Canal has emphasized the importance of the rat-proof construction of piers and buildings, and all the other antirat work carried on on the Isthmus. If the plague were introduced and became endemic among the rats in the jungle the situation would be difficult and dangerous.

In carrying on the plague-protective work, the Health Department is anxious to have rats for examination—preferably alive, with the fleas still on them, but either alive or dead. People who trap or kill rats are requested to turn them over to the district sanitary inspector. If the sanitary inspector's office is notified, the rats will be called for.

### Accessions to the Library.

The following are among the books that have been added to the Panama Canal Library recently:

Ayres, May, "Healthful schools."  
 Bates, Arlo, "Talks on teaching literature."  
 Burnett, Dana, "Poems."  
 Carpenter, Edward, "Civilization; its cause and cure."  
 Chancellor, W. E., "A theory of motives, ideals, and values in education."  
 Chittenden, C. E., "What two children did."  
 Clark, S. H., "How to teach reading in the public schools."  
 Cubberley, E. P., "Public education in the United States."  
 Dillon, M. C., "The farmer of Roaring Run."  
 Durham, V. G., pseud., "Submarine boys."  
 Emerson, M. I., "The evolution of the educational ideal."  
 Field, Eugene, "The poems of Eugene Field."  
 Goodyear, L. E., "Secretarial bookkeeping."  
 Graham, Stephen, "Russia and the world."  
 Griffis, William Elliot, "Bonnie Scotland, and what we owe her."  
 Haggard, H. R., "Colonel Quaritch, V. C."  
 Howells, W. D., "Rise of Silas Lapham;" "Years of my youth."  
 McMurry, C. A., "Conflicting principles in teaching and how to adjust them."  
 McMurry, F. M., "How to study and teaching how to study."  
 Macfarlane, J. J., "Conversion tables of foreign weights, measures, and moneys."  
 Marquis, A. N., "Who's who in America."  
 Masters, E. L., "Domesday book."  
 McKenna, Stephen, "Sheila intervenes."  
 Patten, Gilbert, "Brick King, backstop;" "Courtney of the center garden;" "Covering the look-in corner;" "Guarding the keystone sack;" "Lefty o' the blue stockings;" "Lefty o' the training camp."  
 Philip, George, "Distance and speed tables."  
 Porter, Mrs. E. H., "Pollyanna."  
 Sheppard, W. H. C., "The rambler club in Panama."  
 Terman, L. M., "The intelligence of school children."  
 Waddle, C. W., "An introduction to child psychology."

The following magazines were received in The Panama Canal Library during the past week, and may be loaned for a period of four days:

American Magazine.	Edinburgh Review.	Munsey's.
American Review of Reviews.	Etude.	Nautical Gazette.
Army and Navy Journal.	Graphic.	Poetry.
Century.	Harper's.	World's Work.
Current History.	Illustrated London News.	
Delineator.		

In juvenile library.

American Boy.

St. Nicholas.

Youth's Companion.

### Ancon-Balboa Bus Service.

The Bureau of Clubs and Playgrounds has established a motor bus service, operating between Ancon and Balboa between 4 and 11 p. m. Busses leave the Administration Building at Balboa Heights at 4.05 p. m. for Ancon and Balboa, and beginning at 4.15 p. m. a bus will leave Balboa clubhouse and Ancon clubhouse on the hour and at 15, 30, and 45 minutes after each hour until 10.30 p. m., maintaining a 15-minute schedule. The fare is 10 cents each way.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Assistant editor (films). \$1,600 a year (male and female); form 1312; announcement No. 80; age, 20 but not 45 years; vacancies exist in the Division of Publications, Department of Agriculture, Washington, D. C.; February 23, 1921.

Associate physicist, \$2,000 to \$2,800 a year; assistant physicist, \$1,400 to \$1,800 a year (male and female); form 1312; announcement No. 1160-amended; age, below 50 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.

Bacteriologist, \$130 to \$180 a month; associate bacteriologist, \$90 to \$130 a month; assistant bacteriologist, \$70 to \$90 a month; junior bacteriologist, \$30 to \$50 a month (male and female); form 1312; announcement No. 85; age, 18 but not 55 years; vacancies exist in the Public Health Service; July 1, 1921.

Chief of divisions, \$2,500 a year (male and female); announcement No. 77; form 2118; age, within reasonable age limits; vacancies exist in the Bureau of Foreign and Domestic Commerce; February 23, 1921.

Chief, section of dental referees, \$4,000 to \$6,000 a year; form 1312; announcement No. 86 (male and female); age, within reasonable age limits; vacancies exist in the Bureau of War Risk Insurance; March 1, 1921.

Chief statistician, \$4,300 a year; schedule expert, Class A, \$4,200 a year; schedule expert, Class B, \$3,600 a year (male and female); form 2118; announcement No. 84; age, 25 but not 60 years; vacancies exist in the United States Railroad Labor Board, Chicago, Ill.; March 1, 1921.

Dental referee, \$3,600 to \$4,000 a year; assistant dental referee, \$3,000 a year (male and female); form 1312; announcement No. 87; age, within reasonable age limits; vacancies exist in the Bureau of War Risk Insurance; May 3, 1921.

Ethnologist, \$1,800 a year (male and female); form 2118; announcement No. 71; age, 25 but not 50 years; vacancies exist in the Smithsonian Institution; February 21, 1921.

Food and drug inspector, \$1,600 a year (male and female); form 1312; announcement No. 82; age, 20 but not 45 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture; February 23, 1921.

Geologist, \$2,400 a year and higher; associate geologist, \$2,100 to \$2,340 a year; assistant geologist, \$1,800 to \$2,040 a year; geologic aid, \$1,440 to \$1,740 a year (male and female); form 1312; announcement No. 75; age, 20 but not 45 years; vacancies exist in the Geological Survey, Department of the Interior; February 23 and 24, 1921.

Investigator in poultry and egg handling, \$1,620 to \$2,400 a year (male and female); form 1312; announcement No. 76; age, below 45 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture; February 23, 1921.

Laboratory assistant, \$1,200 to \$1,380 a year (male and female); form 1312; announcement No. 354-amended; age, below 35 years; vacancies exist in the Bureau of Standards, Department of Commerce.

Laboratory assistant, junior grade, \$1,000 a year; senior aid, \$900 a year (male and female); form 1312; announcement No. 329-amended; age, below 35 years; vacancies exist in the Bureau of Standards, Department of Commerce.

Lithographic stone polisher, stone planer, and stone grainer, \$900 a year (male and female); form 1800; announcement No. 81; age, 20 but not 50 years; vacancies exist in the Engraving Division, Geological Survey, March 1, 1921.

Master computer, \$1,800 to \$2,400 a year; computer, grade I, \$1,400 to \$1,800 a year; computer, grade II, \$900 to \$1,400 a year (male and female); form 1312; announcement No. 517-amended; age, below 50 years; vacancies exist in the Ordnance Department at Large of the War Department; May 3, 1921.

Plant propagator, \$1,800 a year (male and female); form 1312; announcement No. 69; age, 25 but not 55 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture; February 23, 1921.

Research and editorial assistant, \$2,400 to \$3,000 (male and female); form 2118; age, 25 but not 50 years; vacancies exist in the Federal Board of Vocational Education, Washington, D. C.; March 1, 1921.

Specialist in cotton classing, \$2,700 to \$4,000 a year (male and female); form 2118; announcement No. 83; age, 25 but not 60 years; vacancies exist in the Bureau of Markets, Department of Agriculture, March 1, 1921.

Stenographer, typist, and stenographer-typist, Departmental Service; No. 807-amended-supplemental; weekly holding of examinations discontinued after January 25, 1921.

Timber cruiser, \$3.50 per diem (male and female); form 1312; announcement No. 70; age, 20 but not 46 years; vacancies exist in the field service of the General Land Office; February 23, 1921.

Agriculturist, irrigated field crops (male and female); \$1,800 to \$2,400 a year; form 2118; announcement No. 89; age, below 45 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Umatilla Reclamation Project, Hermiston, Oreg.; March 1, 1921.

Assistant in nematology, \$1,000 to \$1,800 a year (male and female); form 2118; announcement No. 94; age, 21 but not 55 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; March 1, 1921.

Dental hygienist, \$720 a year (male and female); form 1312; announcement No. 96; age, within reasonable age limits; vacancies exist in the Public Health Service; March 1, 1921.<sup>2</sup>

Field superintendent in insect control, \$1,800 to \$2,400 a year (male and female); form 2118; announcement No. 91; age, below 50 years; vacancies exist in the Bureau of Entomology, Department of Agriculture; March 1, 1921.<sup>2</sup>

Fish pathologist, \$2,500 a year (male and female); form 2118; announcement No. 92; age, 24, but not 45 years; vacancies exist in the Bureau of Fisheries, Department of Commerce; March 1, 1921.<sup>2</sup>

Historian, \$4,000 a year (male and female); form 2118; announcement No. 90; age, 25 but not 60 years; vacancies exist in the Air Service, War Department, Washington, D. C.; March 1, 1921.<sup>2</sup>

Naturalist (Bureau of Fisheries); \$2,200 a year (male and female); form 2118; announcement No. 95; age, 25 but not 45 years; vacancies exist in the Bureau of Fisheries; March 1, 1921.<sup>2</sup>

Nematologist and technologist, \$2,700 to \$3,000 a year (male and female); form 2118; announcement No. 88; age, 25 but not 40 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; March 1, 1921.<sup>2</sup>

Research and editorial assistant, \$2,400 to \$3,000 a year (male and female); form 2118; announcement No. 93; age, 25 but not 50 years; vacancies exist in the Federal Board for Vocational Education, Washington, D. C.; March 1, 1921.<sup>2</sup>

Signalman, \$1,200 a year (male and female); form 1312; announcement No. 104; age, 25 but not 55 years; vacancies exist in the United States Coast and Geodetic Survey; March 1, 1921.<sup>2</sup>

Valuation aid (oil and gas), \$1,200 to \$2,500 a year; assistant valuation engineer (oil and gas), \$2,500 to \$3,600 a year; valuation engineer (oil and gas), \$3,600 to \$4,800 a year (male and female); form 1312; announcement No. 234-amended; age, 21 but not 55 years; vacancies exist in the technical staff of the Income-Tax Unit, Bureau of Internal Revenue, Treasury Department; May 3, 1921.<sup>2</sup>

Biologist, \$2,500 to \$3,000 a year (male and female); form 1312; age, below 55 years; vacancies exist in the Hygienic Laboratory, Public Health Service, Washington, D. C.; March 15, 1921.<sup>2</sup>

Coal mining engineer, \$4,000 to \$4,800 a year; associate coal mining engineer, \$3,000 to \$4,000 a year; assistant coal mining engineer, \$2,000 to \$3,000 a year; junior coal mining engineer, \$1,500 to \$2,000 a year (male and female); form 2118; age, below 45 years; vacancies exist in the Bureau of Mines, Department of the Interior; March 15, 1921.<sup>2</sup>

Engineer in forest products, \$2,400 to \$3,600 a year; associate engineer in forest products, \$2,160 to \$2,340 a year; assistant engineer in forest products, \$1,500 to \$2,100 a year; chemist in forest products, \$2,400 to \$3,600 a year; associate chemist in forest products, \$2,160 to \$2,340 a year; assistant chemist in forest products, \$1,500 to \$2,100 a year; wood technologist, \$2,400 to \$3,600 a year; associate wood technologist, \$2,160 to \$2,340 a year; assistant wood technologist, \$1,500 to \$2,100 a year (male and female); form 1312 or 2118; age, within reasonable age limits; vacancies exist in the Forest Products Laboratory of the Forest Service, Department of Agriculture, Madison, Wis.; May 3, 1921.<sup>2</sup>

Gyro compass aid, \$12.08 per diem (male and female); form 1312; age, 21 but not 45 years; vacancies exist in the Industrial Department, Navy Yard, Norfolk, Va.; March 15, 1921.<sup>2</sup>

Junior explosives engineer, \$1,560 to \$1,820 a year (male and female); form 2118; age, 21 but not 45 years; vacancies exist in the Bureau of Mines, Department of the Interior, Pittsburgh, Pa.; March 15, 1921.<sup>2</sup>

Microanalyst, \$1,200 to \$1,800 a year (male and female); form 2118; age, within reasonable age limits; vacancies exist in the Bureau of Chemistry, Department of Agriculture; March 15, 1921.<sup>2</sup>

Psychologist, \$1,600 to \$2,200 a year (male and female); form 1312; age, below 55 years; vacancies exist in the Public Health Service; March 15, 1921.<sup>2</sup>

Assistant engineer, \$4,000 a year (male and female); form 1312; announcement No. 100; age, 30 but not 55 years; vacancies exist in the Engineer Department at Large, Chattanooga, Tenn.; March 15, 1921.<sup>2</sup>

Psychologist, \$1,600 to \$2,200 a year (male and female); form 1312; announcement No. 97; age, below 55 years; vacancies exist in the Public Health Service; March 15, 1921.<sup>2</sup>

Stenographer, typist, and stenographer-typist, \$900 to \$1,000 a year for typist; \$1,000 to \$1,200 a year for stenographer and stenographer-typist (male and female); form 304; announcement No. 807-amended; age, 18 but not 55 years; vacancies exist in the Departmental Service, Washington, D. C.

<sup>1</sup> Nonassembled. Applications will be received at any time until further notice.

<sup>2</sup> 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 day.

**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 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:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Joseph Allen.....	20904	Barbados.....	Panama.....	Supply Department...	Jan. 20, 1921.
Nicholas Escobar.....	45607	Panama.....	Colon.....	Panama Railroad.....	Jan. 21, 1921.
James Franklin.....	24892	Barbados.....	Colon.....	Marine Division.....	Jan. 28, 1921.
Edward Pavan.....	23891	Colombia.....	Camp Biedr....	Panama Railroad.....	Jan. 31, 1921.
Conrad T. Janke <i>alias</i> Charles T. Jackson.	3029	United States...	Balboa.....	Panama Railroad.....	Aug. 11, 1920.
John William Henry, <i>alias</i> John William Thomas, <i>alias</i> W. John Thomas, <i>alias</i> Wilfred Thomas....	20877	Jamaica.....	Panama.....	The Panama Canal....	Jan. 28, 1921.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Eugene L. Grazette...	43783	Barbados.....	Panama.....	Building Division.....	Jan. 13, 1921.
John Carmichael.....	37526	Barbados.....	Panama.....	Health Department....	Jan. 13, 1921.

**Official Circulars.****Acting Governor.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 9, 1921.

*To all concerned*—Effective February 10, 1921, and during my absence from the Isthmus on leave, Col. Jay J. Morrow, U. S. A., Engineer of Maintenance, will be Acting Governor.

CHESTER HARDING,  
*Governor.*

**Travel Time.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 5, 1921.

CIRCULAR No. 603-18.

Paragraph 2 of Circular No. 603-17, is amended by the addition thereto of the following:

"In all cases where lodging and meals are obtained or obtainable at or adjacent to the place where the work is performed, payment will be made only for the actual time worked and the time necessary to travel to and from the work."

CHESTER HARDING,  
*Governor.*

**Duties of President, Panama Railroad Company.**

PANAMA RAILROAD COMPANY,  
OFFICE OF THE PRESIDENT,

BALBOA HEIGHTS, C. Z., February 9, 1921.

*To all concerned*—Effective February 10, 1921, and during my absence from the Isthmus on leave, Col. Jay J. Morrow, U. S. A., Second Vice President, will perform such duties of the President as relate to the operations of the company on the Isthmus.

CHESTER HARDING,  
*President, Panama Railroad Company.*

**Acting Superintendent, and Acting Master of Transportation, Panama Railroad.**

PANAMA RAILROAD COMPANY,  
OFFICE OF THE PRESIDENT,

BALBOA HEIGHTS, C. Z., February 9, 1921.

*To all concerned*—Effective February 9, 1921, and during the absence on leave of Mr. S. W. Heald, Mr. W. F. Foster will act as Superintendent of the Panama Railroad Company, and Mr. W. J. Bissell will act as Master of Transportation.

CHESTER HARDING,  
*President.*

**Absences from Family Quarters.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 10, 1921.

*To all concerned*—Paragraph 19 of Circular No. 627-24, dated June 3, 1919, reads as follows:

"Periods of less than 10 days will not be charged against absence from quarters. Employees will be required to notify the district quartermasters at expiration of leave period and on date they re-occupy quarters of the total time absent during that period."

In addition to the foregoing, and in order that district quartermasters may have accurate information for enforcing the rules governing quarters, each employee regularly assigned to Panama Canal quarters shall notify the district quartermaster when his family or the dependent relative, on account of whom he is holding quarters, vacates quarters for a period of 10 days or more, and does not request transportation by Panama Railroad steamers.

The re-occupation of quarters must be reported in all cases.

JAY J. MORROW,  
*Acting Governor.*

**Acting Storekeeper, Cristobal.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 29, 1921.

*To all concerned*—Effective February 1, 1921, Mr. Walter R. Smith will act as Storekeeper, Supply Department, Cristobal, during the absence on leave of Mr. L. J. Stapleton.

R. K. MORRIS, *Chief Quartermaster.*

**Requirements for Printing.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 27, 1921.

TO ALL DEPARTMENTS AND DIVISIONS:

On account of the large amount of rush work which has been requested by departments and divisions on The Panama Canal Press, it has been necessary to operate the plant on a 10½-hour per day basis. It is believed that if the departments and divisions will anticipate their requirements we will be able, in a short time, to get back on an 8-hour basis. It is desired, therefore, that no overtime work be requested except when absolutely necessary, and that requirements for printing be anticipated as much as possible to avoid overtime work.

R. K. MORRIS, *Chief Quartermaster.*

**Protection of Leave Status.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., January 31, 1921.

*To all concerned*—A number of employees, whose service year dates from April 1, will have earned a total of 120 or more days leave upon the expiration of 10 months of the service year January 31, 1921.

Under the regulations it will be necessary to reduce the number of days leave earned to less than 120 by entering on leave of absence, or by forfeiting leave by written notice, not later than May 31, 1921, unless deferred for official reasons. Otherwise, the employee ceases to earn additional cumulative leave after April 1, 1921, unless he is granted all or part of the cumulative leave already earned.

In order to protect his leave status, each employee coming under the status as indicated herein, or any other employee affected in a like manner upon the expiration of his service year, will be governed accordingly. Information regarding the amount of leave due can be procured by calling up the Leave Clerk, Personnel Bureau, telephone Balboa 168.

By direction of the Governor.

C. A. McILVAINE, *Executive Secretary.*

**COMMISSARY NOTE.****Ice Bills.**

All commissary customers are requested to pay their ice bills for March not later than the 23d of this month. It is necessary to ask that this be done in order to save considerable overtime in this office and to insure necessary records being prepared in time for the first delivery on March 1. February being a short month there are 2 days less than usual in which to do this work.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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.



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Volume XIV. Balboa Heights, C. Z., February 23, 1921. No. 28.

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## Rebuilding Steamship "Marne" at Balboa Shops.

The steamship *Marne*, rebuilt at Balboa shops after two sinkings to extinguish fire in the cargo, sailed for New Orleans on February 16. The following summary of the work done on her has been furnished by the chief planner of the Mechanical Division:

This ship reached Balboa shops early in July, 1920, and has been turned over to the Shipping Board, after having been under repairs for a period of about 7 months.

As a result of two explosions, fire in the cargo, and the holes through the hull and superstructure which resulted from the sinking operations made necessary to extinguish the fire, and which were caused by gunfire from a submarine, the ship was as near a wreck as can be easily imagined. The shell was full of innumerable holes, those near the water line plugged up, the superstructure was a mass of twisted metal with little semblance of its original shape, the smokestack was missing, the rigging was slack and broken, the booms were laid out without semblance of stowage, and the decks were covered with miscellaneous twisted metal and gear left over from the wrecking operation.

As a preliminary to repairs, the ship was completely stripped, until only the bare hull remained. Later, the deck and shell plates were removed over large sections, so far as could be done without danger of springing the ship. The main turbine and all auxiliary machinery were removed from the ship, except one or two pumps left aboard which were in working order and connected up with compressed air at all times to pump out the ship should she begin to take water.

Fortunately, no holes were shot through the boilers, so that it was unnecessary to remove them from the ship. Approximately 35 per cent of the shell plates were removed during the course of repairs, and about 10 per cent of those removed were renewed. The remainder were rolled out and replaced. The shelter deck, while badly warped, required the renewal of only about four or five plates, the balance being successfully rolled. In some instances where shell plates were perforated by shell holes, and the plate itself, except for this damage, in good condition, the acetylene process of welding was used, blanks being welded through the holes after they had been trimmed up to an approximate circle. The acetylene welding process is not new, it having been in use for a number of years, but a job of the magnitude of the *Marne* demonstrates its high value in a repair plant, as innumerable repairs can be made which, before the use of this system, would require considerable new material and a great deal more labor.

No especial difficulties were encountered in the work that could not be easily handled by the facilities of the Balboa shops. Some difficulty was encountered, however, in securing the prompt delivery of material.

When the ship was turned over to the Shipping Board for return to the United States, she had the appearance of being, and was undoubtedly, as strong and seaworthy as when first launched.

## Return Cargoes of Coconut Oil in Tank Spaces.

The American tank steamship *Acme*, belonging to the Standard Oil Company, passed through the Canal on February 10, bound from Cebu, P. I., to New York with a whole cargo of coconut oil, consisting of 8,020 tons. The *Acme* had passed through the Canal, outward bound, on November 2, carrying 8,807 tons of petroleum from Port Arthur to Woosung. After cleaning her tanks she was able to load a cargo of coconut oil.

In the same manner the Pacific Mail Steamship Company intends to handle coconut oil in part of the fuel oil bunker space of the new ships of the "State" class in trans-Pacific service. They will bunker with enough oil for the round voyage before leaving San Francisco, and for the return voyage will clean the tanks from which the fuel oil has been used and fill them with coconut oil.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, February 19, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross. Net.
Canta.	7	18.00	13	6.15	13	13.50	13	15.05	British.	Pacific Steam Navigation Co.	246.0	35.0	13.6	Cristobal.	Guayaquil.	General.	198	1,592 1,023	
Geddfington Court.	12	13.10	13	6.25	13	14.33	13	15.50	British.	Haldin & Co.	374.0	51.0	23.8	New York.	Yokohama.	General.	6,254	5,055 3,602	
Orani.	12	17.33	13	6.37	13	14.52	13	16.08	American.	Williams Dimond & Co. (S. B.)	402.0	53.1	18.6	Havre.	Los Angeles.	General.	1,650	6,377 4,954	
Willpold.	13	1.00	13	8.00	13	15.43	13	16.53	American.	Williams Steamship Co.	386.0	52.0	25.6	New York.	Los Angeles.	General.	7,223	5,650 4,112	
San Francisco <sup>1</sup> .	13	7.50	13	8.30	13	16.22			American.	United States Navy.	327.0	49.0	23.0	Curacao.	Balboa.	General.			
Mallard <sup>2</sup> .	13	8.10	13	8.30	13	16.26			American.	United States Navy.	137.0	33.0	19.0	Curacao.	Balboa.	General.			
Murray <sup>3</sup> .	12	7.45	13	8.48	13	16.27			American.	United States Navy.	137.0	33.0	19.0	Curacao.	Balboa.	General.			
Mahan.	12	7.55	13	8.48	13	16.27			American.	United States Navy.	315.0	30.0	12.0	Curacao.	Balboa.	General.			
Aroostook <sup>4</sup> .	6	5.18	13	10.15	13	17.49			American.	United States Navy.	439.0	52.0	19.6	Santiago.	Balboa.	General.			
Genoa Maru.	13	1.25	13	10.57	13	19.11	13	20.35	Japanese.	Nippon Yusen Kabushiki Kaisha	425.0	53.8	28.0	New York.	Shanghai.	General.	8,655	6,897 5,063	
Santa Tecla.	12	23.48	13	11.35	13	19.43	13	21.42	American.	W. R. Grace & Co.	299.0	40.0	21.1	New York.	Callao.	General.	2,550	2,835 1,827	
Palm Branch.	13	6.30	13	13.15	13	21.27	14	12.33	British.	F. & W. Ritson.	360.0	45.0	22.8	London.	Corral.	General.	3,740	4,161 3,133	
Lark <sup>5</sup> .	13	14.37	14	6.31	14	13.10			American.	United States Navy.	187.0	38.0	16.0	Curacao.	Balboa.	Coal.	5,206	5,145 3,741	
Annatta <sup>6</sup> .	13	16.05	14	6.40	14	15.57	14	16.15	French.	French Government.	378.1	52.3	22.9	Cristobal.	Caldera.	Coal.			
Gannett <sup>7</sup> .	1-27	16.55	14	9.50	14	15.56			American.	United States Navy.	187.0	35.0	16.0	Cristobal.	Balboa.	Coal.			
Pearl Shell.	14	9.20	14	13.02	14	21.27	14	22.37	American.	Pearl Shell Co.	411.6	53.5	25.2	Port Arthur.	Shanghai.	Kerosene.	7,471	7,056 4,561	
Acajutla.	12	6.15	15	6.09	15	13.03	15	18.10	British.	Pacific Steam Navigation Co.	215.7	33.5	16.9	Cartagena.	Tunaco.	General.	835	1,273 706	
Nanna Stab.	14	13.20	15	6.28	15	14.12	15	15.35	Norwegian.	Charles Leif.	332.0	42.0	24.0	New York.	Sydney.	Case oil.	4,850	4,328 3,273	
Nils.	15	6.15	15	7.25	15	15.23	15	16.50	Norwegian.	Mayer & Leib Steamship Co.	265.0	42.1	17.0	New Orleans.	Talara.	Iron pipes.	1,800	2,117 1,404	
Eagle No. 4 <sup>8</sup> .	15	10.55	16	9.46					American.	United States Navy.	300.5	51.7	23.9	Cristobal.	Balboa.	General.	2,591	5,957 4,325	
Santa Elisa.	15	16.49	16	6.03	16	12.55	16	14.05	American.	W. R. Grace & Co.	81.0	25.6	9.6	New York.	Valparaiso.	General.	151	130 69	
Laura C. Hall <sup>9</sup> .	14	17.55	16	6.18	16	14.21	17	18.05	British.	Pacific Metals Corporation.	395.0	50.0	25.5	Cristobal.	Buenaventura.	Coal.	4,938	5,654 4,167	
Antstrahl.	15	21.47	16	6.26	16	14.31	16	15.33	British.	Trinder Anderson.	434.7	53.4	24.6	Genoa.	Wellington.	General.	6,052	4,915	
Europa.	13	13.28	16	7.28	16	15.21	16	16.39	Italian.	La Veloce Line.	400.0	53.0	25.3	Newport News.	Valparaiso.	General.	6,824	5,869 4,280	
Yayoi Maru.	16	6.50	16	8.45	16	16.24	17	0.45	Japanese.	Kokusai Kisen Kabushiki Kaisha	295.0	38.0	15.6	Newport News.	San Antonio.	Coal.	475	2,947 2,113	
Advance.	13	20.26	16	11.15	16	17.07	16	0.10	American.	Panama Railroad Steamship Line	419.0	57.2	26.0	Tampico.	Pisagua.	Crude oil.	8,518	7,443 5,545	
S. V. Harkness.	16	11.02	16	11.30	16	19.40	18	0.07	American.	Standard Oil Co.	400.0	52.3	26.4	New Orleans.	Freemantle.	General.	6,156	5,762 4,097	
Gorala.	16	8.35	16	12.07	16	20.25	16	21.55	British.	British India Steam Nav. Co.	376.0	52.0	23.0	Pala Alto.	Sydney.	Sugar.	5,860	4,777 3,520	
Australmount.	16	14.38	17	6.39	17	14.52	17	16.15	British.	Australian Government.	435.0	56.0	26.0	Baton Rouge.	Balboa.	Crude oil.	8,900	7,614 5,326	
City of Ala- meda.	17	6.50	17	7.54	17	15.35	17	16.00	American.	Columb Shipping Co. (S. B.)	45.0	9.0	3.4	Colon.	Panama.	Ballast.	9	56	
Carra <sup>7</sup> .	17	6.37	17	14.53	17	16.00			American.	Mai. G. L. Fitzwilliams	112.0	25.0	6.6	Cristobal.	Puntarenas.	Ballast.	256	152	
Rosana <sup>8</sup> .	16	19.08	18	9.48	18	17.39	19	13.25	Costa Rican.	Alberto Fari.	369.0	40.0	24.0	New York.	Darien.	Oil.	5,542	4,823 3,462	
Hokkai Maru.	18	12.05	18	11.25	18	19.05	18	20.13	Japanese.	Tajishi Kaifu Kaisha.	137.0	36.0	13.0	Hampton Rds.	Balboa.	General.			
Owl <sup>9</sup> .	18	10.15	18	11.25	18	19.25			American.	United States Navy.									

<sup>1</sup> Mine layer. <sup>2</sup> Mine sweeper. <sup>3</sup> Destroyer. <sup>4</sup> Aircraft tender. <sup>5</sup> Subtender. <sup>6</sup> Motor schooner. <sup>7</sup> Launch. <sup>8</sup> Motor ship. <sup>9</sup> Tug and barges Nos. 275 and 281.

Newport.....	11 17.30	19 6.16	19 13.43	19 23.25	American.....	Pacific Mail Steamship Co.....	326.0	38.2 10.6	Cristobal.....	San Francisco.....	General.....	3,173 2,163
Partridge <sup>10</sup> .....	18 18.32	19 7.22	19 15.45	.....	American.....	United States Navy.....	185.0	35.0	Cristobal.....	Balboa.....	.....	.....
Sonoma <sup>11</sup> .....	19 19.23	19 8.55	19 18.46	.....	American.....	United States Navy.....	402.6	53.0 27.0	Cristobal.....	Balboa.....	General.....	6,542 4,859
Mulupa.....	19 8.39	19 9.05	19 18.02	19 23.25	American.....	Barber Line (S. B.).....	384.3	51.2 27.8	Philadelphia.....	Hongkong.....	Oil.....	5,967 4,449
Eastering.....	19 2.51	19 12.35	19 20.20	19 21.50	American.....	Barber Line (S. B.).....	.....	.....	.....	.....	.....	.....

<sup>10</sup>Tug, towing barges Nos. 285 and 316. <sup>11</sup>Tug, towing subchaser No. 283.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Strinda.....	12 20.00	13 6.37	13 18.55	13 21.30	Norwegian.....	J. Ludwig Mowinkel.....	439.5	57.0 25.6	Antofagasta.....	Cristobal <sup>11</sup> .....	Nitrate of soda.....	10,500 7,411
Crisfield.....	12 16.00	13 6.39	13 17.43	13 12.57	American.....	American Metal Transp. Co (S.B.).....	402.6	54.8 26.6	Antofagasta.....	St. Thomas <sup>11</sup> .....	Nitrate.....	8,830 6,352
Jupiter.....	13 11.25	13 12.08	13 19.50	13 21.00	Spanish.....	Cia. Anon. Maritime Union.....	389.2	53.1 23.0	Inquique.....	Dunkirk.....	Nitrate.....	7,021 5,223
Imperoyal.....	13 15.10	14 6.35	14 14.44	14 17.55	British.....	Imperial Oil Co.....	249.5	43.1 21.0	Talara.....	Halifax.....	Peruvian gasoline.....	2,659 2,291
Laura <sup>1</sup> .....	13 16.47	14 9.11	14 17.55	16 6.18	British.....	Pacific Metals Corp.....	81.0	25.6 9.6	Buenaventura.....	Cristobal.....	Platinum.....	130 69
Mahan <sup>2</sup> .....	13 16.28	14 9.32	14 17.24	19 1.40	American.....	Pacific Metals Corp.....	315.0	30.0 12.0	Balboa.....	Cristobal.....	.....	.....
Murray <sup>3</sup> .....	13 16.27	14 9.44	14 17.29	19 3.20	American.....	United States Navy.....	415.0	30.0 12.0	Balboa.....	Cristobal.....	.....	.....
Ohioan.....	14 9.40	14 10.33	14 19.07	14 19.07	American.....	United States Navy.....	307.7	53.7 24.3	Seattle.....	New York.....	General.....	5,641 7,106
West Norranus.....	14 12.25	14 14.46	14 22.12	15 2.45	American.....	Thorndyke-Tremholm Co. (S. B.).....	410.5	54.3 25.0	Tacoma.....	Cristobal <sup>11</sup> .....	Wheat.....	6,658.....
Wilhelm <sup>7</sup> .....	14.....	14.....	14.....	14.....	American.....	United States Army.....	.....	.....	Balboa.....	.....	.....	.....
Hampstead.....	15 7.05	15 9.11	15 17.20	17 11.52	British.....	Steam Nav. Co. of Canada.....	450.0	52.5 29.0	Caleta Buena.....	Hampton Rds.....	Nitrate.....	7,900 6,729
Health.....	15 9.00	15 10.35	15 17.50	15 22.00	British.....	Braunsgard Kistard & Co.....	270.6	40.1 15.0	Buenaventura.....	New York.....	Cocoa, coffee, etc.....	832.58 2,304
Helkon.....	15 10.45	15 10.35	15 19.35	15 19.55	Norwegian.....	Pacific Steamship Co. (S. B.).....	401.9	53.1 27.0	Portland.....	Cristobal <sup>11</sup> .....	Wheat.....	7,402.....
Oscumtjok.....	15 12.10	15 13.31	15 20.02	.....	American.....	Pacific Steam Navigation Co.....	220.5	37.1 11.7	Champertoo.....	Cristobal.....	General.....	190 1,651
Barima.....	15 12.10	15 13.31	15 20.02	.....	British.....	Alberto Fiat.....	112.0	25.0 8.0	Puntarenas.....	Cristobal.....	Logs and sugar.....	181 256 152
Rosana.....	16 1.20	16 9.00	16 19.08	18 9.48	Costa Rican.....	.....	.....	.....	.....	.....	.....	.....
Camadan.....	16 4.15	16 9.35	16 18.51	16 20.33	British.....	Canadian Govt. Merch. Marine.....	320.0	44.2 20.1	Taltal.....	Dover, Eng.....	Nitrate.....	3,500 3,213 2,019
Trooper <sup>8</sup> .....	16 6.05	16 10.51	16 19.40	16 23.59	American.....	Standard Oil Co.....	425.8	57.0 27.6	San Francisco.....	New York.....	Gas oil.....	7,760 5,334
Wheeler.....	16 6.45	16 8.00	16 17.18	16 20.15	British.....	Pacific Steam Navigation Co.....	390.0	47.3 25.0	Valparaiso.....	Greenock.....	Borax, sugar.....	4,758 3,336
Sorata.....	16 8.00	16 12.27	16 23.10	17 2.07	British.....	T. J. Harrison.....	384.0	52.1 24.2	San Francisco.....	United King.....	General.....	5,370 3,789
Chanellor.....	16 22.00	16 15.16	16 0.25	17 6.30	American.....	Williams, Dimond & Co. (S. B.).....	440.0	56.0 30.0	Seattle.....	Liverpool.....	General.....	9,281 8,300 6,026
Ponona.....	13 16.22	16 8.56	16 17.08	.....	American.....	United States Navy.....	177.0	48.0 23.0	Balboa.....	Cristobal.....	.....	.....
San Francisco.....	14 13.10	16 8.56	16 18.40	20 19.53	American.....	United States Navy.....	387.0	38.0 16.0	Balboa.....	Cristobal.....	.....	.....
Sark.....	12 14.08	16 11.03	16 20.25	16 20.25	American.....	United States Navy.....	461.6	60.0 17.0	Calcutta.....	Port Arthur.....	.....	.....
Sumatra Maru.....	16 12.35	16 1.30	16 21.14	16 21.14	Japanese.....	Oseka Shosen Kaisha.....	385.0	51.0 17.0	Valparaiso.....	New Orleans.....	General.....	1,878 5,909 4,416
Santa Teresa.....	16 22.04	16 14.24	16 15.37	16 23.15	American.....	W. R. Grace & Co.....	360.2	25.0 11.11	Balboa.....	New York.....	Nitrate.....	3,800 5,726 4,086
Eagle No. 4.....	16 13.30	16 14.38	16 0.05	17 3.31	British.....	United States Navy.....	200.0	50.2 15.0	Valparaiso.....	Cristobal.....	General.....	5,311 5,930 4,295
Junin.....	16 14.00	17 7.38	17 15.43	17 22.19	American.....	Pacific Steam Navigation Co.....	395.5	36.0 27.0	San Francisco.....	London.....	Wheat, etc.....	7,375 5,283 5,236
Mobile City.....	16 19.05	17 8.32	17 16.31	17 19.15	Japanese.....	United States Steel Products Co.....	490.0	53.0 26.2	Taltal.....	Ham ton Rds <sup>11</sup> .....	Nitrate.....	7,774 5,868 4,324
Clyde Maru.....	17 8.00	17 10.34	17 18.25	17 20.40	American.....	Kokusaiken Kabushiki Kaisha.....	419.6	57.2 19.6	Vancouver.....	Famporto.....	Barley.....	5,728 5,476
Montrollite.....	17 8.00	17 10.34	17 18.25	17 20.40	Norwegian.....	Standard Oil Co.....	362.0	51.5 24.0	San Francisco.....	Christiana.....	Barley, etc.....	6,000 5,274 3,886
Bortland.....	17 20.00	18 7.04	18 15.57	18 15.57	American.....	Peter Olsen.....	409.8	54.2 23.0	Seattle.....	Philadelphia.....	Railroad ties, etc.....	4,831 6,759 4,785
West Isleta.....	17 22.28	18 9.04	18 16.26	18 16.26	American.....	North Atl. & Western S.S. Co. S.B.....	449.5	59.6 18.0	Antofagasta.....	Tampico.....	Ballast.....	6,821.....
Ardestone.....	17 23.00	18 9.04	18 18.10	19 7.13	American.....	Standard Oil Co.....	410.5	54.3 23.11	Portland.....	W. Hartlepool.....	Lumber.....	(15) 6,921
West Kobar.....	18 2.45	18 9.12	18 18.50	19 12.40	British.....	Sudden & Christennell (S. B.).....	375.0	52.0 25.0	Meillones.....	Cristobal <sup>11</sup> .....	Nitrate.....	6,921 5,257 3,374
Wabana.....	18 8.30	18 9.30	18 20.00	20 12.38	British.....	Lowden & Connell & Co.....	183.0	19.6	San Diego.....	Cristobal.....	.....	.....
Sonoma.....	1-16 0.15	18 11.03	18 19.25	19 8.55	American.....	United States Government.....	185.0	19.6	San Diego.....	Cristobal.....	.....	.....
Gannett.....	1-15 23.00	18 11.03	18 19.25	20 6.50	American.....	United States Government.....	187.0	42.0 13.0	Balboa.....	Cristobal.....	.....	.....

<sup>12</sup> For orders.

<sup>13</sup> Two boxes.

<sup>14</sup> U. S. oil tanker.

MOVEMENTS OF OCEAN VESSELS—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—Continued.

Ship	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Line.	Length.	Beam.	Draft.	Salt water.	From—	For—	Cargo.		Panama Canal tonnage.						
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	Gross.	Net.					
Partridge	1-20	13	18	11	30	18	18	32	19	7	22	American	United States Navy	187	5	35	5	14	0	Cristobal	Nitrate of soda	4,533	3,455	2,422	
Finchley	18	10	30	18	12	10	18	21	00	19	1	25	British	British Steamship Co.	330	0	43	1	22	6	New Orleans	General	606	4,552	3,182
Neebes	10	20	00	19	7	50	19	17	00	20	11	30	American	United States Navy	476	0	58	0	23	0	Port Arthur	General	7,351	5,455	3,879
Huaco	19	2	30	19	8	03	19	17	35	20	7	40	Chilean	South American Steamship Co.	378	8	44	0	19	0	Valparaiso	Wheat	6,300	5,455	3,879
Maquan	19	2	15	19	8	55	19	19	25	20	7	40	American	Frank Waterhouse & Co. (S. B.)	402	4	53	1	26	7	Astoria	Ballast	6,300	5,455	3,879
Richmond	19	4	00	19	9	53	19	19	02	20	6	32	American	Standard Oil Co.	376	4	54	2	20	0	San Francisco	Nitrate	533	3,968	2,441
Orient	19	6	30	19	11	34	19	20	20	20	6	32	American	Oriental Navigation Co.	419	4	52	3	23	0	Iquique	General	192	3,228	2,010
Lompop	19	10	30	19	12	08	19	20	40	19	21	52	British	C. T. Bowring & Co.	435	4	55	8	19	0	Talca	General	4,238	3,689	2,422
Peru	19	10	30	19	13	38	19	22	30	20	12	30	American	Pacific Steam Navigation Co.	350	0	43	1	16	1	Valparaiso	General	533	3,968	2,441
Orion	14	00	19	14	30	19	23	45	19	14	30	American	United States Navy	514	0	65	0	22	7	Norfolk	(*)	192	3,228	2,010	
Garfield	19	5	00	19	15	01	19	0	30	20	12	30	American	W. R. Grace & Co.	299	4	45	0	17	0	Callao	Ballast	4,238	3,689	2,422
Standard Oil	19	4	20	19	14	58	19	1	30	20	3	05	American	Standard Oil Co.	360	5	50	0	11	6	San Francisco	Ballast	192	3,228	2,010
Standard Oil	19	4	20	19	14	58	19	1	30	20	3	05	American	Standard Oil Co.	360	5	50	0	11	6	San Francisco	Ballast	192	3,228	2,010

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.	To—
Feb. 13	P. de Sotrustegui.	Spanish Line.	Barcelona via wayports.	Feb. 13	Ancon.	Panama Railroad Steamship Line.	Norfolk.
Feb. 13	Socota <sup>17</sup>	United States Navy.	High seas.	Feb. 13	Lake Franconia.	United States Shipping Board	Port Limon.
Feb. 14	Eagle No. 31.	United States Navy.	High seas.	Feb. 14	P. de Sotrustegui	Spanish Line	Ponce and wayports.
Feb. 14	O-15 <sup>a</sup> .	United States Navy.	High seas.	Feb. 16	Turrillaba.	United Fruit Co.	New Orleans.
Feb. 15	Parismina.	United Fruit Co.	New Orleans via wayports.	Feb. 17	Glen White.	C. Curran & Bullitt.	Hampton roads.
Feb. 15	Ulysses <sup>19</sup> .	Panama Railroad Steamship Line.	Norfolk.	Feb. 17	Tivives.	United Fruit Co.	New York via Kingston.
Feb. 16	Glen White.	C. Curran & Bullitt.	Norfolk.	Feb. 17	Svaloa.	United Fruit Co.	New York via wayports.
Feb. 16	Turrillaba.	United Fruit Co.	New Orleans via wayports.	Feb. 17	Parismina.	United Fruit Co.	New Orleans via Bocas del Toro and Habana.
Feb. 16	Sixaloa.	United Fruit Co.	ports.	Feb. 17	Haiti.	French Line.	Puerto Colombia.
Feb. 16	Allianza.	Panama Railroad Steamship Line.	New York via Kingston.	Feb. 18	Colon.	Panama Railroad Steamship Line.	New York via Haiti.
Feb. 17	Geo. W. Barnes	Pan-Amer. Pet. & Transp. Co.	Colombian ports.	Feb. 18	Ulysses <sup>19</sup> .	Panama Railroad Steamship Line.	Norfolk.
Feb. 17	Tivives	United Fruit Co.	Tampico.	Feb. 18	Geo. W. Barnes	Pan-Amer. Pet. & Transp. Co.	Tampico.
Feb. 18	Pastores	United Fruit Co.	Colombian ports.	Feb. 18	Shawmut.	Elders & Pyffes Line.	Guantanamo.
Feb. 18	Jan Van Nassau	Royal Netherlands W. I. Mail.	New York via wayports.	Feb. 19	Cannito.	Elders & Pyffes Line.	Kingston, Jamaica.
Feb. 19	Cannito.	Elders & Pyffes Line.	Port Limon.	Feb. 19	Pastores	United Fruit Co.	New York via Port Limon and Habana.
Feb. 19	Achilles <sup>20</sup> .	Panama Railroad Steamship Line.	Port Limon.	Feb. 19	Colombia.	N. O. & S. A. S. Line.	Port Limon.
Feb. 19	Columbia	N. O. & S. A. S. Line.	New Orleans via wayports.	Feb. 19	Colombia.	N. O. & S. A. S. Line.	Port Limon.

<sup>17</sup> Tug and Eagle No. 32.

<sup>19</sup> And barge *Mama*.

<sup>20</sup> Submarine.

<sup>20</sup> And barge *Darien*.

\*Other than ships passing through the Canal.

PORT OF BALBOA.

Feb. 14	Pacific Fleet.	United States Navy.	Valparaiso.
Feb. 18	Tokuyo Maru.	Toyo Kisen Kaisha.	Hongkong.

**New Record for Cargo Voyage from New York to Los Angeles.**

According to a statement issued by the Luckenbach Steamship Company, the steamer *Walter A. Luckenbach*, which passed through the Canal on January 25, completed the voyage from New York to Los Angeles in 15 days and 4 hours. The vessel sailed from New York on January 19 and arrived at Los Angeles on February 3. The distance is 4,930 nautical miles—1,974 miles from New York to the Canal, 43 miles through the Canal, 2,913 miles from the Canal to Los Angeles. Passage over the route in 364 hours was at an average speed of  $13\frac{1}{2}$  knots. The vessel was in Canal waters 12 hours and 30 minutes, and actual transit time, between Canal terminals, was 6 hours 35 minutes.

The *Julia Luckenbach*, as reported in THE PANAMA CANAL RECORD of January 26, established a record voyage for a freighter between Philadelphia and Los Angeles, of 15 days 22 hours, in December, 1920. The distance was 4,902 miles, accomplished at an average of 12-5/6 knots.

The *Walter A. Luckenbach* is a vessel of 8,051 gross and 5,973 net tons, registry measurement, 446.5 feet in length by 56.1 feet beam. She was carrying 7,162 tons of general cargo at time of transit through the Canal.

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**Record Voyage from Boston to Los Angeles.**

The American-Hawaiian Line has announced that the steamship *Texan*, which passed through the Canal on January 9, bound from Atlantic to Pacific in the United States coastwise trade, completed the voyage from Boston to Los Angeles in 17 days, 21 hours. This is believed to be the record for a freight steamer between these ports. The distance is 5,113 nautical miles. The average speed for the 429 hours of the voyage was 11.92 knots.

The *Texan* is reported to have left Boston on January 1. She reached the Atlantic entrance of the Canal at 3.10 a. m., January 9; entered the Canal at 7.30 a. m.; reached Balboa at 3.35 p. m.; and cleared for sea at 4.28 p. m. She had been in transit 8 hours and 5 minutes, and in Canal waters 13 hours and 18 minutes. She reached Los Angeles on January 19.

The *Texan* is 471 feet in length by 57.2 feet beam, of 8,165 gross and 5,636 net tons, registry measurement. At time of passage through the Canal on January 9 she was carrying a general cargo of 3,320 tons.

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**Hawaiian Islands Service of Isthmian Steamship Lines.**

The Isthmian Steamship Lines, now operating a line between New York and Pacific ports as far north as Vancouver, have announced the establishment of additional service for direct shipments to Honolulu from the eastern seaboard. Vessels will sail from New York for Los Angeles, San Francisco, and Honolulu, returning in reverse order. The *Montgomery City*, now loading in New York, is to be the first vessel over the route, and subsequent sailings are to be about every 30 days.

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**Four Hundred and Fifty Tons of Chrysanthemum Seeds.**

An item in the cargo of the American steamship *Chipchung*, of the Barber Line, passing through the Canal on January 4, from China and Japan to Cuban and United States ports, with 5,700 tons of general cargo, was 450 tons of chrysanthemum seeds, shipped from Kobe to Baltimore.

### German Service to Begin in March.

Announcement has been made in the press that, beginning with a sailing from Hamburg on March 5, the Kosmos Line, with home offices in Hamburg, and the Roland Line, with home offices in Bremen, will operate a service between German ports and Peruvian and Chilean ports, with monthly sailings.

The Kosmos Line sent a chartered Danish steamer, the *Allsund*, through the Canal on September 5, 1920, on the way from Puntarenas, Chile, to Hamburg.

### Projected Visit of Members of Mississippi Valley Association.

Advice has been received that a party of members of the Mississippi Valley Association, with their wives, will arrive at the Canal about March 20 on the steamship *Metapan*. The Association, which is affiliated with the chambers of commerce of the principal Mississippi Valley cities, is arranging a tour of the Gulf and Caribbean areas as a means of establishing personal contacts in trade development. The party is expected to include over 100 persons.

### Amendment to Tariff No. 4.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., February 19, 1921.

*To all concerned*—The following amendment is made to Panama Canal Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

#### ITEM 18.—STEVEDORING AND TRANSFERRING CARGO.

7. (Additional)—When cargo is handled to or from ship and work is prevented by rain, the laborers engaged upon such work will be held for work after rain ceases, at the discretion of the Receiving and Forwarding Agent. A charge for such labor for all time held after 30 minutes, will be made against the vessel unless the master or agent, prior to the expiration of 30 minutes from time of discontinuing work, requests that work be discontinued for the balance of the shift.

JAY J. MORROW,

*Acting Governor, The Panama Canal.*

*Second Vice President, Panama Railroad Company.*

(NOTE—The above addition will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

### Changes to Tariff No. 4.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY.

EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., February 15, 1921.

*To all concerned*—The following changes are made to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

#### ITEM 21—COAL.

Effective March 1, 1921.

	Cristobal-Colon.	Balboa.
1. For steamships, including warships of all nations, 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, except as provided in paragraph 2. . . . .	\$15.00	\$17.00
2. For vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of the plants, the quantity available, or for the purpose of expediting transit . . . . .		15.00
3. To steamships taking less than carload lots from plants, or less than 25 tons from lighters. . . . .	16.50	18.50

- |   |                      |         |
|---|----------------------|---------|
|   | Cristobal-<br>Colon. | Balboa. |
| 4. When request is made by commander of vessels, chief engineer, or agent, for trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, an additional charge of 90 cents per ton will be made for extra handling. |                      |         |
| 5. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.               |                      |         |
| 6. For coal for cargo which will be delivered only in exceptional cases after special authority is given by the Governor. . . .   | \$17.50              | \$19.50 |

## ITEM 28—MEDICAL AND HOSPITAL TREATMENT.

Effective February 15, 1921.

4. Visit of physician to vessel alongside dock, \$5; to vessel in harbor at anchor, or transiting the Canal, \$10; to vessels at outer anchorage, Balboa, \$25; except for visits to two or more in same family, or to two or more members of crew, in which case full price will be charged for first, and \$2.50 for each additional patient. Launch service, for such visits, after first hour, will be charged for at rate of \$3 for each half hour or fraction thereof.

JAY J. MORROW,

*Acting Governor, The Panama Canal.**Second Vice President, Panama Railroad Company.*

(NOTE—The above changes will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended February 19:

U. S. S. *Dahlgren*, small miscellaneous S. E. repairs; U. S. subchaser *No. 284*, docking and miscellaneous repairs; U. S. S. *Tacoma*, miscellaneous pipework and repairs to ice machine; U. S. S. *Wm. Jones*, small miscellaneous S. E. repairs; yacht *Gloriana*, manufacture and installation of skeg fitting and miscellaneous repairs; steamship *S. V. Harkness*, repairs to steam lines and feed heater; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. S. *Mallard*, repairs to main engine, feed heater, and generators; U. S. S. *Wyoming*, repairs to main turbines and refrigerating system; U. S. S. *Pennsylvania*, cut, roll, and flange 24 plates; U. S. S. *Mason*, renew starboard propeller guard; tug *Bohio*, general repairs and rebuilding; steamship *Sussex*, heavy accident repairs and docking, cleaning, and painting; U. S. S. *New Mexico*, repairs to main engines and ammunition hoists; barges *Nos. 134 and 135*, general repairs; steamship *Caddo*, heavy repairs; launch *Pilot*, general repairs; steamships *Caribbean*, general repairs; *St. Louis*, repairs to anchor windlass; U. S. S. *Iuka*, miscellaneous small repairs; U. S. S. *Sapelo*, examination where damaged and repairs to instruments; steamship *Osaquumsick*, manufacture 4 piston rings; launches *Santa Rita*, rebuilding; *Captain Wilhelm*, hull repairs and installation of new engine; U. S. S. *Ontario*, miscellaneous steam engineering repairs; steamship *H. M. Flagler*, services of diver; U. S. S. *Vireo*, repairs to refrigerating system; U. S. S. *Sonoma*, miscellaneous small repairs; U. S. S. *Contocook*, miscellaneous minor repairs; U. S. S. *Carrabassett*, repairs to boilers and refrigerating system; U. S. S. *Cuyama*, minor S. E. repairs; U. S. S. *Idaho*, manufacture 2 circular plates; U. S. S. *Semmes*, manufacture 1 worm gear; U. S. S. *Orion*, temporary repairs to shell plating; U. S. S. *New York*, crane service.

The following vessels were at the Cristobal shops for repairs during the week ended February 21:

Steamships *Ulysses*, *Achilles*, *General G. W. Goethals*, barges *Mamei* and *Darien*, miscellaneous repairs and painting to engine, deck, and steward departments; steamships *North American*, repairs to hull, clean and paint hull, etc.; *Peru*, overhaul steering engine, ballast pump, etc.; *Barima*, manufacture 8 brackets complete as per sample; launch *Tamarack*, miscellaneous repairs, paint hull above water line and superstructure; steamships *Tivives*, braze flange on copper pipe and anneal; *Laura C. Hall*, make one valve and stem complete; launches *Capron*, repair hull, sheathing, engine and pump, etc.; *McKee*, repair hull and engine; *Putnam*, repairs to hull, wheel, and shaft as directed; barge *No. 19*, scale and paint, miscellaneous repairs; U. S. A. T. *St. Mihiel*, U. S. N. coal barge *No. 316*, steamships *Pastores*, *George W. Barnes*, U. S. S. *Harding*, U. S. S. *Murray*, steamships *Parismina*, *West Norranus*, and dredge *No. 86*, miscellaneous repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending February 19, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cauca.....	Pacific Steam Navigation Co.....	February 13...	February 13...	322	308
P. de Satrustegui.....	Spanish Line.....	February 13...	February 13...	25	25
Advance.....	Panama Railroad Steamship Line.....	February 13...	February 16...	1,011	42
Europa.....	Italian Line.....	February 13...	February 16...	280	( <sup>2</sup> )
Haiti.....	French Line.....	February 13...	February 17...	217	234
Parismina.....	United Fruit Co.....	February 15...	February 17...	693	105
Ulysses.....	Panama Railroad Steamship Line.....	February 15...	February 18...	11,998	( <sup>2</sup> )
Mamei.....	Panama Railroad Steamship Line.....	February 15...	February 18...	7,093	( <sup>2</sup> )
Barima.....	Pacific Steam Navigation Co.....	February 15...	February 15...	196	
Turrialba.....	United Fruit Co.....	February 16...	February 16...	1/2	3
Sixola.....	United Fruit Co.....	February 16...	February 17...	590	153
Glen White.....	C. Curran & Bullitt.....	February 16...	February 17...	8,086	( <sup>2</sup> )
Rosana.....	A. Fait.....	February 16...	February 18...	181	( <sup>2</sup> )
Allianca.....	Panama Railroad Steamship Line.....	February 16...	February 16...	3 1/2	
Geo. W. Barnes.....	Pan-American Petroleum Co.....	February 17...	February 18...	9,429	( <sup>2</sup> )
Colon.....	Panama Railroad Steamship Line.....	February 17...	February 18...		1,033
Pastores.....	United Fruit Co.....	February 18...	February 19...	2	173
Jan Van Nassau.....	Royal Dutch W. I. Mail.....	February 18...	February 18...	18	
Camito.....	Elders & Fyffes Line.....	February 19...	February 19...	40	1
Newport.....	Pacific Mail Steamship Co.....	February 19...	February 19...		1,481
Achilles.....	Panama Railroad Steamship Line.....	February 19...	February 19...	12,031	
Darien.....	Panama Railroad Steamship Line.....	February 19...	February 19...	7,465	
Huaseo.....	Chilean Steamship Co.....	February 19...	February 19...	546	
Quilpué.....	Pacific Steam Navigation Co.....	February 19...	February 19...	240	
Peru.....	Pacific Steam Navigation Co.....	February 19...	February 19...	459 1/2	

\*Barge.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 19, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall.....	Pacific Metals Corporation.....	February 13...	February 13...	5	
Laura C. Hall.....	Pacific Metals Corporation.....	February 16...	February 16...		42
Sapelo.....	United States Government.....	February 13...	February 16...	10,000	
Tokuyo Maru.....	Toyo Kisen Kaisha.....	February 18...	February 19...	290	
City of Alameda.....	United States Shipping Board.....	February 17...	February 17...	8,900	
Newport.....	Pacific Mail Steamship Co.....	February 19...	February 19...	7	1
Peru.....	Pacific Steam Navigation Co.....	February 19...	February 19...	74	
Quilpué.....	Pacific Steam Navigation Co.....	February 19...	February 20...	6	

### Summary of Hydrography, Calendar Year 1920.

#### CHAGRES RIVER.

A brief summary of hydrographic conditions for the calendar year 1920, is given below:

The mean discharge of the Chagres River at Alhajuela for the calendar year 1920 was 20 per cent below normal, or 2,062 c. f. s. against a 19-year average of 2,587 c. f. s. The Chagres River furnished 38 per cent of the Gatun Lake total yield.

The maximum monthly discharge at Alhajuela was 4,834 c. f. s., in October, and the minimum monthly discharge was 304 c. f. s., in April.

The maximum momentary discharge at Alhajuela during the year was 29,500 c. f. s. at elevation 103.20 feet on June 25, and the minimum momentary flow was 231 c. f. s. at elevation 90.17 on May 11.

#### GATUN LAKE.

The watershed total yield for the year was 12 per cent below normal, or 5,424 c. f. s. against a 10-year average of 6,183 c. f. s. The maximum monthly total yield was 16,291 c. f. s., during October, and the minimum total yield was 328 c. f. s., in April.

The total yield in the watershed amounted to 171.54 billion cubic feet, accounted for as follows:

	Per cent.	Billion cubic feet.
Run-off above Alhajuela.....	38	65.20
Yield from land area below Alhajuela.....	44	74.96
Direct rainfall on lake surface.....	18	31.38
Total.....	100	171.54

This is  $\frac{171.54}{192.3} = 89$  per cent of the Gatun Lake capacity at elevation 87 feet above sea level.

The uses and distribution of this water supply are given below:

	Per cent.	Billion cubic feet.
Evaporation from lake.....	13	22.40
Gatun Lake lockages.....	12	20.86
Hydroelectric power.....	26	44.42
Spillway waste.....	47	81.00
Leakage and miscellaneous uses.....	1.8	2.46
Increased storage.....	0.2	.40
Total.....	100	171.54

It will be noted that the amount of water lost in evaporation exceeds that used in lockages.

With no inflow the various uses and losses during the year would have lowered Gatun Lake as follows:

	From elevation.	To elevation.
	Feet.	Feet.
Canal lockages.....	87	82.4
Hydroelectric power.....	87	77.0
Spillway waste.....	87	67.4
Evaporation.....	87	82.1
Total losses.....	87	31.1

With no losses the various sources of inflow would have raised the lake as follows:

	From elevation.	To elevation.
	Feet.	Feet.
Direct rainfall on lake surface.....	80.1	87
Run-off from land area.....	47.5	87
Total net yield.....	43.5	87

or the total net yield was equal to 78 per cent of the capacity of Gatun Lake at elevation 87 feet.

There were lockages as follows during the year:

	Lockages.	Per cent over 1919.
Gatun.....	2,831	12.3
Pedro Miguel.....	3,055	11.6
Miraflores.....	3,041	12.3

### Weather Conditions in January, 1921.

The January rainfall was generally below normal except at Taboga, Balboa, Darien, Monte Lirio, Cucherbo, Gatun River, Quipo, Caño, and Boqueron; the rainfall, although rather unusual, has been exceeded several times at nearly every station hitherto; particularly was this true in 1909, 1910, and 1915. Totals ranged from 0.02 inch at Rio Grande to 6.74 inches at Cucherbo in the Trinidad Valley. The greatest amount of precipitation recorded on any one day was 1.80 inches at Monte Lirio on the 30th.

The estimated rainfall over Gatun Lake watershed was 2.52 inches compared with a 11-year mean of 1.80 inches; over the Chagres River watershed above Alhajuela it was 1.71 inches, compared with a 20-year mean of 3.01 inches.

The air temperature was below normal at Balboa Heights, Alhajuela, and Gatun, and above at Gamboa and Colon, the air pressure and sea temperature were slightly below normal while the daytime cloudiness was above; the relative humidity was above normal on the Pacific and below on the Atlantic.

The wind movement was above normal at Balboa Heights, Gatun, and Colon, and below at Sosa Hill, Pedro Miguel, and Gamboa. The evaporation was above normal, except over Gatun Lake surface at Gatun. Few fogs were observed at interior stations, all of which lifted or were dissipated by 8 a. m. Seismic tremors were recorded on the 9th and 20th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake, 86.51 feet; maximum, 86.98 feet on 1st and 2d; minimum, 86.10 feet on the 27th; evaporation from Gatun Lake surface, 6.073 inches; rainfall on Gatun Lake drainage basin, 2.52 inches; total yield from Gatun Lake watershed was 1.83 inches and amounted to 73 per cent of the rainfall.

Climatological conditions at the representative 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 with .01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.
Balboa Heights...	29.850	79.8	91	Jan. 25	68	Jan. 17	78.7	0.88	0.95	7	7,120	N.W.	27	N.	Jan. 15
Colon.....	29.874	81.1	87	Jan. 24	72	Jan. 17	77.1	1.31	3.69	19	12,002	N.	29	N.E.	Jan. 8
Gatun.....	79.6	87	Jan. 27	70	Jan. 3	....	2.01	2.88	19	7,291	N.	23	N.	Jan. 11	
Gamboa.....	78.8	90	Jan. 22	67	Jan. 17	....	.09	1.64	1	4,342	N.E.	26	N.E.	Jan. 16	

<sup>a</sup> And 28.

<sup>b</sup> And 23.

### March Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of March, 1921. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 13 and 15 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 51-year average rainfall at Cristobal is 1.58 inches and the 22-year average at Balboa Heights is 0.62 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 degrees F. on the Pacific side, and about 80° F. on the Atlantic side. On the Atlantic side no temperature lower than 67° F. or higher than 88° F. may be expected, while on the Pacific side 65° F. to 96° F. are the extremes. The average daily range on the Pacific side is about 19° F. and on the Atlantic side about 7° F.

*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 northwest 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 effect navigation. Balboa tide predictions for month are given on page 407: These are taken from *Tide Tables for 1921* 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	2:54	8:55	<b>3:14</b>	<b>9:17</b>	S	12	5:24	11:41	<b>5.42</b>	.....	W	23	3:01	9:24	<b>3:25</b>	<b>9:51</b>
		1.5	12.7	<b>2.6</b>	<b>12.8</b>			14.2	0.1	<b>14.9</b>	.....			15.4	-1.0	<b>16:1</b>	<b>-1.3</b>
W	2	3:51	9:50	<b>4:12</b>	<b>10:14</b>	S	13	0:00	6:02	<b>12:18</b>	<b>6:20</b>	Th	24	3:51	10:08	<b>4:14</b>	<b>10:35</b>
		2.4	11.8	<b>3.5</b>	<b>11.9</b>			-0.1	14.2	<b>0.3</b>	<b>14.9</b>			15.9	-1.4	<b>16.4</b>	<b>-1.7</b>
Th	3	4:50	10:57	<b>5:13</b>	<b>11:23</b>	M	14	0:39	6:40	<b>12:57</b>	<b>6:58</b>	F	25	4:39	10:52	<b>4:59</b>	<b>11:17</b>
		3.0	11.2	<b>4.0</b>	<b>11.4</b>			0.2	14.1	<b>0.8</b>	<b>14.6</b>			16.0	-1.5	<b>16.4</b>	<b>-1.7</b>
F	4	5:51	12:08	<b>6:17</b>	.....	Tu	15	1:22	7:22	<b>1:44</b>	<b>7:42</b>	S	26	5:26	11:34	<b>5:46</b>	<b>11:59</b>
		3.3	11.2	<b>4.1</b>	.....			0.6	13.8	<b>1.4</b>	<b>14.2</b>			15.8	-1.1	<b>16.0</b>	<b>-1.2</b>
S	5	0:30	6:52	<b>1:07</b>	<b>7:18</b>	W	16	2:12	8:09	<b>2:38</b>	<b>8:31</b>	S	27	6:11	12:16	<b>6:29</b>	.....
		11.5	3.2	<b>11.6</b>	<b>3.8</b>			1.1	13.3	<b>2.0</b>	<b>13.6</b>			15.3	-0.3	<b>15.4</b>	.....
S	6	1:24	7:49	<b>1:55</b>	<b>8:1</b>	Th	17	3:10	9:04	<b>3:41</b>	<b>9:37</b>	M	28	0:42	6:54	<b>12:59</b>	<b>7:11</b>
		11.8	2.8	<b>12.2</b>	<b>3.1</b>			1.6	12.8	<b>2.5</b>	<b>13.1</b>			-0.4	14.6	<b>-0.8</b>	<b>14.5</b>
M	7	2:10	8:37	<b>2:36</b>	<b>8:58</b>	F	18	4:15	10:14	<b>4:48</b>	<b>10:49</b>	Tu	29	1:28	7:38	<b>1:47</b>	<b>7:54</b>
		12.4	2.1	<b>12.9</b>	<b>2.3</b>			1.9	12.5	<b>2.6</b>	<b>12.9</b>			0.6	13.7	<b>1.9</b>	<b>13.5</b>
Tu	8	2:52	9:19	<b>3:15</b>	<b>9:37</b>	S	19	5:22	11:33	<b>5:57</b>	.....	W	30	2:17	8:23	<b>2:39</b>	<b>8:38</b>
		12.9	1.4	<b>13.5</b>	<b>1.4</b>			1.8	12.8	<b>2.3</b>	.....			1.7	12.7	<b>3.0</b>	<b>12.5</b>
W	9	3:31	9:57	<b>3:52</b>	<b>10:14</b>	S	20	0:06	6:30	<b>12:43</b>	<b>7:06</b>	Th	31	3:12	9:13	<b>3:39</b>	<b>9:32</b>
		13.4	0.8	<b>14.1</b>	<b>0.7</b>			13.2	1.4	<b>13.6</b>	<b>1.6</b>			2.7	11.9	<b>3.8</b>	<b>11.6</b>
Th	10	4:09	10:32	<b>4:29</b>	<b>10:49</b>	M	21	1:11	7:35	<b>1:48</b>	<b>8:07</b>						
		13.8	0.3	<b>14.5</b>	<b>0.2</b>			13.9	0.7	<b>14.5</b>	<b>0.6</b>						
F	11	4:46	11:06	<b>5:05</b>	<b>11:24</b>	Tu	22	2:09	8:33	<b>2:36</b>	<b>9:02</b>						
		14.1	0.1	<b>14.8</b>	<b>-0.1</b>			14.8	-0.2	<b>15.4</b>	<b>-0.4</b>						

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.

### Automobiles and Motorcycles.

The following summary of motor vehicles licensed in the Canal Zone has been furnished by the Chief of the Division of Civil Affairs:

At the end of December, 1920, there were 1,811 automobiles and trucks, and 353 motorcycles licensed in the Canal Zone, as compared with 1,401 and 269, respectively, on February 29, 1920.

Automobile licenses are divided into three classes—for pleasure only, for hacking, or carrying passengers for hire, and for trucking. Of the 1,811 automobiles and trucks licensed, 623 were for official cars belonging to The Panama Canal, the Panama Railroad Company, and the United States Army and Navy, and 28 were reciprocal licenses for official cars belonging to the Republic of Panama, as compared with 501 and 21, respectively, on February 29, 1920.

Of the 1,160 remaining, 450 were for personal licenses, 49 were hacking licenses, and 2 were trucking licenses issued to residents of the Canal Zone, as compared with 308, 41, and 2, respectively, on February 29, 1920; 133 and 63 were reciprocal personal licenses issued to residents of Panama and Colon, respectively; and 361 and 102 were reciprocal commercial licenses issued to persons living in Panama and Colon, respectively. The total of reciprocal licenses of all classes in effect at the end of December, including official licenses, was 687, as compared with 549 on February 29, 1920. Of the 463 reciprocal commercial licenses above mentioned, 416 were for hacking, or carrying passengers for hire, and 47 for trucking.

Of the 353 motorcycles licensed, 203 were for official machines belonging to the United States, and 1 was a reciprocal license for an official machine belonging to the Republic of Panama. Of the 149 remaining, 128 were personal licenses issued to residents of the Canal Zone, 13 were reciprocal personal licenses issued to residents of the City of Panama, and 8 were reciprocal personal licenses issued to residents of Colon. On February 29, 1920, there were 269 motorcycles licensed in the Canal Zone, of which 142 were official licenses for machines owned by the United States, 1 a

reciprocal license for a machine owned by the Republic of Panama, 111 personal licenses issued to residents of the Canal Zone, 8 reciprocal personal licenses issued to residents of the City of Panama, and 7 reciprocal licenses issued to residents of Colon.

The fees for Canal Zone motor vehicle licenses when the vehicles are owned by residents of the Canal Zone are as follows:

- For each passenger automobile for personal use only, \$5.
- For each automobile of 29 horsepower or less, used for carrying passengers for hire, \$20.
- For each automobile of more than 29 horsepower, used for carrying passengers for hire, \$30.
- For each truck or omnibus of 1-ton capacity or less, \$20.
- For each truck or omnibus of a capacity of more than 1 ton but less than 3 tons, \$30.
- For each truck or omnibus of a capacity of 3 tons or more, \$40.
- For each motorcycle, \$2.

The fees for reciprocal Canal Zone licenses for cars owned by residents of the Republic of Panama are as follows:

- For each passenger automobile for personal use only, \$1 per year.
- For each automobile used for carrying passengers for hire, \$12.50 per year.
- For each truck or omnibus, \$15 per year.
- For each motorcycle, \$1 per year.

A resident of the Canal Zone procures his original license in the Zone, and is granted the reciprocal rate in Panama or Colon upon the submission of the receipt for the Canal Zone license. The same holds good in the Zone for residents of Panama or Colon who have obtained the original license in Panama territory. Canal Zone licenses are issued by the Division of Civil Affairs, Balboa Heights, and no fee is accepted for less than the calendar year unless more than one-quarter has expired when the license is taken out, in which case the license fee is proportioned to the part of the calendar year remaining, including therein the calendar quarter in which the license is paid.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone Balboa 286):

Apprentice chart engraver, \$600 to \$1,000 a year (male and female); form 304; announcement No. 117; age, 16 but not 20 years; vacancies exist in the Coast and Geodetic Survey; March 22, 1921.<sup>1</sup>

Engineer, \$2,400 or over a year; assistant engineer, \$1,800 to \$2,340 a year; junior engineer, \$1,440 to \$1,740 a year (male and female); form 1312; announcement No. 114; age, 25 but not 55 years; vacancies exist in the Water Resources Branch of the Geological Survey; July 1, 1921.<sup>1</sup>

Girls' athletic director, \$900 to \$1,000 a year (male and female); form 1312; announcement No. 113; age, 21 but not 45 years; vacancies exist in the Indian Service at Sherman Institute, Cal.; March 15, 1921.<sup>1</sup>

Mold maker's helper, \$720 to \$1,000 a year (male and female); form 1800; announcement No. 112; age, 18 but not 50 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; March 15, 1921.<sup>1</sup>

Physician, Panama Canal Service; announcement No. 641-amendment; training and experience requirements changed.

Physician, \$250 to \$360 a month (male and female); form 1312; announcement No. 641; age, 22 but not 31 years; vacancies exist in The Panama Canal Service; March 12, 1921.

<sup>1</sup> 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 day.

### 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.
Isaac Fraser.....	25042	Jamaica.....	Folks River.....	Panama Railroad.....	Feb. 16, 1921.
Cyril Holder.....	30354	Barbados.....	Panama.....	Health Department....	Feb. 10, 1921.
Reginald Ethelbert Myrie.....	55842	Jamaica.....	Colon.....	Mun. Eng. Div.....	Feb. 6, 1921.
Walter B. Smith.....	1434	United States....	Pedro Miguel....	The Panama Canal....	Feb. 16, 1921.

## Official Circulars.

### Culebra Road a One-Way Street.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 11, 1921.

*To all concerned*—That section of Culebra Road, Ancon, between Gorgas Road and House No. 284, is hereby declared a 1-way street for vehicular traffic, with direction running uphill from the junction of said road with Gorgas Road toward House No. 284.

JAY J. MORROW,  
*Acting Governor.*

### Removal of Fire Extinguishers.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 14, 1921.

*To all concerned*—The attention of this office has been called to the fact that fire extinguishers, the property of the Police and Fire Division, have at times been removed by employees of other divisions from the locations where placed by employees of the Fire Division. This practice is strictly against all rules and regulations and a continuation thereof is liable to result in serious damage in case of fire at points where these extinguishers have been located.

Officials and employees are cautioned not to remove fire extinguishers without being so authorized by the proper officials of the Fire Division, and any violation of the rules and regulations in this respect will result in severe disciplinary action being taken.

JAY J. MORROW,  
*Acting Governor.*

### Witnessing Signatures to Income Tax Returns.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 10, 1921.

HEADS OF DEPARTMENTS AND DIVISIONS:

In connection with the submission of income tax returns, the blanks for which are being distributed, it is requested that you permit notaries public in your departments or divisions to witness signatures to such returns for employees during office hours, or at some specified period during the day when it may not interfere too much with their official duties.

C. A. McILVAINE,  
*Executive Secretary.*

### Report on Probationary Service.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., December 30, 1920.

HEADS OF DEPARTMENTS AND DIVISIONS:

The following circular letter "Report on Probationary Service," issued by the United States Civil Service Commission, under date of October 28, 1920, is quoted for your information:

"Clause (c) of section 1 of Civil Service Rule VII provides that retention in the service of a probationer beyond the probationary period constitutes absolute appointment, following a provision that if the conduct or capacity of the probationer be not satisfactory to the appointing officer he shall be so notified in writing with a full statement of reasons and such notice shall terminate his service.

"The Civil Service Act requires that there shall be a probationary period before any absolute appointment. The entrance examination determines whether the applicant is entitled to trial, but the period of probation affords a practical test and is itself the final step of the examination. The character of the service rendered by the probationer and his fidelity and business capacity

should be carefully observed, as the appointing officer manifestly must be the final judge of the qualifications and character of the person who may be employed.

"The small number of persons dropped from the service during or at the end of probation has convinced the Commission that the reason underlying the requirement of a probationary period has not received the consideration its importance deserves, and that this very essential practical test has not guarded the service against the incompetent or the otherwise unfit as it should. The practice prevailing in some of the bureaus and offices of requiring a definite report and recommendation from the probationer's immediate superior and not permitting the appointment to become absolute passively is doubtless of some effect.

"This is in harmony with the finding and recommendation of the Congressional Joint Commission on Reclassification of Salaries. The following is quoted from this report:

"The Commission believes that a more thorough and effective use should be made of the probationary period, and that the law should be so changed that probationary appointments could become permanent only by a definite administrative decision.

"Recommendation 17 (b)—The Commission therefore recommends that administrative officials be required to submit to the Civil Service Commission such reports regarding the efficiency of probationary appointees as the Commission may require, and that no permanent appointment be made except on certificate by the Commission that the employee has satisfactorily passed his probationary period."

"The Commission desires to impress very forcibly upon the departments the fact that no probationary appointment should be allowed to become absolute unless the character of service and conduct of the probationer has been entirely satisfactory, and the department can certify unconditionally that his retention is believed to be in the interest of the service.

"It seems that this matter should preferably be handled administratively and that legislation is unnecessary. Rule XIII, section 1, requires every nominating and appointing officer to report in detail to the Commission in such manner as it may prescribe all changes in the service under his authority. The Commission requests under this authority report of each absolute appointment over a certificate that the character of service and conduct of the person during probation were entirely satisfactory, and that his retention in the interest of the service is believed to be warranted."

In the future, you will be advised of the termination of the probationary period in the case of any employee under your supervision, in order that the necessary report may be made to this office, if it is desired that such appointment be made permanent.

By direction of the Acting Governor.

C. A. McILVAINE,  
*Executive Secretary.*

### Dispatch of Private Cable and Radio Messages from Balboa Heights.

PANAMA RAILROAD COMPANY,

OFFICE OF MASTER OF TRANSPORTATION,

BALBOA HEIGHTS, C. Z., February 7, 1921.

CIRCULAR NO. 1741:

*To all concerned*—Effective with the close of business to-day, the position as telegrapher and car record clerk in the train dispatcher's office, Administration Building, is abolished.

All cable and radio business heretofore handled on that desk will be taken care of at Balboa Heights railroad station.

Official business telegrams will be handled by the train dispatcher.

W. F. FOSTER,  
*Master of Transportation.*

**Annual Passes on Panama Railroad.**

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., February 16, 1921.

To all concerned—On and after February 23, 1921, the 1920 card passes on the Panama Railroad will not be honored for transportation. The card passes for the year 1921, which are now being distributed, will be honored effective at once.

W. F. FOSTER,  
Acting Superintendent.

**Acting Steamship Ticket Agent.**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., February 11, 1921.

To all concerned—Effective February 12, 1921, and during the absence of Mr. Frederick Grunwald, Jr., on leave, Mr. Jonas E. White will act as steamship ticket agent of the Panama Railroad Company.

ROBT. BEVERLEY,  
Assistant to Superintendent.

Approved:

W. F. FOSTER,  
Acting Superintendent.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., February 14, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forwarding may be made by telephone, calling No. 182, Balboa.

- |                       |                          |
|-----------------------|--------------------------|
| Armitage, R. C.       | Marquard, Mrs. Rose      |
| Baily, Richard        | Matson, Mrs. J. M.       |
| Bartha, Mrs. James    | Miller, Sam              |
| Beers, W. H.          | Miller, Tom              |
| British and American  | Monahan, J. G.           |
| S. S. Agencies        | Morales, A.              |
| Brown, Robert H.      | Paulsen, J. N.           |
| Bull, Mrs. M. E.      | Pearsons, Mrs. B.        |
| Cannon, G. L.         | Penfold, H. J.           |
| Cavanaugh, Frank      | Picon, Jose Maria Vivec  |
| Clark, Floyd          | Poole, George D.         |
| Conn, William         | Powell, Ren. N. M.       |
| Craven, Thomas R.     | Pryor, Mrs. D. H.        |
| Crawford, Dacas       | Putnam, John H. S.       |
| Crowley, Capt. Arthur | Quick, Mrs. J. T.        |
| Da Costa, Rhoda       | Ratcliff, John           |
| Delaney, Florence     | Reams, C. A.             |
| Deneen, Jack          | Roselsky, Miss D., Box   |
| Dougherty, Mrs. I.    | 594                      |
| Down, Mildred         | Rowe, Mrs. Mary          |
| Evans, Joseph A.      | Russell, James G.        |
| Farquahan, Mrs. M. F. | Sanborn, Mrs. H.         |
| Ferguson, R. N.       | Shomberg, A. G. (F.)     |
| Finlayson, Wm.        | Smith, Barney J.         |
| Gann, LeRoy           | Sperry, S. W.            |
| Goram, Ruth           | Steiner, C. H.           |
| Gousters, Arthur John | Stevens, Lester V.       |
| Grote, Herbert        | Stover, H. B.            |
| Henbey, Clara         | Ude, William C., Jr.     |
| Howell, Wilford       | Tweed, Ula               |
| Johnson, Mrs. W. O.   | U. S. A. Corporation     |
| Jones, Mrs. R. E.     | (D. J. McLean).          |
| Kelly, Wm. O.         | Vain, Gilman             |
| Kieswetter, Ernest M. | Walsmith, Harry          |
| Kindness, Floyd F.    | Walters, Mrs. L. M.      |
| King, P. R.           | Wesendorff, Lottie Spell |
| Lailer, William F.    | White, Mrs. Anna         |
| Lambert, Peter J.     | Wikoff, Marion O.        |
| Lange, Mrs. E. C.     | Williams, D. T. M.       |
| Latin American Ship.  | Wilson, Mrs. E. S.       |
| Agency                | Wilson, Mrs. E. L.       |
| McCathy, L. R.        | Wobler, F. J.            |
| McGoldrick, Hugh      | Woelffishan, J.          |
| Malo, Mrs. Jean Batis |                          |

**Sailing of the "General G. W. Goethals."**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., February 17, 1921.

To all concerned—The steamship *General G. W. Goethals* will sail from Cristobal for New York, via Haiti, on Monday, February 28, at 3 p. m.

W. F. FOSTER,  
Acting Superintendent.

**January Rainfall for Three Years.**

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921.
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa	0.13	T	1.49	1.00	22	7
Balboa Heights	.28	T	.88	.95	23	7
Miraflores	.16	.03	.26	1.48	13	3
Pedro Miguel	.48	.03	.04	1.00	14	1
Rio Grande	.64	.03	.02	1.02	17	1
<i>Central section:</i>						
Culebra	.62	.05	.03	1.47	31	1
Camacho	1.03	.22	.12	.91	15	1
Empire	.50	.15	.15	.70	16	3
Gamboa	.55	.05	.09	1.64	37	1
Juan Mina	.97	.16	.23	.63	11	2
Alhajuela	.75	.52	.18	.96	22	7
Vigia	.93	.24	.17	.72	13	6
Frijoles	1.61	31	2.50	1.79	10	5
Trinidad	2.47	.60	1.52	2.52	14	19
Monte Lirio	4.03	.37	3.32	2.72	14	18
<i>Atlantic section:</i>						
Gatun	1.42	.71	2.01	2.88	17	19
Brazos Brook	2.48	.30	1.89	2.86	15	14
Colon	1.82	.51	1.31	3.69	51	19
Porto Bello	4.31	2.52	4.21	5.85	10	22

**Rainfall from January 1 to January 31, 1921, Inclusive.**

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section:</i>			
Balboa	Ins.		Ins.
Balboa Heights	0.84	25	1.49
Miraflores	.60	25	.88
Pedro Miguel	.15	21	.26
Rio Grande	.04	1	.04
<i>Central section:</i>			
Culebra	.03	29	.03
Camacho	.12	29	.12
Empire	.13	28	.15
Gamboa	.09	28	.09
Juan Mina	.21	29	.23
Alhajuela	.10	28	.18
Vigia	.05	29	.17
Darien	.44	27 & 28	1.67
Trinidad	.27	29	1.52
Monte Lirio	1.80	30	3.32
<i>Atlantic section:</i>			
Gatun	.37	20	2.01
Brazos Brook	.48	30	1.89
Colon	.32	8	1.31
Bocas del Toro		28	
Porto Bello	.60	28	4.21

\* 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.

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:

White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50. All sales f. o. b. Summit.

**Sale of Laying Mash.**

The Summit Poultry Farm has on hand about 6,000 pounds of laying mash, in excess of the amount required, which is offered for sale at \$7.42 per cwt. f. o. b. Summit poultry farm. Orders should be placed on the Superintendent of the Cattle Industry Division, Cristobal.

**Sale of Gasoline Launch.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10.30 a. m., March 7, and then opened, for the purchase of the gasoline launch *Pioneer*. 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.

**Sale of Rough Granite.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., February 28, and then opened, for the purchase of 12 pieces of rough granite. Detailed description of this granite, general condition of sale and form of proposal may be had upon application to the office of the Chief Quartermaster.

**Sale of Equipment on Hand at the Old Power and Refrigerating Plant, Commissary Division, Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 12, 1921, and then opened for the purchase of various ice machinery, electrical generators, pumps, etc., on hand at the old power and refrigerating plant, Commissary Division, Cristobal. Form of proposal may be had upon application to the office of the Chief Quartermaster, or the General Manager, Commissary Division. The Panama Canal reserves the right to reject any or all bids.

**Sale of Brown Hoist at Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 4, 1921, and then opened, for the purchase of a "Fast plant" for handling coal and general merchandise, manufactured by the Brown Hoisting Machinery Co., Cleveland, Ohio. This plant has been used by the Panama Railroad Company at Cristobal for handling coal since 1906, and is now located at Dock 14, Cristobal, C. Z. The plant is no longer required and bids are solicited for the entire hoisting plant, including all parts above the rails on which it now stands, together with all spare parts now on hand which were purchased for use of this plant. Detailed description 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.**

*Boot and Shoe Section.*

Heels, rubber, women's, military, white, pr.	\$0.21
Shoes, growing girls' Oxfords, white canvas, ivory welt, low heel, sizes 1 to 7, pr.	4.35
Shoes, men's gunmetal bals, rubber heels, pr.	5.50
Shoes, men's mahogany bals, rubber heels, pr.	5.80
Shoes, women's, white canvas pumps, Louis heels, wht. welts, pair.	6.30

*Dry Goods Section.*

Cloths, table, linen, ea.	\$6.35, \$6.75, and \$11.45
Cloths, table, cotton, Damask, 63" x 63", ea.	2.80
Cloths, table, cotton, Damask, 63" x 80", ea.	3.45
Cloths, tea, H. S., cotton, 36" x 36", ea.	1.05
Cloth, tray, Madeira linen, oblong, 18" x 27", ea.	3.75
Cloths, tray, Madeira linen, oval, 20" x 30", ea.	3.05
Cloths, tray, Madeira linen, oblong, 20" x 30", ea.	3.20, 3.75, and 4.25
Cloths, tray, Madeira linen, 20" x 30", ea.	4.15
Cotton, absorbent, pkg.	.63

*Dress goods:*

Silk, pongee, Shantung, natural, 32/33", yd.	1.15
Silk, pongee, white, 20", yd.	.93
Silk, pongee, blue and pink, 33", yd.	1.75
Silk, pongee, natural, 33", yd.	\$1.00 and \$1.45
Embroidery, Swiss, cotton cambric, yd.	.05 and .09
Fans, paper, Jap., ea.	.06, .09, .10, .13, and .14
Fans, silk, Jap., ea.	.30 and .32
Lace, footing, cotton, white, yd.	.05
Sets, table cloth and napkins, 24", set	\$14.35, \$15.20, and \$17.50

*Stationery:*

Envelopes, plain white, 6 1/2", 25s pkg.	.08
Envelopes, plain white, 4 1/2" x 5 1/2", 25s pkg.	.18

*Suiting, English:*

Bleached union drill, yd.	1.00
All-wool worsted, yd.	6.10
Serge, blue, white stripe, yd.	6.20
Silk, pongee, natural color, 27/28", yd.	2.05
Silk, pongee, Shantung, natural color, 27/28", yd.	1.55
Robes, bath, boys', blanket, ea.	3.55
Suiting, duck, bleached cotton, linen finish, yd.	1.00
Suiting, coatings, black, yd.	6.15
Suiting, drill, bleached, 27", union, yd.	1.00
Suiting, worsted, fancy, 54", yd.	4.90
Suiting, Palm Beach, wool and cotton, 54", yd.	2.20
Wash, mouth, Kolynos, bot.	.58

*Grocery Section.*

Biscuits, assorted, sweet, "Rich Mixed" (wholesale trade only), 3 1/2-lb. tin.	1.70
Peppermint stick, Morton's, 5-lb. tins, 1-oz. stick.	.04

*Hardware Section.*

China ware, Doulton, miscellaneous:	
Jars, tobacco, ball top, D-3416, ea.	2.55
Boats, gravy, with stand, D-2716, set.	2.80

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

## COMMISSARY NOTES.

### Ribbon.

A small shipment of ribbons for the Easter trade has just arrived and is being sold in the line commissaries at prices ranging from 34 to 94 cents a yard.

### Toilet.

A large shipment of French perfumes, lotions, and powders, attractively packed, has just been received and is being offered in all commissaries at very reasonable prices.

### Bread.

Commissary customers will find that bread will keep longer in this climate without becoming moldy if, before putting the loaf away, they will open the ends of the wax paper container in which it is received instead of leaving it tightly sealed as it is when sold.

### Electrical Appliance Guarantee.

Hereafter a guarantee card will be dated, signed, and delivered with each electrical appliance purchased in the commissary. If the apparatus develops defects within the period of 1 year from date of sale, the Electrical Division will make the necessary repairs; but all claims must be accompanied by the sale card, as otherwise they can not be entertained.

### Books.

#### Books received:

"Mexico in Revolution," by Blasco Ibañez; "The Enemies of Women," by Blasco Ibañez; "The Vacation of the Kelwyns," by Wm. Dean Howells; "West Wind Drift," by George Barr McCutcheon; "In Chancery," by John Galsworthy; "My Unknown Chum," by "Aguecheek;" "Wounded Souls," by Philip Gibbs; "The Little Warrior," by P. G. Wodehouse; "The Ten-Foot Chain," by Achmed Abdullah; Max Brand; P. P. Sheehan; and E. K. Means.

Customers who have been collecting books of the Modern Library will be interested in knowing that the following new titles have just been received and distributed to the line stores:

"Green Mansions," by W. H. Hudson; "Marius, the Epicurean," by Pater; "Temptation of St. Anthony," by Flaubert; "Poems," by William Blake; "Marjorie Fleming's Book;" "Madam Crysantheme," by Pierre Loti; "The New Spirit," by Havelock Ellis; "Intentions," by Oscar Wilde.

and the following titles in the "Kings' Treasuries of Literature":

"The Adventures of Odysseus," retold from Homer; "Alpha of the Plough," selected essays from "Pebbles on the Shore," and "Leaves in the Wind," by Alfred G. Gardiner; "Bee, Princess of Dwarfs," by Anatole France, "A Child's Book of Saints," selections by William Canton; "Essay on Clive," by Lord Macaulay; "The Heroes," by Charles Kingsley; "The Lay of the Last Minstrel," by Sir Walter Scott; "The Lore of the Wanderer," compiled by George Goodchild; "Modern Poetry;" "Sesame and Lilies," by John Ruskin; "Tales from Anderson," edited by Reed Moorehouse; "Tales from Tolstoy," "The Tragedy of Richard II," by Shakespeare; "A Wonder Book for Boys and Girls," by Nathaniel Hawthorne.

### Important Changes in Delivery Service.

To effect further economy in the handling of deliveries, the vegetable peddle trucks now serving the Ancon, Balboa, and Cristobal districts will be discontinued after the close of this month. The sales made by these trucks are now so low that business can well be handled through the present solicitor and delivery system, with practically no additional expense, whereas at present it is costing a considerable sum for the equipment and labor thus employed, in addition to which must be reckoned the increased condemnation resulting through exposure of perishable goods to the warm air.

Another saving will be brought about by delivering grocery orders on the day following instead of on the same day they are taken. More important than the economy which will result will be the elimination of congestion and confusion in the order departments during the early afternoon hours. Under the present system cold storage sections are late in getting out their work; the change will enable the stores to give preference to cold storage orders which must necessarily be put up during the afternoon of the day they are received. This matter has been very carefully considered and the statistics show that the average number of deliveries per family per month is so low that no real inconvenience will be caused customers through the difference of a day in making grocery deliveries. However, as an accommodation to those who wish to place grocery orders totaling less than \$5 and not desiring special delivery service, orders may be placed for whatever items are desired and they will be handled on regular delivery by the payment of a charge of 25 cents on each order.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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 XIV.

Balboa Heights, C. Z., March 2, 1921.

No. 29.

## Repaired "Sussex" Loading to Complete Voyage.

The steamskip *Sussex*, of the Federal Steam Navigation Company's service, which ran aground on the West Breakwater in Limon Bay in the night of January 3 while making for the Atlantic entrance to the Canal, has been repaired and is reloading cargo at Pier 18, Balboa, to complete her voyage to New Zealand ports. The work of drawing the *Sussex* off the breakwater took a week, and over 1,700 tons of cargo were removed from her Nos. 1 and 2 holds into lighters before the vessel could be pulled off by the tugs *Gorgona* and *Tavernilla* and the salvage steamer *Favorite* of The Panama Canal service. The *Sussex* was then taken through the Canal to go into dry dock in the 1,000-foot dock at Balboa, but could not get in until January 26, on account of the dock's being engaged ahead by other vessels. In the meantime she discharged her cargo on Pier 18.

As a preliminary to the dry-docking, the bottom of the *Sussex* was examined by a diver, to ascertain the extent of the damage and to see that no damaged portion of the hull would interfere with a proper landing on the keel blocks.

The damage itself extended from the forepeak to about the center of No. 1 hatch, approximately 45 plates have been removed, 36 of which were so badly torn or dented as to require renewal. A new section of stem from the scarp at the 26-foot line to the keel plate was forged and installed. All of the frames in the forepeak have been renewed and two frames in No. 1 hold renewed, the balance straightened and stiffened by the installation of new reverse bars. This describes only in a limited way the work required, as, in connection with this, a number of miscellaneous items must be handled at the same time, such as No. 1 tank top, margin plate, bilge brackets, stringers, breast hooks, collision bulkhead, etc.

Incident to this work the ship has been under special survey and has had all sea valves overhauled, tail shaft drawn for examination of the stern bearing, rudder lifted, steering gear overhauled, several pumps repaired, bilge and ballast lines to the No. 1 tank overhauled, deck winches and anchor windlass examined, cables ranged and inspected, rails straightened, and minor repairs in other respects on equipment or fittings which usually become more or less strained or damaged as a result of grounding and wrecking operations.

The completed vessel was withdrawn from the dry dock on February 21, and commenced reloading on that date.

The salvage and repair of the *Sussex* were similar in a general way to the recovery of the *Koyo Maru*, which ran aground on Serrana Bank, about 300 miles north of Colon on June 29, 1920, and was pulled off the reef and escorted to the Canal by the *Favorite*. The two cases have emphasized the value of the facilities maintained by the Canal for the assistance and repair of vessels in distress.

## MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, February 26, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.
Chicago Maru.	19	14.05	20	6.25	20	13.07	20	14.40	Japanese.	Ozaka Shosen Kaisha	410.0	51.0	19.0	New Orleans.	Yokohama.	General	810	6,123	4,282
Cornithic.	19	14.15	20	6.25	20	15.09	20	16.15	British.	White Star Line	500.0	63.0	24.8	London.	Wellington.	Coal	1,234	12,821	9,507
Ontario	18	19.35	20	6.50	20	16.49			American.	United States Navy	103.0	34.0		Cristobal.	Balboa.	Fuel oil.	11,000	8,491	6,330
John Worthington.	20	1.40	20	6.55	20	16.45	20	22.55	American.	Standard Oil Co.	478.0	60.0	27.6	Tampico.	Pisagua.	Coal	6,574	4,132	4,830
Eastern Glen.	20	3.15	20	8.20	20	17.07	20	18.25	American.	Thornhike & Trenholme (S. B.)	399.9	51.7	25.0	Norfolk.	Thuron.	Coal	7,188	9,005	4,223
Blossom Heath.	20	5.45	20	10.20	20	18.25	20	19.35	British.	Steam Navigation Co. of Canada	400.0	52.0	23.6	Norfolk.	Tatal.	Coal	7,854	7,539	5,443
Steel Mariner	20	18.18	21	6.28	21	14.44	21	16.00	American.	United States Steel Products Co.	423.2	56.2	25.0	New York.	San Pedro	Steel, general.	6,850	5,222	3,611
Ebura.	20	7.14	21	6.30	21	13.54	21	15.25	British.	Anglo-Saxon Petroleum Co.	380.0	52.0	24.3	Port Arthur.	Shanghai.	Kerosene.	7,000	5,865	4,530
Santa Rosalia.	20	19.00	21	9.10	21	18.00	21	18.56	American.	United States Steel Products Co.	406.0	52.6	24.1	Mobile.	Kobe.	General, steel.	2,300	2,915	1,907
Angle No. 4.	18	15.37	21	10.00	21	17.56	21	18.20	American.	United States Navy	253.6	43.8	21.0	New Orleans.	Guayaquil.	Rails, coke, gen.	5,925	4,861	3,261
Lake Viduan.	21	12.07	22	6.15	22	13.56	22	16.38	American.	N. O. & S. A. S. Co. (S. B.)	185.0	35.0		Cristobal.	Balboa.	Fuel oil.	1,550	7,539	5,450
Gannett	21	13.25	22	6.30	22	15.32	22	16.40	British.	United States Navy	375.0	51.0	24.6	Tampico.	San Pedro	General.	2,970	7,061	5,054
Ucaas.	21	13.53	22	6.30	22	15.36	22	16.40	British.	Standard Transportation Co.	470.0	58.0	19.0	Amsterdam.	Corral.	General.	8,800	7,705	5,385
Bourne.	21	5.15	23	6.07	23	19.30	23	20.35	American.	D. Pinkney	407.7	53.7	18.6	Boston.	Tacoma.	Gasoline.	925	15,296	10,237
Iowan.	22	13.20	23	6.25	23	20.00	23	20.55	American.	United American Lines	435.0	56.0	27.0	Baton Rouge.	Point Wells.	General.	5,111	8,555	6,204
W. S. Miller.	22	20.40	23	6.58	23	20.30	23	21.20	American.	Standard Oil Co.	517.0	72.2	26.9	Baltimore.	San Francisco.	General.	998	4,552	3,182
Golden State.	23	9.35	24	6.07	24	13.11	25	15.55	American.	Pacific Mail S. Co. (S. B.)	446.0	50.0	24.4	Philadelphia.	San Francisco.	General.	6,000	6,665	5,020
K. L. Luckenbach.	23	8.27	24	6.21	24	14.30	24	15.40	American.	Luckenbach Line.	311.0	31.0		Gatun Lake.	Balboa.	General.	6,230	4,670	3,303
Satterlee	24	9.12	24	15.15					American.	United States Navy	169.0	34.0		Cristobal.	San Francisco.	General.	1,538	15,234	10,471
Ontario	22	13.05	24	7.20	24	16.40	25	10.15	American.	United States Navy	378.0	44.0	23.0	Cristobal.	Valparaiso.	General.	3,880	5,667	4,220
Huaso	19	17.35	24	7.37	24	15.47	24	17.20	Chilean.	South American Steamship Line	378.0	44.0	23.0	Cristobal.	Balboa.	General.	3,300	6,161	4,433
O-11	24	8.10	24	17.43					American.	United States Navy	409.6	54.1	23.1	Cristobal.	Balboa.	General.	410	1,631	918
O-16	24	8.10	24	17.43					American.	United States Navy	360.0	51.0	25.0	Cristobal.	Balboa.	General.	598	4,095	2,655
West Haven.	23	16.04	24	8.57	24	17.52	24	19.00	American.	Atlantic, Gulf & Pacific S. S. Co.	517.0	72.0	25.0	Texas City.	Portland.	General, sulphur.	2,700	4,768	2,956
Natal.	24	9.15	24	10.05	24	20.14	24	22.25	Danish.	Oriental Steamship Co.	360.0	51.0	25.0	Jacksonville.	Chamual.	Coal	765	1,631	918
Hawkeye State.	23	11.28	24	10.04	24	18.30	25	12.07	American.	Matson Navigation Co. (S. B.)	316.4	46.0	19.0	Baltimore.	Los Angeles.	General	6,000	6,665	5,020
Lela	24	23.45	25	9.31					American.	J. D. Barker	380.0	53.0	19.1	Cristobal.	Balboa.	General.	3,300	6,161	4,433
Oreus.	24	23.45	25	9.31					American.	Wessol Divul & Co. (S. B.)	390.0	54.2	27.8	Cristobal.	Balboa.	General.	410	1,631	918
Brush.	25	8.20	25	16.33	25	17.55			American.	N. Atl. & Western S. S. Co. (S. B.)	310.0	31.0		Philadelphia.	Portland.	General.	598	4,095	2,655
Mason	23	23.45	25	9.25	25	13.32			American.	United States Navy	220.5	37.1	12.4	Cristobal.	Balboa.	General.	2,700	4,768	2,956
Barima.	15	20.02	25	9.45	25	17.16	25	19.50	British.	Pacific Steam Navigation Co.	350.0	43.0	18.0	Cristobal.	Champerco.	General.	765	1,631	918
Peru.	19	22.30	25	6.15	26	13.38	26	20.52	British.	Pacific Steam Navigation Co.	350.0	43.0	18.0	Cristobal.	Valparaiso.	General.	598	4,095	2,655
South American.	25	12.05	26	6.15	26	13.45	26	15.20	American.	South American Steamship Co.	351.4	46.0	19.0	New York.	Callao.	Coke and general.	765	1,631	918
Quilota.	24	9.00	26	6.30	26	14.18	26	19.03	British.	Pacific Steam Navigation Co.	361.4	46.0	19.0	New York.	Guayaquil.	General.	765	1,631	918

\* Tug, towing barge No. 53 and subchasers Nos. 288 and 355. \* Subtender. † Mine sweeper, towing barge No. 283. ‡ Destroyer. § Tug, towing U. S. S. Eagle No. 32. ¶ Submarine. † Launch.



MOVEMENTS OF OCEAN VESSELS—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Line.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Nature.	Tons.	Gross.	Net.
Hatfield 4	14	...	23	10 04	23	21 46	24	12 58	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Preston 4	14	...	23	11 23	23	23 05	24	12 48	American.	United States Navy.	289 0	26 0	...	Callao.	Guantanamo.	...	...	...	...
Crownshield 4	14	...	23	11 23	23	23 32	24	12 50	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Treble 4	14	...	23	11 32	23	23 35	24	1 05	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Nevada 4	14	...	23	11 33	23	21 15	23	21 15	American.	United States Navy.	575 0	95 0	...	Callao.	Guantanamo.	...	...	...	...
Steward 4	14	...	23	12 12	24	0 48	24	2 56	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Herbert 4	14	...	23	12 19	24	0 52	24	12 52	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Dickerson 4	14	...	23	12 32	24	1 12	24	2 57	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Schenck 4	14	...	23	12 38	24	1 20	24	3 08	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Bernadou 4	14	...	23	12 55	24	1 00	24	3 15	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Blakeley 4	14	...	23	12 55	24	1 03	24	3 03	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Graham 4	14	...	23	13 46	24	2 32	24	3 15	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Barney 4	14	...	23	13 55	24	2 36	24	3 07	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Leary 4	14	...	23	14 01	24	2 43	24	3 46	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Goldborough 4	14	...	23	14 04	24	2 50	24	3 08	American.	United States Navy.	310 0	31 0	...	Callao.	Guantanamo.	...	...	...	...
Chile.	23	0 00	23	14 30	24	3 44	...	...	American.	Pacific Steam Navigation Co.	350.2	43.1	16.6	Valparaiso.	Cristobal.	General.	412	4,065	2,668
Prometheus.	23	1 10	24	6 35	24	16 22	25	6 18	American.	United States Navy.	450 0	60 0	22 6	Callao.	Guantanamo.	Nitrate of soda.	7,757	5,692	3,919
H. H. Asquith.	23	21 30	24	6 38	24	17 32	24	17 32	British.	Williams & Mordey.	390 1	52 5	26 0	Talca.	Payal.	Nitrate.	3,616	2,920	1,973
Lake Ellijay 6.	23	14 30	24	7 08	24	18 52	24	20 37	American.	N. O. & S. A. S. Co.	253 0	43 0	24 3	Iquique.	Charleston.	Nitrate.	...	...	...
Vireo.	4	16 05	24	9 08	24	16 32	25	15 05	American.	United States Navy.	180 0	35 6	...	Balboa.	Guantanamo.	...	...	...	...
Bobolink.	4	16 11	24	9 08	24	16 35	25	15 05	American.	United States Navy.	180 0	35 6	...	Balboa.	Guantanamo.	...	...	...	...
Quail.	4	16 21	24	9 17	24	17 30	25	15 05	American.	United States Navy.	180 0	35 6	...	Balboa.	Guantanamo.	...	...	...	...
Rail.	4	16 17	24	9 17	24	17 33	25	15 05	American.	United States Navy.	180 0	35 6	...	Balboa.	Guantanamo.	...	...	...	...
Balboa.	24	13 24	24	14 54	24	22 52	...	...	American.	Columbian Maritime Co.	190 0	29 1	15 0	Buenaventura.	Cristobal.	(s)	631.61	741	350
Songdian.	24	3 10	24	15 05	24	23 55	24	23 55	Norwegian.	S. O. Stray & Co.	330 0	47 3	21 0	Caleta Colosa.	Oriend.	Nitrate.	4,525	3,768	2,532
Gloriana 11.	1-28	10 00	24	11 00	24	22 40	...	...	American.	Carl K. McFadden.	63.7	13.8	...	David.	Cristobal.	...	...	...	...
Mary Luckenbach.	24	16 00	25	6 31	25	15 19	25	16 02	American.	Luekenbach Terminals.	410 5	54 3	19 0	San Francisco.	New York.	General.	700	6,580	4,927
Nokotay.	24	9 15	25	7 04	25	16 12	25	18 17	American.	U. S. and Australia Line (S. B.).	402 6	53 0	14 0	Brisbane.	New York.	General.	2,000	6,580	4,927
Cecil County.	25	8 30	26	6 53	26	13 55	26	14 14	American.	Columbia Shipping Co. (S. B.).	481 0	59 2	20 6	Iquique.	New Orleans.	Fuel oil.	13,000	8,097	5,406
Jamaica.	25	1 30	25	8 17	23	17 08	...	...	British.	Pacific Steam Navigation Co.	220 0	34 0	11 6	Champerico.	Cristobal.	General.	171	1,187	622
Cardelia.	25	19 00	26	7 35	26	15 03	26	14 44	British.	C. T. Bowring & Co.	420 3	54 3	19 0	Antofagasta.	Port Lobos.	Ballast.	6,690	4,963	...
Celtic Prince.	25	23 20	26	8 49	26	17 49	26	19 05	British.	Prince Line.	449 0	54 6	24 0	Shanghai.	Boston.	General.	7,200	...	...
Artigas.	26	13 00	26	13 59	26	21 04	26	21 04	American.	N. Atl. & Western S. S. Co. (S. B.).	390 0	54 2	19 6	Los Angeles.	Philadelphia.	General.	1,454	6,161	4,427

<sup>10</sup> S. B.

<sup>11</sup> For orders.

<sup>12</sup> Coffee, hats, gold dust, ivory nuts, and bark.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(Continued on page 423, column 2.)

### Departure of the Fleets.

The Atlantic and Pacific fleets of the United States Navy, which arrived at Balboa on February 14, departed last week. The Atlantic fleet left on February 23, passing through the Canal on its way to Guantanamo, and the Pacific fleet cleared on February 25 for San Diego.

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### Destroyer "Woolsey" Sunk in Consequence of Collision.

The destroyer *Woolsey* of the Pacific fleet of the United States Navy, bound from Balboa to San Diego, was in collision with the merchant ship *Steel Inventor*, bound for the Canal, at a point about 13 miles off Coiba Island, Panama, early in the morning of February 26, and sank while the effort was being made to beach her. Sixteen men of the crew of 120 were drowned. Fifteen of the recovered bodies were sent on to San Diego on the destroyer *Aaron Ward*; later the body of another man was recovered, and was brought to Balboa on the destroyer *Buchanan* and buried in Corozal Cemetery.

After the sinking, the *Steel Inventor* proceeded to Balboa, accompanied by the *Buchanan*. The 2 vessels reached Balboa in the late afternoon of February 27. The *Steel Inventor* was damaged on the port bow, and is being repaired at Balboa shops. An inquiry is being made into the cause of the collision.

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### Quick Work in Dry-docking and Repairing Destroyers.

During the stay of the combined fleet at Balboa, call was made on short notice for the dry-docking and repair of the destroyer *Wickes*, with the request that she be placed in the dock on Tuesday, February 22, and finished by evening of Wednesday, February 23, without the use of overtime. While the *Wickes* was in dry dock, request was made at 1.30 a. m., February 23, that work on her be expedited and that the destroyer *Mugford* be dry-docked as soon as possible thereafter. With rush work the *Wickes* was finished and withdrawn at 8.30 in the morning of February 23, and the *Mugford* immediately placed in the dock. The dock was pumped out and the necessary work done on the *Mugford*, under rush conditions, so that she was able to leave the dry dock at 4 o'clock that afternoon and sail with her squadron on scheduled time.

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### Disapproval of Libeling Vessels for Assistance Rendered in Canal Waters.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., February 21, 1921.

*To all concerned*—Quite recently the Governor has had a request from an employee for permission to libel a vessel which caught fire while lying at a pier in the harbor of Balboa. This employee was on duty at the time he proceeded to the assistance of the vessel, although not on duty with reference to that vessel.

It is the belief of the Governor that all employees of The Panama Canal should be considered available for such emergency work as is involved in rendering assistance to a vessel on fire within the confines of the port of Balboa without laying the vessel liable to libel for salvage. The Governor considers that all shipping within the Canal prism, or, to be exact, within the limits marked by the sea buoys at Balboa and the breakwater at Cristobal, have a right to expect any assistance from the equipment and personnel of The Panama Canal which is necessary for their proper care, preservation and handling in Canal Zone waters.

He believes that the equipment of the Canal Zone is maintained for the above purpose; and that the reputation of the Canal for fair dealing requires that the above viewpoint be insisted upon and maintained. In view of the above, the Governor will not approve in future, any proposal to libel vessels for assistance in emergencies

within the Canal waters; and if any such libel is placed by a Canal employee, it will be considered that such employee has taken action which is inimical to the best interests of the Canal, even though such action technically be within the law.

By direction of the Acting Governor.

C. A. MCLVAINE,  
Executive Secretary.

### Ship Bunkered With 1,002 Tons of Coal in 1 Hour and 10 Minutes.

In addition to the records for rapid bunkering of ships with coal at the Cristobal coaling station, published in THE PANAMA CANAL RECORD of December 15, 1920, the Superintendent of Coaling Plants has reported a new high record for the delivery of approximately 1,000 tons. This was the bunkering of the steamship *Pakeha* on December 24, 1920, with 1,002 tons in 1 hour and 10 minutes. The tons are gross tons of 2,240 pounds.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended February 26:

U. S. S. *Dahlgren*, small miscellaneous S. E. repairs; U. S. S. *Wm. Jones*, small miscellaneous S. E. repairs; yacht *Gloriana*, manufacture and installation of skeg fitting and miscellaneous repairs; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. S. *Mallard*, repairs to main engine, feed heater, and generators; U. S. S. *Wyoming*, repairs to main turbines and refrigerating system; U. S. S. *Pennsylvania*, cut, roll, and flange 24 plates; U. S. S. *Mason*, renew starboard propeller guard; tug *Bohio*, general repairs and rebuilding; steamship *Sussex*, heavy accident repairs and docking, cleaning, and painting; U. S. S. *New Mexico*, repairs to main engines and ammunition hoists; barges *Nos. 132, 134, and 135*, general repairs; steamship *Caddo*, heavy repairs; launch *Pilot*, general repairs; steamship *Caribbean*, general repairs; U. S. S. *Cuyana*, minor S. E. repairs; U. S. S. *Orion*, temporary repairs to shell plating; U. S. submarines *O-11 and O-16*, periodical overhaul; U. S. S. *Mugford*, docking, staging, cleaning, painting, and propeller repairs; U. S. S. *Semmes*, manufacture worm gear; U. S. S. *Wickes*, dock, clean, and paint bottom, and hull repairs; bark *C. D. Bryant*, services of diver; steamship *Golden State*, galley repairs; barge *No. 138*, general repairs.

The following vessels were at the Cristobal shops for repairs during the week ended February 28:

Steamships *Panama, Cristobal, and Ancon*, miscellaneous repairs and painting to engine, deck, and steward departments; *North American*, repairs to hull, cleaning and painting hull; U. S. S. *Eagle No. 31*, install ballast, clean and paint bottom; launches *Sarita*, miscellaneous repairs, paint hull above water line and superstructure; *Capron*, repair hull, sheathing, engine, and pump, etc.; *Mc Kee*, repair hull and engine; *Putnam*, repairs to hull, wheel, and shaft as directed; barge *No. 19*, scale and paint; steamships *Jamaica*, repair beams under boiler, repair auxiliary steam pipe, etc.; *Balboa*, renew screws on portholes, etc.; *Morristown*, realign engine and compressor, ice machine, etc.; *Chile*, weld staynut, port boiler, repair circulating pump, shaft, etc.; *Macoris*, repair blower engine in fireroom, overhaul throttle valve of feed pump, etc.; *Oropesa, Melapan, Heredia*, U. S. A. T. *Santa Leonora*, steamship *Utique*, U. S. S. *Eagle No. 4*, steamships *Hawkeye State, Golden State, Cartago, Manavi, Penga, and Bourne*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 26, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Adams.....	Pacific Mail Steamship Co.....	February 20...	February 21...	303	.....
Manavi.....	Pacific Steam Navigation Co.....	February 21...	February 22...	1	.....
Chile.....	Pacific Steam Navigation Co.....	February 23...	February 23...	7	.....
Golden State.....	Pacific Mail Steamship Co.....	February 24...	February 24...	.....	2
Balboa.....	Colombian Maritime Co.....	February 24...	February 24...	1	.....
Jamaica.....	Pacific Steam Navigation Co.....	February 25...	February 25...	2	.....
Peru.....	Pacific Steam Navigation Co.....	February 26...	February 26...	1	117
Cecil County.....	United States Shipping Board.....	February 25...	February 26...	1,857	.....
Cooleha.....	Pacific Motorship Co.....	February 26...	February 26...	328	97

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Cristobal for Week Ending February 26, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jan Van Nassau.....	Royal Dutch W. I. Mail.....		February 20...		1,090
Gen. G. W. Goethals..	Panama Railroad Steamship Line.	February 20..	February 21..	3,100	309
Alianca.....	Panama Railroad Steamship Line.		February 21..		1,158
Quilpue.....	Pacific Steam Navigation Co.....		February 21..		38
Point Adams.....	Pacific Mail Steamship Co.....	February 21..	February 22..	700	
Bourne.....	Royal Dutch W. I. Mail.....	February 21..	February 23..	175	(*)
Cartago.....	United Fruit Co.....	February 21..	February 24..	1,012	71
Manavi.....	Pacific Steam Navigation Co.....	February 22..		140	
Atenas.....	United Fruit Co.....	February 23..	February 23..		20
Huasco.....	Chilcan Line.....		February 24..		1,394
Barima.....	Pacific Steam Navigation Co.....		February 25..		410
Peru.....	Pacific Steam Navigation Co.....		February 26..		598
Macoris.....	French Line.....	February 23..	February 26..	56	77
Chile.....	Pacific Steam Navigation Co.....	February 24..		408	
Quillota.....	Pacific Steam Navigation Co.....	February 24..	February 26..	110	110
Arana.....	Pacific Steam Navigation Co.....		February 26..		1,177
Balboa.....	Colombian Maritime Co.....	February 24..		651	
Ulua.....	United Fruit Co.....	February 25..	February 26..	483	133
Jamaica.....	Pacific Steam Navigation Co.....	February 25..		170	
Panama.....	Panama Railroad Steamship Line..	February 26..		2,090	
San Bruno.....	United Fruit Co.....	February 26..	February 26..	70	* 100

\* No cargo laded.

\* Pounds.

**Notice to Mariners.—Change of Light at Cartagena, Colombia.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., February 24, 1921.

CIRCULAR NO. 643-79:

The Colombian Postal Agent at Colon has received the following cablegram:

"CARTAGENA, COLOMBIA, February 16, 1921.

Advise Port Captains lighthouse Boca Chica changed stationary light for intermittent light, 12 flashes per minute.

(Signed) CUSTOMS."

This light is described in H. O. 130, Central America and Mexico Pilot, 1920, as "fixed white, elevated 60 feet, visible 12 miles, on wooden tower on the east corner of Fort San Fernando, northern side of entrance." Its position is approximately 10° 19' 24" N., and 75° 34' 38" W., according to H. O. Chart 978.

JAY J. MORROW,  
Acting Governor.

**Service at Balboa Restaurant During Visit of Fleets.**

During the week from February 16 to 22, inclusive, while the fleets were at Balboa, the Balboa restaurant of The Panama Canal served a total of 19,270 meals, an average of 2,753 per day. The number of meals served at the restaurant ordinarily is about 1,000 per day. The figures given are for the cafeteria and the *a la carte* tables combined. By employing extra help and two cashiers it was possible almost to triple the capacity of the restaurant, without increasing the average time of waiting in line to more than 6 or 7 minutes. Seats at tables for the patrons were available at all times.

**Expedition Collecting Specimens for Museum.**

An expedition from the Everhart Museum in Scranton, Pa., in charge of Dr. R. N. Davis, director of the museum, and including also Dr. J. G. Sanders, chief of the Bureau of Plant Industry of the State of Pennsylvania, Mr. M. J. Kelly, taxidermist, and Mr. Ford Petlick, representing the Boy Scouts, has been on the Isthmus several weeks, and will be here until March 20, collecting specimens of fauna and flora to be placed in the museum. The expedition is not intended

to make anything approximating a complete survey, or to do much original research, but primarily to gather representative specimens. It has worked principally in the Chagres Valley, above Gamboa, and along the Bayano River. Several hundred specimens of animals, reptiles, birds, and insects, and a variety of plants, have been secured so far. Doctor Davis has expressed admiration at the great variety of life to be found in the country.

An item of local interest in the findings of the expedition is that all of the specimens of *crocodilia* encountered on the Isthmus have been crocodiles and none of them alligators. The local practice is to call them alligators. The primary difference between the species lies in the shape of the snout and lower jaw, those of the crocodile being long and thin, narrowing at the outer end; while the alligator has them relatively short and blunt.

#### **Mule Killed, Apparently by Crocodile, in Chagres River.**

An American mule owned by the Supply Department and used by the contractor on Limon plantation was killed recently while trying to ford the Chagres River near the plantation. When about halfway across the river he began to kick and scream and soon went down. His body was found later, upstream, with one foreleg and shoulder chewed away. It is assumed that he was killed by a crocodile.

#### **Reduction in Cases of Malaria.**

A study of the reports of cases of malaria during the calendar years 1919 and 1920 shows a gratifying reduction in the cases. The following table shows the cases reported among employees of The Panama Canal and the Panama Railroad Company, and among nonemployees, in the areas of sanitation, the cattle camps and plantations, and miscellaneous unsanitated areas in the Canal Zone; and also from the cities of Colon and Panama, and miscellaneous unsanitated areas outside of the Canal Zone:

COMPARATIVE STATEMENT OF TOTAL NUMBER OF MALARIA CASES REPORTED DURING  
THE CALENDAR YEARS OF 1919 AND 1920.

	Employees.		Non-employees.		Total.	
	1919.	1920.	1919.	1920.	1919.	1920.
Canal Zone, sanitated areas.....	236	138	637	438	873	576
Canal Zone, cattle camps and plantations.....	301	111	28	6	329	117
Canal Zone, miscellaneous unsanitated areas.....	21	18	47	17	68	35
Colon.....	70	20	69	21	139	41
Panama.....	62	30	119	70	181	100
Miscellaneous unsanitated areas outside Zone.....	62	84	462	268	524	352
Total.....	752	401	1,362	820	2,114	1,221

Reductions are shown in all cases with the exception of the "Miscellaneous unsanitated areas outside Zone" where there was an increase from 62 to 84 cases. The Health Department states that this adds weight to its frequent warnings against unnecessary exposure, especially at night, in the near-by areas outside of the Canal Zone, which have not been subjected to sanitation. The decrease of danger of infection in the areas of sanitation appears to be reflected in an unwarranted belief in security in areas which have not been sanitated.

In general, the decrease in infection is attributed to an extension of the areas of sanitation. In the Colon-Cristobal district, for example,

the previous limit of sanitation was at Mount Hope, but during the past year, this was extended over a mile beyond Mount Hope. In the Corozal-Ancon-Panama area, the previous limit was the old Corozal-Panama Road, and in the past year sanitary work was carried to the eastward of this road approximately a quarter of a mile, by treating a number of small streams and swamps which resulted from the clogging of these streams by vegetation. The effort is being made steadily to substitute permanent tile drainage for such temporary measures as cleaning and oiling of ditches, where frequently antimosquito work is effective for no longer than 10 days unless repeated.

During the first visit of the combined Atlantic and Pacific fleets, in January, 1921, warnings were distributed against unnecessary exposure. The ships' surgeons were provided with forms for reporting cases of malaria contracted during the visit of the fleets. Only one case was reported and it is not certain that it was contracted on the Isthmus.

Bubonic plague is considered the greatest menace to the health of the Isthmus, if it should be introduced in spite of the antirrat work and quarantine precautions carried on by the Health Department. There are no cases of plague on the Isthmus, and it has never started since the American occupation, save for an isolated case in 1905. Malaria, however, is endemic and is the most persistent of the diseases with which the Health Department has to contend. The reduction in the last year is considered as very promising and to speak well for the cooperation of the employees with the Health Department.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Physician, \$250 to \$360 a month (male and female); form 1312; announcement No. 641; age, 22 but not 31 years; vacancies exist in The Panama Canal Service; March 12, 1921.

Apprentice draftsman, \$900 to \$1,050 a year (male and female); form 1312; announcement No. 128; age, 16 but not 55 years; vacancies exist in the Langley Memorial Aeronautical Laboratory, Langley Field, Hampton, Va.; March 29, 1921.

Assistant dairy husbandman, \$1,680 to \$2,220 a year (male and female); form 1312; age, below 45 years; vacancies exist in the Dairy Division, Bureau of Animal Industry, Department of Agriculture; April 13, 1921.

Associate agricultural economist, \$3,600 a year (male and female); form 2118; announcement No. 122; age, 25 but not 55 years; vacancies exist in the Office of Farm Management, Department of Agriculture; March 15, 1921.

Associate in clinical psychiatry and psychotherapy, \$2,500 a year (male and female); form 2118; age, within reasonable age limits; vacancies exist in St. Elizabeth's Hospital, Washington, D. C.; March 29, 1921.

Auditor, Income Tax Unit, \$1,800 to \$3,000 a year (male and female); form 1312; announcement No. 74-amended; age, 23 but not 50 years; vacancies exist in the Income Tax Unit, Bureau of Internal Revenue, Treasury Department; March 23, 1921.

Chiefs of Divisions, Bureau of Foreign and Domestic Commerce, announcement No. 77-amendment; educational and experience requirements amended.

Dairy husbandman, \$2,500 to \$3,500 a year (male and female); form 2118; age, 21 but not 50 years; vacancies exist in the Dairy Division, Bureau of Animal Industry, Department of Agriculture; March 29, 1921.

Expert aid (optical); \$10 per diem; No. 61-amendment; closing date postponed from February 15 to March 1, 1921.

Forest assistant, \$1,200 to \$1,800 a year (male and female); form 1312; announcement No. 121; age, 20 but not 50 years; vacancies exist in the Forest Service, Department of Agriculture and Indian Service, Department of the Interior; March 23-24, 1921.

Hydrographer, \$1,500 to \$1,800 a year (male and female); form 1312; announcement No. 119; age, 22 but not 55 years; vacancies exist in the Reclamation Service, Provo, Ill.; March 22, 1921.

Instrument maker, \$1,400 a year, Coast and Geodetic Survey; \$6.16 to \$7.20 per diem, Department of Steam Engineering, Navy Yard, Washington, D. C.; \$6.88 per diem, Naval Observatory; \$900 to \$1,800 a year, Bureau of Standards, Department of Commerce; \$1,200 a year, Office of the Secretary of Agriculture (male and female); form 1312; age, 20 but not 50 years; vacancies exist in the above-mentioned places; June 1, 1921.

Mineral examiner, \$1,500 to \$1,620 a year (male and female); form 1312; announcement No. 125; age, 21 but not 50 years; vacancies exist in the General Land Office Service; March 23, 1921.

Reconstruction assistant, psychotherapy and occupational therapy; \$600 to \$960 a year (male and female); form 304; age, 21 but not 55 years; vacancies exist in the Public Health Service; June 1, 1921.<sup>4</sup>

Senior assistant physician, \$2,500 to \$3,500 a year; assistant physician, \$2,000 to \$2,500 a year; junior assistant physician, \$1,500 to \$1,800 a year (male and female); form 2118; announcement No. 120; age, below 55 years; vacancies exist in St. Elizabeth's Hospital, Washington, D. C.; March 22, 1921.

Senior mechanical engineer, grade I, \$3,000 to \$5,000 a year (male and female); form 1312; announcement No. 126; age, below 55 years; vacancies exist in the Bureau of Locomotive Inspection, Interstate Commerce Commission, Washington, D. C.; March 29, 1921.<sup>4</sup>

Telegraph operator, \$900 to \$1,600 a year (male and female); forms 304 and 1140; age, within reasonable age limits; vacancies exist in the Bureau of Markets; Department of Agriculture and other places; March 23, April 25, and May 25, 1921.

<sup>4</sup> 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 day.

## Official Circulars.

### Changes to Departmental Tariff "A."

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 4, 1921.

*To all concerned*—The following changes and additions are made to Departmental Tariff "A"—Schedule of Rates for Supplies and Services Furnished to Departments and Divisions of The Panama Canal, Panama Railroad, other Departments of the United States Government, employees, and those entitled to employees' rates, except where otherwise specified:

Class VI—HOTELS, RESTAURANTS, AND MESSES.

Item 2.

Hotel Tivoli.

(Effective January 26, 1921.)

Tivoli Annex, House No. 438: 1 person 2 persons  
Employees . . . . . per day. \$1.50 \$2.50

Class IX—MISCELLANEOUS.

Item 9.

Telephones.

(Effective January 26, 1921.)

4. No charge will be made against the subscriber for the installation of a telephone for private use, but applications will not be approved if the cost of installation is considered by the Electrical Engineer to be excessive. No charge will be made for removal or change of location of private telephones, unless changes of location are requested within 6 months of the date of original installation, or within 6 months of any change of location made without charge, in which case the cost of the change will be charged against the subscriber.

CHESTER HARDING,

Governor, *The Panama Canal*,  
President, *Panama Railroad Company*.

(NOTE—The above changes and additions will be included in Supplement No. 3 to Departmental Tariff "A," when this supplement is issued.)

### Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., February 16, 1921.

CIRCULAR No. 280:

Effective February 14, 1921, Mr. W. F. Foster is designated an accountable official of The Panama Canal, *vice* Mr. S. W. Heald, and as such will account for all nonexpendable property in use by the Superintendent, Panama Railroad, and Panama Canal transportation.

H. A. A. SMITH,  
Auditor, *The Panama Canal*.

Approved:

JAY J. MORROW,  
Acting Governor.

### Holding Quarters While at Temporary Station.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 18, 1921.  
CIRCULAR No. 627-29:

1. A bachelor transferred away from his regular home station for a period in excess of 30 days, will be required to give up the quarters regularly assigned to him at his home station. A married man will be required to file application for quarters at his new station, if his temporary transfer exceeds 60 days.

2. These rules shall apply in all cases, except where an employee is sent to another station to provide relief for a permanent employee on vacation leave, in which case the maximum temporary period for holding quarters at his home station will be 120 days.

3. Circular No. 627-24, dated June 3, 1919, is amended accordingly.

JAY J. MORROW,  
Acting Governor.

### Acting Chief Quartermaster.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 23, 1921.

*To all concerned*—Effective February 24, 1921, and during the absence on leave of Mr. R. K. Morris, Mr. Roy R. Watson will act as Chief Quartermaster.

JAY J. MORROW,  
Acting Governor.

### Collections for Lost Property.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 19, 1921.

CIRCULAR No. 279:

*To all concerned*—Beginning with February, 1921, accounts, Circular No. 264, which provided that credits covering collections for lost property be passed to divisions through their stores accounts, is hereby canceled.

On and after February 1, accomplished pay roll deductions for lost property will be reported by the Claims Bureau to the General Accounts Section. The General Accounts Section will make up a detailed statement covering the transfer from the Paymaster to the Collector of all collections for lost property.

The Chief Examiner's Section in making up the journal entry of receipts and transfers of money by the Collector, will take into account such transfers, and all lost property collections will be credited to the respective divisions' unclassified expense account instead of Account 13-1, as was provided in Circular No. 264.

The Chief Examiner's Section will also furnish the Cost Accountant copies covering the detail of credits to the unclassified expense accounts as carried out prior to the change made by the canceled circular above mentioned.

The divisions making up certificates for deductions covering lost property on form 5221-2

will check the accomplished copies received from the Bureau of Pay Rolls to make sure that all such requests have reached the pay roll section and that the necessary deductions have been made. If a division fails to get credit for all deductions requested, the matter should be taken up with the Bureau of Pay Rolls for investigation.

After the accomplished copies have been returned by the Bureau of Pay Rolls, certifying that deduction has been made, the divisions or bureaus interested will forward the original and one copy to the Auditor, when same covers non-expendable property, and the original only when it covers expendable material.

H. A. A. SMITH,  
Auditor, The Panama Canal.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., February 28, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forwarding may be made by telephone, calling No. 182, Balboa:

- |                             |                       |
|-----------------------------|-----------------------|
| Alkins, Mrs. Betsy          | Lacroisade, E.        |
| Aponte, Miguel              | Larick, Seymour       |
| Arnaud, Mrs. P.             | MacEachron, Mrs.      |
| Bertz, Miss Helen           | Arthur.               |
| Bramin, Mrs. E. F.          | Mulcahy, Mrs. M. J.   |
| Bromley, Helen Louise       | Quist, Mrs. Clara     |
| Burleson, Dr. John F.       | Richardson, Mrs. Lee  |
| Callahan, Wm. J.            | J.                    |
| Davis, J. M.                | Robert, Miss Agnes    |
| Dice, C. E.                 | Schneegross, Victoria |
| Donohue, Mary               | Schultz, Charles      |
| Duran, Tessie               | Shea, Mrs. Thom       |
| Estwick, Ernest             | Shearer, Glenn H.     |
| Faby, Mrs. M. E.            | Smith, Frank          |
| Franzen, Frederick          | Smith, S. F.          |
| Fuller, Mrs. F. D.          | Talbot, Frank S.      |
| Grady, Edward               | Vernon, Mary          |
| Haas, Charles               | Walton, R. H.         |
| Holmes, Mrs. Freder-<br>ick | Whale, Edmund E.      |
| Jordan, Augustus            | Wilkinson, J. M.      |
| Kodgeman, Ed.               | Wimberly, G. F.       |
| Kelly, Wm. O.               | Winkler, Robert       |

**Sale of Gasoline Launch.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, up to 10.30 a. m., March 7, and then opened, for the purchase of the gasoline launch *Pioneer*. 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.

**Sale of Laying Mash.**

The Summit Poultry Farm has on hand about 6,000 pounds of laying mash, in excess of the amount required, which is offered for sale at \$7.42 per cwt. f. o. b. Summit poultry farm. Orders should be placed on the Superintendent of the Cattle Industry Division, Cristobal.

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:

White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50. All sales f. o. b. Summit.

**Additions to Commissary Stock.**

*Dry Goods Section.*

- |  |                     |
|--|---------------------|
| Hair remover, powder, "Denny's" depila-<br>tory," pkg.   | \$0.58              |
| Towels, bleached, Turkish, cotton, 21" x 40"             | .36                 |
| <i>Hardware Section.</i>                                 |                     |
| Cases, suit, leather, cordovan color, 24", ea            | 13.75               |
| Irons, electric, flat, 3-lb., with cord and<br>caps, ea. | 4.90                |
| Irons, electric, flat, 8-lb., with cord and<br>caps, ea. | 7.45                |
| Trunks, steamer, canvas covered, 36", ea.                | 8.10                |
| Trunks, steamer, fiber, 38", ea.                         | \$13.70 and \$19.45 |

PORT OF CRISTOBAL.		PORT OF BALBOA.		PORT OF CRISTOBAL.	
*ARRIVALS.		*DEPARTURES.		*ARRIVALS.	
Date.	Vessel.	Date.	Vessel.	Date.	Vessel.
Feb. 20	United States Army	Feb. 20	Jan Van Nassau	Feb. 20	Royal Netherlands W. I. Mail
Feb. 20	United Fruit Co.	Feb. 20	Atenas	Feb. 20	United Fruit Co.
Feb. 20	Panama Railroad Steamship Line.	Feb. 21	Atenas	Feb. 21	New York via Haiti.
Feb. 22	United Fruit Co.	Feb. 22	Achilles <sup>15</sup>	Feb. 22	Panama Railroad Steamship Line.
Feb. 23	United Fruit Co.	Feb. 23	Atenas	Feb. 23	Norfolk.
Feb. 23	French Line.	Feb. 23	St. Mihiel <sup>14</sup>	Feb. 23	New Orleans.
Feb. 23	K. Olsen	Feb. 24	Cartago	Feb. 23	New York.
Feb. 23	Gansfjord.	Feb. 24	Gansfjord	Feb. 23	New Orleans via Bocas del Toro and Habana.
Feb. 25	United Fruit Co.	Feb. 26	Maoris	Feb. 24	Santa Marta.
Feb. 25	San Bruno	Feb. 26	Ulua	Feb. 24	Puerto Colombia.
Feb. 26	United States Army	Feb. 26	San Bruno	Feb. 24	New York via Port Limon and Habana.
Feb. 26	Panama Railroad Steamship Line.	Feb. 26	Araucaria	Feb. 24	Boston.
Feb. 26	Transport.	Feb. 26		Feb. 24	Puerto Barrios.
Feb. 20	St. Mihiel <sup>14</sup>	Feb. 20	Tokuyo Maru	Feb. 20	
Feb. 20	Atenas	Feb. 21	Saiyo Maru	Feb. 21	Valparaiso.
Feb. 20	Gen. G. W. Goethals.	Feb. 21	Coolia	Feb. 21	Hongkong.
Feb. 22	Cartago	Feb. 25		Feb. 25	San Francisco.
Feb. 23	Atenas				
Feb. 23	French Line.				
Feb. 23	K. Olsen				
Feb. 25	Gansfjord.				
Feb. 25	Ulua.				
Feb. 26	San Bruno				
Feb. 26	United Fruit Co.				
Feb. 26	United States Army				
Feb. 26	Panama Railroad Steamship Line.				

\*Other than ships passing through the Canal.

<sup>14</sup> Transport.

<sup>15</sup> And barge *Derrien*.

**Locations of Patients, and Visiting Hours, at Ancon Hospital.**

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.	
<b>Section "A"—White American, male:</b>			
Ward No. 1, Medical, Eye and Ear .....	44	Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.50 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.	
Ward No. 2, Medical, Eye and Ear .....	41		
Ward No. 3, Surgical .....	44		
Ward No. 4, Surgical .....	41		
Cells (2) .....	2		
	172		
<b>Section "B":</b>			
White American, female .....	23	Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted.	
White foreign, female .....	15		
Nursery .....	16		
Private rooms (49) .....	45		
Cells (2) .....	2		
	102		
<b>Section "C":</b>			
Ward No. 9, White foreign, male .....	39	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.	
Ward No. 10, Colored, eye and ear, convalescent medical .....	39		
Ward No. 11, Colored Acute surgical .....	39		
Ward No. 12, Colored Acute medical .....	39		
Ward No. 13, Colored Convalescent surgical .....	39		
Ward No. 14, Colored Convalescent surgical .....	39		
Cells (6) .....	6		
Rooms (7) .....	7		
	247		
<b>Section "D":</b>			
Ward No. 15 .....	41	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m.	
Ward No. 16 .....	39		
Ward No. 17, Colored children .....	32		
Ward No. 18, White children .....	30		
Ward No. 19, Colored female medical .....	41		
Ward No. 20, Colored female surgical .....	34		
Rooms (6) .....	6		
Cells (6) .....	6		
	229		
<b>Isolation:</b>			
Floor No. 1 .....	14	No visitors permitted.	
Floor No. 2 .....	29		
Floor No. 3 .....	28		
Floor No. 4 .....	28		
	99		
Total number of beds .....	849		

Emergency passes are issued only by and in the discretion of the section nurse.

**COMMISSARY NOTE.**

**Books.**

**Books received:**

"Spanish-English Dictionaries; "The Devil's Paw," by E. Phillips Oppenheim; "Drums of Jeopardy," by Harold McGrath; "Chips of Jade," by Arthur Guiterman; "Poor Man's Rock," by E. W. Sinclair; "The Mind of a Woman," by A. T. Schofield; "Letters to a Niece and Prayer to the Virgin of Chartres," by Henry Adams; "The Joyful Heart," by Robert Haven Schaffer; "The Leopard Woman" by Stewart Edward White; "The Eyes of the World," by Harold Bell Wright; "The Hidden Hand," by Mrs. Southworth; "The Conquest of Canaan," by Booth Tarkington; "Extricating Obadiah," by Joseph C. Lincoln; "Cruel as the Grave," by Mrs. Southworth; "The Wire Devils," by Frank L. Packard; "Lin McLean," by Owen Wister; "The Two-Gun Man," by Charles Alden Seltzer; "The Fighting Chance," by Robert W. Chambers; "Lucille," by Owen Meredith; "Bob, Son of Battle," by Alfred Ollivant; "The Conspirators," by Robert W. Chambers; "Bambi," by Marjorie Benton Cooke; "The Barrier," by Rex Beach; "Window in Thrums," by J. M. Barrie; "The Sin That Was His," by Frank L. Packard; "Athaliae," by Robert W. Chambers; "The Cinema Murder," by E. Phillips Oppenheim; "House of Whispering Pines," by Anna Katharine Green; "The Crimson Gardenia," by Rex Beach; "Within the Law," by Bayard Veiller; "The Iron Woman," by Margaret Deland; "Arizona," by Augustus Thomas; "Girl of the Lumberlost," by Gene Stratton Porter; "The Short Stop," by Zane Grey; "Where There's a Will," by Mary Roberts Rinehart; "Empty Pockets," by Rupert Hughes; "The Call of the North," by Stewart Edward White; "The Girl Phillipa," by Robert W. Chambers; "The Sea Wolf," by Jack London; "Indian Fairy Tales," by Joseph Jacobs; "Japonette," by Robert W. Chambers; "The Iron Trail," by Rex Beach.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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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 XIV.

Balboa Heights, C. Z., March 9, 1921.

No. 30.

## Increasing Oil Storage Facilities at Terminals.

Three more oil storage tanks, each of approximately 55,000 barrels capacity, are being erected in the oil storage farm at Cristobal, at the Atlantic terminus of the Canal, where 12 tanks are now in service for supplying ships with fuel and Diesel oil. The new tanks are for the Arrow Oil Company, the Pacific Mail Steamship Company, and the United Fruit Company. With their addition, the storage capacity at the Cristobal plant will be over 805,000 barrels, and the total at the 2 terminal plants over 1,375,000 barrels.

With the new tanks, the facilities of The Panama Canal and the several companies will be as follows:

Owner.	Cristobal.		Balboa.		Total both terminals.	
	No. of tanks.	Aggregate storage.	No. of tanks.	Aggregate storage.	No. of tanks.	Aggregate storage.
The Panama Canal.....	4	196,587	5	199,781	9	396,368
Panama Canal Storage Corporation.....	2	110,872	2	110,584	4	221,456
West India Oil Co.....	2	110,000	2	84,946	4	194,946
Union Oil Co. of California.....			4	149,078	4	149,078
Huasteca Petroleum Co.....	2	111,721			2	111,721
The Texas Co.....	2	111,515			2	111,515
Arrow Oil Co.....	1	55,000			1	55,000
Pacific Mail Steamship Co.....	1	55,000			1	55,000
United Fruit Co.....	1	55,000			1	55,000
Panama Agencies Co.....			1	25,064	1	25,064
<b>Total.....</b>	<b>15</b>	<b>805,695</b>	<b>14</b>	<b>569,453</b>	<b>29</b>	<b>1,375,148</b>

<sup>1</sup> Includes 1 tank of 55,954 barrels used for storage of Diesel oil.

<sup>2</sup> Includes 1 tank of 4,038 barrels used for storage of Diesel oil.

Gasoline storage, in addition to the above, is provided by The Panama Canal with a tank of 5,382 barrels (226,028 gallons) at Cristobal, and a tank of 5,404 barrels (226,976 gallons) at Balboa.

The Huasteca Petroleum Company has leased a site for another 55,000-barrel tank at Cristobal, on which it proposes to begin erection shortly. This tank is not included in the figures above.

## Reduction in Price of Fuel Oil.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., March 3, 1921.

*To all concerned*—The following change is made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

### ITEM 22—FUEL AND DIESEL OILS.

Effective March 10, 1921.

1. Fuel oil per barrel of 42 gallons, delivered to vessels at either Cristobal or Balboa..... \$2.75

JAY J. MORROW,

*Acting Governor, The Panama Canal.*

*Second Vice President, Panama Railroad Company.*

(NOTE—The above change will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

## CANAL WORK IN JANUARY.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of January, 1921:

BALBOA HEIGHTS, C. Z., February 25, 1921.

*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, 1921:

## CANAL TRAFFIC.

The number of ocean-going ships passing through the Canal during the month was 354, of which 279 were commercial vessels, and 75 United States Government vessels. A detailed classification of both government and commercial vessels will be found under the tables included in this report.

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months, shows the following:

Panama Canal net tonnage:		
January, 1921.....		1,094,323
December, 1920.....		1,027,918
January, 1920.....		765,533
Average, past 12 months.....		892,254
Registered gross tonnage:		
January, 1921.....		1,383,778
December, 1920.....		1,298,864
January, 1920.....		992,024
Average, past 12 months.....		1,141,053
Registered net tonnage:		
January, 1921.....		883,362
December, 1920.....		823,758
January, 1920.....		632,154
Average, past 12 months.....		725,801
Tolls earned:		
January, 1921.....	\$1,095,857.46	
December, 1920.....	1,007,849.32	
January, 1920.....	766,771.49	
Average, past 12 months.....	885,372.08	
Tons of cargo carried:		
January, 1921.....		1,177,053
December, 1920.....		1,076,539
January, 1920.....		894,628
Average, past 12 months.....		959,879

The total number of vessels and craft of all kinds through the Canal was 358, as compared with 292 for last month. Ocean-going commercial vessels passing through the Canal averaged 9 per day. The average tonnage, tolls, etc., per commercial vessel, as compared with last month's traffic, were as follows:

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,207	3,141
Panama Canal net tonnage.....	3,922	3,879
Registered gross tonnage.....	4,960	4,901
Registered net tonnage.....	3,166	3,108
Tolls.....	\$3,927.80	\$3,803.20
Tons of cargo (2,240 pounds).....	3,859	4,219

Included in the January traffic were 33 vessels engaged in the United States coastwise trade, with an aggregate Panama Canal net tonnage of 150,851, and carrying 157,929 tons of cargo. Of these vessels, 17 passed from the Atlantic to the Pacific, with a total tonnage of 86,086, and carrying 76,593 tons of cargo; and 16 passed from the Pacific to the Atlantic, with a total tonnage of 62,765, and carrying 81,336 tons of cargo.

## PRINCIPAL COMMODITIES.

Bulk shipments of the various commodities included in the January, 1921, traffic were:

## FROM ATLANTIC TO PACIFIC.

Commodity.	From—	To—	Tons.
Coal and coke.....	South Atlantic ports, U. S.....	Chile.....	24,809
Coal and coke.....	South Atlantic ports, U. S.....	Peru.....	4,773
Coal and coke.....	South Atlantic ports, U. S.....	New Zealand.....	21,214
Coal and coke.....	South Atlantic ports, U. S.....	Balboa.....	11,998
Coal and coke.....	North Atlantic ports, U. S.....	Ecuador.....	3,300

## FROM ATLANTIC TO PACIFIC—continued.

Commodity.	From—	To—	Tons.
Coal and coke.....	North Atlantic ports, U. S.	Chile.....	41,216
Coal and coke.....	North Atlantic ports, U. S.	Far East.....	1,799
Coal and coke.....	British Isles.....	Peru.....	1,711
Total, coal and coke.....			110,121
Fuel oil.....	Mexico.....	Chile.....	61,930
Fuel oil.....	Mexico.....	Balboa.....	19,900
Fuel oil.....	Mexico.....	West coast, U. S.....	29,000
Fuel oil.....	North Atlantic ports, U. S.....	Far East.....	3,000
Total, fuel oil.....			113,830
Iron and steel.....	North Atlantic ports, U. S.....	Far East.....	17,356
Iron and steel.....	North Atlantic ports, U. S.....	West coast, U. S.....	26,768
Iron and steel.....	North Atlantic ports, U. S.....	West coast, South America.....	5,896
Iron and steel.....	North Atlantic ports, U. S.....	Australasia.....	3,896
Iron and steel.....	South Atlantic ports, U. S.....	Australasia.....	1,410
Iron and steel.....	Gulf ports, U. S.....	Far East.....	7,488
Iron and steel.....	Gulf ports, U. S.....	West coast, U. S.....	5,100
Iron and steel.....	Gulf ports, U. S.....	West coast, South America.....	3,910
Iron and steel.....	Cristobal.....	Central America.....	600
Total, iron and steel.....			72,424
Refined oils.....	North Atlantic ports, U. S.....	Far East.....	8,509
Refined oils.....	North Atlantic ports, U. S.....	Australasia.....	5,190
Refined oils.....	Gulf ports, U. S.....	Far East.....	25,500
Total, refined oils.....			39,190
Sulphur.....	Gulf ports, U. S.....	West coast, U. S.....	7,000
Sulphur.....	Gulf ports, U. S.....	Australasia.....	6,200
Total, sulphur.....			13,200
Silver sand.....	Belgium.....	West coast, U. S.....	7,044
Cement.....	British Isles.....	West coast, South America.....	3,367
Cement.....	Germany.....	West coast, South America.....	1,250
Cement.....	North Atlantic ports, U. S.....	West coast, South America.....	630
Cement.....	Norway.....	West coast, U. S.....	500
Total, cement.....			5,747
Sugar.....	Cuba.....	West coast, Canada.....	4,950
Cotton.....	Gulf ports, U. S.....	Far East.....	4,241
Chalk.....	Belgium.....	West coast, U. S.....	1,300
Chalk.....	Denmark.....	West coast, U. S.....	503
Total, chalk.....			1,803
Coffee.....	East coast, South America.....	West coast, U. S.....	1,634
Tobacco.....	South Atlantic ports, U. S.....	Far East.....	390
Tobacco.....	South Atlantic ports, U. S.....	West coast, U. S.....	145
Tobacco.....	South Atlantic ports, U. S.....	Australasia.....	797
Total, tobacco.....			1,332

## FROM PACIFIC TO ATLANTIC.

Nitrate.....	Chile.....	North Atlantic ports, U. S.....	13,560
Nitrate.....	Chile.....	South Atlantic ports, U. S.....	47,506
Nitrate.....	Chile.....	Gulf ports, U. S.....	15,215
Total to United States.....			76,281
Nitrate.....	Chile.....	Belgium.....	3,003
Nitrate.....	Chile.....	British Isles.....	13,375
Nitrate.....	Chile.....	Denmark.....	1,700
Nitrate.....	Chile.....	France.....	15,952
Nitrate.....	Chile.....	Germany.....	9,033
Nitrate.....	Chile.....	Holland.....	6,582
Nitrate.....	Chile.....	Italy.....	4,280
Nitrate.....	Chile.....	Netherlands.....	7,723
Nitrate.....	Chile.....	Spain.....	9,887
Nitrate.....	Chile.....	Europe <sup>1</sup> .....	19,744
Total to Europe.....			91,279

<sup>1</sup> Not designated.

## FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	Tons.
Nitrate.....	Chile.....	Azores.....	12,100
Nitrate.....	Chile.....	West Indies.....	16,653
Grand total, nitrate.....			196,313
Wheat.....	West coast, U. S.....	British Isles.....	9,934
Wheat.....	West coast, U. S.....	France.....	11,928
Wheat.....	West coast, U. S.....	Italy.....	15,484
Wheat.....	West coast, U. S.....	Germany.....	22,260
Total, wheat.....			59,606
Lumber.....	West coast, U. S.....	British Isles.....	15,925
Lumber.....	West coast, U. S.....	North Atlantic ports, U. S.....	22,464
Lumber.....	West coast, U. S.....	Denmark.....	1,355
Lumber.....	West coast, U. S.....	Europe <sup>2</sup> .....	15,172
Lumber.....	West coast, Central America.....	Cristobal.....	236
Lumber.....	British Columbia.....	West Indies.....	3,173
Total, lumber.....			58,325
Cold storage and food products.....	Australasia.....	British Isles.....	49,766
Cold storage and food products.....	West coast, U. S.....	British Isles.....	1,116
Total, cold storage and food products.....			50,882
Refined oils.....	West coast, U. S.....	North Atlantic ports, U. S.....	29,476
Refined oils.....	Peru.....	East coast, Canada.....	8,463
Total, refined oils.....			37,939
Barley.....	West coast, U. S.....	British Isles.....	18,869
Barley.....	West coast, U. S.....	Germany.....	2,119
Barley.....	West coast, U. S.....	Europe <sup>2</sup> .....	2,950
Total, barley.....			23,938
Ores:			
Manganese.....	China.....	North Atlantic ports, U. S.....	3,487
Iron.....	China.....	North Atlantic ports, U. S.....	600
Copper.....	Chile.....	North Atlantic ports, U. S.....	6,300
Copper.....	Peru.....	North Atlantic ports, U. S.....	2,575
Chrome.....	Australia.....	North Atlantic ports, U. S.....	800
Chrome.....	New Zealand.....	North Atlantic ports, U. S.....	6,824
Tin.....	Chile.....	North Atlantic ports, U. S.....	800
Tin.....	Chile.....	Germany.....	600
Gold and silver.....	Peru.....	North Atlantic ports, U. S.....	60
Total, ores.....			22,046
Copper.....	British Columbia.....	North Atlantic ports, U. S.....	3,135
Copper.....	Chile.....	North Atlantic ports, U. S.....	123
Copper.....	Chile.....	British Isles.....	3,087
Copper.....	Chile.....	Italy.....	263
Copper.....	Australia.....	British Isles.....	1,983
Copper.....	Peru.....	Cristobal.....	2,762
Total, copper.....			11,353
Wool.....	Australasia.....	British Isles.....	8,933
Wool.....	New Zealand.....	North Atlantic ports, U. S.....	1,500
Wool.....	China.....	North Atlantic ports, U. S.....	1,882
Wool.....	Japan.....	North Atlantic ports, U. S.....	323
Total, wool.....			12,638
Oats.....	Chile.....	British Isles.....	805
Oats.....	Australasia.....	British Isles.....	4,113
Total, oats.....			4,918
Cotton seed oil cake.....	Peru.....	British Isles.....	663
Cotton seed oil cake.....	Chile.....	Denmark.....	3,625
Total, cotton seed oil cake.....			4,288
Coffee.....	Peru.....	British Isles.....	3,150
Coffee.....	Ecuador.....	North Atlantic ports, U. S.....	340
Coffee.....	Colombia.....	Cristobal, C. Z.....	195
Coffee.....	Central America.....	Cristobal, C. Z.....	146
Total, coffee.....			3,831

<sup>1</sup> For orders.<sup>2</sup> Not designated.

FROM PACIFIC TO ATLANTIC—continued.

Commodity.	From—	To—	Tons.
Rice.....	West coast, U. S.....	Germany.....	997
Rice.....	West coast, U. S.....	Europe.....	1,273
Rice.....	China.....	West Indies.....	1,500
Total, rice.....			3,770
Flour.....	West coast, U. S.....	British Isles.....	1,138
Flour.....	West coast, U. S.....	Germany.....	1,000
Flour.....	West coast, U. S.....	Europe.....	1,063
Total, flour.....			3,201
Canned fish.....	West coast, U. S.....	British Isles.....	110
Canned fish.....	West coast, U. S.....	North Atlantic ports, U. S.....	400
Canned fish.....	British Columbia.....	Italy.....	200
Canned fish.....	China.....	North Atlantic ports, U. S.....	784
Total, canned fish.....			1,494
Hemp.....	New Zealand.....	British Isles.....	1,213
Hemp.....	Philippines.....	North Atlantic ports, U. S.....	192
Total, hemp.....			1,405
Rubber.....	China.....	North Atlantic ports, U. S.....	600
Rubber.....	Malay Peninsula.....	North Atlantic ports, U. S.....	499
Total, rubber.....			1,099
Sugar.....	Peru.....	British Isles.....	21,356
Guano.....	Peru.....	British Isles.....	4,000
Copra.....	Australia.....	British Isles.....	2,600
Milk powder.....	New Zealand.....	British Isles.....	1,100
Guaiac.....	Australia.....	British Isles.....	254
Canned fruits.....	West coast, U. S.....	North Atlantic ports, U. S.....	1,030
Licorice roots.....	China.....	North Atlantic ports, U. S.....	1,500
Tea.....	China.....	North Atlantic ports, U. S.....	1,882
Coconut oil.....	Philippines.....	North Atlantic ports, U. S.....	1,783
Cacao.....	Ecuador.....	North Atlantic ports, U. S.....	1,640
Ivory nuts.....	Ecuador.....	Europe.....	667

\* Not designated.

LATIN-AMERICAN TRAFFIC.

Commercial vessels, southbound, engaged in Latin-American trade, for January, 1921, were classified as follows:

Nationality.	No. of ships.	U. S. equivalent net tonnage.	Panama Canal net tonnage.	Registered gross tonnage.	Registered net tonnage.	Tons of cargo.
British.....	26	54,309	66,418	87,271	53,886	63,354
United States.....	19	58,784	72,265	96,202	58,384	95,329
Norwegian.....	9	25,998	31,742	41,304	25,867	55,630
Chilean.....	8	6,783	7,610	6,119	3,896	7,884
Dutch.....	2	6,768	9,360	10,274	6,991	6,532
Danish.....	2	6,011	6,857	8,460	5,220	12,726
Spanish.....	2	5,830	6,631	7,834	5,408	4,773
Peruvian.....	2	2,719	5,345	9,020	4,517	4,110
French.....	1	5,358	5,408	5,618	3,491	6,698
Japanese.....	1	3,607	4,990	4,956	3,500	6,381
Italian.....	1	3,149	3,600	3,355	3,160	950
Swedish.....	1	2,248	4,089	3,267	2,865	1,735
Costa Rican.....	1	144	152	158	93	.....
Totals.....	75	181,708	224,467	285,838	177,278	266,102

\* Displacement tonnage of 35,562 not included.

This traffic is further classified in the following table:

No. vessels	Registry.	Commodity.	Tons of cargo.	Origin of cargo.
<i>To west coast of South America—</i>				
7	United States.....	General merchandise.....	18,152	East coast of United States.
4	Norwegian.....	Coal.....	23,132	East coast of United States.
1	Norwegian.....	Iron pipes.....	2,350	East coast of United States.
1	Norwegian.....	General.....	1,548	East coast of United States.
3	British.....	Coal.....	13,912	East coast of United States.
1	British.....	General.....	1,515	East coast of United States.
2	Danish.....	Coal.....	12,726	East coast of United States.
1	French.....	Coal.....	6,698	East coast of United States.
1	Japanese.....	Coal.....	6,381	East coast of United States.
1	Chilean.....	Coal.....	4,984	East coast of United States.
1	Spanish.....	Coal.....	4,773	East coast of United States.
23			96,171	East coast of United States.

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
<i>To west coast of South America—Contd.</i>				
1	Spanish	Ballast		British Isles.
1	British	Ballast		British Isles.
4	British	General	12,225	British Isles.
1	Peruvian	General	2,139	British Isles.
2	Dutch	General	6,532	Holland.
1	British	General	4,500	Belgium.
1	Swedish	General	1,735	Norway.
1	Italian	General	959	Italy.
12			28,801	
8	British	General	5,310	Cristobal, C. Z.
1	Peruvian	General	1,971	Cristobal, C. Z.
1	Chilean	General	400	Cristobal, C. Z.
1	United States	General	63	Cristobal, C. Z.
11			7,744	Cristobal, C. Z.
3	United States	Fuel oil	28,170	East coast of Mexico.
2	Norwegian	Fuel oil	18,700	East coast of Mexico.
2	British	Fuel oil	15,060	East coast of Mexico.
7			61,930	East coast of Mexico.
1	Chilean	Ammunition	2,500	West Indies.
5	Chilean	Ballast		West Indies.
6			2,500	West Indies.
1	British	Ballast		East coast of Canada.
<i>To west coast of United States—</i>				
2	United States	Oil	20,000	East coast of Mexico.
1	British	Oil	9,000	East coast of Mexico.
2	United States	General	3,013	Cristobal, C. Z.
1	United States	General	1,566	West Indies.
1	British	Ballast		West Indies.
1	United States	Coffee, general	2,367	East coast of South America.
8			35,946	
<i>To west coast of Central America—</i>				
2	British	General	1,085	Cristobal, C. Z.
1	Costa Rican	Ballast		Cristobal, C. Z.
1	British	General	747	Europe.
4			1,832	
<i>To Balboa, C. Z.—</i>				
1	United States	Fuel oil	10,000	East coast of Mexico.
1	Norwegian	Fuel oil	9,900	East coast of Mexico.
1	United States	Coal	11,998	East coast of United States.
3			31,898	
75	Total Latin-American traffic, Atlantic to Pacific		266,102	

The Latin-American traffic, northbound, through the Canal, for January, 1921, is classified in the following tabulation:

Nationality.	No. of ships.	U. S. equivalent net tonnage.	Panama Canal net tonnage.	Registered gross tonnage.	Registered net tonnage.	Tons of cargo.
British	31	71,031	90,394	114,159	69,791	99,103
United States	29	83,133	96,914	130,526	82,183	71,973
Norwegian	7	24,773	28,566	37,741	25,329	19,304
Danish	5	10,770	14,233	16,560	10,391	25,096
Spanish	3	6,074	7,183	9,588	6,293	12,550
Peruvian	3	5,358	8,267	11,838	7,452	7,657
French	2	6,481	6,459	8,876	5,643	6,000
Italian	2	5,981	7,882	10,603	6,416	6,970
Japanese	2	5,548	6,023	7,969	5,093	11,022
Dutch	1	4,384	6,807	6,944	4,414	10,000
Chilean	1	1,463	2,577	2,553	1,600	352
Costa Rican	1	144	152	158	93	236
Totals	87	225,140	275,457	357,515	224,698	270,263

This traffic is further classified in the following tabulation:

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
<i>From west coast of South America—</i>				
7	United States.....	Nitrate.....	40,798	East coast of United States.
5	United States.....	General merchandise.....	13,333	East coast of United States.
2	United States.....	Ballast.....	.....	East coast of United States.
5	British.....	General.....	8,887	East coast of United States.
1	British.....	Nitrate.....	5,900	East coast of United States.
2	Danish.....	Nitrate.....	7,263	East coast of United States.
1	Norwegian.....	Cacao.....	1,350	East coast of United States.
1	Norwegian.....	Ballast.....	.....	East coast of United States.
1	Spanish.....	Nitrate.....	4,000	East coast of United States.
25	.....	.....	81,531	East coast of United States.
5	British.....	General merchandise.....	31,410	British Isles.
1	British.....	Sugar.....	7,050	British Isles.
1	British.....	Nitrate.....	5,856	British Isles.
1	United States.....	Nitrate.....	7,500	British Isles.
1	French.....	Nitrate.....	6,000	British Isles.
1	Peruvian.....	Guano.....	4,000	British Isles.
1	Dutch.....	Nitrate.....	10,000	Holland.
1	British.....	Nitrate.....	6,582	Holland.
1	Danish.....	Nitrate.....	5,977	France.
1	British.....	Nitrate.....	5,622	France.
1	Spanish.....	Nitrate.....	4,413	France.
1	British.....	Nitrate.....	5,750	Spain.
1	Spanish.....	Nitrate.....	4,137	Spain.
2	Italian.....	General merchandise.....	6,970	Italy.
1	British.....	Nitrate.....	7,723	Germany.
1	Danish.....	Nitrate.....	5,338	Denmark.
1	British.....	General merchandise.....	5,276	Belgium.
1	Norwegian.....	Nitrate.....	7,723	Europe. <sup>1</sup>
1	Danish.....	Nitrate.....	6,518	Europe. <sup>1</sup>
24	.....	.....	143,845	Europe.
6	British.....	General merchandise.....	1,160	Cristobal, C. Z.
2	Peruvian.....	General merchandise.....	3,657	Cristobal, C. Z.
1	United States.....	General merchandise.....	573	Cristobal, C. Z.
1	Chilean.....	General merchandise.....	352	Cristobal, C. Z.
10	.....	.....	5,742	Cristobal, C. Z.
2	United States.....	Ballast.....	.....	East coast of Mexico.
2	Norwegian.....	Ballast.....	.....	East coast of Mexico.
2	British.....	Ballast.....	.....	East coast of Mexico.
6	.....	.....	.....	East coast of Mexico.
1	Norwegian.....	Nitrate.....	10,231	Trinidad.
1	Japanese.....	Nitrate.....	6,422	St. Thomas.
2	.....	.....	16,653	West Indies.
1	British.....	Nitrate.....	7,500	Azore Islands. <sup>2</sup>
1	Japanese.....	Nitrate.....	4,600	Azore Islands. <sup>2</sup>
2	.....	.....	12,100	Azore Islands. <sup>2</sup>
1	United States.....	Gasoline.....	8,463	East coast of Canada.
<i>From west coast of Central America—</i>				
3	British.....	General merchandise.....	387	Cristobal, C. Z.
1	British.....	Ballast.....	.....	Cristobal, C. Z.
1	Costa Rican.....	Fustic.....	236	Cristobal, C. Z.
1	United States.....	Ore.....	589	East coast of United States.
1	United States.....	Ballast.....	.....	East coast of United States.
7	.....	.....	1,212	.....
<i>From west coast of United States—</i>				
3	United States.....	General merchandise.....	717	Cristobal, C. Z.
1	United States.....	Ballast.....	.....	East coast of Mexico.
4	.....	.....	717	.....
<i>From Balboa, C. Z.—</i>				
2	United States.....	Ballast.....	.....	East coast of United States.
1	United States.....	Ballast.....	.....	East coast of Mexico.
1	Norwegian.....	Ballast.....	.....	East coast of Mexico.
4	.....	.....	.....	.....

<sup>1</sup>Not designated.<sup>2</sup>For orders.

No. vessels	Registry.	Commodity.	Tons of cargo.	Destined to—
1	From west coast of Canada— United States.....	Ballast.....		East coast of Mexico.
1	From west coast of Mexico— French.....	Ballast.....		East coast of Mexico.
87	Total Latin-American traffic, Pacific to Atlantic.....		270,263	

Included in the January traffic were 37 vessels under control of the United States Shipping Board, combining a total Panama Canal net tonnage of 156,635, and cargo of 168,133 tons; the tolls on these vessels aggregated \$158,038.14. Of the above vessels, 14 were southbound, with a total Panama Canal net tonnage of 59,758 tons, and cargo of 70,058 tons; 23 were northbound, with a Panama Canal net tonnage of 96,877 tons and cargo of 98,075 tons. In addition to the foregoing, 7 vessels under control of the Shipping Board, with a combined Panama Canal net tonnage of 33,850 tons, and carrying 54,434 tons of fuel for the Navy, passed through the Panama Canal southbound during the month.

Statements attached to this report show the origin and destination of all cargo passing through the Canal during January, 1921 (see pages 446 and 447); the following tabulation gives the classification of the traffic over the principal trade routes:

	Total vessels.			Vessels in ballast.	
	Num-ber.	Panama Canal net tonnage.	Cargo.	Num-ber.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast of United States to west coast of South America.....	23	69,204	96,171		
United States coastwise.....	17	88,086	76,593		
East coast of United States to Far East.....	12	51,263	82,248		
East coast of United States to Australasia.....	12	63,637	78,221	1	5,488
Europe to west coast of South America.....	12	47,599	28,081	2	8,290
Cristobal to west coast of South America.....	11	15,846	7,744	1	69
Europe to west coast of United States.....	7	37,549	15,292	1	5,303
Mexico to west coast of South America.....	7	34,331	61,930		
West Indies to west coast of South America.....	6	2,286	2,500		
Europe to Australasia.....	5	30,946	26,715	1	4,909
Mexico to west coast of United States.....	3	15,748	29,000		
Europe to west coast of Canada.....	3	12,927	5,075	2	9,904
Cristobal to west coast of Central America.....	3	1,466	1,085	1	152
Mexico to Balboa, C. Z.....	2	10,485	19,900		
Cristobal to west coast of United States.....	2	4,061	3,013		
West Indies to west coast of United States.....	2	8,684	1,566	1	4,806
East coast of United States to Balboa.....	1	6,930	11,998		
East coast of United States to Philippines.....	1	4,819	6,912		
East coast of South America to west coast of United States.....	1	4,914	2,367		
Foreign ships in ballast between United States coastwise ports.....	1	4,253		1	4,253
East coast of Canada to west coast of South America.....	1	1,595		1	1,595
Europe to west coast of Central America.....	1	918	747		
East coast of United States to Society Islands.....	1	172			
Totals for January, 1921.....	134	517,719	557,158	12	44,859
Totals for December, 1920.....	145	554,932	619,451	8	24,230
Totals for January, 1920.....	113	350,973	314,510	40	94,091
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States.....	25	70,513	81,531	3	6,816
West coast of South America to Europe.....	24	96,358	143,845		
United States coastwise.....	16	62,765	81,336	1	5,222
West coast of United States to Europe.....	15	77,381	106,140		
Australasia to Europe.....	14	101,145	88,358		
West coast of South America to Cristobal.....	10	14,378	5,742		
Far East to east coast of South America.....	6	26,843	25,039	1	3,837
West coast of South America to east coast of Mexico.....	6	27,795		6	27,795
West coast of Central America to Cristobal.....	5	3,263	623		
West coast of Canada to Europe.....	4	18,952	26,360		
Australasia to east coast of United States.....	3	14,061	22,399		
West coast of United States to Cristobal.....	3	5,654	717		
Balboa, C. Z., to east coast of United States.....	2	11,720		2	11,720
Balboa, C. Z., to east coast of Mexico.....	2	10,485		2	10,485
West coast of South America to West Indies.....	2	9,725	16,653		
West coast of South America to Azore Islands.....	2	6,239	12,100		

\* For orders.

† Five Chilean warships totaling 35,562 tons displacement, not included in tonnage figures.

‡ Includes 3 ships carrying excess fuel.

§ British cruiser of 4,193 tons displacement not included in tonnage figures.

	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Pacific to Atlantic—Continued.</i>					
West coast of Central America to east coast of United States.....	2	2,231	589	1	1,701
West coast of South America to east coast of Canada.....	1	5,429	8,463	1	5,234
West coast of United States to east coast of Mexico.....	1	5,234	.....	1	4,337
West coast of Canada to east coast of Mexico.....	1	4,337	.....	1	2,096
Mexican coastwise ports.....	1	2,096	.....	1	.....
Totals for January, 1921.....	145	576,604	619,895	19	79,243
Totals for December, 1920.....	120	472,986	457,088	19	82,547
Totals for January, 1920.....	125	414,560	580,118	5	20,610

SERVICES TO CANAL SHIPPING.

Miscellaneous repairs were made at Cristobal and Balboa shops and dry docks on 130 vessels and craft during January; 82 at Cristobal and 48 at Balboa. Of these, 23 were dry-docked; 8 at Cristobal, and 15 at Balboa. Bunker coal, in the amount of 45,347 tons, was supplied to 133 commercial vessels; 39,215 tons to 111 vessels at Cristobal; and 6,132 tons to 22 vessels at Balboa. Three commercial vessels were supplied with a total of 9,813 barrels of fuel oil; 1 vessel with 5,585 barrels at Cristobal, and 2 vessels with 4,228 barrels at Balboa. Water to the amount of 19,156,147 gallons was supplied to 350 vessels; 9,789,397 gallons to 182 vessels at Cristobal, and 9,366,750 gallons to 168 vessels at Balboa. Sales of commissary supplies to commercial ships, other than those of the Panama Railroad Steamship Line, aggregated \$96,317.12, including \$2,742.89 for laundry service; these sales were made to 186 vessels at Cristobal in the amount of \$58,702.62; and to 88 vessels at Balboa in the amount of \$37,614.50. Receipts for tug and launch service totaled \$49,748.90, of which \$25,833 were earned at Cristobal, and \$23,915.90 at Balboa. Fees for pilotage totaled \$15,447, of which \$9,559 were earned at Cristobal, and \$5,888 at Balboa.

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 passing through the Canal.....	134	145	279
Tonnage of above vessels:			
Panama Canal net measurements.....	517,719	576,604	1,094,323
United States equivalent.....	423,206	471,433	894,639
Registered gross.....	649,877	733,901	1,383,778
Registered net.....	411,827	471,535	883,362
Cargo through Canal in commercial vessels—tons of 2,240 pounds.....	557,158	619,895	1,177,053
Deck cargo included in above.....	601	3,992	4,593
Nationality of commercial vessels through the Canal:			
British.....	47	53	100
Chilean.....	8	1	9
Costa Rican.....	1	1	2
Danish.....	4	6	10
Dutch.....	3	4	7
French.....	2	2	4
Italian.....	1	2	3
Japanese.....	6	4	10
Norwegian.....	11	7	18
Peruvian.....	2	3	5
Spanish.....	2	3	5
Swedish.....	2	1	3
United States.....	45	58	103
Total for January, 1921.....	134	145	279
Total for December, 1920.....	145	120	265
Total for January, 1920.....	113	125	238
United States equivalent net tonnage of commercial vessels by nationality:			
British.....	146,868	185,722	332,590
Chilean.....	6,783	1,463	8,246
Costa Rican.....	144	144	288
Danish.....	15,465	15,014	30,479
Dutch.....	11,631	17,406	29,037
French.....	7,622	6,481	14,103
Italian.....	3,149	5,981	9,130

Item.	Cristobal.	Balboa.	Total.
United States equivalent net tonnage of commercial vessels by nationality—			
Continued.			
Japanese.....	20,655	13,460	34,115
Norwegian.....	33,254	24,773	58,027
Peruvian.....	2,719	5,358	8,077
Spanish.....	5,830	6,074	11,904
Swedish.....	4,780	2,244	7,024
United States.....	164,306	187,363	351,669
Totals for January, 1921.....	423,206	471,483	894,689
Totals for December, 1920.....	449,204	383,203	832,407
Totals for January, 1920.....	289,674	346,616	636,290
Panama Canal net tonnage of commercial vessels by nationality:			
British.....	181,411	231,515	412,926
Chilean.....	7,610	2,577	10,187
Costa Rican.....	152	152	304
Danish.....	17,818	19,551	37,369
Dutch.....	15,426	22,013	37,439
French.....	8,341	6,459	14,800
Italian.....	3,600	7,882	11,482
Japanese.....	23,983	16,273	40,256
Norwegian.....	41,622	28,566	70,188
Peruvian.....	5,345	8,267	13,612
Spanish.....	6,631	7,183	13,814
Swedish.....	7,825	4,019	11,844
United States.....	197,955	222,147	420,102
Totals for January, 1921.....	517,719	576,604	1,094,323
Totals for December, 1920.....	554,932	472,986	1,027,918
Totals for January, 1920.....	350,973	414,560	765,533
Registered gross tonnage of commercial vessels by nationality:			
British.....	229,838	290,989	520,827
Chilean.....	6,119	2,553	8,672
Costa Rican.....	158	158	316
Danish.....	20,680	23,197	43,877
Dutch.....	17,029	25,866	42,895
French.....	9,181	8,876	18,057
Italian.....	5,355	10,603	15,958
Japanese.....	31,128	20,777	51,905
Norwegian.....	52,739	37,741	90,480
Peruvian.....	9,020	11,838	20,858
Spanish.....	7,834	9,588	17,422
Swedish.....	7,264	3,745	11,009
United States.....	253,532	287,970	541,502
Totals for January, 1921.....	649,877	733,901	1,383,778
Totals for December, 1920.....	698,602	600,262	1,298,864
Totals for January, 1920.....	459,631	532,393	992,024
Registered net tonnage of commercial vessels by nationality:			
British.....	144,562	181,514	326,076
Chilean.....	3,896	1,600	5,496
Costa Rican.....	93	93	186
Danish.....	12,941	14,627	27,568
Dutch.....	11,790	17,455	29,245
French.....	5,784	5,643	11,427
Italian.....	3,160	6,416	9,576
Japanese.....	20,361	12,967	33,328
Norwegian.....	33,072	25,329	58,401
Peruvian.....	4,517	7,452	11,969
Spanish.....	5,408	6,293	11,701
Swedish.....	5,644	2,858	8,502
United States.....	160,599	189,288	349,887
Totals for January, 1921.....	411,827	471,535	883,362
Totals for December, 1920.....	441,336	382,422	823,758
Totals for January, 1920.....	292,070	340,084	632,154
Tolls levied against commercial vessels by nationality:			
British.....	\$179,399.62	\$229,169.56	\$408,569.18
Chilean.....	25,649.35	1,828.75	27,478.10
Costa Rican.....	109.44	180.00	289.44
Danish.....	17,864.41	18,657.40	36,521.81
Dutch.....	14,538.75	21,545.70	36,084.45
French.....	9,319.60	6,851.85	16,171.45
Italian.....	3,936.25	7,476.25	11,412.50
Japanese.....	25,684.25	16,732.45	42,416.70

Item.	Cristobal.	Balboa.	Total.
<b>Tolls levied against commercial vessels by nationality—Continued.</b>			
Norwegian.....	\$41,198.29	\$24,925.09	\$66,123.38
Peruvian.....	3,398.75	6,604.65	10,003.40
Spanish.....	5,330.50	7,592.50	12,923.00
Swedish.....	5,975.00	2,805.00	8,780.00
United States.....	203,420.10	215,663.95	419,084.05
Totals for January, 1921.....	\$535,824.31	\$560,033.15	1,095,857.46
Totals for December, 1920.....	554,809.41	453,039.91	1,007,849.32
Totals for January, 1920.....	341,548.28	425,223.21	766,771.49
<b>Tons of cargo carried by commercial vessels by nationality:</b>			
British.....	180,179	241,306	421,485
Chilean.....	7,884	352	8,236
Costa Rican.....		236	236
Danish.....	14,126	33,386	47,512
Dutch.....	8,925	34,441	43,366
French.....	11,773	6,000	17,773
Italian.....	950	6,970	7,920
Japanese.....	34,014	18,477	52,491
Norwegian.....	60,463	19,304	79,767
Peruvian.....	4,110	7,657	11,767
Spanish.....	4,773	12,550	17,323
Swedish.....	7,547	5,200	12,747
United States.....	222,414	234,016	456,430
Totals for January, 1921.....	557,158	619,895	1,177,053
Totals for December, 1920.....	619,451	457,088	1,076,539
Totals for January, 1920.....	314,510	580,118	894,628
<b>Classification of toll-paying vessels through the Canal:</b>			
Cargo ships, laden.....	116	125	241
Cargo ships, ballast.....	9	19	28
Cargo ships, unladen, excess fuel.....	3		3
Warships.....	4	1	5
Tug.....	1		1
Yacht.....	1		1
Launches (under 10 tons).....	3	1	4
Total toll-paying vessels.....	137	146	283
<b>Tonnage of above ships, Panama Canal measurement:</b>			
Cargo ships, laden.....	472,688	497,361	970,049
Cargo ships, ballast.....	30,166	79,243	109,409
Cargo ships, unladen, excess fuel.....	14,693		14,693
Warships (displacement tonnage).....	34,900	4,193	39,093
Tug (displacement tonnage).....	662		662
Yacht.....	172		172
Launches.....	10	7	17
<b>Tolls on above ships:</b>			
Cargo ships, laden.....	\$481,325.55	\$500,656.75	\$981,982.30
Cargo ships, ballast.....	21,000.66	57,279.90	78,280.56
Cargo ships, unladen, excess fuel.....	15,588.10		15,588.10
Warships.....	17,450.00	2,096.50	19,546.50
Tug.....	331.00		331.00
Yacht.....	129.00		129.00
Launches.....	2.25	5.25	7.50
Total tolls.....	\$535,826.56	\$560,038.40	1,095,864.96
<b>Motor ships through Canal</b>			
Net tonnage of same, Panama Canal measurement.....	6	8	14
	15,309	15,746	31,055
<b>Sailing vessels through Canal</b>			
Net tonnage of same, Panama Canal measurement.....		2	2
		1,590	1,590
<b>Classification of vessels through the Canal free of tolls:</b>			
United States Navy vessels—			
Battleships.....	8	1	9
Cruiser.....	1		1
Colliers.....	5	4	9
Destroyers.....	19		19
Submarines.....	6	1	7
Tugs.....	3		3
Mine sweepers.....	2	1	3
Submarine chasers.....	1	1	2
Submarine tenders.....	1		1
Navy supply ships.....	2		2
Repair ship.....	1		1
Hospital ship.....	1		1
Launch.....		1	1

Item.	Cristobal.	Balboa.	Total.
<b>Classification of vessels through the Canal free of tolls—Continued.</b>			
United States Army vessels—			
Transports.....	2		2
Mine planters.....		1	1
Tugs.....	1	1	2
Launches.....	1	1	2
Vessels carrying supplies for Navy.....	7		7
Total.....	60	14	74
Cargo carried by above vessels on which no tolls were charged.....	76,429		76,429
Number, registered net and gross tonnage of vessels entering and clearing Canal ports, including ships transiting Canal:			
Numbering entering.....	351	378	759
Numbering clearing.....	382	372	754
Total, entering and clearing.....	763	750	1,513
Registered net tonnage of above:			
Entering.....	1,490,172	1,645,231	3,135,403
Clearing.....	1,498,458	1,642,857	3,141,315
Total, entering and clearing.....	2,988,630	3,288,088	6,276,718
Registered gross tonnage of above:			
Entering.....	2,129,659	2,182,735	4,312,394
Clearing.....	2,146,108	2,176,075	4,322,183
Total, entering and clearing.....	4,275,767	4,358,810	8,634,577
Vessels entering port but not transiting Canal:			
Entering.....	62	43	105
Clearing.....	68	39	107
Registered net tonnage of above:			
Entering.....	210,935	347,628	558,563
Clearing.....	225,211	331,958	557,169
Registered gross tonnage of above:			
Entering.....	327,501	353,652	681,153
Clearing.....	352,083	337,982	690,065
Vessels transiting Canal and handling passengers or cargo at port:			
Number entering.....	45	57	102
Number clearing.....	44	57	101
Registered net tonnage of above:			
Entering.....	126,382	153,310	279,692
Clearing.....	124,308	167,506	291,804
Registered gross tonnage of above:			
Entering.....	184,449	251,044	435,493
Clearing.....	181,792	263,387	445,179
Transit cargo arriving..... tons..	1,258,275	1,203,578	2,461,853
Transit cargo clearing..... tons..	1,260,874	1,203,790	2,464,664
Local cargo arriving..... tons..	45,679	79,299	124,978
Local cargo shipped..... tons..	2,225	308	2,533
Cargo received for transshipment..... tons..	16,568	11,170	27,738
Cargo transhipped..... tons..	26,400	90	26,490
Cargo handled by Receiving and Forwarding Agency, Panama Railroad:			
Received..... tons..	37,300	1,333	38,633
Dispatched..... tons..	26,450	2,004	28,454
Rehanded..... tons..	2,701	674	3,375
Stevedored (included in above)..... tons..	22,357	566	22,923
Vessels supplied with bunker coal:			
Commercial vessels, other than Panama Railroad.....	107	22	129
Panama Railroad vessels.....	4		4
United States Army vessels.....	4		6
Total vessels.....	115	24	139
Coal supplied above vessels:			
Commercial, other than Panama Railroad..... tons..	37,963	6,132	44,095
Panama Railroad vessels..... tons..	1,252		1,252
United States Army vessels..... tons..	1,958	21	1,979
Total coal supplied to vessels..... tons..	41,173	6,153	47,326
Coal issues, miscellaneous:			
Panama Railroad departments..... tons..	1,141	120	1,261
United States Army, excepting vessels..... tons..	102		102
Panama Canal departments..... tons..	1,355	497	1,852
Individuals and companies..... tons..	368		368
Total coal furnished from Panama Canal deposits..... tons..	44,139	6,770	50,909

Item.	Cristobal.	Balboa.	Total.
Coal on hand, February 1, 1921..... tons..	85,392	7,994	93,386
Coal on hand, January 1, 1921..... tons..	46,033	2,766	48,799
Coal received during January, 1921..... tons..	83,498	11,998	95,496
<i>Coal—U. S. Navy account.</i>			
Issued to United States Navy, including vessels..... tons..	1,047	11,464	12,511
Coal on hand, February 1, 1921..... tons..	54,972	35,760	90,741
Coal on hand, January 1, 1921..... tons..	54,965	24,522	79,487
Received during January, 1921..... tons..	1,054	22,711	23,765
<b>Vessels supplied with fuel oil from Panama Canal tanks:</b>			
Commercial vessel other than Panama Railroad.....		1	1
Panama Railroad vessels.....	1	1	2
United States Army vessels.....	1	1	2
<b>Total vessels.....</b>	<b>2</b>	<b>3</b>	<b>5</b>
<b>Fuel oil supplied to above vessels:</b>			
Commercial vessels other than Panama Railroad..... bbls..		2,200	2,200
Panama Railroad vessels..... bbls..	5,585	2,028	7,613
United States Army vessels..... bbls..	191	440	631
<b>Total issues to vessels..... bbls..</b>	<b>5,776</b>	<b>4,668</b>	<b>10,444</b>
<b>Fuel oil issues, miscellaneous:</b>			
To United States Army and Navy..... bbls..	204		204
To Panama Canal departments..... bbls..	9,123	15,777	24,900
To Panama Railroad departments..... bbls..	577		577
To individuals and companies..... bbls..	1,180	5,263	6,443
<b>Total issues from Panama Canal tanks..... bbls..</b>	<b>16,860</b>	<b>25,708</b>	<b>42,568</b>
Fuel oil on hand, February 1, 1921..... bbls..	139,301	113,895	253,196
Fuel oil on hand, January 1, 1921..... bbls..	96,256	139,603	235,859
Fuel oil received during January, 1921..... bbls..	59,905		59,905
Fuel oil pumped for individuals and companies..... bbls..	221,439	403,283	624,722
Diesel oil issued during the month..... bbls..	95	32	127
Diesel oil on hand, February 1, 1921..... bbls..	53,366	1,051	54,417
Diesel oil on hand, January 1, 1921..... bbls..	53,461	1,083	54,544
Vessels supplied with water.....	182	168	350
Water sold to above vessels..... gallons..	9,789,397	9,366,750	19,156,147
<b>Vessels furnished commissary supplies:</b>			
Commercial, other than Panama Railroad.....	186	88	274
Panama Railroad vessels.....	14	1	15
United States Government vessels.....	22	79	101
<b>Total vessels furnished supplies.....</b>	<b>222</b>	<b>168</b>	<b>390</b>
<b>Commissary sales to commercial vessels:</b>			
Ice.....	\$2,276.00	\$779.40	\$3,055.40
Wholesale groceries.....	10,943.79	11,895.09	22,838.88
Wholesale cold storage.....	39,596.84	22,499.18	62,096.02
Laundry.....	2,241.72	501.17	2,742.89
Miscellaneous.....	3,644.27	1,939.66	5,583.93
<b>Total.....</b>	<b>\$58,702.62</b>	<b>\$37,614.50</b>	<b>\$96,317.12</b>
<b>Commissary sales to Panama Railroad vessels.</b>			
Ice.....	\$167.00		\$167.00
Wholesale groceries.....	1,710.03	7.55	1,717.58
Wholesale cold storage.....	7,825.66	172.72	7,998.38
Laundry.....	1,960.85		1,960.85
Miscellaneous.....	1,086.44		1,086.44
<b>Total.....</b>	<b>\$12,749.98</b>	<b>\$180.27</b>	<b>\$12,930.25</b>
<b>Commissary sales to government vessels:</b>			
Ice.....	\$377.35	\$1,362.70	\$1,740.05
Wholesale groceries.....	1,299.82	16,347.79	17,647.61
Wholesale cold storage.....	14,743.77	41,350.52	56,094.29
Laundry.....	1,328.65	26.55	1,987.40
Miscellaneous.....	781.82	2,184.83	2,966.65
<b>Total.....</b>	<b>\$18,531.41</b>	<b>\$61,272.39</b>	<b>\$79,803.80</b>
<b>Total commissary sales to all vessels:</b>			
Month of January, 1921.....	\$89,984.01	\$99,067.16	\$189,051.17
Month of December, 1920.....	\$89,007.80	\$37,540.71	\$126,548.51
Month of January, 1920.....	\$127,465.78	\$36,527.73	\$163,993.51

Item.	Cristobal.	Balboa.	Total.
<i>Movement of passengers.</i>			
<b>Disembarking at Canal ports:</b>			
First class—			
From Atlantic ports.....	1,200	1	1,201
From Pacific ports.....	214	135	349
Total, first class.....	1,414	136	1,550
Other than first class—			
From Atlantic ports.....	1,344	.....	1,344
From Pacific ports.....	85	187	272
Total, other than first class.....	1,429	187	1,616
Total disembarking at Canal ports.....	2,843	323	3,166
<b>Embarking from Canal ports:</b>			
First class—			
For Atlantic ports.....	949	6	955
For Pacific ports.....	224	163	387
Total, first class.....	1,173	169	1,342
Other than first class—			
For Atlantic ports.....	824	2	826
For Pacific ports.....	56	71	127
Total, other than first class.....	880	73	953
Total embarking at Canal ports.....	2,053	242	2,295
<b>Remaining on board vessels:</b>			
First class—			
Bound from Atlantic to Pacific ports.....	568	616	1,184
Bound from Pacific to Atlantic ports.....	319	301	620
Bound from Atlantic to Atlantic ports.....	473	.....	473
Bound from Pacific to Pacific ports.....	.....	82	82
Total, first-class.....	1,360	999	2,359
Other than first class—			
Bound from Atlantic to Pacific ports.....	1,029	1,286	2,315
Bound from Pacific to Atlantic ports.....	372	435	807
Bound from Atlantic to Atlantic ports.....	90	.....	90
Bound from Pacific to Pacific ports.....	.....	870	870
Total, other than first class.....	1,491	2,591	4,082
Total remaining on board.....	2,851	3,590	6,441
Total passengers arriving.....	5,694	3,913	9,607
Total passengers departing.....	4,904	3,832	8,736
Arrivals in excess of departures.....	790	81	871
<b>Services to American seamen:</b>			
Seamen paid off.....	133	76	209
Seamen shipped.....	122	113	235
Seamen deserted.....	6	4	10
Seamen lodged and subsisted.....	28	19	47
Seamen repatriated.....	21	5	26
<b>Wages of American seamen:</b>			
Total amount of wages earned.....	\$18,101.70	\$9,742.88	\$27,844.58
Deductions approved by Deputy Shipping Commissioner.....	7,396.83	1,856.77	9,253.60
Balance due seamen.....	\$10,704.87	\$7,886.11	\$18,590.98
Paid to seamen.....	6,424.28	6,531.36	12,955.64
Received on deposit for seamen.....	4,280.59	1,354.75	5,635.34
<b>Services to American vessels:</b>			
Crew shipped.....	1	.....	1
Crew paid off.....	1	.....	1
Shipping article written.....	1	.....	1
Marine notes of protest noted.....	15	9	24
Bills of health issued.....	201	164	365
Clearances issued.....	196	138	334

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of January, 1921:

## COMMERCIAL VESSELS ONLY.

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	140	130	270	148	144	292
Pedro Miguel.....	137	131	268	147	142	289
Miraflores.....	141	133	274	147	143	290
Totals.....	418	394	812	442	429	871

## TOTAL LOCKAGES OF VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
<i>Lockages.</i>			
Commercial.....	270	268	274
Noncommercial, Army and Navy.....	33	39	38
Noncommercial, Canal equipment.....	10	27	16
Totals for January, 1921.....	313	334	328
Totals for December, 1920.....	278	265	299
Totals for January, 1920.....	241	265	233
<i>Vessels.</i>			
Commercial.....	292	289	290
Noncommercial, Army and Navy.....	72	70	70
Noncommercial, Canal equipment.....	28	54	29
Totals for January, 1921.....	392	413	389
Totals for December, 1920.....	320	345	343
Totals for January, 1920.....	309	326	316

## CONSUMPTION OF WATER FOR LOCKAGES, LEAKAGE, ETC.

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,222,860,000	1,053,450,000	989,270,000
Leakage.....	30,000,000	12,200,000	59,000,000
Maintenance.....		54,000,000	
Total consumption, January, 1921.....	1,252,860,000	1,219,650,000	1,048,270,000
Total consumption, December, 1920.....	1,183,140,000	968,970,000	974,870,000
Total consumption, January, 1920.....	1,026,020,000	918,470,000	769,150,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was generally below normal; the totals ranging from 0.02 inch at Rio Grande to 6.74 inches at Cucherbo station in the Trinidad Valley. The greatest amount of precipitation recorded on any one day was 1.80 inches at Monte Lirio, on the 30th.

The estimated rainfall over the Gatun Lake watershed was 2.52 inches, compared with a 11-year mean of 1.80 inches, and over the Chagres River basin above Alhajuela it was 1.71 inches, compared with a 20-year mean of 3.01 inches.

The discharge of the Chagres River at Alhajuela was 1,006 c. f. s., being 48 per cent below the 20-year January average of 1,953 c. f. s., and furnished 48 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 2,475 c. f. s. at elevation 92.62 feet on the 29th, and the minimum flow was 714 c. f. s. on several dates.

The Gatun Lake watershed total yield was 2,093 c. f. s., being 18 per cent below the 11-year January mean of 2,566 c. f. s. The maximum total yield for January was 3,827 c. f. s. in 1918, and the minimum total yield was 1,371 c. f. s. in 1912. The net yield for the month was 1,216 c. f. s. which is 35 per cent below the 11-year January average of 1,874 c. f. s. The lake varied in elevation from a maximum of 86.98 feet on the 2d to a minimum of 86.10 on the 27th, averaging 86.51 feet, and ended at 86.16 feet midnight the 31st. A decrease in storage of 3.65 billion cubic feet occurred during the month, compared with 4.20 billion cubic feet for January, 1920.

The draft on the lake for lockages and power was 2,506 c. f. s., compared with 2,378 c. f. s. for December, 1920, and 2,284 c. f. s. for January, 1920. The ratio of water used for power and lockages was 1.88 to 1. The maximum number of lockages of record occurred this month, with 313 at Gatun and 334 at Pedro Miguel; this is 35 and 42 more lockages, respectively, than for the previous record month.

Miraflores Lake varied from a maximum elevation of 54.60 feet on the 20th to a minimum elevation of 52.75 feet on the 5th, averaged 53.63 feet, and ended at elevation 53.78 feet midnight the 31st.

Two seismic disturbances were recorded during the month, occurring on the 9th and 20th, respectively. The distance of the epicenter for the disturbance of the 9th, as indicated by the records obtained, was about 1,500 miles; and for that of the 20th, about 265 miles.

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station for January was 6,285,900 KWH, on a computed water consumption of 4,383,193,500 cubic feet. The combined gross output of the Miraflores steam plant was 57,340, with an oil consumption of 2,542 barrels.

The total gross output of both stations was 6,343,240 KWH. The total loss in power in plant auxiliaries, transmission and transformation was 994,396 KWH, or 15.67 per cent of gross output.

Miscellaneous repairs and installations of electrical equipment were made on 63 vessels during the month, 31 at Cristobal and 32 at Balboa.

The following work was under progress during the month, with completion on January 31, as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.....	75
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	85
Installation of new 2,400 KVA transformer and new tie-line equipment at Gatun substation.....	63
Installation of 2 complete feeder equipments at Balboa substation.....	95
Installation of three 400,000 c/m conductor tie lines between Gatun hydroelectric and substation.....	95
Installation of transformers and other electrical work at new incinerator, Cristobal.....	100
Extension of underground distribution in New Cristobal.....	30

\* Indicates that no work was done during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month the combined Atlantic and Pacific fleets of the United States Navy visited the Canal, and the shops and dry dock were of service in affording repairs to the fleet.

The *New Mexico*, the latest, largest, and most powerful superdreadnought of the United States Navy, was placed in dry dock before proceeding south with the combined fleets. This vessel has a normal displacement of 32,000 tons, is 624 feet long, 97 feet 4 inches beam, and 37 feet draft. Although this is the largest battleship in the United States Navy, her docking used up only 60 per cent of the available length of Balboa dry dock, 90 per cent of the width, and 75 per cent of the depth.

The Navy oil tanker *Neches* arrived broken down on account of boiler trouble, and extensive repairs were carried out. Her uptakes were removed, cut apart, faired, and replaced; many boiler tubes renewed or rolled, casings made tight, and fireroom made nearly air-tight. The forced draft blowers were overhauled. The work was done under pressure and carried on continuously day and night, owing to the necessity of this vessel proceeding south with a cargo of oil for the fleet.

Just preceding the arrival of the Pacific fleet, the Chilean superdreadnought *Alejandro Latorre* was placed in dry dock at Balboa, cleaned and painted, and repairs made to her hull and rudder in 2 days' time, during which it was necessary to work day and night. This vessel, with the exceptions of the steamship *Von Steuben* and the battleship *New Mexico* is the largest ship to have been docked in the Balboa dry dock, and because of her great concentration of weights and broad beam constituted the most complicated docking that the Balboa dock has ever had to undertake.

The rebuilding of the steamship *Marne* was completed during the month, and successful dock and sea trials of the vessel were held. The steamship *S. V. Harkness* was dry-docked and repairs to shaft and propeller carried out. A new set of manganese bronze propeller blades were manufactured by the Balboa shops and installed.

The steamship *Bahia Castillo* was dry-docked and repairs made to the stern tube packing. This ship had about 600 passengers on board, and providing sanitary facilities for such a number was the largest problem connected with her visit.

The steamship *Sussex*, which was damaged through piling up on the Cristobal breakwater, was placed in dry dock for rebuilding her bow. The motorship *Siam* was dry-docked and several thousand leaking rivets in her hull made tight. The rebuilding of the tug *Bohio* was advanced to within about 85 per cent of completion.

In addition to the above, miscellaneous repairs were made at the Balboa shops on the following vessels during the month: Steamships *Quabbin*, *Donald Mc Kay*, *Sag Harbor*, *Trontolite*, *Heber*, *Ulysses*, *Jalapa*, *Caddo*, *Maricopa*, *La Habra*, *Langton*

Hall, *Mina Brea*, *Artigas*, *Westboro*, *Azeus*, *Betsy Bell*, *Cuba*, *Steel Voyager*; motorships *Cethana*, *Ansaldo San Giorgio II*, *Astoria*; U. S. S. *Kennedy*, *Glacier*, *Orion*, *Vulcan*, *Mugford*, *Ontario*, *Des Moines*, *Trinity*, *Tacoma*, *Contocook*, *Neches*, *Frederick*, *Dolphin*, *Carabasset*; U. S. submarines *S-7*, *R-24*; U. S. subchaser No. 284; barge *A-1*; tender *Perico*; and yacht *Genesee*.

The following vessels were dry-docked at Balboa during the month: U. S. S. *New Mexico*; Chilean battleship *Almirante Latorre*; steamships *Bahia Castillo*, *S. V. Harkness*, *Cuba*, and *Sussex*; motorship *Siam*; barges *A-1* and No. 132; tug *Mariner*; U. S. submarine *S-7*; U. S. subchaser No. 284; U. S. S. *Glacier*; and tender *Perico*.

The more important repair work carried out at the Cristobal shops consisted of the following: The steamship *Barima* was changed from a coal to an oil burner, and the boilers and oil pump repaired. The hull, frames, winches, and blower engines of the steamship *North American* were repaired. A new crank shaft for the ice machine on the U. S. S. *Shawmut* was made, staybolts renewed, and the motor boat repaired. The circulating pumps of the steamship *Bahia Castillo* were overhauled and the H. P. and L. P. crank brasses were adjusted. Repairs were made to the blower engine and copper pipes of the steamship *Ecremont Castle*.

In addition to the above, miscellaneous repairs were made to the following vessels: Steamships *Cartago*, *Urubamba*, *Achilles*, *Ulysses*, *Pacific*, *General W. C. Gorgas*, *Barima*, *San Juan*, *Cristobal*, *Ancon*, *Acajulla*, *Hector*, *Ardmore*, *Navarre*, *Wolverine State*, *Panama*, *Caribbean*, *Margaret Coughlan*, *Jamaica*, *Ionic*, *Balboa*, *Man'aro*, *Palena*, *Arzila*, *Quilpue*, *Matinicock*, *Guatemala*, *Parismina*, *Agron*, *Honduras*, *Hayden*, *Cauca*, *General H. F. Hodges*, *Tranquebar*, *Drake*, *Ebro*, *Reaper*, *Chipchung*, *City of Victoria*, *Crijnsen*, *Cartagena*, and *Tolosa*; motorships *Siam*, *Laura C. Hall*, and *Chiquimula*; schooners *Anthony Nichols* and *Beulah*; U. S. S. *Sandpiper*, *Poe*, *Gannet*, *Mayes*, *Shawmut*, *Laguna*, and *Barbacoas II*; tug *Tavernilla*, *Porto Bello*, *Engineer* and supply No. 1; barges *Manei* and *Darien*; wrecking barge No. 91; U. S. A. G. *Forse*; U. S. Mine Planter *Graham*; U. S. A. Jr. Mine Planter *1st Lt. Douglas*; Marine Division supply boat No. 1; Army transport *Buford*; launches *Corso*, *Mc Kie*, *Capron*, *Hibiscus*, *Mary B.*, *Rodman*, *Eunice*, *Azimuth*, *Patrol*, and No. 2.

The following vessels were dry-docked at Cristobal during the month: Steamships *Salvador* and *North American*; U. S. subchaser No. 285; dredge No. 86, *Eagle No. 32*; barge No. 118; tug *Ajax*; and launch *Putnam*.

The output of the Mechanical Division in patterns and castings, as compared with the preceding month, was as follows:

	December.			January.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	36	1,471	68,933	34	862	45,934
Steel.....	14	870	93,943	28	1,476	63,600
Brass.....	49	1,842	15,929	28	2,505	14,851

A new air furnace was completed at the foundry of the Balboa shops. This has a capacity of 4,000 pounds. It is designed to facilitate the manufacture of large castings of high-grade bronze. Used in conjunction with facilities already existing, castings of 7,000 pounds weight can be produced. This will make single propeller blades as large as are found on any ship. The Balboa shops are now equipped to produce cast iron propellers, either solid or built-up, for any size of ship; solid steel wheels for everything except the largest ship, solid bronze wheels for smaller size ships, and built-up steel or bronze wheels for any size ship.

The routine inspection, hostling, and repair of equipment for the Panama Railroad Company was carried on during the month. The manufacture of 5 towing locomotives for the locks was begun. Twelve crews were instructed in the handling of locomotives, and 27 in oil and fuel economy during the month.

BUILDING CONSTRUCTION.

The following statement represents the degree of completion on January 31 of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Twenty-seven 12-family married quarters.....	100
Fourteen 12-family married quarters.....	99
Four 12-family married quarters.....	95
Four 32-room bachelor quarters.....	99
Six 32-room bachelor quarters.....	95
Royal Mail Steam Packet Company's Office, Cristobal.....	79

\* Indicates that no work was done during the month.

	Per cent completed.
Applying Specification roofing to Pier No. 6, Cristobal.....	80
Painting silver quarters, Gatun.....	95
Reroofing Cristobal bakery.....	85
Repairs to 35 houses, Cristobal.....	45
Construction of storehouse for Quarantine Officer, Cristobal.....	100
Manufacturing 250 chairs.....	100
Four hundred and sixty-eight kitchenettes for silver townsite, Cristobal.....	50
Roof between buildings 2 and 3, Balboa.....	55
Roof between buildings 3 and 4, Balboa.....	40
Moving type-18 house from Las Cascadas to Cristobal.....	30
Moving 2 type-14 houses from Las Cascadas to Balboa.....	90
All-America Cable Company's building, Cristobal.....	45
Manufacture of 300 wood rocking chairs.....	10

\* Indicates that no work was done during the month.

Construction work for Army and Navy is separately reported.

DREDGING DIVISION.

Cucaracha Slide showed a general surface movement over nearly the entire area from January 1 to 22, inclusive. Since the latter date the entire slide has become quiet. The dredge *Gamboa*, on a double-shift basis, worked in front of this slide within the basin, up to the 27th of the month, removing 102,900 cubic yards of material, and making a total of 2,336,400 cubic yards removed from this area since the slide of February 22, 1920. At the close of the month there was still some material within the basin to be removed to bring it to grade.

Culebra Slide has shown very little movement for the month, while the northern limit of the Barge Repair Slide was extended by the breaking off of the west bank between stations 1738-00 to 1736-50. This material has been removed from the channel since the 26th of the month. Hydraulic grader No. 1 was engaged in grading and ditching at East Culebra Slide during the entire month, removing an estimated total of 30,000 cubic yards of material from this area. Hydraulic grader No. 3 was employed the entire month at Cucaracha Slide, and it is estimated that 40,000 cubic yards of earth and rock were sluiced from this area.

The total excavation for January including earth, rock, and run-of-bank gravel, was 507,060 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
(*) 102,900	10,300	92,600	Maintenance.....	1905-00 to 1817-00 E. <i>Gaillard Cu (Cucaracha).</i>	<i>Gamboa.</i>
(*) 16,400	4,100	12,300	Maintenance.....	1736-50 to 1750-50 W. <i>Gaillard Cut (Barge Repair).</i>	<i>Gamboa.</i>
(*) 150,000	150,000	.....	Maintenance.....	1989-00 to 1966-00 W. 1976-00 to 1969-00 C. L. <i>Miraflores Lake.</i>	<i>No. 83.</i>
(*) 18,100	15,600	2,500	Maintenance.....	2284-50 to 2292-60 W. <i>Pacific entrance.</i>	<i>Cascadas.</i>
(*) 24,500	8,900	15,600	Construction.....	2281-00 to 2286-00 <i>Balboa inner harbor (oil berth).</i>	<i>Cascadas.</i>
(*) 11,500	8,500	3,000	Construction.....	Front of Dock No. 7. <i>Balboa inner harbor.</i>	<i>Cascadas.</i>
(*) 33,100	33,100	.....	Aux. construction..	Service. <i>Chagres River gravel.</i>	<i>Marmot.</i>
(*) 460	460	.....	Aux. construction..	Service. <i>Atlantic entrance.</i>	<i>Marmot.</i>
(*) 150,100	150,100	.....	Maintenance.....	332-00 to 366-00 W. <i>Atlantic entrance.</i>	<i>No. 85.</i>
507,060	381,060	126,000			

\* Gaillard Cut. \* Miraflores Lake. \* Pacific entrance. \* Balboa inner harbor. \* Chagres River. \* Atlantic entrance.

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
West side of channel at Mindi.....	150,100
North of <i>Gamboa</i> .....	117,800
West side of prism, <i>Miraflores Lake</i> .....	150,000
Sea dumps, <i>Pacific entrance</i> .....	54,100
Deep water, <i>Chagres River</i> .....	33,100
North of Gold Hill.....	1,500
Towed to <i>Gamboa</i> .....	460
<b>Total.....</b>	<b>507,060</b>

On February 1, 1921, the following excavation remained to be done:

Location.	Earth.	Rock.	Total.
	<i>Cu. yds</i>	<i>Cu. yds.</i>	<i>Cu. yds.</i>
Gaillard Cut.....	47,000	25,000	25,000
Pacific entrance.....	47,000	80,900	127,900
Total, Canal prism.....	47,000	105,900	152,900
Balboa inner harbor.....	75,450	8,000	83,450
Total, ocean to ocean.....	139,850	116,900	256,750

MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations for the month of January was 863,708,750 gallons; and that of the 3 filtration plants 538,978,000 gallons. The consumption of water in Panama City was 93,624,000 gallons, and that for Colon 59,478,550 gallons. Sales of water to 350 vessels totaled 19,156,147 gallons.

Construction work, as itemized below, was under progress during the month, with completion on January 31, as shown:

*Northern District.*

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	55
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Sanitary sewers.....	75
Municipal work, block No. 3, Cristobal.....	50
Installation of 12-inch oil line to Dock 14.....	70
Laying of two 12-inch oil lines to Pier 6.....	10
Laying of 6-inch Diesel oil line to Dock 6.....	15
Water and sewer connections for 2 type-17 houses.....	100

*Southern District.*

Municipal work for 4 type-14 houses, Quarry Heights.....	95
Storm sewer, Javillo Fill.....	99
Sewer, Northern Avenue to beach.....	100
Box sewer, Panama Railroad yards.....	99
Concreting streets, new Santo Tomas Hospital.....	98
Municipal work for 3 type-18 houses, Balboa.....	60
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine Building, Quarry Heights.....	91
Box sewer on 13th Street, Panama.....	99
Reconstruction of road to Paraiso store.....	100
New wash-water tank, Miraflores.....	95
Road from La Boca to oil-handling plant.....	100
Construction of 12-inch storm sewer, Balboa clubhouse.....	100
Construction of concrete sea wall, new Santo Tomas Hospital.....	5
Construction of 10-inch sewer on 22d Street, Panama City.....	10
Asphalting east 19th Street, Guachapali.....	100

\* Indicates that no work was performed during the month.

Construction work for the Army and Navy is separately reported.

OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on January 31, were classified as follows:

	Men.	Women.	Children.	Total.
Americans.....	3,475	2,269	2,665	8,409
Europeans.....	159	38	83	280
West Indians.....	4,879	2,193	4,431	11,503
Totals.....	8,513	4,500	7,179	20,192

WORKING FORCE.

(Effective January 15, 1921.)

Department or Division.	Gold.	Silver.	Total.
Operation and Maintenance:			
Office.....	30	45	75
Building Division.....	156	436	592
Electrical.....	218	261	479
Municipal Engineering.....	99	915	1,014
Lock Operation.....	178	609	787
Dredging.....	184	1,154	1,338
Mechanical.....	962	1,760	2,722
Marine.....	204	556	760
Fortifications.....	73	400	473
Totals.....	2,104	6,136	8,240

## WORKING FORCE—continued.

Department or Division.	Gold.	Silver.	Total.
<b>Supply Department:</b>			
Quartermaster.....	225	1,630	1,855
Subsistence.....	33	421	454
Commissary.....	289	1,465	1,754
Cattle Industry—Plantations.....	23	413	436
Hotel Washington.....	9	93	102
<b>Totals.....</b>	<b>579</b>	<b>4,022</b>	<b>4,601</b>
<b>Accounting.....</b>	<b>245</b>	<b>10</b>	<b>255</b>
<b>Health.....</b>	<b>245</b>	<b>880</b>	<b>1,125</b>
<b>Executive.....</b>	<b>569</b>	<b>254</b>	<b>823</b>
<b>Panama Railroad:</b>			
Superintendent.....	69	517	586
Transportation.....	124	160	284
Receiving and Forwarding Agency.....	83	1,440	1,523
Coaling Stations.....	127	1,405	1,532
<b>Totals.....</b>	<b>403</b>	<b>3,522</b>	<b>3,925</b>
<b>Grand total.....</b>	<b>4,145</b>	<b>14,824</b>	<b>18,969</b>

## VITAL STATISTICS.

A total of 147 deaths occurred during the month of January from the population comprising the Canal Zone and the cities of Panama and Colon. Of the above deaths, 58, or 39 per cent, occurred among children under 5 years of age. Tuberculosis, diarrhea and enteritis, and pneumonia, were the leading causes of mortality in the order named. Ninety-three cases of malaria were reported, with 1 death. Dysentery caused 4 deaths, 2 of which were among nonresidents of the Isthmus. Of the total deaths, 8 were due to external causes.

Three hundred and fifty-nine births were reported during the month, 21 of which were stillbirths. Deaths among children under 1 year of age numbered 40, giving an infant mortality rate, based on the number of births reported for the month, of 118.3 per thousand.

Forty-three cases of smallpox were admitted to Ancon Hospital during the month, of which all but 1 originated in Colon. The remaining case was a resident of Panama City, transferred from Santo Tomas Hospital. There have been no deaths from these cases to date.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month of January was \$988,080.34. Of this material, \$959,774.78 was chargeable to Operation and Maintenance, \$15,677.89 to Construction and Equipment, and \$12,627.67 to miscellaneous departments.

The total cash sales on the Isthmus from storehouses and obsolete stores amounted to \$99,079.44, of which \$56,469.14 was for stock, \$38,985.87 for fuel oil, \$464.68 for scrap, and \$3,159.75 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$54,721.21, of which \$17,875.15 was for fuel oil, and \$36,846.06 for miscellaneous stock items. Total sales of commissary supplies to all purchasers amounted to \$963,341.09, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$100,801.72; to The Panama Canal, \$136,986.97; to the United States Government, including the Army and Navy, \$177,730.37; to individuals and companies, mainly through charge accounts at the retail commissaries, \$24,340.51; to the Panama Railroad, including its steamships and the Hotel Washington, \$31,985.67; and to individuals purchasing coupons, \$491,495.85.

## FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on January 31, exclusive of fortifications, was \$13,424,285.71. The balance in fortification funds allotted to The Panama Canal for expenditure was \$489,653.91. Payments from appropriations made by the Disbursing Clerk, Washington, amounted to \$1,103,379.34, and by the Paymaster on the Isthmus, to \$1,678,098.54. Purchases of commissary books from the Panama Railroad Company amounted to \$403,983.27. The total Canal collections on the Isthmus amounted to \$2,789,924.49, classified as follows:

Repaid to appropriations.....	\$1,250,116.95
Commissary.....	406,265.88
Tolls.....	1,094,327.76
Water rentals, Panama and Colon.....	13,100.95
Postal receipts.....	13,080.69
Licenses, taxes, court fees, fines, etc.....	9,972.26
<b>Total.....</b>	<b>\$2,789,924.49</b>

Collections by the Disbursing Clerk, Washington, amounted to \$248,636.05. Deposits of \$59,800 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. Receipts from Canal Zone and miscellaneous funds amounted to \$247,219.51; disbursements from the same source were \$54,363.32.

January payrolls on the Isthmus aggregated \$1,304,040.31, as compared with \$1,305,117.05 for the preceding month, and \$1,275,004.90 for the corresponding month 1 year ago.

Respectfully,

JAY J. MORROW,

Acting Governor.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending March 5, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Manavi.....	Pacific Steam Navigation Co.....		February 28..		93
Gen. G. W. Goethals..	Panama Railroad Steamship Line..		March 1.....		1,723
Balboa.....	Colombian Maritime Co.....		March 1.....		140
Oropesa.....	Pacific Steam Navigation Co.....	February 28..	March 1.....	1	( <sup>1</sup> )
Ageroen.....	Caribbean Steamship Co.....	February 28..	March 1.....	237½	230
Cristobal.....	Panama Railroad Steamship Line..	February 28..	March 2.....	9,636	( <sup>1</sup> )
Acajutla.....	Pacific Steam Navigation Co.....	February 28..	March 3.....	321	90
Ancon.....	Panama Railroad Steamship Line..	February 28..	March 3.....	10,100	( <sup>1</sup> )
Heredia.....	United Fruit Co.....	February 28..	March 3.....	966	132
Corcovado.....	Pacific Steam Navigation Co.....	March 1.....	March 2.....	36	( <sup>1</sup> )
Governor.....	Harrison Line.....	March 1.....	March 2.....	458	3
Ardover.....	Royal Netherlands W. I. Mail..	March 2.....	March 3.....	201	( <sup>1</sup> )
Cauca.....	Pacific Steam Navigation Co.....	March 2.....	March 2.....	229½	
Carrillo.....	United Fruit Co.....	March 2.....	March 3.....	551	304
Nuanu.....	Venancio Concepcion.....	March 2.....	March 5.....	115	( <sup>1</sup> )
Santa Marta.....	United Fruit Co.....	March 3.....	March 3.....	44	5
San Jose.....	Pacific Mail Steamship Line.....	March 3.....	March 3.....	769	
Orcoma.....	Pacific Steam Navigation Co.....	March 3.....	March 4.....	246	( <sup>1</sup> )
Van Rensselaer.....	Royal Netherlands W. I. Mail..	March 3.....	March 5.....	26	580
Tolca.....	United Fruit Co.....	March 4.....	March 5.....	9	21
Essequibo.....	Pacific Steam Navigation Co.....	March 4.....	March 5.....	94	( <sup>1</sup> )
Mantaro.....	Peruvian Steamship Co.....	March 4.....	March 4.....	3,227	
Coronado.....	Elders & Fyffes, Ltd.....	March 5.....	March 5.....	72	( <sup>1</sup> )

<sup>1</sup> No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 5, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Acajutla.....	Pacific Steam Navigation Co.....	February 27..	February 28..	2	3
Laura C. Hall.....	Pacific Metals Corporation.....	February 27..	March 3.....	3	51
Balboa.....	Colombian Maritime Co.....	March 1.....	March 1.....		19
Nuanua.....	Venancio Concepcion.....	March 1.....	March 2.....	589	
Cauca.....	Pacific Steam Navigation Co.....	March 2.....	March 2.....	1	
San Jose.....	Pacific Mail Steamship Co.....	March 2.....	March 3.....	64	
Essequibo.....	Pacific Steam Navigation Co.....	March 5.....	March 5.....	133	
Aysen.....	Compañia Sud Americana de Vap..	March 5.....	March 5.....	113	
Kaweah.....	United States Shipping Board.....	March 5.....	March 5.....	9,644	

**Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

## Distribution of cargo passing through the Canal from the Pacific to Atlantic, January, 1921.\*

From—	NORTH AMERICA.										EUROPE.										Grand total.	Azores. <sup>†</sup>	Percent of total cargo
	UNITED STATES.					NORTH AMERICA.					EUROPE.					EUROPE.							
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total United States.	West coast of Canada.	West Indies.	Atlantic terminus, Panama Canal.	Total North America.	Belgium.	British Isles.	Denmark.	France.	Germany.	Holland.	Italy.	Spain.	Sweden.	Europe.	Total, Europe.				
<b>WEST COAST OF SOUTH AMERICA:</b>																							
Chile.....	18,073	42,098	12,635	72,806	16,653	356	89,815	3,003	32,613	5,338	16,012	9,294	15,683	0,545	9,887	14,241	112,616	12,100	214,531	34.6			
Colombia.....	89			89		943	1,032										644		1,032	0.1			
Ecuador.....	2,915			2,915		697	3,612		2		62	155		425					5,190	0.8			
Peru.....	5,678			5,678	4,463	3,545	17,686	6	30,708		25						30,829		48,515	7.8			
Total, South America.....	26,755	42,098	12,635	81,488	8,463	5,541	112,145	3,009	63,413	5,338	16,099	9,449	15,683	0,970	9,887	14,241	144,089	12,100	208,334	43.3			
<b>WEST COAST OF NORTH AMERICA:</b>																							
West coast of United States.....	75,358	150	2,700	78,208		3,128	81,703	2	38,676	1,455	16,980	26,867	569	15,484		139	12,168	112,340	104,143	31.3			
West coast of Canada.....	3,221			3,221			3,221		19,900					200			20,100		23,381	3.0			
West coast of Central America.....	589			589			973		1,562										1,562	0.2			
Total, North America.....	79,168	150	2,700	82,018		3,128	86,456	2	58,636	1,455	16,980	26,867	569	15,684		139	12,168	132,500	218,986	35.3			
<b>ASIA:</b>																							
China.....	9,932			9,932		1,500	11,432												11,432	1.8			
Japan.....	2,100			2,100			2,100												2,100	0.3			
Malay Peninsula.....	1,373			1,373			1,373												3,373	0.2			
Philippines.....	3,112			3,112			3,112												3,112	0.5			
Far East.....	3,711			3,711			3,711												3,711	0.6			
Total, Asia.....	20,318			20,318		1,500	21,818												21,818	3.4			
<b>AUSTRALASIA:</b>																							
Australia.....	15,575			15,575			15,575		22,947								22,947		38,522	6.3			
New Zealand.....	6,824			6,824			6,824		60,579								60,579		60,579	9.8			
Australasia.....	22,399			22,399			22,399		88,358								88,358		11,656	1.9			
Total, Australasia.....	148,640	42,248	15,385	206,223	8,463	21,281	242,848	3,011	210,407	6,793	33,079	36,316	16,252	22,654	9,887	139	26,409	364,947	12,100	619,895	100.0		
Grand totals.....	23.9	6.8	2.5	33.2	1.3	3.4	39.2	0.4	33.8	1.8	5.2	5.7	2.6	3.6	1.5	4.2	58.9	1.9	100.0	.....			
Per cent of total cargo.....	25.1	10.7	3.3	39.1	.....	1.8	4.3	45.2	6.7	30.3	1.9	3.9	2.7	.....	2.0	1.3	0.5	50.6	.....	.....			
Per cent of total cargo last month.....																							

\* For orders.

\* By tons of 2,240 pounds.

Distribution of cargo through the Panama Canal from the Atlantic to the Pacific, January, 1921.\*

From	NORTH AMERICA.										ASIA.					AUSTRALASIA.								
	Chile.	Colombia.	Ecuador.	Peru.	West coast, South America.	Total, South America.	West coast, United States.	West coast, Canada.	West coast, Central America.	Pacific terminus, Panama Canal.	West coast, North America.	Total, North America.	China.	Japan.	Philippine Islands.	Far East.	Total, Asia.	Australia.	New Zealand.	Australasia.	Total, Australasia.	Grand total.	Per cent of total cargo.	
NORTH AMERICA:																								
North Atlantic ports.....	45,672	1,192	3,577	3,576	7,045	61,062	53,494	12	11,998	8,338	73,832	16,100	20,020	6,912	5,829	43,852	18,219	25,955	6,079	50,283	234,039	42.1		
South Atlantic ports.....	24,809			4,773		29,582	941		98		1,042	391	2,488			2,878		797	26,101	26,938	60,460	10.9		
Gulf ports.....				3,917		4,673	12,726				12,726	21,601	6,929			8,909	37,439		6,200	6,200	61,029	10.8		
Total, United States.....	70,481	1,192	3,582	12,266	7,796	95,317	67,164	12	11,998	8,338	87,610	18,091	29,437	6,912	14,729	89,160	25,216	52,146	6,079	83,441	355,523	63.8		
West Indies.....	2,500					2,500	415,050				5,091										7,591	1.4		
Atlantic Terminus, Panama Canal.....	4,203	745	312	1,971	1,149	8,380	12,111				14,908										23,288	4.2		
East coast, Mexico.....	61,930					61,930	20,000				39,999										101,830	18.2		
Total, North America.....	139,114	1,937	3,894	14,237	8,945	168,127	99,316	5,062	2,895	8,338	147,509	38,091	29,437	6,912	14,729	89,160	25,216	52,146	6,079	83,441	488,237	87.6		
EUROPE:																								
Belgium.....							9,703				9,703											9,703	1.8	
British Isles.....	9,276			5,088		14,364	869	449			2,523										21,495	39,700	7.1	
Denmark.....							508				508											508	0.1	
Germany.....	186			100	3,130	3,416	36				36											3,452	0.6	
Holland.....																						10	0.0	
Italy.....				80	630	710																710	0.1	
Norway.....							688				688											688	0.1	
Norway.....							240															240	0.0	
Spain.....							88															88	0.0	
Sweden.....	44						555				1,429											1,429	0.3	
Europe.....	6,191				3,106	9,470	555				1,429											11,454	2.1	
Total, Europe.....	15,697		218	5,278	7,106	28,299	12,350	449			3,652	16,760									21,495	60,554	11.9	
East coast, South America.....							2,367				2,367											2,367	0.5	
Grand total.....	134,811	1,937	4,112	19,515	16,051	196,426	114,042	5,511	2,895	81,898	12,290	166,636	13,091	29,437	6,912	14,729	89,160	25,216	73,641	6,079	104,836	557,158	100.0	
Per cent of total cargo.....	27.6	0.4	0.8	3.5	2.9	35.2	20.5	0.9	0.5	5.8	2.2	29.1	6.8	5.3	1.2	2.7	16.0	4.6	13.2	1.1	18.9	100.0		
Per cent of total cargo last month.....	35.7	0.3	0.2	3.8	4.8	44.8	12.1	0.1	1.2	0.4	17.6	5.9	6.5	2.0	8.6	24.1	7.5	6.0	7.5	6.0	13.5			

\*By tons of 2,240 pounds.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, March 5, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.							Nature.	Tons.	Gross.	Net.
Manavi	22	17.50	28	6.20	28	13.00	28	15.15	British	Pacific Steam Navigation Co.	216.0	35.0	11.1	Cristobal.	Guayaquil.	92	1,357	884
Charlton Hall	28	5.15	28	11.02	28	18.55	28	19.53	American	Isthmian Steamship Line.	400.0	50.0	25.1	New York.	Colonel.	6,546	5,696	4,207
Canadian Im- porter	28	13.17	28	13.30	28	20.35	28	22.25	British	Canadian Government.	400.0	52.0	21.0	St. Johns.	Auckland.	3,000	5,855	4,151
Wytheville.	28	15.52	1	6.10	1	13.53	1	15.17	American	Barber Line (S. B.).	395.5	50.0	25.6	New York.	Manila.	6,609	6,841	4,758
Port Sydney.	28	14.11	1	6.20	1	15.47	1	17.07	British	Commonwealth and Dom. Line.	501.0	63.0	28.6	New York.	Auckland.	8,710	11,857	8,047
Balboa.	24	22.52	1	6.45	1	15.15	1	23.40	American	Columbian Maritime Co.	190.0	29.1	17.0	Cristobal.	Guayaquil.	134.3	741	350
Utique.	24	16.28	1	10.15	1	17.29	6	17.00	French	Societe Anonyme de Peche.	232.0	44.0	17.6	Bordeaux.	San Francisco.	1,000	1,747	1,028
Morristown.	25	19.45	1	12.37	1	20.35	2	18.20	American	U. S. A. Line (S. B.).	377.0	52.0	23.9	New York.	Sydney.	5,282	5,205	3,743
Mahana.	28	18.40	1	12.49	1	20.30	2	0.05	British	Shaw, Saville, & Albion Co.	520.9	63.0	28.6	London.	Auckland.	6,951	12,151	8,727
S. C. 285.			1	6.24	1	17.28	2	12.36	American	United States Navy.	360.2	51.6	25.0	Cristobal.	Balboa.	4,053	5,694	3,975
Santa Luisa.	1	19.53	2	6.03	2	12.30	2	13.36	American	W. R. Grace & Co.	390.0	47.0	21.3	New York.	Valparaiso.	3,392	4,976	3,284
Corcovado.	1	17.28	2	5.20	2	14.17	2	13.20	British	Pacific Steam Navigation Co.	385.0	51.0	23.0	Hamburg.	Valparaiso.	4,917	5,914	4,389
Porssaid Maru.	2	6.50	2	7.45	2	15.25	2	16.40	Japanese	Kawasaki Kisen Kabushiki Kaisha	305.0	43.7	22.0	New York.	Seattle.	3,720	3,179	2,180
Mye Maru.	2	7.20	2	11.20	2	18.25	2	22.25	Japanese	Suzuki Steamship Co.	30.2	8.4	3.0	Nuevitas.	San Francisco.			
Lock City.			2	9.20	2	9.20	2	11.00	American	W. C. Hyler	480.0	62.9	27.9	Gatun Lake.	Balboa.	8,100	10,507	7,132
Kent.	2	16.11	3	6.19	3	14.17	3	15.20	British	Federal Steam Navigation Co.	480.0	62.9	27.9	New York.	Auckland.	2,900	9,615	6,525
Ardoer.	2	6.31	3	6.31	3	15.10	3	16.00	British	Daniel Steamship Co.	483.5	62.8	21.3	Hamburg.	Valparaiso.	7,000	8,459	6,060
Plako.	2	18.57	3	7.47	3	15.40	3	16.45	British	New Zealand Shipping Co.	450.0	58.0	29.7	Liverpool.	Auckland.	3,025	6,622	4,880
West Camak.	2	23.21	3	8.04	3	17.22	3	18.25	American	E. C. Evans & Sons (S. B.).	410.5	64.0	26.2	Liverpool.	Colonel.	2,782	12,207	7,942
Oreoma.	3	12.07	4	10.00	4	17.29	4	18.32	British	Pacific Steam Navigation Co.	404.0	54.0	18.0	Savannah.	Los Angeles.	2,290	6,755	4,688
Chas. H. Cramp	4	15.50	5	6.13	5	12.51	5	14.40	American	AH. Galf & Pac. S. S. Corp. (S. B.).	203.2	34.0	9.6	Cristobal.	San Francisco.	1,099	9,037	6,089
Nunabu.	2	20.13	5	6.15	5	16.22	5	17.40	American	V. Conception	450.0	57.0	23.9	New York.	Valparaiso.	4,650	5,146	3,557
Essequibo.	4	7.41	5	6.15	5	13.40	5	15.00	British	Pacific Steam Navigation Co.	365.0	52.5	24.0	Brooklyn.	Port Chalmers.	4,344	4,714	3,401
Cape Henry.	4	14.13	5	6.23	5	13.49	5	16.47	American	Alt. Gulf and Pacific S. S. Corp.	430.0	47.0	23.1	New Orleans.	Gatun.	9.448	7,680	5,664
Errol.	4	22.22	5	8.45	5	16.39	5	17.45	British	Australian Steamship Co.	430.0	58.2	28.0	Cristobal.	Balboa.			
J. W. McKie.	5	10.20	5	6.00	5	8.16	5	18.19	American	United States Army.								
Kaweah.	5	10.20	5	10.47	5	18.19	5	18.19	American	McAlister Brothers (S. B.).								

\* Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

W. R. Grace & Co.	404.6	53.9	0.0	27.0	Valparaiso.	Norfolk.	Nitrate of soda.	8,629	6,789	4,746
W. R. Grace & Co.	298.6	47.0	27.0	Salaverry.	New York.	Sugar and cocoa.	1,607	2,835	1,822	
Vacuum Oil Co.	495.8	57.0	22.0	San Francisco.	Texas City.	Ballast.				
Pacific Steam Navigation Co.	215.7	33.2	12.6	Tumaco.	Cristobal.	Wheat.	356	1,273	706	
Pacific Steamship Co. (S. B.).	410.0	54.2	27.1	Portland.	Manchester.		7,530	7,405	5,635	
Pacific Steam Navigation Co.	530.0	66.3	28.0	Valparaiso.	Liverpool.	General.	7,600	14,510	10,259	

\* Cocoa, coffee, and hides.



### Sailing of the *Sussex*.

The steamship *Sussex*, which came out of the dry dock at Balboa on February 21, after receiving repairs made necessary by her running on the West Breakwater in Limon Bay on January 3, completed the reloading of her cargo at Pier 18, Balboa, on March 8, and proceeded to the coaling plant to take bunkers for the voyage to New Zealand ports. Coaling was finished in the morning of March 9, and the *Sussex* was ready to sail at the time of going to press.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended March 5:

Steamship *Steel Inventor*, repairs to hull; launch *Vacuum, Jr.*, general repairs; steamship *Utique*, boiler repairs; U. S. S. *Buchanan*, repairs to main engine; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. S. *Mason*, renew starboard propeller guard; launch *Pilot*, general repairs; barges *Nos. 132 and 138*, general repairs; steamship *Caribbean*, general repairs; submarines *O-11 and O-16*, periodical overhaul; steamships *Caddo*, heavy repairs; *Morristown*, repairs to main engine; motor schooner *Laura C. Hall*, repairs to starboard engine; barge *No. 135*, general repairs; steamships *Swift Arrow*, miscellaneous hull and engineering work; *Sussex*, heavy accident repairs and docking, cleaning, and painting; motorship *Coolcha*, miscellaneous engine and pipe repairs; U. S. S. *Satterlee*, miscellaneous C. and R. and engineering repairs; U. S. S. *Birmingham*, crane service; U. S. S. *Aaron Ward*, miscellaneous engineering work; steamship *Rovuma*, install 2 closed chocks, aft.

The following vessels were at the Cristobal shops for repairs during the week ended March 7:

Steamship *Ulysses*, barge *Mamei*, steamships *Panama*, *Achilles*, barge *Darien*, steamship *Cristobal*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. Eagle *No. 31*, install ballast, clean and paint hull; launch *Sarita*, miscellaneous repairs, paint hull above waterline and superstructure; steamships *Jamaica*, repair beams under boilers, repair auxiliary steam pump, etc.; *Mantaro*, plane valve face, bore out valve chest, fit rings to shuttle valve of auxiliary pump, etc.; *Essequibo*, drill holes, manufacture and install stud in gear of mooring winch; schooner *Anthony Nichols*, repair keel, scrape bottom, etc.; steamship *Ardoer*, manufacture one copper pipe, anneal pipe, furnish rubber gaskets, etc.; yacht *Maraya*, repair gasoline engine, generator set, and rudder; tug *Favorite*, calk seams on both boilers, weld circulating engine column and other repairs in connection with same; steamships *Parismina*, *Arawa*, *City of Vancouver*, *Chili*, *San Jose*, *Benjamin Brewster*, schooner *Nuuanu*, steamships *Caddo*, *Salvador*, and *Swift Arrow*, miscellaneous minor repairs.

### Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective March 1, 1921:

Commodities.	Unit.	Price.
Brass, bar.....	Lb.	\$0.44
Brass, sheet.....	Lb.	.75
Bronze, Tobin.....	Lb.	.375
Cement, at Panama:		
Including surcharge.....	Bag	2.07
Credit for empty bag returned.....	Bag	.25
Cement, at Colon:		
Including bag and surcharge.....	Bag	1.95
Credit for empty bag returned.....	Bag	.25
Charcoal.....	Cwt.	1.63
Copper, bar.....	Lb.	.44
Gasoline, motor grade, in drums.....	Gal.	.56
Lead, sheet.....	Lb.	.17
Lead, pig.....	Lb.	.125
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	93.75
Lumber, ceiling, siding, and flooring, 1" x 6"	M ft. B. M.	118.75
Lumber, flooring, 1" x 3" and 1" x 4"	M ft. B. M.	143.75

Lumber, native, prices per 1,000 feet board measure:

Kind.	ROUGH.		DRESSED.	
	Green.	Kilned.	Green.	Kilned.
Almendra.....	\$106.25	\$118.75	\$115.00	\$127.50
Alcavu.....	87.50	100.00	96.25	108.75
Alcareto.....	106.25	118.75	115.00	127.50
Amargo.....	106.25	118.75	115.00	127.50
Bateo.....	62.50	75.00	71.25	83.75
Cedro Amargo.....	106.25	118.75	115.00	127.50
Caoba Blanca.....	87.50	100.00	96.25	108.75
Guayacan.....	137.50	150.00	146.25	158.75
Maria.....	62.50	75.00	71.25	83.75
Pilon.....	75.00	87.50	83.75	96.25
Roble.....	62.50	75.00	71.25	83.75
Mangle Colorado.....	106.25	118.75	115.00	127.50
Nispero.....	137.50	150.00	146.25	158.75
Notes:				
1. Second grade Alcavu.....	\$68.75			
2. Second grade Caoba Blanca.....	68.75			
3. Second grade Cedro Amargo.....	93.75			
4. Almendra, special.....	75.00			
5. Alcareto, special.....	75.00			
6. Amargo, special.....	75.00			
7. The charge for dressing and kiln-drying the same for second grade as first grade.				
8. The charge for dressing 2 sides or 4 sides lumber the same.				

Commodities.	Unit.	Price.
Metal, yellow.....	Lb.	\$0.375
Nuts, machine, hexagon, 1/2".....	Lb.	.13
Nuts, machine, hexagon, 3/16".....	Lb.	.11
Nuts, machine, hexagon, 5/16".....	Lb.	.11
Nuts, machine, hexagon, 3/8".....	Lb.	.085
Nuts, machine, hexagon, 7/16".....	Lb.	.64
Nuts, machine, hexagon, 1".....	Lb.	.275
Nuts, machine, hexagon, 1 1/8".....	Lb.	.14
Nuts, machine, hexagon, 1 1/4".....	Lb.	.21
Nuts, machine, hexagon, 1 3/8".....	Lb.	.30
Nuts, machine, hexagon, 1 1/2".....	Lb.	.14
Nuts, machine, hexagon, 1 3/4".....	Lb.	.15
Nuts, machine, hexagon, 1 7/8".....	Lb.	.25
Nuts, machine, hexagon, 2".....	Lb.	.25
Nuts, machine, hexagon, 2 1/8".....	Lb.	.41
Nuts, machine, hexagon, 2 1/4".....	Lb.	.225
Nuts, machine, hexagon, 2 3/8".....	Lb.	.59
Nuts, machine, hexagon, 2 1/2".....	Lb.	.175
Nuts, machine, hexagon, 2 3/4".....	Lb.	.59
Nuts, machine, hexagon, 2 7/8".....	Lb.	.085
Nuts, machine, hexagon, 3".....	Lb.	.56
Nuts, machine, hexagon, 3 1/8".....	Lb.	.69
Nuts, machine, hexagon, 3 1/4".....	Lb.	.125
Nuts, machine, hexagon, 3 3/8".....	Lb.	.375
Nuts, machine, square.....	Lb.	.13
Nails, common wire.....	Lb.	.15
Nails, galvanized.....	Lb.	.20
Oakum, navy, spun.....	Lb.	.175
Oakum, navy, spun.....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl of 42 gal.	3.50
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge.....	Bbl of 42 gal.	3.75
Oils, greases, and lubricants:		
Oil, air, compressor cylinder.....	Gal.	.575
Oil, ammonia cylinder.....	Gal.	.685
Oil, burning.....	Gal.	1.58
Oil, cylinder, dark, marine.....	Gal.	1.125
Oil, cylinder, dark, marine.....	Gal.	1.25
Oil, ice, machine, steam.....	Gal.	1.00
Oil, engine, dynamo.....	Gal.	.79
Oil, engine, in tins.....	Gal.	.69
Oil, engine, in barrels.....	Gal.	.65
Oil, gas, engine, heavy, in barrels.....	Gal.	1.06
Oil, gas, engine, in cases, heavy.....	Gal.	1.175
Oil, gas, engine, in drums, medium.....	Gal.	.88
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins (cases).....	Gal.	.45
Oil, linseed, boiled.....	Gal.	2.50
Oil, linseed, raw.....	Gal.	2.19
Oil, locomotive engine.....	Gal.	.59
Oil, lard.....	Gal.	2.125
Oil, marine engine.....	Gal.	1.08
Oil, marine engine.....	Gal.	.625
Oil, marine engine.....	Gal.	1.06
Oil, marine engine.....	Gal.	.75
Oil, marine engine.....	Gal.	1.02
Oil, mineral seal.....	Gal.	.375
Oil, nonliquid.....	Lb.	.09

Commodities.	Unit.	Price.
Oils, greases, and lubricants—Continued.		
Oil, stationary engine.....	Gal.	\$0.49
Oil, sperm.....	Gal.	2.875
Oil, gas engine motor, heavy.....	Gal.	.94
Oil, signal.....	Gal.	1.40
Oil, valve.....	Gal.	.975
Oil, car.....	Gal.	.34
Grease, black gear.....	Lb.	.115
Grease, yellow, cup, No. 3.....	Lb.	.14
Grease, yellow, cup, No. 5.....	Lb.	.17
Grease, rod, special.....	Lb.	.25
Grease, tunnel bearing.....	Lb.	.215
Tallow.....	Lb.	.225
Turpentine.....	Gal.	2.40
Turpentine, substitute.....	Gal.	.69
Vaseline.....	Lb.	.18
Paint, lead, white, dry.....	Lb.	.175
Paint, lead, white, in oil.....	Lb.	.175
Paint, white, zinc, dry.....	Lb.	.225
Paint, white, zinc, in oil.....	Lb.	.21
Paint, white, zinc, 35 per cent in oil.....	Lb.	.19
Rivets.....	Lb.	.10
Rope, manila, 1/2" diameter.....	C. ft.	.69
Rope, manila, 3/4" diameter.....	C. ft.	1.50
Rope, manila, 1" diameter.....	C. ft.	2.50
Rope, manila, 1 1/4" diameter.....	C. ft.	4.185
Rope, manila, 1 1/2" diameter.....	C. ft.	5.075
Rope, manila, 1 3/4" diameter.....	C. ft.	7.00
Rope, manila, 1 7/8" diameter.....	C. ft.	8.75
Rope, manila, 1 1/2" diameter.....	C. ft.	12.90
Rope, manila, 1 3/4" diameter.....	C. ft.	19.69
Rope, manila, 1 7/8" diameter.....	C. ft.	26.81
Rope, manila, 2" diameter.....	C. ft.	31.44
Rope, manila, 2 1/4" diameter.....	C. ft.	51.50
Rope, manila, 3" diameter.....	C. ft.	76.25
Rope, manila, 3 1/2" diameter.....	C. ft.	81.25
Rope, manila, 4" diameter.....	C. ft.	124.125
Soap, laundry.....	Lb.	.175
Soda, ash.....	Lb.	.05
Steel, bar.....	Lb.	.09
Steel, spring.....	Lb.	.21
Steel, cold, rolled, round.....	Lb.	.20
Steel, sheet.....	Lb.	.06
Steel, structural (angles, beams, etc.).....	Lb.	.06
Tin, block.....	Lb.	.69
Tin, banca.....	Lb.	.625
Tin, sheet.....	Lb.	.225
Wasbers, cut.....	Lb.	.15
Waste, colored.....	Lb.	.26
Waste, white.....	Lb.	.26
Zinc, boiler plate, 5" x 6" x 12".....	Lb.	.21

### Passenger-Carrying Transports to Pacific Coast.

Advice has been received from our Washington Office to the effect that it is not contemplated, according to the latest information received from the Quartermaster General of the Army, that any passenger-carrying transports will be sent from New York through the Panama Canal to the Pacific Coast for at least the next several months.

Employees having applications on file for transportation on such transports should notify the Executive Office at once as to whether their names shall be retained on the list for such transportation when available, and if not, whether the application is to be canceled or other transportation is desired.

### April Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of April, 1921. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 13 and 15 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 4.29 inches, and at Balboa Heights, 3.09 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° F. 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:

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	4:12	10:15	4:40	10:39	M	11	5:38	11:54	5:54	.....	Th	21	2:44	9:01	3:04	9:31
		3.3	11.3	4.3	11.1			14.8	0.3	15.4	.....			15.3	0 0	16.0	-0.7
S	2	5:12	11:25	5:42	11:52	Tu	12	0:16	6:22	12:37	6:37	F	22	3:31	9:46	3:49	10:13
		3.6	11.3	4.3	11.2			-0.2	14.7	0.7	15.1			15.6	-0.3	16.2	-1.1
S	3	6:12	12:28	6:42	.....	W	13	1:01	7:08	1:27	7:25	S	23	4:16	10:28	4:32	10:54
		3.6	11.7	3.9	.....			0.2	14.4	1.4	14.6			15.6	-0.3	16.1	-1.0
M	4	0:51	7:09	1:17	7:37	Th	14	1:54	7:58	2:24	8:20	S	24	5:01	11:09	5:15	11:33
		11.6	3.3	12.4	3.2			0.8	14.0	2.0	13.9			15.5	0.0	15.7	-0.6
Tu	5	1:38	7:59	1:59	8:24	F	15	2:54	8:56	3:23	9:23	M	25	5:44	11:49	5:57	.....
		12.3	2.6	13.2	2.3			1.5	13.5	2.5	13.3			15.1	0.7	15.2	.....
W	6	2:19	8:44	2:38	9:05	S	16	3:59	10:05	4:38	10:36	Tu	26	0:13	6:27	12:30	6:33
		12.9	1.9	13.9	1.4			1.9	13.2	2.6	13.0			0.1	14.5	1.5	14.4
Th	7	2:58	9:24	3:15	9:44	S	17	5:06	11:21	5:45	11:54	W	27	0:56	7:09	1:15	7:19
		13.6	1.2	14.6	0.5			1.9	13.4	2.3	13.3			1.0	13.8	2.5	13.6
F	8	3:37	10:01	3:53	10:21	M	18	6:12	12:23	6:50	.....	Th	28	1:42	7:53	2:05	8:02
		14.1	0.6	15.1	-0.1			1.7	14.1	1.7	.....			2.0	13.1	3.4	12.7
S	9	4:15	10:38	4:31	10:52	Tu	19	0:59	7:15	1:26	7:50	F	29	2:33	8:38	3:01	8:50
		14.5	0.2	15.4	-0.5			14.0	1.2	14.9	0.8			2.9	12.5	4.1	11.9
S	10	4:56	11:16	5:11	11:36	W	20	1:54	8:11	2:16	8:43	S	30	3:30	9:32	4:03	9:50
		14.8	0.1	15.5	-0.6			14.7	0.6	16.6	0.0			3.6	12.0	4.5	11.3

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 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.

Correction.

In the table, "Movements of Ocean Vessels," published in issue No. 17 of the current volume, the nationality of the British steamship *Port Melbourne* was erroneously published as American.

**Civil Service Examinations.**

Clerk (male and female); optional subjects of typewriting, bookkeeping, accounting training and experience, general business training and experience, timekeeping training and experience; Postal Clerk (male and female); usual entrance salaries, \$116.67 to \$158.33 a month; form 1312; announcement No. 484-amended; age 18 but not 45 years; vacancies exist in The Panama Canal Service; April 9, 1921.

Stenographer and typist (male and female); usual entrance salaries, \$137.50 and \$158.33 a month; form 1312; announcement No. 484-amended; age, 18 but not 43 years; vacancies exist in The Panama Canal Service; April 16, 1921.

**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 Board of Civil Service Examiners, Balboa Heights, C. Z., (telephone 286).

Aeronautical draftsman, National Advisory Committee for Aeronautics (male and female); \$1,200 to \$1,600 a year, Grade 1; \$1,600 to \$2,000 a year, Grade 2; \$2,000 to \$2,400 a year, Grade 3; \$2,400 to \$2,800 a year, Grade 4; form 1312; announcement No. 127; age, 18 but not 55 years; vacancies exist in the Langley Memorial Aeronautical Laboratory, Langley Field, Hampton, Va.; March 29, 1921.

Electrical and mechanical aid (male and female); \$7.60 per diem; announcement No. 132; form 1312; age, 20 but not 55 years; vacancies exist in the Public Works Department, Naval Air Station, Pensacola, Fla.; March 29, 1921.

Executive assistant (male and female); \$3,000 to \$4,000 a year; announcement No. 146; form 2118; age, below 55 years; vacancies exist in the Division of Loans and Currency, Treasury Department, Washington, D. C.; April 5, 1921.

Junior pharmacologist (male and female); \$1,500 to \$2,000 a year; announcement No. 144; form 1312; age, within reasonable age limits; vacancies exist in the Hygienic Laboratory, Public Health Service; Washington, D. C.; April 5, 1921.

Laboratory aid in foreign seed and plant production (male and female); \$840 to \$1,000 a year; announcement No. 141; form 304; age, 18 but not 40 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; April 13, 1921.

Predatory animal inspector, \$1,440 to \$2,400 a year; biological assistant, \$1,440 to \$2,400 a year (male and female); announcement No. 140; form 2118; age, 21 but not 55 years; vacancies exist in the Bureau of Biological Survey, Department of Agriculture; April 5, 1921.

Radio aid (male and female); \$12.16 per diem; announcement No. 139; form 2118; age, within reasonable age limits; vacancies exist in the Machinery Division, Navy Yard, Boston, Mass.; March 29, 1921.

Scientific assistant (male and female); \$1,320 to \$1,860 a year; announcement No. 131; form 1312; age, 20 but not 55 years; vacancies exist in the Department of Agriculture, Washington, D. C.; April 13-14, 1921.

Supervising dietitian (male and female); \$2,460 and \$65 in lieu of subsistence; announcement No. 133; form 1312; age, below 55 years; vacancies exist in the Public Health Service, Treasury Department, Washington, D. C.; March 29, 1921.

Telephone operator, Departmental Service; \$720 a year; No. 243-amended (supplemental); receipt of applications to close March 8, 1921.

Copyist draftsman, Navy Department, Washington, D. C.; \$3.20 to \$2.80 per diem; No. 250-amended (supplemental); receipt of applications to close March 8, 1921.

Junior engineer, grade 2 (civil, electrical, mechanical, signal, structural, telegraph, and telephone), Interstate Commerce Commission, \$720 to \$1,440 a year; No. 184-amended (supplemental); receipt of applications to close March 8, 1921.

Junior engineer, grade 1 (civil, electrical, mechanical, signal, structural, telegraph, and telephone); Interstate Commerce Commission, \$1,500 to \$1,920 a year; junior architect, \$1,320 to \$1,920 a year; receipt of applications to close March 8, 1921.

Senior engineer, Grade 2 (civil, electrical, mechanical, signal, structural, telegraph, and telephone), Interstate Commerce Commission; \$2,100 to \$2,700 a year; senior architect, \$2,100 to \$2,700 a year; No. 504-amended (supplemental); receipt of applications to close March 8, 1921.

Senior land appraiser, \$1,800 to \$2,700 a year; junior land appraiser, \$900 to \$1,560 a year; Interstate Commerce Commission; No. 49-supplemental; receipt of applications to close March 8, 1921.

<sup>1</sup> 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 day.

**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.
Manuel Carmona <i>alias</i> Arista.....	23684	Colombia.....	Cristobal.....	Panama Railroad Co...	Feb. 27, 1921.
Amedee Gavot, <i>alias</i> C. Morain.....	21378	Guadeloupe.....	Panama.....	Supply Department...	Feb. 5 or 6, 1921.
Joseph Modest.....	45551	Martinique.....	Camp Bied.....	Panama Railroad Co...	Feb. 21, 1921.
Edward Rankin.....	28018	Jamaica.....	Ancón.....	Mun. Eng. Div.....	Feb. 21, 1921.
James Gibson.....	2594	United States...	Colon Beach....	The Panama Canal....	Feb. 17, 1921.

**Official Circulars.**

**Discipline.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 3, 1921.

CIRCULAR NO. 606-4:

Paragraph 6 of Circular No. 606, dated April 1, 1914, is amended to read as follows:

6. The head of a department may suspend an employee, or write a letter of reprimand or caution to him. In either case a copy of the order of suspension, showing period and cause, or letter of reprimand, should be sent at once to the office of the Executive Secretary, for the information of the Governor, and in order that it may be affixed to the personal file of the employee. Nothing to an employee's detriment or damage shall be placed on his personal file without his knowledge or having had a chance to defend himself.

JAY J. MORROW,  
*Acting Governor.*

**Application of Retirement Act to Reinstated Civil Service Employees.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 1, 1921.

*To all concerned*—The following, quoted from a decision of the Solicitor of the Interior Department, is published for the information of all concerned:

The Department requests that decision be obtained of the following questions arising under the Retirement Act of May 22, 1920, affecting the rights of former civil service employees who apply for reinstatement to positions in the classified civil service after having had the 2½ per cent refund returned to them by the Commissioner of Pensions.

1. Is the redeposit of refund a condition precedent to reinstatement? A. No.
2. If an employee may be reinstated without making the redeposit of fund, may he at any future time elect to make the redeposit and receive credit for the service covered by the redeposit? A. Yes.
3. May an employee be reinstated and elect to receive no credit for the time served for which he received the refund and receive credit for service subsequent to the reinstatement? A. No.
4. If an employee may elect not to make redeposit of refund, will he, by so electing, lose all rights or benefits under the Retirement Act which accrue from service rendered subsequent to the reinstatement? A. Yes.
5. If it is held that an employee may elect not to make redeposit of refund and by so electing loses all past or future rights under the Retirement Act, should the 2½ per cent deduction be made from his salary, pay or compensation? A. Yes.

My answers to questions 1 to 4, inclusive, are predicated on that portion of Section 11 of the Act reading as follows:

"That all money so returned to an employee must be redeposited with interest before such employee may derive any benefit under the provisions of this Act, upon reinstatement or retransfer to a classified position."

\* \* \* In answer to question 5 I have stated that the 2½ per cent deduction from salary, pay or compensation must be taken during the period of service after the reinstatement even though the employee may never qualify for annuity by making redeposit of funds theretofore returned to him. This follows from the provision of Section 8.

C. A. McILVAINE,  
*Executive Secretary.*

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 449.**

PORT OF BALBOA.

*ARRIVALS.			*DEPARTURES.		
Date.	Vessel.	Line.	Date.	Vessel.	Line.
Feb. 27	Laura C. Hall	Pacific Metals Corporation	Feb. 28	Coolcha	Pacific Motorship Co.
Feb. 27	Buchanan	United States Navy	March 4	Laura C. Hall	Pacific Metals Corp.
Feb. 28	Birmingham	United States Navy			
Feb. 28	Wicks	United States Navy			
Feb. 28	Phillip	United States Navy			
Feb. 28	Evans	United States Navy			
Feb. 28	Aaron Ward	United States Navy			
March 5	Aysen	South American Steamship Co			
		Buenaventura.			
		Sea.			
		Valparaiso.			
					Callao.
					Buenaventura.

\*Other than ships passing through the Canal.

**Sale of Mileage Books.**

PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., March 2, 1921.

**CIRCULAR NO. RA-711:**

To all concerned—1. Circular RA-695 was issued August 31, 1920, outlining conditions under which reduced rate mileage was to be sold to employees, personnel of the United States Army and Navy, their families and others entitled to this class of transportation, as provided in Governor's Circulars 608, 608-4, 608-5, RA Circular 624 and 684, but it is noted that these regulations are not being followed.

2. A new employee's mileage book, form EM 250, has been put up and is ready for distribution (similar in form to the commercial mileage), containing strip for 250 miles, to be sold for \$7.50, as provided in Passenger Tariff No. 8 and the foregoing authorities.

3. These books are to be sold to employees, on the gold roll, personnel of the United States Army and Navy, in uniform, and their immediate families (as provided in contract on back cover) consisting of wife, children, and servants. When issued to the personnel of the United States Army and Navy, the name, rank, and branch of service should be shown, as provided in Governor's Circular 608-4.

4. These books are also to be sold for the use of nonresident visiting guests of employees, on the gold roll, and personnel of the United States Army and Navy, relatives not engaged in private business who reside with employees, on the gold roll, and service personnel, provided authority is secured from Executive Office, and in such cases the names must be shown, and the original authority sent to the Auditor's office with monthly accounts. Books should not be issued merely showing for "sister, father, aunt, cousin, friend, visiting relative, etc."

5. If the books already issued, should be desired for use of any additional members entitled to this privilege, such books should be sent to the Executive Office for validation, with the names of the relatives or guests, and the length of time they will remain on the Isthmus, as provided in Governor's Circular No. 608-5.

6. Mileage books are not to be sold to silver employees, unless they are citizens of the United States, and are able to identify themselves with the current year's 24-trip books, or, special authority from the Executive Office.

7. Agents are cautioned to make sales of this class of transportation accordingly.

H. A. A. SMITH,

Auditor, The Panama Canal.

Approved and compliance directed.

S. W. HEALD,

Superintendent.

**Unserviceable Grindstones.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 24, 1921.

To all concerned—It is requested that all unserviceable grindstones be shipped to Mr. L. A. Byrnes, Cattle Industry Division, Summit, C. Z.

ROY R. WATSON,

Acting Chief Quartermaster.

**Manufacture of Nonstandard Material Not in Stock.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., February 26, 1921.

To all concerned—Heads of departments and divisions are requested to discontinue submitting foreman's orders to the General Storekeeper of the Supply Department, covering nonstandard material, bearing the notation "if not in stock, have manufactured."

Nonstandard material not in stock at the storehouse should be obtained by placing regular work request, form 159 or 3431, on the Mechanical Division or other division manufacturing the articles desired.

ROY R. WATSON,

Acting Chief Quartermaster.

**Sale of Brown Hoist at Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 4, 1921, and then opened, for the purchase of a "Fast plant" for handling coal and general merchandise, manufactured by the Brown Hoisting Machinery Co., Cleveland, Ohio. This plant has been used by the Panama Railroad Company at Cristobal for handling coal since 1900, and is now located at Dock 14, Cristobal, C. Z. The plant is no longer required and bids are solicited for the entire hoisting plant, including all parts above the rails on which it now stands, together with all spare parts now on hand which were purchased for use of this plant. Detailed description 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.**

Dry Goods Section.

Books, crochet, No. 16, ea. ....	\$0.13
Cream, day, Pompanan, jar. ....	.42
Pins, hair, black, 3 1/2", box. ....	.05
Pins, hair, black, 4", box. ....	.05
Sponges, white velvet, ea. ....	.05
Sheets, bleached, 72" x 99", ea. ....	1.65

**COMMISSARY NOTES.****Service Improvement, Cristobal Commissary.**

Several changes have been made in the arrangement of the first floor of Cristobal Commissary, the book, music, and stationery section having been removed from the balcony to the space formerly occupied by the toilet goods counter, which has been moved just south of its previous location. The grocery sections have been consolidated and it is believed that the changes effected will make for improved service in every respect.

**Chinaware.**

The Commissary Division has made repeated efforts to obtain better deliveries on its orders for Minton chinaware. According to the latest information from the manufacturers the situation is more encouraging and before long shipments of large quantities will, in all probability, be resumed. The potteries have recently employed a number of their workpeople, who left when the demand for this class of goods fell off during the war, so that they hope in the near future to be able to make much quicker deliveries. They have stated that the Commissary Division's requisitions will receive every possible attention.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV. Balboa Heights, C. Z., March 16, 1921. No. 31.

## Changes to Tariff No. 4—Reduction of Prices of Coal.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., March 12, 1921.

*To all concerned*—The following changes are made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

### ITEM 21—COAL.

(Effective March 15, 1921.)

	Cristobal- Colon.	Balboa.
1. For steamships, including warships of all nations, delivered from coaling plants, per ton of 2,240 pounds, except as provided in paragraph 2.....	\$12.00	\$14.00
2. For vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of the plants, the quantity available, or for the purpose of expediting transit.....		12.00
3. For steamships, including warships of all nations, when delivered from lighters in quantities of 50 tons or more, per ton of 2,240 pounds.....	13.00	15.00
4. For steamships, including warships of all nations, when delivered from lighters in quantities of less than 50 tons, with minimum charge for 20 tons and with maximum charge not to exceed that for 50 tons at prices specified in paragraph 3, per ton of 2,240 pounds.....	14.00	16.00
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 90 cents per ton will be made for extra handling.		
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.		
7. For coal for cargo, delivered only by special authority of the Governor, per ton of 2,240 pounds.....	14.00	16.00

JAY J. MORROW,

*Acting Governor, The Panama Canal.*

*Second Vice President, Panama Railroad Company.*

(NOTE.—The above changes will be included in Supplement No. 4 to Tariff No. 4, when the supplement is issued.)

## Classification of Cargo Passing Through the Canal in January.

A classification of the cargo handled through the Canal in the month of January is published on pages 458, 459, and 460. This shows the principal items, as closely as they can be determined, and the areas of origin and destination. The figures are not absolute, for the reason that additional quantities may have been shipped under the designation "general cargo," but approach closely to complete accuracy on the principal items.

### The Rebuilt "Marne" Reported Loading at New Orleans for France.

The *Times Picayune* of New Orleans carried an item in an issue recently received on the Isthmus, reporting the arrival there of the steamship *Marne* from "the Balboa shipyards" of The Panama Canal, "rebuilt and equal to a new vessel." The *Marne* was reported to be taking on a general cargo for France.

Classification of Cargo Passing Through the Canal from the Atlantic to the Pacific, by Commodities, Showing Origin and Destination of same. Month of January, 1921.  
(Figures represent tons of 2,240 pounds.)

Commodity.	Total.	FROM—						TO—				
		East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Mexico.	Others.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.
Agricultural implements	3,552	3,489	39	24			131	29	2,630	750	12	
Automobiles	1,012	973	5	24	10		91	7	408	495	11	
Alcohol	10	10							10			
Ammunition	2,510	10	2,500				2,500	10				
Canned goods:												
Fish	115	5	58	52			49	10			56	
Fruit	3		3				3					
Meat	251			247	4		4	247				
Others	273		273				273					
Cement	6,129	750	3,367	1,750	262		5,547	500			82	
Chemicals	481	433	31	17			10	7	404	29	31	
Coal	110,648	108,937	1,711				76,157	179	21,214	1,100	11,998	
Chalk	1,982		174	1,808				1,982				
Caustic soda	33	33							33			
Canary seed	72								72			
Cocoa	168		141		27				168			
Coffee	1,736				52	1,684		1,736				
Cotton	4,442	4,442								4,442		
Cotton seed	25			25				25				
Dried blood and tankage	498							498				
Dye	500	500								500		
Epsom salts	21		21						21			
Flour	123	20			103		123					
Fruits, dried	36		34	2				36				
Glass	153			153			97	56				
Ink	24	24						24				
Jute	50			50			50					
Lard	9		9				9					
Liquors	466		111	231	124		253				213	
Lumber	60	60							40	20		
Matches	23	12		11			11	12				
Marble	460			460			460					
Manufactured goods:												
Iron and steel	60,855	59,669	438	126	622		9,086	33,290	3,326	14,450	703	
Railroad material	8,127	8,127					663	500	1,558	5,316	90	
Machinery	6,088	5,771	61	94	146	16	1,761	45	3,144	1,000	138	
Textiles	908	428		301	179		169	311		408	20	
Others	7,267	5,793	1,200	46	228		138	2,223	1,686	2,900	320	
Mineral water	8		8				8					
Oils:												
Crude	122,725	11,895				110,830	61,965	29,000	360	11,500	19,900	
Refined	31,840	31,671	134		35		286		6,023	25,501	30	
Oil, olive	50			50			50					
Oil, vegetable	25		25				25					
Ore, manganese	52		52					52				
Paints	518		30	488			518					
Paper	1,972	886	45	1,016	25		1,067	295	200	410		
Pulp	220			220			220					
Seeds	20		20					20				
Silver sand	7,044			7,044				7,044				
Soap	120	118			11		11	118				
Skins and hides	111					111		111				
Sulphur	13,200	13,200						7,000	6,200			
Sugar	4,950					4,950					4,950	
Tobacco	1,622	1,622						145	797	680		
Toys	36			36				36				
Wool	35			35				35				
Wax	150	150					150					
General	153,341	96,793	30,662	13,279	12,482		125	34,182	41,135	59,213	16,679	
Totals	557,158	355,821	41,152	27,589	14,310	110,830	7,456	196,127	126,952	107,213	86,180	
											40,686	

5,091 tons originated from West Indies;

2,365 tons originated from east coast of South America.

2,433 tons were destined to west coast of Canada.

2,354 tons destined to west coast of Central America.  
31,899 tons were destined to Balboa, C. Z.

7,456 tons.

49,686 tons.

Classification of Cargo Passing Through the Canal, from the Pacific to the Atlantic, by Commodities, Showing Origin and Destination of same. Month of January, 1921.

(Figures represent tons of 2,240 pounds.)

Commodity.	FROM—					TO—					
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Others.
Automobiles	5	2	3						5		
Bark:											
Peruvian	20	20								20	
Quillay	41	41					5	31			
Barley	24,374		24,374				21,424	2,950			
Balsa wood	65	65					65				
Beans, peas, lentils	1,001	449	552				841	16	140	4	
Borax	1,810	1,810						1,300	510		
Bran	305	305						305			
Bristles	259				250		250				
Bristol wood	33				33		33				
Cacao	2,144	2,144					1,612		126	406	
Canned goods:											
Fish	1,955		696			1,259	1,530	156	269		
Fruit	3,782		3,479	303			3,434	303	45		
Meat	308	107		201				308			
Camphor	40				40		40				
Charcoal	54		54				54				
Chemicals	60					60	60				
Chrysanthemum seeds	450				450		450				
Clover seed	43	43						43			
Coffee	4,325	3,936	89			300	420	3,150	151	604	
Coco leaves	4	4								4	
Copro	3,436		739	2,600	97		297	3,139			
Cosmetics	44		44					44			
Cotton, raw	913	420	150		343		493	135		285	
Cotton seed	413	413						226		187	
Cotton seed oilcake	4,683	4,683						1,058	3,625		
Flour	3,316		3,316					1,201	2,115		
Fruits, dried	987		897	90				90	897		
Cold storage:											
Butter	6,532			6,532				6,532			
Cheese	8,290			8,290				8,290			
Dried milk	1,590			1,590				1,590			
Beef	8,414			8,414				8,414			
Mutton	18,848			18,848				18,848			
Tallow	1,960		274	1,686				1,686	274		
Glaxo	511			511				511			
Other	2,139		760	1,379				1,379	760		
Guaiaec	2,575			2,575				2,575			
Guano	4,000	4,000						4,000			
Gum, Kauri	555			555				555			
Hats	6	4			2		2	2		2	
Hemp	2,722			1,833	889		889	1,833			
Honey	43	43							43		
Horns and hoofs	71	18		53			4	53	14		
Indigo	15	10					3	7		5	
Infusorial earth	120		120				120				
Iodine	83	83					18	62	3		
Ivory nuts	754	754							469	285	
Leather	77	77							77		
Licorice roots	1,500				1,500		1,500				
Lime	24		24							24	
Liquors	64			64				64			
Lumber	58,785		43,796		390	14,599	22,854	26,302	6,459	47	3,123
Machinery	67	58	9					4		58	5
Nitrates	195,885	195,885					68,293	20,875	90,064	16,653	
Oats	5,624	1,511		4,113				5,624			
Metals:											
Copper	11,665	7,625	447	1,458		2,135	5,906	2,253	505	3,001	
Tin	265	265						265			
Silver	40	40						40			
Various	602	602					296		306		
Oils:											
Lubricating	18,326		18,326				18,326				
Coconut	1,783				1,783			1,783			
Gas	11,400		11,400				11,400				
Gasoline	8,463		8,463							8,463	
Vegetable	555			500	55		55	500			
Ores:											
Antimony	176				176		176				
Copper	2,397	2,397					2,397	58	25	12	
Gold and silver	135	135					60	74		1	
Tin	1,862	1,862					800	438	600	24	

## Classification of Cargo Passing Through the Canal, from the Pacific to the Atlantic—Contd.

Commodity.	FROM—						TO—				
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Others.
Ores—Continued.											
Chrome.....	12,324			12,324				12,324			
Manganese.....	3,418				2,830	588	3,418				
Vanadium.....	2,367	2,367					2,367				
Zinc.....	200			200				200			
Paper.....	21	21								21	
Phosphates.....	10			10				10			
Rice.....	3,845	1,273	1,072		1,500			91	2,254		1,500
Rubber.....	1,994	12		9	1,973		1,973	18		3	
Sand.....	20			20				20			
Silk.....	33	29			4		4	29			
Skins and hides.....	994	85		791	100	18	109	823		62	
Sugar.....	21,577	21,356			221		221	21,356			
Tea.....	1,912				1,912		1,912				
Tobacco.....	116				116		116				
Tomato puree.....	855		855				855				
Wheat.....	59,606		59,606					3,759	55,847		
Woods, hard.....	271			23		248		23		248	
Wool.....	12,346		38	11,785	523		2,061	10,285			
Wood pulp.....	800				800		800				
General.....	63,402	5,257	27,720	24,148	5,698	579	35,183	23,365	3,276	1,578	
Totals.....	619,895	260,211	207,303	110,905	21,745	19,731	193,390	218,040	171,840	23,534	13,091

<sup>1</sup> 17,946 tons originated from west coast of Canada.

<sup>2</sup> 8,463 tons were destined to Canada.

1,785 tons originated from west coast of Central America.

4,628 tons were destined to West Indies.

19,731 tons.

13,091 tons.

## Canal Traffic in February.

The number of commercial ships passing through the Canal in the month of February was 241, an average of 8.6 per day. Their aggregate net tonnage, Panama Canal measurement, was 916,838 tons. The total cargo carried was 952,904 tons of 2,240 pounds. The tolls earned amounted to \$917,412.49.

The traffic of commercial vessels in February was distributed over the trade routes as shown in the following tabulation:

## ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From East Coast of United States to West Coast of South America:</i>							<i>Long tons.</i>
United States.....	8	20,687	26,232	32,978	20,771	\$25,824.15	25,896
British.....	6	14,872	19,607	26,141	15,527	18,590.00	16,081
Japanese.....	4	13,757	15,902	20,880	13,612	17,016.65	25,352
Danish.....	3	10,999	11,445	13,821	10,694	13,345.35	20,182
Norwegian.....	3	6,188	7,859	9,370	5,815	7,651.55	12,622
French.....	2	6,850	7,897	10,646	6,661	7,054.82	5,206
Totals.....	26	73,353	88,942	113,836	73,080	89,482.52	105,339
<i>From East Coast of United States to Far East:</i>							
United States.....	6	26,237	29,035	36,687	24,398	32,439.70	45,734
Japanese.....	5	18,697	21,387	28,600	18,473	23,170.60	23,127
British.....	4	14,479	16,536	18,889	12,015	17,869.90	24,332
Totals.....	15	59,413	66,958	84,176	54,886	73,480.20	93,193
<i>United States coastwise:</i>							
United States.....	15	64,302	80,940	101,629	62,825	79,169.20	67,302
<i>From Europe to West Coast of South America:</i>							
British.....	4	16,608	20,002	24,443	14,792	20,443.50	14,462
Italian.....	2	8,211	9,574	13,810	8,452	10,235.80	2,460
French.....	1	3,631	4,166	5,818	3,712	4,538.75	2,515
Dutch.....	1	3,320	5,466	5,248	3,262	4,150.00	2,465
Chilean.....	1	485	452	857	543	542.40	650
Totals.....	9	32,255	39,660	50,176	30,761	39,910.45	22,552

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From Cristobal, C. Z., to West Coast of South America:</i>							<i>Long tons.</i>
British.....	6	3,989	6,221	8,036	4,576	\$4,936.48	1,332
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	1,000
Peruvian.....	1	1,506	2,951	4,744	2,673	1,882.50	917
United States.....	1	336	350	615	372	252.00	.....
Totals.....	9	7,642	12,704	17,193	9,893	9,334.73	3,249
<i>From East Coast of United States to Australasia:</i>							
British.....	3	12,110	15,162	19,224	12,040	15,137.50	20,993
Japanese.....	1	4,358	4,389	5,859	4,260	5,266.80	8,000
Norwegian.....	1	2,568	3,273	3,899	2,503	3,210.00	4,850
Swedish.....	1	2,563	2,807	4,126	2,958	3,203.75	5,563
Totals.....	6	21,599	25,631	33,108	21,761	26,818.05	39,406
<i>From Mexico to West Coast of South America:</i>							
United States.....	4	20,924	22,503	28,850	20,791	25,592.75	36,878
Norwegian.....	1	4,441	5,095	7,020	4,420	5,551.25	9,250
Totals.....	5	25,365	27,598	35,900	25,211	31,144.00	46,128
<i>From British Isles to Australasia:</i>							
British.....	4	21,245	24,850	32,314	21,365	26,423.75	17,342
<i>From East Coast of Mexico to West Coast of United States:</i>							
United States.....	2	9,885	11,449	15,470	9,573	12,356.25	21,000
Norwegian.....	1	4,447	5,076	6,987	4,422	5,558.75	9,600
British.....	1	2,879	3,261	4,722	2,897	3,598.75	5,925
Totals.....	4	17,211	19,786	27,179	16,892	21,513.75	36,525
<i>Cristobal, C. Z., to West Coast of Central America:</i>							
British.....	3	2,055	2,232	3,827	2,061	2,547.65	1,411
Costa Rican.....	1	144	152	158	93	109.44	.....
Totals.....	4	2,199	2,384	3,985	2,154	2,657.09	1,411
<i>West Indies to West Coast of Central America:</i>							
British.....	3	( <sup>t</sup> )	( <sup>t</sup> )	( <sup>t</sup> )	( <sup>t</sup> )	3,125.50	.....
<i>From Europe to West Coast of United States:</i>							
Dutch.....	1	4,860	6,068	7,651	4,796	6,075.00	750
United States.....	1	4,506	4,954	6,040	4,506	5,632.50	1,650
Totals.....	2	9,366	11,022	13,691	9,302	11,707.50	2,400
<i>From West Indies to Australasia:</i>							
British.....	2	5,678	7,175	8,995	6,135	7,097.50	11,360
Norwegian.....	1	673	700	765	690	504.75	.....
Totals.....	3	6,351	7,875	9,760	6,825	7,602.25	11,360
<i>From Cristobal, C. Z., to West Coast of United States:</i>							
United States.....	2	2,986	3,756	4,796	2,963	3,732.50	2,185
<i>From Mexico to West Coast of Canada:</i>							
United States.....	1	4,945	6,379	6,766	3,861	6,181.25	10,000
<i>From East Coast of United States to Balboa, C. Z.:</i>							
United States.....	1	4,329	5,326	7,044	4,351	5,568.75	8,900
<i>From Canada to Australasia:</i>							
British.....	1	4,117	4,151	5,465	3,400	5,077.20	3,080
<i>Foreign ship in ballast between United States coastwise ports:</i>							
Norwegian.....	1	2,237	3,767	3,660	2,221	2,712.24	.....
<i>Mexican coastwise ports:</i>							
French.....	1	2,155	2,096	2,953	1,880	2,515.20	3,000
<i>From East Coast of South America to Balboa, C. Z.:</i>							
United States.....	1	417	478	2,026	417	344.16	.....
<i>From East Coast of United States to West Coast of Central America:</i>							
Panaman.....	1	940	930	1,141	916	1,116.00	1,500
Grand totals.....	114	362,427	435,233	556,798	354,964	449,616.29	474,872

\* Three British warships with an aggregate displacement tonnage of 6,251.

## PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to Europe.</i>							<i>Long tons.</i>
British.....	9	40,297	49,522	67,043	39,687	\$50,259.95	53,152
Japanese.....	2	7,795	8,705	11,340	7,663	9,549.70	15,774
United States.....	2	6,446	8,587	10,396	6,422	8,057.50	14,100
Spanish.....	2	5,830	6,631	7,834	5,498	7,187.80	11,786
Norwegian.....	2	5,027	5,513	6,778	4,248	6,195.95	9,675
Italian.....	1	3,339	4,266	5,860	3,486	4,173.75	100
Dutch.....	1	2,012	3,120	3,209	1,989	2,515.00	4,650
Danish.....	1	1,788	1,795	2,028	1,188	2,154.00	3,160
Totals.....	20	72,534	88,139	114,488	70,091	90,093.65	112,397
<i>United States coastwise:</i>							
United States.....	17	55,287	66,043	87,246	55,853	66,703.70	68,345
<i>West Coast of South America to East Coast of United States:</i>							
United States.....	9	24,046	30,019	39,980	24,258	28,074.30	30,535
Norwegian.....	4	10,305	11,244	14,585	8,647	12,679.45	18,821
British.....	3	8,663	11,534	15,664	9,227	10,828.75	7,614
Spanish.....	1	2,232	2,793	3,460	2,021	2,790.00	5,289
Totals.....	17	45,246	55,590	73,698	44,153	54,363.50	62,259
<i>West Coast of United States to Europe:</i>							
United States.....	7	30,993	36,865	45,092	31,247	38,741.25	51,784
British.....	3	11,120	12,207	15,426	10,534	13,709.80	21,095
Swedish.....	1	3,411	5,661	5,642	4,320	4,263.75	7,730
Norwegian.....	1	3,053	3,886	4,894	3,054	3,816.25	6,000
Dutch.....	1	3,013	3,856	4,751	2,964	3,766.25	6,808
Totals.....	13	51,590	62,475	75,805	52,119	64,297.30	93,417
<i>West Coast of South America to Cristobal, C. Z.:</i>							
British.....	8	5,978	9,595	12,431	6,932	7,472.50	2,684
United States.....	2	672	700	1,230	744	840.00	1,078
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	546
Totals.....	11	8,461	13,477	17,459	9,948	10,576.25	4,308
<i>West Coast of South America to East Coast of Mexico:</i>							
British.....	3	10,862	12,711	16,905	10,571	9,762.28	230
United States.....	2	9,972	11,866	14,028	9,560	8,731.62	.....
Norwegian.....	2	8,885	10,193	13,984	8,856	7,338.96	.....
Totals.....	7	29,719	34,770	44,917	28,987	25,832.86	230
<i>West Coast of United States to East Coast of Mexico:</i>							
United States.....	5	22,236	25,087	33,464	21,837	19,922.68	1,200
British.....	1	3,271	3,717	5,167	3,230	2,676.24	.....
Totals.....	6	25,507	28,804	38,631	25,067	22,598.92	1,200
<i>From West Coast of South America to Azore Islands.<sup>1</sup></i>							
British.....	3	8,784	10,410	14,305	8,608	10,980.00	20,678
Spanish.....	2	4,660	5,918	7,404	4,680	5,825.00	10,980
Norwegian.....	1	2,883	3,649	4,589	2,896	3,603.75	7,009
Totals.....	6	16,327	19,977	26,298	16,184	20,408.75	38,667
<i>Australasia to Europe:</i>							
British.....	5	21,022	24,710	30,075	19,336	26,022.60	23,771
<i>Far East to East Coast of United States:</i>							
United States.....	2	8,596	10,269	12,373	7,743	10,745.00	15,020
Japanese.....	1	4,363	4,416	5,863	4,267	5,299.20	1,878
British.....	1	5,392	6,208	8,655	5,403	6,740.00	7,200
Totals.....	4	18,351	20,893	26,891	17,413	22,784.20	24,098
<i>West Coast of Central America to Cristobal, C. Z.:</i>							
British.....	3	2,055	2,232	3,827	2,061	2,547.65	507
Costa Rican.....	1	144	152	153	93	180.00	235
Totals.....	4	2,199	2,384	3,985	2,154	2,727.65	742
<i>From West Coast of United States to West Indies.<sup>1</sup></i>							
United States.....	3	11,642	14,328	17,523	11,646	14,552.50	21,379
<i>From Australasia to East Coast of United States:</i>							
United States.....	1	4,516	4,927	6,036	4,515	5,645.00	2,000
British.....	1	4,326	4,979	7,785	4,532	5,407.50	1,122
Totals.....	2	8,842	9,906	13,821	9,047	11,052.50	3,122

<sup>1</sup> For orders.

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to East Coast of United States:</i> <sup>2</sup>							<i>Long tons.</i>
British .....	2	5,910	6,928	9,376	5,983	\$7,387.50	11,400
<i>From West Coast of Canada to East Coast of Mexico:</i>							
United States .....	1	5,547	5,476	6,835	5,255	4,160.25	.....
<i>From West Coast of Canada to East Coast of United States:</i>							
United States .....	1	5,157	6,088	8,194	5,935	4,383.36	.....
<i>From West Coast of South America to West Indies:</i>							
United States .....	1	4,670	5,100	6,322	4,670	5,837.50	8,830
United States .....	1	666	666	772	643	799.20	1,003
Totals .....	2	5,336	5,766	7,094	5,313	6,636.70	9,833
<i>From Balboa, C. Z., to East Coast to Mexico:</i>							
United States .....	1	4,455	5,313	7,045	4,351	3,825.36	.....
<i>Balboa, C. Z., to East Coast of United States:</i>							
United States .....	1	3,821	5,170	6,191	3,821	3,722.40	.....
<i>From West Coast of United States to Cristobal, C. Z.:</i>							
United States .....	1	1,654	2,165	2,643	1,654	2,067.50	205
<i>From Far East to West Indies:</i>							
Russian .....	1	1,471	1,580	2,679	1,334	1,838.75	.....
<i>From West Coast of South America to East Coast of Canada:</i>							
British .....	1	1,390	1,595	2,253	1,384	1,737.50	2,659
<i>From Balboa, C. Z., to Cristobal, C. Z.:</i>							
United States .....	1	30	30	34	30	22.50	.....
Grand totals .....	127	401,498	481,605	623,181	397,058	467,796.20	478,032

<sup>2</sup> For orders.

## Commodities in February.

The following is a classification of cargo by commodities, showing origin and destination of same, passing through the Canal during the month of February, 1921. The figures represent tons of 2,240 pounds; the data are as close to accuracy as is possible in the use of the cargo declaration: but small shipments of these commodities have been included under "General cargo":

## FROM ATLANTIC TO PACIFIC.

Commodity.	Total.	FROM—						TO—				
		East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	East coast of Mexico.	Others.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.
Agricultural implements.	1,482	1,247	60	150	25	.....	1,396	72	.....	15	.....	
Ammonia, sulphate of.	2,047	2,047	.....	.....	.....	.....	.....	.....	2,047	.....	.....	
Automobiles.	493	111	.....	42	.....	340	87	4	347	55	.....	
Borax.	15	15	.....	.....	.....	.....	.....	.....	.....	15	.....	
Canned goods:												
Fish.	779	767	.....	12	.....	.....	12	767	.....	.....	.....	
Fruits.	602	600	.....	2	.....	.....	2	600	.....	.....	.....	
Meats.	9	.....	.....	3	6	.....	.....	.....	.....	.....	.....	
Vegetables.	135	.....	.....	5	130	.....	135	.....	.....	.....	.....	
Others.	100	100	.....	.....	.....	.....	100	.....	.....	.....	.....	
Carbon, black.	50	50	.....	.....	.....	.....	.....	.....	.....	50	.....	
Cement.	9,731	4,020	2,284	3,420	7	.....	8,097	1,634	.....	.....	.....	
Chalk.	100	.....	.....	100	.....	.....	.....	100	.....	.....	.....	
Chemicals.	269	177	.....	72	20	.....	216	50	.....	3	.....	
Coal.	90,101	90,101	.....	.....	.....	.....	74,263	14,838	.....	1,000	.....	
Cocoa.	26	.....	.....	26	.....	.....	26	.....	.....	.....	.....	
Coffee.	21	21	.....	.....	.....	.....	.....	.....	.....	21	.....	
Coke.	175	55	120	.....	.....	.....	175	.....	.....	.....	.....	
Cold storage products.	30	.....	30	.....	.....	.....	.....	.....	30	.....	.....	
Cotton, raw.	6,423	6,407	.....	.....	16	.....	16	.....	.....	6,407	.....	

## FROM ATLANTIC TO PACIFIC—Continued.

Commodity.	From—						To—					
	Total.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	East coast of Mexico.	Others.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.
Cork.....	76	66			10			10	66			
Dye.....	20	20									20	
Explosives.....	6		6					6				
Fruits, dried.....	8					8						
Flour.....	19	15			4			19				
Glass.....	1,731	131		1,600					1,600		131	
Hats.....	1			1				1				
Jute.....	1			1				1				
Lard.....	67				67			67				
Lime, acetate of.....	103	103								103		
Liquors.....	808	8	50	260	490			465		50	8	285
Lumber.....	18	18						18				
Marble.....	88			88				88				
Manufactured goods:												
Electrical equipment.....	200	200						200				
Iron and steel.....	48,914	43,997	733	3,136	48		1,000	19,563	7,020	3,347	18,984	
Machinery.....	4,544	3,999		508	45			1,181	43		3,320	
Textiles.....	1,601	1,136		78	387			810	770		21	
Railroad material.....	12,678	12,558		120				1,376			11,302	
Other.....	6,129	3,488	2,229	412				1,156	2,348	2,229	396	
Metals:												
Iron.....	302	152		150				202	100			
Lead.....	38	38									38	
Tin.....	5,056	4,956	100					159	691		4,206	
Oils:												
Crude.....	105,060	9,400			16,953	653		46,144	36,525		500	21,900
Refined.....	61,680	61,672			8			1,724	8,800	15,075	35,581	500
Olive.....	81			81				81				
Paint.....	35	30			5			5			30	
Paper.....	4,051	962		245	21	2,823		441		2,823	787	
Quicksilver.....	4	4									4	
Rice.....	101				101			101				
Rosin.....	213	213						88		125		
Rubber, manufactured.....	76	76									76	
Salt.....	678		250		423			428		250		
Slate pencils.....	20	20									20	
Sugar.....	11,360						11,360			11,360		
Sulphur.....	15,414	15,414							9,851	5,563		
Tallow.....	2				2			2				
Tea.....	63			2	61			63				
Tobacco.....	2,420	2,383		1	36			137			2,283	
Turpentine.....	14	14						4		10		
Varnish.....	35	35									35	
Wax.....	2	2						2				
Wood, hard.....	239	239						10		24	205	
General.....	78,319	50,952	12,682	7,985	5,179		1,521	14,913	40,492	11,283	9,258	2,373
Totals.....	474,872	318,019	18,544	18,492	7,120	95,653	17,044	174,006	109,890	71,138	93,771	26,058

<sup>a</sup> 5,684 tons originated from east coast of Canada.  
11,360 tons originated from West Indies.

<sup>b</sup> 3,981 tons destined to west coast of Central America.  
3,000 tons destined to west coast of Mexico.  
10,150 tons destined to west coast of Canada.  
8,927 tons destined to Balboa, C. Z.

17,044 tons.

26,058 tons.

## FROM PACIFIC TO ATLANTIC.

Commodity.	From—					To—					
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Others.
Agricultural implements.....	10		10								
Automobiles.....	1		1								
Barley.....	12,687	183	12,504				45	8,842	3,800		
Barks:											
Peruvian.....	47	47						8	28		11
Casarilla.....	13	13									13
Beans.....	2,505	495	2,070				1,772				12
Beeswax.....	6	6						6			

FROM PACIFIC TO ATLANTIC—Continued.

Commodity.	From—						To—				
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Others.
Bismuth.....	2	2						2			
Borax.....	2,182	2,182						1,682	500		
Cacao.....	2,469	2,469					1,333		170	966	
Canned goods:											
Fish.....	3,781		3,691			90	1,658	2,033	90		
Fruit.....	1,210		1,128			82	340	115	755		
Meat.....	70			70				70			
Milk.....	100		100				100				
Vegetables.....	124		124				124				
Other.....	350		350				350				
Cereals.....	804		804					804			
Clover seed.....	26	26						26			
Coffee.....	4,341	2,605	159			1,577	1,635		1,248	1,458	
Cold storage:											
Casein.....	73			73				73			
Glaxo.....	315			315				315			
Mutton.....	4,892			4,892				4,892			
Tallow.....	180			180				180			
Cotton, raw.....	932	394	538				92	746		94	
Cotton seed.....	752	752						744	8		
Cotton seed oilcake.....	674	664	10					574	100		
Dyes.....	136			136				136			
Flour.....	12,316		12,116			200	5,157	7,159			
Fruit:											
Fresh.....	24		24					24			
Dried.....	159		159				100	59			
Gallstones.....	50				50		50				
Glue.....	25	25						25			
Hair.....	76		70	6			70	6			
Hats.....	9	9					5			4	
Hemp.....	1,544			64	1,480		1,480	64			
Honey.....	122	122						110	12		
Hops.....	139		139					139			
Horns.....	1	1						1			
Infusorial earth.....	453		453				453				
Iodine.....	204	204					25	179			
Ivory nuts.....	1,251	1,251					549		558	144	
Jute.....	854	14			840			854			
Leather.....	34		34				34				
Liquors.....	58	58								58	
Lumber.....	36,518	450	35,336			732	19,901	15,642	740	235	
Manufactured goods:											
Iron and steel.....	16		9	7			16				
Machinery.....	459	450	9							9	450
Textiles.....	594	594						594			
Other.....	205		205					205			
Metals:											
Copper.....	8,677	6,072	1,152	1,453			6,832	1,539		306	
Iron.....	50	50					50				
Lead.....	19	19						19			
Silver.....	2	2						2			
Tin.....	792	792						348	444		
Nitrate.....	191,928	191,928					47,567	16,014	68,447		59,900
Oats.....	1,840	834		1,006				1,840			
Onions.....	1,566		1,566				1,566				
Orchilla.....	2		2					2			
Ore:											
Antimony.....	520	20			500		520				
Copper.....	3,040	3,040					2,675	365			
Gold and silver.....	155	155					134	15		6	
Lead.....	54	54					54				
Manganese.....	15		15				15				
Platinum.....	2	2								2	
Tin.....	1,532	1,532					1,186	321		25	
Vanadium.....	228	228					192	36			
Oils, crude:											
Refined.....	21,322	2,659	18,663				18,663				2,659
Coconut.....	8,150				8,150		8,150				
Vegetable.....	1,113	171		2	940		1,113				
Paper.....	11		11					11			
Peanuts.....	2,000				2,000		2,000				
Peppers.....	400		400				400				
Quicksilver.....	12		12				12				
Rice.....	1,413		1,413				20	59	150	89	1,095
Rubber, raw.....	3,103	3			3,100		3,100				3
Skins and hides.....	1,134	281	374	467			434	583	56	61	
Spices.....	9		9				9				

\* 8,830 tons for orders.

FROM PACIFIC TO ATLANTIC—Continued.

Commodity.	FROM—						TO—				
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	Others.	East coast of United States.	British Isles.	Other European.	Cristobal, C. Z.	Others.
Sugar.....	13,818	9,118			4,700		4,700	8,601	517		
Tobacco.....	45	2	43				43				
Wax.....	5	5						5			
Wheat.....	79,201	492	72,062	6,647			34,609	23,213			21,379
Wood, hard.....	697	673		24			167				530
Wool.....	5,977	170	424	5,335	48		3,660	2,317			
General.....	35,347	10,422	16,329	6,130	2,290	176	19,153	12,682	754	1,208	1,550
Totals.....	478,032	241,740	182,518	26,807	24,098	2,869	157,556	125,806	101,590	4,706	88,344

<sup>1</sup> For orders. <sup>3</sup> 1,430 tons destined to east coast of Mexico.  
<sup>2</sup> 2,000 tons originated from west coast of Central America. 34,188 tons destined to West Indies.  
 869 tons originated from west coast of Canada. 38,667 tons destined to Azore Islands for orders.  
 2,869 tons. 2,659 tons destined to east coast of Canada.  
 88,344 tons. 11,400 tons destined to east coast of United States for orders.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending March 12, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Cauca.....	Pacific Steam Navigation Co.....		March 8.....		316
Panama.....	Panama Railroad Steamship Line.....		March 8.....		2,643
Ulysses.....	Panama Railroad Steamship Line.....	March 6.....	March 10.....	12,044	( <sup>1</sup> )
Mamei <sup>1</sup> .....	Panama Railroad Steamship Line.....	March 6.....	March 10.....	7,250	( <sup>1</sup> )
Parismina.....	United Fruit Co.....	March 7.....	March 9.....	1,010	3
Salvador.....	Pacific Steam Navigation Co.....	March 7.....	March 12.....	210	355
Acajutla.....	Pacific Steam Navigation Co.....	March 7.....	March 12.....	28	66
San Jose.....	Pacific Mail Steamship Co.....		March 9.....		1,042
Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....	March 9.....	March 11.....	824	12
Falstria.....	East Asiatic Steamship Co.....	March 9.....	March 10.....	214	( <sup>1</sup> )
Advance.....	Panama Railroad Steamship Line.....	March 9.....	March 12.....	324	144
Achilles.....	Panama Railroad Steamship Line.....	March 9.....		12,048	
Darien <sup>1</sup> .....	Panama Railroad Steamship Line.....	March 9.....		7,341	
Trophan.....	Anglo-Saxon Petroleum Co.....	March 9.....	March 11.....	5,999	( <sup>1</sup> )
Asian.....	Leyland Line.....	March 10.....	March 12.....	620	13
Turrialba.....	United Fruit Co.....	March 10.....	March 10.....	( <sup>1</sup> )	10
La Navarre.....	French Line.....	March 10.....		43	
Calamares.....	United Fruit Co.....	March 11.....	March 12.....	255	30
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	March 11.....		966	
San Mateo.....	United Fruit Co.....	March 12.....	March 12.....	80	4,998
Mantaro.....	Peruvian Line.....		March 12.....		1,872
Colon.....	Panama Railroad Steamship Line.....	March 12.....		2,006	

<sup>1</sup> Barge. <sup>2</sup> No cargo discharged. <sup>3</sup> No cargo laded. <sup>4</sup> Pounds.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 12, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Salvador.....	Pacific Steam Navigation Co.....	March 6.....	March 6.....	2	
Madawaska <sup>1</sup> .....	United States Army.....	March 7.....	March 8.....	5	
Neches.....	United States Navy.....	March 7.....	March 9.....	7,860	
San Jose.....	Pacific Mail Steamship Co.....	March 9.....	March 9.....		31
Cacique.....	W. R. Grace & Co.....	March 9.....	March 10.....	10	
Acajutla.....	Pacific Steam Navigation Co.....	March 12.....	March 12.....		14

<sup>1</sup> U. S. Army transport. <sup>2</sup> For transshipment.

**Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Completion of the "Lake Miraflores."**

*Nauticus* reports in its issue of February 19 that among the vessels completed in United States shipyards during the month of January was the *Lake Miraflores*, of 2,677 gross tons, built at Saginaw, Mich., by the Saginaw Shipbuilding Company.

The *Lake Miraflores* was named in honor of Miraflores Lake, in the Panama Canal.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended March 12:

*Bark C. D. Bryant*, miscellaneous repairs to hull and boiler; U. S. S. *Satterlee*, miscellaneous C. and R. and engineering repairs; steamship *Steel Inventor*, repairs to hull; launch *Vacuum, Jr.*, general repairs; tender *Perico*, docking, staging, cleaning, painting, and miscellaneous repairs; U. S. S. *Mason*, miscellaneous hull repairs and docking; launch *Pilot*, general repairs; barges *Nos. 132 and 138*, general repairs; launch *Grace*, miscellaneous engine and hull repairs; steamship *Caribbean*, general repairs; U. S. submarines *O-11 and O-16*, periodical overhaul; steamships *Kaweah*, repairs to anchor windlass; *Rovuma*, install 2 closed chocks aft; *Utique*, boiler repairs; *City of Berkeley*, small miscellaneous repairs; *Falstria*, services of diver; U. S. S. *Dolphin*, straighten bent davit.

The following vessels were at the Cristobal shops for repairs during the week ended March 14:

Steamships *Gen. H. F. Hodges*, *Achilles*, barge *Darien*, steamships *Advance*, *Gen. O. H. Ernst*, *Colon*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. Eagle *No. 31*, install ballast, clean and paint hull; steamship *Jamaica*, repair beams under boilers, repair auxiliary steam pump, etc.; schooner *Anthony Nichols*, repair keel, scrape and paint bottom, etc.; tug *Favorite*, calk seams both boilers; weld circulating engine column and other repairs in connection with same; launch *Arawan II*, renew camshaft starboard engine; launch *Ocolo*, manufacture, fit, and install one key for flywheel crankshaft, etc.; schooner *Chiquimula*, steamships *Haitian*, *La Navarre*, U. S. mine planter *Nones*, subchaser *No. 285*, dredge *No. 86*, minor repairs.

**The Cost of Wasted Water.**

The Municipal Engineering Division calls attention again to the waste involved in unnecessary leakage from water pipes.

A leaky faucet, or one carelessly not closed, from which there is no more than a rapid dripping, will allow the waste of 18 gallons of water in a day of 24 hours.

The following table has been calculated for average pressures existing in the water system of the Canal Zone; the "cost per quarter" shows the cost of the leaks for 3 months at the rate charged for water in Panama City:

Diameter of leak.	Gallons per day.	Cost per quarter.
<i>Inches.</i>		
Dropping.....	18	\$0.41
1/64.....	51	1.16
1/32.....	208	4.73
1/16.....	825	18.77
1/8.....	3,300	75.08

**Civil Service Examinations.**

Clerk, optional subjects of typewriting, bookkeeping, accounting training and experience, general business training and experience, timekeeping training and experience; usual entrance salaries, \$116.67 to \$158.33 a month; Postal Clerk, usual entrance salary, \$145.83 a month (male and female); form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service, April 9, 1921.

Stenographer and typist (male and female); usual entrance salaries, \$137.50 and \$158.33 a month; form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service; April 16, 1921.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, March 12, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Chile.....	2-24	3-44	6	6-12	6	13-40	6	15-14	British	Pacific Steam Navigation Co.	350 0	43 1	18 4	Cristobal	Valparaiso	General	466	4,065	2,608
Maraya.....	2-27	11-00	6	6-17	6	13-38	6	14-40	Peruvian	Carlos Vallemain (S. B.)	92 0	14 0	5 0	Belize	Callao	Ballast	62	49	
Loreta.....	5-19	22	6	6-28	6	14-43	6	15-45	American	Green Star Line (S. B.)	400 0	54 0	25 0	New York	Manila	General	5,020	6,528	4,706
Impoco.....	6-7	25	6	8-25	6	15-28	6	19-00	British	The Imperial Oil Co.	249 0	43 0	16 6	New York	Talara	Ballast	2,341	4,682	1,508
West Mingo.....	6-9	00	6	9-20	6	17-18	6	18-20	American	Pacific Mail Steamship Co. (S. B.)	410 0	54 4	24 0	Norfolk	Tilburon	Coal	6,828	6,476	4,682
Apple Branch.....	6-7	02	6	10-32	6	18-27	6	18-27	British	F. & W. Watson	370 0	62 0	23 7	Liverpool	Coronel	General	5,000	5,112	3,511
H. L. Bridges.....	7-10	20	6	6-00	6	13-38	6	18-27	American	United States Army	476 6	63 0	25 0	Cristobal	Balboa	Ballast	11,229	8,252	2,982
Waimana.....	7-10	20	7-6-17	7-13-44	7-13-44	7-13-44	7-14-48	7-14-48	British	Shaw, Saville & Albion Co.	476 6	63 0	25 0	Southampton	Wellington	Coal	8,814	3,017	2,126
Trewinnard.....	7-2-05	7-33	7-6-52	7-15-04	7-15-04	7-16-50	7-18-58	7-18-58	British	Hain Steamship Co.	297 0	40 0	21 0	Cardiff	Auckland	Steel, general	7,860	3,036	
Windber.....	7-9-05	7-33	7-9-33	7-17-01	7-17-01	7-18-58	7-18-58	7-18-58	American	Pacific and American Fisheries	490 0	55 0	26 0	New York	Los Angeles	Fuel oil	2,347	2,149	1,492
Neches.....	7-14-09	7-14-25	7-14-25	7-15-17	7-15-17	7-17-07	7-17-07	7-17-07	American	United States Navy	280 0	40 0	19 0	Baltimore	Balboa	Coal	7,770	8,058	5,743
Harald.....	7-23-50	8-7-05	8-7-05	8-15-17	8-15-17	8-16-12	8-16-12	8-16-12	Danish	Nippon Yusen Kabushiki Kaisha	435 0	55 9	26 6	Tampico	Yokohama	General	9,600	7,496	5,311
Toba Maru.....	8-7-00	8-14-56	8-10-10	8-17-30	8-17-30	8-18-53	8-18-53	8-18-53	British	C. T. Boyring & Co.	246 0	35 0	14 0	Cristobal	Guayaquil	Fuel oil	213	1,582	1,023
Lompoec.....	4-17-47	8-11-15	8-12-15	8-19-38	8-19-38	9-1-55	9-1-55	9-1-55	British	Pacific Steam Navigation Co.	469 0	58 0	24 0	New York	Yokohama	General	6,111	8,413	5,971
Eastern Prince.....	8-10-47	8-12-50	8-12-50	8-21-06	8-21-06	8-22-44	8-22-44	8-22-44	Japanese	Prince Line, Ltd.	407 0	50 0	27 0	New York	Shanghai	General	6,651	6,189	4,440
Sea sled No. 16.....	3-13-40	9-6-05	9-13-24	9-15-15	9-15-15	9-23-21	9-23-21	9-23-21	American	United States Navy	283 0	37 0	16 6	Cristobal	Gartun Lake	General	820	2,352	1,602
San Jose.....	8-14-24	9-6-15	9-14-00	9-15-15	9-15-15	9-23-21	9-23-21	9-23-21	British	Pacific Mail Steamship Co.	376 5	62 2	24 4	New York	San Francisco	General	6,044	5,224	3,984
Harold Dollar.....	8-15-40	9-6-26	9-16-37	9-19-21	9-19-21	9-21-05	9-21-05	9-21-05	American	Dollar Steamship Line	449 6	50 1	25 6	Tampico	Shanghai	Fuel oil	10,000	8,636	6,321
Armore.....	9-6-50	9-8-10	9-16-35	9-18-15	9-18-15	10-16-35	10-16-35	10-16-35	American	Standard Oil Co.	360 0	50 0	21 0	Tampico	Fisagua	Fuel oil	2,605	4,238	3,689
Barge No. 95.....	9-6-50	9-8-40	9-15-49	9-17-11	9-17-11	10-16-35	10-16-35	10-16-35	American	Standard Oil Co.	415 0	54 0	18 6	New York	San Francisco	Crude naphtha	2,000	7,213	5,152
Floridan.....	9-6-50	9-9-15	9-17-11	10-16-35	10-16-35	10-21-05	10-21-05	10-21-05	American	United American Steamship Line	419 0	54 0	27 0	New York	San Francisco	General	2,000	6,706	4,640
Richmond.....	9-12-05	9-12-20	9-19-45	9-21-05	9-21-05	10-16-35	10-16-35	10-16-35	British	Standard Oil Co.	420 0	54 0	30 0	Tampico	San Francisco	Crude naphtha	8,210	7,131	5,324
Whakatane.....	9-11-40	10-6-07	10-14-11	10-22-30	10-22-30	11-14-10	11-14-10	11-14-10	Danish	New Zealand Shipping Co.	365 0	50 0	15 6	Copenhagen	Auckland	General	3,981	4,799	3,484
Falseria.....	9-17-08	10-7-25	10-16-00	10-23-58	10-23-58	11-14-10	11-14-10	11-14-10	British	East Asiatic Steamship Co.	412 0	53 3	26 2	New Orleans	Guayaquil	General	7,628	6,093	4,452
Melania.....	10-6-28	10-7-25	10-16-00	10-23-58	10-23-58	11-14-10	11-14-10	11-14-10	Russian	Anglo-Saxon Petroleum Co.	412 0	53 3	26 2	New Orleans	Shanghai	Kerosene	6,093	4,452	
Itzsh.....	4-6-53	10-11-03	11-12-30	11-14-10	11-14-10	12-30	12-30	12-30	American	Russian Volunteer Fleet	375 0	55 0	22 6	Newport News	Caldera	Coal	5,037	5,476	3,940
Keosauqua.....	10-8-30	10-15-50	11-22-19	11-22-19	11-22-19	11-22-19	11-22-19	11-22-19	American	United States Navy	375 0	55 0	22 6	Norfolk	Honolulu	Coal	5,037	5,476	3,940
Senola.....	10-19-25	11-6-20	11-14-17	11-15-14	11-15-14	12-30	12-30	12-30	American	United States Navy	470 4	58 0	28 0	Cristobal	Honolulu	General	9,533	8,546	6,263
Knight Com-panion.....	11-6-25	11-7-20	11-15-19	11-16-45	11-16-45	12-30	12-30	12-30	British	Ocean Steamship Co.	470 0	60 0	28 0	New York	Yokohama	General	7,500	10,050	6,834
Lairim.....	11-5-30	11-7-45	11-16-03	11-15-15	11-15-15	12-30	12-30	12-30	British	Union S. S. Co. of New Zealand	380 0	50 0	26 0	New York	Lyttelton	General	6,315	5,255	3,717
Shabonee.....	11-6-12	11-17-40	11-17-40	11-18-40	11-18-40	12-30	12-30	12-30	Japanese	Standard Oil Co.	360 0	57 0	21 0	Tampico	Hosaki	Oil	4,750	4,684	3,440
Suez Maru.....	9-7-25	11-11-26	11-18-21	11-18-21	11-18-21	12-30	12-30	12-30	American	Kokusai Kisen Kabushiki Kaisha	360 0	57 0	21 0	Manzanias	Hongkong	Sugar	4,750	4,684	3,440
Gen. H. F. Hodges.....	9-7-25	11-11-26	11-18-21	11-18-21	11-18-21	12-30	12-30	12-30	American	Panama Railroad Steamship Line	373 0	39 0	16 9	New York	Guayaquil	General	723	3,013	1,574

\* Yacht.      \* Launch.      \* Collier-tanker.      \* Motor ship.      \* Tug.

† And barges Nos. 477 and 478.

Origin	7	14	20	12	6	11	12	13	22	12	17	00	12	17	00	British	Pacific Steam Navigation Co.	215	0	33	0	13	6	Cartagena	Tumaco	243	706
Acajutla	11	15	39	12	6	29	12	14	27	12	23	49	American	12	23	49	Berber Steamship Line	395	5	55	0	26	8	New York	Shanghai	8,068	1,273
Westmoreland	11	15	39	12	6	29	12	14	27	12	23	49	American	12	23	49	West India Oil Co.	44	0	55	0	26	8	Cristobal	Balboa	8,700	7,285
Petroleo	7	20	05	12	6	55	12	14	58	13	19	45	American	13	19	45	Standard Oil Co.	419	0	57	0	37	0	Tuxpan	Vancouver	8,700	7,345
Trombolite	7	13	28	12	6	58	12	14	48	12	16	12	British	12	16	12	Pacific Steam Navigation Co.	215	0	33	0	13	4	Cristobal	Champatico	1,213	5,429
Mantaro	4	18	40	12	10	52	12	17	10	12	21	05	Peruvian	12	21	05	Peruvian Steamship Line	361	0	40	0	19	6	Cristobal	Callao	4,838	2,959
Doonholm	12	10	43	12	11	02	12	18	45	12	11	20	British	12	11	20	Wirral Transportation Co.	385	0	49	0	22	4	Carrif	Lyttelton	5,543	7,959

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Origin	5	19	30	6	7	29	6	15	00	7	7	08	British	7	08	British	Shaw, Saville & Albion Co. <th>459</th> <th>5</th> <th>60</th> <th>5</th> <th>26</th> <th>0</th> <th>Auckland</th> <th>London</th> <th>7,000</th> <th>10,036</th>	459	5	60	5	26	0	Auckland	London	7,000	10,036
Nankai Maru	6	5	00	6	9	00	6	17	13	6	19	25	Japanese	6	19	25	Meiji Kaifu Kaisha	400	0	49	2	23	0	Caleta Colosa	Cristobal	7,200	6,002
Nils	6	7	55	6	10	10	6	18	23	6	20	46	Norwegian	6	20	46	Mayer & Sandalen	265	0	42	1	13	0	Salaverry	Pt. Barrios	500	2,117
Alsace	6	8	00	6	10	35	6	18	23	6	18	23	French	6	18	23	French Navigation Co.	400	3	52	4	23	0	Iquique	France	7,067	5,879
Salvador	6	16	00	6	6	28	7	13	28	12	6	58	British	12	6	58	Pacific Steam Navigation Co.	225	0	35	4	13	6	Champatico	( <sup>6</sup> )	212	1,213
War Churka	7	8	00	7	9	02	7	9	02	7	8	10	British	7	8	10	Anglo-Saxon Petroleum Co.	400	0	52	3	25	7	San Francisco	St. Catherine	( <sup>12</sup> )	8,800
Port Nicholson	7	8	15	7	9	29	7	19	26	7	22	00	British	7	22	00	Commonwealth and Dom. Line	481	2	62	3	26	6	Hobart	London	8,000	10,821
Madawaska	7	16	45	8	6	32	8	17	33	8	17	33	American	8	17	33	United States Government	508	2	33	2	24	0	San Francisco	New York	244	5,475
Kayach	7	10	47	8	6	45	8	18	30	8	18	30	British	8	18	30	Hain Steamship Co.	400	2	52	1	24	6	Balboa	New Orleans	7,680	5,664
Treloak	7	10	47	8	6	45	8	18	30	8	18	30	British	8	18	30	United States Government	400	2	52	1	24	6	Toconilla	Antwerp	7,154	8,025
La Paz	7	21	05	8	7	01	8	20	49	8	20	49	British	8	20	49	Pacific Steamship Co.	406	0	54	0	26	0	Caleta Buena	Antwerp	8,025	8,025
Livingston Roe	7	18	45	8	7	49	8	20	49	8	20	49	American	8	20	49	Pacific Steam Navigation Co.	406	0	54	0	26	0	Caleta Buena	Antwerp	8,025	8,025
Pangani	2	22	12	8	8	00	7	49	8	20	49	8	British	8	20	49	Standard Oil Co.	492	4	60	2	17	6	San Francisco	New York	6,936	7
Sir Francis	8	9	45	8	11	15	8	21	20	9	7	00	British	9	7	00	Thomas Drake	37	1	11	6	3	0	Seattle	Atlantic Coast	6,936	7
Neches	7	21	07	9	7	07	9	16	20	12	6	20	American	12	6	20	United States Navy	477	0	55	0	27	0	Balboa	Port Arthur	5,620	4,124
Edward Luck	8	16	00	9	7	56	9	17	06	9	17	06	American	9	17	06	Luekenbach Line	436	6	57	2	27	6	Puget Sound	New York	7,849	8,543
Advance	9	6	00	9	9	25	9	18	10	12	15	05	American	12	15	05	Panama Railroad Steamship Line	295	0	38	4	18	0	Guayaquil	New York	1,227	2,947
Annie Laurie	9	14	35	10	6	30	10	14	54	10	16	53	American	10	16	53	Norbury, Grayson & Kyle	18	3	4	7	0	0	Balboa	New York	1,227	2,947
Haarlem	9	15	35	10	7	04	10	15	46	10	20	20	Dutch	10	20	20	W. R. Grace & Co.	394	2	52	3	27	0	Puntarenas	Gatun Lake	7,590	6,610
Tobolsk	10	4	20	10	10	37	10	18	11	12	11	20	Russian	12	11	20	Royal Dutch Steamship Co.	381	0	40	6	12	5	Corral	Norfolk	5,290	4,759
Cape Roman	10	12	20	10	14	02	10	20	48	10	20	48	American	10	20	48	Russian Volunteer Fleet	286	0	40	6	12	5	Macao	Habana	187	3,568
Los Angeles	11	16	30	12	6	38	12	15	22	12	15	22	American	12	15	22	Union Oil Co. of California	376	4	52	3	23	0	San Francisco	Baltimore	4,752	5,142
Peru	11	23	00	12	8	40	12	16	07	12	17	31	Danish	12	17	31	East Asiatic Co.	425	3	55	2	27	0	Portland	Puerto Lobos	7,389	5,195

<sup>7</sup> Transport. <sup>8</sup> For orders. <sup>9</sup> Coffee, hides, and general. <sup>10</sup> Ivory nuts, cocoa, and coffee. <sup>11</sup> Nitrate, tin ore, and foodstuffs. <sup>12</sup> 50,000 barrels.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

\*DEPARTURES.

Line.

For—

Date	Vessel	From—	Date	Vessel	Line.	For—
March 6	Turrialba	Norfolk.	March 6	Turrialba	United Fruit Co.	Bocas del Toro
March 8	Panama	New Orleans.	March 8	Panama	Panama Railroad Steamship Line.	New York via Haiti
March 9	Parismina	San Juan.	March 9	Parismina	United Fruit Co.	New Orleans via Bocas del Toro and Habana.
March 10	Turrialba	High seas.	March 10	Turrialba	United Fruit Co.	New Orleans.
March 10	Santa Leonora	Norfolk.	March 10	Santa Leonora	United States Army	New York.
March 10	Ulysses	Bocas del Toro.	March 10	Ulysses	Panama Railroad Steamship Line.	Norfolk.
March 10	San Nazaire and waypoints	San Nazaire and waypoints	March 10	Ulysses	Panama Railroad Steamship Line.	Norfolk.

\*Other than ships passing through the Canal.

(Continued on page 471, column 2.)

\*ARRIVALS.

Line.

From—

Date.

Vessel.

Line.

For—

**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 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:

## DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Robert David.....	28596	Antigua.....	Summit.....	Mun. Eng. Div.....	March 8, 1921.
Leonard Roberts.....	36421	Barbados.....	Panama.....	Mechanical Division...	March 10, 1921.
Rufino Samaniego....	54545	Panama.....	Monte Lirio....	Cattle Industry.....	March 8, 1921.

## INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Herbert Fairclough....	38688	Jamaica.....	Cristobal.....	The Panama Canal....	February 26, 1921.

**Official Circulars.****Use of Gamboa-Vigia Telephone Line.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., February 12, 1921.

To all concerned—The Section of Meteorology and Hydrography, which pays for the maintenance of the Gamboa-Vigia telephone line, advises that their work is at times seriously interfered with owing to the line being used for extended calls by persons who are nonemployees of that section.

There is no objection to the use of this telephone by outside parties, when the necessity therefor arises, but in all such cases the conversation must not exceed five minutes in duration.

A continued abuse of this privilege will necessitate the issuance of instructions which will prevent the use of this line by any save employees of the Section of Meteorology and Hydrography.

JAY J. MORROW,  
*Acting Governor.*

**Estimates, Appropriations, Allotments, and Expenditures.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 8, 1921.

CIRCULAR No. 642-3:

1. Attention has recently been called to a large number of cases in which expenditures have been made greatly in excess of amounts authorized for expenditure on approved work requests.

2. Circular No. 642-2 contains instructions with reference to the use of work requests and obtaining authority for expenditure of funds. All work requests must show an estimated amount which it is intended to expend, and when the work request is approved, the amount so estimated is authorized for expenditure, and no more. Should it develop later that the estimated amount is not sufficient to complete the work contemplated, request for additional funds must be made before the work proceeds.

3. Special allotments and work requests covering the expenditure of considerable sums are frequently only approved by the Governor on statements of the Auditor that funds are available, and in such cases it is essential that the expenditures be held within the amounts authorized, as usually no additional funds for such expenditures can be made available. In the past there has frequently been a surplus to cover such cases, but with increased expenses and the reduction in the appropriations for next year, this condition has changed and will no longer exist.

4. Heads of Departments and Divisions are, therefore, directed to see that estimates, when submitted, are reasonably correct, and that after authority is given to expend fixed amounts no expenditures in excess of such amounts are made without additional authority being first obtained. It should also be remembered that economy in expenditures is essential and if the work can be satisfactorily performed at a cost less than the amount of the allotment or authorization, such saving should be effected.

5. The above instructions are also applicable to work performed for individuals and companies, U. S. Army, U. S. Navy, etc., where a definite sum has been authorized, which must not be over-expended without additional authority.

JAY J. MORROW,  
*Acting Governor.*

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 10, 1921.

CIRCULAR No. 282:

Effective March 11, 1921, Mr. J. H. Hearn is designated an accountable official of The Panama Canal, *vice* Mr. Alfred Bryan, and as such will account for all property in use by the Supply Department storehouse stock at the Balboa Heights storehouse.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Stations for Watchman's Clocks.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 7, 1921.

CIRCULAR No. 281:

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective at once all surplus and unserviceable stations for watchman's clocks will be turned over to the instrument repair shop, Balboa, without charge.

Future orders for stations will be submitted to the Mechanical Division in the form of work requests which must be forwarded with the clocks on which the keys are to be used. The stations will be charged for in the same manner as other material manufactured on work requests.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*



Rainfall from February 1 to February 28, 1921, Inclusive.

STATIONS.	Maximum in .1 day.	Date.	Total.
<i>Pacific section:</i>			
Balboa .....	2.95	2	3.14
Balboa Heights .....	2.22	2	2.37
Miraflores .....	.37	2	.76
Pedro Miguel .....	1.44	3	1.53
Rio Grande .....	.09	3	.35
<i>Central section:</i>			
* Culebra .....	.28	4	.84
* Camacho .....	.33	5	1.39
Empire .....	.42	4	1.58
Gamboa .....	2.57	3	5.39
* Juan Mina .....	.60	3	1.05
Alhajuela .....	1.00	3	1.79
* Vigia .....	1.09	4	2.22
* Darien .....	.55	12	1.85
Trinidad .....	.49	12	1.35
* Monte Lirio .....	.53	12	2.93
<i>Atlantic section:</i>			
Gatun .....	.53	20	2.74
* Brazos Brook .....	.48	20	2.60
Colon .....	.19	28	1.63
* Porto Bello .....	1.45	3	5.20

\* Standard rain gauge—readings at 5 p. m. daily.  
Automatic rain gauge at unstarred stations—values  
midnight to midnight.

February Rainfall for Three Years.

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921.
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa .....	0.06	T	3.14	0.69	22	4
Balboa Heights .....	T	T	2.37	.84	23	4
Miraflores .....			.76	.91	13	3
Pedro Miguel .....	T	.07	1.53	.69	14	5
Rio Grande .....	.02	.05	.35	.62	17	10
<i>Central section:</i>						
Culebra .....	.05	.10	.84	.63	31	8
Camacho .....	.21	.05	1.39	.82	15	11
Empire .....	.24	.05	1.58	.74	16	13
Gamboa .....	.21	.10	5.39	.95	36	14
* Juan Mina .....	.04	.12	1.05	1.08	11	8
Alhajuela .....	.04	.15	1.79	.76	22	17
Vigia .....		.13	2.22	1.46	13	11
Frijoles .....	.52	.25	4.19	2.19	10	...
Trinidad .....	.54	.40	1.35	2.27	14	19
Monte Lirio .....	1.15	.71	2.93	2.93	14	19
<i>Atlantic section:</i>						
Gatun .....	.54	1.00	2.74	2.59	17	20
Brazos Brook .....	.70	.56	2.60	2.86	15	18
Colon .....	.36	.54	1.63	1.62	51	20
Porto Bello .....	1.58	1.61	5.20	3.54	10	24

COMMISSARY NOTES.

Closed for Inventory.

The retail commissaries will be closed for quarterly inventory all day Wednesday, March 30, and the morning of Thursday, March 31. The cold storage and grocery sections will be open Thursday afternoon at the regular hour and other departments as soon thereafter as check has been completed by the inspectors.

Mouth Wash.

Another new preparation manufactured by the Commissary Division is "BOCAS," an antiseptic mouth wash. The formula used has been approved by the Health Department. It is now being used by a number of the district dentists in the Canal Zone. "BOCAS" is sold for 30 cents per bottle.

Tennis Racket Claims.

The New York office has written that in future when tennis rackets are returned for claim, it will be necessary to state whether customers are regularly using a press, as otherwise complaints will not be considered. The commissaries carry racket presses and tennis players may obtain them at any commissary where tennis rackets are sold.

Easter Novelties.

Among the Easter novelties now on sale in the commissaries are varicolored little baskets in a number of sizes and shapes. The designs are all attractive and the prices are very low, ranging from 7 to 25 cents. There are toys a-plenty too; eggs and rabbits, of course, flying birds, roosters, chicks, ducks, etc. Easter cards and Easter favors are also to be had.

Steubenville Chinaware.

The Steubenville potteries have advised that chinaware ordered from them by the Commissary Division a long time ago will be shipped in the very near future, with the exception of two items. On these they are unable to make a definite promise by reason of the facts that their stock of decal which applies on one of their decorations is entirely exhausted and a supply of this material has to come from England.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XIV. Balboa Heights, C. Z., March 23, 1921. No. 32.

## Addition to Tariff No. 4.—Taking Sand and Gravel for Ballast.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., March 12, 1921.

*To all concerned*—The following is to be added to paragraph 9, Item 18, page 23 of Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

### ITEM 18—STEVEDORING AND TRANSFERRING CARGO.

9 (*additional*). A vessel taking sand or gravel for ballast will be charged 25 cents per ton to cover switching of cars and use of pier, in addition to regular wharfage charges.

JAY J. MORROW,  
*Acting Governor, The Panama Canal.*  
*Second Vice President, Panama Railroad Company.*

(NOTE—The above addition will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

## Quarantine Regulations Governing U. S. Naval Vessels and Aircraft.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 11, 1921.

CIRCULAR No. 626-9:

By virtue of the authority contained in Executive Order of March 31, 1920, published as Panama Canal Circular No. 601-110, paragraph 73, of General Quarantine Instructions, published as Panama Canal Circular No. 626-6, is hereby amended by adding the following:

73-A. Vessels and aircraft of the United States Navy arriving at Canal ports from noninfected ports, may be granted pratique without quarantine inspection, under the following conditions:

(a) Provided that there is no quarantinable disease aboard and the medical officer of the ship so certifies, or,

(b) Provided that the commanding officer of the vessel or vessels requests such pratique of the Chief Quarantine Officer through the Captain of the Port by radio between the hours of 8 a. m. and 4 p. m., and states names of ports visited within the past 10 days and the health condition of his command. Such pratique will not be considered as granted until radio reply has been received by the said commanding officer from the Captain of the Port, as follows: "Pratique granted by Chief Quarantine Officer."

(c) And, provided further, that within 12 hours after the arrival of the vessel or vessels, including aircraft, to which pratique has been granted by radio, at a Canal port, there shall be filed with the Quarantine Officer of such port a certificate executed by the Senior Medical Officer and approved by the commanding officer of the vessel or vessels, setting forth the name or names of the vessel or vessels, the ports which they have visited within the past 10 days, their complement and their state of health.

JAY J. MORROW,  
*Acting Governor.*

## Price of Gasoline from Panama Canal Storehouses.

Among the prices of miscellaneous supplies, effective March 1, published in THE PANAMA CANAL RECORD of March 9, gasoline, motor grade, in drums, was quoted at 56 cents a gallon. The price is 65 cents a gallon, including the 25 per cent surcharge.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, March 19, 1921.

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.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Mariopa.....	12	21.45	13	6.55	13	15.25	13	17.13	Norwegian.	W. Wilhelmson	425.0	52.0	28.0	Puerto Lobos.	Antofagasta...	9,000	6,906	5,108
Huanchaco.....	13	10.19	14	6.15	14	13.58	14	15.10	British.	Pacific Steam Navigation Co.	391.0	50.0	23.0	Liverpool.	General.	5,017	5,005	4,391
Imperoyal.....	13	15.43	14	6.25	14	13.58	14	15.20	British.	Imperial Oil Co.	249.5	43.0	15.0	Halifax.	Tatara.	7,400	2,291	1,885
Yorba Linda.....	14	18.00	15	6.24	15	13.58	15	15.00	American.	General Petroleum Co.	440.0	56.0	28.0	Tampico.	Tocoyilla.	2,900	6,361	4,892
Statesman.....	14	14.58	15	6.24	15	13.58	15	15.05	British.	Harrison Line	447.0	53.0	21.0	Liverpool.	Los Angeles.	1,154	6,202	4,507
Haene Maru.....	15	7.15	15	7.57	15	16.02	15	17.20	Japanese.	Osaka Shosen Kaisha	405.0	50.8	17.3	New York.	Yokohama.	8,890	7,154	5,410
Seine Maru.....	15	8.15	15	8.30	15	17.14	16	1.16	Japanese.	Suzuki & Co.	447.0	50.8	17.3	New Orleans.	Yokohama.	2,053	2,439	1,671
Eldorado.....	15	18.38	16	6.23	16	14.05	16	15.10	American.	Western Transport Co.	425.0	53.0	29.0	New Orleans.	Los Angeles.	488	716	530
Chiquimula.....	14	7.25	16	6.38	16	15.47	16	16.55	American.	Chiquimula Shipping Corp.	176.3	36.1	12.6	Philadelphia.	La Union.	5,006	9,400	6,605
Tasmania.....	15	21.55	16	6.45	16	14.58	16	16.10	British.	New Zealand Shipping Co.	482.2	62.7	28.0	Liverpool.	Auckland.	9,000	6,690	4,963
Cordelia.....	15	21.30	16	7.20	16	16.49	16	21.24	British.	C. T. Bowring & Co.	420.3	54.0	27.0	Puerto Lobos.	Los Angeles.	9,600	7,053	5,085
La Habra.....	16	1.45	16	8.55	16	16.56	16	17.55	Norwegian.	W. Wilhelmson	424.8	57.0	26.2	Tampico.	Balboa.	6,142	5,919	4,400
Arawan II.....	9	7.00	16	9.05	16	16.45	17	7.17	American.	Chas. Longstruts	64.0	16.0	4.6	Kingston.	San Diego.	5,000	8,154	5,309
Tofuku Maru.....	16	9.28	16	9.55	16	18.02	17	17.55	Japanese.	Kokusai Kisen Kaisha	355.0	51.0	26.5	New York.	Melbourne.	7,837	6,347	4,453
Otra.....	16	6.10	16	10.37	16	19.29	16	22.44	British.	Shaw, Saville & Albion Co.	430.0	58.0	26.1	St. Johns.	Sydney.	6,500	5,530	4,101
Eastern Im- porter.....	16	10.45	16	11.10	16	19.39	16	20.59	American.	Pacific Mail Steamship Co. (S. B.)	384.6	51.2	28.3	Norfolk.	San Diego.	3,556	5,726	4,086
Santa Teresa.....	16	5.44	16	11.35	16	20.23	16	21.16	American.	W. R. Grace & Co.	360.2	51.6	24.0	New York.	Valparaiso.	6,200	9,381	6,915
Canastota.....	16	7.24	16	13.20	16	21.58	17	5.00	British.	Canastota Steamship Co.	405.0	52.3	24.6	New York.	Sydney.	7,500	8,508	6,179
America.....	14	15.15	16	6.00	16	8.35	16	10.40	American.	J. H. Stilson	82.0	25.6	10.0	Cristobal.	Gatun Lake.	20	130	69
Laura C. Hall.....	15	13.55	17	6.12	17	14.10	18	10.40	British.	Pacific Metals Corp.	82.0	25.6	10.0	Cristobal.	Buenaventura.	6,222	6,744	4,828
Port Frie.....	16	19.14	17	6.35	17	13.38	17	14.45	British.	Commonwealth and Dom. Line	470.0	58.4	23.1	London.	Auckland.	1,827	5,217	3,807
Karina Luck- enbach.....	16	10.48	17	7.40	17	16.20	17	17.25	American.	Luckenbach Line	446.0	56.0	28.0	New York.	San Francisco.	7,500	8,508	6,179
Shrophshire.....	17	12.20	17	8.29	17	17.35	17	23.35	British.	Federal Steam Navigation Co.	520.0	61.4	28.6	Liverpool.	Wellington.	6,885	12,275	8,918
Point Bonita.....	16	13.22	17	10.13	17	17.59	17	18.58	American.	Pacific Mail Steamship Co.	289.0	44.0	27.2	Baltimore.	San Francisco.	2,843	2,895	1,993
O-15.....	17	8.04	17	18.47	17	18.47	17	18.47	American.	United States Navy	446.0	56.0	28.0	Coco Solo.	Balboa.	6,700	6,555	4,566
O-12.....	17	8.25	17	18.45	17	18.45	17	18.45	American.	United States Navy	421.9	55.3	26.0	Coco Solo.	Balboa.	8,500	6,438	4,391
Laega.....	14	7.15	18	6.15	18	14.10	18	15.30	Brazilian.	Brazilian Government	414.5	55.2	29.0	Norfolk.	Coquimbo	3,378	5,009	4,416
Caddo.....	17	16.27	18	6.21	18	14.40	19	14.45	American.	Standard Oil Co.	395.1	51.0	26.0	Tuxpan.	Vancouver.	8,000	7,318	5,468
Sumatra Maru.....	18	1.50	18	7.13	18	15.35	18	16.35	Japanese.	Osaka Shosen Kaisha	426.0	54.0	27.0	Galveston.	Yokohama.	6,522	6,744	4,828
Bradford.....	18	8.20	18	9.00	18	16.35	18	21.25	American.	Standard Oil Co.	404.0	53.9	25.6	Tampico.	Isagua.	1,827	5,217	3,807
Santa Paula.....	18	9.38	18	10.05	18	18.14	18	22.04	American.	W. R. Grace & Co.	399.6	49.8	13.3	New York.	Talcahuano.	7,698	9,546	6,846
Helder.....	18	6.30	19	6.00	19	13.30	19	21.08	Dutch.	Royal Netherlands W. I. Mail	339.0	44.0	27.6	Amsterdam.	Corral.	6,222	6,744	4,828
Seminole.....	18	14.37	19	6.10	19	14.40	19	15.30	American.	Tampico Intercean Co. (S. B.)	409.0	54.0	27.6	Charleston.	Coquimbo	7,837	6,347	4,453
Czobol.....	19	6.43	19	7.35	19	15.45	19	16.45	American.	Panama Railroad Steamship Line	489.0	60.0	29.0	Norfolk.	Balboa.	9,546	9,546	6,846

\* Submarine.

† Launch.

‡ Yacht.

§ Motor schooner.

Benjamin	18	16.00	19	8.28	19	16.51	20	17.35	American	Standard Oil Co.	411.6	53.4	26.3	Tampico	Pisagua	Crude oil	7,500	6,360	4,337
Brewster	18	22.45	19	9.40	19	19.09	19	20.35	American	Union Oil Co.	471.0	55.0	55.0	Tampico	Los Angeles	General	8,107	5,627	
Coalinga	19	10.05	19	11.08	19	19.22	19	22.51	British	James Chambers & Co.	418.5	56.1	24.0	New York	Manila	General mdse.	4,946	6,675	4,698
Bowes Castle	18	19.24	19	11.10	19	19.50	19	22.49	American	Williams Steamship Co. (S. B.)	435.0	57.0	20.4	Philadelphia	Vancouver	General	2,500	7,983	8,022
Conshoocken	17	16.28	19	11.11	19	20.36	20	21.20	British	Pacific Steam Navigation Co.	361.2	46.0	18.0	New York	Guayaquil	General	216	4,742	3,023
Quipue	17	16.28	19	11.11	19	20.36	20	21.20	British	Cie Gle. Transatlantique	397.9	50.3	16.6	Havre	Tacubano	General	776	5,917	4,148
Saint Andre	18	4.00	19	8.30	19	10.29			American	United States Army				Cristobal	Batou Lake				
J. A. McKie	19	8.30	19	10.29					American	United States Navy				Cristobal	Batou Lake				
Scota	16	18.20	19	10.50	19	17.00			American										

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

West Cayote	12	12.45	13	6.52	13	14.25	13	14.25	American	Williams-Dimond & Co. (S. B.)	404.4	60.2	20.0	Antofagasta	Guasgao	General	6,142	6,567	4,899
Laurel Branch	12	23.30	13	7.50	13	15.50	13	19.10	British	Nautilus Steamship Co.	360.0	46.0		Liverpool	Liverpool	Nitrate, general	5,234	4,182	3,033
Ebro	13	5.30	13	8.45	13	16.27	14	4.00	British	Pacific Steam Navigation Co.	450.3	57.8		Valparaiso	New York	General	1,963	9,039	6,215
Mason	2-25	15.32	13	11.14	13	15.58	13	16.58	American	United States Navy	310.0	31.0		Balboa	Guantanamo	Frozen beef	3,772	8,288	5,227
Wangaratta	14	1.20	14	7.50	14	15.15	15	9.25	British	British India Steam Nav. Co.	455.4	56.2	23.0	New Plymouth	Falmouth	General	8,200	7,712	5,437
Collegian	14	5.30	14	8.07	14	16.08	14	16.40	British	F. & J. Harrison	450.0	54.1	18.6	San Francisco	London	Frozen beef	2,996	2,895	1,967
Point Lobos	13	13.35	14	9.17	14	17.08	14	23.22	American	Pacific Mail Steamship Co.	289.0	44.1	18.6	San Francisco	Baltimore	Coffee (v)	701	130	69
Laura C. Hall	14	13.20	15	6.28	15	15.55	17	6.12	British	Pacific Metals Transp. Co.	82.0	23.6	10.0	Buenaventura	Cristobal	General	3,250	8,620	5,345
Oriana	14	15.20	15	6.30	15	14.00	16	6.13	British	Pacific Steam Navigation Co.	465.7	56.2	26.2	Coucaul	Liverpool	General			
John Worthington	14	14.45	15	7.10	15	14.25	15	14.25	American	Standard Oil Co. of N. J.	404.4	60.2	20.0	Antofagasta	Tampico	Ballast	8,491	6,096	
Leligh	14	19.00	15	7.35	15	15.40	15	15.40	American	N. Atl. & Western S. Co. (S. B.)	390.0	54.2	17.7	Seattle	Boston	Lumber, general	2,093	6,106	4,346
Eemdyk	15	16.30	16	6.30	16	19.10	16	20.30	Dutch	Holland-American Line	469.4	58.2	27.0	Seattle	London	General	8,950	5,514	6,066
S. V. Harkness	15	17.23	16	6.48	16	18.18	16	22.13	American	Standard Oil Co.	419.4	57.2	19.0	Valparaiso	Tampico	Ballast	5,120	7,289	5,250
Loran	15	19.40	16	7.11	16	20.16	17	20.08	American	U. S. & Australian Lines (S. B.)	395.5	55.0	21.0	Melbourne	New York	General	3,351	8,174	6,092
Papara	15	18.40	16	7.39	16	21.10	17	1.45	British	New Zealand Shipping Co.	430.0	54.2	24.0	Dunedin	London	General, frozen	62	1,357	884
Selota	14	1.15	16	8.41	16	18.20	19	10.50	American	United States Government	149.3	30.0		Las Palmas	Cristobal	Produce			
Manavi	15	22.00	16	10.07	16	19.40			British	Pacific Steam Navigation Co.	216.0	35.1	12.0	Guayaquil	Cristobal	Ballast			
War Sapo	16	9.15	16	12.35	16	21.54	17	7.28	British	British Admiralty	400.0	52.2	22.6	Tarakan	Beaumont	Ballast	4,600	5,680	4,162
Willfaro	16	11.47	16	13.04	16	22.45	16	22.45	American	William Steamship Co.	388.8	52.2	23.6	Vancouver	New York	General	4,377	3,677	2,707
Hector	16	11.59	16	13.26	16	0.30	17	20.40	Dutch	Royal Netherlands W. I. Mail	322.0	44.2	23.6	Antofagasta	Cristobal	Nitrate	9,000	9,157	6,658
Gaelic Prince	16	20.15	17	6.17	17	15.04	17	15.20	British	Prince Line, Ltd.	449.5	57.3	23.6	Iloilo	Boston	General	1,123	4,768	2,956
Quilota	16	21.00	17	8.18	17	17.34	18	6.15	British	Pacific Steam Navigation Co.	361.4	46.2	18.0	Guayaquil	New York	General	2,679	2,341	1,598
Impeco	16	21.00	17	8.18	17	17.34	18	6.00	British	Imperial Oil Co., Ltd.	249.5	43.1	20.0	Talara	Halifax	Gasoline	4,202		
Lyons Maru	17	7.00	17	9.26	17	16.37	17	18.02	Japanese	Nippon Yusen Kaisha	445.0	58.0	17.6	Kobe	New York	General	3,976	5,937	4,325
Santa Elisa	17	14.45	17	15.12	17	21.41	17	23.05	American	Grace Line	360.3	51.7	25.1	Valparaiso	New York	General			
City of Berkeley	10	12.05	18	6.40	18	14.20	18	14.35	American	Barber Steamship Co. (S. B.)	402.5	53.0	27.3	Manila	New York	Nitrate	2,680	6,524	4,741
C. D. Bryant	2-19	18.30	18	7.14	18	18.25	19	8.40	American	Alexandria Woodside	172.0	37.0	19.1	Callao	Porto of Spain	Nitrate	1,310		
Swift Star	17	13.10	18	7.43	18	15.22	19	8.40	American	Swiftsure Oil and Transp. Co.	464.6	60.2	20.0	San Francisco	Tampico	Ballast	9,018	7,068	5,303
Siam	17	18.10	18	8.29	18	16.12	18	19.53	Danish	East Asiatic Co.	393.2	53.6	27.6	Vancouver	St. Nazaire	General	6,640		
Balboa	17	23.00	18	8.55	18	17.02	18	18.02	Swedish	Johnson Line	426.9	56.3	26.8	San Francisco	United King.	General	6,640		
Gold Star	17	14.03	18	6.38					American	Panama Canal Lighthouse Div.	110.0	27.0		Balboa	Gatun	General			
La Habra	16	16.56	19	8.06	19	17.45	19	17.45	Norwegian	W. Wilhelmsen	424.8	50.0		Balboa	Tampico	Ballast	1,947	7,053	5,085
Urubamba	19	3.25	19	8.06	19	18.40			Peruvian	Peruvian Steamship Co.	381.2	41.1	18.0	Callao	Cristobal	Ballast	1,947	4,803	2,951

\* For orders. <sup>9</sup> Beans, onions, dyewood, and coffee. <sup>10</sup> General and chrome ore. <sup>11</sup> General, rubber, hemp, oil, and cocoanuts. <sup>12</sup> Nitrate of soda and general.  
<sup>13</sup> Manganese ore and general cargo. <sup>14</sup> Copper, cotton, skins, etc. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

## MOVEMENTS OF OCEAN VESSELS—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Line.	Length.	Beam.	Draft.	Salt water.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.		Gross.
Barima.....	19	5.00	19	8.39	19	18.45	19	22.50	British.....	Royal Mail Steam Packet Co....	220.0	37.0	12.0		Champerico.....	Cristobal.....	Produce.....	533.46	1,551	918
Somersel.....	18	22.00	19	9.30	19	19.55	19		British.....	Federal Steam Navigation Co....	460.6	62.8	26.6		Melbourne.....	London.....	Frozen, general..	7,150	9,943	7,530
Walter A. Luckenbach..	19	12.55	19	12.25	19	20.19	19	20.19	American....	Luckenbach Line.....	446.4	56.1	28.0		San Pedro.....	Boston.....	General.....	7,300	8,785	6,497

## PORT OF CRISTOBAL.

## \*ARRIVALS.

Date.	Vessel.	From—	Line.
March 13....	Atenas.....	New Orleans and wayports.	United Fruit Co.....
March 14....	Cartago.....	New Orleans.	United Fruit Co.....
March 16....	Atenas.....	Bocas del Toro.	United Fruit Co.....
March 16....	Sixaola.....	New York via Kingston.	United Fruit Co.....
March 16....	Segura.....	London and wayports.	Royal Mail Steam Packet Co....
March 16....	Tivives.....	Colombian ports.	United Fruit Co.....
March 17....	Manuel Calvo	Barcelona via wayports.	Spanish Line.....
March 17....	Hekla.....	Cartagena.	Thore Steamship Co.....
March 18....	Ancon.....	Norfolk.	Panama Railroad Steamship Line.
March 18....	Eagle No. 36.	New Orleans.	United States Navy.....
March 18....	Pastores.....	New York via wayports.	United Fruit Co.....
March 19....	Patuca.....	Port Limon.	Elders & Fryfes Line.....
March 19....	Crijnsen.....	Amsterdam via wayports.	Royal Netherlands W. I. Mail.
March 19....	Ottar.....	Puerto Colombia.	J. C. Knudson.....

15 And barge Darien.

## PORT OF BALBOA.

Date.	Vessel.	From—	Line.
March 15....	Kiyo Maru.....	Hongkong.	Toyo Kisen Kaisha.....
March 17....	Kiyo Maru.....	Valparaiso.	Toyo Kisen Kaisha.....

\*Other than ships passing through the Canal.

## \*DEPARTURES.

Date.	Vessel.	Line.	For—
March 13....	Gen. O. H. Ernst.....	Panama Railroad Steamship Line.	Puerto Colombia.
March 13....	Achilles 15.....	Panama Railroad Steamship Line.	Norfolk.
March 13....	Atenas.....	United Fruit Co.....	Bocas del Toro.
March 14....	La Navarre.....	French Line.....	Puerto Colombia.
March 16....	Colen.....	Panama Railroad Steamship Line.	New York via Haiti.
March 16....	Atenas.....	United Fruit Co.....	New Orleans.
March 17....	Tivives.....	United Fruit Co.....	New York via Kingston.
March 17....	Sixaola.....	United Fruit Co.....	New York via Colombia and Kingston.
March 17....	Cartago.....	United Fruit Co.....	New Orleans via Bocas del Toro and Habana.
March 18....	Manuel Calvo.....	Spanish Line.....	Puerto Colombia.
March 19....	Pastores.....	United Fruit Co.....	New York via Port Limon and Habana.
March 19....	Patuca.....	Elders & Fryfes Line.....	Kingston.
March 19....	Hekla.....	Thore Steamship Co.....	New York via wayports.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending March 19, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	.....	March 13.....	.....	14
Huanchaco.....	Pacific Steam Navigation Co.....	March 13.....	March 14.....	130	32
Ebro.....	Pacific Steam Navigation Co.....	March 13.....	March 14.....	( <sup>c</sup> )	390
La Navarre.....	French Line.....	.....	March 14.....	.....	561
Point Lobos.....	Pacific Mail Steamship Co.....	March 14.....	March 14.....	259	70
Colon.....	Panama Railroad Steamship Line.....	.....	March 16.....	.....	1,781
Cartago.....	United Fruit Co.....	March 14.....	March 17.....	925	103
Laura C. Hall.....	Pacific Metals Corporation.....	March 15.....	March 17.....	68	26
Sixaola.....	United Fruit Co.....	March 16.....	March 17.....	500	168
Point Bonita.....	Pacific Mail Steamship Co.....	March 16.....	March 17.....	344	192
Atenas.....	United Fruit Co.....	March 16.....	March 16.....	4	1
Segura.....	Pacific Steam Navigation Co.....	March 16.....	.....	202	.....
Manavi.....	Pacific Steam Navigation Co.....	March 16.....	.....	40	.....
Ancon.....	Panama Railroad Steamship Line.....	March 17.....	.....	10,111	.....
Manuel Calvo.....	Spanish Line.....	March 17.....	March 18.....	10	185
Quillota.....	Pacific Steam Navigation Co.....	March 17.....	March 18.....	182	12
Quilpue.....	Pacific Steam Navigation Co.....	March 17.....	March 19.....	227	82
Helder.....	Royal Netherlands W. I. Mail.....	March 18.....	March 19.....	119	53
Saint Andre.....	French Line.....	March 18.....	March 19.....	215	( <sup>c</sup> )
Pastores.....	United Fruit Co.....	March 18.....	March 19.....	4	243
Patuca.....	Elders & Fyffes Line.....	March 19.....	March 19.....	25	240
Urubamba.....	Peruvian Line.....	March 19.....	.....	1,947	.....
Barima.....	Pacific Steam Navigation Co.....	March 19.....	.....	530½	.....
Crynsen.....	Royal Netherlands W. I. Mail.....	March 19.....	.....	13	.....

\* No cargo discharged.

\* No cargo laded.

\* Pounds.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 19, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Lobos.....	Pacific Mail Steamship Co.....	March 13.....	March 14.....	27	7
Laura C. Hall.....	Pacific Metals Corporation.....	March 14.....	March 15.....	3	.....
Kiyo Maru.....	Toyo Kisen Kaisha.....	March 15.....	March 16.....	799	.....
Manavi.....	Pacific Steam Navigation Co.....	March 15.....	March 16.....	22	.....
La Habra.....	W. Wilhelmsen.....	March 16.....	March 19.....	9,600	.....
Laura C. Hall.....	Pacific Metals Corporation.....	March 17.....	March 17.....	.....	60
Quillota.....	Pacific Steam Navigation Co.....	March 16.....	March 17.....	1	.....
Cristobal.....	Panama Railroad Steamship Line.....	March 19.....	.....	9,547	.....
Quilpue.....	Pacific Steam Navigation Co.....	March 19.....	March 19.....	.....	44
Barima.....	Pacific Steam Navigation Co.....	March 19.....	March 19.....	3	.....

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended March 19:

U. S. S. *Denver*, repairs to inertia governor of dynamo engine; U. S. S. *Satterlee*, miscellaneous C. & R. and engineering repairs; launch *Vacuum, Jr.*, general repairs; steamship *La Habra*, repairs to refrigerating machine; *City of Berkeley*, small miscellaneous repairs; U. S. S. *Dolphin*, straighten bent davit; barges *Nos. 132 and 138*, general repairs; barge *No. 201*, accident repairs; U. S. submarines *O-11, O-12, O-15, and O-16*, periodical overhaul; steamships *Steel Inventor*, repairs to hull; *Caribbean*, general repairs; bark *C. D. Bryant*, miscellaneous repairs to hull and boiler; launches *Grace*, miscellaneous engine and hull repairs; *Pilot*, general repairs; steamship *Trontolite*, temporary repairs to starboard bow; U. S. S. *Mason*, miscellaneous hull repairs and docking; steamships *Doonholm*, small miscellaneous repairs; *Falstria*, services of diver; tender *Perico*, docking, staging, cleaning and painting, and miscellaneous repairs; launch *Cone*, accident repairs to hull.

The following vessels were at the Cristobal shops for repairs during the week ended March 21:

Steamships *Allianca, Ulysses, and Ancon*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. S. *Eagle No. 31*, install ballast, clean and paint hull; schooner *Anthony Nichols*, repair keel, scrape and paint bottom, etc.; U. S. submarine *O-14*, renew battery and hull ventilation ducts, make and install new anchor shaft, etc.; steamships *Balboa*, refasten valve seats on circulating pump;

renew 2-inch sanitary line on port side, etc.; *Urubamba*, electric weld staybolts in starboard boiler, repair or renew one pad eye on shell plating, etc.; S. P. No. 2235, secure door on deck over galley and door on deck aft, manufacture and install wood deck on forecandle in place of steel deck, etc.; U. S. S. Eagle No. 36, repair reducing valve to steering engine, repair turbine fuel oil pump in fireroom, repair indicator on steering gear in pilot house, etc.; tug *Tavernilla*, rebore cylinders, make new rings, scrape valve chest, turn plungers, new bushes in glands, etc.; steamship *Cuba*, U. S. A. T. *St. Mihiel*, steamships *Quillota*, *Metapan*, *Pastores*, *Swift Star*, *St. Andre*, *Manavi*, *Tivives*, *Point Bonita*, U. S. S. *Sacramento*, dredge No. 86, minor repairs.

### Examination for Appointment of Officers in the Army.

The Adjutant of the Panama Canal Department, United States Army, advises that an examination for appointment to commissions as first and second lieutenants in the various branches of the Army will be held on April 25, 1921, to fill 2,585 vacancies of more than 4,000 now existing. The following are essential facts about the examination; further information may be secured from Department Headquarters, Quarry Heights:

April 25 is the date of the final examination. Prior to it applicants will submit to preliminary examination. All examinations will be held on the Isthmus but final grading will be done in Washington.

Age at time of appointment must be between 21 and 30 years. At time of final examination each candidate must be (a) a warrant officer or enlisted man of the Regular Army having had not less than two years' service as such; (b) a member of the Officer's Reserve Corps or the enlisted Reserve Corps; (c) a member of the National Guard; (d) a graduate of a technical institution approved by the Secretary of War. Any civilian who passes the preliminary examination may enter class (b) or (c) and become eligible for final examination.

The preliminary examination is merely an inquiry into the physical, moral, and mental qualifications of the applicant, to determine whether he has the qualifications to justify his proceeding with the final examination.

In the final examination the elementary part embraces history, grammar, geometry, arithmetic, trigonometry, and physics. The advanced part consists of a large number of subjects, including mathematics, languages, literature, electricity, chemistry, law, and minor tactics. Examination is required in but three of the subjects of the advanced group, to be selected by the candidate.

### The Prevention of Fly-breeding.

The Chief Health Officer authorizes the following:

In the Canal Zone, in spite of its all-the-year warmth, there is often not even one fly in a house. The scarcity of flies in the Canal Zone is the subject of frequent comment on the part of visitors.

The methods of getting rid of flies are based on the fundamental principle and practice of preventing their breeding. Streets and grounds are kept clean. Garbage cans are kept covered, garbage is collected daily, and the cans are cleaned with larvacide. In the stables manure is gathered quickly and dumped into compost pits, where heat and the chemical action of fermentation render the manure unsuitable for breeding. There are no old-fashioned privies in the towns, and in the field work, field closets are placed over deep pits, frequently treated with crude oil and larvacide. "Swatting the fly" is practiced through fly-paper and traps; but the fundamental idea is prevention at the source.

Such are the basic practices to prevent fly-breeding. They are possible only in a well-organized community, and at the price of continuous effort.

The detail to which this work must go is illustrated by this report, sent in by the district sanitary inspector at Balboa under date of March 10:

We have always had more or less flies at Balboa restaurant; our reports usually show "few," "very few," "decreasing," or "increasing." From time to time we find small breeding places, but have never felt satisfied that the real breeding places had been found until yesterday, when breeding was found in the inner parts of about 12 old grease-soaked corn brooms used for sweeping the floors, platform, and street at Balboa restaurant. In some of these brooms as many as 200 maggots were found, some puparia being found higher up in the dry parts. This has been reported to the chief steward, who will see that the brooms are steamed hereafter to prevent further breeding.

The importance of the prevention of flies lies not only in the removal of a pest, but also in greatly diminishing the danger of infection with typhoid fever, dysentery, and other diseases.

In keeping down the number of flies, as in the antimosquito and antirat work (which are aimed primarily at the prevention of yellow fever and malaria and bubonic plague, respectively) the Health Department counts on the intelligent and loyal cooperation of the residents of the Canal Zone. Especially in the work against flies and rats, cleanliness about the quarters is essential.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Accounting and statistical clerk (male and female); \$1,500 to \$2,100 a year; form 1312; age, 21 but not 50 years; vacancies exist in the Interstate Commerce Commission; March 23 and April 27, 1921.

Draftsman, architectural and structural steel (male and female); \$1,560 to \$1,800 a year; form 1312; announcement No. 154; age, 21 but not 45 years; vacancies exist in the Lighthouse Service, New Orleans, La., and Milwaukee, Wis.; April 12, 1921.\*

Electrician, \$840 to \$2,000 a year; form 1800; general mechanic, \$720 to \$1,000 a year; forms 1800 and 2029; steam-electric engineer, first and second class, \$1,000 to \$1,200 a year; forms 1800 and 2351; third class steam engineer, \$600 to \$1,000 a year; forms 1800 and 2351 (male and female); announcement No. 231-amended; age, 20 but not 50 years; vacancies exist in the Departmental and Indian services; until further notice.

Grazing assistant, \$1,200 to \$1,800 a year (male and female); form 1312; age, 20 but not 50 years; vacancies exist in the Forest Service; April 13 and 14, 1921.

Junior wharf examiner (food and drugs), \$1,200 a year (male and female); form 1312; age, 18 but not 45 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture; April 13, 1921.

Medical interne (male and female); \$1,200 a year; form 1312; announcement No. 638-amended; age, 20 but not 55 years; vacancies exist in Saint Elizabeth's Hospital, Washington, D. C.; July 1, 1921.\*

Personal service officer, \$1,800 to \$2,400 a year; personal service assistant, \$1,500 to \$2,000 a year (male and female); form 1312; announcement No. 149; age, below 55 years; vacancies exist under the Federal Board for Vocational Education; April 13, 1921.

Pyrotechnic assistant, \$1,872 a year (male and female); form 1312; announcement No. 153; age, 21 but not 55 years; vacancies exist at Picatinny Arsenal, Dover, N. J.; April 5, 1921.\*

Superintendent and director, \$1,800 a year (male and female); form 1312; announcement No. 155; age, within reasonable age limits; vacancies exist at Beaufort, N. C., Key West, Fla., in the Bureau of Fisheries; April 12, 1921.\*

Veterinarian, \$1,500 a year; lay inspector, \$1,080 a year (male and female); forms 1312 and 304; announcement No. 532; age, 18 but not 45 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture; May 11, 1921; April 13, 1921.

No. 65-amended (supplemental); mechanical draftsman, \$800 to \$2,500 a year; closing date, March 15, 1921.

No. 231-amended; elevator conductor, \$720 to \$900 a year; closing date, March 15, 1921.

\* 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 day.

### 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.
Karl Martin Archer...	37257	Barbados.....	Panama.....	Mechanical Division...	March 8, 1921.
William Benj. Jordan.	24144	Barbados.....	Silver City.....	Quartermaster Dept....	March 13, 1921.
Martinosa Rosa <i>alias</i> Martin Rosa.....	50180	Panama.....	Red Tank.....	Pacific Locks.....	March 15, 1921.
Joseph Thomas.....	27515	Antigua.....	Corozal Hospital	R. & F. Agency.....	March 13, 1921.
Jose Julio Ossa.....	46008	Panama.....	Panama.....	Mun. Eng. Div.....	March 1, 1921.
Charles McMurray....	41129	Jamaica.....	Red Tank.....	Pacific Locks.....	March 3, 1921.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to, "Cristobal, Canal Zone."

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

### Civil Service Examinations.

Clerk, optional subjects of typewriting, bookkeeping, accounting training and experience, general business training and experience, timekeeping training and experience; usual entrance salaries, \$116.67 to \$158.33 a month; Postal Clerk, usual entrance salary, \$145.83 a month (male and female); form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service, April 9, 1921.

Stenographer and typist (male and female); usual entrance salaries, \$137.50 and \$158.33 a month; form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service; April 16, 1921.

### Official Circulars.

#### Acting Executive Secretary—Acting Chief Clerk.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 16, 1921.

#### 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.

JAY J. MORROW,  
*Acting Governor.*

#### Acting Superintendent, and Acting Master of Transportation, Panama Railroad.

PANAMA RAILROAD COMPANY,  
OFFICE OF THE PRESIDENT,

BALBOA HEIGHTS, C. Z., March 18, 1921.

To all concerned—Effective to-day and during the absence of Mr. S. W. Heald, Mr. W. F. Foster will act as Superintendent, and Mr. W. J. Bisell will act as Master of Transportation.

JAY J. MORROW,  
*Second Vice President.*

#### Accountable Official.

THE PANAMA CANAL,

ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 15, 1921.

#### CIRCULAR No. 285:

Effective March 16, 1921, Mr. John H. Smith is designated an accountable official of The Panama Canal, *vice* Mr. C. A. McIlvaine, and as such will account for all nonexpendable property in use by the Executive Secretary.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

#### Sailing of the "Allianza."

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE.

BALBOA HEIGHTS, C. Z., March 15, 1921.

To all concerned—The steamship *Allianza* will sail from Cristobal for New York on Saturday, March 26, at 3 p. m.

S. W. HEALD,  
*Superintendent.*

#### Good Friday Train Schedule.

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., March 16, 1921.

#### CIRCULAR No. 1766:

All concerned—Account of Friday, March 25, being a legal holiday, the Panama Railroad Company will operate regular Saturday schedule Thursday, March 24, and regular Sunday schedule Friday, March 25, on main line.

Local freights will not run on Friday, March 25.

W. F. FOSTER,  
*Master of Transportation.*

Approved:

S. W. HEALD,  
*Superintendent.*

#### Sailing of the "Cristobal."

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., March 23, 1921.

All concerned—The steamship *Cristobal* with Congressional party will sail from Cristobal for Norfolk via Kingston, Jamaica, and Guantanamo, Cuba, at 10 p. m., Friday, March 25.

Special train with Congressional party to connect with steamer will leave Panama for Cristobal at 8.30 p. m., Friday, March 25.

W. F. FOSTER,  
*Acting Superintendent.*

#### Additions to Commissary Stock.

*Dry Goods Section.*

Dress goods, silk, pongee, 33/4", yd. . . . . \$1.60  
Suiting, silk, pongee, 27/8", yd. . . . . 3.10

### COMMISSARY NOTES.

#### Closed for Inventory.

The retail commissaries will be closed for quarterly inventory all day Wednesday, March 30, and the morning of Thursday, March 31. The cold storage and grocery sections will be open Thursday afternoon at the regular hour and other departments as soon thereafter as check has been completed by the inspectors.

#### Shoe Sale.

In line with current market reductions in the United States, the commissaries on Tuesday, March 22, reduced the price of all shoes selling for more than \$13 per pair. Cuts of from \$2.25 to \$4.65 per pair have been made and approximately 1,900 pairs of the higher-priced stock are included in the sale.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

Subscription rates, domestic, \$1.00 per year; foreign \$1.50; address  
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The Panama Canal, Washington, D. C.

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Volume XIV. Balboa Heights, C. Z., March 30, 1921. No. 33.

## CANAL WORK IN FEBRUARY.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of February, 1921:

BALBOA HEIGHTS, C. Z., March 22, 1921.

*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, 1921:

### CANAL TRAFFIC.

The total number of vessels and craft of all kinds through the Canal as compared with the preceding month, and of the corresponding month of last year, was as follows:

	February, 1921.	January, 1921.	February, 1920.
Commercial vessels.....	241	279	208
United States Government vessels.....	94	75	21
Launches (under 10 tons).....	3	4	.....
Total vessels and craft.....	338	358	229

### COMMERCIAL TRAFFIC.

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months, shows the following:

Panama Canal net tonnage:		
February, 1921.....		916,838
January, 1921.....		1,094,323
February, 1920.....		703,462
Average, past 12 months.....		910,036
Registered gross tonnage:		
February, 1921.....		1,179,979
January, 1921.....		1,383,778
February, 1920.....		915,404
Average, past 12 months.....		1,163,101
Registered net tonnage:		
February, 1921.....		752,022
January, 1921.....		883,362
February, 1920.....		579,842
Average, past 12 months.....		740,149
Tolls earned:		
February, 1921.....	\$917,412.49	
January, 1921.....	1,095,857.46	
February, 1920.....	703,884.86	
Average, past 12 months.....	903,166.05	
Tons of cargo carried:		
February, 1921.....		952,904
January, 1921.....		1,177,053
February, 1920.....		780,488
Average, past 12 months.....		974,246

Ocean-going commercial vessels passing through the Canal averaged 8.6 ships per day. The average tonnage, tolls, and tons of cargo carried, per commercial vessel, as compared with last month's traffic, were as follows:

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,170	3,207
Panama Canal net tonnage.....	3,804	3,922
Registered gross tonnage.....	4,896	4,960
Registered net tonnage.....	3,120	3,166
Tolls.....	\$3,806.69	\$3,927.80
Tons of cargo (all vessels).....	3,954	3,859
Tons of cargo (laden vessels only).....	4,495	4,635

## TOLLS PAID PER CARGO TON BY NATIONALITY OF VESSELS.

The average rate of tolls paid on each ton (2,240 pounds) of cargo passing through the Canal from the Atlantic to the Pacific was \$0.94, and from the Pacific to the Atlantic was \$0.97 with a general average of \$0.96. The average rate paid per ton of cargo by vessels of various nationalities, is shown in the following tabulation:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
British.....	\$1.05	\$1.02	\$1.04
Chilean.....	1.70	4.15	2.31
Costa Rican.....	( <sup>1</sup> )	.76	1.23
Danish.....	.66	.68	.66
Dutch.....	3.18	.55	1.12
French.....	1.32	.....	1.32
Italian.....	4.16	41.73	5.61
Japanese.....	.80	.84	.81
Norwegian.....	.69	.81	.76
Panamanian.....	.74	.....	.74
Peruvian.....	2.05	.....	2.05
Spanish.....	.....	.56	.56
Swedish.....	.58	.55	.56
United States.....	.90	1.05	1.00
Total.....	.94	.97	.96

<sup>1</sup> Tolls paid but no cargo carried southbound. Ship in ballast.

In the computation of the average rate of tolls paid per ton of cargo through the Canal, as shown in table above, tolls paid on warships, yachts, and other non-cargo-carrying vessels have been eliminated, but tolls paid on cargo-carrying ships passing through the Canal in ballast have been included. The difference in the rate of tolls paid per cargo ton by ships of various nationalities is due to the fact that some vessels pass through the Canal in ballast, others but partially loaded, while others are carrying capacity cargoes.

## COMMODITY STATISTICS.

A classification of all cargo passing through the Canal, by commodities, giving the amount of each commodity and the origin and destination of same, has been previously compiled, and was published in THE PANAMA CANAL RECORD under date of March 16, 1921. A brief summary of the principal items is given herewith:

## CARGO PASSING FROM ATLANTIC TO PACIFIC.

Commodity.	Tons.	Per cent of total cargo.	
		This month	Last month
Oils:			
Crude.....	105,069	22	35
Refined.....	61,680	13	
Coal and coke.....	90,276	.....	19
Manufactured goods:			
Iron and steel.....	48,914	10	16
Railroad equipment.....	12,678	3	
Machinery.....	4,544	1	
Other.....	7,730	2	
Sulphur.....	15,414	.....	3
Sugar.....	11,360	.....	2
Cement.....	9,731	.....	2

## CARGO PASSING FROM PACIFIC TO ATLANTIC.

Nitrate.....	191,928	40	32
Wheat.....	79,201	17	10
Lumber.....	36,518	8	9
Oils.....	30,555	6	7
Refined (21,323 tons).			
Coconut (8,150 tons).			
Vegetable (1,113 tons).			
Sugar.....	13,818	3	3
Barley.....	12,687	3	4
Flour.....	12,316	3	1
Metals.....	9,540	2	2
Copper (8,677 tons).			
Others (863 tons).			
Ores, various.....	5,546	1	4
Wool.....	5,977	1	2

## UNITED STATES COASTWISE TRAFFIC.

Included in the February traffic were 32 vessels engaged in the United States coastwise trade, combining an aggregate Panama Canal net tonnage of 146,983, and carrying 135,647 tons of cargo. Of these vessels, 15 passed from the Atlantic to the Pacific, with a total Panama Canal net tonnage of 80,940, and carrying 67,302 tons of cargo; and 17 passed from the Pacific to the Atlantic, with a total Panama Canal net tonnage of 66,043, and carrying 68,345 tons of cargo.

## UNITED STATES SHIPPING BOARD VESSELS.

Twenty-eight vessels under control of the United States Shipping Board passed through the Canal during the month, combining a total Panama Canal net tonnage of 137,465, and cargo of 143,303 tons. The tolls on these vessels aggregated \$137,033.76. Of the above vessels, 8 were southbound, with a total Panama Canal net tonnage of 41,024, and carrying 35,018 tons of cargo; and 20 were northbound, with a total Panama Canal net tonnage of 96,441, and carrying 108,285 tons of cargo. Of the northbound vessels, 3 were in ballast.

## TRADE ROUTES.

Statements attached to this report show the origin and destination of all cargo passing through the Canal as nearly as the same can be segregated from the data available (*see* pages 498 and 499). Below is given a summary of the traffic passing over the principal trade routes, showing the number of vessels, their Panama Canal net measurement, and the amount of cargo carried.

	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast of United States to west coast of South America.....	26	88,942	105,339	1	4,156
East coast of United States to Far East.....	15	66,958	93,193		
United States coastwise.....	15	80,940	67,302		
Europe to west coast of South America.....	9	39,660	22,552		
Cristobal, C. Z., to west coast of South America.....	9	12,704	3,219	2	1,234
East coast of United States to Australasia.....	6	25,631	39,406		
Mexico to west coast of South America.....	5	27,598	46,128		
Europe to Australasia.....	4	24,850	17,342		
Mexico to west coast of United States.....	4	19,786	35,525		
Cristobal, C. Z., to west coast of Central America.....	4	2,384	1,411	1	152
Europe to west coast of United States.....	2	11,022	2,400		
West Indies to Australasia.....	3	7,875	11,360	1	700
Cristobal, C. Z., to west coast of United States.....	2	2,986	3,756		
Other trade routes.....	10	23,897	24,909	2	4,245
Totals.....	114	435,233	474,872	7	10,487
Totals for January, 1921.....	134	517,719	557,158	12	44,859
Totals for February, 1920.....	99	360,502	302,610	30	85,701
<i>Pacific to Atlantic.</i>					
West coast of South America to Europe.....	20	88,139	112,397		
United States coastwise.....	17	66,043	68,345	2	6,483
West coast of South America to east coast of United States.....	17	55,590	62,259	1	5,400
West coast of United States to Europe.....	13	62,475	93,417		
West coast of South America to Cristobal.....	11	13,477	4,308		
West coast of South America to east coast of Mexico.....	7	34,770	230	6	32,333
West coast of United States to east coast of Mexico.....	6	28,804	1,200	5	23,440
West coast of South America to Azore Islands.....	6	19,977	38,667		
Australasia to Europe.....	5	24,710	23,771		
Far East to east coast of United States.....	4	20,893	24,098		
West coast of Central America to Cristobal.....	4	2,384	742		
Australasia to east coast of United States.....	2	9,906	3,122		
Other trade routes.....	15	54,437	45,476	4	22,047
Totals.....	127	481,605	478,032	18	89,703
Totals for January, 1921.....	145	576,604	619,895	19	79,243
Totals for February, 1920.....	109	342,960	477,878	5	23,404

\* For orders.

Of the 18 ships in ballast from the Pacific to the Atlantic, 16 were empty oil tankers returning to Mexican and United States Gulf ports. Vessels shown as in ballast represent cargo-carrying ships only; warships, tugs, etc., not being included.

## LATIN-AMERICAN TRAFFIC.

The number of vessels, tonnage, and tons of cargo carried by vessels engaged in the Latin-American trade, classified by nationality, are as follows:

## ATLANTIC TO PACIFIC.

Nationality.	No. of vessels	Tonnage.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	20	64,509	76,473	98,575	63,099	\$79,851.81	104,859
British.....	22	46,081	58,538	76,164	45,988	57,213.88	50,571
Norwegian.....	6	15,749	18,730	24,142	15,347	19,266.30	31,472
Japanese.....	4	13,757	15,902	20,880	13,612	17,016.65	25,352
French.....	4	12,636	14,159	19,417	12,253	14,108.77	10,721
Danish.....	3	10,999	11,445	13,821	10,694	13,345.35	20,182
Italian.....	2	8,211	9,574	13,810	8,452	10,235.80	2,460
Chilean.....	2	2,296	3,634	4,655	2,815	2,806.15	1,650
Dutch.....	1	3,320	5,466	5,243	3,262	4,150.00	2,465
Peruvian.....	1	1,500	2,951	4,744	2,673	1,882.50	917
Panamanian.....	1	940	930	1,141	916	1,116.00	1,500
Costa Rican.....	1	144	152	158	93	109.44	.....
Totals.....	67	180,148	217,954	282,755	179,204	\$221,102.65	252,149
January, 1921.....	75	181,708	224,467	285,838	177,278	.....	266,102
February, 1920.....	62	.....	170,010	224,906	141,418	.....	81,075

## PACIFIC TO ATLANTIC.

British.....	33	87,210	108,244	146,971	87,683	\$103,652.37	98,924
United States.....	26	84,185	100,147	128,915	83,215	86,038.81	56,951
Norwegian.....	9	27,100	30,599	39,936	24,647	29,809.11	35,505
Spanish.....	5	12,722	15,342	18,698	12,109	15,802.80	28,055
Japanese.....	2	7,795	8,705	11,340	7,663	9,549.70	15,774
Italian.....	1	3,339	4,266	5,860	3,456	4,173.75	100
Dutch.....	1	2,012	3,120	3,209	1,989	2,515.00	4,650
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	546
Costa Rican.....	1	144	152	158	93	180.00	235
Danish.....	1	1,788	1,795	2,028	1,188	2,154.00	3,160
Totals.....	80	228,106	275,552	360,913	224,345	256,138.79	243,900
January, 1921.....	87	225,140	275,457	357,515	224,698	.....	270,263
February, 1920.....	73	.....	201,975	267,186	168,330	.....	307,321

Statements attached to this report (*see* pages 498, 499) show the origin of all cargo destined for Latin-America, and the destination of all cargo originating in Latin-America.

## CLASSIFICATION OF COMMERCIAL TRAFFIC.

A statement of this month's traffic, classified according to the nationality of the various ships passing through the Canal, is shown in the following tabulations:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
Number and nationality of commercial vessels through the Panama Canal:			
British.....	37	43	80
Chilean.....	2	1	3
Costa Rican.....	1	1	2
Danish.....	3	1	4
Dutch.....	2	2	4
French.....	4	.....	4
Italian.....	2	1	3
Japanese.....	10	3	13
Norwegian.....	8	16	18
Panamanian.....	1	.....	1
Peruvian.....	1	.....	1
Russian.....	.....	1	1
Spanish.....	.....	5	5
Swedish.....	1	1	2
United States.....	42	58	100
Totals.....	114	127	241
Totals for January, 1921.....	134	145	279
Totals for February, 1920.....	99	109	208

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States equivalent net tonnage of commercial vessels passing through the Canal, by nationality:			
British.....	98,032	129,070	227,102
Chilean.....	2,296	1,811	4,107
Costa Rican.....	144	144	288
Danish.....	10,999	1,788	12,787
Dutch.....	8,180	5,025	13,205
French.....	12,636	.....	12,636
Italian.....	8,211	3,339	11,550
Japanese.....	36,812	12,158	48,970
Norwegian.....	20,554	30,153	50,707
Panaman.....	940	.....	940
Peruvian.....	1,506	.....	1,506
Russian.....	.....	1,471	1,471
Spanish.....	.....	12,722	12,722
Swedish.....	2,563	3,411	5,974
United States.....	159,554	200,406	359,960
Totals.....	362,427	401,498	763,925
Totals for January, 1921.....	423,206	471,433	894,639
Totals for February, 1920.....	305,856	280,251	586,107
Panama Canal net tonnage of commercial ships passing through the Canal, by nationality:			
British.....	119,197	156,348	275,545
Chilean.....	3,634	3,182	6,816
Costa Rican.....	152	152	304
Danish.....	11,445	1,795	13,240
Dutch.....	11,534	6,976	18,510
French.....	14,159	.....	14,159
Italian.....	9,574	4,266	13,840
Japanese.....	41,678	13,121	54,799
Norwegian.....	25,770	34,485	60,255
Panaman.....	930	.....	930
Peruvian.....	2,951	.....	2,951
Russian.....	.....	1,580	1,580
Spanish.....	.....	15,342	15,342
Swedish.....	2,807	5,661	8,468
United States.....	191,402	238,697	430,099
Totals.....	435,233	481,605	916,838
Totals for January, 1921.....	517,719	576,604	1,094,323
Totals for February, 1920.....	360,502	342,960	703,462
Registered gross tonnage of commercial ships passing through the Canal, by nationality:			
British.....	152,056	208,912	360,968
Chilean.....	4,655	3,798	8,453
Costa Rican.....	158	158	316
Danish.....	13,821	2,028	15,849
Dutch.....	12,899	7,960	20,859
French.....	19,417	.....	19,417
Italian.....	13,810	5,860	19,670
Japanese.....	55,339	17,203	72,542
Norwegian.....	31,701	41,830	76,531
Panaman.....	1,141	.....	1,141
Peruvian.....	4,744	.....	4,744
Russian.....	.....	2,679	2,679
Spanish.....	.....	18,698	18,698
Swedish.....	4,126	5,642	9,768
United States.....	242,931	305,413	548,344
Totals.....	556,798	623,181	1,179,979
Totals for January, 1921.....	649,877	733,901	1,383,778
Totals for February, 1920.....	471,757	443,647	915,404
Registered net tonnage of commercial ships passing through the Canal, by nationality:			
British.....	94,808	127,488	222,296
Chilean.....	2,815	2,272	5,087
Costa Rican.....	93	93	186
Danish.....	10,694	1,188	11,882
Dutch.....	8,058	4,953	13,011
French.....	12,253	.....	12,253
Italian.....	8,452	3,486	11,938
Japanese.....	36,345	11,930	48,275
Norwegian.....	20,071	27,701	47,772
Panaman.....	916	.....	916
Peruvian.....	2,673	.....	2,673

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Registered net tonnage of commercial ships passing through the Canal, by nationality—Continued.			
Russian.....		1,334	1,334
Spanish.....		12,109	12,109
Swedish.....	2,958	4,320	7,278
United States.....	154,828	200,184	355,012
Totals.....	354,964	397,058	752,022
Totals for January, 1921.....	411,827	471,535	883,362
Totals for February, 1920.....	301,140	278,702	579,842
Tolls levied against commercial vessels passing through the Canal, by nationality:			
British.....	\$124,847.73	\$155,532.27	\$280,380.00
Chilean.....	2,806.15	2,263.75	5,069.90
Costa Rican.....	109.44	180.00	289.44
Danish.....	13,345.35	2,154.00	15,499.35
Dutch.....	10,225.00	6,281.25	16,506.25
French.....	14,108.77		14,108.77
Italian.....	10,235.80	4,173.75	14,409.55
Japanese.....	45,454.35	14,848.90	60,303.25
Norwegian.....	25,188.54	33,625.36	58,813.90
Panaman.....	1,116.00		1,116.00
Peruvian.....	1,882.50		1,882.50
Russian.....		1,838.75	1,838.75
Spanish.....		15,802.80	15,802.80
Swedish.....	3,203.75	4,263.75	7,467.50
United States.....	197,093.21	226,831.62	423,924.83
Totals.....	449,616.59	467,796.20	917,412.79
Totals for January, 1921.....	535,824.31	560,033.15	1,095,857.46
Totals for February, 1920.....	353,609.28	342,164.33	695,773.61
Tons of cargo carried through the Canal by commercial vessels by nationality:			
British.....	116,318	152,112	268,430
Chilean.....	1,650	546	2,196
Costa Rican.....		235	235
Danish.....	20,182	3,160	23,342
Dutch.....	3,215	11,458	14,673
French.....	10,721		10,721
Italian.....	2,460	100	2,560
Japanese.....	56,479	17,652	74,131
Norwegian.....	36,322	41,505	77,827
Panaman.....	1,500		1,500
Peruvian.....	917		917
Spanish.....		28,055	28,055
Swedish.....	5,563	7,730	13,293
United States.....	219,545	215,479	435,024
Totals.....	474,872	478,032	952,904
Totals for January, 1921.....	557,158	619,895	1,177,053
Totals for February, 1920.....	302,610	477,878	780,488

A further summary of the commercial traffic, classified according to type of vessels, and segregating laden and unladen ships, is given herewith:

	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
Cargo-carrying ships:			
Laden.....	104	107	211
Ballast.....	7	18	25
Other vessels:			
Passenger ship.....		1	1
Warships.....	3		3
Yacht.....		1	1
Total.....	114	117	241
Panama Canal net tonnage of above:			
Cargo-carrying ships—			
Laden.....	424,746	390,292	815,038
Ballast.....	10,487	89,703	100,190
Other vessels—			
Passenger ship.....		1,580	1,580
Warships (displacement tonnage).....	6,251		6,251
Yacht.....		30	30
Total, other than displacement.....	435,233	481,605	916,838

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Tolls levied on above:</b>			
Cargo-carrying ships—			
Laden.....	\$438,939.40	\$400,795.80	\$839,735.20
Ballast.....	7,551.39	65,139.15	72,690.54
Other vessels—			
Passenger ship.....		1,838.75	1,838.75
Warships.....	3,125.50		3,125.50
Yacht.....		22.50	22.50
<b>Totals.....</b>	<b>449,616.29</b>	<b>467,796.20</b>	<b>917,412.49</b>
<b>A further classification of above cargo-carrying vessels:</b>			
Steamships.....	106	119	225
Motor ships.....	4	5	9
Sailing vessels.....	1	1	2
<b>Totals.....</b>	<b>111</b>	<b>125</b>	<b>236</b>
<b>Panama Canal net tonnage of above:</b>			
Steamships.....	422,033	475,705	897,738
Motor ships.....	12,300	3,623	15,923
Sailing vessels.....	900	666	1,566
<b>Totals.....</b>	<b>435,233</b>	<b>479,994</b>	<b>915,227</b>
Cargo carried by above vessels..... tons.	474,872	478,032	952,904
Tolls levied, cargo ships only.....	\$146,490.79	\$165,934.95	\$312,425.74
Average tolls per ton of cargo.....	.94	.97	.96

\* Includes cargo-carrying ships in ballast.

CLASSIFICATION OF NONCOMMERCIAL TRAFFIC.

The following traffic passed through the Canal free of tolls during the month of February, 1921:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>United States Navy vessels:</b>			
Battleships.....		7	7
Cruiser.....		1	1
Destroyers.....	4	20	24
Colliers.....	2	7	9
Mine sweepers.....	11	10	21
Eagle boats.....	2	2	4
Submarines.....	2		2
Hospital ship.....		1	1
Repair ship.....		1	1
Supply ship.....		1	1
Destroyer tender.....		1	1
Seaplane tenders.....	1	1	2
Mine layers.....	1	1	2
Tugs.....	4	7	11
<b>Total Navy vessels.....</b>	<b>27</b>	<b>60</b>	<b>87</b>
<b>United States Army vessels:</b>			
Tug.....		1	1
Launch.....		1	1
<b>Total Army vessels.....</b>		<b>2</b>	<b>2</b>
Commercial vessels with supplies for United States Navy.....	5		5
<b>Total vessels through Canal free of tolls.....</b>	<b>32</b>	<b>62</b>	<b>94</b>
<b>Tonnage of above vessels:</b>			
United States Navy vessels (displacement).....	66,395	386,672	453,067
United States Army vessels (displacement).....		173	173
Commercial vessels with supplies for United States Navy (Panama Canal net).....	22,963		22,963
<b>Cargo carried by above vessels:</b>			
United States Navy ships..... tons.	7,277	1,800	9,077
Commercial ships with navy supplies..... tons.	42,711		42,711
<b>Total cargo free of tolls.....</b>	<b>49,988</b>	<b>1,800</b>	<b>51,788</b>

STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal are shown in the following tabulation:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Vessels passing through the Canal:</b>			
Commercial ships.....	114	127	241
United States Government ships.....	32	62	94
Launches and miscellaneous craft.....	2	1	3
<b>Total ships transiting the Canal.....</b>	<b>148</b>	<b>190</b>	<b>338</b>
<b>Tonnage of above ships:</b>			
Commercial (Panama Canal net).....	435,233	481,605	916,838
Government:			
Displacement.....	66,395	386,845	453,240
Panama Canal net.....	22,963		22,963
Launches, etc. (Panama Canal net).....	11	1	12
<b>Cargo carried by above vessels:</b>			
Commercial ships..... tons.	474,872	478,032	952,904
Government ships..... tons.	49,988	1,800	51,788
<b>Total cargo through Canal..... tons.</b>	<b>524,860</b>	<b>479,832</b>	<b>1,004,692</b>
Deck cargo included in above..... tons.	283	1,368	1,651
<b>Vessels entering port but not transiting Canal:</b>			
Number entering.....	58	48	106
Number clearing.....	54	47	101
<b>Registered gross tonnage of above:</b>			
Entering.....	303,324	349,218	652,542
Clearing.....	282,415	355,138	637,553
<b>Registered net tonnage of above:</b>			
Entering.....	194,780	344,678	539,458
Clearing.....	180,675	350,045	530,720
<b>Vessels transiting Canal and handling passengers or cargo at port:</b>			
Number entering.....	43	49	92
Number clearing.....	42	50	92
<b>Registered net tonnage of above:</b>			
Entering.....	119,392	121,791	241,183
Clearing.....	113,980	126,177	240,157
<b>Registered gross tonnage of above:</b>			
Entering.....	199,868	202,608	402,476
Clearing.....	191,043	208,693	399,736
<b>All vessels entering and clearing at Canal ports, including those transiting the Canal:</b>			
Number entered.....	361	345	706
Number cleared.....	358	345	703
<b>Registered net tonnage of above:</b>			
Entering.....	1,349,448	1,297,883	2,647,331
Clearing.....	1,328,254	1,312,046	2,640,300
<b>Registered gross tonnage of above:</b>			
Entering.....	1,904,927	1,760,180	3,665,107
Clearing.....	1,867,655	1,773,069	3,640,724
<b>Transit cargo arriving..... tons.</b>			
Transit cargo clearing..... tons.	1,015,406	1,005,051	2,020,457
Local cargo arriving..... tons.	1,001,516	1,013,081	2,014,597
<b>Local cargo shipped..... tons.</b>			
Local cargo shipped..... tons.	33,063	22,711	55,774
Local cargo shipped..... tons.	2,509	287	2,796
<b>Cargo received for transshipment..... tons.</b>			
Cargo transhipped..... tons.	15,127	25	15,152
Cargo transhipped..... tons.	22,472	42	22,514
<b>Cargo handled by Receiving and Forwarding Agency, Panama Railroad:</b>			
Received..... tons.	36,686	2,069	38,755
Dispatched..... tons.	22,897	1,949	24,846
Rehanded..... tons.	3,167	131	3,298
Stevedored (included in above)..... tons.	25,597	78	25,675
<b>Vessels supplied with bunker coal:</b>			
Commercial vessels, other than Panama Railroad.....	72	16	88
Panama Railroad vessels.....	5		5
United States Army vessels.....	4	1	5
<b>Total vessels.....</b>	<b>81</b>	<b>17</b>	<b>98</b>
<b>Coal supplied to above vessels:</b>			
Commercial, other than Panama Railroad..... tons.	27,911	1,913	29,824
Panama Railroad vessels..... tons.	1,006		1,006
United States Army vessels..... tons.	110	43	153
<b>Total coal supplied to vessels..... tons.</b>	<b>29,027</b>	<b>1,956</b>	<b>30,983</b>
<b>Coal issues, miscellaneous:</b>			
Panama Railroad departments..... tons.	430	7	437
Panama Canal departments..... tons.	1,121	576	1,697
United States Army, excepting vessels..... tons.	152		152
Individuals and companies..... tons.	661		661
<b>Total coal furnished from Panama Canal deposits..... tons.</b>	<b>31,391</b>	<b>2,539</b>	<b>33,930</b>

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Coal on hand March 1, 1921.....	163,565	5,455	169,020
Coal on hand, February 1, 1921.....	85,392	7,994	93,386
Coal received during February.....	109,564		109,564
<b>Coal, United States Navy account:</b>			
Issued to United States Navy, including vessels.....	3,064	25,742	28,806
Coal on hand, March 1, 1921.....	54,672	10,027	64,699
Coal on hand, February 1, 1921.....	54,972	35,769	90,741
Coal received during February.....	2,764		2,764
<b>Vessels supplied with fuel oil from Panama Canal tanks:</b>			
Panama Railroad vessel.....	1		1
Fuel oil supplied above vessel.....	2,370		2,370
<b>Fuel oil issues, miscellaneous:</b>			
To Panama Canal departments.....	6,789	19,527	26,316
To Panama Railroad departments.....	784		784
To Army and Navy.....	204		204
To individuals and companies.....		1,294	1,294
<b>Total issues from Panama Canal tanks.....</b>	<b>10,147</b>	<b>20,821</b>	<b>30,968</b>
Fuel oil on hand, March 1, 1921.....	129,154	93,074	222,228
Fuel oil on hand, February 1, 1921.....	139,301	113,895	253,196
<b>Fuel and Diesel oil pumped for individuals and companies at 4 cents per barrel.....</b>	<b>213,039</b>	<b>311,364</b>	<b>524,403</b>
Diesel oil on hand March 1, 1921.....	53,366	1,051	54,417
<b>Vessels furnished with commissary supplies:</b>			
Commercial.....	155	75	230
Panama Railroad vessels.....	15	1	16
United States Government vessels.....	30	94	124
<b>Total vessels furnished supplies.....</b>	<b>200</b>	<b>170</b>	<b>370</b>
<b>Commissary sales to commercial vessels:</b>			
Ice.....	\$2,302.50	\$619.95	\$2,922.45
Wholesale groceries.....	6,299.62	3,051.80	9,351.42
Wholesale cold storage.....	28,675.63	14,614.92	43,290.55
Laundry.....	2,401.11	290.31	2,691.42
Miscellaneous.....	2,613.93	1,816.66	4,430.59
<b>Total.....</b>	<b>42,292.79</b>	<b>20,393.64</b>	<b>62,686.43</b>
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice.....	\$172.80	\$14.40	\$217.20
Wholesale groceries.....	359.18	350.15	689.33
Wholesale cold storage.....	5,353.47	1,007.27	5,360.74
Laundry.....	2,151.51		2,151.51
Miscellaneous.....	681.25	7.56	688.81
<b>Total.....</b>	<b>8,718.21</b>	<b>1,389.38</b>	<b>9,107.59</b>
<b>Commissary sales to Government vessels:</b>			
Ice.....	\$319.11	\$2,317.41	\$2,636.52
Wholesale groceries.....	1,802.31	11,612.80	13,415.11
Wholesale cold storage.....	10,287.40	79,192.21	89,479.61
Laundry.....	580.98	2,272.51	2,853.49
Miscellaneous.....	1,364.70	19,229.71	20,594.41
<b>Total.....</b>	<b>14,354.50</b>	<b>114,624.64</b>	<b>128,978.14</b>
<b>Total commissary sales to all vessels:</b>			
Month of February, 1921.....	\$65,365.50	\$136,407.66	\$201,773.16
Month of January, 1921.....	89,984.01	99,067.16	189,051.17
Month of February, 1920.....	124,426.52	42,046.88	166,473.40
<b>Admeasurement certificates:</b>			
United States equivalent issued or made.....	8	29	37
Measured for Panama Canal.....	10	24	34
United States equivalent or Panama Canal corrected.....	14	26	40
<b>Services of harbor equipment:</b>			
Tugs, total operating hours.....	1,333	768	2,101
Launches, total operating hours.....	1,870	1,846	3,716
<b>Number of vessels supplied with water.....</b>	<b>196</b>	<b>234</b>	<b>430</b>
Water supplied to above.....	11,221,575	9,143,750	20,365,325
<b>Vessels repaired at Panama Canal shops.....</b>	<b>68</b>	<b>50</b>	<b>118</b>
Vessels dry-docked.....	2	10	12
<b>Services to American vessels:</b>			
Crews shipped.....	2		2
Crews paid off.....	2		2
Shipping articles written.....	2		2

	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
<b>Services to American vessels—Continued:</b>			
Marine notes of protest noted.....	12	7	19
Bills of health issued.....	186	170	356
Clearances issued.....	178	127	305
Articles opened.....		3	3
Articles closed.....		2	2
<b>Services to American seamen:</b>			
Seamen shipped.....	211	152	363
Seamen paid off.....	193	171	364
Seamen deserted.....	15	14	29
Seamen deceased.....	1	1	2
Seamen lodged and subsisted.....	13	11	24
Seamen repatriated.....	12	3	15
<b>Wages of American seamen:</b>			
Total amount of wages earned.....	\$17,806.41	\$41,385.32	\$59,191.73
Deductions approved by Deputy Shipping Commissioner.....	7,776.59	20,238.97	28,015.56
Balance due seamen.....	\$10,029.82	\$21,146.35	\$31,176.17
Paid to seamen.....	5,754.41	18,459.68	24,244.09
Received on deposit for seamen.....	4,275.41	2,656.67	6,932.08
<i>Movement of passengers.</i>			
<b>Disembarking at Canal ports:</b>			
First class—			
From Atlantic ports.....	1,298	2	1,300
From Pacific ports.....	116	150	266
Total, first class.....	1,414	152	1,566
Other than first class—			
From Atlantic ports.....	1,130		1,130
From Pacific ports.....	47	114	161
Total, other than first class.....	1,177	114	1,291
Total disembarking at Canal ports.....	2,591	266	2,857
<b>Embarking from Canal ports:</b>			
First class—			
For Atlantic ports.....	971		971
For Pacific ports.....	191	154	345
Total, first class.....	1,162	154	1,316
Other than first class—			
For Atlantic ports.....	746		746
For Pacific ports.....	75	143	218
Total, other than first class.....	821	143	964
Total embarking from Canal ports.....	1,983	297	2,280
<b>Remaining on board vessels:</b>			
First class—			
Bound from Atlantic to Pacific ports.....	1,039	1,011	2,050
Bound from Pacific to Atlantic ports.....	365	472	837
Bound from Atlantic to Atlantic ports.....	724		724
Bound from Pacific to Pacific ports.....		25	25
Total, first class.....	2,128	1,508	3,636
Other than first class—			
Bound from Atlantic to Pacific ports.....	838	723	1,561
Bound from Pacific to Atlantic ports.....	831	874	1,705
Bound from Atlantic to Atlantic ports.....	46		46
Bound from Pacific to Pacific ports.....		344	344
Total, other than first class.....	1,715	1,941	3,656
Total remaining on board.....	3,843	3,449	7,292
Total passengers arriving.....	6,434	3,715	10,149
Total passengers departing.....	5,826	3,746	9,572
Arrivals in excess of departures.....	608		
Departures in excess of arrivals.....		31	
Net excess of arrivals.....			577

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of February, 1921:

## LOCKAGES—COMMERCIAL VESSELS ONLY.

	Number of lockages.			Number of vessels.		
	North.	South.	Total.	North.	South.	Total.
Gatun.....	116	106	222	130	120	250
Pedro Miguel.....	124	117	241	127	121	248
Miraflores.....	122	115	237	128	121	249
Total.....	362	338	700	385	362	747

## TOTAL LOCKAGES AND VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
<i>Lockages.</i>			
Commercial.....	222	241	237
Noncommercial, Army and Navy.....	34	54	50
Noncommercial, Canal equipment.....	2	30	21
Totals for February, 1921.....	258	325	308
Totals for preceding month.....	313	334	323
Totals for February, 1920.....	199	219	216
<i>Vessels through locks.</i>			
Commercial.....	250	248	249
Noncommercial, Army and Navy.....	102	109	103
Noncommercial, Canal equipment.....	19	62	51
Totals for February, 1921.....	371	419	408
Totals for preceding month.....	392	413	389
Totals for February, 1920.....	263	318	305

## CONSUMPTION OF WATER FOR LOCKAGES, LOSS IN LEAKAGES, ETC.

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,005,310,000	978,410,000	902,550,000
Leakage.....	25,000,000	12,200,000	59,000,000
Maintenance.....		3,960,000	3,690,000
Total consumption, February, 1921.....	1,030,310,000	994,570,000	965,240,000
Total preceding month.....	1,252,860,000	1,219,650,000	1,048,270,000
Total, February, 1920.....	803,620,000	736,620,000	690,930,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was above the average at all stations, with the exceptions of Miraflores, Rio Grande, Juan Mina, Trinidad, Brazos Brook, and Chilibrillo; the total precipitation ranged from 0.27 inch at Cocoli to 5.39 inches at Gamboa. The greatest amount of rainfall recorded on any one day was 2.95 inches at Balboa on the 2d.

The estimated rainfall over Gatun Lake watershed was 3.04 inches, compared with a 11-year mean of 1.93 inches, and over the Chagres River basin above Alhajuela it was 2.97 inches, compared with a 20-year mean of 1.70 inches.

The discharge of the Chagres River at Alhajuela was 911 c. f. s., being 27 per cent below the February mean of 1,253 c. f. s., and furnished 52 per cent of the Gatun Lake total yield. The maximum momentary discharge for the month was 1,820 c. f. s. at elevation 92.02 feet on the 14th, and the minimum flow was 640 c. f. s. on the 26th and 27th.

The Gatun Lake watershed total yield was 1,767 c. f. s., being 9 per cent below the 11-year February mean of 1,936 c. f. s. The maximum total yield for February was 5,077 c. f. s. in 1915, while the minimum total yield was 705 c. f. s. in 1920. The net yield for the month was 951 c. f. s., which is 19 per cent below the 11-year February average of 1,169 c. f. s. The lake varied in elevation from 86.19 feet on the 1st to 85.29 feet on the 28th; averaged 85.77 feet and ended at 85.30 feet midnight, the 28th. A decrease in storage of 3,900,000,000 cubic feet occurred during the month, compared with 6,100,000,000 cubic feet for February, 1920.

The draft on the lake for lockages and power was 2,503 c. f. s., compared with 2,506 c. f. s., for last month, and 2,055 for February, 1920. The ratio of water used for power and lockages was 2 to 1.

Miraflores Lake varied from a maximum elevation of 54.16 feet on the 23d, to a minimum elevation of 53.30 feet on several dates, averaged 53.74 feet, and ended at 53.92 feet midnight of the 28th.

Four seismic disturbances were recorded during the month, occurring on the 4th, 5th, 11th, and 27th, respectively. All were of slight intensity, and none of them were felt by the inhabitants of the Canal Zone. The tremors of the 4th and 27th indicate a rather distant origin, and those of the 5th and 11th appear to have been local.

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station for February was 5,941,900 KWH, on a computed water consumption of 4,006,074,000 cubic feet. The combined gross output of the Miraflores steam plant was 30,610 KWH, with an oil consumption of 2,101 barrels. This latter plant was operated for stand-by purposes only.

The total gross output of both stations was 5,972,510 KWH. The total loss in power in plant auxiliaries, transmission and transformation, was 937,758 KWH, or 15.70 per cent of gross output.

Miscellaneous repairs and installations of electrical equipment were made on 57 vessels during the month, 23 at Cristobal, and 34 at Balboa. The work of converting the signal system between Panama and Pedro Miguel for single-track operation was started during the month. The interlocking plant at Balboa Heights has been removed in connection with the conversion of the signal system.

The following work was under progress during the month, with completion on February 28, as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.....	75
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	85
Installation of new 8,400 KVA transformer and new tie-line equipment in Gatun substation.....	63
Installation of 2 complete feeder equipments at the Balboa substation.....	95
Extension of underground distribution in New Cristobal.....	50

\* Indicates that no work was done during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The latter part of the month was marked by the return visit of the combined Atlantic and Pacific fleets. Miscellaneous repairs were made on a number of vessels from the fleets, and the torpedo boats *Wickes* and *Mugford* were each docked on very short notice at the Balboa shops. The torpedo destroyers *Mason* and *Satterlee*, damaged in collision, were placed in the dry dock for repairs, near the end of the month.

The rebuilding of the tug *Bohio* was completed during the month and the vessel turned over to the Dredging Division. The hull of this tug was largely rebuilt, the machinery overhauled, new decks laid, quarters renovated, fuel oil tanks installed in place of coal bunkers, and the vessel fitted for oil burning.

The rebuilding of the bow of the steamship *Sussex* was completed. This involved renewal of the stem and about 35 plates, renewal or splicing of frames and rebuilding the forward portion of the ship.

During the month of January, the steamship *North American* was placed in dry dock at the Cristobal shops to ascertain the extent of damages that occurred when the ship struck bottom off the coast of Ecuador while bound north with a cargo of ore. The following repairs were made during February as a result of this grounding: The stem bar was cut away at scarp, disconnected at keel, faired, replaced and welded at scarp. Eighteen plates on the port side from keel plate to "E" strake and 13 plates on the starboard side from "A" strake to "E" strake were renewed, faired, and replaced. Forty-five frames on the port side and 33 frames on the starboard side were cropped and spliced. The starboard bilge keel was renewed and the port bilge keel partly renewed. Five plates were renewed on tank top in No. 1 hold. The lower half of collision bulkhead was renewed. The hull was faired and members renewed in various other parts of the vessel as required. The engine and shafting were lined up and auxiliaries repaired, piping was renewed or repaired as required and various miscellaneous repairs were made throughout the vessel.

Other repair work at the Cristobal shops included the following: The engine, compressor, and ice machine of the steamship *Morristown* were realigned; the steering engine and ballast pump of the steamship *Peru* were overhauled; a new valve in copper oil pipe was furnished and installed on the steamship *Europa* and tubes in the forward boiler were rolled and punched. The dynamo turbine engine of the steamship *Hayti* were repaired and the blower engine cylinder was rebored.

In addition to the above, miscellaneous repairs were made to 47 vessels at Balboa and 64 vessels at Cristobal. Ten vessels were dry-docked at Balboa during the month, and 2 at Cristobal.

A new landing float was constructed at the Balboa plant at the head of uncompleted dry dock No. 2, to facilitate repairs to small boats.

The output of the Mechanical Division in patterns and castings, as compared with the preceding month, was as follows:

	January.			February.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	34	862	45,932	32	859	38,909
Steel.....	28	1,476	63,600	6	425	87,527
Brass.....	28	2,505	14,851	12	1,851	31,940

The routine inspection, hostling, and repair of equipment for the Panama Railroad Company was carried on during the month. Nine hundred and eighty-one job orders were completed during the month, with 581 remaining uncompleted on February 28.

The decline in marine repair work at the Mechanical Division shops continues, as well as the lessening in work turned over by other departments. Between January 1 and March 1, there has been a 10 per cent reduction in the gold hourly force of the Mechanical Division.

#### BUILDING CONSTRUCTION.

The following statement represents the degree of completion on February 28 of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Thirty 12-family married quarters.....	100
Eight 12-family married quarters.....	99
Two 12-family married quarters.....	95
Ten 32-room bachelor quarters.....	99
Royal Mail Steam Packet Company's office, Cristobal.....	85
Applying Specification roofing to Pier No. 6, Cristobal.....	90
Painting silver quarters, Gatun.....	100
Reroofing Cristobal bakery.....	95
Repairs to 35 houses, Cristobal.....	65
Four hundred and sixty-eight kitchenettes for silver townsite, Cristobal.....	40
Roof between buildings 2 and 3, Balboa.....	70
Roof between buildings 3 and 4, Balboa.....	80
Moving 2 type-18 houses from Las Cascadas to Cristobal.....	55
Moving 2 type-14 houses from Las Cascadas to Balboa.....	100
All-America Cable Company building, Cristobal.....	55
Manufacture of 300 wooden rocking chairs.....	18
Erection of boiler, cold storage plant, Cristobal.....	10
Repairs to Paraiso clubhouse.....	80
Repair and paint Balboa clubhouse.....	35
Construction of asbestos roof, Balboa ice plant.....	20
Two transformer houses, New Cristobal.....	45
Rebuild ovens at Cristobal bakery.....	70

\* Indicates that no work was done during the month.

Construction work for the Army and Navy is separately reported.

#### DREDGING DIVISION.

Cucaracha Slide showed no movement during the entire month. One dipper dredge worked in the basin in front of this slide, removing 30,000 cubic yards of material, and making a total of 2,366,400 cubic yards removed since the slide of February 22, 1920. There was no interference of any kind with Canal traffic during the month. Culebra and Barge Repair slides showed very little movement during the month.

The total excavation for February, including earth, rock, and run-of-bank gravel and sand was 540,082 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
232,300	232,300	.....	Maintenance.....	Atlantic entrance. 232-00 to 212-80 W. 270-00 to 236-50 E.....	No. 86.
40,100	35,100	5,000	Maintenance.....	Gaillard Cut. <sup>1</sup> 1740-00 to 1746-00 W.....	Paraiso.
8,600	7,700	900	Maintenance.....	Gaillard Cut. <sup>2</sup> 1609-00 to 1612-50.....	Paraiso.
8,600	7,600	1,000	Maintenance.....	Gaillard Cut. <sup>3</sup> 1630-00 to 1635-00 E.....	Paraiso.
30,000	1,500	28,500	Maintenance.....	Gaillard Cut. <sup>4</sup> 1805-00 to 1814-00 E.....	Paraiso.

<sup>1</sup> Barge repair slide.

<sup>2</sup> Whitecuc slide.

<sup>3</sup> Powder house slide.

<sup>4</sup> Cucaracha slide.

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
126,600	116,200	10,400	Maintenance.....	Miraflores Lake. 1966-00 to 1953-20 W. 1984-00 to 1966-00 E.....	No. 83.
12,000	12,000	.....	Maintenance.....	Pacific entrance. 2205-00 to 2183-00 W.....	Cascadas.
7,000	2,000	5,000	Construction.....	2205-00 to 2183-80 W.....	Cascadas.
14,700	13,200	1,500	Construction.....	Balboa inner harbor. Docks 13-16.....	Cascadas.
18,000	18,000	.....	Maintenance.....	Docks 13-16.....	Cascadas.
1,600	1,600	.....	Aux. construction..	Chagres River. Gravel dock, Gamboa.....	Marmot.
11,200	11,200	.....	Aux. construction..	Channel to gravel beds.....	Marmot.
29,382	29,382	.....	Aux. construction..	Sand excavation.....	Marmot.
540,082	487,782	52,300			

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
West side of the Canal, Atlantic entrance.....	90,300
East side of Canal prism, at Mindi.....	142,000
North of Gamboa.....	87,125
East and west sides of Canal prism, Miraflores Lake.....	126,600
Sea dumps, Pacific entrance.....	51,700
Deep water, Chagres River.....	12,800
Towed to Gamboa.....	29,382
North of Gold Hill.....	175
Total.....	540,082

On March 1, 1921, the following excavation remained to be done:

Location.	Earth.		Rock.		Total.
	Cu. yds.				
Gaillard Cut.....					25,000
Pacific entrance.....	45,000		75,900		120,900
Total, Canal prism.....	45,000		100,900		145,900
Balboa inner harbor.....	62,250		6,500		68,750
Total, ocean to ocean.....	107,250		107,400		214,650

#### MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations for the month of February was 794,342,250 gallons; and that of the 3 filtration plants 484,624,000 gallons. The consumption of water in Panama City was 84,209,000 gallons, and that for Colon 57,771,750 gallons. Sales of water to 430 vessels totaled 20,365,325 gallons.

Construction work, as itemized below, was under progress during the month, with completion on February 28, as follows:

#### Northern District.

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	155
Roads.....	197.5
Water lines.....	172
Sidewalks.....	186
Sanitary sewers.....	100
Grading, block No. 53, Colon.....	150
Installation of 12-inch oil line to dock No. 14.....	85
Laying of two 12-inch oil lines to Pier 6.....	15
Laying of 6-inch Diesel oil line to Dock 6.....	20
Widening road, Mount Hope pumping station.....	80
Relaying 10-inch water line to cooling plant.....	15

#### Southern District.

Municipal work for 4 type-14 houses, Quarry Heights.....	100
Storm sewer, Javillo Fill.....	99
Box sewer, Panama Railroad yards.....	99
Concreting streets, New Santo Tomas Hospital.....	98
Reconstruction of road, Quarry Heights.....	95
Water and sewer connections to Shrine building, Quarry Heights.....	92
Box sewer on 13th Street, Panama.....	90
New wash-water tank, Miraflores.....	95
Construction of concrete sea wall, new Santo Tomas Hospital.....	10
Construction of 10-inch sewer on 22d Street, Panama City.....	100
Sewer construction and laying of water mains on Southern Avenue, Panama City.....	50

\* Indicates that no work was done during the month.

Construction work for the Army and Navy is separately reported.

## OCCUPATION OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on February 28, were classified as follows:

	Men.	Women.	Children.	Totals.		
				February, 1921.	January, 1921.	February, 1920.
Americans.....	3,482	2,300	2,729	8,511	8,409	8,277
Europeans.....	163	37	81	281	280	219
West Indians.....	4,948	2,228	4,519	11,695	11,503	7,823
Totals.....	8,593	4,565	7,329	20,487	.....	.....
Totals, January, 1921.....	8,513	4,500	7,179	.....	20,192	.....
Totals, February, 1920.....	7,478	3,722	5,119	.....	.....	16,319

## WORKING FORCE.

(Effective February 16, 1921.)

Department or Division.	Employees.		Total employees.		
	Gold.	Silver.	February, 1921.	January, 1921.	February, 1920.
Operation and Maintenance:					
Office.....	30	47	77	75	86
Building Division.....	133	399	532	592	2,213
Electrical.....	208	254	462	479	623
Municipal Engineering.....	98	851	949	1,014	1,885
Lock Operation.....	190	862	1,052	787	806
Dredging.....	184	1,066	1,250	1,338	1,119
Mechanical.....	932	1,651	2,583	2,722	2,982
Marine.....	203	624	827	760	573
Fortifications.....	72	289	361	473	319
Totals.....	2,050	6,043	8,093	8,240	10,608
Supply Department:					
Quartermaster.....	216	1,516	1,732	1,855	1,928
Subsistence.....	31	439	470	454	449
Commissary.....	288	1,478	1,766	1,754	1,897
Cattle Industry—Plantations.....	22	418	440	436	1,397
Hotel Washington.....	8	101	109	102	103
Totals.....	565	3,932	4,517	4,601	5,774
Accounting.....	233	10	243	255	249
Health.....	247	891	1,138	1,125	1,140
Executive.....	570	237	827	823	844
Panama Railroad:					
Superintendent.....	70	515	585	586	641
Transportation.....	106	154	260	284	332
Receiving and Forwarding Agency.....	72	1,016	1,088	1,523	1,841
Coaling Stations.....	130	1,230	1,360	1,532	1,049
Totals.....	378	2,915	3,293	3,925	3,863
Grand totals.....	4,043	14,068	18,111	18,969	22,478
Grand total, January, 1921.....	4,145	14,824	18,969	.....	.....
Grand total, February, 1920.....	4,247	18,231	22,478	.....	.....

## VITAL STATISTICS.

A total of 143 deaths occurred during the month of February among the population comprising the Canal Zone and the cities of Panama and Colon, giving an annual death rate of 16.6 per thousand inhabitants. Of the total deaths, 20 were due to external causes.

Of the above deaths, 49, or 34 per cent, occurred among children under 5 years of age. Tuberculosis, diarrhea and enteritis, and acute and chronic nephritis were the leading causes of mortality in the order named.

There were 26 deaths among nonresidents of the Isthmus, which are not included in the above statistics.

Three hundred and five births were reported during the month, 13 of which were stillbirths. Including the stillbirths, this is equivalent to an annual birth rate of 31.1

per thousand population. Deaths among children under 1 year of age numbered 31, giving an infant mortality rate, based on the number of births reported for the month, of 106.1 per thousand.

Eighty-six cases of malaria were reported during the month, 28 of which were among non-residents of the Isthmus. There was 1 case each of typhoid and dysentery.

Sixty-six cases of smallpox were admitted to the hospital during the month, making a total of 109 cases since January 1. Of the cases admitted during February, 27 were from Colon, 9 from Panama City, and 30 were from members of the Atlantic and Pacific fleets. All of the cases have been of a mild form and no deaths have resulted from this disease to date.

#### RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month of February was \$949,014.95, as compared with \$988,080.34 for the preceding month, and \$530,558.37 for the corresponding month of last year. Of the material received during the month, \$906,113.41 was chargeable to Operation and Maintenance, \$20,318.02 to Construction and Equipment, and \$22,583.52 to miscellaneous departments.

The total cash sales on the Isthmus for the month amounted to \$69,897.14, of which \$42,043.36 was for stock, \$21,703.29 for fuel oil, \$5,076.15 for scrap, and \$1,074.34 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$44,572.86, of which \$18,099.17 was for fuel oil, and \$26,473.69 for miscellaneous stock items.

Total sales of commissary supplies to all purchasers amounted to \$1,002,248.81, made up as follows: To steamships other than United States Government vessels and those of the Panama Railroad Steamship Line, \$65,759.06; to The Panama Canal, \$140,793.07; to the United States Government, including the Army and Navy, \$246,185.53; to individuals and companies, mainly through charge accounts at the retail commissaries, \$23,193.76; to the Panama Railroad, including its steamships and the Hotel Washington, \$26,164.79, and to individuals purchasing coupons, \$500,152.60.

#### FINANCIAL RECEIPTS AND EXPENDITURES.

The cash balance in Canal appropriations on February 28, exclusive of Fortifications, was \$12,449,215.86. Payments made from appropriations by the Disbursing Clerk, Washington, amounted to \$980,550.80, and by the Paymaster on the Isthmus, to \$1,522,617.04. Purchases of commissary books from the Panama Railroad Company amounted to \$335,118.04. The total cash collections on the Isthmus amounted to \$2,193,375.09, classified as follows:

Repaid to appropriations.....	\$917,391.41
Commissary and other trust funds.....	337,891.81
Tolls.....	917,421.49
Sales of water.....	1,879.70
Sales of obsolete material and equipment.....	1,278.30
Postal receipts.....	11,507.27
Licenses, taxes, court fees, fines, etc.....	6,005.11
Total.....	\$2,193,375.09

Collections by the Disbursing Clerk, Washington, amounted to \$7,140.10. Deposits of \$56,700 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. Receipts from Canal Zone miscellaneous funds amounted to \$295,609.27; disbursements from the same source were \$204,294.03.

February payrolls on the Isthmus aggregated \$1,284,786.70, as compared with \$1,299,885.34 for the preceding month, and \$1,234,877.50 for the corresponding month of last year.

Respectfully,

JAY J. MORROW,  
*Acting Governor.*

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to, "Cristobal, Canal Zone."

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

**Notice to Mariners.—Manzanillo Point Light Reported Unreliable.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 21, 1921.

CIRCULAR No. 643-80:

The Manzanillo Point Light, latitude 9° 39' north, longitude 79° 33' 30" west, is reported to be in an unreliable condition. On February 26, 1921, the master of the U. S. A. T. *Santa Leonora* reported the light flashing irregularly at intervals of 4 to 5 minutes.

JAY J. MORROW,  
*Acting Governor.*

**Change in Tariff No. 4.—Reduction of Price of Diesel Oil.**

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., March 21, 1921.

*To all concerned*—The following change is made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

ITEM 22—FUEL AND DIESEL OILS.  
(Effective March 21, 1921.)

2. Diesel oil per barrel of 42 gallons, delivered to vessels at Cristobal. . . . . \$4.00

JAY J. MORROW,  
*Acting Governor, The Panama Canal.*  
*Second Vice President, Panama Railroad Company.*

(NOTE.—The above change will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week End ng March 26, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
San Blas.....	United Fruit Co.....	March 20.....	March 20.....	5	( <sup>+</sup> )
Metapan.....	United Fruit Co.....	March 20.....	March 20.....	9	( <sup>+</sup> )
Segura.....	Pacific Steam Navigation Co.....	.....	March 21.....	.....	360
Ansaldo IV.....	National Navigation Society.....	March 20.....	March 21.....	7	121
Crynssen.....	Royal Netherlands W. I. Mail.....	.....	March 22.....	.....	1,055
Manavi.....	Pacific Steam Navigation Co.....	.....	March 22.....	.....	238
Palena.....	Chilean Line.....	March 20.....	March 23.....	610½	834
Balboa.....	Colombian Maritime Co.....	March 20.....	.....	656	.....
Ahangarez.....	United Fruit Co.....	March 21.....	March 24.....	562	35
Inca.....	Pacific Steam Navigation Co.....	March 22.....	March 24.....	43½	59
Europa.....	Italian Line.....	March 22.....	March 25.....	( <sup>+</sup> )	53
Cuba.....	Pacific Mail Steamship Co.....	March 22.....	.....	607	.....
Allianca.....	Panama Railroad Steamship Line.....	March 22.....	March 26.....	1,507	1,011
Chestnut Hill.....	Walker & Daley.....	March 23.....	March 26.....	6,750	( <sup>+</sup> )
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	March 23.....	March 26.....	4½	2,429
Acajutla.....	Pacific Steam Navigation Co.....	March 24.....	.....	353	.....
Cauca.....	Pacific Steam Navigation Co.....	March 25.....	.....	597	.....
Ulua.....	United Fruit Co.....	March 25.....	March 26.....	375	257
San Bruno.....	United Fruit Co.....	March 26.....	March 26.....	50	( <sup>+</sup> )
Barima.....	Pacific Steam Navigation Co.....	.....	March 26.....	.....	860
Urubamba.....	Peruvian Steamship Co.....	.....	March 26.....	.....	565

<sup>+</sup> No cargo discharged.

<sup>+</sup> No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 26, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cuba.....	Pacific Mail Steamship Co.....	March 21.....	March 22.....	34	39
Alvarado.....	Swayne & Hoyt.....	March 23.....	March 24.....	30	.....
Amur Maru.....	Osaka Shosen Kaisha.....	March 24.....	March 24.....	27	.....
Cauca.....	Pacific Steam Navigation Co.....	March 25.....	March 25.....	4	.....
Ulysses.....	Panama Railroad Steamship Line.....	March 26.....	.....	12,052	.....



Distribution of cargo passing through the Canal from the Atlantic to the Pacific, February, 1921.

From—	SOUTH AMERICA.						NORTH AMERICA.						ASIA.						AUSTRALASIA.						
	Chile.	Colombia.	Ecuador.	Peru.	West coast, South America.	Total, South America.	West coast, United States.	West coast, Canada.	West Central America.	Panama terminus.	Hondur.	Total, North America.	China.	Japan.	Philippines.	Malay Peninsula and East Indies.	Far East.	Total, Asia.	Australia.	New Zealand.	Australasia.	Total, Australasia.	Grand total.	Per cent of total cargo.	
NORTH AMERICA:																									
North Atlantic ports.....	8,179	81	833	4,749	18,764	32,605	45,635	21	.....	274	45,930	13,582	2,734	438	628	39,428	49,810	4,850	4,850	14,838	.....	.....	4,850	133,195	28.0
South Atlantic ports.....	63,759				63,759	63,759	229	1,500	.....	.....	1,729	21,944	12,163	.....	.....	.....	.....	.....	.....	14,838	.....	.....	14,838	80,326	16.9
Gulf ports.....	9,630				11,281	20,351	.....	.....	8,900	8,500	37,751	21,944	12,163	.....	.....	.....	.....	.....	.....	2,047	.....	.....	19,718	104,150	21.9
Total, United States.....	81,567	81	945	6,107	18,945	107,645	66,215	21	1,500	8,774	85,410	35,526	14,897	438	631	33,718	85,210	22,521	11,360	16,885	.....	.....	39,406	317,671	66.8
West Indies																									
Panama Canal, Atlantic terminus.....	598	444	254	1,917	3,213	1,390	2,481	.....	.....	.....	3,871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,034	1.5
East coast, Canada.....	46,128				46,128	36,525	10,000	3,000	.....	.....	49,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,684	1.2
East coast, Mexico.....	128,293	525	1,199	6,107	20,862	156,986	104,130	10,021	6,981	8,774	138,806	35,526	14,897	438	631	33,718	85,210	33,881	11,360	16,885	.....	.....	56,450	437,452	92.1
Total, North America.....	128,293	525	1,199	6,107	20,862	156,986	104,130	10,021	6,981	8,774	138,806	35,526	14,897	438	631	33,718	85,210	33,881	11,360	16,885	.....	.....	56,450	437,452	92.1
EUROPE:																									
British Isles.....	650			6	3,370	4,026	100	.....	.....	60	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,024	4.0
Belgium.....	168			51	1,336	1,555	1,600	.....	.....	.....	1,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,600	0.3
Holland.....	2,460			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,565	0.3
Italy.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,460	0.5
Germany.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,707	0.6
Europe.....	3,278			57	16,947	20,282	2,190	150	.....	60	2,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,164	2.2
Total, Europe.....	3,278			57	16,947	20,282	2,190	150	.....	60	2,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37,420	7.9
Grand totals.....	131,571	525	1,199	6,164	37,809	177,268	106,320	10,171	6,981	8,900	8,834	141,206	35,526	14,897	438	631	33,718	85,210	33,881	29,394	7,913	71,188	474,872	100.0	
Per cent of total cargo.....	27.7	0.1	0.2	1.3	8.0	37.3	22.4	2.1	1.4	1.9	1.8	29.7	7.5	3.2	0.1	0.1	7.1	18.0	7.2	6.1	1.7	15.0	100.0	.....	
Per cent of total cargo last month.....	27.6	0.4	0.8	3.5	2.9	35.2	20.5	0.9	0.5	5.8	.....	29.9	6.8	5.3	1.2	.....	2.7	16.0	4.6	13.2	1.1	18.9	.....	.....	

MOVEMENTS OF OCEAN VESSELS.  
*Week ending at midnight, March 26, 1921.*

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.		Panama Canal tonnage.	
	Day	Hour	Day	Hour	Day	Hour	Day	Hour								Tons.	Net.	Nature.	Tons.
Bratsberg	19	15.11	20	6.20	20	14.05	20	15.30	Norwegian.	Borgstad Steamship Co.	345.0	49.0	26.0	New York.	Valparaiso.	Coal and general	4,693	4,263	3,042
Bakersfield	19	22.10	20	7.35	20	15.45	20	20.37	American.	Williams-Lymond & Co. (S. B.)	410.5	54.3	14.6	Hamburg.	Seattle.	General.	651	6,333	4,924
Mexican	20	7.20	20	8.18	20	16.08	20	17.15	American.	American-Hawaiian Line	472.3	57.2	19.0	Boston.	Los Angeles.	General.	2,659	9,258	6,912
Sacramento	11	9.10	21	6.19	21	13.35	21	7.51	American.	United States Navy.	226.2	40.0	14.4	Almirante.	Balboa.				
Florence Olson	20	14.35	21	6.20	21	13.50	21	18.00	American.	Oliver J. Olson	213.7	42.0	17.0	Esmeralda.	Tahara.	Ballast.	1,381		635
Elbeck	20	12.20	21	7.10	21	15.05	21	21.11	American.	Williams-Lymond & Co. (S. B.)	401.7	54.8	17.0	New York.	San Francisco	General.	1,572	6,928	5,103
Wenatchee	21	8.43	21	10.30	21	16.11	22	19.40	American.	Pacific Steamship Co. (S. B.)	516.0	72.0	25.0	New York.	Seattle.	General.	2,201	15,296	10,592
Austrarange	21	7.12	21	10.00	21	18.52	21	21.52	British.	Australian Government	375.0	53.0	24.6	Nuevitas.	Sydney.	Sugar.	5,900	4,695	3,446
Moerdijk	20	19.15	21	13.32	21	20.09	21	21.13	Dutch.	Holland-American Line	473.0	61.0	18.0	Rotterdam.	Victoria.	General.	1,500	9,165	6,961
O-13			21	7.10	21	15.05			American.	United States Navy					Balboa.	Ballast.		28	8
Amavilly J	18	9.30	22	6.30	22	17.40			British.	Laertr. G. H. P. Mulhauser.	53.9	13.0	10.0	Plymouth.	Sydney	General.	240	1,357	884
Manavi	16	20.40	22	7.08	22	14.16	22	15.25	British.	Pacific Steam Navigation Co.	216.0	33.0	12.2	Cristobal.	Guayaquil.	General.	5,004	3,679	6,532
Tippecanoe	22	8.45	22	9.40	22	17.18	23	12.07	American.	Walker & Daley	477.0	60.0	23.0	Amsterdam.	Seattle.	Creosote.	9,300	7,065	5,093
Belridge	22	13.09	22	13.25	22	21.32	22	22.48	Norwegian.	W. Wilhelmson.	425.0	57.0	27.4	Hampton.	Antofagasta.	Petroleum.	1,485	12,031	8,443
Granite State	22	11.55	22	13.45	22	21.42	23	7.37	American.	Pacific Mail Steamship Co. (S. B.)	503.0	62.0	23.0	Baltimore.	San Francisco.	General.			
J. W. McKie			22		22	9.02			American.	United States Army				Cristobal	Gatun Lake.				
No. 12664			22		22	9.02			American.	United States Army				Cristobal	Gatun Lake.				
Mafalda	21	18.40	23	6.40	23	14.47	23	16.10	Norwegian.	Fred Th. Bergh.	245.0	37.2	19.4	Porsgrund.	Honolulu.	Ammonia.	1,817	1,455	1,327
Montgomery	23	6.22	23	6.45	23	13.46	23	18.00	American.	U. S. Steel Products Co.	425.0	56.0	25.1	New York.	San Francisco.	General.	8,989	7,539	5,448
Edul			23	6.00	23	18.44	23	19.35	American.	A. Woolnough	22.4	5.7	3.2	Cristobal.	Balboa.			2	
Eastern	23	10.23	23	10.50	23	18.05	23	21.45	American.	Thorndyke & Tremholm (S. B.)	415.0	56.0	22.6	Antwerp.	San Francisco	Iron, silver sand.	2,900	7,329	5,373
Mariner	20	13.30	23	11.17	23	18.44	23	21.15	Chilean.	South American S. S. Line.	350.0	43.0	24.6	Cristobal.	Valparaiso.	General.	825	3,666	2,577
Palena	22	17.14	24	6.23	24	13.34	24	14.42	British.	Pacific Steam Navigation Co.	300.0	43.2	20.8	Hull.	Valparaiso.	General.	3,103	3,952	2,742
Inca	23	18.55	24	6.45	24	14.43	24	15.42	American.	North Atl. & Western Co. (S. B.)	400.7	54.2	18.6	Portland, Me.	Portland, Oreg.	General.	3,613	6,590	4,737
Yalca	6	21.24	7.20	24	15.41	24	16.37	American.	Williams-Lymond & Co. (S. B.)	415.0	56.0	24.0	Norfolk.	San Francisco	General.	9,653	7,704	5,707	
Eastern Sailor	24	6.45	24	7.25	24	16.04	24	21.15	British.	Blue Star Line.	460.0	58.0	24.0	Barry.	Auckland.	Coal.	8,317	5,531	
Albion Star	24	6.45	24	7.25	24	16.04	24	21.15	British.	Blue Star Line.	460.0	58.0	24.0	Barry.	Auckland.	Coal.	8,317	5,531	
Tromwah	23	17.00	25	6.22	25	13.56	24	18.40	American.	Panama Railroad Steamship Line	538.0	63.0	30.3	Norfolk.	Newcastle.	Oil and sulphur.	6,500	5,786	4,078
Ulysses	24	20.00	25	6.22	25	13.56	24	18.40	American.	Panama Railroad Steamship Line	538.0	63.0	30.3	Norfolk.	Newcastle.	Oil and sulphur.	6,500	5,786	4,078
Urumbaba	19	17.40	26	6.05	26	14.00	26	18.10	Peruvian.	Peruvian Steamship Line	371.2	41.1	19.6	Cristobal.	Balboa.	General.	564	4,803	2,951
Hancock	19	18.42	26	6.10	26	15.04	26	16.35	American.	United States Navy.	485.0	43.2	26.0	Norfolk.	Callao.	General.	445		
Shmsel Maru	25	15.40	26	6.20	26	15.19	26	16.35	Japanese.	Kishimoto Kisen Co.	360.0	51.0	21.9	New York.	Yokohama.	Navy supplies.	4,854	4,754	3,516
Los Angeles	26	6.05	26	7.30	26	17.46	26	18.05	American.	Union Oil Co.	485.0	56.0	29.0	Puerto Lobos	Los Angeles.	Crude oil, general.	11,000	7,380	5,195
Barma	19	18.45	26	6.57	26	17.26	26	18.30	British.	Pacific Steam Navigation Co.	229.5	37.0	12.6	Cristobal.	Champerico.	General.		1,651	918
Canadaan	20	10.10	26	10.36	26	18.33	27	7.35	British.	Canadian Government	319.0	44.0	22.0	Baltimore.	Callao.	Coke, cement.	2,900		
Carrier	26	6.20	26	13.12	26	20.19	26	21.21	British.	Alfred Holt & Co.	455.0	54.0	27.0	New York.	Yokohama.	General.	8,100	7,578	3,517
Tydeus									British.										

\* Bark.

\* Launch.

\* Yacht.

\* Submarine.

\* Gunboat.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date	Vessel	Line	From—	Date	Vessel	Line	To—
19	Palena	United Fruit Co.	New Orleans via way-ports.	March 20	Metapan	United Fruit Co.	Bocas del Toro.
19	Cherry Branch	United Fruit Co.	Port Limon.	March 20	San Blas	United Fruit Co.	Boston.
20	D. G. Schofield	United States Army	New York via San Juan.	March 20	St. Mihel <sup>11</sup>	Royal Mail Steam Packet Co.	Cartagena.
20	Pengreep	United Fruit Co.	New Orleans.	March 21	Abengarez	Panama Railroad Steamship Line.	Norfolk.
20	Eagle	Panama Railroad Steamship Line.	New York via Haiti.	March 21	Alliance	Royal Netherlands W. I. Mail.	Puerto Colombia.
20	Theodore Roosevelt	Panama Railroad Steamship Line.	Puerto Colombia.	March 22	Gen. O. H. Ernst	J. C. Knudsen	New York.
20	Ansaldo IV	United Fruit Co.		March 23		United Fruit Co.	New Orleans.
20	Balboa	United Fruit Co.					
20	Mina Brea	United States Army					
20	Liberator	United Fruit Co.					
20	Republic	Panama Railroad Steamship Line.					
21	Bogota						
21	Houston						
21	Cuba						
21	Europa						
21	Caroline Maru						
22	Hesperos						
22	Carra						
22	Uncas						
23	Imperoyal						
23	Arizonan						
23	Alvarado						
23	Amar Maru						
24	Acajula						
24	Cristobal						
25	Happy Days <sup>4</sup>						
25	Gold Star						
25	Durham						
25	Gudrun Maersk						
26	Hazel Branch						

<sup>4</sup> For orders.

<sup>1</sup> Vegetable oil and general.

<sup>2</sup> Coffee, hides, cocoa, etc.

<sup>3</sup> Cocoa, coffee, and general.

<sup>10</sup> Nitrate, sugar, metals, etc.

PORT OF CRISTOBAL.

Date	Vessel	Line	From—	Date	Vessel	Line	To—
March 20	Metapan	United Fruit Co.	New Orleans via way-ports.	March 20	Metapan	Metapan	Bocas del Toro.
March 20	San Blas	United Fruit Co.	Port Limon.	March 20	San Blas	United Fruit Co.	Boston.
March 20	St. Mihel <sup>11</sup>	United States Army	New York via San Juan.	March 21	Segura	Royal Mail Steam Packet Co.	Cartagena.
March 21	Abengarez	United Fruit Co.	New Orleans.	March 21	Antena	Panama Railroad Steamship Line.	Norfolk.
March 22	Alliance	Panama Railroad Steamship Line.	New York via Haiti.	March 21	Gritsen	Royal Netherlands W. I. Mail.	Puerto Colombia.
March 23	Gen. O. H. Ernst	Panama Railroad Steamship Line.	Puerto Colombia.	March 22	Offar	J. C. Knudsen	New York.
March 23				March 23	Metapan	United Fruit Co.	New Orleans.

<sup>11</sup> Transport.

(Continued on page 504, column 2.)

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended March 26:

U. S. S. *Satterlee*, structural repairs to after starboard side, deck, and steering gear and renewing stem, due to collision; miscellaneous small maintenance jobs on main and auxiliary machinery; launch *Vacuum, Jr.*, repairs to port side of house and awning and life-line stanchions where damaged in collision and overhauling clutch; steamship *La Habra*, overhaul compressor end of refrigerating machine; U. S. submarines *O-11, O-12, O-13, O-15, and O-16*, periodical overhaul, including docking, cleaning, and painting bottoms and inside superstructure, renewing deteriorated plates and frames in superstructure and repacking stern glands, overhauling sea valves and trimming systems, cleaning and coating tanks, miscellaneous small items of adjustment and repairs to machinery; steamship *Cristobal*, docking, staging, and cleaning, painting bottom, cleaning and calking boilers, reboring port high-pressure engine and renewing bull and snap rings in same, changing one blade on port wheel, minor adjustments to auxiliary machinery, repairs to deck and hatch, strongback brackets damaged in coaling; pile driver *No. 198*, docking, staging, cleaning, and painting bottom; renewing one plate on the stern, blanking off 2 holes under counter, and re-driving loose rivets in hull; U. S. tug *Sciota*, docking, staging, cleaning, and painting bottom, repacking stern gland and rudderpost gland, overhauling sea valves, testing and cleaning boilers, reboring water ends and renewing plungers in air pumps, manufacturing miscellaneous repair parts for auxiliary machinery; steamship *Steel Inventor*, docking, staging, cleaning, and painting bottom, renewing stem and renewing and fairing bent and damaged plates in wake of damage at bow; barges *Nos. 132 and 138*, docking, staging, cleaning, and painting bottom, cleaning and painting inside and out, renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A-frames, overhauling operating gear; barge *No. 201*, docking, staging, cleaning, and painting bottom, cleaning and painting inside and out, renewing plates, fenders, and deck on one corner where damaged, rebuilding stanchions and roof; concrete pontoons, cofferdamming and repairing broken sides and deck, and repairing roof where damaged by being rammed by steamship *Wolverine State*; steamships *Caribbean*, general repairs to boilers and auxiliary machinery, minor repairs to main engines; overhauling cattle pens and cattle deck; cleaning and painting inside of hull and quarters, and miscellaneous minor repairs throughout vessel; *Caddo*, installing heater coils, trap in heater drains and compounding heaters.

The following vessels were at the Cristobal shops for repairs during the week ended March 28:

Steamships *Allianca* and *Gen. O. II. Ernst*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. Eagle *No. 31*, install ballast, clean and paint hull; U. S. submarine *O-14*, renew battery and hull ventilation ducts, make and install new anchor shaft, etc.; steamship *Balboa*, refasten valve-seats on circulating pump, renew 2" sanitary line on port side, etc.; S. P. *No. 2235*, secure door on deck over galley and door on deck aft; manufacture and install wood deck on forecastle in place of steel deck, etc.; steamship *Acajulla*, clean and paint bottom; repair boilers; fit lagging on boiler; renew No. 1 steel plate; repair fiddley main deck; tug *Favorite*, repair boiler; overhaul and repair diving outfit. steamship *Europa*, thread and furnish 60 bolts, etc.; dredge *No. 86*, launch *Patrol*, tug *Porto Bello*, steamships *Poplar Branch, Parismina*, schooner *Scotia Maiden*, steamships *Cauca, Winyah, Tainui*, U. S. mine planter *Graham*, steamship *Palena*, launch *Wilhelm*, U. S. S. *Hancock*, U. S. S. *Houston*, minor repairs.

## Approximate Sailings of Panama Railroad Passenger Vessels.

The following are the approximate sailings of Panama Railroad passenger steamers during the remainder of March and the month of April, 1921.

Steamer.	From New York.	Arrive Cristobal.	From Cristobal.	Arrive New York.
Gen. Geo. W. Goethals.....	March 19...	March 28...	April 3....	April 12.
Panama.....	March 24...	April 1....	April 6....	April 14.
Advance.....	March 26...	April 3.....		
Colon.....	March 31...	April 8.....	April 14....	April 22.
Cristobal <sup>*</sup> .....	April 6....	April 13....	April 17....	April 24.*
Allianca.....	April 9....	April 21....	April 29....	May 8.
Advance.....			April 29....	May 7.

\* From Norfolk.

\* Arrive at Norfolk.

The steamships *Advance*, scheduled to sail from New York on March 26, will, in all probability, sail direct for the Isthmus, and is en route to Colombian and Ecuadorian ports.

The steamship *Allianca*, scheduled to sail from New York on April 9, will call at various Haitian ports, Cristobal, Cartagena, and Puerto Colombia.

The steamship *Panama* may not sail from Cristobal on April 6 as scheduled, as in all probability she will be held a day or two in order to receive cargo from the steamship *Huallaga* of the Peruvian Line.

**Official Circulars.**

**Appointment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 28, 1921.  
CIRCULAR No. 661-95.

Having been appointed as Governor of The Panama Canal, and having duly qualified this date, the undersigned hereby assumes his duties as such.

JAY J. MORROW.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., March 19, 1921.  
CIRCULAR No. 286:

Effective March 16, 1921, Mr. L. J. Stapleton is designated an accountable official of The Panama Canal, *vice* Mr. Walter R. Smith, and as such will account for all storehouse stock at the Cristobal Store.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Manufacture of Nonexpendable Property.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., March 12, 1921.  
CIRCULAR No. 284:

*To all concerned*—Effective April 1, 1921, the head of a division who manufactures nonexpendable property for delivery direct to an accountable official, whether to himself or another, must show on his monthly distribution of labor and material his authority for manufacturing, the quantity, the cost, and a full description of all such property.

All such articles excepting those manufactured by district quartermasters, will be invoiced by this office. District quartermasters will continue to invoice property manufactured by their own forces as in the past.

These instructions apply only to nonexpendable property manufactured for direct delivery but not to articles manufactured and turned into storehouses or commissaries for stock.

This cancels Circular No. 180 of October 25, 1918.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Acting Governor.*

**Act of Congress.—First Deficiency Appropriation, 1921.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 22, 1921.  
CIRCULAR No. 600-75:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

JAY J. MORROW,  
*Acting Governor.*

AN ACT Making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1921, and prior fiscal years, 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, 1921, and prior fiscal years, and for other purposes, namely:

\* \* \* \* \* PANAMA CANAL.

For civil government of the Panama Canal and Canal Zone, including the same objects specified under this head in the Sundry Civil Appropriation Act for the fiscal year 1921, \$24,670.

For the payment to the McClintic-Marshall Construction Company, as recommended in the report made to Congress under date of February 11, 1916, by the commission appointed under the Act of June 24, 1914, and approved by the Governor of The Panama Canal (House Document Numbered 906, Sixty-fourth Congress, first session), \$714,007.39; said amount to be chargeable as part of the construction of the Panama Canal and reimbursed to the Treasury of the United States out of the proceeds of the sale of the bonds authorized by section 8 of the Act approved June 28, 1902, and section 39 of the Tariff Act approved August 5, 1909.

SEC. 4. That this Act hereafter may be referred to as the "First Deficiency Act," fiscal year 1921." Approved, March 1, 1921.

**Prices of Coal.**

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., March 21, 1921.  
CIRCULAR No. RA-712:

*To all station agents*—The following prices per ton of 2,240 pounds have been fixed for the sale of coal for local use, effective April 1, 1921:

	Colon and Cristobal.	Balboa.	Panama and line points.
1. To Panama Canal and to Panama Railroad at coaling plants, without trimming...	\$11.50	\$13.00	.....
2. To parties taking carload lots, including U. S. Army and Navy, but exclusive of coal belonging to Navy.....	13.50	15.00	\$15.00
3. Coal belonging to U. S. Navy will be delivered at the plant at which stored for	3.00	3.00	.....
4. To parties taking less than carload lots.....	14.50	16.00	16.00
5. To employees of The Panama Canal, Panama Railroad, United States Government and those entitled to employees rates, including Santo Tomas hospital.	13.50	15.50	15.00

The following are the prices for coal furnished to steamships, effective March 15, 1921, as published in supplement to Panama Canal Tariff No. 4:

	Colon and Cristobal.	Balboa.
1. To steamships, including warships of all nations, delivered from coaling plants, per ton of 2,240 pounds, except as provided in paragraph 2....	\$12.00	\$14.00
2. To vessels transiting the Canal that are directed by The Panama Canal to		

Colon and Cristobal. Balboa.

- take coal at Balboa on account of the condition of the plants, and quantity available, or for the purpose of expediting transit..... \$12.00
3. To steamships, including warships of all nations, when delivered from lighters in quantities of 50 tons or more, per ton of 2,240 pounds..... \$13.00 15.00
4. To steamships, including warships of all nations, when delivered from lighters in quantities of less than 50 tons, with minimum charge for 20 tons and with maximum charge not to exceed that for 50 tons at prices specified in paragraph 3, per ton of 2,240 pounds..... 14.00 16.00
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 90 cents per ton will be made for extra handling.
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.
7. For coal for cargo, delivered only by special authority of the Governor, per ton of 2,240 pounds..... 14.00 16.00

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
W. F. FOSTER,  
Acting Superintendent.

Authorized:  
J. J. MORROW,  
Acting Governor.

**Sailing of the "Gen. G. W. Goethals."**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., March 24, 1921.

To all concerned—The steamship *Gen. G. W. Goethals* will sail from Cristobal for New York, via Port-au-Prince, Haiti, on Sunday, April 3, at 3 p. m.

W. F. FOSTER,  
Acting Superintendent.

**Additions to Commissary Stock.**

*Dry Goods Section.*

- Bocas, mouth wash, P. C., bot..... \$0.30  
(3 cents for return of empty bottle.)  
Laces, corset, 5-yard, pink, ea..... .09  
Laces, corset, 10-yard, pink, ea..... .18  
Lace, cotton, English, yd., \$.05, .09, .12, .15, .18,  
.22, .27, .35, .46

- Handkerchiefs, cotton, colored borders,  
ladies', ea..... .20  
Hats, ladies', straw, style "Warwick," ea.. 1.90

*Grocery Section.*

- Coffee, Commissary Special, 1-lb. bag.... 23  
Tobacco, chewing and smoking:  
Courage, 1½-oz. plug..... .07  
Pluck, 1-oz. plug..... .06

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 501.**

PORT OF CRISTOBAL—continued.

*ARRIVALS.		*DEPARTURES.				
Date.	Line.	From—	Date.	Vessel.	Line.	For—
March 23.....	United States Shipping Board.....	Tampico.	March 24.....	Abangarez.....	United Fruit Co.....	New Orleans via Bocas del Toro and Habana.
March 23.....	United Fruit Co.....	Bocas del Toro.	March 24.....	St. Michel.....	United States Army.....	New York.
March 24.....	Alexander Woodside.....	High seas.	March 24.....	Anthony D. Nichols.....	Astoria Mahogany Co.....	New York.
March 25.....	United Fruit Co.....	New York.	March 25.....	Eagle No. 36.....	United States Navy.....	High seas.
March 26.....	United Fruit Co.....	Boston.	March 26.....	San Bruno.....	United Fruit Co.....	Boston.
.....	.....	.....	March 26.....	Ulua.....	United Fruit Co.....	New York via Port Limon and Habana.
.....	.....	.....	March 26.....	Alliance.....	Panama Railroad Steamship Line.....	New York.
.....	.....	.....	March 26.....	Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	New York via Haiti.
.....	.....	.....	March 26.....	Chestnut Hill.....	United States Shipping Board.....	Tecomate, Mexico.
PORT OF BALBOA.						
.....	.....	.....	March 25.....	Tacoma.....	United States Navy.....	La Union.

\*Other than ships passing through the Canal.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV. Balboa Heights, C. Z., April 6, 1921. No. 34.

## New High Records for Net Tonnage and Tolls Made in March.

New high records for net tonnage of traffic through the Canal during a calendar month, and for tolls earned, were established by the traffic in March, 1921. In number of ships and cargo carried, however, the movement was less than in previous months.

The aggregate net tonnage of the commercial ships passing through the Canal in March, according to the rules of measurement for the Panama Canal, was 1,112,818 tons, as compared with 1,094,323 tons in January, 1921, the month of high record previous to March. The net tonnage of the ships under the rules for measurement for registry in the United States was 924,309 tons, as compared with 894,689 tons in January. The registered gross and net tonnages of the ships in March were 1,417,220 and 917,432, as compared with 1,383,778 and 883,362 tons, respectively, in January.

The tolls earned in March amounted to \$1,105,529.05, as compared with \$1,095,857.46 in January. March was the fourth month in which the tolls were in excess of \$1,000,000, and the first in which they exceeded \$1,100,000. The previous million-dollar months were September, 1920 (\$1,010,150.63); December, 1920 (\$1,007,849.32); and January, 1921 (\$1,095,857.46).

The number of commercial ships making the transit in March was 255. This has been exceeded by a number of previous months; but the ships transiting the Canal in March were of larger average net tonnage. The cargo carried in the commercial ships aggregated 1,086,463 tons, which had been exceeded in only one previous month, January, 1921, when the cargo amounted to 1,177,053 tons.

The total numbers of commercial vessels, Government vessels, and launches through the Canal as compared with the preceding month, and of the corresponding month of last year, was as follows:

Vessels.	March, 1921.	February, 1921.	March, 1920.
Commercial vessels.....	255	241	233
United States Government vessels.....	37	94	8
Launches (under 10 tons).....	11	3	2
Total vessels and craft.....	303	338	243

A comparison of tolls earned from commercial traffic for the month of March, 1921, as compared with that of the preceding month, and of the corresponding month of 1920, shows the following: March, 1921, \$1,105,529.05; February, 1921, \$917,412.49; March, 1920, \$831,304.20.

## President of the Panama Railroad Company.

A cable message from New York under date of April 4 states that at a meeting of stockholders of the Panama Railroad Company, Col. Jay J. Morrow had been reelected a director of the company, and that a directors' meeting had unanimously elected him president. Colonel Morrow became Governor of the Canal on March 28. While Engineer of Maintenance of the Canal he had been second vice president of the Panama Railroad Company.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight, April 2, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Tons.	Gross.	Net.	Nature.
Tainui.....	26	6 20	27	6 00	27	13 03	27	14 00	British.	Shaw, Saville & Albion Co.	476.0	61.0	25.0	London.....	Wellington.....		10.631	7,006	
Cuba.....	22	14 43	27	6 11	27	13 48	27	22 30	American.	Pacific Mail Steamship Co.	307.7	42.2	19.3	Cristobal.....	San Francisco.....	720	3,421	2,206	
Stanley Dollar.....	25	13 41	27	6 21	27	14 50	27	16 00	American.	Dollar Line	288.8	41.6	21.8	Baltimore.....	San Francisco.....	2,911	3,461	2,404	
M. S. Dollar.....	27	12 30	27	13 00	27	20 12	27	21 05	British.	Robert Dollar Co.	475.5	61.2	20.0	New York.....	San Francisco.....	3,066	10,116	7,680	
Wiyah.....	26	13 10	28	7 55	28	17 10	28	18 52	American.	Barber Line	490.7	54.2	26.2	New York.....	Molli.....	7,289	6,521	4,786	
Port Caroline.....	28	10 20	28	7 29	28	18 27	28	19 40	British.	Commonwealth and Dom. Line.	430.0	62.4	27.0	Barry.....	Wellington.....	8,000	10,741	7,829	
Robert C. Sud- den.....	28	10 40	28	11 16	28	19 02	29	15 03	American.	Crowley & Mahoney.	223.0	43.6	20.6	Norfolk.....	San Francisco.....	1,806	1,565	898	
Matatua.....	27	20 51	27	6 33	28	20 32	28	21 50	British.	Shaw, Saville & Albion Co.	447.5	56.5	25.7	Glasgow.....	Dunedin.....	4,676	8,531	6,044	
Canada Maru.....	28	16 24	29	6 12	29	13 29	29	14 37	Japanese.	Otsuka Shosen Kaisha.	409.0	51.0	22.0	Buenos Aires.....	Kobe.....	1,945	5,908	4,101	
Asia.....	28	6 15	29	6 15	29	13 51	29	14 44	Danish.	East Asiatic Steamship Co.	413.0	53.6	17.3	Copenhagen.....	San Francisco.....	2,200	7,391	5,383	
Sacramento.....	28	18 35	29	6 45	29	16 40	30	16 02	American.	United States Navy.	224.0	40.0		Cristobal.....	Balboa.....				
West Catalana.....	28	19 45	29	7 30	29	17 24	29	18 30	American.	Elder, Reed Steamship Co.	410.0	51.0	21.0	Baltimore.....	Honolulu.....	6,537	6,567	4,917	
Remera.....	29	12 07	29	8 30	29	17 45	29	23 45	British.	New Zealand Shipping Co.	489.0	62.3	26.4	London.....	Wellington.....	4,621	11,664	8,776	
Lake Fambush.....	29	1 10	29	11 55	29	19 05	29	20 02	American.	N. O. & S. A. S. Line (S. B.).	251.0	43.6	21.4	Jacksonville.....	Valparaiso.....	3,137	2,861	1,816	
Betty.....	29	3 00	30	6 00	30	15 45	30	16 20	American.	J. A. J. J. J.	24.0	6.0	2.5	Cristobal.....	Balboa.....			1	
Pleades.....	29	18 42	30	6 45	30	14 07	30	15 20	American.	Luckenbach Line.	331.5	47.0	24.0	New York.....	San Francisco.....	4,320	4,147	3,259	
City of Shang- hai.....	30	7 01	30	8 01	30	15 45	30	16 50	British.	Hall Steamship Line.	318.5	55.0	26.0	New Orleans.....	Dalney.....	7,573	7,019	5,374	
Red Wing.....	29	22 10	30	8 37	30	11 51	30	16 50	American.	United States Navy.	186.0	30.0		Norfolk.....	Gatun Lake.....				
Santa Ana.....	30	3 31	30	11 30	30	18 10	30	19 10	American.	W. R. Grace & Co.	350.2	51.6	21.6	New York.....	Valparaiso.....	2,533	5,886	4,284	
Clifuku Maru.....	30	6 55	30	12 30	30	20 23	31	0 10	Japanese.	Kokusai Kisen Kaishiki Kaisha	385.0	51.0	22.8	Galveston.....	Kobe.....	4,587	5,776	4,081	
Havre Maru.....	30	13 03	30	13 30	30	21 55	31	0 30	Japanese.	Kokusai Kisen Kaishiki Kaisha	400.0	53.0	26.0	Matanzas.....	Yokohama.....	7,350	5,819	4,400	
S. V. Harkness.....	30	17 33	31	6 49	31	14 42	31	18 21	American.	Standard Oil Co.	419.0	57.0	27.0	Tampico.....	Yacouver.....	8,929	7,413	5,515	
Canada.....	30	6 00	31	9 45	31	17 50	31	19 30	Swedish.	Johanson Steamship Line.	427.0	56.0	19.3	Antwerp.....	Guayaquil.....	4,069	7,476	5,456	
Caica.....	25	17 38	31	9 45	31	16 30	31	18 10	British.	Pacific Steam Navigation Co.	243.0	35.2	14.2	Cristobal.....	Yacouver.....	921	1,582	1,023	
Lyzern.....	31	9 37	31	11 45	31	19 12	31	20 50	Swedish.	Traus Atlantic Steamship Co.	449.0	52.0	25.3	Texas City.....	Guayaquil.....	7,160	6,280	4,567	
Scotia Maiden.....	27	8 30	1	6 28	1	16 00	1	17 25	British.	Sootia Maiden Co.	149.0	33.4	17.0	Galveston.....	Melbourne.....	600	533	422	
Furymachus.....	1	5 35	1	6 59	1	15 52	1	16 09	British.	Alfred Holt & Co.	400.0	52.3	19.5	Liverpool.....	Tacoma.....	711	5,818	3,981	
Valdez.....	1	5 25	1	7 15	1	15 16	1	20 49	American.	Alaska Steamship Co.	241.0	43.2	21.0	Norfolk.....	Bremerton.....	2,960	2,545	1,938	
City of Auck- land.....	1	13 10	2	6 29	2	13 45	2	14 45	British.	Hall Steamship Line.	478.0	62.0	23.6	New York.....	Lyttleton.....	9,000	9,394	6,723	
West Isleta.....	1	22 05	2	6 31	2	14 35	2	15 28	American.	N. Ad. & West. S. Co. (S. B.).	409.8	54.2	18.6	Philadelphia.....	Portland.....	1,359	6,759	4,900	
Aron.....	1-23	20 50	2	6 59	2	10 45	2	11 55	American.	Universal Ship. Trd. Co. (S. B.).	273.5	49.1	15.0	Cristobal.....	Gatun Lake.....				
Maple Branch.....	2	6 11	2	10 10	2	17 30	2	18 55	British.	F. & W. Ritson.	409.0	52.0	22 11	Liverpool.....	Corral.....	6,600	5,618	4,116	
Rto Gatun.....	2	10 45	2	10 45	2	10 45	2	10 45	Panaman.	A. R. Eward.	31.4	8.0	7.0	Cristobal.....	Monte Lirio.....			8	

\* Motor ship. \* Gunboat. \* Launch. \* Tug towing barges Nos. 499 and 470. \* Auxiliary schooner. \* Quebracho extract, machinery, cotton, rosin, lumber, and merchandise. \* Machinery, paint, provisions, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	26	17	45	27	6	32	27	14	15	27	16	10	Dutch.	Royal Netherlands Steamship Co.	483	0	62	3	93	0	Talcahuano.	Rotterdam.	Nitrate, general.	10,000	9,402	6,653	
Sperma	26	23	00	27	8	43	27	13	05	23	6	23	British.	Chas. Lowe and partners.	349	7	47	1	20	6	Falmouth.	Nitrate.	5,300	3,698	2,679		
Santa Tecla.	27	4	20	27	8	50	27	17	30	27	17	40	American.	W. R. Grace & Co.	289	6	40	0	17	8	New York.	General.	2,213	2,584	1,795		
Orduna.	27	19	00	28	6	30	23	18	35	29	6	45	British.	Pacific Steam Navigation Co.	550	3	67	0	30	0	Liverpool.	General.	5,945	17,135	11,897		
Sacramento.	25			28	6	40	23	18	35	29	6	45	American.	United States Navy.	224	0	40	0			Cristobal.	General.	6,450	7,558	5,448		
Steel Inventor.	2-27	15	00	23	7	00	23	19	30	23	19	30	American.	United States Steel Products Co.	424	2	56	2	26	1	New York.	General.	337	3,739	2,458		
O-H.	24	17	43	23	7	25	23	17	55				American.	United States Navy.	345	0	38	5	17	0	Bahoa.	General.	7,379	6,640	5,107		
City of Para.	27	21	00	23	10	25	23	20	40	3	6	15	American.	Pacific Mail Steamship Co.	396	2	56	2	23	0	Cristobal.	Nitrate, sugar.	8,510	7,059	5,081		
Poplar Branch.	28	11	25	28	12	12	23	21	50	29	9	25	British.	F. & W. Risson.	425	5	53	3	28	0	Leith, Scotland.	Barley, general.	2,000	5,604	3,975		
George Wash-	28	9	10	28	14	52	28	22	30	28	22	30	Norwegian.	Fred Olsen & Co.	425	4	57	1	19	0	Valparaiso.	Ballast.	7,808	5,745	4,231		
ington.	25	14	30	29	6	25	29	15	57	29	17	17	Norwegian.	Wilhelm Wilhelmssen.	425	4	57	1	19	0	Cristobal.	Ballast.	11,519	6,930			
San Joaquin.	2-24	17	43	29	7	15	29	15	57				American.	United States Navy.	360	2	51	6	19	6	New York.	Wheat.	8,010	5,924	4,392		
O-16.	30	15	00	30	7	53	30	17	55	30	19	09	American.	W. R. Grace & Co.	339	8	54	1	23	8	Portland.	Ballast.	3,000	2,936	2,091		
Santa Luisa.	30	15	49	31	6	30	31	18	05	1	23	20	Norwegian.	Bruusgaard Klosterl.	536	0	63	0			Breke.	Wheat.	2,480	3,013	1,574		
Herron.	30	15	49	31	6	42	31	16	30	31	16	30	American.	Panama Railroad Steamship Line	536	0	63	0			Norfolk.	Ballast.	4,000	4,989	3,512		
Ulysses.	25	13	56	31	7	48	31	17	53				American.	United States Navy.	110	0	16	0			Coco Solo.	General.					
S. C. 234.	2-20	16	49	31	7	48	31	17	53				American.	United States Navy.	110	0	16	0			Coco Solo.	General.					
S. C. 286.	2-19	18	46	31	7	48	31	17	53				American.	United States Navy.	110	0	16	0			Coco Solo.	General.					
S. C. 288.	20	16	49	31	7	48	31	17	53				American.	United States Navy.	110	0	16	0			Coco Solo.	General.					
S. C. 355.	1	0	05	1	7	52	1	15	52	1	17	10	Japanese.	Kawasaki Co.	335	0	51	0	27	0	Savannah.	Nitrate.	8,010	5,924	4,392		
Spain Maru.	1	2	10	1	7	56	1	16	05	1	17	10	American.	Luckenbach Line	317	5	40	2	21	0	Philadelphia.	General.	3,000	2,936	2,091		
Frederick Luck-	2	2	00	2	7	46	2	14	51				American.	Panama Railroad Steamship Line	323	5	39	0	21	0	New York.	General.	2,480	3,013	1,574		
enbach.	2	7	45	2	8	58	2	16	12	2	16	12	American.	Sherman Steamship Co., Inc.	400	3	45	3	21	0	New York.	Copper bars.	4,000	4,989	3,512		
Gen. H. F.																											
Hodges.																											
Sherman.																											

\* Submarine.

For orders.

Nitrate, sugar, and vanadium.

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—
March 27....	Turrialba.....	United Fruit Co.	New Orleans via way-ports.	March 27....	Turrialba.....	United Fruit Co.	Bocas del Toro.
March 27....	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	Port of Haiti.	March 28....	Oranle Nassau.	Royal Netherlands W. I. Mail Co.	Port Limon.
March 28....	Parisma.....	United Fruit Co.	New York via Haiti.	March 30....	Turrialba.....	United Fruit Co.	New Orleans.
March 28....	Orante Nassau.	Royal Netherlands W. I. Mail.	Amsterdam via wayports	March 31....	Santa Marta.	United Fruit Co.	New York via Kingston.
March 29....	Ramiro 11.	Jose M. de La Vega.	Cartagena.	March 31....	Parisma.	United Fruit Co.	New Orleans via Bocas del Toro and Habana.
March 29....	Achilles 12.	Panama Railroad Steamship Line.	Norfolk.	March 31....	Carrillo.	United Fruit Co.	New York via Colombia and Kingston.
March 30....	Carrillo.....	United Fruit Co.	Bocas del Toro.	March 31....	Philadelphia.	Leyland Line.	New Orleans.
March 30....	Ramiro 11.	United Fruit Co.	New York via Kingston.	April 1....	Ramiro 11.	Jose M. de La Vega.	Cartagena.
March 31....	Atlas 13.	United Fruit Co.	Colombian ports.	April 2....	Achilles 12.	Panama Railroad Steamship Line.	Norfolk.
March 31....	Dovea.....	Curacao Shipping Co.	Curacao.	April 2....	Tolosa.	United Fruit Co.	New York via Port Limon and Habana.
April 1....	Tolosa.....	United Fruit Co.	New York via wayports.				

\*\* Motor schooner.

\*\* Collier.

\*\* Tug.

(Continued on page 517, column 2.)

### Length, Beam, and Draft of Commercial Vessels Through the Canal in February.

The aggregate and average length, beam, and draft of commercial vessels of various nationalities passing through the Canal in the month of February, 1921, are summarized in this table:

No. of ships.	Nationality.	LENGTH.		BEAM.		DRAFT.	
		Aggregate.	Average.	Aggregate.	Average.	Aggregate.	Average.
100	United States.....	37,925.8	379.3	5,122.8	51.2	2,260.6	22.6
80	British.....	28,293.8	353.7	3,757.6	47.0	1,613.2	20.2
13	Norwegian.....	6,318.3	351.1	894.2	49.7	379.2	21.1
13	Japanese.....	5,096.3	392.0	672.6	51.7	314.1	24.1
5	Spanish.....	1,745.2	349.0	242.9	43.6	110.1	22.0
4	Dutch.....	1,600.6	400.1	210.5	52.6	78.6	19.7
4	French.....	1,494.1	373.5	194.2	48.5	93.5	23.4
4	Danish.....	1,390.0	347.5	197.2	49.3	99.1	24.8
3	Italian.....	1,239.3	413.1	154.9	51.6	59.7	19.9
3	Chilean.....	954.8	318.3	118.0	39.3	56.0	18.7
2	Swedish.....	798.0	399.0	106.6	53.3	49.1	24.5
2	Costa Rican.....	224.0	112.0	50.0	25.0	16.0	8.0
1	Peruvian.....	381.3	381.3	41.1	41.1	19.1	19.1
1	Russian.....	299.7	299.7	41.5	41.5	18.9	18.9
1	Panaman.....	213.7	213.7	32.6	32.6	15.3	15.3
241	.....	87,974.9	365.0	11,836.7	49.1	5,182.5	21.5

Inclusion of the noncommercial vessels would have increased considerably the aggregate figures for United States ships as 94 vessels operated by departments of the United States Government, principally the Navy, passed through the Canal free of tolls. Counting the non-commercial transits, a total of 335 ocean-going vessels passed through the Canal in February. In January, the month of greatest traffic since the opening of the Canal, 354 vessels made the transit; of these 279 were commercial ships and 75 were Government vessels passing free of tolls.

#### Shipment from Cincinnati to West Coast by All-Water Route.

A press report from Cincinnati, Ohio, states that a shipment of goods was dispatched from that city for Pacific Coast ports on March 21 "over the all-water route." It is said to be the first time that such a shipment from Cincinnati to the west coast has been routed by water. The cargo includes pianos, phonographs, and soap. It was dispatched on the Ohio River steamer *Queen City* for New Orleans, to be transferred there to one of the several lines running from New Orleans through the Panama Canal.

Cincinnati is in latitude 39° 6' 30" North and longitude 84° 30' West (5 degrees west of the Panama Canal), and about 1,450 miles above New Orleans by the Ohio and Mississippi Rivers. It is 830 miles from New Orleans by rail and 752 miles from New York. The surface of the Ohio at Cincinnati at low water is 431.3 feet above sea level.

A note on the arrangement between the Pacific Gulf Caribbean Line, operating a coastwise service through the Canal, with calls at New Orleans, and the Warrior River Service, operating on the Mississippi River, for joint handling of shipments on through bill of lading between Pacific ports of the United States and inland ports on the Mississippi and its tributaries, was published in THE PANAMA CANAL RECORD of December 8, 1920.

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**Change in Tariff No. 4.—Ice.**

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., March 29, 1921.

To all concerned—The following change is made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

## ITEM 25—ICE.

Effective March 17, 1921.

1. Price at both terminals alongside ship, per ton..... \$14.00

JAY J. MORROW,

Governor, The Panama Canal.

Second Vice President, Panama Railroad Company.

(NOTE—The above change will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

**Notice to Mariners.—Is'a Verde Light, Colombia.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 30, 1921.

CIRCULAR No. 643-81:

The master of the Panama Railroad steamship *General O. H. Ernst* reports that the light on Verde Island, Savanilla Harbor, Colombia, has been changed from fixed white to flash of 1 second and eclipse, 4 seconds. Position of light is 11° 2' 30" N., and 75° 1' W. H. O. Chart 925 affected.

Under date of March 14, 1921, the Commandant of the Port of Puerto Colombia reported to the Panama Railroad steamship agent at Barranquilla, Colombia, as follows:

"For your information I have to state that the fixed light of the Isla Verde (Puerto Belillo) Lighthouse has been replaced by a white flash light which operates by means of flashes every 5 seconds, each flash lasting half a second."

It is believed that the conflict in the reported flash interval will not render the distinguishing of the light uncertain.

JAY J. MORROW,

Governor.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended April 2:

U. S. S. *Salterlee*, structural repairs to after starboard side, deck, and steering gear and renewing stem, due to collision, miscellaneous small maintenance jobs on main and auxiliary machinery; launch *Vacuum, Jr.*, repairs to port side of house and awning and life-line stanchions where damaged in collision and overhauling clutch; U. S. submarines *O-12*, *O-13*, and *O-15*, periodical overhaul, including docking, cleaning and painting bottoms and inside superstructure, renewing deteriorated plates and frames in superstructure and repacking stern glands; overhauling sea valves and trimming systems, cleaning and coating tanks, miscellaneous small items of adjustment and repairs to machinery; pile driver *No. 198*, installing doublers on both sides from water line to fenders; U. S. tug *Sciota*, testing and cleaning boilers, reboring water ends and renewing plungers in air pumps, manufacturing miscellaneous repair parts for auxiliary machinery; barges *Nos. 137* and *138*, docking, staging, cleaning, and painting bottom, cleaning and painting inside and out, renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A-frames, overhauling operating gear; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged, rebuilding stanchions and roof, concrete pontoons, cofferdamming and repairing broken sides and deck, and repairing roof where damaged by being rammed by steamship *Wolverine State*; steamship *Caribbean*, general repairs to boilers and auxiliary machinery, minor repairs to main engines, overhauling cattle pens and cattle deck, cleaning and painting inside of hull and quarters, and miscellaneous minor repairs throughout vessel; barge *No. 47*, reboring fenders, hull plates and deck plates, on one corner where damaged; launch *Coco Solo*, general repairs to engine, clutch, and tail shaft; steamship *Ulysses*, reboring low-pressure cylinders and renewing rings; calking leaks in boilers.

The following vessels were at the Cristobal shops for repairs during the week ended April 4:

Steamships *Panama*, *Achilles*, and *General G. W. Goethals*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. Eagle *No. 31*, install ballast, clean and paint hull; U. S. submarine *O-14*, renew battery and hull ventilation ducts, make and install new anchor shaft, etc.; steamship *Balboa*, refasten valve-seats on circulating pump; renew 2" sanitary line on port side, etc.; S. P. *No. 2235*, secure door on deck over galley and door on deck aft, manufacture and install wood deck on forecastle in place of steel deck, etc.; steamship *Acajulla*, clean and paint bottom, repair boilers, fit lagging on boiler, renew No. 1 steel plate, repair fiddley main deck; tug *Atlas*, examine propeller shaft and repair as directed, unship two fuel pumps and install two new pumps; tanker *Doewa*, alter crew accommodations, manufacture, fit, and install steel water-tight doors as per plan furnished, examine and repair gravity tank valves, etc.; tug *Porto Bello*, braze flange for main steam pipe, renew suction to sea cock, etc.; steamships *Carlago*, *Tyne*, *Oranje Nassau*, *Parismina*, *Philadelphian*, motor ship *Canada*, steamship *Poplar Branch*, launches *Naos*, *Margarita*, *Nard*, *Rodman*, *Patrol*, dredge *No. 86*, tugs *Favorite*, *Tavernilla*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 2, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cuba.....	Pacific Mail Steamship Line.....	March 27.....	March 27.....		736
Gen. G. W. Goethals..	Panama Railroad Steamship Line..	March 27.....		1,975	
Asia.....	East Asiatic Co.....	March 28.....	March 29.....	127	274
Parismina.....	United Fruit Co.....	March 28.....	March 31.....	718	100
City of Para.....	Pacific Mail Steamship Co.....	March 28.....		337	
Philadelphian.....	Leyland Line.....	March 29.....	March 31.....	411	341
Cauca.....	Pacific Steam Navigation Co.....	March 29.....	March 31.....		131
Achilles.....	Panama Railroad Steamship Line..	March 29.....	April 2.....	12,006	(*)
Ramiro.....	Jose M. de la Vega.....	March 29.....	April 1.....	35	5
Turrialba.....	United Fruit Co.....	March 30.....	March 30.....	3	1
Carrillo.....	United Fruit Co.....	March 30.....	March 31.....	555	289
Santa Marta.....	United Fruit Co.....	March 31.....	March 31.....	2	11
Canada.....	Johnson Line.....	March 31.....	March 31.....	20	(*)
Tolosa.....	United Fruit Co.....	April 1.....	April 2.....	7	45
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	April 1.....	April 2.....	22	250
Panama.....	Panama Railroad Steamship Line..	April 2.....		2,094	
Gen. H. F. Hodges.....	Panama Railroad Steamship Line..	April 2.....		64	
Camito.....	Elders & Fyffes, Ltd.....	April 2.....	April 2.....	20	*315

\* No cargo laded.

\* Pounds.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 2, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cuba.....	Pacific Mail Steamship Co.....	March 27.....	March 27.....		11
City of Para.....	Pacific Mail Steamship Co.....	March 27.....	March 28.....	11	
Tokuyu Maru.....	Toyen Kabushiki Kaisha.....	March 28.....	March 28.....	90	

**Amendment to First Paragraph of the Edge Act.**

(PUBLIC—NO. 329—66th CONGRESS.)

(S. 4436.)

AN ACT To amend the Act approved December 23, 1913, known as the Federal Reserve Act.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first paragraph of the Act approved December 24, 1919, known as the Edge Act, amending the Federal Reserve Act, be amended by adding at the end a proviso, so that the paragraph as amended will read as follows:

"SEC. 25. (a) Corporations to be organized for the purpose of engaging in international or foreign banking or other international or foreign financial operations, or in banking or other financial operations in a dependency or insular possession of the United States, either directly or through the agency, ownership, or control of local

institutions in foreign countries, or in such dependencies or insular possessions as provided by this section, and to act when required by the Secretary of the Treasury as fiscal agents of the United States, may be formed by any number of natural persons, not less in any case than five: *Provided*, That nothing in this section shall be construed to deny the right of the Secretary of the Treasury to use any corporation organized under this section as depositaries in Panama and the Panama Canal Zone, or in the Philippine Islands and other insular possessions and dependencies of the United States."

Approved, February 27, 1921.

### Wages of Silver Roll Employees.

The policy of The Panama Canal with relation to the wages of its so-called "silver roll" employees, who are largely West Indians, has been to increase their wages in accordance with the increase in the cost of living. The first increase of this kind was made in 1916, and as living costs have advanced, similar increases have been made since then. The rate for common labor is now 23 cents an hour, as compared with 10 cents an hour in 1914, with the difference that an 8-hour day is worked now, whereas a 9-hour day was worked in 1914, making the comparative daily compensation \$1.84 at the present time and 90 cents in 1914.

A study of the cost of living, made in March, 1921, indicates that a reduction of 2 cents an hour would be justifiable on account of decreases in living cost. It has been decided, however, not to make this reduction at this time but to await the developments of the next few months in commodity prices.

It has been decided, however, not to authorize further advances within the schedule as established at this time except in cases of special merit, and to this end, the following circular has been issued by the Governor, dated April 4, 1921:

#### RATES OF PAY—SILVER ROLL.

(Supplement No. 26 to Circular No. 666-14.)

#### TO HEADS OF DEPARTMENTS AND DIVISIONS:

Effective April 1, 1921, heads of departments and divisions are advised that, until further notice, it will be the general policy of The Panama Canal and Panama Railroad Company to limit promotions on the silver roll to cases where a special reason exists for the promotion. Recommendations for such promotions should be considered by the head of the department or division, and, if approved, should be forwarded by him to the Governor before the 10th of the month preceding that in which the promotion is to become effective. Sections 4, 10, 21, and 22 of Circular 666-14 are amended accordingly.

### Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective April 1, 1921:

Commodities.	Unit.	Price.
Brass, bar, average .....	Lb.	\$0.31
Brass, sheet, average .....	Lb.	.55
Bronze, Tobin, average .....	Lb.	.35
Cement, at Panama:		
Including bags and surcharge .....	Bag	2.07
Credit for empty bags returned .....	Bag	.25
Cement, at Colon:		
Including bags and surcharge .....	Bag	1.95
Credit for empty bags returned .....	Bag	.25
Charcoal .....	Cwt.	1.63
Gasoline, motor grade .....	Gal.	.40
Lead, sheet, average .....	Lb.	.125
Lead, pig .....	Cwt.	11.68
Lumber, yellow pine or fir, except ceiling .....	M ft. B. M.	77.50
Lumber, ceiling, siding, and flooring, 1" x 6" .....	M ft. B. M.	96.25
Lumber, flooring, 1" x 3" and 1" x 4" .....	M ft. B. M.	108.75

Lumber, native, prices per 1,000 feet board measure:

Kind.	ROUGH.	
	Green.	Kilned.
Almendra.....	\$106.25	\$118.75
Alcavu.....	87.50	100.00
Alcareto.....	106.25	118.75
Amargo.....	106.25	118.75
Bateo.....	62.50	75.00
Cedro Amargo.....	106.25	118.75
Caoba Blanca.....	87.50	100.00
Guayacan.....	137.50	150.00
Maria.....	62.50	75.00
Pilon.....	75.00	87.50
Roble.....	62.50	75.00
Mangle Colorado.....	106.25	118.75
Nispero.....	137.50	150.00
Notes:		
1. Second grade Alcavu.....	\$68.75	
2. Second grade Caoba Blanca.....	68.75	
3. Second grade Cedro Amargo.....	93.75	
4. Almendra, special.....	75.00	
5. Alcareto, special.....	75.00	
6. Amargo, special.....	75.00	
7. Other than rough standard native lumber required by individuals and companies will be manufactured by the Mechanical Division for their account.		

Commodities.	Unit.	Price.
Metal, yellow.....	Lb.	\$0.34
Oakum, navy, spun.....	Lb.	.175
Oakum, navy, unspun.....	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl of 42 gals	2.75
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge.....	Bbl of 42 gals	3.00
Oils, greases, and lubricants:		
Oil, air compressor cylinder.....	Gal.	.51
Oil, ammonia cylinder.....	Gal.	.51
Oil, burning.....	Gal.	1.25
Oil, cylinder, dark marine.....	Gal.	1.10
Oil, cylinder, ice machine, steam.....	Gal.	.91
Oil, dynamo.....	Gal.	.775
Oil, engine, in tins.....	Gal.	.675
Oil, engine, in barrels.....	Gal.	.49
Oil, gas, engine, heavy, in barrels.....	Gal.	1.04
Oil, gas, engine, heavy, in cases.....	Gal.	1.125
Oil, gas, engine, medium, in drums.....	Gal.	.65
Oil, kerosene, in drums.....	Gal.	.375
Oil, kerosene, in tins.....	Gal.	.425
Oil, linseed, boiled.....	Gal.	2.225
Oil, linseed, raw.....	Gal.	1.61
Oil, locomotive engine.....	Gal.	.34
Oil, lard.....	Gal.	1.925
Oil, marine engine.....	Gal.	1.04
Oil, marine engine.....	Gal.	.59
Oil, marine engine.....	Gal.	.89
Oil, marine engine.....	Gal.	.99
Oil, mineral seal.....	Gal.	.35
Oil, nonliquid.....	Lb.	.075
Oil, stationary engine.....	Gal.	.50
Oil, sperm.....	Gal.	2.61
Oil, gas engine, motor, heavy.....	Gal.	.475
Oil, signal.....	Gal.	1.24
Oil, valve.....	Gal.	.46
Oil, car.....	Gal.	.21
Grease, gear, black.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.11
Grease, yellow, cup, No. 5.....	Lb.	.11
Grease, rod, special.....	Lb.	.225
Grease, tunnel bearing.....	Lb.	.19
Tallow.....	Lb.	.24
Turpentine.....	Gal.	2.26
Turpentine, substitute.....	Gal.	.725
Vaseline.....	Lb.	.15
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.16
Paint, zinc, white, dry.....	Lb.	.20
Paint, zinc, white, in oil.....	Lb.	.20
Paint, zinc, white, leaded, 35 per cent in oil.....	Lb.	.16
Rope, manila, 2" diameter.....	C. ft.	.59
Rope, manila, 2 1/2" diameter.....	C. ft.	1.175
Rope, manila, 3" diameter.....	C. ft.	2.20
Rope, manila, 3 1/2" diameter.....	C. ft.	3.64
Rope, manila, 4" diameter.....	C. ft.	4.69
Rope, manila, 4 1/2" diameter.....	C. ft.	6.19
Rope, manila, 5" diameter.....	C. ft.	7.73
Rope, manila, 1 1/4" diameter.....	C. ft.	12.21
Rope, manila, 1 1/2" diameter.....	C. ft.	17.51

Commodities.	Unit.	Price.
Rope, manila, 1½" diameter.....	C. ft.	\$25.83
Rope, manila, 2" diameter.....	C. ft.	30.90
Rope, manila, 2½" diameter.....	C. ft.	49.35
Rope, manila, 3" diameter.....	C. ft.	67.53
Rope, manila, 3½" diameter.....	C. ft.	91.15
Rope, manila, 4" diameter.....	C. ft.	111.43
Soap, laundry.....	Lb.	.125
Soda, ash.....	Lb.	.04
Waste, colored.....	Lb.	.25
Waste, white.....	Lb.	.25
Zinc, boiler plate, ¼" x 6" x 12".....	Lb.	.15

### Reduced Rate Granted by All America Cables, Inc., to Government Employees on Personal and Social Messages.

Under an agreement with the All America Cables, Inc., the employees of the United States Government resident on the Isthmus are accorded reduced rates for the transmission of personal and social messages.

No reduction in rates is allowed on messages of a business or commercial nature.

### May Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of May, 1921. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 13 and 14 years, respectively.

*Winds*—The 1st 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.

*Rain*—Heavy rains may be expected on both coasts and over the interior. The monthly average rainfall at Cristobal is 12.45 inches and at Balboa Heights 8.23 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° F. on the Atlantic Coast and about 14° F. 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 1921*, 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	4:29	10:37	<b>6:03</b>	<b>11:01</b>	Th	12	0:45	6:57	<b>1:12</b>	<b>7:14</b>	M	23	4:38	10:46	<b>4:47</b>	<b>11:11</b>
		4.0	11.9	4.5	11:2			-0.1	15.4	1.3	15.3			15.1	1.2	15.5	0.1
M	2	5:27	11:41	<b>6:01</b>	.....	F	13	1:37	7:49	<b>2:11</b>	<b>8:10</b>	Tu	24	5:20	11:25	<b>5:23</b>	<b>11:49</b>
		4.0	12.2	4.1	.....			0.6	15.0	1.9	14.6			14.9	1.5	15.0	0.6
Tu	3	0:08	6:23	<b>12:34</b>	<b>6:56</b>	S	14	2:37	8:47	<b>3:16</b>	<b>9:13</b>	W	25	6:01	<b>12:04</b>	<b>6:08</b>	.....
		11.6	3.8	12.8	3.5			1.3	14.5	2.4	13.9			14.6	2:1	14:5	.....
W	4	0:59	7:16	<b>1:19</b>	<b>7:46</b>	S	15	3:43	9:53	<b>4:24</b>	<b>10:24</b>	Th	26	0:27	6:41	<b>12:46</b>	<b>8:48</b>
		12.3	3.2	13.6	2.6			1.8	14.1	2.5	13.5			1.3	14.2	2.8	13.9
Th	5	1:44	8:04	<b>1:59</b>	<b>6:32</b>	M	16	4:47	11:04	<b>5:29</b>	<b>11:38</b>	F	27	1:09	7:22	<b>1:31</b>	<b>7:29</b>
		13.1	2.5	14.4	1.7			2.1	14.1	2.4	13.5			2.1	13.7	3.5	13.2
F	6	2:25	8:49	<b>2:40</b>	<b>9:14</b>	Tu	17	5:51	<b>12:12</b>	<b>6:32</b>	.....	S	28	1:55	8:04	<b>2:23</b>	<b>8:10</b>
		13.8	1.8	15.1	0.7			2.2	14.5	2.0	.....			2.9	13.3	4.1	12.5
S	7	3:06	9:31	<b>3:20</b>	<b>9:54</b>	W	18	0:42	6:52	<b>1:08</b>	<b>7:31</b>	S	29	2:46	8:52	<b>3:19</b>	<b>9:04</b>
		14.5	1.1	15.7	-0.1			14.0	2.0	15.0	1.5			3.6	12.8	4.5	11.9
S	8	3:48	10:11	<b>4:02</b>	<b>10:34</b>	Th	19	1:40	7:48	<b>1:57</b>	<b>8:23</b>	M	30	3:41	9:45	<b>4:17</b>	<b>10:03</b>
		15.1	0.5	16.1	-0.6			14.5	1.6	15.5	0.8			4.0	12.6	4.6	11.6
M	9	4:31	10:53	<b>4:45</b>	<b>11:14</b>	F	20	2:26	8:40	<b>2:43</b>	<b>9:11</b>	Tu	31	4:36	10:44	<b>5:14</b>	<b>11:12</b>
		15.5	0.3	16.2	-0.8			14.9	1.3	15.8	0.3			4.2	12.7	4.3	11.7
Tu	10	5:18	11:35	<b>5:32</b>	<b>11:58</b>	S	21	3:11	9:25	<b>3:26</b>	<b>9:53</b>						
		15.6	0.3	16.1	-0.6			15.1	1.1	15.8	-0.1						
W	11	6:06	<b>12:21</b>	<b>6:22</b>	.....	S	22	3:56	10:08	<b>4:07</b>	<b>10:33</b>						
		15.6	0.7	15.8	.....			15.2	1.0	15:7	-0.1						

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.

### Dangers of Malarial and Other Infection on Trips Outside of Areas of Sanitation.

The Chief Health Officer authorizes the following:

Because of the many cases of malaria resulting from hunting, camping, and other recreational visits to native villages and unsanitated areas of the Isthmus, the Executive Secretary, in a letter dated March 22, 1919, directed that all scoutmasters, teachers, and others officially in charge of recreational outings submit their plans to the Chief Health Officer for his approval, before undertaking such expeditions. Since the publication of that letter, the Chief Health Officer has withheld his approval on several such occasions, doubtless to the great disappointment of the energetic young scouts and other adventurous persons.

The experience of the past 3 months (the dry season) proves the wisdom of such restrictions and again emphasizes the fact that only in the sanitized areas of the Zone does comparative safety from malaria exist. From January 1 to March 26, 1921, there have been treated, among the civilian and Army population of the Zone, 334 cases of malaria; of these 334 cases, *hardly a half dozen* (other than recurrent or chronic cases) have been chargeable against the sanitized areas, and even of these there are reasons for strongly suspecting that the infections originated in unsanitated areas. It can be said truthfully that, in the dry season at least, the sanitized areas (and these only) are practically free from malaria.

The Chief Health Officer greatly regrets his inability to authorize many proposed expeditions, some of which would be most delightful, in all but their after-results, but taking into consideration the great danger from malaria, dysentery, and other tropical diseases, his advice to careful, conscientious parents, is that they keep themselves and those committed to their charge inside the districts where they receive the maximum protection of sanitation. With proper care as to food and water it is perfectly safe to make such short trips as can be done with the assurance of being within the safety zones after dusk. Any other course brings risks that are unjustified and may result in protracted illness and even death.

### Protection of Birds.—Carrying of Toy Arms by Children.

The Chief of the Police and Fire Division authorizes the following:

Attention is called to the fact that many of the present Canal employees, and their children, do not seem to be aware of the regulations for the protection of birds and their nests in the Canal Zone. The regulations are therefore republished for the benefit of all concerned:

SECTION 1. Birds' nests and eggs shall not be taken nor wilfully destroyed or disturbed.

SEC. 2. No birds shall be held or sold, nor shall any bird be snared, trapped, or captured by any device, except native, or foreign live cage birds known as parrots, parakeets, macaws, skylarks, and canaries.

SEC. 3. Excepting the hereinafter-named game birds, and excepting birds of prey in pursuit of their quarry, no bird shall be hunted or killed, shot at, or wilfully disturbed.

SEC. 4. During the periods specified but at no other times, the following-named game birds may be hunted and killed, but only by a person holding a license to hunt in the Canal Zone:

From and including June 1, to and including October 15 of every year:

"The various species of native wild ducks, pigeons, and doves, and the native game birds belonging to the families of birds known as quail, currawows, and guans.

From and including October 15, to and including January 31 of every year:

(a) The migratory ducks known as blue-winged teal, broadbill, mallard, pintail, and shoveler.

(b) The migratory shore birds known as Wilson's or jack-snipe, and those known as yellow legs.

SEC. 5. The taking of all birds, their nests and eggs for purely scientific purposes may be authorized by the Chairman of the Isthmian Canal Commission, or by the Governor of the Panama Canal, provided that any person desiring such authority shall first submit in writing satisfactory evidence of his or her object which shall be indorsed by some known ornithologist, or the head of a scientific institution of good standing.

SEC. 6. Possession of a bird, or any part thereof, plumage, nest, or egg shall be *prima facie* evidence of the violation of these regulations upon the part of the person having it in possession.

It is to be noted that, with the exception of the provisions for trapping and keeping five varieties of cage birds and for seasonal hunting of certain game birds, the protection of birds is absolute.

The carrying of firearms, including small rifles, and of slingshots, except under permit, is prohibited in the Canal Zone; and as the possession of them by children leads almost inevitably to their hunting birds, it is expected of parents that for the double reason they will not give their children such arms, as both possession and use in the hands of unlicensed persons are contrary to the law.

The protection of birds is based primarily on their value as destroyers of insects, and secondarily on considerations of humanity.

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### Change in Service of Meals at the Tivoli and Washington Hotels.

Beginning May 1, the restaurants of the Tivoli and Washington hotels will be conducted with *a la carte* and special *table d'hote* services at all meals, replacing the present system of *a la carte* breakfasts and *table d'hote* luncheons and dinners. The present regular meal prices will be eliminated and the prices of the *table d'hote* meals will be established daily according to the nature and extent of the meal. Prices will be the same to employees of the Government as to others.

The monthly restaurant rates for regular boarders will be abolished, with the proviso that such of these as have been enjoying employees' rates may continue to pay employees' rates for their quarters during the extent of their present stay.

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### College Catalogues.

For the benefit of those desirous of entering colleges in the fall, The Panama Canal Library has a supply of the latest catalogues from various colleges and universities in the United States. Catalogues have been received during the past week, from: Colgate University, Hamilton, N. Y., and Massachusetts Institute of Technology, Boston, Mass., for men; Cornell University, Ithaca, N. Y., and University of Michigan, Ann Arbor, Mich., coeducational; Simmons College, Boston, Mass., Vassar College, Poughkeepsie, N. Y., and Wellesley College, Wellesley, Mass., for women.

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### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Assistant in exhibits, \$1,500 to \$1,800 a year (male and female); form 2118; age, 21 but not 45 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; April 26, 1921.<sup>1</sup>

Assistant oil shale engineer; \$1,800 to \$2,400 a year (male and female); form 2118; age, below 45 years; vacancies exist in the Bureau of Mines, Department of the Interior, Washington, D. C.; April 26, 1921.<sup>1</sup>

Associate in clinical psychiatry and psychotherapy; No. 129-amended; closing date extended to July 1, 1921.

Dietitian, \$720 a year (male and female); form 1312; age, within reasonable age limits; vacancies exist in the Public Health Service; June 30, 1921.<sup>1</sup>

Preparator in nematology, \$900 to \$1,200 a year (male and female); form 304; age, 18 but not 55 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture; April 27, 1921.

Chief draftsman (aeronautical), \$15.04 per diem (male and female); form 1312; announcement No. 170; age, within reasonable age limits; vacancies exist in the naval aircraft factory, Navy Yard, Philadelphia, Pa.; April 26, 1921.<sup>1</sup>

Foundry helper, \$720 to \$1,080 a year (male and female); form 304; announcement No. 161; age, 18 but not 50 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; April 27, 1921.<sup>1</sup>

Physical laboratory helper, \$600 to \$900 a year (male and female); form 304; announcement No. 164; age, 16 but not 35 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; April 13, May 25, and July 6, 1921.

Superintendent of maintenance, \$2,400 to \$3,000 a year (male and female); form 1312; announcement No. 162; age, below 55 years; vacancies exist in the Ordnance Department at Large, Raritan Arsenal, Metuchen, N. J.; April 12, 1921.<sup>1</sup>

Junior assistant in market business practice, \$1,500 to \$2,100 a year (male and female); form 1312; age, 21 but not 40 years; vacancies exist in the Bureau of Markets, Department of Agriculture; April 27, 1921.

Laboratory aid in forest pathology, \$840 to \$1,200 a year (male and female); form 304; age, 16 but not 45 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, Field; June 8, 1921.

Mechanical superintendent (aircraft); \$11.68 per diem (male and female); form 1312; age, below 55 years; vacancy exists in the naval aircraft factory, Navy Yard, Philadelphia, Pa.; April 26, 1921.<sup>1</sup>

Petroleum engineer (oil and gas production); \$3,000 to \$4,500 a year; oil recovery engineer, \$3,000 to \$3,600 a year; expert driller, \$3,600 to \$3,600 a year; chief oil gauger, \$3,000 to \$3,600 a year; assistant petroleum engineer, \$1,800 to \$2,100 a year; oil gauger, \$1,800 to \$2,100 a year (male and female); form 2118; age, within reasonable age limits; vacancies exist in the Bureau of Mines; April 26, 1921.<sup>1</sup>

Scientific assistant, \$1,200 a year (male and female); form 1312; age, 20 but not 40 years; vacancies exist in the Bureau of Fisheries, Washington, D. C.; April 27, 1921.

<sup>1</sup> 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 day.

### Civil Service Examinations.

Clerk, optional subjects of typewriting, bookkeeping, accounting training and experience, general business training and experience, timekeeping training and experience; usual entrance salaries, \$116.67 to \$158.33 a month; Postal Clerk, usual entrance salary, \$145.83 a month (male and female); form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service, April 9, 1921.

Stenographer and typist (male and female); usual entrance salaries, \$137.50 and \$158.33 a month; form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service; April 16, 1921.

### Official Circulars.

**Acting Auditor, etc., in Accounting Department.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1921.

To all concerned—Effective this date, and during the absence of Mr. H. A. A. Smith, Mr. Elwyn Greene will act as Auditor, and Mr. W. H. Kromer as Assistant Auditor on the Isthmus. Mr. John J. Luckey will act as Chief Accountant.

JAY J. MORROW,  
Governor.

**Acting Municipal Engineer.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1921.

To all concerned—Effective April 1, 1921, Mr. George W. Green will be in charge of the work of

the Municipal Engineering Division as Acting Municipal Engineer during the absence of Mr. D. E. Wright, Municipal Engineer, on leave.

JAY J. MORROW,  
Governor.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 29, 1921.

CIRCULAR NO. 287:

Effective March 17, 1921, Mr. W. F. Foster is designated an accountable official of The Panama Canal, *vice* Mr. S. W. Heald, and as such will account for all nonexpendable property in use by the Superintendent, Panama Railroad and Panama Canal transportation.

H. A. A. SMITH,  
Auditor, The Panama Canal.

Approved:  
JAY J. MORROW,  
Governor.



**Sailing of the "Panama."**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., March 31, 1921.

To all concerned—The steamship *Panama* will sail from Cristobal for New York, via Port au Prince, Haiti, on or about Thursday, April 14, 1921, at 3 p. m.

W. F. FOSTER,  
Acting Superintendent.

4. The capacity of launches *Wilhelm* and the *L-53*, is limited to 30 passengers.

5. Round-trip boat passes are obtainable at the Adjutant's Office, Headquarters, Coast Defenses of Cristobal, Fort de Lesseps, and at Headquarters, Fort Sherman, for passengers from that post. Members of the Army and Navy in uniform require no passes.

By order of Colonel Cloke:  
H. LE R. MULLER,  
Adjutant.

**Fort de Lesseps-Fort Sherman Boat Schedule.**

HEADQUARTERS, C. D. OF CRISTOBAL,  
FORT DE LESSEPS, C. Z., March 29, 1921.

**MEMORANDUM:**

1. The following boat schedule regulating water traffic between Forts de Lesseps and Sherman, is announced, effective Thursday, March 31, 1921:

**DAILY SCHEDULE.**

Leave de Lesseps.	Leave Sherman.
7.00 a. m.	8.00 a. m.
8.30 a. m.	*10.00 a. m.
*12.00 noon	1.00 p. m.
1.30 p. m.	2.00 p. m.
3.45 p. m.	4.15 p. m.
6.00 p. m.	6.30 p. m.
*11.00 p. m.	*11.30 p. m.

\* Freight trip. \* Tuesdays, Thursdays, and Saturdays only. \* When *Poe* runs only.

2. The steamers *Poe* and *Forse* will operate on alternate days under this schedule. These headquarters will announce on Fridays the detail for these vessels by dates, for the ensuing week. The *Forse* docks at Fort Sherman, and the *Poe* at Fort de Lesseps when not running. Additional trips necessary for these vessels to go on schedule, or to return to berths after completion of the daily run, are not shown on this schedule.

3. The following emergency boat schedule is announced for use on short notice when boiler cleaning, repairs, or an unforeseen contingency necessitates the withdrawal of one of the large vessels, the *Poe* or *Forse*, from the regular schedule. Advance notice will be given when possible, specifying the exact period during which the emergency schedule will operate:

<i>Poe</i> or <i>Forse</i> .		<i>Wilhelm</i> (or <i>L-55</i> ).	
Leave De Lesseps.	Leave Sherman.	Leave De Lesseps.	Leave Sherman.
7.00 a. m.	8.00 a. m.	.....	.....
8.30 a. m.	10.00 a. m.	.....	.....
12.00 noon	1.00 p. m.	.....	.....
.....	.....	1.30 p. m.	2.00 p. m.
3.45 p. m.	4.15 p. m.	.....	.....
.....	.....	6.00 p. m.	6.30 p. m.

Night trips on emergency schedule, Saturday only.

**Sale of Equipment on Hand at the Old Power and Refrigerating Plant, Commissary Division, Cristobal.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 12, 1921, and then opened for the purchase of various ice machinery, electrical generators, pumps, etc., on hand at the old power and refrigerating plant, Commissary Division, Cristobal. Form of proposal may be had upon application to the office of the Chief Quartermaster, or the General Manager, Commissary Division. The Panama Canal reserves the right to reject any or all bids.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Braid, mohair, black, yd. ....	\$0.12, .13, .20
Braid, silk, yd. ....	.25
Braid, military, black, yd. ....	.04
Buttons, pearl, white, 2-hole, doz. ....	.17

*Grocery Section.*

Beans, Chiriqui, lb. ....	.06
Beans, Chiriqui, 1s pkg. ....	.07
Cheese, Parmesan, grated (Cross & Blackwell, 1/2-pint bot. ....	.57
Candies, Roberts:	
Chocolate nougatines, 3-oz. box. ....	.25
Chocolate caramels, 3-oz. box. ....	.25
Chocolates, assorted, red, 3-oz. box. ....	.18
Caramels, Phoebe Phelps, 2 1/2-oz. pkg. ....	.10
Caramels, Phoebe Phelps, 1 1/2-oz. pkg. ....	.05

*Hardware Section.*

Athletic goods:	
Bats, autographed, No. 350, ea. ....	3.00
Bats, No. 200-S, ea. ....	1.75
Bats, No. 50-B, ea. ....	.43
Balls, golf, Spalding Fifty, 31 d'wt, ea. ....	.60
Balls, golf, Midget Dimple, 31 d'wt, ea. ....	.60
Electrical goods:	
Percolators, valveless, Grecian urn, cup, plain urn, ea. ....	19.75
Mattresses, 3/0 x 6/3, Ostermoor, ea. ....	26.20
Nitro-solvent, P. C., 3-oz. bot. ....	.15
Pipes, briar, ea. ....	.27
Razor, Durham Duplex, set. ....	.78
Trunks, wardrobe, Seward's:	
43 1/2" ....	38.50
42" ....	\$40.65, \$43.05
40" ....	\$26.70, \$35.50

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

**Locations of Patients, and Visiting Hours, at Ancon Hospital.**

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
Section "A"—White American, male:		Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 1, Medical, Eye and Ear .....	44	
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical .....	44	
Ward No. 4, Surgical .....	41	
Cells (2) .....	2	
	172	
Section "B":		Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.
White American, female .....	23	
White foreign, female .....	15	
Nursery .....	16	
Private rooms (40) .....	45	
Cells (2) .....	2	
	102	
Section "C":		Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 9, White foreign, male .....	39	
Ward No. 10, Colored, eye and ear, convalescent medical .....	39	
Ward No. 11, Colored Acute surgical .....	39	
Ward No. 12, Colored Acute medical .....	39	
Ward No. 13, Colored Convalescent surgical .....	39	
Ward No. 14, Colored Convalescent surgical .....	39	
Cells (6) .....	6	
Rooms (7) .....	7	
	247	
Section "D":		Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m. Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 15 .....	41	
Ward No. 16 .....	39	
Ward No. 17, Colored children .....	32	
Ward No. 18, White children .....	30	
Ward No. 19, Colored female medical .....	41	
Ward No. 20, Colored female surgical .....	34	
Rooms (6) .....	6	
Cells (6) .....	6	
	229	
Isolation:		No visitors permitted.
Floor No. 1 .....	14	
Floor No. 2 .....	29	
Floor No. 3 .....	23	
Floor No. 4 .....	28	
	99	
Total number of beds .....	849	

Emergency passes are issued only by and in the discretion of the section nurse.

**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.

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## COMMISSARY NOTES.

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### New Stock Hardware.

Several items which have temporarily been out of stock in the hardware sections have been received and are now on sale. These include porch shades, army locker trunks, bread boxes, hair floor brushes, flour sifters, and a few other articles.

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### Notice of Discontinuance.

It has been decided to close the Cristobal tailoring shop and the taking of orders for the making of garments has been discontinued. The Ancon tailoring shop, however, will continue to operate as usual.

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### Lettuce.

Recent advice from the Commissary Purchasing Agent was to the effect that the lettuce to be had in the market at that time was of such quality that it would not stand shipment. However, it is expected that within a very short time lettuce from South Carolina will be available.

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### Oil of Citronella.

Oil of Citronella, bottled at the Commissary Division's plant, is particularly good for keeping insects away. Many will find it useful on jungle trips, a light application to the exposed skin having the desired effect. It is sold for 20 cents the 2-ounce bottle.

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### Sheet Music.

A large shipment of popular sheet music, ranging in price from 9 cents to 38 cents per copy, has just been received from New York and distributed to the line stores. Included are the latest Broadway numbers as well as selections from musical comedies and comic operas now current. This gives the commissaries the most complete assortment they have ever had.

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### Metal Cleanser.

A new item manufactured by the Commissary Division is Nitro-solvent, which has been prepared in response to requests from sportsmen all over the Isthmus for a satisfactory article for cleaning the inside of gun barrels, cylinders, and chambers. This preparation will keep these parts in first-class condition and will prevent pitting of metal. The formula used has been approved by one of the largest manufacturers of firearms in the United States. The price is 15 cents for a 2-ounce bottle.

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### Books.

#### Books received:

"Pipefuls," by Christopher Morley; "Roaming through the West Indies," by Harry A. Franck.

A large shipment of popular-priced books, in which are included a number of Zane Grey's novels, and books for boys; "Lightnin'," by Frank Bacon; "Way Down East," by John R. Grismer; detective stories by Arthur B. Reeve; "Tales of Tarzan," by Edgar Rice Burroughs, as well as fiction by Sir Gilbert Parker, A. T. Quiller-Couch, and others, has been distributed among Ancon, Balboa, Cristobal, Pedro Miguel, and Gatun commissaries, and is now on sale. These are priced at \$1.

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### Salad Dressing and Pastry Coloring.

The Washington and Tivoli hotels are imparting an attractive tint to the dressing used on certain fruit salads, by means of a solution manufactured by the Commissary Division and sold in 2-ounce, 4-ounce, and 8-ounce bottles, at 10 cents, 15 cents, and 30 cents per bottle, respectively. It may be had for this purpose in strawberry red or in brilliant green. The Commissary Division also manufactures lemon yellow, orange, chocolate brown, and a lighter brown solution at the same prices. These may be used for coloring cakes, jellies, ice cream, icings, etc. All are produced from certified colorings only and conform with the National Food and Drugs Act.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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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 XIV. Balboa Heights, C. Z., April 13, 1921. No. 35.

## Amendment to Tariff No. 4.—Water.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., April 4, 1921.

The following amendment is made to Tariff No. 4, Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

### ITEM 23.—WATER.

Effective May 1, 1921.

#### 1. Canal Zone:

Alongside of dock, through hose, per 1,000 gallons.....	\$0.50
Minimum charge, regardless of quantity.....	3.00
Delivered to ships at anchor by floating equipment—	
Minimum charge for 16,000 gallons or less.....	60.00
For each additional thousand over 16,000 gallons, per 1,000 gallons	2.00
Charges are based upon even thousand gallons, 500 gallons or over being charged as 1,000 gallons.	

JAY J. MORROW,

Governor, The Panama Canal.

President, Panama Railroad Company.

(NOTE.—The above change will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.)

## Canal Traffic in March.

The number of commercial ships passing through the Canal in March was 235, an average of 8.2 per day. Their aggregate net tonnage, Panama Canal measurement, was 1,112,818 tons. The total cargo carried was 1,184,563 tons of 2,240 pounds. The tolls earned amounted to \$1,105,536.55.

The March traffic was distributed over trade routes as shown in the following tabulation:

### ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From East Coast of United States to Far East:</i>							<i>Long tons.</i>
British.....	8	36,813	43,889	53,614	34,733	\$45,773.65	51,859
Japanese.....	8	31,920	35,522	46,967	31,466	39,278.45	35,226
United States.....	4	14,724	19,606	24,134	14,927	18,405.00	26,974
Totals.....	20	83,457	99,017	124,715	81,126	103,457.10	114,059
<i>United States coastwise:</i>							
United States.....	16	62,697	71,770	92,878	58,560	75,338.65	55,111
<i>From East Coast of United States to West Coast of South America:</i>							
United States.....	7	19,431	25,368	32,167	19,631	24,285.05	28,040
British.....	4	9,753	13,352	17,579	10,374	12,191.25	4,824
Brazilian.....	1	3,511	4,566	5,472	3,523	4,388.75	6,700
Russian.....	1	3,375	3,940	5,236	3,398	4,218.75	5,037
Norwegian.....	1	2,444	3,042	3,652	2,418	3,055.00	4,749
Danish.....	1	1,523	1,492	1,955	1,208	1,790.40	2,347
Totals.....	15	40,037	51,760	66,061	40,552	49,929.20	51,697
<i>From Europe to Australasia:</i>							
British.....	14	80,599	96,952	121,525	77,844	100,189.30	72,339

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From United States to Australasia:</i>							
British.....	6	28,787	35,493	43,172	28,492	\$35,983.75	41,684
Japanese.....	1	4,357	4,400	5,857	4,259	5,230.00	6,142
United States.....	1	2,996	3,743	4,747	2,984	3,745.00	5,262
Swedish.....	1	2,850	4,567	4,875	3,677	3,562.50	7,100
Totals.....	9	38,990	48,203	58,651	39,412	48,571.25	60,188
<i>From Europe to West Coast of South America:</i>							
British.....	6	23,723	28,395	38,158	23,331	29,653.75	22,523
French.....	1	3,600	4,146	5,765	3,881	4,500.00	777
Danish.....	1	2,771	3,484	4,358	2,771	3,463.75	3,981
Dutch.....	1	2,224	3,807	3,623	2,229	2,780.00	1,646
Totals.....	9	32,318	39,832	51,904	32,712	40,397.50	28,927
<i>From Cristobal to West Coast of South America:</i>							
British.....	5	3,766	5,667	7,273	4,197	4,707.50	1,031
Peruvian.....	2	3,021	5,910	9,361	5,100	3,776.25	2,433
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	835
United States.....	1	336	350	615	372	420.00	136
Totals.....	9	8,586	14,504	19,802	11,269	10,732.50	4,435
<i>From Europe to West Coast of United States:</i>							
United States.....	5	23,424	26,812	33,017	23,354	28,908.50	19,212
Danish.....	1	4,473	5,588	7,014	4,460	5,591.25	2,200
British.....	1	3,669	4,592	5,596	3,553	4,586.25	3,000
French.....	1	897	1,028	1,509	794	1,121.25	1,000
Totals.....	8	32,463	38,020	47,136	32,161	40,207.25	25,412
<i>From East Coast of Mexico to West Coast of South America:</i>							
United States.....	4	16,605	21,480	26,242	15,852	20,756.25	32,900
Norwegian.....	2	8,881	10,203	13,981	8,838	11,101.25	18,300
British.....	1	4,645	5,311	7,270	4,513	5,806.25	9,600
Totals.....	7	30,131	36,994	47,493	29,203	37,663.75	60,800
<i>From East Coast of Mexico to West Coast of United States:</i>							
United States.....	4	17,631	19,151	24,967	16,863	21,850.55	34,105
British.....	1	4,325	4,963	6,533	4,178	5,406.25	9,000
Totals.....	5	21,956	24,114	31,500	21,041	27,256.80	43,105
<i>From West Indies to Far East:</i>							
Japanese.....	4	13,974	15,319	19,793	13,770	17,353.00	24,710
<i>From East Coast of United States to Balboa, C. Z.:</i>							
United States.....	3	18,442	20,657	27,938	18,400	23,063.05	31,047
<i>From East Coast of Mexico to West Coast of Canada:</i>							
United States.....	3	14,910	15,365	20,111	14,423	17,977.55	26,129
<i>From Cristobal, C. Z., to West Coast of United States:</i>							
United States.....	3	3,990	4,617	6,355	3,795	4,585.00	1,540
<i>From Cristobal, C. Z., to Central America:</i>							
British.....	2	1,441	1,610	2,689	1,459	1,801.25	1,233
<i>From Europe to West Coast of Canada:</i>							
Dutch.....	1	6,852	6,961	9,065	6,871	8,353.20	1,500
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	4,060
Totals.....	2	10,238	12,417	14,623	11,117	12,585.70	5,560
<i>From East Coast of Canada to Australasia:</i>							
British.....	1	4,913	5,309	7,995	4,911	6,141.25	5,900
<i>From East Coast of Mexico to Balboa, C. Z.:</i>							
Norwegian.....	1	4,438	5,085	7,022	4,438	5,547.50	9,600
<i>From East Coast of Mexico to Far East:</i>							
British.....	1	3,271	3,717	5,167	3,230	4,088.75	6,315
<i>From West Indies to Australasia:</i>							
British.....	1	2,842	3,446	4,533	2,842	3,552.50	5,900
<i>From East Coast of Canada to South America:</i>							
British.....	1	1,390	1,595	2,253	1,384	1,148.40	.....
<i>From Europe to Hawaiian Islands:</i>							
Norwegian.....	1	1,317	1,327	1,425	1,317	1,592.40	1,817
<i>Colombian coastwise:</i>							
British.....	1	638	706	1,170	654	797.50	178

ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Indies to West Coast of South America:</i>							<i>Long tons.</i>
United States.....	1	609	635	1,185	604	\$457.20	.....
<i>From East Coast of United States to Central America:</i>							
United States.....	1	530	530	701	530	662.50	577
<i>From East Coast of Central America to West Coast of South America:</i>							
Peruvian.....	1	49	49	62	46	36.75	.....
<i>From West Indies to West Coast of United States:</i>							
United States.....	1	42	41	61	42	31.50	.....
Grand totals.....	140	514,468	613,591	784,748	506,842	635,165.10	636,579

PACIFIC TO ATLANTIC.

<i>From West Coast of South America to East Coast of United States:</i>							
United States.....	8	22,312	29,041	35,673	22,913	\$27,890.00	32,045
British.....	3	9,178	11,855	16,317	9,705	10,243.73	2,903
Norwegian.....	3	7,411	9,612	11,298	6,989	9,162.30	17,039
Danish.....	2	6,001	6,861	8,451	5,117	7,501.25	13,700
Japanese.....	1	2,544	2,921	4,105	2,523	3,180.00	5,500
Totals.....	17	47,446	60,290	75,844	47,247	57,977.28	71,187
<i>From West Coast of South America to Europe:</i>							
British.....	10	39,799	48,885	63,126	39,693	49,557.35	60,885
Italian.....	2	6,865	8,515	13,225	7,707	8,581.25	842
Dutch.....	2	6,540	10,313	10,587	6,707	8,175.00	15,290
French.....	1	3,600	4,156	5,788	3,589	4,500.00	7,067
United States.....	1	834	837	929	823	1,004.40	1,310
Totals.....	16	57,638	72,706	93,655	58,519	71,818.00	85,394
<i>From West Coast of United States to Europe:</i>							
British.....	4	15,010	18,302	21,978	13,649	18,762.50	30,087
Norwegian.....	3	11,744	15,496	18,551	12,698	14,680.00	25,718
Danish.....	2	9,461	10,963	13,555	9,445	11,826.25	17,266
Dutch.....	1	4,863	6,066	7,655	4,799	6,078.75	8,950
United States.....	1	3,472	4,899	5,564	3,472	4,340.00	6,142
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	6,640
Totals.....	12	47,980	61,259	72,857	48,288	59,975.00	94,803
<i>United States coastwise:</i>							
United States.....	11	53,351	61,804	77,489	53,726	64,470.64	52,289
<i>From West Coast of South America to Cristobal, C. Z.:</i>							
British.....	5	3,053	3,705	5,218	3,149	3,816.25	1,317
Peruvian.....	2	3,021	5,910	9,361	5,100	3,776.25	5,170
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	595
United States.....	1	336	350	615	372	420.00	727
Totals.....	9	7,873	12,542	17,747	10,221	9,841.25	7,809
<i>From Australasia to Europe:</i>							
British.....	8	43,617	51,926	65,030	43,161	54,124.95	56,642
<i>From West Coast of South America to Mexico:</i>							
United States.....	5	24,772	26,894	35,210	24,753	19,701.03	.....
Norwegian.....	2	8,881	10,171	14,007	8,842	7,323.12	.....
Totals.....	7	33,653	37,065	49,217	33,595	27,024.15	.....
<i>From Far East to East Coast of United States:</i>							
Japanese.....	2	9,353	11,126	14,788	9,163	11,691.25	7,686
British.....	2	7,586	10,826	12,063	7,443	7,935.35	9,000
United States.....	1	3,746	4,754	6,040	3,746	4,682.50	2,680
Totals.....	5	20,685	26,706	32,891	20,352	24,309.10	19,366
<i>From West Coast of United States to Mexico:</i>							
United States.....	5	23,754	28,380	36,911	23,181	20,433.60	.....
British.....	1	2,879	3,261	4,722	2,897	2,347.92	.....
Totals.....	6	26,633	31,641	41,633	26,078	22,781.52	.....
<i>From West Coast of United States to Cristobal, C. Z.:</i>							
United States.....	4	6,153	7,076	9,759	5,958	7,655.80	2,540

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From Balboa, C. Z., to East Coast of United States:</i>							<i>Long tons.</i>
United States.....	3	18,831	20,657	27,666	18,443	\$15,016.71	.....
<i>From Australasia to East Coast of United States:</i>							
British.....	1	4,971	5,470	7,964	4,985	6,213.75	2,000
United States.....	1	3,836	5,256	6,213	3,836	4,795.00	5,120
Totals.....	2	8,807	10,726	14,177	8,821	11,008.75	7,120
<i>From West Coast of South America to Azore Islands:<sup>2</sup></i>							
French.....	1	5,358	5,408	5,618	3,491	6,489.60	7,500
Norwegian.....	1	3,533	4,501	4,645	4,501	4,416.25	8,024
Totals.....	2	8,891	9,909	10,263	7,992	10,905.85	15,524
<i>From West Coast of Canada to East Coast of United States:</i>							
United States.....	2	6,778	9,610	10,955	6,798	8,472.50	11,050
<i>From West Coast of South America to West Indies:<sup>2</sup></i>							
Japanese.....	1	3,607	4,599	4,956	3,500	4,508.75	7,200
Dutch.....	1	2,518	2,707	3,375	2,574	3,147.50	4,377
Totals.....	2	6,125	7,297	8,331	6,074	7,656.25	11,577
<i>From West Coast of United States to West Indies:</i>							
United States.....	2	1,410	1,514	2,006	1,409	1,757.50	730
<i>From West Coast of South America to East Coast of Canada:</i>							
British.....	2	2,779	3,193	4,510	2,767	3,473.75	5,436
<i>From West Coast of Central America to Cristobal, C. Z.:</i>							
British.....	2	1,441	1,610	2,689	1,459	1,801.25	740
<i>From Balboa, C. Z., to East Coast of Mexico.</i>							
Norwegian.....	1	4,438	5,085	7,022	4,438	3,661.20	.....
<i>From West Coast of Canada to Europe:</i>							
United States.....	1	3,808	4,792	6,038	3,742	4,760.00	5,590
<i>From Far East to West Indies:</i>							
Russian.....	1	1,504	1,819	2,693	1,511	1,880.00	187
Grand totals.....	115	409,841	499,227	632,472	410,599	470,371.45	447,984

<sup>1</sup>For orders.

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended April 9:

U. S. S. *Satterlee*, structural repairs to after starboard side, deck, and steering gear, and renewing stem, due to collision, miscellaneous small maintenance jobs on main and auxiliary machinery; launch *Vacuum, Jr.*, repairs to port side of house and awning and life-line stanchions where damaged in collision, and overhauling clutch; U. S. submarines *O-12*, *O-13*, and *O-15*, periodical overhaul, including docking, cleaning, and painting bottoms and inside superstructure; renewing deteriorated plates, and frames in superstructure and repacking stern glands, overhauling sea valves and trimming systems, cleaning and coating tanks, miscellaneous small items of adjustment and repairs to machinery; piledriver *No. 198*, installing doublers on both sides from water line to fenders; U. S. tug *Sciota*, testing and cleaning boilers, reboring water ends and renewing plungers in air pumps, manufacturing miscellaneous repair parts for auxiliary machinery; barges *Nos. 137* and *138*, docking, staging, cleaning, and painting bottom, cleaning and painting inside and out, renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A-frames, overhauling operating gear; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged, rebuilding stanchions and roof; concrete pontoons, cofferdamming and repairing broken sides and deck, and repairing roof where damaged by being rammed by steamship *Wolverine State*; barge *No. 47*, repairs to one end, both plate and fenders, where rammed by tug; launch *Coco Solo*, general repairs to engine, clutch, and tail shaft, renew stem, repair monkey rails, and repair copper sheathing; steamships *Lompoc*, cleaning boilers, repairing tubes and tube sheet in preheater, and altering lay-out of the furniture in captain's cabin; *Steel Maker*, opening turbine gear casing for examination; *Favorite*, renewing section of stem and installing new sections of plate in 3 top stakes where damaged by collision.

The following vessels were at the Cristobal shops for repairs during the week ended April 11:

Steamships *Panama*, *Colon*, *Advance*, and *General H. F. Hodges*, minor repairs to engine, deck, and steward departments; U. S. submarine *O-14*, renew battery and hull ventilation ducts; make and install new anchor shaft, etc.; steamship *Balboa*, refasten valve-seats on circulating pump; renew 2" sanitary line on port side, etc.; S. P. No. 2235, secure door on deck over galley and door on deck aft; manufacture and install wood deck on forecastle in place of steel deck, etc.; steamship *San Juan*, furnish air; forge one steel key and ring for anchor stops, etc.; *Huallago*, manufacture 1 H. P. piston valve and ring; tug *Atlas*, examine propeller shaft and repair as directed; unship 2 fuel pumps and install 2 new pumps. tanker *Doewa*, alter crew accommodations, manufacture, fit, and install steel water-tight doors as per plan furnished; examine and repair gravity tank valves, etc.; U. S. S. *Hannibal*, electric weld back connections in 6 furnaces; steamships *Caribbean*, cut 3 floor plates for fireroom; make rod for drawing piston in pump; fit and install drip pan under dynamo; *Manavi*, rebore stem end of Weir's pump; dry dock, clean, and paint; manufacture and install new funnel, etc; schooners *Astoria*, *Chiquimula*, steamships *Orcuna*, *Solano*, *Alfico*, *Ebro*, S. C. T. *Dodd*, *Cartago*, *Tyne*, dredge No. 86, launch *Naos*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 9, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
City of Para.....	Pacific Mail Steamship Co.....		April 3.....		785
Gen. G. W. Goethals..	Panama Railroad Steamship Line.....		April 5.....		476
Laura C. Hall.....	Pacific Metals Corporation.....	April 3.....	April 4.....	197	( <sup>1</sup> )
Jamaica.....	Pacific Steam Navigation Co.....	April 3.....	April 5.....	12	68
Tyne.....	Pacific Steam Navigation Co.....	April 3.....	April 9.....	85	338
Salvador.....	Pacific Steam Navigation Co.....	April 3.....		361	
Saint Jean.....	French Line.....	April 4.....	April 5.....	218	( <sup>2</sup> )
Alkmaar.....	Royal Netherlands W. I. Mail.....	April 4.....	April 6.....	209	( <sup>2</sup> )
Cartago.....	United Fruit Co.....	April 4.....	April 7.....	855	178
Atenas.....	United Fruit Co.....	April 6.....	April 6.....	( <sup>2</sup> )	7
Point Judith.....	Pacific Mail Steamship Co.....	April 6.....	April 7.....	388½	265
Halway.....	Columbus Shipping Co., Inc.....	April 6.....	April 8.....	3,928	( <sup>2</sup> )
Advance.....	Panama Railroad Steamship Line.....	April 7.....		1,116	
Point Adams.....	Pacific Mail Steamship Co.....	April 7.....	April 7.....	158	( <sup>2</sup> )
Quilpue.....	Pacific Steam Navigation Co.....	April 7.....	April 8.....	32	630
Manavi.....	Pacific Steam Navigation Co.....	April 7.....		49	
Selandia.....	East Asiatic Co.....	April 8.....	April 9.....	86	33
Calamares.....	United Fruit Co.....	April 8.....	April 9.....	360	26
Huasca.....	Chilean Steamship Line.....	April 9.....		77	
Electrician.....	Harrison Line.....	April 9.....		370	
Chile.....	East Asiatic Co.....	April 9.....	April 9.....	( <sup>2</sup> )	4
Ebro.....	Pacific Steam Navigation Co.....	April 9.....		137	
Colon.....	Panama Railroad Steamship Line.....	April 9.....		1,346	
San Mateo.....	United Fruit Co.....	April 9.....	April 9.....	140	( <sup>2</sup> )

<sup>1</sup> Pounds.

<sup>2</sup> No cargo discharged.

<sup>3</sup> No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 10, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
City of Para.....	Pacific Mail Steamship Co.....	April 3.....	April 3.....		3
Laura C. Hall.....	Pacific Metals Corporation.....	April 2.....	April 2.....	2½	
Laura C. Hall.....	Pacific Metals Corporation.....	April 4.....	April 6.....		22
Jamaica.....	Pacific Steam Navigation Co.....	April 5.....	April 5.....		8
Point Judith.....	Pacific Mail Steamship Co.....	April 6.....	April 6.....	36	
Quilpue.....	Pacific Steam Navigation Co.....	April 7.....	April 7.....	½	
Manavi.....	Pacific Steam Navigation Co.....	April 7.....	April 7.....	1	
Point Adams.....	Pacific Mail Steamship Co.....	April 7.....	April 8.....	8	20
Florence Olson.....	Oliver J. Olson.....	April 7.....	April 8.....	242	
Halway.....	United States Shipping Board.....	April 8.....	April 10.....	4,102	
San Juan.....	Pacific Mail Steamship Co.....	April 9.....	April 10.....	10	
Circassian Prince.....	West India Oil Co.....	April 9.....		1,500	

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight, April 9, 1921.*

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—	To—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Ohioan	2	18 02	3	6 10	3	13 09	3	13 58	American.	American-Hawaiian Line.	407 0	53 7	21 0	New York	Los Angeles.	General.	2,525	7,106	5,066
City of Para	3	28 20 40	3	6 15	3	14 25	3	16 52	American.	Pacific Mail Steamship Co.	345 0	38 6	17 7	Cristobal	San Francisco.	General.	786	3,730	2,459
Tinsaren	3	6 36	3	8 15	3	18 00	3	18 00	Swedish.	Rederiaktiebolaget Transatlantic.	436 8	56 2	16 0	Hamburg.	Sydney.	Ballast.	7,601	5,346	3,346
Anstraligen	3	7 15	3	9 05	3	16 40	3	21 40	British.	Commonwealth Transport Co.	385 0	52 3	23 6	Cienfuegos.	Sydney.	Sugar.	5,780	4,722	3,385
Helkon	3	21 07	3	11 10	3	18 35	3	19 30	Norwegian.	Bruusgaard Kiosterud.	280 5	40 0	18 4	New York	Valparaiso.	Oil and iron.	1,800	2,304	1,493
West Kedron	3	1 45	3	12 15	3	20 18	3	20 18	American.	United States Shipping Board.	410 5	54 3	24 8	Antwerp	Los Angeles.	General.	7,363	6,572	4,900
Matoppo	3	9 25	3	13 40	3	21 10	3	22 20	British.	Ellerman & Bucknall.	400 5	52 0	24 0	New York	Australia.	General.	5,020	5,853	4,285
Garfield	3	12 54	3	13 10	3	21 50	4	7 10	American.	W. R. Grace & Co.	299 4	45 0	19 0	New York	Callao.	Gen., iron, rails.	1,993	3,228	2,010
S. C. 284	3	11 15	3	9 08	3	16 30	4	16 30	American.	United States Navy.	400 3	52 0	22 5	Cristobal	Balboa.	Sugar, general.	5,413	5,783	4,008
Mount Berwyn	3	11 15	4	6 20	4	13 52	4	14 55	British.	H. E. Moss & Co.	390 0	51 0	21 5	Marshall.	Vancouver.	General.	6,827	6,101	4,433
Argosy Maru	4	6 39	4	6 23	4	14 24	4	15 22	American.	Wessell Duval & Co. (S. B.).	400 0	51 0	21 0	New York	Valparaiso.	General.	4,412	7,209	5,294
Laura C. Hall	3	8 30	4	7 20	4	15 55	4	20 10	Japanese.	Osaka Shosen Kaisha.	415 0	55 0	21 6	Hamburg.	Kobe.	General.	4,412	7,209	5,294
Colin H. Livingston	3	8 30	4	10 00	4	16 42	6	15 20	British.	Pacific Metals Transportation Co.	82 0	25 6	9 0	Cristobal	Buenaventura.	Ballast.	130	69	69
Ingstone	4	10 55	4	11 25	4	18 52	5	13 05	American.	United States Transport Co.	402 6	53 2	26 6	Mobile.	Seattle.	General.	7,916	6,586	4,855
City of Winchester	4	18 23	5	6 15	5	13 49	5	14 50	American.	Ellerman Line, Ltd.	458 1	57 9	28 6	New York	Sydney.	General.	6,500	8,783	6,003
Ypres Maru	4	20 07	5	6 29	5	14 59	5	16 00	Japanese.	Suzuki & Co.	423 0	53 0	23 5	Matanzas.	Yokohama.	Sugar.	9,000	7,104	5,430
City of Victoria	4	15 45	5	7 13	5	15 30	5	16 25	British.	British-Canadian S. S. Co.	415 0	54 1	15 6	Liverpool.	Vancouver.	Ballast.	311	1,187	622
Jamaica	3	23 58	5	9 58	5	16 54	5	22 30	British.	French Steam Navigation Co.	217 0	34 0	11 6	Cristobal	Tumaco.	General.	503	5,849	4,031
Saint Jean	4	6 50	5	11 35	5	18 58	5	21 13	French.	French Line	420 0	50 6	17 0	Havre	Colonel.	General.	6,739	5,631	4,121
Ternier	5	12 47	5	13 10	5	21 19	5	22 50	Norwegian.	W. Wilhelmsen	490 0	52 0	24 6	Norfolk	Valparaiso.	Coal.	1,255	9,505	6,807
Alkmaar	4	21 05	6	6 52	6	14 20	6	15 20	Dutch.	Royal Netherlands W. I. Mail.	440 0	62 6	17 0	Hornburg.	Valparaiso.	General.	7,876	9,453	6,844
Australia	6	6 02	7	6 53	7	14 52	7	17 28	British.	British-India Steam Nav. Co.	482 0	62 7	26 0	Barry	Wellington.	Coal.	4,300	6,755	4,988
Henry S. Grove	7	7 02	7	7 35	7	14 52	7	15 59	American.	A. G. & P. S. Corp. (S. B.).	394 0	53 0	23 0	Philadelphia	Los Angeles.	General.	6,032	5,660	4,174
Potomac	7	10 13	7	10 30	7	17 54	7	18 45	American.	Swayne & Hoyt (S. B.).	289 0	44 0	20 0	Baltimore.	San Francisco.	Gen., pipe, steel.	1,600	2,188	1,971
Muria	7	13 26	8	6 20	8	13 42	8	14 30	American.	Pacific Mail Steamship Co.	289 0	42 0	15 0	Bremen.	San Francisco.	General.	10,000	7,643	5,319
Hatway	6	18 19	8	6 25	8	13 39	8	16 45	German.	Roland Steamship Line.	435 0	56 0	24 0	New Orleans.	Balboa.	Fuel oil.	7,256	6,547	4,964
West Kasson	8	21 20	8	7 50	8	15 40	8	16 45	American.	Columbia Shipping Co. (S. B.).	410 0	54 0	24 0	Norfolk	San Francisco.	Coal.	4,867	11,026	7,912
Mahia	8	7 26	8	7 50	8	16 34	8	19 42	British.	Shaw, Saville & Albion Co.	277 0	62 0	28 0	Barry	Pt. Chalmers.	General.	2,898	2,835	1,822
Mimola	8	7 36	8	8 27	8	17 25	8	18 20	British.	W. R. Grace & Co.	440 0	40 0	20 9	New York	Piment.	General.	4,867	5,501	5,815
Royal Star	7	14 58	8	9 50	8	17 32	8	18 27	British.	Blue Star Line.	304 0	38 0	22 6	Liverpool	Lytleton.	General.	2,290	3,050	2,021
Iris	8	1 35	8	12 10	8	20 00	9	13 58	American.	Pacific Transport Co.	190 0	40 0	12 0	New Orleans	San Francisco.	General.	8,561	9,888	854
Vancouver	6	16 15	9	6 00	9	13 58	9	16 05	Norwegian.	Aktselskapet Wood	370 0	40 0	20 0	Buenos Aires.	Pt. Townsend	Ballast.	3,960	4,774	3,446
Australrag	8	11 47	9	6 40	9	14 45	9	16 05	British.	Australian Government.	370 0	53 0	20 0	Ghent.	Auckland	Super-phosphate.	3,960	4,774	3,446

\* Schooner.

\* Motor schooner.



**Weather Conditions in March, 1921.**

The rainfall for the month was generally below normal everywhere except in the Pacific section, the heavy rain on the 13th on the Pacific Coast, causing considerable excess in the monthly totals at Balboa, Balboa Heights and Miraflores. Totals in the Canal Zone and vicinity ranged from 0.03 inch at Juan Mina to 3.29 inches at Balboa. The greatest amount of rainfall recorded on any one day was 2.24 inches at Balboa on March 13.

The estimated rainfall over Gatun Lake watershed was 0.69 inch, compared with a 11-year mean of 0.80 inch; over the Chagres River watershed area above Alhajuela, it was 1.07 inches, compared with a 20-year mean of 1.08 inches.

The atmospheric pressure and the evaporation were above normal, while the relative humidity, daytime cloudiness, and surface temperature of the sea were below the average. The air temperature was slightly below normal everywhere except on the Atlantic Coast, where it was above the average. The wind movement was approximately normal on the Pacific Coast and over the interior, but above the normal on the Atlantic Coast.

A few light fogs were observed at interior stations, all of which lifted or were dissipated by 7.30 a. m.

Seismic tremors were recorded on the 12th, 21st, and 28th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake, 84.57 feet; maximum, 85.31 feet on the 1st; minimum, 83.76 feet on the 31st; evaporation from Gatun Lake surface, 7.222 inches; rainfall on Gatun Lake drainage basin, 0.69 inch. The total yield of Gatun Lake watershed was 0.78 inch on the watershed and amounted to 113 per cent of the rainfall.

Climatological conditions at the representative 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 with .01 inch or more.	Total movement (miles.)	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.		
Balboa																	
Heights...	29.860	80.8	92	Mar. 10	70	Mar. 3	75.8	2.98	0.72	6	6,224	N.W.	25	N.W.	Mar. 9		
Colon.....	29.874	81.8	88	Mar. 10	72	Mar. 5	76.8	.98	1.57	8	11,835	N.	30	N.E.	Mar. 30		
Gatun.....	80.2	89	Mar. 22	71	Mar. 5	....	....	.79	1.92	9	6,570	N.	27	N.	Mar. 14		
Gamboa...	79.1	91	Mar. 29	69	Mar. 3	....	....	.09	.69	3	5,742	N.E.	27	N.E.	Mar. 24		

**Total Eclipse of the Moon on April 22.**

The Chief Hydrographer authorizes the following:

A total eclipse of the moon will occur in the early morning of April 22. While partial eclipses are common, a total eclipse is comparatively rare.

If the moon passes through the center of the earth's shadow the total eclipse will last approximately 2 hours, but in this case the moon passes somewhat to one side of the center and the period of totality is only 41 minutes. The time of occurrence in 75th meridian time (local time for the Canal Zone) is as follows:

Moon enters penumbra (gradual darkening of moon's disk).....	11.57 p. m., April 21.
Moon enters shadow.....	1.32 a. m., April 22.
Total eclipse begins.....	2.24 a. m., April 22.
Middle of eclipse.....	2.44 a. m., April 22.
Total eclipse ends.....	3.05 a. m., April 22.
Moon leaves shadow.....	4.26 a. m., April 22.
Moon leaves penumbra.....	5.32 a. m., April 22.

As the moon sets the morning of April 22 at 5.29 a. m., it is well above the horizon through all important phases, and approximately 45 degrees above the western horizon at the beginning of the total phase.

An eclipse of the moon differs in one respect from a solar eclipse. In a total eclipse of the sun the moon's shadow describes a narrow path on the earth's surface, while in a lunar eclipse, if the moon passes wholly within the earth's shadow, it is totally eclipsed no matter where the observer may be.

**Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to, "Cristobal, Canal Zone."

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

### New Tariff and Regulations for Public Passenger Conveyances.

New tariff and regulations governing public passenger conveyances in the Canal Zone and in the cities of Panama and Colon, established by Executive Order of the President and by decrees signed by the alcaldes of Panama and Colon, will go into effect May 1, 1921.

The new system effects a departure from previous practices in establishing a system of fare zones. This is explained in the following sections quoted from the Executive Order:

SECTION I. Charges over the scheduled routes set forth in Schedules A and B and made a part hereof, shall be based on a ZONE FARE of \$0.15 U. S. currency for one adult passenger for continuous travel between any two points in any one fare zone without entering into another zone. This ZONE FARE will be called the base rate of fare.

For the purpose of interpreting these regulations, all persons over 12 years of age shall be called "adult passengers," and all persons under 12 years shall be called "children."

An increase of 50 per cent of the base rate will be allowed for each additional adult passenger, provided that this increase shall not be less than \$0.10 for each additional adult passenger. These charges shall apply to all persons except children, under 6 years of age accompanied by adult, who shall be carried free, and children between 6 and 12 years of age accompanied by adult, whose fare shall be one-half the tariff rate; children regardless of age, not accompanied by adult shall be charged the full tariff rate and where children under 6 years are accompanied by adult, one-half fare shall be charged for each child in excess of two.

SEC. II. The following examples will show method to be followed in figuring fares:

For two adult passengers carried between two points within the same fare zone, the fare will be the base rate of \$0.15 for first passenger, plus minimum increase of \$0.10 for second passenger, or a total of \$0.25 for both passengers.

For three adult passengers carried between two points within same fare zone, the fare will be the base rate of \$0.15 for first passenger, plus minimum increase of \$0.10 for each of the two additional passengers, or a total of \$0.35 for the three passengers.

For four or more passengers within same fare zone the rate will be figured in the same manner as shown in last two paragraphs.

SEC. III. For continuous travel between two points in different zones, the same method will also be followed, for example:

For one adult passenger the fare will be the base rate of \$0.15 for the first zone, plus the base rate of \$0.15 for each additional zone entered or crossed.

For more than one passenger carried between points in different zones the fare will be the total base rate for one passenger at end of trip, plus 50 per cent of total base rate for each additional passenger.

Thus, the fare for two or more passengers carried from one point in a zone to a point in an adjoining zone would be the base rate of \$0.15 for one passenger for first zone, plus the base rate of \$0.15 for same passenger in second zone, or total base rate of \$0.30 for first passenger. For second passenger there will be added the 50 per cent of the total rate of \$0.30, or a total of \$0.45 for two passengers; for third passenger, add again 50 per cent of the total base rate of \$0.30, making total fare of \$0.60 for the three passengers.

SEC. IV. A base rate is established for travel between fare zones and certain specified interior locations in Canal Zone and Republic of Panama, outside of or not included in fare zones, base rate of fare of which will be for one passenger plus 50 per cent of base rate for each additional passenger, with the same provisions as to half-fares (rates for children); travel between established fare zones and beyond the interior locations in Canal Zone and Republic of Panama, specified in Schedules A and B, will be at hourly rate or by special agreement.

Where a trip begins or ends at a point beyond the established fare zones, at a location not specified in Schedules A and B, but not beyond the farthest location specified, the fare shall be the fare to and from the next farthest specified location. For example: Travel to and from Balboa fare zone to and from a point between the specified location of Diablo, the fare shall be the schedule fare between Balboa fare zone and Diablo interior location.

SEC. V. Any half-fares as established by regulations to be figured on same basis as shown in preceding sections, as an adult passenger and child between 6 and 12 years for travel between two points in same zone, base rate fare of \$0.15 for adult plus one-

half of minimum fare of \$0.10 for child passenger or \$0.05, or total of \$0.20 for the two passengers; travel between points in different zones where half-fares are allowed, to be figured in same manner.

The southern end of the Canal Zone, and adjacent areas in the city of Panama, designated the southern district, are divided into the following zones: First Panama City zone, Ancon zone, Balboa zone, Heights zone, La Boca zone, 2d Panama City zone, 3d Panama City zone; and outlying points are covered by a "specified location table." These points are Diablo, Corozal, Fort Clayton, filtration plant and Miraflores Locks, Pedro Miguel, Paraiso, Las Sabanas Police Station, and the Panama Golf Club. The northern end of the Canal Zone, and adjacent areas in the city of Colon, designated the northern district, are divided into the following fare zones: Colon City, Cristobal, Piers, Mount Hope, with a specified location table for trips to France Field, Coco Solo and Fort Randolph, Brazos Brook, Mindi Dairy, Fort Davis, New Gatun, and Gatun.

Pamphlet containing the designations and limits of the zones, tariffs, regulations, etc., printed in English and Spanish, with maps, is being printed. Each driver of a public conveyance for passengers will be required to carry one in his vehicle for reference. Additional copies may be obtained from the Police and Fire Division of The Panama Canal.

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#### Diseases Carried by Insects.

The Chief Health Officer authorizes the following:

Frequent warnings have appeared in these pages regarding the danger of contracting malaria and other tropical diseases by those who visit the unsanitated areas of the Zone and the Republic. Probably all of our readers are aware of the relation of mosquitoes to yellow fever and malaria, of the rat and its fleas to bubonic plague, and of the common body louse to typhus. But there are many other diseases that are carried from man to man or from animals to man by insects.

Recently five young employees of the Balboa shops went on an excursion into the interior and spent a night in a vacant shack back of a Chinaman's store at Arraijan. Following their return, four of them were admitted to Ancon Hospital where they were found to be suffering from relapsing fever, a serious and painful, if not usually fatal illness. A few days later four young boys of Pedro Miguel also went to Arraijan, and slept in the same shack. Two of them were subsequently sent to Ancon Hospital with relapsing fever and one of these had malaria also.

Relapsing fever is known to be conveyed to man by some species of ticks and by body lice. Bedbugs also are strongly suspected.

The entomologist of the Board of Health Laboratory was sent to Arraijan to make an investigation. He found in the shack where these boys had slept a rude bed made of dried bamboo. The bed was fairly alive with ticks—hundreds of them. Quite a number were collected and brought back to the laboratory for identification and experimental work to determine if they are of the type that really convey the disease. The laboratory work has not yet been completed, but the evidence above presented is sufficient to demonstrate once more that such trips to the uncontrolled or unsanitated areas of the Isthmus are fraught with dangers and that even those who take precautions against mosquito bites may be exposed to attack by other insects equally dangerous.

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#### 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 Board of Civil Service Examiners, Balboa Heights, C.Z. (telephone 286).

Agricultural statistician, \$2,000 to \$3,600 a year; junior agricultural statistician, \$1,800 to \$2,250 a year (male and female); form 1312; age, 21 but not 45 years; vacancies exist in the Bureau of Crop Estimates, Department of Agriculture, May 11, 1921.

Assistant keeper, \$75 a month (male and female); form 1312; announcement No. 190; age, 18 but not 40 years; vacancies exist in the National Zoological Park, Washington, D. C.; April 27, 1921.

Assistant in charge of reservations, \$3,000 to \$3,600 a year (male and female); form 2118; age, 25 but not 50 years; vacancies exist in the Bureau of Biological Survey, Department of Agriculture, Washington, D. C.; May 17, 1921.<sup>1</sup>

Clerk-colorist, \$1,100 a year (male and female); form 304; age, 18 years and over; vacancies exist in the States Relation Service, Department of Agriculture, Washington, D. C.; May 11, 1921.

Engineer draftsman, \$1,500 to \$2,100 a year (male and female); form 1312; age, 22 but not 55 years; vacancies exist in the Bureau of Mines; Washington, D. C., Denver, Col.; May 17, 1921.<sup>1</sup>

Fireman, \$720 a year (male and female); form 1800; announcement No. 184; age, 20 but not 50 years; vacancies exist in the Department of the Interior, Washington, D. C.; April 26, 1921.<sup>1</sup>

Laboratory aid in forest pathology, \$840 to \$1,200 a year (male and female); form 304; announcement No. 181; age, 16 but not 45 years; vacancies exist in the Bureau of Plant Industry, Department of Agriculture, San Francisco, Cal.; June 8, 1921.<sup>1</sup>

Lithographic map engraver, \$1,200 to \$1,500 a year (male and female); form 1800; announcement No. 183; age, 21 but not 40 years; vacancies exist in the Geological Survey, Washington, D. C.; July 1, 1921.<sup>1</sup>

Lithographic press helper, \$700 a year (male and female); form 304; announcement No. 186; age, within reasonable age limits; vacancies exist in the Coast and Geodetic Survey; May 11, 1921.

Map printer, \$1,320 a year (male and female); form 1800; announcement No. 185; age, 24 but not 50 years; vacancies exist in the Geological Survey, Washington, D. C.; July 1, 1921.<sup>1</sup>

Mechanical engineer, \$3,000 a year (male and female); form 1312; age, below 50 years; vacancies exist in the Bureau of Entomology, Department of Agriculture, Tallulah, La.; May 17, 1921.<sup>1</sup>

Negative cutter, \$4.25 per diem (male and female); form 1800; announcement No. 182; age, 20 but not 50 years; vacancies exist in the Geological Survey, Washington, D. C.; July 1, 1921.<sup>1</sup>

Station librarian, \$1,800 a year (male and female); form 1312; age, 25 but not 50 years; vacancies exist under the Navy Department; May 11, 1921.<sup>1</sup>

Aid, Division of Ethnology (male and female); \$100 per month; form 1312; age, 20 but not 35 years; vacancies exist in the National Museum, Washington, D. C.; May 11, 1921.<sup>1</sup>

Agricultural assistant, \$2,250 to \$3,000 a year (male and female); form 2118; age, 20 but not 40 years; vacancies exist in the Bureau of Entomology, Department of Agriculture; May 31, 1921.

Electrical and mechanical aid, \$10.80 per diem; announcement No. 132-amendment; salary changed from \$7.60 to \$10.80 per diem.

Fish culturist, \$900 to \$1,200 a year; form 1312; announcement No. 168 (male and female); age, 20 but not 45 years; vacancies exist in the Bureau of Fisheries; April 27, 1921.

Supervising mining engineer, \$4,000 to \$5,000 a year; mining and metallurgical engineer, \$4,000 to \$5,000 a year; illuminating gas engineer, \$3,240 a year; assistant refinery engineer, \$2,760 to \$3,000 a year; mineral technologist, \$2,400 to \$4,000 a year (male and female); form 2118; announcement No. 176; age, within reasonable age limits; vacancies exist in the Bureau of Mines, Department of the Interior; April 26, 1921.<sup>1</sup>

<sup>1</sup> 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 day.

**Civil Service Examination.**

Stenographer and typist (male and female); usual entrance salaries, \$137.50 and \$158.33 a month; form 1312; announcement No. 484-amended; age, 18 but not 45 years; vacancies exist in The Panama Canal Service; April 16, 1921.

**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 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:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Joseph Emanuel Boyd	45479	Jamaica.....	Panama.....	Health Department....	April 2, 1921.
James Clarke.....	53704	Barbados.....	Camp Bierd.....	Coaling Station.....	April 6, 1921.
Nicholas Graham....	34467	Jamaica.....	Camp Bierd....	Supply Department....	March 23, 1921.
Henry Simeon Williams.....	20262	Jamaica.....	Panama.....	Supply Department....	March 24, 1921.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
James Fyffe (Fye)....	53777	Jamaica.....	Camp Bierd....	Coaling Station.....	March 19, 1921.

**Official Circulars.**

**President of Panama Railroad Company.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., April 4, 1921.

HEADS OF DEPARTMENTS AND DIVISIONS:  
Col. Jay J. Morrow, Governor of The Panama Canal, has been unanimously elected by the Board of Directors of the Panama Railroad Company as President of the company, succeeding Brig.-Gen. Chester Harding, resigned.

JNO. H. SMITH,  
*Acting Executive Secretary.*

**Acting Member of Complaints Board.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., April 11, 1921.

*To all concerned*—Mr. H. J. White, having been nominated by the Metal Trades Council, will act as a member of the Complaints Board, effective this date, and during the absence of Mr. H. A. McConaughy.

JAY J. MORROW,  
*Governor.*

**Rates of Pay.—Gold Roll.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., April 9, 1921.

*To employees whose wages are affected by Building Trades rates* (bricklayers, carpenters, metal lathers, painters, plasterers, plumbers, wiremen and related classes, operators and related classes, and others concerned):

Reports from the United States indicate that a reduction is being made in rates of pay in the building trades. If the rates authorized by the Construction Service of the United States Army are reduced, a reduction in rates paid by The Panama Canal will be made automatically.

It has been impracticable heretofore to obtain authentic report of rates paid in the United States within the month in which an adjustment is made; and therefore the rates have been given retroactive effect. Reductions will be effective retroactively, the same as increases were.

The Panama Canal would find it impracticable to pay employees at a certain rate and then collect back from them the difference when a lower rate had been determined. It has, therefore, been decided to establish a schedule of rates 10 cents an hour less than those in effect, with the understanding that when the correct rates for a period are determined, such back pay as may be due will be paid to the men who worked during that period, whether or not they are still in the employ of The Panama Canal.

It is believed that data will be available before the end of the month on which to determine a correct schedule; and, if so, each employee who works a full month will be paid in full at the rate determined for April 1. Employees who go on leave or who separate from the force before the correct rate is determined will be paid at 10 cents less than the rates authorized for February, March, and now in effect; but any back pay due them when the true rates are determined will be paid to them.

If any employee wishes to ask questions about this he should inquire of his supervisor; or he may telephone to the Board of Rates of Pay, telephone Balboa 1140; or to the Bureau of Statistics, telephone Balboa 1010.

JAY J. MORROW,  
*Governor.*

**Traffic Across Pedro Miguel Lock Gates.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., April 6, 1921.

*To all concerned*—On account of interference with the transit of vessels using the Canal and of the increase in traffic across the Pedro Miguel lock gates, which renders such crossing dangerous, traffic across such gates is restricted to official motor vehicles on official business only, necessary Army traffic, and the usual foot, horse, and pack traffic. Motor vehicle traffic other than as specified above will be discontinued.

JAY J. MORROW,  
*Governor.*

**Act of Congress.—Sundry Civil Appropriation, 1922.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., March 28, 1921.  
CIRCULAR No. 600-77:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

JAY J. MORROW,  
*Governor.*

AN ACT Making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1922, 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 the fiscal year ending June 30, 1922, namely:

\* \* \* \* \*  
WAR DEPARTMENT.  
\* \* \* \* \*  
QUARTERMASTER CORPS.  
\* \* \* \* \*

NATIONAL CEMETERIES: \* \* \* \* \* Disposition of remains of officers, soldiers, and civilian employees: For interment, cremation (only upon request from relatives of the deceased), or of preparation and transportation to their homes or to such national cemeteries as may be designated by proper authority, in the discretion of the Secretary of War, of the remains of officers, cadets, United States Military Academy, including acting assistant surgeons and enlisted men in active service, and accepted applicants for enlistment; interment, or of preparation and transportation to their homes, of the remains of civil employees of the Army in the employ of the War Department who died abroad, in Alaska, in the Canal Zone, or on Army transports, \* \* \* \* \$1,000,000: *Provided*, That the above provisions shall be applicable in the cases of officers and enlisted men on the retired list of the Army who have died or may hereafter die while on active duty by proper assignment and also to citizens of the United States who may have died while serving in the armies of the Allies associated with the American forces: *Provided further*, That, in addition to the foregoing sum, the unobligated balance of the appropriation "Disposition of remains of officers, soldiers, and civil employees," for the fiscal year 1921 is made available during the fiscal year 1922 for the above purposes and for the care and maintenance of graves of officers, soldiers, and civilian employees of the Army abroad, and for the preparation and shipment of their remains to their homes, or to national cemeteries.

\* \* \* \* \*  
DEPARTMENT OF THE INTERIOR.

SAINT ELIZABETHS HOSPITAL.  
For support, clothing, and treatment in Saint Elizabeths Hospital of the insane from the Army, Navy, Marine Corps, Coast Guard, inmates of

the National Home for Disabled Volunteer Soldiers, persons charged with or convicted of crimes against the United States who are insane, all persons who have become insane since their entry into the military and naval service of the United States, civilians in the quartermaster's service of the Army, persons transferred from the Canal Zone, who have been admitted to the hospital and who are indigent, \* \* \* \$1,000,000;

\* \* \* \* \*  
DEPARTMENT OF COMMERCE.

\* \* \* \* \*  
COAST AND GEODETIC SURVEY.

Field expenses: For surveys and necessary resurveys of the Atlantic and Gulf coasts of the United States, including the coasts of outlying islands under the jurisdiction of the United States: *Provided*, That not more than \$45,000 of this amount shall be expended on the coasts of said outlying islands, and the Atlantic entrance to the Panama Canal, \$104,000;

\* \* \* \* \*  
THE PANAMA CANAL.

For every expenditure requisite for and incident to the maintenance and operation, sanitation, and civil government of the Panama Canal and Canal Zone, including the following: Compensation of all officials and employees, including \$1,000 additional compensation to the Auditor for the War Department for extra services in auditing accounts for the Panama Canal; foreign and domestic newspapers and periodicals; law books not exceeding \$500, textbooks and books of reference; printing and binding, including printing of annual report; rent and personal services in the District of Columbia; purchase or exchange of typewriting, adding, and other machines; purchase or exchange, maintenance, repair, and operation of motor-propelled and horse-drawn passenger-carrying vehicles; claims for damages to vessels passing through the locks of the Panama Canal, as authorized by the Panama Canal Act; claims for losses of or damages to property arising from the conduct of authorized business operations; claims for damages to property arising from the maintenance and operation, sanitation, and civil government of the Panama Canal; acquisition of land and land under water, as authorized in the Panama Canal Act; expenses incurred in assembling, assorting, storing, repairing and selling material, machinery, and equipment heretofore or hereafter purchased or acquired for the construction of the Panama Canal which are unserviceable or no longer needed, to be reimbursed from the proceeds of such sales; expenses incident to conducting hearings and examining estimates for appropriations on the Isthmus; expenses incident to any emergency arising because of calamity by flood, fire, pestilence, or like character not foreseen or otherwise provided for herein; per diem allowance in lieu of subsistence when prescribed by the Governor of the Panama Canal to persons engaged in field work or traveling on official business, pursuant to section 13 of the Sundry Civil Appropriation Act, approved August 1, 1914; and for such other expenses not in the United States as the Governor of the Panama Canal may deem necessary best to promote the maintenance and operation, sanitation, and civil government of the Panama Canal, all to be expended under the direction of the Governor of the Panama Canal and accounted for as follows:

For maintenance and operation of the Panama Canal: Salary of the Governor, \$10,000; purchase, inspection, delivery, handling, and storing of material, supplies, and equipment for issue to all departments of the Panama Canal, the Panama Railroad, other branches of the United States Government, and for authorized sales, payment in lump sums of not exceeding the amounts authorized by the injury compensation act approved September 7, 1916, to alien cripples who are now a charge upon the Panama Canal by reason of injuries sustained while employed in the construction of the Panama Canal, \$7,250,000,

together with all moneys arising from the conduct of business operations authorized by the Panama Canal Act;

For sanitation, quarantine, hospitals, and medical aid and support of the insane and of lepers, and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable, and including additional compensation to any officer of the United States Public Health Service, detailed with the Panama Canal as chief quarantine officer, \$850,000;

For civil government of the Panama Canal and Canal Zone: Salaries of district judge, \$7,500; district attorney, \$5,000; marshal, \$5,000; and for gratuities and necessary clothing for indigent discharged prisoners, \$900,000;

In all, \$9,000,000, to be available until expended.

Except in cases of emergency, or conditions arising subsequent to and unforeseen at the time of submitting the annual estimates to Congress, and except for those employed in connection with the construction of permanent quarters, offices, and other necessary buildings, dry docks, repair shops, yards, docks, wharves, warehouses, storehouses, and other necessary facilities and appurtenances for the purpose of providing coal and other materials, labor, repairs, and supplies, and except for the permanent operating organization under which the compensation of the various positions is limited by section 4 of the Panama Canal Act, there shall not be employed at any time during the fiscal year 1922, under any of the foregoing appropriations for the Panama Canal, any greater number of persons than are specified in the notes submitted, respectively, in connection with the estimates for each of said appropriations in the annual Book of Estimates for said year, nor shall there be paid to any such persons during that fiscal year any greater rate of compensation than was authorized to be paid to persons occupying the same or like positions on July 1, 1920; and all employments made or compensation increased because of emergencies or conditions so arising shall be specifically set forth, with the reasons therefor, by the Governor in his report for the fiscal year 1922.

In addition to the foregoing sums there is appropriated, for the fiscal year 1922 for expenditures and reinvestment under the several heads of appropriation aforesaid without being covered into the Treasury of the United States, all moneys received by the Panama Canal from services rendered or materials and supplies furnished to the United States, the Panama Railroad Company, the Canal Zone government, or to their employees, respectively, or to the Panama Government, from hotel and hospital supplies and services; from rentals, wharfage, and like service; from labor, materials, and supplies and other services furnished to vessels other than those passing through the Canal, and to others unable to obtain the same elsewhere; from the sale of scrap and other by-products of manufacturing and shop operations; from the sale of obsolete and unserviceable materials, supplies, and equipment purchased or acquired for the operation, maintenance, protection, sanitation, and government of the Canal and Canal Zone; and any net profits accruing from such business to the Panama Canal shall annually be covered into the Treasury of the United States.

In addition there is appropriated for the operation, maintenance, and extension of waterworks, sewers, and pavements in the cities of Panama and Colon, during the fiscal year 1922, the necessary portions of such sums as shall be paid as water rentals or directly by the Government of Panama for such expenses.

To enable the President to cause an investigation to be made as to the petroleum resources and the production of petroleum in other countries, \$35,000.

Sec. 2. That all sums appropriated by this Act for salaries of officers and employees of the Government shall be in full for such salaries for the fiscal year 1922, and all laws or parts of laws

to the extent they are in conflict with the provisions of this Act are repealed.

SEC. 3. Any journal, magazine, periodical, or similar publication which is now being issued by a department or establishment of the Government, may, in the discretion of the head thereof, be continued, within the limitation of available appropriations or other Government funds, until December 1, 1921, when, if it shall not have been specifically authorized by Congress before that date, such journal, magazine, periodical, or similar publication shall be discontinued.

Approved, March 4, 1921.

### Act of Congress.—Fortifications Appropriations, 1922.

THE PANAMA CANAL,

EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 29, 1921.

CIRCULAR NO. 600-78:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

JAY J. MORROW,  
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, 1922, 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, 1922, and for other purposes, namely:

\* \* \* \* \*

#### PANAMA CANAL FORTIFICATIONS.

For fortifications and armament thereof for the Panama Canal:

##### ENGINEER DEPARTMENT.

For protection, preservation, and repair of fortifications of the Panama Canal, for which there may be no special appropriation available, including structures erected for submarine-mine defense, and for maintaining channels for access to submarine-mine 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, \$30,000;

For preparation of plans for fortifications and other works of defense, including surveys for roads, Canal Zone, \$3,000;

For the purchase and installation of searchlights for the seacoast fortifications on the Canal Zone, \$6,250;

For the purchase or reclamation of land required for the defenses of the Panama Canal, \$80,000;

##### CHIEF OF COAST ARTILLERY.

For the construction of fire-control stations, the purchase and installation of accessories therefor, and for subaqueous sound and flash ranging apparatus, including their development, \$25,000;

For alteration, maintenance, and repair of submarine mine matériel, \$10,000;

##### CHIEF SIGNAL OFFICER.

For operation and maintenance of fire-control installations at seacoast defenses, \$15,000;

##### ARMAMENT OF FORTIFICATIONS.

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, \$250,000;

For the alteration and maintenance and installation of the seacoast artillery, including the purchase and manufacture of machinery, tools, and materials necessary for the work, and expenses of civilian mechanics, \$75,000;

##### BARRACKS AND QUARTERS.

For continuing the construction of barracks, quarters, storehouses, and other buildings necessary for accommodating the Coast Artillery troops to be stationed in the vicinity of the Panama Canal, including water, sewer, and electrical systems, roads, walks, and so forth, \$100,000;

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 or reserve stocks of the War Department;

In all, specifically for fortifications and armament thereof for the Panama Canal, \$619,250.

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.

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 requires 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 no part of the moneys appropriated in each or any section of this Act shall be used or expended for the purchase or acquirement of any article or articles that at the time of the proposed acquirement 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.

SEC. 6. That the Secretary of War is authorized to proceed with the installation of guns and howitzers in such order of priority as he may deem expedient, at places for which appropriations have been, or hereafter may be, made for emplacements for such guns and howitzers.

SEC. 7. That so much of the Fortification Appropriation Act approved July 5, 1884, as pertains to the appointment of a board for the purpose of testing rifled cannon is hereby rescinded.

\* \* \* \* \*

Approved, March 3, 1921.

#### Sale of Towing Hawser.

Bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., for one used hawser, 2 inches in diameter, galvanized iron, about 2,000 feet long, located at the coaling station, Cristobal, on the basis of first satisfactory offer being given consideration.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., April 5, 1921.

CIRCULAR NO. 288:

Effective April 1, 1921, Mr. George W. Green is designated an accountable official of The Panama Canal, *vice* Mr. D. E. Wright, and as such will account for all nonexpendable property in use by the Division of Municipal Engineering.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:  
JAY J. MORROW,  
*Governor.*

**Sailings of Panama Railroad Vessels.**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., April 8, 1921.

To all concerned—The steamship *Panama* will sail from Cristobal for New York direct on Wednesday, April 13, at 3 p. m., instead of on April 14, as previously announced.

The steamship *Colon* will sail from Cristobal for New York, via Port-au-Prince, Haiti, on Thursday, April 14, at 3 p. m.

The steamship *Cristobal* will sail from Cristobal for Norfolk on Saturday, April 16, at 3 p. m.

W. F. FOSTER,  
*Acting Superintendent.*

**Sale of Nails and Spikes.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 28, 1921, and then opened, for the purchase of all or part of a lot of nails and spikes located at Balboa storehouse. Form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

**March Rainfall for Three Years.**

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921.
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa.....	T	0 35	3.29	0.74	22	7
Balboa Heights.....	T	.09	2.98	.72	23	3
Miraflores.....	0	.02	1.46	.46	13	6
Pedro Miguel.....	T	.64	.17	.29	14	2
Ric Grande.....	0	1.30	.51	.35	17	2
<i>Central section:</i>						
Culebra.....	T	.81	.36	.55	31	2
Camacho.....		.03	.57	.36	41	3
Empire.....		.05	.80	.52	37	6
Gamboa.....		.03	.21	.09	60	37
Juan Mina.....		.04	1 00	.03	23	11
Alhajuela.....		.07	.20	.27	.45	22
Vigia.....		.01	.22	.03	.35	13
Frijoles.....		.47	.05	1.07	.57	10
Trinidad.....		.38	.94	.52	1 73	14
Monte Lirio.....		.59	.78	.26	1.98	14
<i>Atlantic section:</i>						
Gatun.....		.59	.71	.79	1 92	17
Brazos Brook.....		.73	.90	1 38	1 97	15
Colon.....		.61	1 08	.98	1 57	52
Porto Bello.....	1 18	1 07	2 57	2 08	10	23
Bocas del Toro.....	4 23	1.06	4 87	5.27	13	17

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 527.**

PORT OF CRISTOBAL—continued.

*ARRIVALS.			*DEPARTURES.		
Date.	Vessel.	Line.	Date.	Vessel.	Line.
April 6.....	Atenas.....	United Fruit Co.	April 7.....	Cartago.....	United Fruit Co.
April 7.....	Crescent.....	H. A. Bodden.	April 7.....	Calamares.....	United Fruit Co.
April 8.....	Calamares.....	New York via Habana.	April 9.....	Tyne.....	Royal Mail Steam Packet Co.
April 9.....	Columbia.....	Puerto Colombia.	April 9.....	Columbia.....	N. O. & S. A. S. Line.
April 9.....	Panama.....	Panama Railroad Steamship Line.	April 9.....	San Mateo.....	United Fruit Co.
April 9.....	San Mateo.....	New York via Haiti.			
April 9.....	Electrician.....	Port Limon.			
April 9.....	Colon.....	Harrison Line.			
		Liverpool via waypoints.			
		New York via Haiti.			
		Panama Railroad Steamship Line.			
PORT OF BALBOA.					
April 6.....	Harald.....	United S. S. Co. of Copenhagen.	April 7.....	Harald.....	Buenaventura.
April 7.....	Florence Olson.....	Oliver J. Olson.	April 8.....	Florence Olson.....	San Francisco.
April 9.....	Circassian Prince.....	International Petroleum Co.			
		Talara, Peru.			
		Talara.			

\*Other than ships passing through the Canal.

**Rainfall from March 1 to March 31, 1921,  
Inclusive.**

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section:</i>	<i>Ins.</i>		<i>Ins.</i>
Balboa .....	2 24	13	3.29
Balboa Heights .....	2 17	13	2.98
Miraflores .....	1.15	13	1.46
Pedro Miguel .....	.14	5	.17
Rio Grande .....	.50	13	.51
<i>Central section:</i>			
1 Culebra .....	.33	14	.36
1 Camacho .....	.20	14	.36
Empire .....	.45	13	.52
Gamboa .....	.07	5	.09
1 Juan Mina .....	.03	9	.03
Alhajuela .....	.21	10	.27
1 Vigia .....	.05	26	.08
1 Darien .....	.09	5	.13
Trinidad .....	.23	10	.52
1 Monte Lirio .....	.17	5	.26
<i>Atlantic section:</i>			
Gatun .....	.34	5	.79
1 Brazos Brook .....	.77	5	1.33
Colon .....	.84	5	.98
1 Bocas del Toro .....	1.30	29	4.87
1 Porto Bello .....	.69	5	2.57

<sup>1</sup> Standard rain gauge—readings at 4 p. m. daily.

<sup>2</sup> Standard rain gauge—readings at 8 a. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Bags, shopping, small (Mochilas), ea . . . . .	\$0.88
Bags, shopping, large (Mochilas), ea.....	1.10
Clips, fountain pen, Parker's, ea.....	.20
Cloths, Madeira linen, 72", round, ea. . . . .	21.50,
	\$29.15 \$34.75, \$45.95
Cloths, Madeira linen, 72", square, ea. . . . .	31.90,
	\$36.65, \$49.45
Cloths, Madeira linen, 20" x 30", oval, ea.,	\$3.25, 3.90
Oil of citronella, P. C., 2-oz. bot.....	.20
(Two cents for return of empty bottle.)	
Voile, 40", assorted colors, yd.....	.46

*Grocery Section.*

Seed, caraway, P. C., 1½-oz. bot.....	.10
(One cent refund for return of bottle.)	
Water, lime, P. C., 5s, bot.....	.17
(Five cents refund for return of bottle.)	

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:

White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50.

All sales f. o. b. Summit.

**Sale of Laying Mash.**

The Summit Poultry Farm has on hand about 6,000 pounds of laying mash, in excess of the amount required, which is offered for sale at \$7.42 per cwt. f. o. b. Summit poultry farm. Orders should be placed on the Superintendent of the Cattle Industry Division, Cristobal.

**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.

**COMMISSARY NOTES.**

**Ice Cream.**

During the period April 11 to May 15, inclusive, the ice cream plant will manufacture 11 different flavors of bulk and 12 of brick ice cream. These are orange, chocolate, bisque, strawberry, peach, vanilla, pineapple, lemon, maple walnut, banana, and mango, Neapolitan being available in pint bricks only.

**Lime Water.**

The Commissary Division has begun the manufacture of Lime Water (Liquor Calcis, U. S. P., 0.14 per cent of pure calcium hydroxide). The price is 17 cents for a one-fifth gallon bottle, with 5 cents allowed for return of container. Information as to the quantity of this product to be used in different milk feedings may be obtained from the infant diet sheets issued by Canal Zone district physicians.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XIV.

Balboa Heights, C. Z., April 20, 1921.

No. 36.

## CANAL WORK IN MARCH.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of March, 1921:

BALBOA HEIGHTS, C. Z., April 15, 1921.

*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, 1921.

### CANAL TRAFFIC.

The total number of vessels and craft of all kinds through the Canal as compared with the preceding month, and with the corresponding month of last year, was as follows:

	March, 1921.	February, 1921.	March, 1920.
Commercial vessels.....	255	241	235
United States Government vessels.....	37	94	9
Launches (under 10 tons).....	11	3	2
Total vessels and craft.....	303	338	246

### COMMERCIAL TRAFFIC.

A comparison of this month's traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months, shows the following:

Panama Canal net tonnage:		
March, 1921.....		1,112,818
February, 1921.....		916,838
March, 1920.....		819,362
Average, past 12 months.....		934,491
Registered gross tonnage:		
March, 1921.....		1,417,220
February, 1921.....		1,179,979
March, 1920.....		1,055,619
Average, past 12 months.....		1,193,235
Registered net tonnage:		
March, 1921.....		917,441
February, 1921.....		752,022
March, 1920.....		676,270
Average, past 12 months.....		760,247
Tolls earned:		
March, 1921.....	\$1,105,536.55	
February, 1921.....	917,412.79	
March, 1920.....	831,304.20	
Average, past 12 months.....	926,018.75	
Tons of cargo carried:		
March, 1921.....		1,184,563
February, 1921.....		952,904
March, 1920.....		854,516
Average, past 12 months.....		990,084

Ocean-going commercial vessels passing through the Canal averaged 8.2 per day. The average tonnage, tolls, and tons of cargo carried, per commercial vessel, as compared with last month's traffic, and with the corresponding month of last year, were as follows:

Average per vessel.	March, 1921.	February, 1921.	March, 1920.
United States equivalent net tonnage.....	3,624	3,170	2,894
Panama Canal net tonnage.....	4,364	3,804	3,486
Registered gross tonnage.....	5,557	4,896	4,492
Registered net tonnage.....	3,597	3,120	2,878
Tolls.....	\$4,335.44	\$3,806.69	\$3,537.46
Tons of cargo (all vessels).....	4,645	3,954	
Tons of cargo (laden vessels only).....	4,844	4,495	

## TOLLS PAID PER CARGO TON BY NATIONALITY OF VESSELS.

The average rate of tolls paid on each ton (2,240 pounds) of cargo passing through the Canal from the Atlantic to the Pacific was \$0.97, and from the Pacific to the Atlantic, the rate was \$1.05, with a general average of \$1.00. The average rate paid per ton of cargo by vessels of various nationalities, is shown in the following tabulation:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Brazilian.....	\$0.65	\$0.65	\$0.65
British.....	1.04	.94	1.00
Chilean.....	2.10	3.07	2.56
Danish.....	1.27	.62	.76
Dutch.....	3.54	.61	.90
French.....	3.16	.75	1.02
Italian.....		10.19	10.19
Japanese.....	.94	.95	.94
Norwegian.....	.62	.77	.71
Peruvian.....	1.55	.73	.99
Russian.....	.83	10.05	1.17
Swedish.....	.70	.65	.68
United States.....	.92	1.54	1.12
Average rate, all ships.....	.97	1.05	1.00
Average rate, all ships, last month.....	.94	.97	.96

In the computation of the rate of tolls paid per ton of cargo through the Canal, as shown in the above table, tolls paid on warships, passenger ships, yachts, and other noncargo-carrying vessels have been eliminated, but tolls paid on cargo-carrying ships passing through the Canal in ballast have been included. The difference in the rate of tolls paid per cargo ton by ships of various nationalities is due to the fact that some ships passed through the Canal in ballast, others but partially loaded, while others were carrying capacity cargoes.

The lowest rate of tolls levied per ton of cargo carried, against a vessel using the Canal during the month, was paid by the Norwegian steamship *Hesperos*, carrying 8,289 tons of nitrate, on which tolls of \$3,396.25 were charged, or a fraction under 41 cents per cargo ton.

## COMMODITY STATISTICS.

A classification of all cargo, by commodities, giving the amount of each commodity carried through the Canal, and the origin and destination of the same, has been previously compiled, and was published in THE PANAMA CANAL RECORD under date of April 13, 1921. A brief summary of the principal items is given herewith:

## CARGO PASSING FROM ATLANTIC TO PACIFIC.

Commodity.	Tons.	Per cent of total cargo.	
		This month	Last month
Oils:			
Crude.....	158,307	25	35
Refined.....	61,469	10	
Manufactured goods:			
Iron and steel.....	70,301	11	16
Machinery and railroad equipment.....	19,905	3	
Other.....	13,146	2	
Coal and coke.....	87,945		14
Sugar.....	28,710		6
Sulphur.....	12,350		2
Cotton, raw.....	8,343		1
Cement.....	7,056		1
Tobacco.....	3,885		5

## CARGO PASSING FROM PACIFIC TO ATLANTIC.

Nitrate.....	141,026	31	40
Wheat.....	57,764	13	17
Lumber.....	23,661	5	8
Oils, refined.....	24,402	5	6
Barley.....	19,908	4	3
Metals (copper, 13,304 tons; others, 2,911 tons).....	16,215	4	2
Flour.....	11,726	3	3
Sugar.....	8,979	2	3

UNITED STATES COASTWISE TRAFFIC.

Included in the March traffic were 27 vessels engaged in the United States coastwise trade, combining an aggregate Panama Canal net tonnage of 133,574, and carrying 107,400 tons of cargo. Of these vessels, 16 passed from the Atlantic to the Pacific with a total Panama Canal net tonnage of 71,770, and carrying 55,111 tons of cargo; and 11 passed from the Pacific to the Atlantic, with a total Panama Canal net tonnage of 61,804, and carrying 52,289 tons of cargo. Tolls on the above vessels aggregated \$139,809.29.

UNITED STATES SHIPPING BOARD VESSELS.

Twenty-six vessels under the control of the United States Shipping Board passed through the Canal during the month, combining a total Panama Canal net tonnage of 128,889, and cargo of 114,003 tons. The tolls on these vessels aggregated \$128,160.80. Of the above vessels, 18 passed from the Atlantic to the Pacific, with a total Panama Canal net tonnage of 94,823, and carrying 83,978 tons of cargo; and 8 passed from the Pacific to the Atlantic, with a total Panama Canal net tonnage of 34,066, and carrying 30,025 tons of cargo.

In addition to the above, 4 vessels under control of the United States Shipping Board, with a combined Panama Canal net tonnage of 19,759, and carrying 30,855 tons of cargo for the United States Navy, passed through the Canal from the Atlantic to the Pacific, free of tolls, during the month.

TRADE ROUTES.

Statements attached to this report show the origin and destination of all cargo passing through the Canal as nearly as the same can be segregated from the data available (see pages 554 and 555). Below is given a summary of the traffic passing over the principal trade routes, showing the number of vessels, their Panama Canal net measurement, and the amount of cargo carried. The vessels in ballast represent cargo-carrying ships only; warships, tugs, etc., not being included as "ballast."

Trade routes.	Total vessels.			Vessels in ballast.	
	Num-ber.	Panama Canal net tonnage.	Cargo.	Num-ber.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
East coast of United States to Far East .....	20	99,017	114,059	.....	.....
United States coastwise .....	16	71,770	55,111	.....	.....
East coast of United States to west coast of South America .....	15	51,760	51,697	1	1,598
Europe to Australasia .....	14	96,952	72,339	1	5,531
United States to Australasia .....	9	48,203	60,188	.....	.....
Europe to west coast of South America .....	9	39,832	28,927	.....	.....
Cristobal to west coast of South America .....	9	14,504	4,435	.....	.....
Europe to west coast of United States .....	8	38,020	25,412	.....	.....
East coast of Mexico to west coast of South America .....	7	36,994	60,800	.....	.....
East coast of Mexico to west coast of United States .....	5	24,114	43,105	.....	.....
West Indies to Far East .....	4	15,319	24,710	.....	.....
Cristobal to west coast of United States .....	3	4,617	1,540	1	809
East coast of United States to Balboa .....	3	20,657	31,047	.....	.....
East coast of Mexico to west coast of Canada .....	3	15,365	26,129	.....	.....
Cristobal to west coast of Central America .....	2	1,610	1,233	.....	.....
Europe to west coast of Canada .....	2	12,417	5,560	.....	.....
Other trade routes .....	11	22,440	30,287	2	2,230
<b>Totals .....</b>	<b>140</b>	<b>613,591</b>	<b>636,579</b>	<b>5</b>	<b>10,168</b>
<b>Totals for February, 1921 .....</b>	<b>114</b>	<b>435,233</b>	<b>474,872</b>	<b>7</b>	<b>10,487</b>
<b>Totals for March, 1920 .....</b>	<b>121</b>	<b>453,038</b>	<b>428,473</b>	<b>33</b>	<b>90,519</b>
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States .....	17	60,290	71,187	1	2,684
West coast of South America to Europe .....	16	72,706	85,394	.....	.....
West coast of United States to Europe .....	12	61,259	94,803	.....	.....
United States coastwise .....	11	61,804	52,289	2	12,362
West coast of South America to Cristobal .....	9	12,542	7,809	.....	.....
Australasia to Europe .....	8	51,926	56,642	.....	.....
West coast of South America to Mexico .....	7	37,065	.....	7	37,065
Far East to east coast of United States .....	5	26,706	19,366	1	4,155
West coast of United States to east coast of Mexico .....	6	31,641	.....	6	31,641
West coast of United States to Cristobal .....	4	7,076	2,540	.....	.....
Balboa, C. Z., to east coast of United States .....	3	20,657	.....	3	20,657
Australasia to east coast of United States .....	2	10,726	7,120	.....	.....
West coast of South America to Azore Islands .....	2	9,909	15,524	.....	.....
West coast of Canada to east coast of United States .....	2	9,610	11,050	.....	.....

\* For orders.

Trade routes.	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Pacific to Atlantic—Continued.</i>					
West coast of South America to West Indies <sup>1</sup> .....	2	7,297	11,577		
West coast of United States to West Indies.....	2	1,514	730		
West coast of South America to east coast of Canada.....	2	3,193	5,436		
West coast of Central America to Cristobal, C. Z.....	2	1,610	740		
Other trade routes.....	3	11,696	5,777	1	5,085
Totals.....	115	499,227	447,984	21	113,649
Totals for February, 1921.....	127	481,595	478,032	18	89,703
Totals for March, 1920.....	112	364,294	366,043	7	26,591

<sup>1</sup> For orders.

## LATIN-AMERICAN TRAFFIC.

The number of vessels, tonnage, and tons of cargo carried by vessels engaged in the Latin-American trade, classified by nationality, were as follows:

## ATLANTIC TO PACIFIC.

Nationality.	No. of vessels	Tonnage.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	26	92,154	107,623	139,580	89,940	\$113,394.65	153,897
British.....	24	56,324	69,292	93,326	57,192	69,815.90	61,181
Norwegian.....	4	15,763	18,330	24,655	15,694	19,703.75	32,649
Danish.....	2	4,294	4,976	6,313	3,979	5,254.15	6,328
Peruvian.....	2	3,021	5,910	9,361	5,100	3,776.25	2,433
Brazilian.....	1	3,511	4,566	5,472	3,523	4,388.75	6,700
Russian.....	1	3,375	3,940	5,236	3,398	4,218.75	5,037
Dutch.....	1	2,224	3,807	3,623	2,229	2,780.00	1,644
French.....	1	3,600	4,146	5,765	3,881	4,500.00	777
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	835
Japanese.....	4	13,974	15,319	19,793	13,770	17,353.00	24,710
Totals.....	67	199,703	240,486	315,677	200,306	247,013.95	296,193
February, 1921.....	67	180,148	217,954	282,755	179,204	221,102.65	252,149
March, 1920.....	70		220,440	290,629	181,569		117,052

## PACIFIC TO ATLANTIC.

United States.....	29	98,222	114,749	148,769	97,852	\$93,879.04	37,352
British.....	23	59,129	72,509	96,582	59,670	71,240.25	71,281
Norwegian.....	7	24,263	29,369	36,972	24,770	24,562.87	25,063
Danish.....	2	6,001	6,861	8,451	5,117	7,501.25	13,700
Japanese.....	2	6,151	7,511	9,061	6,023	7,688.75	12,700
Dutch.....	3	9,058	13,020	13,962	9,281	11,322.50	19,667
Italian.....	2	6,865	8,515	13,225	7,707	8,581.25	842
French.....	2	8,958	9,564	11,406	7,080	10,989.60	14,567
Peruvian.....	2	3,021	5,910	9,361	5,100	3,776.25	5,170
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	595
Totals.....	73	223,131	270,585	350,342	224,200	241,370.51	200,937
February, 1921.....	80	228,106	275,552	360,913	224,345	256,138.79	243,900
March, 1920.....	77		218,228	284,235	180,317		282,919

## CLASSIFICATION OF COMMERCIAL TRAFFIC.

A statement of this month's traffic, classified according to the nationality of the various ships passing through the Canal, is shown in the following tabulation:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number and nationality of commercial vessels passing through the Canal:			
British.....	53	38	91
Chilean.....	1	1	2
Danish.....	3	4	7
Dutch.....	2	4	6
French.....	2	2	4
Italian.....		2	2

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Number and nationality of commercial vessels passing through the Canal—</b>			
Continued:			
Japanese.....	13	4	17
Norwegian.....	5	10	15
Peruvian.....	3	2	5
Russian.....	1	1	2
Swedish.....	2	1	3
United States.....	54	46	100
Brazilian.....	1		1
Totals.....	140	115	255
Totals for February, 1921.....	114	127	241
Totals for March, 1920.....	123	112	235
<b>United States equivalent net tonnage of commercial vessels passing through the Canal, by nationality:</b>			
Brazilian.....	3,511		3,511
British.....	210,575	130,313	340,888
Chilean.....	1,463	1,463	2,926
Danish.....	8,767	15,462	24,229
Dutch.....	9,076	13,921	22,997
French.....	4,497	8,958	13,455
Italian.....		6,865	6,865
Japanese.....	50,251	15,504	65,755
Norwegian.....	17,080	36,007	53,087
Peruvian.....	3,070	3,021	6,091
Russian.....	3,375	1,504	4,879
Swedish.....	6,236	3,430	9,666
United States.....	196,567	173,393	369,960
Totals.....	514,468	409,841	924,309
Totals for February, 1921.....	362,427	401,498	763,925
Totals for March, 1920.....	378,991	301,045	680,036
<b>Panama Canal net tonnage of commercial vessels passing through the Canal, by nationality:</b>			
Brazilian.....	4,566		4,566
British.....	254,997	159,033	414,030
Chilean.....	2,577	2,577	5,154
Danish.....	10,564	17,824	28,388
Dutch.....	10,768	19,086	29,854
French.....	5,174	9,564	14,738
Italian.....		8,515	8,515
Japanese.....	55,241	18,637	73,878
Norwegian.....	19,657	44,865	64,522
Peruvian.....	5,959	5,910	11,869
Russian.....	3,940	1,819	5,759
Swedish.....	10,023	5,533	15,556
United States.....	230,125	205,864	435,989
Totals.....	613,591	499,227	1,112,818
Totals for February, 1921.....	435,233	481,605	916,838
Totals for March, 1920.....	455,058	364,304	819,362
<b>Registered gross tonnage of commercial vessels passing through the Canal, by nationality:</b>			
Brazilian.....	5,472		5,472
British.....	324,527	203,617	528,144
Chilean.....	2,553	2,553	5,106
Danish.....	13,327	22,006	35,333
Dutch.....	12,688	21,617	34,305
French.....	7,274	11,406	18,680
Italian.....		13,225	13,225
Japanese.....	72,617	23,849	96,466
Norwegian.....	26,080	55,523	81,603
Peruvian.....	9,423	9,361	18,784
Russian.....	5,236	2,693	7,929
Swedish.....	10,433	5,554	15,987
United States.....	295,118	261,068	556,186
Totals.....	784,748	632,472	1,417,220
Totals for February, 1921.....	556,798	623,181	1,179,979
Totals for March, 1920.....	583,485	472,134	1,055,619

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Registered net tonnage of commercial vessels passing through the Canal, by nationality:			
Brazilian.....	3,523		3,523
British.....	206,195	128,908	335,103
Chilean.....	1,600	1,600	3,200
Danish.....	8,439	14,562	23,001
Dutch.....	9,100	14,080	23,180
French.....	4,675	7,080	11,755
Italian.....		7,707	7,707
Japanese.....	49,495	15,186	64,681
Norwegian.....	17,011	37,468	54,479
Peruvian.....	5,146	5,100	10,246
Russian.....	3,398	1,511	4,909
Swedish.....	7,923	4,225	12,148
United States.....	190,337	173,172	363,509
Totals.....	506,842	410,599	917,441
Totals for February, 1921.....	354,964	397,058	752,022
Totals for March, 1920.....	372,482	303,788	676,270
Tolls levied against commercial vessels passing through the Canal, by nationality:			
Brazilian.....	\$4,388.75		\$4,388.75
British.....	261,827.60	158,276.80	420,104.40
Chilean.....	1,828.75	1,828.75	3,657.50
Danish.....	10,845.40	19,327.50	30,172.90
Dutch.....	11,133.20	17,401.25	28,534.45
French.....	5,621.25	10,989.60	16,610.85
Italian.....		8,581.25	8,581.25
Japanese.....	61,911.45	19,380.00	81,291.45
Norwegian.....	21,296.15	39,242.87	60,539.02
Peruvian.....	3,813.00	3,776.25	7,589.25
Russian.....	4,218.75	1,880.00	6,098.75
Swedish.....	7,795.00	4,287.50	12,082.50
United States.....	240,485.80	185,399.68	425,885.48
Totals.....	635,165.10	470,371.45	1,105,536.55
Totals for February, 1921.....	449,616.59	467,796.20	917,412.79
Totals for March, 1920.....	466,148.99	365,155.21	831,304.20
Tons of cargo carried by commercial vessels through the Canal, by nationality:			
Brazilian.....	6,700		6,700
British.....	235,386	169,010	404,396
Chilean.....	835	595	1,430
Danish.....	8,528	30,966	39,494
Dutch.....	3,146	28,617	31,763
French.....	1,777	14,567	16,344
Italian.....		842	842
Japanese.....	66,078	20,386	86,464
Norwegian.....	34,466	50,781	85,247
Peruvian.....	2,433	5,170	7,603
Russian.....	5,037	187	5,224
Swedish.....	11,160	6,640	17,800
United States.....	261,033	120,223	381,256
Totals.....	636,579	447,984	1,084,563
Totals for February, 1921.....	474,872	478,032	952,904
Totals for March, 1920.....	428,273	466,043	894,316

A further summary of the commercial traffic, classified according to type of vessel, and segregating laden and unladen ships, is given herewith:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Cargo-carrying ships:			
Laden.....	131	93	224
Ballast.....	5	21	26
Other vessels:			
Passenger ships.....	2		2
Yachts.....	2	1	3
Total commercial.....	140	115	255

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Panama Canal net tonnage of above:</b>			
Cargo-carrying ships—			
Laden.....	587,475	385,568	973,043
Ballast.....	10,168	113,649	123,817
Other vessels—			
Passenger ships.....	15,858		15,858
Yachts.....	90	10	100
<b>Total commercial vessels.....</b>	<b>613,591</b>	<b>499,227</b>	<b>1,112,818</b>
<b>Tolls levied on above:</b>			
Cargo-carrying ships—			
Laden.....	\$608,930.00	\$388,055.65	\$996,985.65
Ballast.....	2,209.35	82,308.30	84,517.65
Ballast, excess fuel.....	7,872.50		7,872.50
Other vessels—			
Passenger ships.....	16,085.00		16,085.00
Yachts.....	68.25	7.50	75.75
<b>Total commercial vessels.....</b>	<b>635,165.10</b>	<b>470,371.45</b>	<b>1,105,536.55</b>
<b>A further classification of above ships:</b>			
Steamships.....	131	105	236
Motor ships.....	7	9	16
Sailing vessel.....	1		1
Barge.....	1		1
Launch (ocean-going).....		1	1
<b>Total vessels.....</b>	<b>140</b>	<b>115</b>	<b>255</b>
<b>Panama Canal net tonnage of above:</b>			
Steamships.....	590,106	464,830	1,054,936
Motor vessels.....	16,834	34,387	51,221
Sailing vessel.....	1,327		1,327
Barge.....	5,324		5,324
Launch (ocean-going).....		10	10
<b>Total commercial vessels.....</b>	<b>613,591</b>	<b>499,227</b>	<b>1,112,818</b>
Cargo carried by above vessels..... tons..	636,579	447,984	1,084,963
Tolls levied, cargo ships only.....	\$619,011.85	\$470,363.95	1,089,375.80
Average tolls per ton of cargo <sup>1</sup> .....	.97	1.05	1.00
Average tolls per ton of cargo <sup>2</sup> .....	.96	.87	.92

<sup>1</sup> Includes cargo-carrying ships in ballast.

<sup>2</sup> Excludes cargo-carrying ships in ballast.

CLASSIFICATION OF NONCOMMERCIAL TRAFFIC.

The following traffic passed through the Canal free of tolls during the month of March, 1921:

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>United States Navy vessels:</b>			
Colliers.....	1	1	2
Submarines.....	3	2	5
Gunboats.....	2	1	3
Tugs.....	4	1	5
Submarine chasers.....	1	5	6
Navy transport.....	1		1
Supply ship.....		1	1
Mine sweeper.....	1		1
Destroyer.....		1	1
Launches.....	2		2
<b>Total, Navy vessels.....</b>	<b>15</b>	<b>12</b>	<b>27</b>
<b>United States Army vessels:</b>			
Transport.....		1	1
Launches.....	4	1	5
<b>Total, Army vessels.....</b>	<b>4</b>	<b>2</b>	<b>6</b>
<b>United States Shipping Board vessels with supplies for United States Navy..</b>			
<b>Total vessels through Canal free of tolls.....</b>	<b>4</b>		<b>4</b>
<b>Total vessels through Canal free of tolls.....</b>	<b>23</b>	<b>14</b>	<b>37</b>
<b>Tonnage of above vessels:</b>			
United States Navy vessels (displacement tonnage).....	32,705	28,792	61,497
United States Army vessels (displacement tonnage).....	40	9,419	9,459
Shipping Board vessels with Navy supplies (Panama Canal tonnage).....	19,759		19,759

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Cargo carried by above vessels:			
United States Navy vessels.....	8,305	1,900	10,205
United States Army vessels.....		239	239
Shipping Board vessels with Navy supplies.....	30,855		30,855
Total cargo through the Canal free of tolls.....	39,160	2,139	41,299

## STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Vessels passing through the Canal:			
Commercial ships.....	140	115	255
United States Government ships.....	23	14	37
Launches (under 10 tons).....	6	5	11
Total vessels and craft.....	169	134	305
Tonnage of above ships:			
Commercial (Panama Canal net).....	613,591	499,227	1,112,818
Government—			
Displacement.....	32,745	38,211	70,956
Panama Canal net.....	19,759		19,759
Launches (Panama Canal net).....	29	18	47
Cargo carried by above vessels:			
Commercial..... tons.	636,579	447,984	1,084,563
Government..... tons.	39,160	2,139	41,299
Total cargo through the Canal..... tons.	675,739	450,123	1,125,862
Deck cargo included in above..... tons.	625	950	1,575
Vessels entering port but not transiting the Canal:			
Number entering.....	65	5	70
Number clearing.....	65	11	76
Registered net tonnage of above:			
Entering.....	196,328	17,888	213,216
Clearing.....	215,302	23,652	238,954
Registered gross tonnage of above:			
Entering.....	319,122	22,585	341,707
Clearing.....	345,757	31,060	376,817
Vessels transiting the Canal and handling passengers or cargo at ports:			
Entering.....	40	33	73
Clearing.....	43	33	76
Registered net tonnage of above:			
Entering.....	133,207	98,826	232,033
Clearing.....	142,336	98,826	241,162
Registered gross tonnage of above:			
Entering.....	207,558	151,320	358,878
Clearing.....	223,404	151,320	374,724
All vessels entering and clearing at Canal ports, including those transiting the Canal:			
Number entered.....	311	262	573
Number cleared.....	322	275	597
Registered net tonnage of above:			
Entering.....	1,124,181	948,764	2,072,945
Clearing.....	1,175,342	976,767	2,152,109
Registered gross tonnage of above:			
Entering.....	1,745,590	1,456,172	3,201,762
Clearing.....	1,824,271	1,493,969	3,318,240
Transit cargo arriving..... tons.	1,097,970	1,084,048	2,182,018
Transit cargo clearing..... tons.	1,130,620	1,086,116	2,216,736
Local cargo arriving..... tons.	25,606	50,977	76,583
Local cargo shipped..... tons.	2,834	451	3,285
Cargo received for transshipment..... tons.	19,453	43	19,496
Cargo transhipped..... tons.	21,694		21,694
Cargo handled by Receiving and Forwarding Agency, Panama Railroad:			
Received..... tons.	34,605	8,633	43,238
Dispatched..... tons.	24,651	7,429	32,080
Rehandled..... tons.	1,386	642	2,028
Stevedored..... tons.	27,747	935	28,682
Vessels supplied with bunker coal:			
Commercial vessels, other than Panama Railroad vessels.....	68	20	88
Panama Railroad vessels.....	4		4
United States Army vessels.....	4	1	5
Total vessels supplied with coal.....	76	21	97

	Cristobal.	Balboa.	Total.
Coal supplied to above vessels:			
Commercial, other than Panama Railroad vessels..... tons..	34,074	2,148	36,222
Panama Railroad vessels..... tons..	946		946
United States Army vessels..... tons..	687	22	709
Total coal supplied to vessels..... tons..	35,707	2,170	37,877
Coal issues, miscellaneous:			
Panama Railroad departments..... tons..	337	82	419
Panama Canal departments..... tons..	1,118	234	1,352
United States Army, excepting vessels..... tons..	261		261
Individuals and companies..... tons..	404		404
Total coal furnished from Panama Canal deposits..... tons..	37,827	2,486	40,313
Coal on hand, April 1, 1921..... tons..	186,541	24,568	211,109
Coal on hand, March 1, 1921..... tons..	163,565	5,455	169,020
Coal received during March, 1921..... tons..	60,803	21,599	82,402
<i>Coal, United States Navy account.</i>			
Coal furnished United States Navy, including vessels..... tons..	1,346	1,355	2,701
Coal on hand, April 1, 1921..... tons..	53,326	8,672	61,998
Coal on hand, March 1, 1921..... tons..	54,672	10,027	64,699
Vessels supplied with fuel oil from Panama Canal tanks.....	1	3	4
Fuel oil supplied to above vessels..... bbls..	2,759	3,656	6,415
Fuel oil issues, miscellaneous:			
To Panama Canal departments..... bbls..	9,375	22,374	31,749
To Panama Railroad departments..... bbls..	370		370
To Army and Navy..... bbls..	102	292	394
To individuals and companies..... bbls..	51		51
Leakage, etc..... bbls..	1,089		1,089
Total issues..... bbls..	13,746	26,322	40,068
Fuel oil on hand, April 1, 1921..... bbls..	115,408	66,752	182,160
Fuel oil on hand, March 1, 1921..... bbls..	129,154	93,074	222,228
Diesel oil on hand, April 1, 1921..... bbls..	53,366	1,051	54,417
Fuel oil pumped for individuals and companies at 4 cents per barrel bbls..	157,250	212,897	370,147
Vessels furnished with commissary supplies:			
Commercial.....	152	94	246
Panama Railroad vessels.....	14	3	17
United States Government vessels.....	17	23	40
Total vessels furnished supplies.....	183	120	303
Commissary sales to commercial vessels:			
Ice.....	\$2,300.55	\$1,142.52	\$3,443.07
Wholesale groceries.....	7,307.39	2,679.95	9,987.34
Cold storage.....	31,832.57	12,089.42	43,921.99
Laundry.....	3,464.71	885.42	4,350.13
Miscellaneous.....	1,422.30	717.69	2,139.99
Totals.....	46,327.52	17,515.00	63,842.52
Commissary sales to Panama Railroad vessels:			
Ice.....	106.20	92.80	199.00
Wholesale groceries.....	415.72	1,000.34	1,416.06
Cold storage.....	2,954.08	2,986.17	5,940.25
Laundry.....	2,027.09		2,027.09
Miscellaneous.....	676.97	155.40	832.37
Total.....	6,180.06	4,234.71	10,414.77
Commissary sales to Government vessels:			
Ice.....	33.84	409.58	443.42
Wholesale groceries.....	670.15	6,562.85	7,233.00
Cold storage.....	4,182.47	15,634.97	19,817.44
Laundry.....	782.97	25.25	808.22
Miscellaneous.....	297.23	1,094.26	1,391.49
Total.....	5,966.66	23,726.91	29,693.57
Total commissary sales to all vessels:			
March, 1921.....	58,474.24	45,476.62	103,950.86
February, 1921.....	65,365.50	136,407.66	201,773.16
March, 1920.....	103,923.01	57,971.23	161,894.24
Admeasurement certificates:			
United States equivalent issued or made.....	31	1	32
Measured for Panama Canal.....	18	9	27
United States equivalent or Panama Canal corrected.....	31	10	41

	Cristobal.	Balboa.	Total.
Services of harbor equipment:			
Tugs, total operating hours.....	672	460	1,132
Launches, total operating hours.....	1,981	1,715	3,696
Number of vessels supplied with water.....	166	106	272
Water supplied to above vessels..... galls..	8,346,490	3,577,250	11,923,740
Number of vessels repaired at Panama Canal shops.....	68	32	100
Number of vessels dry-docked.....	6	15	21
Services to American vessels:			
Crew shipped.....	1		1
Crews paid off.....	2		2
Shipping article written.....	1		1
Marine notes of protest noted.....	15	4	19
Bills of health issued.....	160	156	316
Clearances issued.....	167	149	316
Article opened.....	1		1
Services to American seamen:			
Seamen shipped.....	163	131	294
Seamen paid off.....	190	90	280
Seamen deserted.....	12	4	16
Seamen lodged and subsisted.....	22	16	38
Seamen repatriated.....	20	6	26
Wages of American seamen:			
Total amount of wages earned.....	\$4,438.78	\$8,378.47	\$49,817.25
Deductions approved by Deputy Shipping Commissioner.....	27,815.39	1,429.20	29,244.59
Balance due seamen.....	13,623.39	6,949.27	20,572.66
Paid to seamen.....	11,936.07	5,157.86	17,093.93
Received on deposit for seamen.....	1,687.32	1,791.41	3,478.73
<i>Movement of passengers.</i>			
Disembarking at Canal Zone ports:			
First class—			
From Atlantic ports.....	988	133	1,121
From Pacific ports.....	217	164	381
Total, first class.....	1,205	297	1,502
Other than first class—			
From Atlantic ports.....	1,660	22	1,682
From Pacific ports.....	78	182	260
Total, other than first class.....	1,738	204	1,942
Total disembarking at Canal Zone ports.....	2,943	501	3,444
Embarking from Canal Zone ports:			
First class—			
For Atlantic ports.....	1,557	7	1,564
For Pacific ports.....	232	103	335
Total, first class.....	1,789	110	1,899
Other than first class—			
For Atlantic ports.....	1,026		1,026
For Pacific ports.....	46	58	104
Total, other than first class.....	1,072	58	1,130
Total embarking from Canal Zone ports.....	2,861	168	3,029
Remaining on board vessels:			
First class—			
Bound from Atlantic to Pacific ports.....	866	1,010	1,876
Bound from Pacific to Atlantic ports.....	623	1,069	1,692
Bound from Atlantic to Atlantic ports.....	1,015		1,015
Bound from Pacific to Pacific ports.....		15	15
Total, first class.....	2,504	2,094	4,598
Other than first class—			
Bound from Atlantic to Pacific ports.....	2,079	2,046	4,125
Bound from Pacific to Atlantic ports.....	890	1,051	1,941
Bound from Atlantic to Atlantic ports.....	111		111
Bound from Pacific to Pacific ports.....		397	397
Total, other than first class.....	3,080	3,494	6,574
Total remaining on board.....	5,584	5,588	11,172
Total passengers arriving.....	8,527	6,089	14,616
Total passengers departing.....	8,445	5,756	14,201
Arrivals in excess of departures.....	82	333	415

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of March, 1921:

## NUMBER OF LOCKAGES.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	109	129	238	12	17	29	267
Pedro Miguel.....	112	145	257	17	22	39	296
Miraflores.....	111	144	255	16	11	27	282
Total lockages, March, 1921.....	332	418	750	45	50	95	845
Total lockages, February, 1921.....	362	338	700	.....	.....	191	891
Total lockages, March, 1920.....	281	321	602	.....	.....	73	675

## NUMBER OF VESSELS PUT THROUGH LOCKS.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	118	149	267	25	29	54	321
Pedro Miguel.....	118	150	268	50	49	99	367
Miraflores.....	118	150	268	34	33	67	335
Total vessels, March, 1921.....	354	449	803	109	111	220	1,023
Total vessels, February, 1921.....	385	362	747	.....	.....	451	1,198
Total vessels, March, 1920.....	326	381	717	.....	.....	194	911

Noncommercial vessels through the locks were classified as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	43	36	35
Canal equipment.....	11	63	32
Total, noncommercial vessels.....	54	99	67

The consumption of water for lockages, loss in leakage, and for maintenance, is shown in the following tabulation:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 965,900,000	<i>Cubic feet.</i> 882,630,000	<i>Cubic feet.</i> 841,770,000
Leakage.....	25,000,000	12,200,000	55,000,000
Maintenance.....	.....	24,620,000	11,680,000
Total consumption, March, 1921.....	990,900,000	919,450,000	908,450,000
Total consumption, February, 1921.....	1,030,310,000	994,570,000	965,240,000
Total consumption, March, 1920.....	856,130,000	841,560,000	741,590,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was generally below normal everywhere except over the Pacific section, the heavy rain on the 13th on the Pacific side causing considerable excess in the monthly totals at Balboa, Balboa Heights, and Miraflores. Totals in the Canal Zone and vicinity ranged from 0.03 inch at Juan Mina to 3.29 inches at Balboa. The greatest amount of rainfall recorded on any one day was 2.24 inches at Balboa on March 13.

The estimated rainfall over the Gatun Lake watershed was 0.69 inch, as compared with a 11-year mean of 0.80 inch; over the Chagres River watershed above Alhajuela, it was 1.07 inches, as compared with a 20-year mean of 1.08 inches.

The discharge of the Chagres River at Alhajuela was 550 c. f. s., being 25 per cent below the 20-year March mean of 730 c. f. s., and furnished 61 per cent of the Gatun Lake total yield. The maximum momentary discharge was 1,940 c. f. s. at elevation 92.14 feet on the 26th, and the minimum flow was 320 c. f. s. on the 15th and 16th.

The Gatun Lake watershed total yield was 897 c. f. s., being 21 per cent below the 11-year March mean of 1,137 c. f. s. The maximum total yield recorded for the month of March was 1,792 c. f. s. in 1915, while the minimum total yield was 594 c. f. s. in 1920. The net yield for the month was 121 c. f. s. The lake varied in ele-

vation from 85.31 feet on the 18th, to 83.76 feet on the 31st. A decrease in storage of 6,900,000,000 cubic feet occurred during the month, which is the maximum storage depletion for any one month since the existence of Gatun Lake.

The draft on the lake for lockages and power was 2,394 c. f. s., compared with 2,502 c. f. s. for last month, and 1,366 c. f. s. for March, 1920. The ratio of water used for power and lockages was 2.46 to 1. The consumption of 1,702 c. f. s. at the hydroelectric station, during the month, has been exceeded but once, 1,703 c. f. s. being used in September, 1920.

Miraflores Lake varied from a maximum elevation of 54 feet on the 6th, to a minimum of 52.50 feet on the 28th, averaged 53.46 feet and ended at 53.26 feet midnight the 31st.

Seismic disturbances were recorded on the 12th, 21st, and 28th. The disturbance of the 12th was generally felt by residents of Balboa and Panama, the N-S component recorded a maximum amplitude of 58 (plus) millimeters, the approximate distance of the epicenter being about 345 miles.

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station for the month of March, was 6,328,600 KWH, on a computed water consumption of 4,559,456,500 cubic feet. The combined gross output of the Miraflores steam plant was 12,010 KWH, with an oil consumption of 2,162 barrels.

The total gross output of both stations was 6,340,610 KWH, and the total power distributed to consumers was 5,323,254 KWH. The total loss of power in plant auxiliaries, transmission and transformation was 1,017,356 KWH, or 16.04 per cent of the gross output.

Miscellaneous repairs and installations of electrical equipment were made on 26 vessels at Cristobal and 32 at Balboa during the month. There were 414 work orders issued for work to be performed by the Electrical Division during the month as compared with 303 for February.

The following work was under progress during the month, with completion on March 31, as shown:

	Per cent completed.
Installation of 4 K-5 switches at Miraflores substation.....	100
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	95
Installation of new 8,400 KVA transformer and new tie-line equipment in Gatun substation.....	63
Installation of 2 complete feeder equipments at the Balboa substation.....	95
Extension of underground distribution in New Cristobal.....	99

<sup>1</sup> Indicates that no work was done during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The decline in repair work at the Mechanical Division shops showed no abatement during the month. Further heavy reductions in the gold hourly force were made at the end of the month, to become effective a few days later. With these latter reductions in effect, both gold and silver rolls have been reduced approximately one-third since January 1, 1921.

Miscellaneous repairs were made at the Balboa shops on 32 vessels during the month, the more important of which were as follows:

The steamship *Steel Inventor* was placed in dry dock for the rebuilding of her bow which was damaged at the time she struck and sunk the United States torpedo boat destroyer *Woolsey*. The repairs, involving a new stem and the rebuilding of a large amount of bow plating and framing, were carried on night and day and completed during the month.

The steamship *Cristobal* was dry-docked for cleaning and painting. This vessel was last previously docked 15 months ago, when her bottom was painted with the Navy type of bottom paint, manufactured by The Panama Canal, and used locally in all cases, unless the ship's owner supplied a different brand of paint. After 15 months' service it was found that the paint on the *Cristobal* was in very good condition, except along the water-line belt, which is in marked contrast to many of the proprietary paints, some of which last but a few months. Experience has shown that the Navy standard formula is at least equal to the best brands of proprietary paint and is superior to most of them.

Repairs to the torpedo boat destroyer *Mason* were completed, as well as hull repairs to the *Satterlee*, the latter vessel remaining at the plant awaiting the arrival of a new steering engine from the United States.

The following vessels were dry-docked at Balboa during the month: Steamships *Steel Inventor* and *Cristobal*; submarines *O-11*, *O-12*, *O-13*, *O-15*, and *O-16*; destroyers *Mason* and *Satterlee*; barges *Nos. 137*, *138*, and *201*; tug *Sciota*; tender *Perico*; and Panama Railroad pile driver *No. 198*.

At the Cristobal shops miscellaneous repair work was performed on 68 vessels, the more important of which was as follows:

The keel of the schooner *Anthony Nichols* was repaired, the bottom scraped, and miscellaneous minor repairs made. The seams on both boilers of the tug *Favorite* were calked and the circulating engine column welded. Ballast was installed in the U. S. S. Eagle No. 31, and the hull cleaned and painted. The beams under the boilers, and the auxiliary steam pump of the steamship *Jamaica* were repaired. A new anchor shaft was made for the U. S. S. submarine *O-14* and battery and hull ventilation ducts were renewed. The valve seats on the circulating pump of the steamship *Balboa* were refastened and a 2-inch sanitary line on the port side was renewed. The reduction valve to the steering engine of the U. S. S. Eagle No. 36 was repaired, together with the turbine fuel oil pump in the fire room and the indicator on steering gear in pilot house.

The following vessels were dry-docked at Cristobal during the month: Steamship *Acajulla*; schooner *Anthony Nichols*; tug *Tavernilla*; U. S. S. Eagle No. 31; submarine *O-14* and S. P. No. 2235.

The output of the Mechanical Division in patterns, castings, and foundry production for March, as compared with that for the preceding month, was as follows:

	March, 1921.			February, 1921.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	26	595	47,676	32	859	38,909
Steel.....	17	508	101,832	6	425	87,527
Brass.....	24	1,113	16,400	12	1,851	31,940

The routine inspection, hosting, and repair equipment for the Panama Railroad Company was carried on during the month. Eight hundred and twenty-five job orders were completed during the month, with 456 remaining uncompleted on March 31.

#### BUILDING DIVISION.

The following statement represents the degree of completion on March 31 of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Thirty-nine 12-family married quarters.....	100
Ten 32-room bachelor quarters.....	99
Royal Mail Steam Packet Company's office, Cristobal.....	90
Applying specification roofing to Pier No. 6, Cristobal.....	100
Reroofing Cristobal bakery.....	95
Repairs to 35 houses, Cristobal.....	75
Four hundred and sixty-eight kitchenettes, for silver townsite, Cristobal.....	50
Roof between buildings 2 and 3, Balboa.....	95
Roof between buildings 3 and 4, Balboa.....	95
Moving 2 type-18 houses from Las Cascadas to Cristobal.....	85
All-America Cables Company building, Cristobal.....	68
Manufacture of 300 wooden rocking chairs.....	25
Erection of boiler, cold storage plant, Cristobal.....	15
Repairs to Paraiso clubhouse.....	100
Repair and paint Balboa clubhouse.....	100
Construction of asbestos roof, Balboa ice plant.....	100
Two transformer houses, New Cristobal.....	100
Rebuilding ovens at Cristobal bakery.....	80
Construction of building for Salvation Army, Colon.....	40

\* Indicates that no work was performed during the month.

Construction work for the Army and Navy is separately reported.

#### DREDGING DIVISION.

With the exception of the last 2 days of the month, Cucaracha Slide has shown no movement. The dredge *Gamboa*, on a 2-shift basis, worked in the basin in front of this slide, dredging to a depth of 30 to 35 feet, and removing 121,100 cubic yards of material during the month. This makes a total of 2,487,500 cubic yards of material removed since the slide of February, 1920. There was no interference with traffic through the Canal during the month. Neither Culebra nor Barge Repair Slides showed any movement during March.

The total excavation for March, including earth, rock, run-of-bank gravel, and sand, was 657,908 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
124,000	124,000		Maintenance.....	Atlantic entrance. 236-50 to 212-80 E.....	No. 86.
121,100	24,200	96,900	Maintenance.....	Gaillard Cut (Cucaracha). 1805-00 to 1814-00 E.....	Gamboa.
147,800	133,100	14,700	Maintenance.....	Miraflores Lake. 1954-60 to 1967-00 E..... 1987-00 to 2080-00 E.....	No. 83.
500		500	Construction.....	Pacific entrance. 2198-70 to 2200-50.....	Cascadas.
500	500		Maintenance.....	2198-70 to 2200-50.....	Cascadas.
136,500	136,500		Aux. construction.....	Atlantic terminals. Inner harbor, Cristobal.....	No. 86.
36,300	36,300		Maintenance.....	Balboa inner harbor. Docks 14, 15, 18, and D. L.....	Cascadas.
37,900	37,400	500	Construction.....	Docks 14, 15, 18, and D. L.....	Cascadas.
5,700	5,700		Aux. construction..	Chagres River gravel service. Uncovering beds.....	Marmot.
47,608	47,608		Aux. construction..	Sand and gravel excavation.....	Marmot.
657,908	545,308	112,600			

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
Telfer's Island, east of Canal, Atlantic entrance.....	124,000
North of Gamboa.....	120,200
East side of Canal prism, Miraflores Lake.....	147,800
Fill, west of coaling station, Cristobal.....	136,500
Sea dumps, Pacific entrance.....	74,200
Towed to Gamboa.....	47,608
Deep water, Chagres River.....	5,700
Dumped at sea, Pacific entrance.....	1,000
North of Gold Hill.....	900
Total.....	657,908

On April 1, 1921, the following excavation remained to be done:

Location.	Earth.	Rock.	Total.
	Cu. yds.	Cu. yds.	Cu. yds.
Gaillard Cut.....	25,000	25,000	25,000
Pacific entrance.....	45,000	75,400	120,400
Total, Canal prism.....	45,000	100,400	145,400
Balboa inner harbor.....	24,850	6,000	30,850
Total, ocean to ocean.....	69,850	106,400	176,250

MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations, and of the 3 filtration plants as compared with the preceding month, and of the corresponding month of last year, were as follows:

	March, 1921.	February, 1921.	March, 1920.
Pumping stations.....	Gallons. 834,072,750	Gallons. 794,342,250	Gallons. 883,393,100
Filtration plants.....	511,274,000	484,624,000	532,335,000

Sales of water to vessels at the Cristobal and Balboa docks totaled 11,923,740 gallons. The consumption of water in Panama City was 102,527,000 gallons, and the amount consumed in Colon was 58,570,500 gallons.

Construction work, as itemized below, was under progress during the month, with completion on March 31, as shown:

Northern District.

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	55
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Installation of 12-inch oil line to dock 14, Cristobal.....	100
Installation of two 12-inch oil lines to pier 6, Cristobal.....	30
Installation of 6-inch Diesel oil line to dock 6.....	40
Widening of road, Mount Hope pumping station.....	100
Relaying of 10-inch water line to coaling plant.....	100

1 Indicates that no work was performed during the month.

2 Work discontinued owing to lack of funds.

## Southern District.

	Per cent completed.
Storm sewer, Javillo Fill .....	100
Box sewer, Panama Railroad yards.....	100
Concrete streets, new Santo Tomas Hospital.....	'98
Reconstruction of road, Quarry Heights.....	'95
Water and sewer connections to Shrine building, Balboa Heights.....	100
Box sewer, 13th Street, Panama City.....	100
New wash water tank, Miraflores.....	'95
Construction of new concrete sea wall, Santo Tomas hospital.....	15
Construction of sewer and water mains, Southern Avenue, Panama.....	'50
Construction of concrete trestle under oil line, Balboa.....	90

\* Indicates that no work was performed during the month.

## OCCUPANTS OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on March 31, were classified as follows:

	Men.	Women.	Children.	Totals.		
				March, 1921.	February, 1921.	March, 1920.
Americans.....	3,317	2,267	2,706	8,290	8,511	8,541
Europeans.....	157	35	53	245	281	312
West Indians.....	4,978	2,279	4,409	11,666	11,695	9,349
Totals, March, 1921.....	8,452	4,581	7,168	20,201		
Totals, February, 1921.....	8,593	4,565	7,329		20,487	
Totals, March, 1920.....	8,767	3,817	5,618			18,202

## WORKING FORCE.

(Effective March 16, 1921.)

Department or Division.	Employees.		Total employees.		
	Gold.	Silver.	March, 1921.	February, 1921.	March, 1920.
<b>Operation and Maintenance:</b>					
Office.....	29	44	73	77	77
Building Division.....	121	393	514	532	1,803
Electrical Division.....	200	278	478	462	662
Municipal Engineering.....	97	789	886	949	1,742
Lock Operation.....	194	699	893	1,052	752
Dredging.....	185	1,086	1,271	1,250	1,197
Mechanical.....	878	1,375	2,253	2,583	2,888
Marine.....	203	577	780	827	600
Fortifications.....	71	247	318	361	298
Totals.....	1,978	5,488	7,466	8,093	10,019
<b>Supply Department:</b>					
Quartermaster.....	210	1,490	1,700	1,732	2,127
Subsistence.....	29	415	444	470	478
Commissary.....	285	1,467	1,752	1,766	1,916
Cattle Industry—Plantations.....	20	408	428	440	870
Hotel Washington.....	10	101	111	109	109
Totals.....	554	3,881	4,435	4,517	5,500
<b>Accounting.....</b>	243	9	252	243	259
<b>Health.....</b>	253	918	1,171	1,138	1,159
<b>Executive.....</b>	574	254	828	827	799
Totals.....	1,070	1,181	2,251	2,208	2,217
<b>Panama Railroad:</b>					
Superintendent.....	67	491	558	585	630
Transportation.....	107	147	254	260	323
Receiving and Forwarding Agency.....	83	615	698	1,088	2,311
Coaling stations.....	132	888	1,020	1,360	1,235
Totals.....	389	2,141	2,530	3,293	4,499
Grand totals.....	3,991	12,691	16,682	18,111	22,235
Grand totals, February, 1921.....	4,043	14,068	18,111		
Grand totals, March, 1920.....	4,575	17,660	22,235		

## VITAL STATISTICS.

During the month of March a total of 154 deaths occurred among the population of the Canal Zone and the cities of Panama and Colon, giving an annual death rate of 15.69 per thousand population. Of the total deaths, 6 were due to external causes.

Sixty-two deaths, or 40 per cent of the total deaths, occurred among children under 5 years of age. The leading causes of mortality were tuberculosis, diarrhea and enteritis, and acute and chronic nephritis. These 3 diseases caused 37 per cent of the total deaths.

There were 16 deaths of nonresidents of the Isthmus, which are not included in the above statistics. Three hundred and twenty-four births, 15 of which were stillbirths, were reported during the month, giving an annual birth rate of 33 per thousand population. Deaths among children under 1 year of age numbered 43, giving an infant mortality rate, based on the number of births reported for the month, of 139.4 per thousand.

Two hundred and thirty-six cases of malaria were reported during the month, 208 of which were among nonresidents or residents of the Canal Zone who contracted the disease outside the Canal Zone. There were 3 cases of typhoid fever, all nonresidents and 4 cases of dysentery, of which 3 were nonresidents and 1 from Panama.

Twenty-one cases of smallpox were reported as compared with 66 cases last month. Of these cases 5 were from Panama, and 16 from Colon.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month of March was \$733,374.36, as compared with \$949,104.95 for the preceding month, and \$546,820.66 for the corresponding month of last year. Of the material received during the month, \$708,839.37 was chargeable to Operation and Maintenance, \$9,257.33 to Construction and Equipment, and \$15,277.66 to miscellaneous departments.

The total cash sales on the Isthmus during the month amounted to \$41,301.89, of which \$36,911.32 was for stock, \$2,032.80 for fuel oil, \$1,342.90 for scrap, and \$1,014.87 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$19,792.05, of which \$2,032.80 was for fuel oil, and \$17,759.25 for miscellaneous stock items.

Total sales of commissary supplies to all purchasers amounted to \$892,956.03, made up as follows: To steamships, other than those of the United States Government and of the Panama Railroad Steamship Line, \$65,856.83; to The Panama Canal, \$138,042.24; to the United States Government, including the Army and Navy, \$133,333.68; to individuals and companies, mainly through charge accounts at the retail commissaries, \$25,281.84; to the Panama Railroad, including its steamships and the Hotel Washington, \$25,532.93, and to individuals purchasing coupons, \$504,908.51.

Respectfully,

JAY J. MORROW,

Governor.

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**Canal Ships Handling "Rush" and Perishable Shipments.**

Most of the discussions of the savings of distance, and hence of time, by the use of the Panama Canal have been predicated on comparisons of the distances via the Canal and via alternative water routes. Coordinately, it has been considered that the advantages of the Canal route would apply almost entirely to large shipments of nonperishable cargo, in which cheapness of carriage of a great bulk was the principal factor and speed in delivery a secondary consideration. Between the coasts of the United States, for example, the Canal and the railroads were considered as having separate functions. Coal, lumber, oil, ores, heavy machinery, structural iron and steel, grains and cotton were considered to be the ideal cargoes for the Canal; while perishable goods and shipments of small lots, it was assumed, would be handled by the railways.

In general this has been the case; but there has been a generally unexpected development of the speed element in the traffic through the Canal, primarily in the United States coastwise trade. Two large

coastwise steamship lines, especially, have set out to develop "express service" between the principal Atlantic and Pacific ports of the United States. By regular services with fast ships they have endeavored to meet or excel the railway deliveries on even relatively small shipments in point of time, while being able to set rates about 25 per cent below the railroad rates between the seaboard. The extent of their success in detail can not be determined from here; but it is significant that the Seattle Chamber of Commerce reports that the coastwise lines have started an educational campaign to inform the public of the advantages of the water route, and that the railroads are reported bestirring themselves to establish an assured 20-day schedule for freight shipment between the Atlantic and Pacific coasts.

Another development along these lines has been the shipment of perishable fresh fruits through the Canal from the western coast of the United States in vessels equipped with refrigerated space. From the opening of the Canal it has been used for large shipments of fresh beef and mutton and frozen rabbits from Australia and New Zealand; but until the past half year the refrigerated shipments of fresh fruits from California, Oregon, and Washington, and British Columbia, were sent over the railroads. Then a line of steamships, operated by the Holland-American Line and the Royal Mail Steam Packet Company, jointly, offered refrigerated space for the shipment of apples to Europe. The space was taken quickly and deliveries were made satisfactorily. Subsequently shipments of oranges and lemons from California were made to Atlantic ports of the United States; and in March there passed through the Canal what was reported to be the "first shipment of citrus fruit from Los Angeles to London by water." It consisted of 10 carloads of oranges and 100 boxes of fancy lemons, valued at approximately \$25,000. It is claimed that the freight saving amounts to 75 cents per box; that 3 days' time is saved by the all-water route in comparison with shipment by rail to New York and thence by steamer; and that the handling of the fruit is reduced to a minimum.

Fruit growers of the Pacific States are said to be urging the coastwise steamship lines to make more refrigerated ships available for handling the fruit crop to the Atlantic Coast. The coastwise traffic through the Canal has expanded greatly in the past year; and with the development of "express" and refrigerator service may be expected to be an increasingly useful element in the transportation of the United States, with its influence penetrating further inland each year.

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#### Commodities in March.

Cargo passing through the Canal in the month of March, 1921, is classified by commodities, with the areas of origin and destination of the shipments, in the tables on pages 556 to 559, inclusive. The figures represent tons of 2,240 pounds. The data are as close to accuracy as has been possible with the use of the cargo declarations; but in addition to the figures shown, small shipments of the commodities included in the tables and of other commodities not listed separately passed through under the designation of "general cargo."

The tables show the total of each commodity; next, under the heading "From," the origin of the shipments making up that total; and under the heading "To," show the distribution of the total among the several areas of destination.

## Distribution of cargo passing through the Canal from the Pacific to the Atlantic, March, 1921.\*

From—	NORTH AMERICA.										EUROPE.										Grand total.	West Indies <sup>1</sup>	Azores <sup>2</sup>	Per cent of total cargo.		
	UNITED STATES.					North America.					Total, Europe.	Europe.	Spain.	Italy.	Holland.	Germany.	France.	Denmark.	British Isles.	Belgium.					North America.	Atlantic terminus Panama Canal.
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	West Indies.	Canada.	Total, North America.	British Isles.																
Chile.....	23,856	26,700	8,250	58,806	.....	.....	.....	652	59,458	15,179	34,766	7,067	881	14,409	700	80	7,500	80,582	15,524	11,577	167,141	37.3				
Colombia.....	400	.....	.....	460	.....	.....	.....	1,183	1,643	.....	.....	.....	.....	.....	.....	.....	.....	1,643	.....	.....	1,643	0.4				
Ecuador.....	1,707	.....	.....	1,707	.....	.....	.....	1,145	2,852	.....	.....	.....	.....	.....	62	.....	.....	2,914	.....	.....	2,914	0.6				
Peru.....	2,214	.....	500	2,714	5,436	.....	.....	4,736	12,886	6,961	1,788	.....	.....	.....	.....	.....	.....	10,059	.....	.....	22,945	5.1				
West coast of South America.....	.....	.....	.....	93	.....	.....	.....	93	2,191	.....	.....	.....	.....	.....	.....	.....	.....	2,191	.....	.....	2,284	0.5				
Total, South America.....	28,237	26,700	8,750	63,687	5,436	.....	.....	7,809	76,932	24,331	36,554	7,067	881	14,409	762	1,390	7,500	92,894	15,524	11,577	196,927	43.9				
West coast of United States.....	54,449	198	676	55,323	.....	.....	.....	1,210	56,587	.....	37,731	330	30,579	10,353	.....	.....	9,120	88,113	.....	.....	144,700	32.3				
West coast of Canada.....	8,500	.....	.....	8,500	.....	54	.....	2,070	8,500	5,399	.....	.....	5,191	.....	.....	.....	.....	10,790	.....	.....	19,290	4.3				
West coast of Central America.....	.....	.....	.....	.....	.....	.....	.....	2,070	.....	.....	.....	.....	580	910	.....	.....	192	1,682	.....	.....	3,752	0.8				
Total, North America.....	62,949	198	676	63,823	.....	54	.....	3,280	67,157	43,330	910	35,770	11,263	.....	.....	.....	9,312	100,585	.....	.....	167,742	37.4				
China.....	1,577	867	.....	2,444	.....	812	.....	.....	3,256	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,256	0.7				
Japan.....	3,396	.....	.....	3,396	.....	.....	.....	.....	3,596	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,596	0.8				
Philippines.....	9,730	.....	.....	9,730	.....	.....	.....	.....	9,730	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,730	2.2				
Malay Peninsula.....	228	.....	.....	228	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228	.....				
East Indies.....	.....	.....	.....	.....	.....	187	.....	.....	187	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	187	.....				
Far East.....	2,556	.....	.....	2,556	.....	.....	.....	.....	2,556	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,556	0.6				
Total, Asia.....	17,687	867	.....	18,554	.....	999	.....	.....	19,553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,553	4.3				
Australia.....	5,120	.....	.....	5,120	.....	.....	.....	.....	5,120	15,086	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,086	4.5				
New Zealand.....	2,000	.....	.....	2,000	.....	.....	.....	.....	2,000	39,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39,466	9.2				
Australasia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,090	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,090	0.5				
Total, Australasia.....	7,120	.....	.....	7,120	.....	.....	.....	.....	7,120	56,042	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,042	14.2				
Grand totals.....	115,993	27,765	9,426	153,184	5,436	1,053	11,089	170,762	24,331	136,326	910	7,067	36,651	25,672	702	1,390	16,812	250,121	15,524	11,577	447,984	100.0				
Per cent of total cargo.....	25.9	6.2	2.1	34.2	1.2	0.2	2.5	38.1	5.4	30.4	0.2	1.6	8.2	5.7	0.2	0.3	3.7	55.8	3.5	2.6	100.0	.....				
Per cent of total cargo last month.....	24.7	6.1	2.1	32.9	0.6	1.0	0.9	35.8	2.1	27.1	0.7	1.2	5.2	1.4	.....	2.0	9.3	49.6	8.0	4.9	100.0	.....				

\* General cargo not routed so as to allow segregation among various ports.

\* By tons of 2,240 pounds.

\* For orders.

Distribution of cargo passing through the Canal from the Atlantic to the Pacific, March, 1921.\*

From—	NORTH AMERICA.										ASIA.					AUSTRALASIA.							
	Chile.	Colombia.	Ecuador.	Peru.	West coast, South America. <sup>†</sup>	Total South America.	West coast, United States.	Canada.	West coast, Central America.	Pacific terminus, Panama Canal.	West coast, North America.	Total North America.	China.	Japan.	Philippine Islands.	Far East. <sup>†</sup>	Total, Asia.	Australia.	New Zealand.	Australasia. <sup>†</sup>	Total Australasia.	Grand total.	Per cent of total cargo.
North Atlantic ports.....	5,462	396	492	4,146	16,482	26,978	39,332	21	577	39,830	23,986	27,404	7,532	39,404	98,326	7,375	11,844	20,093	39,312	204,546	32.1		
South Atlantic ports.....	22,334		2,104	29	162	24,929	11,525		21,599	33,424	458	899		1,357	15,956	13,600	7,086		7,036	66,446	10.4		
Gulf ports.....						45,112	26,129		9,448	80,689	7,202	5,434		3,320						13,600	110,245	17.3	
Total, United States.....	27,796	396	2,896	4,175	16,644	51,907	95,969	26,150	577	31,047	153,743	31,646	33,737	5,532	42,724	113,639	20,975	11,844	27,129	59,948	981,237	59.3	
West Indies.....	60,800					60,800			9,600		5,750	18,960			25,710	9,000				9,000	34,710	5.4	
East coast of Mexico.....	835	304	771	1,872	466	4,248	720		2,053		2,773			6,315						2,800	7,021	12.1	
Atlantic terminus.....																					2,800	2,800	0.4
Canada.....																							
Total, North America.....	89,431	700	3,667	6,047	17,110	116,955	96,689	26,150	2,630	40,647	166,116	37,396	60,127	5,532	42,724	147,664	29,375	11,844	29,929	71,748	502,483	78.9	
Belgium.....	1,500				1,223	2,813	6,483				6,483											9,296	1.4
British Isles.....	2,804				2,747	5,551	990	621		9,554	11,165										72,339	89,056	14.0
Denmark.....	1,610					1,910	60				1,218											1,970	0.3
Germany.....	8,212		350			8,562	1,218			6,504												9,780	1.6
Holland.....						30	5,004	1,500														6,504	1.0
Italy.....						30																30	0.0
Norway.....							1,817				1,817											1,817	0.3
France.....	777				48	825	1,000				1,000											1,825	0.3
Sweden.....						3,502					1,040											3,502	0.6
Europe.....						9,106	1,040				1,040											10,146	1.6
Total, Europe.....	15,293		350	3,502	13,154	32,299	17,612	2,121		9,554	29,287										6,685	60,804	8.5
East coast of South America.....		125				125	46				46											171	0.2
Grand totals.....	104,724	825	4,017	9,549	30,264	149,379	114,347	28,271	2,630	40,647	195,449	37,396	60,127	5,532	42,724	147,664	36,660	72,648	34,779	144,087	636,379	100.0	
Per cent of total cargo.....	16.4	0.1	0.6	1.5	4.8	23.4	18.0	4.4	0.4	6.3	1.5	30.6	5.9	9.4	1.3	6.7	23.3	5.8	11.4	5.5	22.7	100.0	
Per cent of total cargo last month.....	27.7	0.1	0.2	1.3	1.3	37.3	22.4	2.1	1.4	1.9	1.4	29.7	7.5	3.2	0.1	7.1	18.0	7.2	6.1	1.7	15.0	.....	

\*General cargo not routed so as to allow segregation among various ports.

†Tons of 2,240 pounds.

ATLANTIC TO PACIFIC.  
(Figures represent tons of 2,240 pounds.)

Commodity.	From—										To—				
	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	East coast of Mexico.	West Indies.	East coast of South America.	East coast of Canada.	West coast of South America.	West coast of United States.	Australasia.	Far East.	West coast of Canada.	West coast of Central America.	Balboa, C. Z.
<b>Total</b>	<b>1,190</b>	<b>279</b>	<b>1,190</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>317</b>	<b>43</b>	<b>750</b>	<b>51</b>	<b>29</b>		
Agricultural implements.....	911														
Ammunition.....	350								350						
Asphalt.....	1											1			
Automobiles.....	793		15	2			2		115	305	204	292			
Beans, cacao.....	190								190						
Bricks, fire.....	758		688						758						
Butter.....	1			1					1						
<b>Canned goods:</b>															
Fish.....	251	12	34						84	155	12				
Meat.....	74	20	4						24	50					
Milk.....	149											149			
Vegetables.....	268		14	4					18	250					
Caustic soda.....	81	79		2					81						
Cement.....	7,056	1,663	2,150						5,306		1,663	27			
Cereals.....	30	30							30						
Chemicals.....	520	80	28	3					71	65	20	364			
Coal.....	\$7,945	25,257	2,257						34,359	1,896	30,061				21,599
Coffee.....	46							46							
Cork.....	139	103	36						36			103			
Cotton, raw.....	8,343														
Creosote.....	5,004	100	5,004							5,004			100		
Earthenware.....	15														
Explosives.....	123	74							125	15					
Floor.....	420		420						420						
Glassware.....	5														
Hemp.....	20														
Jute.....	1,192	35													
Lard.....	3														
Linsced oil.....	3														
Liquor.....	1,028	15	90	18					149		604	15	250	10	
Live stock.....	60	60							60						
Lumber.....	7												7		
<b>Manufactured goods:</b>															
Iron and steel.....	70,301	55,415	3,606	428					11,197	17,704	16,015	24,408		977	
Machinery.....	16,536	12,514	145	62					1,910	801	4,457	9,136		232	
Railroad material.....	3,369	2,636	133						750	150	4,700	1,565			
Textiles.....	2,245	1,090	60	55					374	431	990	450			
Others.....	10,901	10,635	168	98					1,117	8,871	100	813			

Metals:	240	1,900	8	500	1,900	8	500	1,900	240	500	240	19,048
Aluminum.....	2,408	56	8	13	13	13	13	13	56	56	56	19,048
Iron.....	68	10	13	7	7	7	7	7	65	65	65	19,048
Lead.....	65	7	7	7	7	7	7	7	7	7	7	19,048
Nickel.....	7	7	7	7	7	7	7	7	7	7	7	19,048
Silver.....	104	75	75	75	75	75	75	75	75	75	75	19,048
Others.....	1,817	1,817	1,817	1,817	1,817	1,817	1,817	1,817	1,817	1,817	1,817	19,048
Nitrate of ammonia.....	158,307	145,949	145,949	145,949	145,949	145,949	145,949	145,949	145,949	145,949	145,949	19,048
Oil, crude.....	61,469	75	75	75	75	75	75	75	75	75	75	19,048
Oil, refined.....	3,775	2,090	2,090	264	612	612	612	612	612	612	612	19,048
Oyster shells.....	188	188	188	188	188	188	188	188	188	188	188	19,048
Paper.....	188	188	188	188	188	188	188	188	188	188	188	19,048
Rice.....	188	188	188	188	188	188	188	188	188	188	188	19,048
Rosin.....	13	13	13	13	13	13	13	13	13	13	13	19,048
Rubber.....	723	598	598	598	598	598	598	598	598	598	598	19,048
Salt.....	31	31	31	31	31	31	31	31	31	31	31	19,048
Silk.....	2,492	2,492	2,492	2,492	2,492	2,492	2,492	2,492	2,492	2,492	2,492	19,048
Silver sand.....	4	4	4	4	4	4	4	4	4	4	4	19,048
Skins and hides.....	178	126	126	45	45	45	45	45	45	45	45	19,048
Soap.....	38,710	38,710	38,710	38,710	38,710	38,710	38,710	38,710	38,710	38,710	38,710	19,048
Sugar.....	12,350	12,350	12,350	20	20	20	20	20	20	20	20	19,048
Sulphur.....	3,885	3,885	3,885	3,885	3,885	3,885	3,885	3,885	3,885	3,885	3,885	19,048
Tea.....	8	8	8	8	8	8	8	8	8	8	8	19,048
Tobacco.....	354	354	354	354	354	354	354	354	354	354	354	19,048
Turpentine.....	900	900	900	900	900	900	900	900	900	900	900	19,048
Wax, paraffin.....	128,543	59,220	59,220	38,435	28,765	6,322	38,435	28,765	6,322	38,435	28,765	19,048
Wheat.....	636,579	311,303	311,303	84,086	46,533	7,019	145,949	38,710	171	2,808	149,368	147,367
General.....	2,915	2,915	2,915	2,915	2,915	2,915	2,915	2,915	2,915	2,915	2,915	40,647
Totals.....	636,579	311,303	311,303	84,086	46,533	7,019	145,949	38,710	171	2,808	149,368	147,367

PACIFIC TO ATLANTIC.

(Figures represent tons of 2,240 pounds.)

Commodity.	FROM—							TO—							
	Total.	West coast of South America.	West coast of United States.	Australasia.	Far East.	West coast of Canada.	West coast of Central America.	East coast of United States.	British Isles.	Other Europe.	Azore Islands.	West Indies.	West Indies.	Christobal, C. Z.	East coast of Canada.
Automobiles.....	4	1	2	1			2	1					1		
Balsam.....	2												2		
Barb, Peruvian.....	4	4											4		
Beans.....	10,908	1,974	17,084					19,324	330			54			
Barley.....	3,223	300	2,808		25			2,933	290						
Totals.....	636,579	311,303	46,533	7,019	145,949	38,710	171	2,808	149,368	127,788	140,454	147,367	28,040	2,915	40,647

\* For orders.

## PACIFIC TO ATLANTIC—Continued.

Commodity.	From—						To—							
	West coast of South America.	West coast of United States.	Australasia.	Far East.	West coast of Canada.	West coast of Central America.	East coast of United States.	British Isles.	Other Europe.	Azore Islands. <sup>1</sup>	West Indies. <sup>1</sup>	West Indies.	Cristobal, C. Z.	East coast of Canada.
Total.	867	867	867	867	867	867	867	867	867	867	867	867	867	867
Bean oil.....	500	500												
Beeswax.....	248	248												
Borax.....	717	717												
Campbor oil.....														
Canned goods:														
Fish.....	3,236	3,236												
Fruit.....	2,892	2,892												
Meat.....	670	670												
Milk.....	230	230												
Vegetables.....	3	3												
Cacao.....	1,909	1,909												
Coffee.....	4,278	4,278												
Cocoa leaves.....	20	20												
Chemicals.....	113	113												
Clover seed.....	10	10												
Codfish.....	112	112												
Cold storage:														
Beef.....	4,772	4,772												
Butter.....	2,657	2,657												
Cassia.....	350	350												
Cheese.....	2,968	2,968												
Mutton.....	7,640	7,640												
Tallow.....	3,221	3,221												
Others.....	463	463												
Copra.....	700	700												
Corn.....	5,191	5,191												
Cotton, raw.....	1,327	1,327												
Cotton seed.....	166	166												
Cotton seed cake.....	611	611												
Fruits:														
Fresh.....	813	813												
Dried.....	406	406												
Flour.....	11,726	6,074	5,650											
Hair.....	15	15												
Hardwood.....	407	287												
Hats.....	1	1												
Hay.....	75	75												
Hemp.....	1,636	1,332	1,354											

\* For orders.



MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight April 16, 1921.

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.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Advance.....	7	18.15	10	6.11	10	13.55	10	15.05	American.	Panama Railroad Steamship Line	295.0	38.0	15.6	New York	Guayaquil.	General.	400	2,947	2,113	
Ebro.....	9	3.34	6.12	10.14	10	14.50	10	16.00	British.	Pacific Steam Navigation Co.	450.0	57.0	22.3	New York	Valparaiso.	General.	1,675	9,089	6,215	
Ocean Monarch	9	11.36	6.20	10.15	10	15.46	10	16.53	British.	Monarch Steamship Co.	398.0	48.0	23.0	New York	Manila.	General.	5,250	4,810	3,558	
Anson S. Brooks	7	14.28	8.10	10.16	10	16.26	10	17.55	American.	Brooks Steamship Corp.	273.0	43.0	24.0	Galveston.	Portland.	Sulphur.	3,100	3,031	1,924	
San Fernando.	9	7.29	7.15	10.19	10	15.54	10	21.32	British.	Brooks Steamship Corp.	530.4	69.4	31.4	Tampico.	Singapore.	Fuel oil.	10,117	13,266	9,609	
La Habra.....	9	19.45	10.08	10.20	10	20.32	10	22.37	Norwegian.	W. Wilhelmsen.	424.8	57.0	26.0	New York	Inrique.	Fuel oil.	9,200	7,053	5,085	
Kofuka Maru.	10	6.21	10.35	10.20	10	20.32	10	21.36	Japanese.	Kokusai Kaisha	385.0	51.0	23.0	New York	Manila.	Gasoline.	3,641	5,920	4,409	
Orteric.....	10	12.18	11.05	11.04	11	14.09	11	15.25	British.	Andrew Weir & Co.	411.6	55.6	29.1	Norfolk.	Manila.	Coal.	8,585	7,150	5,909	
Tregarthen.....	10	13.53	11.02	11.15	11	15.25	11	16.38	British.	Edward Hain & Son.	369.8	51.1	23.0	New Orleans.	Dunedin.	General.	5,229	5,178	3,971	
Julia Lucken- bach.....	11	2.39	11.00	11.16	11	16.12	11	17.03	American.	Luckenbach Line.	436.0	57.0	26.0	New York	San Francisco.	General, steel.	6,200	8,543	6,427	
Salvador.....	3	20.55	11.05	11.17	11	17.40	11	18.44	British.	Pacific Steam Navigation Co.	225.0	35.4	14.4	Cristobal.	Champerico.	General.	733	1,213	692	
Port Curtis.....	11	3.15	11.05	11.17	11	17.12	11	18.10	British.	Commonwealth and Dom. Line	450.2	58.4	27.0	New York	Sydney.	General.	6,711	8,500	6,140	
Pacifico.....	9	19.20	11.09	11.21	11	21.04	11	22.02	Norwegian.	Arthur Mathieson	330.0	46.0	12.9	La Guayra.	San Francisco.	Ballast.	3,887	2,699		
R-25.....	11	6.20	11.17	11.21	11	17.21	11	18.21	American.	United States Navy.				Cristobal.	Balboa.					
S. C. 287.....	11	6.20	11.17	11.21	11	17.21	11	18.21	American.	United States Navy.				Cristobal.	Balboa.					
Cedar Branch	11	15.23	12.05	12.13	12	15.36	12	16.45	British.	F. & W. Rittson.	390.0	52.0	18.0	Liverpool	Balboa.	General.	2,639	4,912	3,642	
Huruni.....	11	17.07	12.05	12.13	12	15.36	12	16.40	British.	Federal Steam Navigation Co.	480.0	62.0	30.4	New York	Auckland.	General.	10,880	10,213	7,282	
Quilota.....	9	6.35	12.17	12.16	12	16.24	12	17.15	British.	Pacific Steam Navigation Co.	361.4	46.2	22.0	New York	Guayaquil.	General.	292	4,768	2,956	
Canadian	12	7.52	12.08	12.17	12	17.36	12	18.00	British.	Canadian Government.	400.3	52.0	24.0	St. John.	Wellington.	General.	6,000	5,842	4,092	
Planter.....	12	7.50	13.38	13.44	12	18.00	12	19.00	American.	United States Navy.	329.2	46.2	21.7	Norfolk.	San Diego.	Naval supplies.	3,300	3,945	2,564	
Bath.....	13	5.53	13.30	13.38	13	18.55	13	19.55	American.	W. R. Grace & Co.	360.5	51.7	23.1	New York	Valparaiso.	General.	5,392	5,937	4,325	
Santa Elisa.....	12	18.40	13.35	13.38	13	18.22	13	19.53	Norwegian.	Thor. Thorsen	254.0	39.0	12.1	Cartagena.	Guayaquil.	General.	108	2,004	1,479	
Sarpfos.....	13	7.30	13.33	13.31	13	19.31	13	20.31	American.	United States Army.				Cristobal.	Gatun Lake.					
J. A. McKie.....	13	15.13	14.65	14.46	14	16.10	14	16.10	Norwegian.	W. Wilhelmsen.	425.0	57.0	26.0	Tampico.	Antofagasta.	Fuel oil.	9,300	7,059	5,076	
San Joaquin.....	13	23.30	14.74	14.52	14	16.32	14	16.30	American.	Standard Oil Co.	439.5	58.0	27.6	Baton Rouge.	Seattle.	Fuel oil.	10,000	8,912	6,254	
D. G. Schofield.	14	8.12	14.85	14.47	14	17.03	14	18.15	American.	Williams Steamship Co.	434.3	57.7	23.4	Philadelphia.	Portland.	General.	5,660	7,983	5,882	
Willolo.....	14	8.12	14.85	14.47	14	17.03	14	18.15	American.	Williams Steamship Co.	434.3	57.7	23.4	Philadelphia.	Portland.	General.	5,660	7,983	5,882	
Acapulca.....	24	21.50	14.92	14.46	14	16.11	14	17.00	British.	Pacific Steam Navigation Co.	215.0	33.5	13.6	Cristobal.	Guayaquil.	General.	321	1,273	706	
Ortega.....	13	13.30	14.14	14.18	14	18.25	14	19.30	British.	Pacific Steam Navigation Co.	465.0	56.0	24.0	Liverpool	Valparaiso.	General.	1,668	8,345	4,998	
Myrces.....	14	11.40	14.00	14.19	14	19.25	14	20.25	American.	Panama Railroad Steamship Line	514.0	63.0	30.0	Norfolk.	Balboa.	Coal.	11,098	11,519	6,930	
San Juan.....	10	16.05	13.40	14.20	14	20.10	14	22.25	American.	Pacific Mail Steamship Co.	283.0	37.0	15.0	Cristobal.	San Francisco.	General.	450	2,379	1,593	
Huasco.....	9	15.13	15.17	15.34	15	14.25	15	14.25	Chilean.	South American Steamship Line.	379.0	44.0	22.6	Cristobal.	Valparaiso.	General.	1,214	4,552	3,182	
Hualtaga.....	10	17.20	16.13	16.34	16	15.20	16	15.20	Peruvian.	Peruvian Steamship Line.	360.0	44.7	20.6	Cristobal.	Callao.	General.	1,138	4,514	2,386	
Iquitos.....	11	11.36	16.70	16.16	16	17.25	16	17.25	Peruvian.	Peruvian Steamship Line.	350.0	42.5	17.4	Inmingham.	Callao.	Ballast.	3,555	2,452		
Artigas.....	16	6.54	16.75	16.15	16	14.52	16	15.52	American.	North Atl. & Western Co. (S. B.)	390.0	54.0	18.9	Portland, Me.	Portland Oreg.	General.	2,293	6,161	4,267	
Texas.....	16	8.15	16.8.45	16	17.07	16	18.00	16	18.00	American.	American-Hawaiian Line.	471.0	57.2	19.0	New York	Los Angeles.	General.	2,100	9,154	7,033

\* Submarine.

\* Launch.

\* Collier.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

San Juan	9	10	30	10	6.35	10	16.05	14	13.40	American	Pacific Mail Steamship Co.	283.0	37.0	16.1	San Francisco	Cristobal	(6)	762
Nichyo Maru	10	6.30	10	8.19	10	17.35	10	19.30	Japanese	Yamashita Steamship Co.	331.0	48.0	20.0	Tocopilla	Cristobal	General	4,881	
Hualaga	10	6.40	10	9.17	10	18.30	10	6.13	Peruvian	Peruvian Steamship Line	360.0	44.7	21.3	Ylo, Peru	Cristobal	General	1,064	
Orologa	10	8.30	10	11.24	10	20.30	11	15.25	British	Pacific Steam Navigation Co.	511.6	62.4	27.6	Cornel	Liverpool	General	4,948	
Halway	8	13.39	10	12.25	10	19.31	11	4.20	American	Columbia Shipping Co. (S. B.)	435.0	56.0		Balboa	Mobile	Ballast	7,643	
Mary K.	11	4.00	11	8.10	11	17.32	12	19.20	American	W. H. Walston	340.6	49.7	22.0	Balboa	Gatun	Grain, general	4,853	
Mont Corvin	11	5.00	11	9.17	11	17.43	12	6.15	French	Soc. Generale Transport	325.0	47.0	22.0	Tocopilla	Salerno, Italy	Copper	4,402	
Haugland	11	5.15	11	9.30	11	18.50	11	20.20	Norwegian	N. Rogenes	400.0	53.0	25.6	Tocopilla	New York	Copper	8,022	
Milan Maru	11	7.30	11	9.30	11	18.50	11	20.20	Japanese	Kokusa Kisen Kaishiki Kaisha	517.0	72.2	27.0	Iquique	Norfolk	Nitrate	5,629	
Hawkeye State	11	7.28	11	14.50	11	22.10	11	23.20	American	Matson Navigation Co. (S. B.)	400.0	16.0		San Francisco	New York	Sugar, general	5,629	
S. C. 287	11	20.00	12	6.26	12	14.15	13	12.14	American	United States Navy	150.0	57.8	25.0	Pedro Miguel	Cristobal	General	2,430	
Essequibo	12	14.40	12	15.12	12	22.55	13	11.18	British	Royal Mail Steam Packet Co.	469.0	58.0	27.0	Valparaiso	New York	General	9,400	
Kinderdijk	12	16.15	13	6.23	13	15.30	13	15.30	Dutch	Holland-American Line	411.8	52.3	19.0	Vancouver	Rotterdam	General	6,398	
Onaka	12	23.30	13	8.30	13	16.05	13	16.50	British	Standard Transportation Co.	360.2	51.6	21.0	Shanghai	New York	Ballast	1,800	
Santa Teresa	13	4.30	13	8.39	13	18.15	14	14.52	American	W. R. Grace & Co.	425.7	54.1	24.0	Valparaiso	New York	General	5,796	
Waivera	13	4.30	13	8.39	13	18.15	14	14.52	British	Shaw-Saville & Albion Co.	425.7	54.1	24.0	Auckland	London	Frozen, general	5,000	
Charles H.	13	5.00	13	8.53	13	16.55	13	16.55	American	Atl. Gulf. & Pac. S. S. Corp. (S. B.)	404.6	53.9	18.0	San Francisco	Baltimore	General, fruit	2,500	
Cramp	13	6.50	13	9.25	13	19.00	14	6.15	American	N. O. & S. A. Shipping Co. (S. B.)	253.4	43.8	22.6	San Francisco	Jacksonville	Nitrate	3,713	
Lake Elkcott	13	13.15	13	12.50	13	20.28	14	9.45	Italian	Soc. Nazionale di Nav.	396.8	52.4	18.0	Junin	Genoa	General	800	
Anglo Toso	13	16.45	14	6.23	14	18.06	14	18.37	Japanese	Ozaka Shosen Kaisha	420.0	56.0	22.0	Valparaiso	New York	General	3,816	
Alaska Maru	13	16.45	14	7.36	14	18.55	14	20.35	Japanese	Wilhelm Wilhelmsen	425.1	57.0	16.0	Singapore	Port Lobos	General	7,460	
Belridge	14	6.50	14	9.45	14	20.15	14	21.30	Norwegian	Shaw Saville & Albion Co.	475.0	63.0	26.0	Tocopilla	Port Lobos	Ballast	7,065	
Pakeha	14	8.00	14	9.45	14	20.15	14	21.30	British	Shaw Saville & Albion Co.	475.0	63.0	26.0	Wellington	London	Frozen, general	6,862	
Lowan	14	7.57	14	10.01	14	20.26	14	20.33	American	American-Hawaiian Line	407.7	53.7	20.0	Seattle	New York	Frozen, general	10,995	
Harald	14	7.10	14	12.40	14	21.40	14	23.00	Danish	United Steamship Co.	272.4	39.1	15.6	Buenaventura	New York	Lumber, general	5,000	
Lake Fithian	14	16.00	15	6.20	15	14.31	15	14.31	American	N. O. & S. A. Steamship Co. (S. B.)	253.4	43.8	24.0	Tocopilla	Cristobal	Nitrate of soda	945	
Liebre	14	18.30	15	8.09	15	15.17	16	8.55	American	General Petroleum Corp.	435.0	56.2	23.5	Los Angeles	Charleston	General	680	
Bourne	14	17.30	15	8.27	15	16.25	15	23.45	British	D. Pimkey	449.7	58.2	24.6	Valparaiso	Tampico	General	8,280	
Coalinga	15	3.00	15	8.39	15	17.15	15	18.01	American	Union Oil Co.	471.0	55.0	19.0	Valparaiso	Amsterdam	Nitrate, general	8,280	
South American	15	6.00	15	9.03	15	18.10	16	12.08	British	South American Steamship Co.	251.0	43.6	20.0	Los Angeles	Port Lobos	General	5,150	
Dorset	16	4.00	16	8.14	16	15.40	16	21.15	British	Federal Steam Navigation Co.	460.0	58.2	21.6	Wellington	New York	Ballast	3,170	
Stuartsstar	16	4.10	16	8.37	16	17.28	16	20.30	British	Blue Star Line	420.0	54.0	21.8	Lyttelton	Southampton	General	4,596	
Toyohashi	16	4.00	16	8.37	16	17.28	16	20.30	British	Blue Star Line	420.0	54.0	21.8	Lyttelton	Bristol channel	General	3,553	
Maru	16	7.40	16	9.06	16	17.55	16	19.30	Japanese	Nippon Yusen Kaisha	445.0	58.0	17.6	Kobe	New York	General	1,755	
Satterlee 4	2-24	15.13	16	10.15	16	18.35	16	18.35	American	United States Navy	310.0	30.11		Balboa	Cristobal	General	5,529	
Matimoco	16	11.55	16	12.39	16	19.46	16	19.46	American	Standard Oil Co.	459.1	60.0	20.0	San Francisco	Baton Rouge	Ballast	8,171	
Baarn	16	3.00	16	15.03	16	21.35	16	21.35	Netherlands	Royal Netherlands S. S. Co.	400.0	52.3	20.6	Puntarenas	Boston	Wool	3,700	

\* Destroyer. <sup>5</sup> For orders. <sup>6</sup> Sugar, coffee, wood, and treasure (\$92,612.83). <sup>7</sup> Nitrate and copper ores. <sup>8</sup> Coffee, cocoa, and hides. <sup>9</sup> Mineral ore, copper, and sugar. <sup>10</sup> Frozen meat and general. <sup>11</sup> Cold stores and general. <sup>12</sup> Hours are compressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.	
		From—	Date.	Vessel.	Line.
April 10	Solano	Pacific Mail Steamship Co.	April 11	Atlas <sup>12</sup>	Curacao
April 11	Abangarez	United Fruit Co.	April 12	Stuyvesant	Port Limon.
April 11	Stuyvesant	Royal Netherlands W. I. Mail	April 12	Electrician	Galveston.

(Continued on page 568, column 2.)

<sup>12</sup> Tug.

### Lengths and Drafts of Commercial Vessels Passing Through the Canal in March.

A classification of the commercial vessels passing through the Canal in March, by lengths and salt-water drafts, gives the following:

	Atlantic to Pacific.	Pacific to Atlantic.	All vessels.	Per cent of all ships.
<i>Length.</i>				
Less than 100 feet.....	3	2	5	2.0
100 to 200 feet.....	2	2	4	1.6
200 to 300 feet.....	21	16	37	14.5
300 to 400 feet.....	39	32	71	27.8
400 to 500 feet.....	68	61	129	50.6
500 feet and over.....	7	2	9	3.5
Total.....	140	115	255	100.0
<i>Draft.</i>				
Less than 15 feet.....	14	11	25	9.8
15 to 20 feet.....	24	26	50	19.6
20 to 25 feet.....	45	41	86	33.7
25 to 30 feet.....	55	34	89	34.9
30 feet and over.....	2	3	5	2.0
Total.....	140	115	255	100.0

The aggregate length of the above commercial ships totaled 97,301 feet, making an average length of 381.6 feet. The aggregate draft of all vessels totaled 6,639.6 feet, giving an average of 26.

The ship of greatest length through the Canal during March was the steamship *Orduna*, of the Pacific Steam Navigation Company, with a length of 550.3 feet. She was bound from Valparaiso for Liverpool, laden with 5,948 tons of nitrate.

The vessel with the greatest salt-water draft was the steamship *Ulysses*, a collier operated by the Panama Railroad Steamship Line. Her salt-water draft was 30.3 feet; she was bound from Norfolk to Balboa, with 12,052 tons of coal.

### Shipment of Canadian Wheat via the Panama Canal.

The motorship *Buenos Aires* of the Johnson Line, passing through the Canal northbound on February 9, carried 3,200 tons of wheat shipped from Vancouver to London, in addition to other cargo taken on at San Francisco and Los Angeles. The *London Times* of March 1 contained an article on this voyage, under the heading "Canadian Wheat via Panama," from which the following is quoted:

The Agent-General for British Columbia, Mr. F. C. Wade, K. C., stated that the voyage of this ship was destined to become historic, inasmuch as it inaugurated a revolution in the transportation of wheat from the central provinces of Canada to Europe. This use of the Panama Canal would in time make the Pacific Ocean, instead of the Atlantic, the "front door" of Canada.

The reason, he said, why the Pacific Coast of Canada had not hitherto been so well known as that of the Atlantic was that, while the latter was only some 3,000 miles distant from Europe, the former, by way of Cape Horn, was approximately 15,000 miles away. Through the Panama Canal the Pacific would one day become the center of action and commerce of the entire world.

This shipment of wheat via Vancouver, the Agent-General explained, had to a certain extent been forced upon the farmers. When, after the harvest last year, they found it impossible to get the price they wanted, owing to the removal of the Government control, they held up their stocks of wheat in the hope that the price would rise. Of the total Canadian 1920 wheat crop, measuring 263,000,000 bushels, Canadian elevators held 44,250,000 bushels on December 11, and vast quantities had not even been put on the railway.

Most of the wheat from the three prairie provinces, Manitoba, Saskatchewan, and Alberta, which last year amounted to 234,000,000 bushels, was at normal times sent to Europe through the Great Lakes and the St. Lawrence River, but last year, while stocks were being "held up," these waterways in November became frozen over, and

when in due course it was decided to export the wheat the only alternative route eastward was that of the railway right through to St. John or Halifax. This course could only be taken at a cost very much greater than that of sending the grain through the Rockies to Vancouver.

Not only would other ships follow the *Buenos Aires* with grain, said Mr. Wade, but other Canadian products would come to the United Kingdom and the Continent, in ever-increasing quantities, through the Panama Canal.

\* \* \* The distance from Liverpool to Victoria by the Panama Canal is 8,892 nautical miles as against 14,558 around Cape Horn.

From the opening of the Canal, considerable shipments of wheat have been made from Pacific ports of the United States, as well as from Australia, New Zealand, and Chile, to Atlantic ports of the United States and to Europe; but wheat from the great grain provinces of Canada destined to Atlantic areas has for the most part gone over the Great Lakes and through the St. Lawrence.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs, during the week ended April 16:

U. S. S. *Satterlee*, structural repairs to afterstarboard side, deck, and steering gear and renewing stem, due to collision, miscellaneous small maintenance jobs on main and auxiliary machinery; launch *Vacuum, Jr.*, repairing damaged bow, renewing floor and hatch covers, and reinstalling engine; U. S. submarines *O-12*, *O-13*, and *O-15*, periodical overhaul, including docking, cleaning, and painting bottom and inside superstructure; renewing deteriorated plates and frames in superstructure and repacking stern glands; overhauling sea valves and trimming systems; cleaning and coating tanks; miscellaneous small items of adjustment and repairs to machinery; barges *Nos. 137* and *138*, docking, staging, cleaning, and painting bottom, cleaning and painting inside and out; renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A-frames; overhauling operating gear; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged; rebuilding stanchions and roof; launch *Coco Solo*, renew stem, repair monkey rails and copper sheathing; tug *Favorite*, renewing section of stem and installing new sections of plate in three top strakes where damaged by collision; U. S. submarine *R-25*, dock, clean, and paint bottom, test and repair fuel and ballast tanks, overhaul sea valves; tug *Gorgona*, dock, clean, and paint bottom, electric weld propeller, straighten rudder stock, overhaul sea valves, overhaul fire pump, install new general service pump, renew water end on sanitary pump, overhaul galley smoke pipe; steamships *Circassian Prince*, docking, cleaning, and painting bottom; overhauling sea valves, installing 4 doublers on bow, overhauling pistons and valves on main engine, and overhauling 4 direct-connected pumps on main engine; overhauling fire system on deck; *Tregantle*, docking, cleaning and painting bottom, renewing stem and 9 frames port and starboard; repairing and renewing plates back to No. 10 frame to upper tween deck level; repairing one broken anchor and overhauling anchor cables; repairing cracked hawse pipes, all the above being result of collision at sea; *Derblay*, repairing one feed pump plunger and welding feed pump head; *Angelo Toso*, installing 2 closed chocks aft; *Ulysses*, cleaning fire side of boilers, renewing 2 staybolts in boilers, scaling and painting top sides.

The following vessels were at the Cristobal shops for repairs, during the week ended April 18:

Steamships *Panama*, *Colon*, *Cristobal*, *Ulysses*, and *General W. C. Gorgas*, minor repairs to engine, deck, and steward departments; U. S. submarine *O-14*, renew battery and hull ventilation ducts; make and install new anchor shaft, etc.; steamship *Balboa*, refasten valve seats on circulating pump; renew 2-inch sanitary line on port side, etc.; tug *Atlas*, examine propeller shaft and repair as directed; unship 2 fuel pumps and install 2 new pumps; tanker *Doewa*, alter crew accommodations; manufacture, fit, and install steel water-tight doors as per plan furnished; examine and repair gravity tank valves, etc.; steamship *Manavi*, rebore stem end of Weir's pump; dry dock, clean, and paint; manufacture and install new funnel, etc.; U. S. S. *Hannibal*, electric weld back connections in 6 furnaces; steamship *Stuyvesant*, supply vacuum gauge and make brass fittings for same; repair water tank in galley; blow out fresh water line, etc.; dredge *No. 86*, tug *Engineer*, steamship *Cauca*, U. S. S. *Satterlee*, steamships *Caribbean*, *Martinique*, *Pastores*, minor repairs.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Cristobal for Week Ending April 16, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Advance.....	Panama Railroad Steamship Line..		April 10.....		31
Ebro.....	Pacific Steam Navigation Co.....		April 10.....		146
Salvador.....	Pacific Steam Navigation Co.....		April 11.....		741
Quillota.....	Pacific Steam Navigation Co.....	April 10.....	April 12.....	160	9½
Solana.....	Arrow Oil Co.....	April 10.....	April 12.....	10,000	(*)
San Juan.....	Pacific Mail Steamship Co.....	April 10.....	April 14.....	751	493
Huallego.....	Peruvian Steamship Line.....	April 10.....	April 16.....	1,658	1,149
Stuyvesant.....	Royal Netherlands W. I. Mail.....	April 11.....	April 12.....	37	(*)
Electrician.....	Harrison Line.....		April 12.....		12
Abangarez.....	United Fruit Co.....	April 11.....	April 14.....	487	144
Pastores.....	United Fruit Co.....	April 12.....	April 13.....	2	12
Sarpfos.....	Caribbean Steamship Co.....	April 12.....	April 13.....	35	103
Cristobal.....	Panama Railroad Steamship Line..	April 12.....	April 16.....	9,799½	(*)
Metapan.....	United Fruit Co.....	April 13.....	April 13.....	½	20
Montevideo.....	Spanish Line.....	April 13.....		364	
Panama.....	Panama Railroad Steamship Line..		April 13.....		1,465
Angelo Toso.....	National Navigation Society.....	April 13.....	April 14.....	9	(*)
Sixola.....	United Fruit Co.....	April 13.....	April 14.....	500	241
Ortega.....	Pacific Steam Navigation Co.....	April 13.....	April 14.....	9	(*)
Tivives.....	United Fruit Co.....	April 14.....	April 14.....	½	½
Colon.....	Panama Railroad Steamship Line..		April 14.....		1,343
Acajutla.....	Pacific Steam Navigation Co.....		April 14.....		356
Huaseo.....	Chilean Steamship Line.....		April 15.....		1,220
Martinique.....	French Line.....	April 15.....		67	
Stuyvesant.....	Royal Netherlands W. I. Mail.....	April 16.....	April 16.....	1/5	39½
Kenuta.....	Pacific Steam Navigation Co.....	April 16.....		34	
San Blas.....	United Fruit Co.....	April 16.....	April 16.....	45	(*)

\* No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Balboa for Week Ending April 16, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Angelo Toso.....	Lorieta Huasala.....	April 12.....	April 15.....	203	9
Ulysses.....	Panama Railroad Steamship Line..	April 14.....		11,998	
Peru.....	Pacific Steam Navigation Co.....	April 16.....	April 16.....	12	
Montebello.....	Union Oil Co.....	April 16.....		7,000	

**No Work for Americans at Cartagena.**

The American Consul at Cartagena, Colombia, advises that a number of American citizens have recently gone to Cartagena seeking employment, under the impression that the American Oil Companies operating in Colombia are taking on all men who go there. He states that conditions are such that there is no employment there for Americans. Unemployed Americans are warned not to go to Cartagena.

**Quarantine Against Fruit Shipments from the Canal Zone.**

Orders of the United States Department of Agriculture establish a quarantine (No. 49) effective April 1, 1921, for the protection of the United States against the introduction of the citrus black fly (*Aleurocanthus woglumi* Ashby) from the countries where this pest occurs; this includes the Canal Zone and Panama. Copies of this order and of its supplementary regulations have been furnished The Panama Canal and may be secured on application to the Executive Office at Balboa Heights. Clean fruits and vegetables, other than those subject to special quarantines, may be imported from the countries named in this quarantine under permit upon compliance with the regulations. These include provisions for careful inspection at the port of entry and disinfection if infested. If the shipment is very badly

infested, so that in the opinion of the federal inspector it can not be properly cleaned or disinfected, then the entire shipment may be refused entry. No leaves, twigs, or other portions of plants, or plant litter or rubbish may be used as packing for the fruits and vegetables, and any shipment containing such portions of plants, as distinguished from clean fruits and vegetables, may be denied entry. No restriction is placed on the entry of processed fruit and vegetables.

This quarantine was placed into effect only after a public hearing was held at Washington, D. C., last December. The Department of Agriculture conducted an intensive study of this pest on the Canal Zone, and these data (published as Bulletin No. 885), together with data from Cuba, Jamaica, and other localities, furnished the necessary facts on which this order is based. Bulletin No. 885 is entitled "The Black Fly of Citrus and Other Subtropical Plants," and was prepared by Harry F. Dietz, formerly entomological inspector of the Bureau of Entomology, and James Zetek, formerly entomologist of The Panama Canal. Copies of this bulletin are in the Canal library.

A letter from Mr. Zetek says "It is undoubtedly a pest which should be kept out of the United States. It came to the Canal Zone in all probabilities in some shipments of plants from Jamaica—and it is probable also that the Jamaican, whose habit it is to carry with him some plants, brought an infested citrus plant when he came to help dig the Canal."

"The Canal Zone and Panama," he adds, "needs protection also through adequate quarantine to keep out bad insect pests and plant diseases."

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### Official Circulars.

#### Acting Chief Clerk.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 14, 1921.

#### HEADS OF DEPARTMENTS AND DIVISIONS:

Effective this date, and while Mr. John H. Smith is Acting Executive Secretary, Mr. C. M. Lupfer will be Acting Chief Clerk, *vice* Mr. R. S. Erdman who has entered on leave of absence.

JAY J. MORROW,  
*Governor.*

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#### Executive Order.—Tariff and Regulations Governing Public Passenger Conveyances.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., March 31, 1921.

#### CIRCULAR NO. 601-117:

By virtue of the authority contained in Section 21, the Executive Order quoted below is hereby made effective May 1, 1921, and is published for the information of all concerned.

JAY J. MORROW,  
*Governor.*

Regulations establishing maximum rates of fare and governing transportation of passengers for hire in the Canal Zone.

By virtue of the authority vested in the President by the Act of Congress approved August 21, 1916, and mutual agreement having been heretofore made with the Republic of Panama touching the reciprocal use of the highways of the Canal Zone and the Republic of Panama, as by said act authorized, the following regulations establishing maximum rates of fare and governing the transportation of passengers for hire by

horse-drawn and self-propelled vehicles over the highways of the Canal Zone, and between points in said Canal Zone and the cities of Panama and Colon, in the Republic of Panama, are hereby established:

SECTION I. Charges over the scheduled routes set forth in Schedules A and B and made a part hereof, shall be based on a ZONE FARE of \$0.15 U. S. currency for one adult passenger for continuous travel between any two points in any one fare zone without entering into another zone. This ZONE FARE will be called the base rate of fare.

For the purpose of interpreting these regulations, all persons over 12 years of age shall be called "adult passengers," and all persons under 12 years shall be called "children."

An increase of 50 per cent of the base rate will be allowed for each additional adult passenger, provided that this increase shall not be less than \$0.10 for each additional adult passenger. These charges shall apply to all persons except children, under 6 years of age accompanied by adult, who shall be carried free, and children between 6 and 12 years of age accompanied by adult, whose fare shall be one-half the tariff rate; children regardless of age, not accompanied by adult shall be charged the full tariff rate and where children under 6 years are accompanied by adult, one-half fare shall be charged for each child in excess of two.

SEC. II. The following examples will show method to be followed in figuring fares:

For two adult passengers carried between two points within the same fare zone, the fare will be the base rate of \$0.15 for first passenger, plus minimum increase of \$0.10 for second passenger, or a total of \$0.25 for both passengers.

For three adult passengers carried between two points within same fare zone, the fare will be the base rate of \$0.15 for first passenger, plus minimum increase of \$0.10 for each of the two additional passengers, or a total of \$0.35 for the three passengers.

For four or more passengers within same fare zone the rate will be figured in the same manner as shown in last two paragraphs.

SEC. III. For continuous travel between two points in different zones, the same method will also be followed, for example:

For one adult passenger the fare will be the base rate of \$0.15 for the first zone, plus the base rate of \$0.15 for each additional zone entered or crossed.

For more than one passenger carried between points in different zones the fare will be the total base rate for one passenger at end of trip, plus 50 per cent of total base rate for each additional passenger.

Thus, the fare for two or more passengers carried from one point in a zone to a point in an adjoining zone would be the base rate of \$0.15 for one passenger for first zone, plus the base rate of \$0.15 for same passenger in second zone, or total base rate of \$0.30 for first passenger. For second passenger there will be added the 50 per cent of the total rate of \$0.30, or a total of \$0.45 for two passengers; for third passenger, add again 50 per cent of the total base rate of \$0.30, making a total fare of \$0.60 for the three passengers.

SEC. IV. A base rate is established for travel between fare zones and certain specified interior locations in Canal Zone and Republic of Panama, outside of or not included in fare zones, base rate of fare of which will be for one passenger plus 50 per cent of base rate for each additional passenger, with the same provisions as to half-fares (rates for children); travel between established fare zones and beyond the interior locations in Canal Zone and Republic of Panama, specified in Schedules A and B, will be at hourly rate or by special agreement.

Where a trip begins or ends at a point beyond the established fare zones, at a location not specified in Schedules A and B, but not beyond the farthest location specified, the fare shall be the fare to and from the next farthest specified location. For example: Travel to and from Balboa fare zone to and from a point between the specified location of Diablo, the fare shall be the schedule fare between Balboa fare zone and Diablo interior location.

SEC. V. Any half-fares as established by regulations to be figured on same basis as shown in preceding sections, as an adult passenger and child between 6 and 12 years for travel between two points in same zone, base rate fare of \$0.15 for adult plus one-half of minimum fare of \$0.10 for child passenger or \$0.05, or total of \$0.20 for the two passengers; travel between points in different zones where half-fares are allowed, to be figured in same manner.

#### SEC. VI. SCHEDULE A. SOUTHERN DISTRICT.

The Southern District, Schedule A, includes the fare zones of:

- 1st Panama City Zone
- Ancon Zone
- Balboa Zone
- Heights Zone
- La Boca Zone

- 2d Panama City Zone
- 3d Panama City Zone and
- Specification Location Table

Fare zones are outlined and bounded as follows:

1st Panama City fare zone—Entire area of Panama City embraced within line beginning at Panama City Market (embracing districts of San Felipe, Santa Ana, and Chorrillo) thence northerly following Panama Railroad main line and yards to San Miguel crossing, thence to Ancon laundry, thence following Chame Street, Ancon Boulevard, Frangipani Street, Gorgas Road to Ancon Hospital entrance and nurses' quarters, thence following Columbia Road to junction with Ancon Hospital service road, thence southerly to junction of Canal Zone and Republic of Panama boundary line and Gavilan Road. (Includes Old Administration Building and Cable Heights) thence easterly and northerly following shore line to Panama City Market, the starting point.

Ancon fare zone—Area within line beginning at San Miguel crossing, thence following line of Panama Railroad main line to Balboa railroad station, thence following Gorgona Road to Ancon Boulevard to Administration Building, thence following Heights Road to Cascadas Road, to Ancon Boulevard (including San Juan Place) to Frangipani Street, to Gorgas Road to Ancon Hospital entrance and nurses' quarters, thence following Columbia Road to junction with Ancon Hospital service road, thence southerly to junction 4th July Avenue and Balboa Road (includes Old Administration Building and Cable Heights) thence northerly following 4th July Avenue to Tivoli Avenue to starting point (San Miguel crossing).

(NOTE—It will be noted that the 1st Panama City Zone and the Ancon fare zone overlap, embracing certain same areas; this has been done in order to place within the Panama City fare zone certain locations in Ancon between which and Panama City there is a large amount of travel and thus enable passengers traveling between Panama City and certain locations in Ancon, and vice versa, to avoid being required to pay more than one fare.

Balboa fare zone—Area within a line beginning at Balboa railroad station, thence following Roosevelt Avenue to Balboa Road, to Pier 18, thence following Docks 17, 16, 15, 14, 13, to Dock 9 and entrance to Balboa dry dock, thence southeasterly to junction of Union Place and La Boca Road, thence southeasterly to head of Empire Street, thence southeasterly to junction Canal Zone and Republic of Panama boundary line and Gavilan Road, thence following boundary line to Balboa Road to Morgan Avenue to Prado, thence easterly to Administration Building, thence following Ancon Boulevard to Gorgona Road, to starting point Balboa Railroad station.

Heights fare zone—Area within line beginning Administration Building Balboa Heights, thence southerly to head of Ridge Road, thence southerly to Quarry Heights military reservation including military headquarters and quarters within reservation north of Quarry Road, thence following Quarry Road to Gorgas Road to service road through Ancon Hospital wards, to Columbus Avenue to Gorgas Road to Darien and Sosa Place to Lion Hill Road to Cascadas Road to Heights Road, to starting point, Administration Building.

La Boca fare zone—Area south of line beginning at entrance Balboa dry dock and following same southeasterly line as described in Balboa fare zone to junction of Canal Zone and Republic of Panama boundary line and Gavilan Road, La Boca fare zone will include the Radio, Fort Amador and Quarantine Reservation, Coaling Plant and La Boca townsite.

2d Panama City fare zone—Districts of California and Exposition, extending from Panama railroad east to Bull Ring and including Pena Prieta.

3d Panama City fare zone—District of Bella Vista including the bathing beach.

(See table Specified Locations and Fare Zones, Southern District, page 567.)

For the purpose of computing fares between Panama City zones, Balboa, and La Boca fare zones, the shortest and most direct route between points in Panama City north and west of H Street and 15th Street, to points in La Boca and Balboa fare zones, shall be through Ancon fare zones by way of Ancon Boulevard; and for points south and east of H Street and 15th Street, by way of B Street and Balboa Road, and vice versa.

#### SEC. VII. SCHEDULE B. NORTHERN DISTRICT.

The Northern District, Schedule B, includes the fare zones of:

- Colon City
- Cristobal
- Piers
- Mount Hope and
- Specified Location Table.

SPECIFIED LOCATIONS AND FARE ZONES PANAMA REPUBLIC AND CANAL ZONE.

SOUTHERN DISTRICT.

Locations and Fare Zones.	Diablo.	Corozal.	Fort Clayton.	Filtration Plant and Locks, Miraflores.	Pedro Miguel.	Paraiso.	Las Sabanas Police Station	Golf Club.
1st Panama City.....								
2d Panama City.....								
3d Panama City.....								
Ancon.....	\$0.40	\$0.75	\$1.00	\$1.50	\$2.00	\$2.25	\$0.85	\$1.00
Balboa.....								
Heights.....								
La Boca.....								
Las Sabanas.....	.75	.75	1.25	1.75	2.25	2.50		.25
Golf Club.....	1.00	1.00	1.50	2.50	2.50	2.75	.25	
Shriner's Mosque, Ancon....	Add 10 cents U. S. currency to zone and location fares for each adult person carried to door of mosque on upper level.							

NORTHERN DISTRICT.

Locations and Fare Zones.	France Field.	Coco Solo and Fort Randolph.	Brazos Brook.	Mindi Dairy.	Fort Davis.	New Gatun.	Gatun.
Colon City.....							
Cristobal.....	\$1.50	\$2.00	\$1.00	\$1.50	\$1.75	\$2.00	\$2.25
Piers and Mount Hope.....							

Fare zones are outlined and bounded as follows:

**Colon City fare zone**—Entire area of Colon City and part of Old Cristobal north and east of line beginning at Cristobal Piers Entrance, thence along Roosevelt Avenue southeasterly to De Lesseps Building, to Columbus Avenue, to Canal Street, to Market Street, to Bolivar and 14th Streets, thence following Canal Zone and Republic of Panama boundary to Folks River.

**Cristobal fare zone**—Area within line beginning at entrance to Piers, Roosevelt Avenue to Cristobal Fire Station, thence following Front Street to 8th Street, to Bolivar Street, to 14th Street, thence following Mount Hope Road to junction with E Street (Broadway), thence following Canal Zone and Republic of Panama boundary line to Folks River, thence following Mount Hope Road to Corral and Mount Hope silver quarters, including all quarters area north of line of Fort Randolph railroad branch line and including the Cristobal ball park, thence northwesterly to Coaling Station checking in shed at Camp Biedr, to Camp Biedr Road to Canal Street, to Columbus Avenue, to Roosevelt Avenue to Piers entrance.

(NOTE—It will be noted that the Colon fare zone, Cristobal fare zone, and Piers fare zone, overlap, embracing certain same areas; this has been done in order to place within the Cristobal fare zone, Colon City fare zone, and Piers fare zone, certain locations in Colon and Cristobal between which there is a large amount of travel, and thus enable passengers traveling between these locations to avoid being required to pay more than one fare.)

**Pier fare zone**—Piers 6, 7, 8, 9, and Dock 10, and area within Piers enclosure, and area within line beginning at De Lesseps Building, Roosevelt Avenue and Columbus Avenue, and Dock 10, thence along Columbus Avenue to Canal Street and Market Street, thence northeasterly to Bolivar and 14th Streets, thence following Bolivar Street to 8th Street, to Front Street, to Roosevelt Avenue to Piers' entrance.

(NOTE—See explanation *re* overlapping of zone with Cristobal and Colon.)

**Mount Hope fare zone**—Area south of line beginning at checking in shed Coaling Station at Camp Biedr, easterly to Mount Hope Road, to junction Mount Hope Road and Fort Randolph Road at Diversion; area including Cristobal Shops and Mount Hope Cold Storage Plant.

(See table Specified Locations and Fare Zones, Northern District.)

SEC. VIII. Where a trip begins on line between

or meeting point of fare zones, the trip shall be presumed to begin within the first fare zone entered, and where the trip ends on the line between or meeting point of fare zones, the trip shall be presumed to have been completed within the last zone traversed.

SEC. IX. Where a trip begins in one fare zone and ends in the same fare zone, but the line of travel between these two points arbitrarily requires traversing another zone or zones, additional fares will be charged for each different zone entered or crossed. For example from La Boca town-site to Fort Amador the line of travel is through La Boca Zone, into Balboa Zone and back into La Boca Zone to Fort Amador. The charge in such case will be a base rate of \$0.15 for La Boca Zone, plus the base rate of \$0.15 for Balboa Zone, or a total base fare of \$0.30.

SEC. X. Vehicles shall, on request in advance by a passenger, operate on an hourly basis as follows: **Self-propelled vehicles**—Three dollars for the first hour or fraction thereof, and \$2.50 for each subsequent hour or fraction thereof exceeding one-half hour. The subsequent hourly charge for one-half hour or fraction less than one-half, to be one-half of the subsequent hourly charge.

In computing the hourly rates for self-propelled vehicles, charges will be based on a maximum of four passengers not including the operator; for passengers exceeding four, a charge of \$0.50 per hour for each additional passenger may be made; charges for such additional passengers will be governed by same method of computing charges for fractional parts of hour as already outlined.

**Horse-drawn vehicles**—One dollar and 50 cents for the first hour or fraction thereof for one passenger, and \$0.25 additional for each additional passenger for the first hour or fraction thereof, and thereafter \$1.50 for each subsequent hour or fraction thereof exceeding one-half hour, without regard to number of passengers.

SEC. XI. When a vehicle is engaged at hourly rates at garage or public stand, time for purpose of computing fare shall begin when vehicle leaves garage or public stand.

When engaged at garage or public stand to call at another point for a trip between points within fare zones or specified locations, one base fare is authorized to be charged, for the travel, through zone or zones traversed, or to location, to the point where vehicle is boarded.

SEC. XII. Between the hours of 12 o'clock p. m. and 6 o'clock a. m. the rates set out in Schedules A and B and the hourly rates above estab-



# THE PANAMA CANAL RECORD

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Volume XIV.

Balboa Heights, C. Z., April 27, 1921.

No. 37.

## A Statement of Commercial Traffic Through the Panama Canal From its Opening to Date.

Herewith is given a comparative statement of the commercial traffic passing through the Panama Canal from its opening on August 15, 1914, to March 31, 1921. In the instances where tonnage figures have been omitted, it is due to the incomplete records kept during the early years of Canal traffic.

	No. of ships.	TONNAGE.				Tolls.	Tons of cargo.
		U. S. equiv.	P. C. net.	Reg. gross.	Reg. net.		
July, 1920.....	225	705,643	856,798	1,109,079	702,591	\$842,312.05	886,814
August, 1920.....	266	782,415	951,345	1,208,471	770,320	936,209.44	1,040,740
September, 1920.....	256	832,742	1,008,785	1,293,470	817,810	1,010,150.63	1,009,557
October, 1920.....	238	762,013	935,579	1,190,936	754,549	911,825.58	991,066
November, 1920.....	238	765,817	929,875	1,184,072	756,223	933,912.11	984,910
December, 1920.....	265	832,407	1,027,918	1,298,864	823,758	1,007,849.32	1,076,539
January, 1921.....	279	894,689	1,094,323	1,383,778	883,362	1,095,857.46	1,177,053
February, 1921.....	241	763,925	916,838	1,179,979	752,022	917,412.49	952,904
March, 1921.....	255	924,309	1,112,818	1,417,220	917,441	1,105,536.55	1,081,563
First 9 months of fiscal year 1921.....	2,263	7,263,960	8,834,279	11,265,869	7,178,427	8,761,065.63	9,204,146
Fiscal year 1920.....	2,478	7,089,230	8,546,044	11,059,819	7,037,875	8,513,933.15	9,374,499
Fiscal year 1919.....	2,028	5,193,812	6,145,094	7,876,603	.....	6,172,828.59	6,946,540
Fiscal year 1918.....	2,068	5,440,114	6,584,073	9,371,339	.....	6,438,855.55	7,533,031
Fiscal year 1917.....	1,806	.....	5,817,607	8,530,821	.....	5,631,781.66	7,083,045
Fiscal year 1916.....	760	.....	2,385,284	3,596,529	.....	2,399,830.42	3,063,371
Fiscal year 1915.....	1,072	.....	3,772,167	5,416,787	.....	4,343,383.69	4,926,145

\* Canal was closed to traffic from September 18, 1915, to April 15, 1916.

\* Canal was opened to commercial traffic August 15, 1914.

### Repairs to the Spanish Battleship "España."

The battleship *España* of the Spanish Navy conveying H. R. H. the Infante Don Fernando Maria de Baviera, arrived at Balboa, April 20, en route from Valparaiso to Spain via various ports arranged for in the Prince's itinerary for the voyage. The *España* sustained damages to her hull by stranding off the west coast of Chile on her southward passage. Temporary repairs were made, enabling the ship to make the return passage to Balboa.

The *España* passed through the Canal on her southward voyage on November 4. The ship was dry-docked at the Balboa shops on the 26th instant. Repairs will be begun immediately after the Mechanical Division has completed a survey of the vessel.

### New West Coast Service.

The *New York Journal of Commerce* says that the General Steamship Corporation has begun a new service on the west coast of the Americas, with the steamship *Wallingford* scheduled to depart from San Francisco, April 21, with ports of call Mazatlan, Manzanillo, Salina Cruz, Champerico, San Jose de Guatemala, Acajutla, La Union, Corinto, Punta Arenas, Balboa, Buenaventura, and Guayaquil.

## MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight April 23, 1921.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal <sup>1</sup>		Completed transit.		Cleared for sea.		Nationality.	Line.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Kenuta	16	14 30	17	6 10	17	13 40	17	14 45	British	Pacific Steam Navigation Co.	401.0	52.0	19.6	London	Valparaiso	General	1,989	6,440	4,900
Fairfield City	16	17 14	17	6 26	17	14 56	17	15 55	American	U. S. Steel Products Co.	424.0	56.0	25.0	Mobile	Chinwang fao	Steel	7,564	7,539	5,448
Gunner	17	1 05	17	9 35	17	16 25	18	15 20	British	C. O. Polkinghorne	130.0	23.5	13.1	Plymouth	Vancouver	Ballast		314	104
S. C. 255	18	8 30	18	8 30	18	13 44			American	United States Navy	340.0	48.0	14.6	Cristobal	Balboa	General	668	4,243	3,123
Ceres	18	5 35	19	6 20	19	13 58	20	15 45	Dutch	Royal Netherlands W. I. Mail	360.0	47.0	26.7	New York	Valparaiso	General	5,670	4,605	3,047
Bantu	18	19 47	19	9 30	19	17 35	19	18 45	American	U. S. Steel Products Co.				Cristobal	Vancouver	General			
S. C. 287			19	6 45	19	14 35			American	United States Navy				Cristobal	Balboa	General			
S. C. 355			19	6 45	19	14 35			American	United States Navy				Cristobal	Balboa	General			
Santa Malta	20	6 35	20	7 05	20	14 41	20	15 50	American	Atlantic & Pacific S. S. Co.	404.6	53.9	23.6	New York	Talcahuano	General	4,859	6,766	4,809
Laura C. Hall	18	16 38	20	9 43	20	19 25	22	8 27	British	Pacific Metals Corporation	81.0	25.6	11.0	Cristobal	Buenaventura	General	120	130	69
S. C. T. Dodd	20	10 55	20	11 00	20	19 35	20	20 43	American	Standard Oil Co.	435.0	57.0	28.0	Baton Rouge	San Francisco	Gasoline	8,500	7,451	4,928
Surrey	21	6 05	21	6 50	21	14 08	21	15 10	British	Federal Steam Navigation Co.	463.0	62.9	27.0	Liverpool	Auckland	General	4,270	10,000	7,285
Areturus	21	6 10	21	7 35	21	15 07	21	19 30	American	Green Star Line (S. B.)	401.0	53.0	27.0	Baltimore	Valdivostok	General	7,894	7,043	5,167
Keelung	21	6 55	21	12 51	21	20 40	21	21 45	British	Ellerman & Bucknall Line	400.0	55.0	28.3	New York	Adelaide	General	8,860	6,237	4,637
Steel Voyager	21	13 55	21	13 28	21	21 13	21	22 25	American	U. S. Steel Products Co.	395.5	55.0	38.3	New York	Seattle	General	8,600	7,285	5,256
Newport	19	13 55	22	6 10	22	13 25	22	16 43	American	Pacific Mail Steamship Co.	326.0	32.0	15.1	Cristobal	San Francisco	General	428	3,173	2,183
Takai Maru	21	12 25	22	6 15	22	14 30	22	19 00	Japanese	Taiwanische Kabushiki Kaisha	369.0	50.0	23.8	Savannah	Kobe	Sugar	5,145	4,007	2,659
West Sequana	21	21 55	22	6 35	22	15 28	22	16 25	American	Pacific Mail Steamship Co. (S. B.)	410.5	54.3	18.1	San Francisco	San Francisco	Steel, general	4,806	6,567	4,969
Maritopa	22	10 26	22	10 52	22	18 30	22	20 45	Norwegian	W. Withhelm sen.	433.0	57.0	27.0	Port Lobos	Antofagasta	Fuel oil	9,500	6,996	5,103
North American	22	3 22	22	12 10	22	19 40	22	20 45	British	Amer. Metal Transportation Co.	251.0	43.6	22.6	New York	Valparaiso	Coal, general	3,100	2,444	1,571
Orion	22	14 20	22	14 38	22	22 05	23	22 10	American	United States Navy	514.0	65.2	23.6	Norfolk	Los Angeles	Coal	10,600		
Rio Gatun	21	17 47	22	12 30	23	13 18			Panaman	A. R. Eckhardt				Cristobal	Gatun Lake	General	80	1,582	1,023
Cauca	17	14 37	23	5 53	23	13 17	23	14 28	British	Pacific Steam Navigation Co.	246.0	35.2	14.6	Cristobal	Guayaquil	General	334	1,651	918
Barima	18	20 33	23	6 05	23	13 18	23	14 28	British	Pacific Steam Navigation Co.	220.5	37.5	11.6	Cristobal	Champerino	General	6,000	6,570	4,856
Anna E. Morse	23	8 25	23	8 55	23	16 16			American	U. S. Transport Co.	402.0	53.0	24.0	Mobile	Los Angeles	General			
Snook			23	6 00	23	16 10			American	W. R. Smith				Cristobal	Balboa	Ballast			
Edward Luckenbach	23	9 40	23	12 30	23	19 05	23	19 58	American	Luckenbach Line	436.0	57.0		New York	San Francisco	Steel, general	5,600	8,543	6,427

\* Collier.

\* Launch.

\* Launch, towing cayuco.

\* Motor schooner.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship	Date	From	Vessel	Date	Vessel	Line	For
K. I. Luckenbach	16 17 35	17 0-33	17 14 15	17 20 50	American	Lockenbach Line	Seattle
Eastern Leader	16 22 45	17 7 50	17 15 37	17 20 40	American	Pacific Steamship Co. (S. B.)	Portland
Canea	16 23 30	17 7 55	17 14 37	17 20 40	British	Pacific Steam Navigation Co.	Guayaquil
Ulysses	14 19 35	17 8 45	17 16 02	17 16 02	American	United States Government	Balboa
Honora	17 3 10	17 10 46	17 18 05	18 12 06	British	New Zealand Shipping Co.	Sydney
Kayseeke	17 9 09	17 10 49	17 17 58	17 21 06	American	Thornycroft & Trenchholm (S.B.)	Portland
Laura C. Hall	17 8 15	17 8 21	18 16 38	18 9 43	British	Pacific Metals Transportation	Buenaventura
Montebello	16 9 23	18 6 21	18 13 50	18 1 50	American	Union Oil Co.	San Francisco
Elazar	18 10 45	18 8 20	18 18 15	19 17 35	British	Lloyd Royal Belg.	Port Lobos
Jamaica	18 11 00	18 13 49	19 20 37	19 18 10	British	Pacific Steam Navigation Co.	Pro. Colombia
Barima	18 11 00	18 13 49	19 20 37	19 18 10	British	Pacific Steam Navigation Co.	Champerco
Newport	18 18 00	19 6 35	19 16 20	19 22 55	American	Pacific Mail Steamship Co.	San Francisco
Kumara	18 18 00	19 6 35	19 16 20	19 22 55	British	Shaw, Savill, & Albion Co.	Wellington
R-25 s	11 17 21	19 7 32	19 15 52		American	United States Navy	London
Senota s	3-19 17 00	19 7 32	19 15 52		American	United States Navy	Cristobal
Gen. G. W. Getty	14 20 10	19 13 00	19 14 37		American	United States Army	Pedro Miguel
Brush	19 2 30	20 6 25	20 15 27	20 15 27	American	A. R. & Western S. Co.	Balboa
Trontolite	19 18 15	20 7 35	20 16 14	20 17 35	American	Standard Oil Co.	Seattle
Ardoval	20 6 00	20 8 13	20 17 30	20 19 30	British	Davitt Steamship Corp.	Temuco
Peru	15 19 20	20 9 00	20 18 00	20 18 00	British	Pacific Steam Navigation Co.	Toepolla
Willpola	20 9 23	20 14 16	20 23 00	20 23 00	American	Williams Steamship Co.	Valparaiso
S. C. 287	19 14 35	20 14 35	20 22 50		American	United States Navy	San Francisco
O-15 s	3-17 18 47	21 7 46	21 17 47		American	United States Navy	Balboa
O-13 s	3-21 15 05	21 7 55	21 17 47		American	United States Navy	Balboa
Freeport Sulphur No. 5	21 3 00	21 8 40	21 18 00	21 18 00	American	Freeport Sulphur Transp. Co.	Tacama
Rio Gatun	22 2 00	22 7 54	22 18 59	22 20 50	Panamanian	A. R. Eckhardt	Gatun
Duns Law	22 7 10	22 8 10	22 20 12	22 20 50	British	Thos. Luck of Glasgow	Valparaiso
Afrika	22 11 30	22 12 26	22 22 05	22 22 10	Danish	East Asiatic Steamship Co.	Melbourne
Vikingstar	22 11 30	22 12 26	22 22 05	22 22 10	British	Fast Star Line Ltd	Falmouth
Port Melbourne	23 4 00	23 7 46	23 16 55	23 20 20	British	Commonwealth and Dom. Line	Wellington
Pacific	22 8 00	23 8 00	23 13 57	23 19 59	Swedish	Johnson Line	Sydney
K. R. Kingsbury	23 12 50	23 3 24	23 23 34	24 4 10	American	Standard Oil Co.	Tacama
Nishmaha	23 23 00	23 3 40	23 23 25	24 22 53	American	U. S. & S. A. Lines (S. B.)	Tacama

7 For orders. 8 Cold storage and general. 9 Frozen beef and mutton. 10 Flour, coffee, and general. 11 Chrome ore and general.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian. \*DEPARTURES.

Date	Vessel	From	Date	Vessel	Line	For
April 17	Turrialba	United Fruit Co.	April 17	San Blas	United Fruit Co.	Boston
April 18	Gen. W. C. Gorgas	Panama Railroad Steamship Line	April 17	Turrialba	United Fruit Co.	Bocas del Toro
			April 19	Martinique	French Line	Puerto Colombia

(Continued on page 572, column 2.)

### German Service to West Coast of South America.

The German steamship *Murla*, of the Roland Line, passing through the Canal on April 8, was the first vessel to make the transit in the combined Roland Line and Kosmos Line regular service between Germany and the west coast of South America. Announcement of this service was published in THE PANAMA CANAL RECORD of February 23. The *Murla* is a ship of 2,188 gross and 1,361 net tons, Panama Canal measurement, 269 feet long by 42 feet beam. She was carrying 1,600 tons of cargo at time of passage, and was destined to Corral.

The steamer *Targis* was scheduled to sail from Hamburg on April 2, as the second vessel in the service.

This is the first regular German service through the Canal.

### Sale of Vessels by the Navy.

The United States Navy announces that it will sell the steam yacht *Nokomis* of 872 gross tons; the motor patrol boat *Herreshoff*, 83 feet 4 inches long, and the motor patrol boat *Eaglet*, 87 feet, 9 inches long; the competitive bids to be opened at 12 o'clock, noon, May 3, 1921, at the Navy Department, Washington, D. C. The first two boats may be seen at Brooklyn, N. Y., and the *Eaglet* at Boston, Mass.

### Solid Cargo of Wool.

The steamship *Baarn*, which passed through the Canal on April 16, carried a solid cargo of wool from Punta Arenas, at the Strait of Magellan, to Boston. It amounted to 15,462 bales or 3,700 tons.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 23, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Kenuta.....	Pacific Steam Navigation Co.....		April 17.....		20½
Cauca.....	Pacific Steam Navigation Co.....	April 17.....	April 23.....	441	114
Ceres.....	Royal Netherlands W. I. Mail.....	April 18.....	April 19.....	70	40
Martinique.....	French Line.....		April 19.....		190
Jamaica.....	Pacific Steam Navigation Co.....	April 18.....	April 19.....	315	10
Laura C. Hall.....	Pacific Metals Corporation.....	April 18.....	April 20.....	222	12
Parismina.....	United Fruit Co.....	April 18.....	April 21.....	931	213
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	April 18.....	April 21.....	2,063	3
Barina.....	Pacific Steam Navigation Co.....	April 18.....	April 23.....	571	332
Ulua.....	United Fruit Co.....	April 19.....	April 20.....	202	98
Newport.....	Pacific Mail Steamship Co.....	April 19.....	April 22.....	1,222	510
Santa Marta.....	United Fruit Co.....	April 20.....	April 21.....	95	45
Camden.....	United Fruit Co.....	April 20.....	April 22.....	9,197	(*)
Turrialba.....	United Fruit Co.....	April 20.....	April 20.....	1	½
Coronado.....	Elders & Fyffes Ltd.....	April 20.....	April 20.....		2
Peru.....	Pacific Steam Navigation Co.....	April 20.....		140	
Alianza.....	Panama Railroad Steamship Line.....	April 23.....		1,670	
San Bruno.....	United Fruit Co.....	April 23.....	April 23.....	45	(*)

\* Pounds.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 23, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall.....	Pacific Metals Corporation.....	April 17.....	April 18.....	1½	
Cauca.....	Pacific Steam Navigation Co.....	April 17.....	April 18.....	3½	
Newport.....	Pacific Mail Steamship Co.....	April 18.....	April 18.....	418	
Brush.....	North Atlantic & Western S. S. Co.....	April 18.....	April 18.....	265	
Newport.....	Pacific Mail Steamship Co.....	April 22.....	April 22.....		1
Aysen.....	C. S. A. de V.....	April 23.....		219	

## Coal Prices at Various Ports.

By courtesy of the Berwind-White Coal Mining Company the following prices for steam coal at various ports on April 1, 1921, are published:

## Bunker Coal Prices, April 1, 1921.

WEST INDIES.	
Barbados <sup>1</sup> .....	90/0
St. Lucia <sup>1</sup> .....	90/0
Trinidad <sup>1</sup> .....	89/0
St. Thomas <sup>1</sup> .....	89/0
Habana <sup>1</sup> .....	\$13.85
San Juan <sup>1</sup> .....	17.50
Bermuda <sup>1</sup> .....	15.00
Santiago <sup>1</sup> .....	20.00
Cienfuegos <sup>1</sup> .....	15.00
Vera Cruz <sup>1</sup> .....	20.00
Kingston <sup>2</sup> .....	102/6
SOUTH AMERICA.	
Bahia <sup>2</sup> .....	107/6
Bahia Blanca <sup>2</sup> .....	104/0
Buenos Aires <sup>2</sup> .....	100/0
La Plata <sup>2</sup> .....	100/0
Montevideo <sup>2</sup> .....	100/0
Pernambuco <sup>2</sup> .....	107/6
Rio de Janeiro <sup>2</sup> .....	100/0
Rosario <sup>2</sup> .....	102/6
Santos <sup>2</sup> .....	102/6
Coronel.....	75/0
UNITED KINGDOM.	
Dartmouth <sup>2</sup> .....	62/6
Portland <sup>2</sup> .....	62/6
Falmouth <sup>2</sup> .....	62/6
Glasgow:	
1st <sup>2</sup> .....	47/0
2d <sup>2</sup> .....	42/0
Liverpool <sup>2</sup> .....	45/0
Hull <sup>2</sup> .....	48/0
Newcastle <sup>2</sup> .....	40/0
West Hartlepool.....	45/0
Middlesbrough.....	38/6
Plymouth.....	65/0
London <sup>1</sup> .....	64/0
Southampton <sup>1</sup> .....	75/0
Avonmouth <sup>1</sup> .....	63/0
Cardiff <sup>2</sup> .....	45/0
Newport <sup>2</sup> .....	45/0
Leith <sup>2</sup> .....	50/0
Sunderland <sup>2</sup> .....	40/0
EUROPE.	
Constantinople:	
American.....	100/0
Turkish.....	60/0
Gibraltar.....	60/0
Genoa.....	87/6
Naples.....	90/0
Hamburg:	
United States steamers.....	\$35.00
British steamers.....	£10-3-6
Huelva.....	77/6
Lisbon.....	100/0
Palermo.....	175/0
Vigo.....	75/0
Valencia.....	190/0
Bilbao.....	75/0
Barcelona.....	80/0
Marseilles.....	Frcs. 200
Antwerp.....	75/0
Alicante.....	220/0
Brindise.....	Lire 430
Corcubion.....	180/0
Copenhagen.....	£10-5-0
Corunna.....	75/0
Carthagena.....	200/0
Gothenburg.....	Kr. 200
Rouen.....	Frcs. 475
Santander.....	185/0

## EUROPE—continued.

Rotterdam <sup>2</sup> .....	Fl. 24
Amsterdam <sup>2</sup> .....	Fl. 24
Hook of Holland <sup>2</sup> .....	Fl. 24
Bergen.....	Kr. 190
AZORES.	
Fayal <sup>1</sup> .....	85/0
Ponta Delgada <sup>1</sup> .....	85/0
ATLANTIC ISLANDS.	
St. Vincent <sup>1</sup> .....	77/6
Madeira <sup>1</sup> .....	80/0
Las Palmas <sup>1</sup> .....	75/0
Teneriffe <sup>1</sup> .....	75/0
AFRICA.	
Aden:	
American.....	140/0
Welsh.....	200/0
Native.....	100/0
Algiers <sup>2</sup> .....	65/0
Dakar <sup>2</sup> .....	77/6
Oran <sup>2</sup> .....	65/0
Capetown <sup>2</sup> .....	61/3
Delagoa Bay.....	51/0
Alexandria.....	126/6
Freetown.....	175/0
Natal.....	70/0
Port Said.....	84/0
Suez.....	121/6
Perim.....	100/0
ASIA.	
Calcutta.....	Rs. 21
Karachi.....	Rs. 44
Rangoon.....	Rs. 40
UNITED STATES.	
Pensacola <sup>4</sup> .....	\$7.00
(Pratt, Black Creek.)	
Pensacola.....	6.50
(Run-of-mine.)	
New York <sup>3</sup> .....	8.15
Philadelphia <sup>1</sup> .....	8.40
Boston <sup>1</sup> .....	10.75
Baltimore <sup>1</sup> .....	8.30
Newport News <sup>2</sup> .....	7.25
Norfolk <sup>2</sup> .....	7.25
Charleston <sup>2</sup> .....	9.00
New Orleans (Pratt) <sup>1</sup> .....	7.95
Mobile:	
Pratt, Black Creek <sup>4</sup> .....	7.00
Run-of-mine <sup>4</sup> .....	6.50
Galveston (net ton) <sup>1</sup> .....	12.00
Jacksonville <sup>1</sup> .....	11.00
Savannah <sup>3</sup> .....	9.00
Brunswick <sup>1</sup> .....	11.50
Fernandina <sup>5</sup> .....	10.75
Key West <sup>1</sup> .....	17.00
Gulfport.....	\$7.50 to \$8.00
Wilmington.....	14.00
Vancouver.....	8.75
Seattle <sup>1</sup> .....	10.45
Tacoma <sup>1</sup> .....	10.45
THE PANAMA CANAL.	
(See details on page 574.)	
Cristobal <sup>1</sup> .....	\$12.00
Balboa <sup>1</sup> .....	14.00

<sup>1</sup> Trimmed.<sup>2</sup> F. O. B.<sup>3</sup> F. A. S.<sup>4</sup> Over hoist.<sup>5</sup> Under chutes.

CANADA.		Colon and Cristobal.	Balboa.
Halifax <sup>1</sup> .....	\$13.00		
St. John's, N. S. <sup>2</sup> .....	13.00		
Montreal.....	8.70		
Louisburg, C. B.....	10.25		
North Sydney, C. B.....	14.25		
Sydney, C. B.....	10.25		
Quebec.....	8.70		
AUSTRALIA.			
Newcastle, N. S. W.....	14/9 to 16/9		
Sydney, N. S. W.....	28/5		
CHINA AND JAPAN.			
Hongkong.....	87/0 to 97/0		
Shanghai.....	75/0 to 86/0		
Chingwangtao.....	46/0 to 63/0		
Kobe.....	Yen 25.90 to 27.50		
Moji.....	Yen 26.15		
Otaru.....	Yen 22.15 to 27.15		
Wakamatsu.....	Yen 25.65		
Ymuiden.....	Yen 33.65 to 36.65		
Singapore (Malay Peninsular).....	107/9		
Pula Laut (Borneo).....	F1.35		
Colombo <sup>2</sup> .....	75/0		
Malta <sup>2</sup> .....	75/0		
Honolulu (American coal).....	\$19.35		
<sup>1</sup> Trimmed.	<sup>2</sup> F. O. B.		
COAL PRICES AT THE CANAL.			
		Colon and Cristobal.	Balboa.
1. To steamships, including warships of all nations, delivered from coaling plants, per ton of 2,240 pounds, except as provided in paragraph 2....	\$12.00		\$14.00
2. To vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of			
3. To steamships, including warships of all nations, when delivered from lighters in quantities of 50 tons or more, per ton of 2,240 pounds.....		\$13.00	15.00
4. To steamships, including warships of all nations, when delivered from lighters in quantities of less than 50 tons, with minimum charge for 20 tons and with maximum charge not to exceed that for 50 tons at prices specified in paragraph 3, per ton of 2,240 pounds....		14.00	16.00
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 90 cents per ton will be made for extra handling.			
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.			
7. For coal for cargo, delivered only by special authority of the Governor, per ton of 2,240 pounds.....		14.00	16.00

### Tobacco.

A shipment of 800 tons of tobacco from Newport News to Australia, was one item in the cargo of the *City of Auckland*, which passed through the Canal on April 2.

### Glass.

The steamship *West Kedron*, from Hamburg to Pacific ports of the United States, passed through the Canal on April 4, carrying in its cargo 2,975 tons of window glass from Antwerp to Pacific ports and 4,170 tons of glass sand, from Antwerp to Oakland.

### Sugar.

A bulk cargo of sugar amounting to 9,000 tons went through the Canal on April 5 on the *Ypres Maru*, bound from Cuba to Yokohama, Japan. A cargo of 5,780 tons from Cuba, bound to Sydney, Australia, passed through the Canal on April 3 on the steamship *Australgren*.

### Sulphur.

Bulk cargoes of sulphur handled through the Canal during the past three weeks are 3,100 tons on the steamship *Anson S. Brooks*, April 7, 1921, from Galveston to Portland; 1,250 tons on the steamship *Tregarthen*, April 11, from Sabine, Tex., to Wallaroo; and 6,600 tons on the steamship *Tredinnick* from Sabine to Melbourne.

### Butter and Cheese from New Zealand.

Ships from New Zealand that have passed through the Canal during the month of April have carried large consignments of beef, mutton, and dairy products in cold storage to London. Among the items are 3,344 tons and 58,568 cases of butter. The cheese shipments have amounted to 3,940 tons and 11,160 crates.

### Large Shipment of Fuel Oil.

The steamship *San Fernando*, which passed through the Canal on April 9, carried a cargo of 16,117 tons of fuel oil from Tampico, bound for Singapore, by way of Honolulu. She also carried bunkers of 2,090 tons, making a total of 18,207 tons of oil. The net tonnage of this ship is only 8,335.44 tons.

### Tons of Canary Seed.

The steamship *Rotarian*, which passed through the Canal on April 7, carried a general cargo of 6,032 tons, among which was 175 tons of canary seed. This seed was shipped at Buenos Aires and is to be discharged at Los Angeles, San Francisco, and Portland.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended April 23:

Launch *Vacuum, Jr.*, repairing damaged bow; renewing floor and hatch covers and reinstalling engine; U. S. submarines *O-12*, *O-13*, *O-15*, periodical overhaul, including docking, cleaning, and painting bottoms and inside superstructure; renewing deteriorated plates and frames in superstructure and repacking stern glands; overhauling sea valves and trimming systems; cleaning and coating tanks; miscellaneous small items of adjustment and repairs to machinery; barge *No. 137*, docking, staging, cleaning, and painting bottom; cleaning and painting inside and out; renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A-frames; overhauling operating gear; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged; rebuilding stanchions and roof; launch *Coco Solo*, renew stem, repair monkey rails, and repair copper sheathing; tug *Favorite*, renewing section of stem and installing new sections of plate in three top strakes where damaged by collision; U. S. submarine *R-25*, dock, clean, and paint bottom; test and repair fuel and ballast tanks; overhaul sea valves; tug *Gorgona*, dock, clean, and paint bottom; electric-weld propeller, straighten rudder stock, overhaul sea valves, overhaul fire pump, install new general service pump, renew water end on sanitary pump, overhaul galley smoke pipe; steamships *Circassian Prince*, docking, cleaning, and painting bottom; overhauling sea valves, installing 4 doublers on bow, overhauling pistons and valves on main engine, and overhauling 4 direct-connected pumps on main engine; overhauling fire system on deck; *Tregantle*, docking, cleaning, and painting bottom; renewing stem and 9 frames port and starboard; repairing and renewing plates back to No. 10 frame to upper 'tween deck level; repairing 1 broken anchor and overhauling anchor cables; repairing cracked hawse pipes, all the above being result of collision at sea; *Ulysses*, cleaning fire side of boilers, renewing 2 stay-bolts in boilers; scaling and painting top sides; *Kiyo Maru*, docking, cleaning, and painting bottom; overhauling sea valves, cementing up propeller hub, testing cargo tanks and making all tight; removing fumigating and sanitary system in 'tween decks, cleaning and wire-brushing cargo tanks; subchaser *No. 355*, docking, cleaning bottom, patching copper, and recalking where leaking; steamship *Nishmaha*, renewing high pressure piston rings, cleaning out groove in bull ring, and refitting piston rod packing; Spanish cruiser *España*, docking, cleaning, and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps, renewing suction and discharge lines to circulators, repairing ash hoist trunk, renewing discharge pipes on ash ejectors, manufacturing evaporator coils, manufacturing 1 boat boom, repairing and riveting torpedo net platform and renewing miscellaneous pads and ring bolts on deck; examining rudder, overhauling sea valves and zincs on hull; sub-

chaser *No. 285*, docking, cleaning bottom, patching copper, calking leaks in bottom and recalking deck; steamship *Peru*, docking, cleaning and painting bottom; drawing tail shafts for inspection, shipping spare starboard tail shaft, overhauling sea valves, overhauling cargo hatch strongback and chafing irons on coamings; patching and stiffening up bulwarks in wake of two cargo port doors; overhauling accommodation ladder; speed boat (U. S. Navy), realign tail shaft; tug *Miraflores*, docking, cleaning, and painting bottom, repairing fenders and rail.

The following vessels were at the Cristobal shops for repairs during the week ended April 25:

Steamships *General W. C. Gorgas*, *Advance*, and *Allianca*, miscellaneous repairs and painting to engine, deck, and steward departments; U. S. submarine *O-14*, renew battery and hull ventilation ducts, make and install new anchor shaft, etc.; steamship *Manavi*, rebore steam end of Weir's pump, dry dock, clean and paint; manufacture and install new funnel, etc.; tanker *Doewa*, alter crew accommodations, manufacture, fit, and install steel water-tight doors as per plan furnished; examine and repair gravity tank valves, etc.; steamship *Manteco*, furnish foreman and 15 men to clean bilges and tank top in fireroom, etc.; tanker *Anam*, clean and paint bottom; clean pistons and rings of main engines; examine same and renew as necessary; true up main bearings, etc.; motorship *Laura C. Hall*, tap out hole in inboard side of starboard engines, etc.; steamships *Forse*; renew 9 staybolts in combustion chamber; renew brass valve stem, etc.; *Steel Mariner*, U. S. A. T. *St. Michael*, steamships *Peru*, *Caribbean*, *Montevideo*, *Santa Marta*, dredge *No. 86*, tug *Tavernilla*, and launch *Hibiscus*, minor repairs.

#### Special Cable Rates for Employees.

The All-America Cables has decided to grant employees of the Canal Zone and their immediate families, upon employee presenting either his metal check or a letter from some Canal Zone official identifying him as an employee of the Canal, the reduced rate of 50 per cent of the commercial tariff rate to all points in Central and South America over its lines, provided the messages are in connection with matters of a purely social or personal nature, and with the understanding that reduced rate is only to points where its cable touches and that to points beyond the rate will be 50 per cent of the commercial rate over its lines, plus the total rate beyond its lines.

#### Taboga Launch Schedule Effective May 1, 1921.

From dock No. 19, Balboa, every day, including Sundays and holidays...	A. M. 10.30
Saturdays and days preceding holidays .....	P. M. 5.00
From Taboga:	P. M.
Week days .....	12.30
Sundays and holidays .....	6.30

#### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Entomological laboratory assistant, \$1,080 to \$1,440 a year (male and female); form 1312; announcement No. 201; age, 18 but not 55 years; vacancies exist in the Bureau of Entomology, Department of Agriculture, Washington, D. C.; May 11-12, 1921.

Assistant observer, Weather Bureau, \$1,080 a year (male and female); form 304; announcement No. 198; age, 18 but not 35 years; vacancies exist in the Weather Bureau; May 11, June 22, and August 3, 1921.

Assistant examiner, Patent Office, \$1,500 a year (male and female); form 1312; announcement No. 197; age, 20 but not 55 years; vacancies exist in the Patent Office, Washington, D. C.; May 11-13, 1921.

Chemist, \$3,000 to \$5,000 a year; associate chemist, \$2,000 to \$3,000 a year; junior chemist, \$1,400 to \$2,000 a year (male and female); forms 2118 and 1312; announcement No. 194; age, within reasonable age limits; vacancies exist in the Chemical Warfare Service, Edgewood Arsenal, Edgewood, Md.

Clerk-draftsman, \$1,500 a year (male and female); form 304; age, 18 but not 55 years; vacancies exist in the General Land Office, Washington, D. C.; May 25, 1921.

Druggist, \$1,800 to \$2,000 a year (male and female); form 1312; announcement No. 193; age, within reasonable age limits; vacancies exist in the Public Health Service; May 11, 1921.

Engineer, \$2,400 a year (male and female); No. 114-supplemental; sufficient applications received, closing date April 15, 1921.

Dietitian, Public Health Service; No. 163-amendment; subjects of neutral countries may compete; closing date, June 30, 1921.

Junior mechanical engineer, \$1,500 to \$1,800 a year; mechanical engineer (internal combustion), \$3,000 a year; mechanical engineer (designing), \$3,000 a year (male and female); form 2118; age, below 55 years; vacancies exist under the National Advisory Committee for Aeronautics, Langley Field, Va.; May 24, 1921.<sup>2</sup>

Shop apprentice, \$720 a year (male and female); form 1312; announcement No. 191; age, 16 but not 18 years; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.

Assistant engineer, \$1,800 to \$2,340 a year; junior engineer, \$1,440 to \$1,740 a year (male and female); form 1312; announcement No. 114-amended; age, 25 but not 55 years; vacancies exist in the Water Resources Branch of the Geological Survey; July 1, 1921.<sup>2</sup>

Automobile mechanic's helper; 41 cents per hour (male and female); form 1800; announcement No. 199; age, 18 but not 50 years; vacancies exist in the Bureau of Mines, Department of the Interior, Washington, D. C.; May 10, 1921.<sup>2</sup>

Domestic science teacher; \$760 to \$840 a year (male and female); announcement No. 213; age, 22 but not 50 years; form 1312; vacancies exist in Indian Service; May 25, July 6, and August 17, 1921.

Electrical engineer; \$2,400 to \$3,600 a year; assistant electrical engineer, \$2,000 to \$2,400 a year; electrical assistant, \$1,500 to \$2,000 a year (male and female); form 2118; age, within reasonable age limits; vacancies exist in the Signal Service at large, Washington, D. C.; May 24, 1921.<sup>2</sup>

Instructor, aircraft armament, \$2,700 a year; instructor, small arms, \$1,800 to \$2,400 a year (male and female); form 2118; age, 21 but not 55 years; vacancies exist in the Ordnance Department at large; May 31, 1921.<sup>2</sup>

Instrument man, \$5.20 to \$8.40 per diem (male and female); form 1312; announcement No. 693-amended; age, 22 but not 55 years; vacancies exist in the Navy Yard Service; August 1, 1921.

Irrigation engineer, \$2,400 or over a year; civil engineer, \$2,400 or over a year; assistant irrigation engineer, \$1,500 to \$2,280 a year; assistant civil engineer, \$1,500 to \$2,280 a year; junior irrigation engineer, \$1,200 to \$1,440 a year; junior civil engineer, \$1,200 to \$1,440 a year; engineering draftsman, \$1,200 to \$2,400 a year (male and female); form 1312; age, within reasonable age limits; vacancies exist in the Reclamation Service; August 1, 1921.<sup>2</sup>

Junior technologist, \$1,200 to \$1,500 a year (male and female); form 1312; announcement No. 200; age, within reasonable age limits; vacancies exist in the Bureau of Standards, Department of Commerce, Washington, D. C.; May 10, 1921.<sup>2</sup>

Librarian, \$3,000 a year (male and female); form 2118; announcement No. 216; age, below 55 years; vacancy at United States Military Academy, West Point, N. Y.; May 17, 1921.<sup>2</sup>

Mechanical draftsman, \$1,000 a year (male and female); form 1312; announcement No. 214; age, 18 but not 55 years; vacancies exist in the Patent Office, Department of the Interior, Washington, D. C.; May 17, 1921.<sup>2</sup>

Metal working pressman, \$5.42 per diem (male and female); form 1800; announcement No. 210; age, 20 but not 50 years; vacancies exist in the equipment shops of the Post Office Department, Washington, D. C.; May 17, 1921.<sup>2</sup>

Observer and computer in gas analyses, \$1,320 to \$1,620 a year (male and female); form 1312; age, below 30 years; vacancies exist in the Bureau of Mines, Department of the Interior, Pittsburgh, Pa.; May 25, 1921.

Scientific assistant in marketing, \$1,320 to \$2,100 a year (male and female); form 1312; announcement No. 272; age, 20 years and over; vacancies exist in the Bureau of Markets, Department of Agriculture, Washington, D. C.; June 23, June 24, 1921.

Special agent, \$1,560 to \$2,250, Grade 1; \$2,500 to \$3,000, Grade 2 (male and female); form 1312; age, 25 but not 45 years; vacancies exist in the Bureau of Internal Revenue, Treasury Department; August 1, 1921.<sup>2</sup>

Statistical clerk, \$900 to \$1,400 a year; junior statistician, \$1,200 to \$1,800 a year (male and female); form 1312; age, 18 but not 55 years; vacancies exist in the Departmental Service; Washington, D. C.; May 25 and July 6, 1921.

<sup>1</sup> Nonassembled. Applications will be received at any time until further notice.

<sup>2</sup> 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 day.

## Official Circulars.

### Appointment.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 23, 1921.

CIRCULAR NO. 661-96:

Mr. Hubert H. Hammer is appointed Surveying Officer, The Panama Canal, effective April 23, 1921, *vice* Mr. Frederick H. Stephens, deceased.

JAY J. MORROW, *Governor*.

### Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 13, 1921.

CIRCULAR NO. 289:

Effective April 11, 1921, Mr. S. W. Heald is designated an accountable official of The Panama Canal, *vice* Mr. W. F. Foster, and as such will account for all nonexpendable property in use by

the Superintendent, Panama Railroad and by Panama Canal transportation.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:  
JAY J. MORROW, *Governor*.

### Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 14, 1921.

CIRCULAR NO. 290:

Effective April 13, 1921, Mr. Geo. E. Matthew is designated an accountable official of The Panama Canal, *vice* Mr. R. Z. Kirkpatrick, and as such will account for all nonexpendable property in use by the Division of Meteorology and Hydrography.

ELWYN GREENE,  
*Acting Auditor, The Panama Canal.*

Approved:  
JAY J. MORROW, *Governor*.

**Acting Master of Transportation.**

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., April 16, 1921.

*All concerned*—Effective April 15, 1921, and during the absence on leave of Mr. W. F. Foster, Mr. W. J. Bissell will act as Master of Transportation for the Panama Railroad Company.  
S. W. HEALD,  
Superintendent.

Approved:  
JAY J. MORROW,  
President.

**Acting Superintendent, Division of Municipal Engineering.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
MUNICIPAL ENGINEERING DIVISION,  
BALBOA HEIGHTS, C. Z., April 13, 1921.

*All concerned*—During the period Mr. A. C. Miller is on leave of absence, Mr. D. W. Norton will act as Superintendent of the Northern District, Municipal Engineering Division.  
Effective, April 14, 1921.

G. W. GREEN,  
Acting Municipal Engineer.

**Inspection Calls.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., April 24, 1915.

CIRCULAR No. 90 (Reissue):

*To all concerned*—Effective at once, inspectors signing inspection calls for equipment, the price of which includes nonexpendable tools or other accessories, will list these on both the original and duplicate calls, or attach a list thereof to the calls. Full description of such items and estimated value for each item, where actual values are not obtainable, must be furnished. The price at which equipment of this character will be taken into account will be that shown on the call, less the value of such tools or accessories included in the purchase price.

H. A. A. SMITH,  
Auditor, The Panama Canal.

April 18, 1921.

It is noted that the above instructions are not being complied with. They will be strictly enforced in the future.

A complete description of all nonexpendable property received will be added to the call when the information shown thereon is not sufficient for identification.

ELWYN GREENE,  
Acting Auditor, The Panama Canal.

**Use of Track Speeders.**

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., April 19, 1921.

IRCULAR No. 1788:

*To heads of departments and divisions*—It is the practice for some of the operators of track speeders to trail our trains to within a few feet of the rear end. This is not only annoying to passengers riding in parlor car, but is a very dangerous practice, as speeder would be unable to stop if for some reason train should be brought to a standstill by the bursting of an air hose or the air being applied in emergency.

I quote for your information Rules 5 and 6 of "Rules Governing the Operation of Speeders Over the Tracks of the Panama Railroad:"

5. Speeders must not follow a moving train closer than 600 feet.

6. Speeders must not follow each other closer than 500 feet.

Please bring this matter to the attention of operators of track speeders under your jurisdiction and inform them that this dangerous practice must be discontinued at once, as any future infraction of the rules governing the operation of speeders, as referred to herein, will result in the cancellation of permits to operate.

W. J. BISSELL,  
Acting Master of Transportation.

**Prices of Scrap.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., April 12, 1921.

HEADS OF DEPARTMENTS AND DIVISIONS:

Effective April 15, 1921, the following prices will be allowed by the Supply Department for scrap turned in by the various departments and divisions of The Panama Canal. The selling prices to departments and divisions, employees, and to individuals and companies are also indicated:

Kind of scrap.	Credit to be allowed divisions.	Issue and sale prices.	
		To departments of The Panama Canal.	To employees and individuals and companies.
	Short ton.	Short ton.	Short ton.
Cast iron, including car wheels.....	\$6.00	\$7.00	\$30.00
Miscellaneous wrought iron and steel.....	3.00	4.00	30.00
Rail, scrap, grade No. 4.....	3.00	4.00	30.00
Rail, relaying, grade No. 2.....	20.00	21.00	( <sup>1</sup> )
Rail, relaying, grade No. 3.....	11.00	12.00	( <sup>1</sup> )
Aluminum.....	8.00	9.00	25.00
Babbitt.....	2.00	3.00	15.00
Bags and burlap.....	.50	1.00	.....
Brass, mixed.....	4.00	5.00	15.00
Brass borings and turnings.....	4.00	5.00	15.00
Bronze, screening... ..	4.00	5.00	15.00
Canvas.....	.50	1.00	.....
Copper, mixed.....	8.00	9.00	20.00
Cork.....	1.00	2.00	10.00
Hose.....	.50	1.00	6.00
Lead.....	1.00	2.00	5.00
Leather.....	.50	1.00	5.00
Pewter.....	10.00	11.00	50.00
Rags.....	.50	1.00	5.00
Rope.....	.50	1.00	5.00
Rubber.....	.50	1.00	6.00
Tool steel.....	5.00	6.00	25.00
Zinc.....	1.00	2.00	5.00

<sup>1</sup> None to be sold.

ROY R. WATSON,  
Acting Chief Quartermaster.

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, C. Z., will accept written bids up to noon May 9, 1921, for the purchase of the personal effects belonging to the estate of Martin Johnson, deceased American seaman. Prospective bidders desiring to examine the effects should apply to the Shipping Commissioner's office, Balboa Heights, on any business day.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1' x 6', 1' x 8', and 1' x 10' dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.



### Current Net Prices on Coal, Fuel Oil, and Beef.

Coal is being supplied to steamships including warships of all nations delivered and trimmed in bunkers at \$12.00 per ton of 2,240 pounds at Cristobal and \$14.00 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$12.00 per ton at Balboa. For ships when delivered from lighters in quantities of 50 tons or more, the price is \$13.00 per ton at Cristobal, \$15.00 at Balboa.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.75 per barrel of 42 gallons.

Diesel oil is sold at \$4.00 per barrel. Cable arrangements should be made in advance of arrival of vessel.

The following are current prices on fresh beef sold from the cold storage plant of the Canal. Prices quoted are United States currency, per pound net:

Beef hinds, 21 cents; beef fores, 12½ cents; beef ribs, entire set, 23 cents; short loins, 29 cents. This beef is from Colombian cattle slaughtered on the Isthmus.

### Route Service Jitney—Cristobal-Mt. Hope.

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

### COMMISSARY NOTES.

#### Epsom Salts.

The Commissary Division is now packing Epsom salts, complying with numerous requests from employees who are unable conveniently to call at the district dispensary for the ordinary free issue. The price is 17 cents per pound package.

#### Peanut Butter.

The Commissary Division has begun the packing of peanut butter, and has placed on sale an 8½-ounce jar which retails at 20 cents, with refund of 2 cents allowed for return of container. In addition to enabling customers to obtain this article more cheaply, this peanut butter will have the advantage of always being fresh.

#### Children's Straw Hats.

Very good values are to be found in the line of children's and juniors' braided straw hats just received and placed on sale. These are to be had in becoming shades of military blue, navy blue, tobacco brown, black, and variegated effects in red and green, red and blue, and gold and brown, and are priced at \$1.55.

#### Empty Containers.

Empty soda water bottles and other containers for the return of which credit is allowed are being accepted in an unclean condition from some interests. This must be discontinued and bottles returned must have been washed and cleaned or they will not be taken back for refund. Aside from its desirability for sanitary reasons this preliminary cleansing will facilitate handling at the Commissary Division's plant.

#### Books.

##### Books received:

"Coloured Stars," by E. Powys Mathers; "Age of Innocence," by Edith Wharton; "Book of Games and Parties," "House Boat on the Styx," by John Kendrick Bangs; "Great Pearl Secret," by C. N. and A. M. Williamson; "Swamp Breath," by Robert Simpson; "Mysterious Rider," by Zane Grey; "170 Chinese Poems," by Arthur Waley; "A Kiss for Cinderella," by J. M. Barrie; "Second Book of Modern Verse," by Jessie B. Rittenhouse; "Smoke and Steel," by Carl Sandburg; "Tales Out of Court," by Frederick T. Hill; "Pigs to the Market," by George A. Chamberlain; "Gentle Art of Columning," by C. L. Edson; "Further E. K. Means," "She and Allan," by H. Rider Haggard; "In Red and Gold," by Samuel Merwin; "Hearts of Three," by Jack London; "Economic Consequences of the Peace," by Keynes; "Enter Madame," by Gilda Varesi and Dolly Bryne; "The Bad Man," by Charles Hanson Towne; "Master Eustace," by Henry James; Spanish-English Dictionary, "Young Forester," by Zane Grey; Collected Verses of Rudyard Kipling; "An Old Chester Secret," by Margaret Deland; "Beauty and the Bolshevists," by Alice Duer.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV.

Balboa Heights, C. Z., May 4, 1921.

No. 38.

## Canal Traffic in April.

Commercial traffic through the Canal for April was the lowest for several months. The number of commercial ships through the Canal was 227, the lowest since last July. Tolls amounted to \$927,977.09, which is the lowest month since October. The tons of cargo carried by commercial vessels aggregated 906,062 tons, the lowest since July.

The total number of commercial vessels, Government vessels, and launches through the Canal as compared with the preceding month, and of the corresponding month of last year, was as follows:

	April, 1921.	March, 1921.	April, 1920.
Commercial vessels.....	227	255	235
United States Government vessels.....	26	37	9
Launches (under 10 tons).....	9	11	2
Total vessels and craft.....	262	303	246

## West Coast Fruit Trade via Panama.

The Seattle Chamber of Commerce announces that apple growers of Washington and citrus men of Southern California have joined in an agreement to guarantee 9,500 car loads of perishable fruit to a steamship company, the name of which is not announced, which has made a tentative proposition to handle this fruit to Gulf and Atlantic markets at a rate substantially lower than the present all-rail rate. Washington apple producers will guarantee 4,000 car loads of the total and will ship their apples to Seattle, a distance of about 250 miles, in box cars, place them in public terminals, which have already reduced the storage rate, and load the tonnage when refrigerated space is available.

## Shipment of Californian Products.

Presaging a resumption in export trade from California, the San Francisco Chamber of Commerce reports the departure of the freighter *Steel Worker* with \$600,000 worth of Pacific coast products, chiefly canned fruit and salmon. The *Steel Worker* arrived at Balboa April 7, and passed through the Canal the same day, and in addition to the canned goods mentioned above, carried 1,056,789 board feet of lumber from Everett, Wash. The cargo was destined for New York and Boston.

## Removal of Washington Office, The Panama Canal.

In accordance with instructions issued by the Public Building Commission, which has full control over all Government owned and rented buildings in the District of Columbia, the Washington Office of The Panama Canal has removed from its old quarters at the Mills Building, 1709 G Street, N. W., to quarters assigned in the Old Land Office Building, 7th and E Streets, N. W. Employees going on leave, who contemplate calling at the Washington Office, should bear this in mind.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight April 30, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.
Lompoc	23	22.01	24	6.36	24	14.21	24	15.35	British.	C. T. Dowling & Co.	435.3	55.9	23.6	New Orleans.	Taltal.	Fuel oil.	8,969	7,496	5,311
New York	25	14.06	26	6.05	26	14.05	26	15.10	Japanese.	Kokusai Kisen Kaisha.	385.0	51.0	25.0	New York.	Melbourne.	Case oil.	5,921	5,919	4,389
Mazn	25	17.59	26	6.25	26	14.44	26	15.44	American.	General Petroleum Co.	453.0	56.0	29.9	Tecumate.	San Pedro.	Crude oil.	10,520	7,642	5,364
Yorba Linda.	25	14.12	26	6.30	26	15.46	26	17.10	American.	United States Steel Products Co.	395.0	55.0	27.5	New York.	Los Angeles.	General and steel.	7,945	7,985	5,256
Steel Age.	25	14.12	26	6.30	26	15.46	26	17.10	American.	United States Steel Products Co.	395.0	55.0	27.5	New York.	Los Angeles.	General and steel.	7,945	7,985	5,256
Taketoyo Maru	26	11.00	26	11.25	26	20.00	27	0.28	Japanese.	Nippon Yusen Kaishaiki Kaisha	445.0	58.0	26.0	Savannah.	Kobe.	General.	7,945	7,985	5,256
Peru.	26	18.00	27	6.08	27	13.26	27	14.30	British.	Pacific Steam Navigation Co.	350.0	43.1	18.3	Cristobal.	Valparaiso.	General.	3,373	4,085	2,655
Woodarra.	26	12.58	27	8.09	27	14.26	27	15.12	British.	British-India Steam Nav. Co.	449.0	51.0	30.9	London.	P. Chalmers.	General.	6,319	8,238	5,313
Breadford	26	13.57	27	9.18	27	16.18	27	17.30	American.	Standard Oil Co.	423.0	51.0	29.0	Mata Rotom30	Talara.	Crude oil.	8,700	7,318	5,458
Robert Dollar.	26	20.20	27	7.30	27	16.44	27	17.50	British.	Robert Dollar Steamship Co.	323.0	65.0	21.0	New York.	Shanghai.	General.	1,000	11,775	8,338
City of Nor-	26	20.59	27	8.30	27	17.15	27	18.45	American.	Ellerman-Hall Line.	434.0	54.0	27.0	New York.	Yokohama.	General.	7,269	8,088	6,260
wich.	26	20.59	27	8.30	27	17.15	27	18.45	American.	Ellerman-Hall Line.	434.0	54.0	27.0	New York.	Yokohama.	General.	7,269	8,088	6,260
Eastern Admi-	26	8.30	27	9.20	27	18.52	27	20.00	American.	Barber Steamship Co. (S. B.)	414.7	55.7	26.8	New York.	Shanghai.	General.	7,098	7,257	5,269
al.	26	8.30	27	9.20	27	18.52	27	20.00	American.	Barber Steamship Co. (S. B.)	414.7	55.7	26.8	New York.	Shanghai.	General.	7,098	7,257	5,269
Balboa.	8-20	22.17	27	10.49	27	19.38	28	10.36	American.	Colombian Maritime Co.	190.0	29.0	11.1	Cristobal.	Tumaco.	General.	19	741	350
Suruga.	27	10.17	27	11.03	27	19.02	27	20.09	American.	Pacific Steamship Co.	375.3	52.0	22.8	New York.	Yokohama.	General.	4,168	5,177	3,877
Solana.	26	21.50	27	12.07	27	21.20	27	22.32	American.	Barber Steamship Co.	435.0	56.6	28.1	Tampico.	Iquique.	Crude oil.	9,568	7,043	5,050
Lake Floris.	27	12.07	27	13.07	27	21.32	28	1.20	American.	N. O. & S. A. S. Co. (S. B.)	251.0	43.6	17.0	New Orleans.	Guayquil.	General.	945	2,857	1,783
J. A. McKie.	27	6.00	27	8.15	27	8.15	27	8.15	American.	United States Army.	402.6	54.8	17.6	London.	Gatun Lake.	General.	1,200	6,932	5,181
Efingham.	27	23.45	28	6.40	28	13.48	28	19.08	American.	Williams, Dimond & Co. (S. B.)	440.0	56.0	19.6	Glasgow.	Los Angeles.	General.	1,000	8,300	6,026
Pomona.	28	8.00	28	8.22	28	14.47	28	15.50	American.	Williams, Dimond & Co. (S. B.)	440.0	56.0	19.6	Glasgow.	Los Angeles.	General.	1,000	8,300	6,026
Carpentaria.	29	6.07	29	7.45	29	15.28	29	20.30	British.	British-India Steam Nav. Co.	436.0	53.0	26.6	St. John.	Brisbane.	General.	3,150	8,082	5,440
Jason.	28	5.17	29	12.52	29	19.48	30	8.16	Dutch.	Royal Netherlands W. I. Mail Co.	345.0	42.0	14.0	Amsterdam.	Valparaiso.	General.	880	4,321	3,120
Jamaica.	28	18.43	30	5.40	30	13.37	30	14.55	British.	Pacific Steam Navigation Co.	220.0	34.0	13.0	Colombia.	Buenaventura.	General.	831	1,187	622
Potosi.	28	18.43	30	6.13	30	13.12	30	15.15	British.	Pacific Steam Navigation Co.	351.0	49.0	20.3	Cardiff.	Coronel.	General.	4,074	5,567	4,296
Santa Luisa.	29	16.48	30	6.14	30	13.13	30	14.20	American.	W. K. Grace & Co.	380.2	51.6	23.0	New York.	Valparaiso.	General.	3,147	5,694	3,975
Gen. Wm. Grg-																			
hain.	30	7.35	30	15.00	30	15.00	30	15.00	American.	United States Army.	385.0	53.0	15.6	Cristobal.	Balboa.	Ballast.	6,080	4,618	
Kina.	29	18.32	30	7.55	30	16.07	30	17.15	Danish.	Orient Steamship Co.	470.0	55.0	29.8	Tampico.	San Francisco.	Crude oil.	10,000	8,107	5,539
Coalinga.	29	22.14	30	8.38	30	18.49	30	19.55	American.	Union Oil Co.	380.0	46.0	19.2	Cristobal.	Callao.	General.	439	4,838	2,959
Mantaro.	24	15.20	30	10.05	30	17.49	30	18.44	Peruvian.	Peruvian Steamship Line.	380.0	46.0	19.2	Cristobal.	Callao.	General.	439	4,838	2,959

\* Petroleum refined; petroleum by-products and general.

\* Mine planter.

\* Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Sailer.	Launch.	For orders.	For.	Port of Cristobal.	Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.	Port of Cristobal.	For.
La Brea.....	23 15.30 24	6.33 24	13.35 24	14.15	American.	Union Oil Co. of California.....	435 0
Hercules.....	23 18.50 24	6.36 24	16.20 24	18.00	Norwegian.	Brusgaard & Co.....	390 0
Manteco.....	23 20.00 24	7.48 24	15.20 24	10.05	Peruvian.	Osaka Steam Navigation Co.....	354 0
Arao Maru.....	21 22.00 25	7.05 25	14.09 25	15.32	Japanese.	Osaka Steam Navigation Co.....	425 0
Schodack.....	23 3.00 25	7.50 25	15.55 25	12.50	American.	Barber Steamship Line (S. B.).....	390 0
Port Lytleton.....	25 1.00 25	8.25 25	17.30 25	20.30	British.	Commonwealth and Dom. Line.....	433 3
Guatemala.....	25 4.00 25	11.02 25	18.07 25	10.58	American.	Pacific Steam Navigation Co.....	359 3
Steel Mariner.....	25 10.50 25	12.01 25	19.35 25	8.05	American.	Isthmian Steamship Line.....	380 0
Milverton.....	24 19.30 25	14.31 25	23.37 25	14.45	Finnish.	Bernid & Gronblom.....	307 9
Saint Louis.....	25 13.15 25	14.39 25	23.15 25	12.03	Danish.	Compagnie Gen. Transatlantique.....	301 9
Chassie Maersk.....	25 14.30 25	15.19 25	24.00 25	16.27	American.	A. P. Moller.....	385 0
Los Angeles.....	26 4.30 26	8.01 26	15.27 26	15.27	Russian.	Union Oil Co. of California.....	435 0
Irtysh.....	26 7.30 27	8.47 27	17.09 27	18.40	American.	Russian Volunteer Fleet Ass'n.....	375 7
Santa Ana.....	27 1.30 27	8.21 27	17.42 27	19.47	American.	W. R. Grace & Co.....	389 2
Minola.....	27 11.20 27	11.54 27	18.56 27	19.47	American.	W. R. Grace & Co.....	298 6
Florida.....	27 13.20 27	14.06 27	21.20 27	21.20	American.	American-Hawaiian Line.....	415 0
Darien.....	27 12.10				American.	R. Kopke.....	400 0
Yoyoi Maru.....	28 11.55 28	12.48 28	21.35 29	8.15	Japanese.	Kokusai Kisen Kaisha.....	400 0
S. C. No. 284.....	29 7.08 29	13.40			American.	United States Navy.....	110 0
S. C. No. 355.....	29 7.08 29	13.40			American.	United States Navy.....	110 0
Koyo Maru.....	20 13.00 30	6.44 30	14.59 30	18.07	Japanese.	Toyo Kisen Kaisha.....	409 0
Hamburg Maru.....	20 19.50 30	7.36 30	16.29 5-1	5.30	Japanese.	Osaka Steam Navigation Co.....	400 0
Acajutla.....	30 7.10 30	8.05 30	15.10		British.	Pacific Steam Navigation Co.....	215 7

\* Sailer.

\* Launch.

\* For orders.

\* For. orders.

\* Forcelain, mustard seed, oil, and general.

\* Cold storage and general.

\* Cocoa, coffee, and ivory nuts.

PORT OF CRISTOBAL.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
April 24.....	Atenas.....	United Fruit Co.	New Orleans via way-ports	April 24.....	Atenas.....	United Fruit Co.	Bocas del Toro.
April 25.....	Frednes.....	J. C. Knudsen.	New York.	April 26.....	Frednes.....	J. C. Knudsen.	Port-of-Spain.
April 25.....	Cartago.....	United Fruit Co.	New Orleans.	April 27.....	St. Miniel.....	United States Army.	New York via San Juan.
April 26.....	Tolox.....	United Fruit Co.	Boston via Habana.	April 27.....	Tolox.....	United Fruit Co.	New York via Port Limon.
April 27.....	Haiti.....	Clarke Service Co.	New York via Habana.	April 27.....	Allanca.....	Panama Railroad Steamship Line.	New Orleans via Port Limon.
April 27.....	Haiti.....	Clarke Service Co.	Boston via Habana.	April 27.....	Atenas.....	United Fruit Co.	New Orleans via Haiti.
April 27.....	Bacchus.....	Royal Netherlands W. I. Mail Co.	Cartagena.	April 27.....	Hannibal.....	United Fruit Co.	New Orleans via Haiti.
April 27.....	Atenas.....	United Fruit Co.	Bocas del Toro.	April 28.....	San Gil.....	Clarke Service Co.	High seas.
April 27.....	Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.	Puerto Colombia.	April 28.....	Cartago.....	United Fruit Co.	Port Limon.
April 29.....	La Navarre.....	French Line.	St. Nazaire and waypoints.	April 28.....	Montevideo.....	Spanish Netherlands W. I. Mail Co.	New Orleans via Bocas del Toro, and Habana.
April 29.....	Cristobal.....	Panama Railroad Steamship Line.	Norfolk.	April 28.....	Bacchus.....	Royal Netherlands W. I. Mail Co.	Puerto Colombia.
April 30.....	Pataca.....	Elders & Fyffes, Ltd.	Port Limon.	April 28.....	Crecent.....	H. A. Boddien.	Puerto Barrios.
April 30.....	Ulysses.....	Panama Railroad Steamship Line.	Norfolk.	April 30.....	Haiti.....	French Line.	Colon.
				April 30.....	Pataca.....	Elders & Fyffes, Ltd.	Puerto Colombia.

\*ARRIVALS.

\*DEPARTURES.

<sup>10</sup> Transport.

<sup>11</sup> Schooner.

PORT OF BALBOA.

Valparaiso.

\*Other than ships passing through the Canal.

**Report of Financial Receipts and Expenditures of The Panama Canal.**

BALBOA HEIGHTS, C. Z., April 26, 1921.

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

SIR:

1. Herewith is a report of the cash balance available in The Panama Canal appropriation, together with a statement of receipts and expenditures during the preceding month.

2. The cash balance in Panama Canal appropriations on March 31, exclusive of fortifications, was \$11,058,468.77. The balance in fortification funds allotted to The Panama Canal for expenditure, was \$473,781.75.

3. Payments made from appropriations by the Disbursing Clerk, Washington, amounted to \$1,206,502.77, and by the Paymaster on the Isthmus, to \$1,542,364.57. Payment of \$310,483.20 was also made to the Panama Railroad Company for commissary books.

4. The total collections on the Isthmus amounted to \$2,301,026.58, and are classified as follows:

Repaid to appropriations.....	\$861,894.93
Commissary and other trust funds.....	312,700.40
Tolls.....	1,105,566.19
Sales of water.....	3,335.85
Postal receipts.....	12,052.72
Sale of obsolete material and equipment.....	1,911.79
Licenses, taxes, court fees, fines, etc.....	3,564.70
<b>Total.....</b>	<b>\$2,301,026.58</b>

5. Collections by the Disbursing Clerk at Washington, amounted to \$112,209.56. Deposits of \$59,485.94 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. Receipts from Canal Zone and miscellaneous funds amounted to \$298,629.98; disbursements from the same source were \$72,797.26.

6. March payrolls on the Isthmus aggregated \$1,294,841.14, as compared with \$1,284,681.14 for the preceding month, and \$1,336,016.07 for the corresponding month of last year.

JAY J. MORROW.  
*Governor.*

**Shipment from Far East.**

The steamship *Alaska Maru*, which passed through the Canal on April 14, bound from Singapore to New York, carried among other items the following cargo: Six hundred thirty-four tons of raw rubber, 100 tons of tea, 85 tons of bamboo splits, 50 tons of gall nuts, 51 tons of hemp, 30 tons of hats, 551 tons of bean oil, and 514 tons of coconut oil. This cargo was billed for New York and Norfolk.

**New Diesel Line.**

The Holland-American Line and the Royal Mail Steam Packet Company have determined upon placing 6 new motorships, carrying freight only, in the trade between the North Pacific and Europe, supplementing the 3 coal-burning steamers now employed in this run. The 9 vessels will maintain fortnightly service.

The new motorships are vessels of 15,000 tons deadweight, propelled by Diesel engines. They have space for 1,500 tons of refrigerated products, and this feature, it is contemplated, will be an important factor in the success of the line. Large consignments of apples and oranges carried by vessels of this line, have already been successfully routed through the Canal.

Of the 6 vessels, the Holland-American Line is to supply 3 and the Royal Mail Steam Packet Company 3. The first of these motorships is expected to sail from Europe during the present month.

### Wheat from Vancouver to Europe, via the Canal.

Mention was made in THE PANAMA CANAL RECORD, issue of April 20, of the passage through the Canal of the motorship *Buenos Aires* with a consignment of wheat from Vancouver to London. Commenting on this shipment, the weekly journal *Canada* with home offices at 110 St. Martin's Lane, London, says:

"The voyage of the Diesel motor-propelled vessel, *Buenos Aires*, from Vancouver to London, via Belfast, with 3,000 tons of wheat grown on the western prairies, has naturally attracted great interest not confined to shipping circles, inasmuch as this is the first cargo of Canadian wheat imported via the Panama Canal on an ordinary business basis.

"To celebrate the event a luncheon was given on board the *Buenos Aires* in the Millwall Dock on Wednesday of last week, while she was lying alongside the big grain elevator there discharging. Mr. Axel Johnson, a member of the firm, who, accompanied by his wife and children, has made the round voyage in the vessel, and Mrs. Johnson received the visitors, who included the Swedish Minister, Baron Pamstiera; the Swedish Consul General; Sir George Perley, High Commissioner for Canada; Mr. W. L. Griffith, secretary to the High Commissioner's office; Mr. F. C. Wade, Agent General for British Columbia; Mr. Harrison Watson, Senior Canadian Trade Commissioner in the United Kingdom; Mr. William Phillips, European Manager, Canadian National Railways and Canadian Government Merchant Marine; Mr. Fred C. Salter, European manager, Grand Trunk System."

The following is quoted from the editorial page of the same journal:

"The consignees of the big wheat shipment from the prairie provinces via Vancouver and the Panama Canal, which arrived in London last week, have reported that never was any shipment landed in better condition; while millers and merchants on the London Corn Exchange speak highly of the quality of the grain.

"The value of the Panama route for the transportation of grain and other produce from Alberta and British Columbia is only now beginning to attract the attention which it would assuredly have been given if the war had not broken out so soon after the Canal was effectively open to traffic."

### Repairs to Steamship "Tregantle."

The British merchant vessel *Tregantle*, operated by Edward Hain & Sons, St. Ives, Cornwall, England, and under charter to the Pacific Steam Navigation Company, collided in a dense fog on the morning of March 25, ran into Macabe Island, a lone rock projecting above the water situated about 5 miles off the Peruvian coast in the vicinity of Callao, to which port the vessel proceeded immediately after her disaster, where Lloyd's representative, after examination of the injuries, ordered her to proceed to Balboa for necessary repairs.

Upon reaching Balboa it was found that the bow had been driven back and crumpled up like an accordion for a distance of about 20 feet aft. The stem of the vessel and forward part of the keel were destroyed. She was put in dry dock and practically a new bow built on her in the course of 17 days. In detail the work was carried out in the following manner:

After discharging sufficient of her cargo to permit safety in handling, the *Tregantle* was dry-docked at the Balboa shops April 14. It was found that her stem was broken from a point about 9 feet from the top, the impact of the collision with the rock having been sufficient to crumple up the bow with the line of damage extending diagonally downward and backward to the collision bulkhead. The stem, plates, frames, and stringers were so badly broken and twisted that it was found most economical to cut out the entire damaged section by the oxy-acetylene process.

Such of the frames as could be retained were cut off at various heights, wherever good metal could be found, extreme care being

exercised that they were well staggered to insure proper strength; the butts being then spliced and electric welded. It was necessary to remove and entirely replace frames Nos. 1 and 2 on the starboard side, and Nos. 1, 2, and 3 on the port side.

A particular feature of the job was the short length of the plates found near the bow, permitting replacement at less cost than would ordinarily have been the case. Number 1 flat keel, which was a furnace plate, was renewed and also 10 strakes above on either side. In one or two instances the plates extended slightly aft of the collision bulkhead. Number 1 waist plate on the port side was removed, faired, and replaced; the starboard waist plate was also faired and placed. All floors and vertical keel intercostal plates were renewed from frame No. 1 to No. 9. Number 1 vertical keel plate from the collision bulk head to frame No. 13, and the lower plate on the collision bulkhead were also renewed.

The impact of the vessel in striking drove both hawse pipes upward, and broke the lip and chafing slab on the port side. The hawse pipe was acetylene welded and a new chafing plate was cast in the foundry and installed. One fluke of the port anchor was also broken; this was salvaged by forging a new end for the fluke and thermit welding it in place.

A fortunate feature of the accident was that the No. 1 double bottom tank top and the collision bulkhead were not sufficiently ruptured to damage the cargo in No. 1 hold. After completion of the repairs in dry dock the forepeak tank and No. 1 double bottom tank was tested to Lloyd's rules, and the vessel was undocked and proceeded to dock No. 18 on the 2d instant for reloading of discharged cargo. She is due to proceed on her voyage to ports of the United Kingdom on the 6th instant.

The *Tregantle* is rated as of 5,741 tons registered gross; 4,279 tons registered net; her dimensions are 400 feet length, 52 feet beam. Her transit cargo amounted to 6,168 tons of nitrate of soda, borax, barley, and miscellaneous items from the South American west coast.

This is the third vessel repaired at the Balboa shops during the year for similar damages to bows resulting from head-on collisions. The *Sussex* of the Federal Steam Navigation Company was completed on March 9; and the *Steel Inventor* of the United States Steel Products Company on March 28.

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#### Tallow.

The steamship *Port Melbourne*, which passed through the Canal April 23, enroute from Sydney to London carried, among other items of cargo, 1,154 tons of tallow. Other shipments of tallow through the Canal during the past month have been 528 tons on the steamship *Kumara* on April 18; 206 tons on the steamship *Dorset*, and 100 tons on the steamship *Stuartstar*, on the 16th; 436 tons on the steamship *Pakeha*, on the 14th; 490 tons on the steamship *Waiwera*, on the 13th; and 241 tons on the steamship *Opawa*, on April 6. These latter shipments were all from New Zealand to London, making a total of more than 3,000 tons from Australasia to the British Isles during April.

## Oil Prices at Various Ports.

By courtesy of Willard, Sutherland & Company, Inc., oil bunkering prices at foreign ports as of March 20, 1921, are given below; all quotations being for tons in English shillings unless otherwise stated:

	Fuel oil.	Diesel oil.
Adelaide.....	200/0	225/0
Alexandria.....	150/0	
Amsterdam <sup>1</sup> .....	Fl. 80	Fl. 115
Antwerp.....	( <sup>2</sup> )	( <sup>2</sup> )
Avonmouth <sup>3</sup> .....	140/0	200/0
Bombay.....	180/0	205/0
Balik Papan.....	150/0	175/0
Bankok.....	180/0	205/0
Batavia.....	180/0	205/0
Brixham.....	140/0	
Buenos Aires.....	180/0	
Calcutta.....	180/0	205/0
Capetown.....	200/0	225/0
Colombo.....	180/0	205/0
Glasgow.....	140/0	
Gibraltar <sup>4</sup> .....		
Hongkong.....	180/0	205/0
Hull <sup>5</sup> .....	140/0	200/0
Hurghada.....	150/0	
Karachi.....	180/0	205/0
Las Palmas <sup>5</sup> .....	130/0	
Lisbon.....	130/0	190/0
Liverpool <sup>3</sup> .....	140/0	200/0
Madras.....	180/0	205/0
Malta.....	150/0	180/0
Manchester.....	140/0	220/0
Melbourne.....	200/0	225/0
Mombasa.....	200/0	
Montevideo.....	\$ 180/C	
Newcastle.....	140/0	
Nagasaki.....	180/0	205/0
Palembang.....	180/0	205/0
Pankalan Brandon.....	180/0	205/0
Panama <sup>6</sup> .....	( <sup>6</sup> )	( <sup>6</sup> )
Penang.....	180/0	205/0
Plymouth.....	140/0	
Port Said.....	150/0	
Pulo Samboe.....	180/0	205/0
Rio de Janeiro.....	180/0	265/0
Rotterdam <sup>4</sup> .....	Fl. 80	Fl. 115
St. Thomas.....		
Sabang.....	180/0	205/0
Saitozaki.....	180/0	205/0
Santos.....	\$ 180/0	
Shanghai.....	7 180/0	7 205/0
Singapore.....	180/0	205/0
Sourabaya.....	180/0	205/0
Suez <sup>8</sup> .....	150/0	180/0
Sydney.....	200/0	225/0
Southampton.....	140/0	220/0
Tarakan.....	150/0	175/0
Thameshaven <sup>3</sup> .....	140/0	200/0
Trinidad.....	\$15. 50	
Yokohama.....	180/0	205/0

## OIL AT PANAMA CANAL.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa for \$2.75 per barrel of 42 gallons.

Diesel oil is sold at \$4 per barrel. Cable arrangements should be made in advance of arrival of vessel.

<sup>1</sup> Solar Fl. 160. <sup>2</sup> No oil available. <sup>3</sup> Gas oil 11 d per gal. <sup>4</sup> United States Shipping Board supplying. British Admiralty will not supply commercial vessels. <sup>5</sup> Plus dues. <sup>6</sup> Quoted separately at bottom of table. <sup>7</sup> Plus towage. <sup>8</sup> Solar 215/0.

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ending April 30:

Spanish cruiser *Espana*, docking, cleaning, and painting bottom, repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps, renewing suction and discharge lines to circulators, repairing ash hoist trunk, renewing discharge pipes on ash ejectors, manufacturing evaporator coils, manufacturing one boat boom, repairing and rivetting torpedo net platform and renewing miscellaneous eye pads and ring bolts

on deck; examining rudder, overhauling sea valves and zincs on hull; steamship *Tregantle*, docking, cleaning, and painting bottom, renewing stem and 9 frames port and starboard, repairing and renewing plates back to No. 10 frame to upper 'tween deck level; repairing one broken anchor and overhauling anchor cables; repairing cracked hawse pipes; all the above being result of collision at sea; steamship *Kiyo Maru*, docking, cleaning, and painting bottom, overhauling sea valves, cementing up propeller hub, testing cargo tanks and making all tight; removing fumigating and sanitary system in 'tween decks, cleaning wire-brushing and cargo tanks; tug *Gorgona*, docking, cleaning, and painting bottom, electric-welding propeller, straightening rudder stock, overhauling sea valves, overhauling fire pump, installing new general service pump, renewing water end on sanitary pump, overhauling galley smoke pipe; tug *Cocoli*, overhauling steering engine and miscellaneous engineering repairs; launch *Vacuum, Jr.*, repairing damaged bow, renewing floor and hatch covers and reinstalling engine; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged, rebuilding stanchions on roof; barge *No. 137*, docking, staging, cleaning and painting bottom, cleaning and painting inside and out; renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A frames; overhauling operating gear; launch *Coco Solo*, renew stem, repair monkey rails and repair copper sheathing; tug *Miraflores*, docking, cleaning and painting bottom, repairing fenders and rail; steamship *Aysen*, minor boiler repairs; subchaser *No. 285*, docking, cleaning bottom, patching copper, calking leaks in bottom and recalking deck; subchaser *No. 355*, docking, cleaning bottom, patching copper, and recalking where leaking.

The following vessels were at the Cristobal shops for repairs during the week ending May 2:

Steamships *Ulysses*, *Gen. H. F. Hodges*, *Cristobal*, *Gen. W. C. Gorgas*, *Allianca*, miscellaneous repairs and painting to engine, deck, and steward departments; *Manavi*, rebore stem end of Weir's pump; dry dock, clean and paint; manufacture and install new funnel, etc.; tanker *Doewa*, alter crew accommodation; manufacture, fit, and install steel water-tight doors as per plan furnished, examine and repair gravity tank valves, etc.; tanker *Anam*, clean and paint bottom; clean pistons and rings of main engines, examine same and renew as necessary; true up main bearings, etc.; steamship *West Wind*, open dynamos, steering engine, circulating engine, sanitary pump and renew valves and rings where necessary, etc.; steamship *Guatemala*, electric weld starboard hawse pipe, top, and bottom; manufacture, fit, and install one chafing plate at upper end of pipe; fit and install one section of pipe and patch deck at lower end of pipe, etc.; steamship *Eastern Admiral*, thoroughly purge refrigeration system and repair 7 valves on system; steamships *Caribbean*, *Terviot*, *Benjamin Brewster*, *Poe*, *Haiti*, and *Jamaica*, launch *Doris*, dredge *No. 86*, launch *Vedette*, minor repairs.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 30, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Mantaro.....	Peruvian Line.....	April 24.....	April 30.....	2,505	439
Saint Louis.....	French Line.....	April 25.....	April 27.....	( <sup>1</sup> )	25
Cartago.....	United Fruit Co.....	April 25.....	April 28.....	453	182
Jamaica.....	Pacific Steam Navigation Co.....	April 25.....	April 30.....	12	82
Tolca.....	United Fruit Co.....	April 26.....	April 27.....	187	220
Allianca.....	Panama Railroad Steamship Line.....	.....	April 27.....	.....	1,524
Peru.....	Pacific Steam Navigation Co.....	.....	April 27.....	.....	392
Balboa.....	Caribbean Steamship Line.....	.....	April 27.....	.....	30
Atenas.....	United Fruit Co.....	April 27.....	April 27.....	6½	4
San Gil.....	United Fruit Co.....	April 27.....	April 28.....	65	101
Bacchus.....	Royal Netherlands W. I. Mail.....	April 27.....	April 28.....	( <sup>1</sup> )	934
Haiti.....	French Line.....	April 27.....	April 30.....	55	134
Jason.....	Royal Netherlands W. I. Mail.....	April 28.....	April 29.....	327	( <sup>1</sup> )
Potosi.....	Pacific Steam Navigation Co.....	April 28.....	April 30.....	216	( <sup>2</sup> )
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	April 28.....	.....	41	.....
La Navarre.....	French Line.....	April 29.....	.....	8	.....
Acajutla.....	Pacific Steam Navigation Co.....	April 30.....	.....	276	.....
Ulysses.....	Panama Railroad Steamship Line.....	April 30.....	.....	12,107	.....
Patuca.....	Elders & Fyffes, Ltd.....	April 30.....	April 30.....	60	( <sup>1</sup> )
Cristobal.....	Panama Railroad Steamship Line.....	April 30.....	.....	10,630	.....
Point Lobos.....	Pacific Mail Steamship Line.....	April 30.....	.....	85	.....
Ottar.....	Caribbean Steamship Co.....	April 30.....	.....	5	.....
Guatemala.....	Pacific Steam Navigation Co.....	April 25.....	.....	213	.....

\* No cargo discharged.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 30, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Aysen.....	Cia Sud America de Vapores.....	April 23.....	April 26.....		62
Peru.....	Pacific Steam Navigation Co.....	April 27.....	April 27.....		2
Balboa.....	Colombia Maritime Co.....	April 27.....	April 27.....		13

### Notice to Mariners—Obstruction to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., April 25, 1921.

CIRCULAR NO. 643-82.

The master of the steamship *Steel Mariner* reports by radio having passed at 8.20 a. m., on April 23, while in latitude 7° 55' North, longitude 83° 15' West, a derelict steel barge, U. S. No. 4, stern protruding about 7 feet and bow about 3 feet above water, very dangerous to navigation.

JAY J. MORROW,  
Governor.

### Rates at Hotel Aspinwall, Taboga.

Effective May 1, the following commutation rates at the Hotel Aspinwall, Taboga, were discontinued:

Nonemployees, per week.....	\$17.50
Nonemployees, per month.....	70.00
Employees, per week.....	12.50
Employees, per month.....	50.00

### A Revised Schedule of the Ancon-Balboa Bus Line.

Leave Ancon clubhouse 3 p. m., 3.30 p. m., 4 p. m., and every 15 minutes thereafter until 10.45 p. m.

Leave Balboa clubhouse 2.45 p. m., 3.15 p. m., 3.45 p. m., and 4.15 p. m., and every 15 minutes thereafter until 10.30 p. m. There will be no 10.45 p. m. bus from Balboa, but one will leave at 11 p. m.

### Additions to the Panama Canal Library.

The following are among the books that have been added to the Panama Canal Library recently:

- Abbot, E. H., "Peace on Earth Good Will to Dogs."
- Adams, Katherine, "Mehitable."
- American Architect, "American Architect Specification Manual."
- Asch, Shalom, "Uncle Moses."
- Aslan, Kevork, "Armenia and the Armenians from the Earliest Time until the Great War."
- Baldwin, Marian, "Canteening Overseas."
- Benington, Arthur, "Who Shall Control the Adriatic."
- Blasco, Ibañez, Vicente, "Mexico in Revolution."
- Bleyer, W. G., "How to Write Special Feature Articles."
- Bouton, Stephen M., "And the Kaiser Abdicates; the Story of the Death of the German Empire and the Birth of the Republic."
- Bowen, William, "The Enchanted Forest."
- Brooks, Phillips, "Essays and Addresses."
- Brower, Harriette M., "Vocal Mastery; Talks with Master Singers."
- Bryce, J. B., Viscount, "Holy Roman Empire."
- Channing, Edward, "A Student's History of the United States."
- Clark, Thomas A., "The High School Boy and His Problems."
- Close, Evelyne, "Cherry Isle."
- Colum, Padriac, "The Boy Apprenticed to an Enchanter."
- Corbett, Sir Julian S., "Naval Operations."
- Daniels, John, "America via the Neighborhood."
- Dickinson, Clarence, "Troubadour Songs."
- Drinkwater, John, "Pawns."
- Elson, Arthur, "Critical History of Opera."
- Ervine, St. J. G., "The Foolish Lovers."
- Field, Eugene, "Second Book of Verse."
- Fife, G. B., "The Passing Legions."
- Frothington, T. G., "A Guide to the Military History of the World."
- Fryer, Eudenie M., "A Book of Boyhoods, Chaucer to MacDowell."
- Gould, G. H., "Youth in Harley."
- Goodsell, Willeystine, "The History of the Family as a Social and Educational Institution."

Hartshorne, A. C., "Japan and Her People."  
 Hayes, Carlton J. H., "A Brief History of the Great War."  
 Henderson, Daniel M., "Jungle Roads and Trails of Roosevelt."  
 Hopkins, Albert A., "The Scientific American Cyclopaedia of Formulas."  
 Hoyt, F. G., "River Discharge."  
 Hungerford, Edward, "With the Doughboy in France."  
 Hurl, E. M., "How to Show Pictures to Children."  
 Kimball, Everett, "The National Government of the United States."  
 Latane, John H., "The United States and Latin America."  
 Locke, W. J., "The Red Planet."  
 Munro, J. P., "Human Feature in Education."  
 Newbolt, Sir Henry, "The Book of the Long Trail."  
 Norris, Mrs. K., "Harriet and the Piper."  
 Parrish, Randall, "The Mystery of the Silver Dagger."  
 Pitt, S. G. L. F., "The Purpose of Education."  
 Pratt, W. S., "The History of Music."  
 Scudder, Horace E., "The Book of Fables and Folk Stories."  
 Simonds, F. H., "History of the World War."  
 Sullivan, Alan, "The Rapids."  
 Taft, H. W., "Occasional Papers and Addresses of an American Lawyer."  
 Verrill, A. H., "The Trail of the White Indians."  
 Wells, H. G., "The Outline of History."  
 Wilson, J. F., "Scouts of the Desert."

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z., (telephone 286).

Apprentice (male and female); \$600 to \$700 a year; form 1800; announcement No. 312-amended; age, 16 but not 18 years; vacancies exist in the Coast and Geodetic Survey, Geological Survey.<sup>1</sup>  
 Assistant instructor, Motor Transport Training School, \$1,800 to \$2,000 a year; No. 359-amended supplemental; amended to show closing date as April 19, 1921.

Crane and conveyor operator, 69 cents per hour (male and female); form 1800; age, 20 but not 50 years; vacancies exist in the Bureau of Mines, Washington, D. C.; June 8, 1921.<sup>2</sup>

Educational director, \$1,800 to \$2,400 a year; teachers, \$1,600 to \$2,400 a year (male and female); form 2118; announcement No. 570-amended; age, within reasonable age limits; vacancies exist under the Federal Board for Vocational Education; July 1, 1921.<sup>2</sup>

Hardwood finisher, \$1,200 a year (male and female); form 1800; announcement No. 224; age, 20 but not 50 years; vacancies exist in the office of the Chief Clerk and Superintendent, Treasury Department, Washington, D. C.; May 24, 1921.<sup>2</sup>

Irrigation engineer, \$2,400 or over a year; civil engineer, \$2,400 or over a year; assistant irrigation engineer, \$1,500 to \$2,280 a year; assistant civil engineer, \$1,500 to \$2,280 a year; junior irrigation engineer, \$1,200 to \$1,400 a year; junior civil engineer, \$1,200 to \$1,440 a year; engineering draftsman, \$1,200 to \$2,400 a year; form No. 1312 (male and female); announcement No. 222; vacancies exist in the Reclamation Service; August 1, 1921.<sup>2</sup>

Junior mechanic, \$2 per diem (male and female); form 1800; announcement No. 230; vacancies exist in the Mail Equipment Shop of the Post Office Department, Washington, D. C.; age, 16 but not 30 years.<sup>1</sup>

Laboratory aid in parasitology, \$1,200 a year (male and female); form 1312; age, below 45 years; vacancies exist in the Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; June 8, 1921.

Pigeon expert, \$1,800 to \$2,400 a year (male and female); form 1312; announcement No. 229; age, 20 but not 55 years; vacancies exist in the Signal Service at Large, Camp Alfred Vail, N. J., May 24, 1921.<sup>2</sup>

Preparator (male and female); \$850 a year; form 1312; age, 18 but not 55 years; vacancies exist in the Division of Insects; June 8, 1921.

Refinery engineer; \$3,000 to \$4,200 a year (male and female); form 1312; announcement No. 228; age, within reasonable age limits; vacancies exist in the Bureau of Mines, Department of the Interior, Washington, D. C.<sup>2</sup>

Research reference assistant, \$1,600 to \$2,200 a year (male and female); form 1312; announcement No. 228; age, below 55 years; vacancies exist in the Bureau of Mines, Department of the Interior, Pittsburgh, Pa.; May 25, 1921.

Sound inspector; \$8 to \$9.60 per diem (male and female); form 1312; announcement No. 219; age, within reasonable age limits; vacancies exist in the Bureau of Engineering, Navy Department, Washington, D. C.; May 24, 1921.<sup>2</sup>

Specialist in foreign education systems, \$1,800 a year; specialist in rural schools, \$2,260 a year (male and female); form 2118; age, below 70 years; vacancies exist in the Bureau of Education, Department of the Interior, Washington, D. C.; June 7, 1921.

<sup>1</sup> Nonassembled. Applications will be received at any time until further notice.

<sup>2</sup> 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 day.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**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 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:

DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Frederic Hugo Stephens.....	370	United States...	Ancon.....	Executive Department.	April 14, 1921.
Nathan Rodney.....	23771	Jamaica.....	Colon.....	Coaling Station.....	March 22, 1921.
Seifert Bolton.....	32273	Barbados.....	Colon.....	Commissary Division..	March 30, 1921.
Alexander Blessington, alias Bridgington, alias Bridgington...	25020	Jamaica.....	Colon.....	R. & F. Agency.....	April 21, 1921.
Manassah Campbell...	37680	Jamaica.....	La Boca.....	Fortifications Div.....	April 24, 1921.
Steven D. McPhate...	3961	United States...	Gatun.....	Cattle Industry.....	March 22, 1921.

INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
John Carmichael.....	37536	Barbados.....	Panama.....	Health Department...	January 13, 1921.
Eugene L. Grazette...	43783	St. Lucia.....	Panama.....	Building Division.....	January 13, 1921.

**Official Circulars.**

**Acting Chief Health Officer.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 25, 1921.

To all concerned—Effective April 27, 1921, and during the absence of Col. H. C. Fisher, U. S. A., on leave, Dr. D. P. Curry will act as Chief Health Officer.

JAY J. MORROW,  
Governor.

**Chief of Property and Requisition Bureau.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 23, 1921.

To all concerned—Effective April 23, 1921, Mr. Otto T. Marstrand is appointed Chief of the Property and Requisition Bureau, Executive Office, vice Mr. Hubert H. Hammer, appointed Surveying Officer.

JNO. H. SMITH,  
Acting Executive Secretary.

Approved:  
JAY J. MORROW,  
Governor.

**Examinations for Civil Engineers.**

THE PANAMA CANAL,  
EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., April 26, 1921.

**HEADS OF DEPARTMENTS AND DIVISIONS:**

Examinations for junior engineer, surveyor and recorder in the Panama Canal service are hereby announced to be given at Balboa Heights, C. Z., in room 314, Administration Building, on Saturday, May 7, 1921, beginning at 8 a. m. Five hours will be allowed for completing these examinations.

According to Circular No. 603-13, all promotions to the grade of junior engineer shall be made by selection from an eligible list established by means of an examination held by the Local Board of Examiners for the promotion of recorders and surveyors. This examination will include the following subjects:

1. Mathematics.
2. Surveying.
3. Design and construction.

The weights to be given these subjects will be decided at a later date, but the applicant will be given this information before beginning the examination. Applicants should file with their examination papers a statement as to their education and experience. Applicants for the junior engineer examination may bring to the examination room any reference books. This examination is open to all recorders, surveyors and draftsmen now in the service of The Panama Canal.

The examination for surveyor is open to all recorders and draftsmen employed by The Panama Canal.

The Board will endeavor to make these examinations as practical as possible to the work of The Panama Canal by incorporating in the examination test questions made up from suggestions by the head of the various departments and divisions who employ engineers.

Application to take these examinations should be made to the Secretary of the Local Board at Balboa Heights, from whom further detailed information may be obtained relative to these examinations.

Local Board of Examiners,  
O. E. MALSBUY, Chairman.

J. F. WARNER, Secretary.  
Telephone No. 286, Balboa.

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, C. Z., will accept written bids up to noon May 9, 1921, for the purchase of the personal effects belonging to the estate of Martin Johnson, deceased American seaman. Prospective bidders desiring to examine the effects should apply to the Shipping Commissioner's office, Balboa Heights, on any business day.

**Empty Barrels for Sale.**

Address inquiries to Chief Quartermaster,  
The Panama Canal, Balboa Heights, C. Z.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**Sale of Tug "Sanidad."**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened for the purchase of the tug *Sanidad*. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

**Sale of Barge No. 222.**

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened, for the purchase of steel barge No. 222. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

**Additions to Commissary Stock.**

<i>Dry Goods Section.</i>	
Belts, tan, No. 3, without buckles, ea....	\$0.65
Dress goods:	
Organdie, printed, 38", yd.....	.55
Voile, liberty, fancy colored, 38", yd....	.45
Voile, shower, 35/36", assorted colors, yd.....	.29
Floss, darning, Richardson's, mercerized, spool.....	.04
Hats, girls', straw, ea.....	1.55
Stationery:	
Cards, place, ea.....	.02, .03, .05
Clips, faultless, for fountain pens, ea....	.08
Dictionaries, Webster ("Handy" size, ea....	.33
Stiletto, bone, ea.....	\$0.03
Towels, hemmed, Turkish, 18" x 36", ea....	.40
<i>Grocery Section.</i>	
Molasses, P. C., 25-oz., bot.....	.26
(5 cents allowed for return of empty glass.)	
Salts, Epsom, P. C., 1-lb. pkg.....	.17
Sauce, apple, P. C., 10-oz. glass.....	.15
(2 cents allowed for return of empty bottle.)	
Tea, Ceylon, 10-lb. caddy, lb.....	.27
<i>Hardware Section.</i>	
Brooms, corn, medium, P. C., ea.....	.73
Carriages, ivory sulkeys, ea.....	13.20
Corks, extra, for vacuum bottles, ea.....	.18
Nappies, cut glass, ea.....	2.00
Strainers, sink, 8" x 7 1/2" x 5", ea.....	.24

**Taboga Launch Schedule Effective May 1, 1921.**

From dock No. 19, Balboa every day, including Sundays and holidays...	A. M. 10.30
	P. M.
Saturdays and days preceding holidays .....	5.00
From Taboga:	P. M.
Week days .....	12.30
Sundays and holidays .....	6.30

**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.

**COMMISSARY NOTES.**

**Price Reductions—Dry Goods.**

Widespread reductions have occurred in the prices of certain dress goods, ranging from 7 cents the yard on cotton crepe and nainsook to 50 cents the yard on silk crepe. Gingham, shirting, poplin, batiste, calico, cambric, long cloth, cord cloth, muslin, and black voile are among the other items affected. White cotton thread, 500-yard, has dropped in price from 33 cents to 20 cents the spool. Sheets 90" x 108" formerly priced at \$4.60 may now be obtained for \$3. Four patterns of curtain drapery also have responded to the decline in prices.

**Leather Goods.**

A line of manufacturer's samples of the highest quality leather goods has just been distributed among Ancon, Balboa, and Cristobal commissaries. Included in the items offered are handsome fitted writing cases in black and brown, small purses in gray suede, wallets, bill folds, memorandum books, dressing cases, photograph cases, Portsea and coin purses. These are made by one of the best known firms in London and are excellent value. Only a few of each article are available.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., May 11, 1921. No. 39.

## Statement of Commercial Traffic Through the Panama Canal From its Opening to Date.

Below is given a comparative statement of the commercial traffic passing through the Panama Canal from its opening on August 15, 1914, to April 30, 1921. Where tonnage figures have been omitted, it is because of incomplete records of tonnage during the early years of Canal traffic.

	No. of ships.	TONNAGE.				Tolls.	Tons o cargo.
		U. S. equiv.	P. C. net.	Reg. gross.	Reg. net.		
July, 1920.....	225	705,643	856,798	1,109,079	702,951	\$842,312.05	886,814
August, 1920.....	266	782,415	951,345	1,208,471	770,320	936,209.44	1,040,740
September, 1920.....	256	832,742	1,008,785	1,293,470	817,810	1,010,150.63	1,009,557
October, 1920.....	233	762,013	935,579	1,190,936	754,540	911,825.58	991,066
November, 1920.....	238	765,817	929,875	1,184,072	756,223	933,912.11	984,910
December, 1920.....	265	832,407	1,027,918	1,298,864	823,758	1,007,849.32	1,076,539
January, 1921.....	279	894,689	1,094,323	1,383,778	883,362	1,095,857.46	1,177,053
February, 1921.....	241	763,925	916,838	1,179,979	752,022	917,412.49	952,904
March, 1921.....	255	924,309	1,112,818	1,417,220	917,441	1,105,536.55	1,084,563
April, 1921.....	227	771,116	955,503	1,203,087	757,576	927,977.09	907,613
First 10 months of fiscal year 1921.....	2,490	8,035,076	9,789,782	12,486,956	7,936,003	9,689,042.72	10,111,759
Fiscal year 1920.....	2,478	7,089,230	8,546,044	11,059,819	7,037,875	8,513,933.15	9,374,499
Fiscal year 1919.....	2,028	5,193,812	6,145,094	7,876,603	.....	6,172,823.59	6,946,540
Fiscal year 1918.....	2,068	5,440,114	6,584,073	9,371,339	.....	6,438,855.55	7,533,031
Fiscal year 1917.....	1,806	.....	5,817,607	8,530,821	.....	5,631,781.66	7,083,045
Fiscal year 1916 <sup>1</sup> .....	760	.....	2,385,284	3,596,529	.....	2,399,830.42	3,063,371
Fiscal year 1915 <sup>2</sup> .....	1,072	.....	3,772,167	5,416,787	.....	4,343,383.69	4,926,145

<sup>1</sup> Canal was closed to traffic from September 18, 1915, to April 15, 1916.

<sup>2</sup> Canal was opened to commercial traffic August 15, 1914.

### Addition to Tariff No. 4—Coal.

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., May 7, 1921.

To all concerned—The following addition is made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

Item 21—COAL.  
Effective May 10, 1921.

Vessels desiring to purchase coal at the Panama Canal will place their orders with the office of the Port Captain at Cristobal or Balboa, stating the number of tons required and the hour they will be ready to receive the coal.

Their order will be transmitted to the plant to which they are assigned to take coal and they will be expected to be ready to accept delivery at the time specified.

Every effort will be made to expedite the coaling of all vessels, but, if after arrangements have been made with agents or masters and coaling can not proceed through the fault of the vessel or its agents, the expense involved will be charged against the ship.

J. J. MORROW,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

(NOTE—The above addition will be included in Supplement No. 4 to Tariff No. 4 when this supplement is issued.)

## Canal Traffic in April.

The number of commercial ships passing through the Canal in April, 1921, was 227, an average of 7.6 per day. Their aggregate net tonnage, Panama Canal measurement, was 955,503 tons. The total cargo carried was 907,613 tons of 2,240 pounds. The tolls earned aggregated \$927,977.09.

The April traffic was distributed over trade routes as shown in the following tabulation:

## ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>United States coastwise:</i>							<i>Long tons.</i>
United States.....	19	75,348	92,033	115,091	74,290	\$94,185.00	94,484
<i>From East Coast of United States to West Coast of South America:</i>							
United States.....	8	19,411	25,270	32,155	19,459	24,263.75	23,464
British.....	4	12,521	16,053	21,722	12,967	15,726.25	13,946
Norwegian.....	2	4,561	5,614	7,354	4,549	5,701.25	8,539
Totals.....	14	36,493	46,937	61,231	36,975	45,691.25	45,949
<i>From East Coast of United States to Far East:</i>							
British.....	5	24,580	30,504	35,975	22,639	30,725.00	32,414
United States.....	4	16,331	19,761	22,840	14,190	20,413.75	26,758
Japanese.....	3	14,017	15,159	19,496	12,651	17,169.85	21,502
Totals.....	12	54,928	65,424	78,311	49,480	68,308.60	80,674
<i>From Europe to West Coast of South America:</i>							
British.....	5	16,278	21,952	25,895	16,225	20,347.50	17,034
Dutch.....	3	8,001	13,050	12,825	8,032	10,001.25	2,807
French.....	1	3,566	4,081	5,631	3,600	4,457.50	503
Danish.....	1	3,127	4,090	4,950	3,163	3,908.75	3,000
Peruvian.....	1	2,018	2,252	3,287	1,993	1,621.44	.....
German.....	1	1,118	1,361	2,064	1,182	1,397.50	1,600
Totals.....	12	34,108	46,786	54,702	34,195	41,733.94	24,944
<i>From Cristobal to West Coast of South America:</i>							
British.....	6	3,565	5,144	7,203	4,048	4,409.83	1,097
Peruvian.....	2	2,719	5,345	9,020	4,517	3,398.75	1,577
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	1,214
United States.....	1	336	350	615	372	420.00	20
Totals.....	10	8,431	14,021	20,636	11,209	10,492.33	3,908
<i>From East Coast of United States to Australasia.</i>							
British.....	7	31,157	37,323	45,215	28,511	38,674.70	53,200
United States.....	1	5,153	6,603	7,981	5,164	6,441.25	6,500
Japanese.....	1	4,375	4,389	5,864	4,259	5,266.80	5,921
Totals.....	9	40,685	48,315	59,060	37,934	50,382.75	65,621
<i>From Europe to Australasia:</i>							
British.....	7	37,177	45,892	57,924	36,146	46,471.25	31,792
Swedish.....	1	3,468	5,346	5,788	4,300	4,335.00	.....
Totals.....	8	40,645	51,238	63,712	40,446	50,806.25	31,792
<i>From East Coast of Mexico to West Coast of South America:</i>							
Norwegian.....	3	13,332	15,269	20,970	13,278	16,665.00	28,000
United States.....	2	8,213	10,508	13,006	7,935	10,266.25	18,368
Totals.....	5	21,545	25,777	33,976	21,213	26,931.25	46,368
<i>From Europe to West Coast of United States:</i>							
United States.....	3	13,052	16,107	19,528	13,009	16,315.00	9,573
Danish.....	1	4,567	4,618	5,973	4,585	3,425.25	.....
British.....	1	3,580	3,981	4,995	3,214	4,475.00	711
Totals.....	5	21,199	24,706	30,496	20,808	24,215.25	10,284
<i>From Europe to West Coast of Canada:</i>							
British.....	3	6,936	9,110	11,231	6,858	7,716.81	5,413
<i>From East Coast of South America to West Coast of United States:</i>							
Norwegian.....	2	3,179	3,553	4,770	3,157	2,583.78	.....
United States.....	1	3,034	4,174	2,925	4,174	3,792.50	6,032
Totals.....	3	6,213	7,727	7,695	7,331	6,376.28	6,032

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From Cristobal to West Coast of United States:</i>							<i>Long tons.</i>
United States.....	3	5,149	6,215	8,200	5,126	\$6,436.25	1,664
<i>From Mexico to West Coast of United States:</i>							
United States.....	2	9,169	10,903	14,619	9,169	11,461.25	20,500
<i>From West Indies to Far East:</i>							
Japanese.....	2	7,447	8,289	10,593	7,332	9,308.75	14,145
<i>From Canada to Australasia:</i>							
British.....	2	6,933	9,532	11,374	7,063	8,666.25	9,150
<i>From East Coast of South America to West Coast of South America:</i>							
Norwegian.....	1	1,507	1,479	1,493	873	1,774.80	108
British.....	1	614	622	1,138	602	746.40	531
Totals.....	2	2,121	2,101	2,631	1,475	2,521.20	639
<i>From Cristobal to Central America:</i>							
British.....	2	1,441	1,610	2,689	1,459	1,801.25	1,067
<i>From West Indies to Australasia:</i>							
British.....	1	2,821	3,385	4,506	2,815	3,526.25	5,780
<i>From East Coast of United States to West Coast of Canada:</i>							
United States.....	1	2,794	3,047	4,230	2,656	3,492.50	5,670
<i>From East Coast of United States to Balboa, C. Z.:</i>							
United States.....	1	4,453	5,319	7,217	4,453	5,566.25	10,000
<i>From East Coast of Mexico to Far East:</i>							
British.....	1	8,309	9,609	13,056	8,335	10,386.25	16,117
<i>From East Coast of United States to Tahiti:</i>							
British.....	1	400	422	562	519	500.00	600
Grand totals.....	118	397,568	492,506	615,818	391,141	490,505.91	500,801
March, 1921.....	140	514,468	613,591	784,748	506,842	636,165.10	636,579
April, 1920.....	110	341,330	407,968	521,017	338,932	399,716.09	398,568

## PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to East Coast of United States:</i>							<i>Long tons.</i>
United States.....	8	18,987	23,878	31,586	19,107	\$21,933.30	18,271
British.....	8	24,267	30,034	40,119	24,664	27,321.53	27,569
Japanese.....	4	13,289	15,744	20,173	13,079	16,431.65	27,838
Norwegian.....	2	4,759	6,455	7,535	4,713	5,948.75	12,442
Dutch.....	1	3,320	5,466	5,248	3,762	4,150.00	3,700
Danish.....	1	1,523	1,492	1,955	1,208	1,790.40	945
Totals.....	24	66,145	83,069	106,616	66,533	77,575.63	90,765
<i>United States coastwise:</i>							
United States.....	14	54,674	68,368	88,440	54,378	65,523.74	59,306
<i>From Australasia to Europe:</i>							
British.....	11	63,472	74,912	87,987	56,047	78,405.85	60,549
Danish.....	1	5,457	6,874	8,597	5,469	6,815.00	9,143
Totals.....	12	68,929	81,786	96,584	61,516	85,220.85	69,692
<i>From West Coast of South America to Europe:</i>							
British.....	4	21,422	24,375	31,927	19,816	26,455.00	30,871
French.....	2	6,881	7,907	10,857	6,951	8,601.25	11,620
Italian.....	1	4,495	4,659	5,940	3,905	5,590.80	800
Japanese.....	1	3,429	4,286	5,443	3,417	4,286.25	7,616
Russian.....	1	3,375	3,940	5,236	2,398	4,218.75	6,119
Finnish.....	1	2,031	2,025	2,215	2,070	2,430.00	3,490
Totals.....	10	41,633	47,192	61,618	38,557	51,582.05	60,516
<i>From West Coast of South America to Cristobal:</i>							
British.....	7	4,880	8,150	10,433	5,820	6,100.00	1,124
Peruvian.....	2	2,719	5,345	9,020	4,517	3,398.75	4,163
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	69
Totals.....	10	9,410	16,677	23,251	12,609	11,762.50	5,356

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of United States to Europe:</i>							<i>Long tons.</i>
United States.....	5	17,567	24,039	28,890	18,542	\$21,958.75	33,272
Danish.....	1	5,191	5,663	6,913	5,218	6,488.75	8,916
French.....	1	2,264	2,933	3,563	2,293	2,830.00	4,833
Swedish.....	1	2,248	4,089	3,767	2,865	2,810.00	6,000
Norwegian.....	1	2,237	3,767	3,660	2,221	2,796.25	5,742
Totals.....	9	29,507	40,491	46,793	31,139	36,883.75	63,763
<i>From Far East to East Coast of United States:</i>							
Japanese.....	4	17,496	20,514	27,401	16,871	21,870.00	9,103
United States.....	1	3,423	4,401	5,784	3,513	4,278.75	2,200
British.....	1	3,301	4,841	5,176	3,344	3,485.52	.....
Totals.....	6	24,220	29,756	38,361	23,728	29,634.27	11,303
<i>From West Coast of United States to East Coast of Mexico:</i>							
United States.....	5	23,282	26,880	36,495	22,749	21,117.15	955
<i>From West Coast of South America to East Coast of Mexico:</i>							
United States.....	2	8,485	10,822	13,534	8,406	7,791.84	.....
Norwegian.....	2	8,881	10,203	13,982	8,838	7,346.16	.....
Totals.....	4	17,366	21,025	27,516	17,244	15,138.00	.....
<i>From West Coast of Canada to Europe:</i>							
United States.....	2	7,326	10,199	11,774	7,287	9,157.50	13,366
Dutch.....	1	4,860	6,068	7,651	4,796	6,075.00	9,461
Totals.....	3	12,186	16,267	19,425	12,083	15,232.50	22,827
<i>From West Coast of United States to Cristobal:</i>							
United States.....	2	2,986	3,756	4,796	2,963	3,732.50	1,994
<i>From West Coast of Central America to Cristobal:</i>							
British.....	2	1,441	1,610	2,689	1,459	1,801.25	940
<i>From West Coast of Canada to East Coast of Mexico:</i>							
United States.....	1	5,489	5,429	6,883	5,268	4,116.75	.....
<i>From Balboa, C. Z., to East Coast of United States:</i>							
United States.....	1	4,453	5,319	7,217	4,452	3,829.68	.....
<i>From Australasia to New York:</i>							
United States.....	1	3,779	4,774	6,077	3,730	4,723.75	5,420
<i>From West Coast of Canada to East Coast of United States:</i>							
United States.....	1	3,450	5,495	5,687	3,450	4,312.50	6,876
<i>From Tahiti to Europe:</i>							
Danish.....	1	3,037	3,473	4,945	3,018	3,796.25	6,752
<i>Colombian coastwise:</i>							
British.....	1	614	622	1,138	602	746.40	347
<i>From West Coast of Central America to East Coast of United States:</i>							
United States.....	1	530	530	701	530	397.50	.....
<i>Local—Balboa to Cristobal:</i>							
United States.....	1	417	478	2,037	427	344.16	.....
Grand totals.....	109	373,548	462,997	587,269	366,435	437,471.18	406,812
March, 1921.....	115	409,841	499,227	632,472	410,599	470,371.45	447,984
April, 1920.....	110	340,328	414,503	529,464	335,633	405,855.41	468,953

## Bunkers at Barbados.

The American Consul at Barbados reports that on April 4, 1921, 15,500 tons of coal were available at Bridgetown for bunkering, which is an ample stock for present needs. The price is £4 10d per ton, trimmed, payable at the current rate ruling in New York for sight drafts on London on the day of payment.

The British Union Oil Company has erected a steel oil tank of 55,000 barrels capacity and another tank of the same capacity is under construction.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended May 7:

Spanish cruiser *España*, docking, cleaning and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps, renewing suction and discharge lines to circulators; repairing ash hoist trunk, renewing discharge pipes on ash ejectors; manufacturing evaporator coils; manufacturing one boat boom, repairing and riveting torpedo net platform and renewing miscellaneous eye pads and ring bolts on deck; examining rudder; overhauling sea valves and zincs on hull; steamships *Tregantle*, docking, cleaning, and painting bottom; renewing stem and 9 frames port and starboard; repairing and renewing plates back to No. 10 frame to upper 'tween deck level; repairing one broken anchor and overhauling anchor cables; repairing cracked hawse pipe; all of the above being result of collision at sea; *Azov*, docking, staging, and cleaning, painting bottom, grinding in sea valves; repacking cargo tank valves; calking cargo tank and bunker bulkheads where necessary; examining tail shaft; renewing main engine rocker shaft brasses; overhauling air deflectors in furnace fronts; miscellaneous valve work on steam lines and service pumps; and miscellaneous deck work; *Lady Sybil*, docking, staging, and cleaning, scaling and painting bottom; renewing bilge cover boards in No. 2 hold; renewing approximately 20 feet of fender, port, forward end; annealing steering chains, and performing other miscellaneous deck-department repairs; renewing brickwork in boilers where necessary; removing old and installing new donkey boiler; patching and renewing boiler jacket-lagging, and lagging and jacketing new donkey boiler; renewing seats on direct-connected bilge pumps; repairing anchor windlass; launch *Vacuum, Jr.*, repairing damaged bow, renewing floor and hatch covers and reinstalling engine; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged; rebuilding stanchions on roof; barge *No. 137*, docking, staging, cleaning, and painting bottom; cleaning and painting inside and out; renewing hopper sheathing and strongback sheathing, and rebuilding strongbacks and A frames; overhauling operating gear; launch *Coco Solo*, renewing stem, repairing monkey rails and repairing copper sheathing; tug *Miraflores*, docking, cleaning, and painting bottom, repairing fenders and rail; sub-chaser *No. 285*, docking, cleaning bottom, patching copper, calking leaks in bottom and recalcing deck; steamship *Ansaldo VIII*, manufacturing 10 burner tips; dredge *Cascadas*, repairing master gear on main engine; U. S. S. *Tacoma*, docking, examining tail shaft and propellers; steamships *West Wind*, manufacturing and installing 12 soot blowers; *Caddo*, overhauling throttle valve and air pump; launch *Chilibre*, repairing copper on hull; repairing rudder; *Orani*, securing astern element in main turbine; truing up buckets and reabbtitting bearings; rebricking port and starboard boilers; *La Habra*, welding oil cylinder and renewing one steam valve in inboard fuel oil pump; renewing broken top pin on bilge pump plungers; miscellaneous deck work.

The following vessels were at the Cristobal shops for repairs during the week ended May 9:

Steamships *Panama*, *General G. W. Goethals*, *Advance*, *Cristobal*, *Ulysses*, miscellaneous repairs and painting to engine, deck, and steward departments; *Manavi*, rebore steam end of Weir's pump; dry-dock, clean, and paint; manufacture and install new funnel, etc.; motor ship *Doewa*, alter crew accommodations; manufacture, fit, and install steel water-tight doors as per plan furnished; examine and repair gravity tank valves, etc.; *Anam*, clean and paint bottom; clean pistons and rings of main engines; examine same and renew as necessary; true up main bearings, etc.; U. S. sub-chaser *No. 286*, dock and undock; repair hull, etc.; steamships *Caribbean*, *Ucayali*, *Camden*, motor schooner *Laura C. Hall*, steamships *San Jose*, *Ansaldo San Giorgio II*, *Jan van Nassau*, *Salvador*, tug *Osceola*, dredge *No. 86*, launch *Patrol*, minor repairs.

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### Passengers and Cargo Accepted for Cartagena, Colombia, on Steamship "Caribbean."

The steamship *Caribbean* will accept passengers and cargo for Cartagena, Colombia, sailing at 6 a. m., Sunday morning, May 15. For further particulars inquire at Cattle Industry Office, Cristobal.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight May 7, 1921.*

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—	To—	Cargo.	Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Tons.	Net.
Targis.	30	21.04	1	6.13	1	13.58	1	14.55	German.	Roland Steamship Line.	266.0	42.0	15.3	Bremen.	Callao.	General.	711	2,174
Point Lobos.	30	6.53	1	6.14	1	13.52	1	14.55	American.	Pacific Mail Steamship Co.	289.0	44.0	19.6	Baltimore.	San Francisco.	Gasoline.	2,700	2,895
W. S. Miller.	1	5.00	1	7.10	1	15.15	1	16.15	American.	Standard Oil Co.	435.0	50.2	27.5	Baton Rouge.	Seattle.	General.	8,800	7,440
Lehigh.	1	6.37	1	9.45	1	16.58	1	18.05	American.	North Atl. & West. Co. (S. B.).	390.0	54.2	17.6	Boston.	Seattle.	General.	1,718	6,106
Ottar.	30	23.45	1	10.51	1	18.02	1	19.20	Norwegian.	Jorgen C. Knudsen.	262.6	37.0	13.3	New York.	Guayaquil.	General.	48	1,115
Minnequa.	1	11.22	1	11.40	1	18.54	2	12.51	American.	Wessel Daval & Co. (S. B.).	390.0	54.2	20.8	New York.	Talcahuano.	General.	3,083	6,106
America.	28	11.15	1	9.45	1	12.58	1	13.13	American.	J. H. Siltson.	484.0	57.2	23.0	Cristobal.	Guantanamo.	Ballast.	3,378	9,158
Arizona.	1	13.55	2	6.20	2	13.13	2	14.25	American.	American-Hawaiian Line.	428.0	56.0	23.8	Boston.	Los Angeles.	General.	6,000	8,199
Liberator.	1	15.00	2	6.50	2	14.00	2	15.00	American.	Atl. Gulf. & Pacific S. Co.	440.4	58.2	29.1	Baltimore.	Los Angeles.	General.	11,000	8,844
Montehello.	1	19.24	2	6.50	2	18.30	2	20.02	American.	Union Oil Co.	401.4	52.3	21.7	Puerto Lobos.	Los Angeles.	Crude oil.	1,397	5,842
Victoria.	1	6.45	2	11.15	2	18.36	2	20.03	British.	Pacific Steam Navigation Co.	395.0	53.0	23.0	Liverpool.	Valparaiso.	General.	1,397	6,887
Vionia.	2	2.55	3	6.07	3	13.05	3	14.00	Danish.	Danish East Asiatic Co.	411.0	54.0	14.0	Antwerp.	Los Angeles.	General.	2,955	5,744
City of Vancouver.	3	7.12	3	7.50	3	16.13	3	17.17	British.	Canadian Western S. S. Co.	410.0	54.0	24.0	Emden.	Vancouver.	Ballast.	6,500	6,613
West Wind.	27	21.31	3	8.10	3	19.12	3	19.12	American.	U. S. & A. Line (S. B.).	395.3	55.0	26.0	New York.	Auckland.	General.	7,238	8,841
Senota.	19	15.53	3	10.15	3	16.00	4	16.00	American.	United States Navy.	410.0	54.0	24.0	Cristobal.	Balboa.	Kerosene.	7,435	4,210
Bellflower.	3	13.02	4	6.13	4	15.15	4	19.08	American.	Barber Steamship Line (S. B.).	399.3	53.0	22.0	New York.	Kobe.	General.	3,651	6,146
Guatemala.	25	18.07	4	6.20	4	13.27	4	14.50	British.	Pacific Steam Navigation Co.	410.0	51.0	18.0	Cristobal.	Valparaiso.	General.	2,236	5,521
Tacoma.	4	5.45	4	6.42	4	15.20	4	16.15	Japanese.	Osaka Shosen Kaisha.	378.5	51.5	18.0	Galveston.	Valparaiso.	General.	551	3,013
Annald VIII.	3	15.23	4	7.50	4	16.32	5	8.15	Italian.	Societa Nazionale di Navigazione	323.5	39.0	14.8	Genoa.	Guayaquil.	General.	4,504	3,680
Gen. H. F. Hodges.	2	5.30	4	11.06	4	17.30	5	7.03	American.	Panama Railroad Steamship Line	386.8	52.2	22.8	New York.	Los Angeles.	General.	3,101	4,666
Willfaro.	4	22.15	5	6.35	5	14.31	5	15.33	American.	Williams Steamship Co.	360.0	48.0	20.9	New York.	Shanghai.	General.	119	4,742
Azumasan.	5	19.15	6	6.10	6	14.07	6	15.30	Japanese.	Kyoto Kisen Kaisha.	360.0	48.0	20.9	New York.	Shanghai.	General.	119	4,742
Maru.	4	7.47	6	6.11	6	14.42	6	15.50	British.	Pacific Steam Navigation Co.	360.0	48.0	20.9	New York.	Shanghai.	General.	119	4,742
Quilpe.	5	19.45	6	6.11	6	14.37	6	15.37	American.	Panama Construction Co.	102.7	26.0	11.0	Cristobal.	Guayaquil.	Ballast.	237	118
Breakwater.	5	10.45	6	7.05	6	15.56	7	20.00	American.	Swayze & Hoyt (S. B.).	253.0	43.0	18.0	New Orleans.	Los Angeles.	General.	2,915	2,005
Lake Gunn.	6	6.35	6	7.05	6	14.56	6	16.40	British.	New Zealand Shipping Co.	460.0	58.0	26.0	London.	Auckland.	General.	4,800	9,057
Kaikoura.	6	6.45	6	8.00	6	15.40	6	16.40	British.	New Zealand Shipping Co.	460.0	58.0	26.0	London.	Auckland.	General.	4,800	9,057
America.	5	13.56	6	6.00	6	10.02	6	11.50	American.	J. H. Siltson.	450.0	57.0	24.0	Cristobal.	Guantanamo.	Ballast.	1,900	9,037
Essequibo.	6	13.05	7	6.04	7	12.55	7	14.58	British.	Pacific Steam Navigation Co.	392.0	52.0	15.7	Genoa.	Valparaiso.	General.	700	5,902
Ansaldo San Giorgio II.	6	6.50	7	6.17	7	13.51	8	16.20	Italian.	Societa Nazionale di Navigazione	400.5	51.5	26.0	New Orleans.	Valparaiso.	General.	6,692	6,095
Howick Hall.	6	18.58	7	6.37	7	15.36	7	17.02	American.	United States Steel Products Co.	384.7	50.0	20.7	London.	Seattle.	General.	3,500	3,500
Spectator.	6	20.03	7	7.55	7	15.58	7	17.02	British.	Harrison Line	384.7	50.0	20.7	London.	Seattle.	General.	3,500	3,500

\* Launch. \* Motor ship. \* Tug. \* Pipe, steel, and general. \* Cotton, steel, and general.

Santa Tecla.....	6	20.16	7	8.20	7	17.55	American.....	W. R. Grace & Co.....	298.6	40.0	20.0	New York.....	Callao.....	1,755	2,835	1,827
Borgland.....	7	6.37	7	9.25	8	23.15	Norwegian.....	Peter Olsen.....	362.0	51.6	18.0	Antwerp.....	San Francisco.....	1,629	5,274	3,886
Laura C. Hall 6	6	15.19	7	9.43	7	19.20	British.....	Pacific Metals Corporation.....	81.0	25.6	9.0	Cristobal.....	Buenaventura.....	130	69	
Oraki.....	7	7.43	7	11.05	7	19.40	British.....	New Zealand Shipping Co.....	449.0	58.0	29.3	New York.....	Auckland.....	6,500	8,256	5,470
Tairoa.....	7	2.20	7	12.36	7	20.50	British.....	Shaw, Saville & Albion Co.....	477.0	62.9	26.6	Liverpool.....	Auckland.....	2,964	11,192	8,149

\* Motor schooner.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date.	Vessel.	From—	Date.	Vessel.	To—	Value
30	22.30	Seminole.....	1	15.45	American.....	298.6
1	17.30	Salvador.....	2	15.30	British.....	362.0
Benjamin	1	21.30	2	23.40	American.....	81.0
Brewster.....	1	18.00	2	6.10	British.....	449.0
Quillota.....	1	20.30	2	16.50	American.....	477.0
West Notus.....	1	20.30	2	18.00	Japanese.....	215.0
Kiyo Maru.....	17	9.50	2	13.00	Canadian Government.....	399.3
Canadian	2	10.25	2	20.40	American-Hawain Line.....	470.1
Prospector.....	2	12.21	2	23.20	Panama Railroad Steamship Line	295.0
Alaskan.....	3	19.30	2	14.27	Blue Star Line.....	411.6
Advance.....	3	1.15	3	23.00	White Star Line.....	361.4
Normanstar.....	2	23.30	3	16.15	Thor. Thorsen Line.....	401.5
Zealandia.....	3	11.40	3	12.05	Sudden & Christensen (S. B.).....	470.0
Sarptos.....	5	1.30	5	14.45	Nautlus Steamship Co.....	399.3
Colorado	5	7.15	5	18.20	Pacific Mail Steamship Co.....	470.1
Springs.....	5	9.21	5	17.20	Hain Steamship Co.....	400.2
Elder Branch.....	5	9.00	5	10.00	Pacific Metals Corporation.....	417.5
San Jose.....	4	17.20	5	13.23	Pacific Steam Navigation Co.....	350.3
Tregante.....	4	6.11	5	20.17	Breasted Co.....	345.9
Laura C. Hall	5	9.30	6	6.38	Wilhem Wilhelmsen.....	424.8
Caddo.....	5	9.30	6	6.50	Luckenbach Line.....	331.5
Chile.....	5	23.30	6	15.19	New Zealand Shipping Co.....	457.2
Bratsberg.....	5	13.20	6	16.00	Peruvian Steamship Co.....	374.4
La Habra.....	4	0.01	7	13.49		
Pleades.....	6	22.30	7	7.39		
Rumfakata.....	7	12.23	7	12.15		
Ucayali.....	7	13.30	7	14.40		

† Coffee, sugar, lard, etc.

\* Gold pressed and general.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date.	Vessel.	From—	Date.	Vessel.	To—	Value
May 1.....	Metapan.....	United Fruit Co.....	May 1.....	Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.	8,000
May 1.....	Teviot.....	Pacific Steam Navigation Co.....	May 1.....	Metapan.....	United Fruit Co.....	1,029
May 2.....	Abangarez.....	United Fruit Co.....	May 3.....	La Navarre.....	French Line.....	6,360
May 3.....	Calamarez.....	United Fruit Co.....	May 3.....	Centurion.....	Harrison Line.....	1,581
			May 4.....	Cristobal.....	Panama Railroad Steamship Line.	5,351
						9,146
						5,090
						12,000
						1,618
						3,411
						6,094
						1,053
						7,700
						6,248
						1,515
						6,168
						130
						6,437
						109
						3,300
						3,700
						5,225
						2,355

\* ARRIVALS.

\* DEPARTURES.

\*\* Value \$47,100.

(Continued on page 608, column 2.)

### Fuel Oil at the Panama Canal.

Three steel tanks of 55,000 barrels capacity each were added to the petroleum storage facilities at the Atlantic entrance to the Canal in the month of April; and a fourth tank of the same capacity has been completed but is not yet filled. The United Fruit Company, the Arrow Oil Company, and the Pacific Mail Steamship Company each owns one of the three tanks already filled, and the Huasteca Petroleum Company owns that which is completed but not yet filled. The storage capacity at the Canal is now as follows:

	Cristobal.		Balboa.		Total both terminals.	
	No. of tanks.	Aggregate storage.	No. of tanks.	Aggregate storage.	No. of tanks.	Aggregate storage.
The Panama Canal.....	4	196,587	5	199,781	9	396,368
Panama Canal Storage Corporation.....	2	110,872	2	110,584	4	221,456
West India Oil Co.....	2	110,000	2	84,946	4	194,946
Union Oil Co. of California.....			4	149,078	4	149,078
Huasteca Petroleum Co.....	3	166,721			3	166,721
The Texas Co.....	2	111,515			2	111,515
Arrow Oil Co.....	1	55,000			1	55,000
Pacific Mail Steamship Co.....	1	55,000			1	55,000
United Fruit Co.....	1	55,000			1	55,000
Panama Agencies Co.....			1	25,064	1	25,064
<b>Total.....</b>	<b>16</b>	<b>860,695</b>	<b>14</b>	<b>569,453</b>	<b>30</b>	<b>1,430,148</b>

\* Includes 1 tank of 55,954 barrels used for storage of Diesel oil.

\* Includes 1 tank of 4,038 barrels used for storage of Diesel oil.

Gasoline storage, in addition to the above, is provided by The Panama Canal with a tank of 5,382 barrels (226,028 gallons) at Cristobal, and a tank of 5,404 barrels (226,976 gallons) at Balboa.

### RESUME OF THE BUSINESS.

The Balboa fuel oil plant was first placed in operation on January 28, 1915, and the Mount Hope oil plant began operations on March 8, 1915. Up to June 30, 1915, the Balboa plant handled 730,022 barrels of oil, and the Cristobal plant 134,559 barrels. Details as to the amount sold, consumed by Canal operations, etc., however, are lacking. Beginning July 1, 1915, the operations of both plants, by fiscal years, have been as follows:

	Balboa plant.	Mount Hope plant.	Total.
<b>Number of barrels of fuel oil received by The Panama Canal:</b>			
Fiscal year, 1916.....	579,389	97,108	676,497
Fiscal year, 1917.....	673,274	228,160	901,434
Fiscal year, 1918.....	602,249	70,107	672,356
Fiscal year, 1919.....	591,001	112,849	703,850
Fiscal year, 1920.....	426,541	454,628	881,169
Fiscal year, 1921 (to April 30).....	493,118	209,085	702,203
<b>Number of barrels of fuel oil used by The Panama Canal:</b>			
Fiscal year, 1916.....	517,191	108,746	625,937
Fiscal year, 1917.....	483,793	65,012	548,805
Fiscal year, 1918.....	321,108	119,297	440,405
Fiscal year, 1919.....	243,053	64,618	307,671
Fiscal year, 1920.....	290,376	76,420	366,796
Fiscal year, 1921 (to April 30).....	224,904	74,400	299,304
<b>Number of barrels of fuel oil sold by The Panama Canal:</b>			
Fiscal year, 1916.....	48,427	12,093	60,520
Fiscal year, 1917.....	52,000	32,849	84,849
Fiscal year, 1918.....	325,181	49,803	374,984
Fiscal year, 1919.....	344,330	80,957	425,287
Fiscal year, 1920.....	269,699	394,376	664,075
Fiscal year, 1921 (to April 30).....	175,302	106,623	281,925
<b>Number of barrels of fuel oil pumped for individuals and companies:</b>			
Fiscal year, 1916.....	800,587	92,578	893,165
Fiscal year, 1917.....	1,369,999	80,139	1,450,138
Fiscal year, 1918.....	810,049	121,502	931,551
Fiscal year, 1919.....	678,558	407,453	1,086,011
Fiscal year, 1920.....	508,326	3,150,967	3,659,293
Fiscal year, 1921 (to April 30).....	1,695,162	2,192,931	3,888,093

	Balboa plant.	Mount Hope plant.	Total.
Number of ships handled, including Panama Canal craft:			
Fiscal year, 1916.....	262	48	310
Fiscal year, 1917.....	347	59	406
Fiscal year, 1918.....	276	162	438
Fiscal year, 1919.....	248	148	396
Fiscal year, 1920.....	347	848	1,195

## POLICY.

It has been the policy of The Panama Canal to refrain from active competition with individuals and companies in the sale of fuel oil, and the sale price for fuel oil, as fixed by The Panama Canal from time to time, has been for regulating prices rather than to obtain business for the Canal.

Sites for storage tanks have been leased to private individuals and companies, and a suitable price is charged the private companies for pumping their oil and for the use of the plant and pipe lines.

**Insurance Companies in the Canal Zone.**

Six insurance companies, all American corporations, transacted insurance business in the Canal Zone during 1920. A summary of the business follows:

RECAPITULATION.  
MISCELLANEOUS COMPANIES.

	Premiums received in 1920.	Losses paid in 1920.
Accident.....	\$10,299.04	\$3,924.21
Fidelity.....	1,353.13	186.51
Health.....	532.00	319.29
Liability.....	4,628.96	853.35
Surety.....	3,345.59	.....
Workmen's compensation.....	29.65	.....
Total.....	20,188.37	5,283.36

\* Credit of \$241 deducted.

LIFE INSURANCE COMPANIES.

	Number.	Amount.
Policies in force, December 31, 1919.....	659	\$1,375,045.00
Policies issued during 1920.....	150	458,626.00
Policies lapsed during 1920.....	81	129,564.00
Policies in force, December 31, 1920.....	728	1,704,107.00
Losses and claims unpaid, December 31, 1919.....	1	1,000.00
Losses and claims incurred during 1920.....	8	16,500.00
Losses and claims settled during 1920.....	7	15,000.00
Losses and claims unpaid December 31, 1920.....	2	2,500.00
Premiums collected in 1920.....		59,258.53

No fire, marine, or tornado insurance companies did business in the Canal Zone in 1920.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 7, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Reiyo Maru.....	Toyo Kisen Kabushiki Kaisha.....	May 1.....	May 2.....	88	.....
Salvador.....	Pacific Steam Navigation Co.....	May 1.....	May 2.....	1	.....
Quillota.....	Pacific Steam Navigation Co.....	May 1.....	May 2.....	1	.....
Lady Sybil.....	International Petroleum Co.....	May 2.....	.....	395	.....
Azov.....	International Petroleum Co.....	May 3.....	.....	1,501	.....
Ansaldo VIII.....	Societa Nazionale di Navigazione..	May 4.....	May 4.....	64	.....
San Jose.....	Pacific Mail Steamship Co.....	May 4.....	May 5.....	150	18
Laura C. Hall.....	Pacific Metals Corporation.....	May 5.....	May 6.....	5	.....
Chile.....	Pacific Steam Navigation Co.....	May 5.....	May 6.....	2	.....
Ansaldo San Giorgio II	Societa Nazionale di Navigazione..	May 7.....	.....	23	.....
Laura C. Hall.....	Pacific Metals Corporation.....	May 7.....	.....		74

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending May 7, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Gen. W. C. Gorgas...	Panama Railroad Steamship Line.		May 1.		2,713
Point Lobos.....	Pacific Mail Steamship Co.		May 1.		284
Victoria.....	Pacific Steam Navigation Co.	May 1.	May 2.	140	( <sup>1</sup> )
La Navarre.....	French Line.....		May 3.		4
Guatemala.....	Pacific Steam Navigation Co.		May 4.		452
Teviot.....	Pacific Steam Navigation Co.	May 1.	May 6.	916	892
Fionia.....	Danish East Asiatic Co.	May 2.	May 3.	172	32
Quillota.....	Pacific Steam Navigation Co.	May 2.	May 4.	217	674
Gen. H. F. Hodges.....	Panama Railroad Steamship Line.	May 2.	May 4.	1,847	( <sup>1</sup> )
Abangarez.....	United Fruit Co.	May 2.	May 5.	705	39
Salvador.....	Pacific Steam Navigation Co.	May 2.		1,209 <sup>1</sup> / <sub>2</sub>	
Ansaldo VIII.....	National Navigation Society.	May 3.	May 4.	67	( <sup>1</sup> )
Calamares.....	United Fruit Co.	May 3.	May 4.	240	230
Advance.....	Panama Railroad Steamship Line.	May 3.	May 5.	48	7
Metapan.....	United Fruit Co.	May 4.	May 4.		
Tivives.....	United Fruit Co.	May 4.	May 5.	77	348
Quilpue.....	Pacific Mail Steamship Co.	May 4.	May 6.	27	( <sup>1</sup> )
Carrillo.....	United Fruit Co.	May 5.	May 5.	7	1 <sup>1</sup> / <sub>2</sub>
Sarpfos.....	Caribbean Steamship Co.	May 5.	May 6.	125	( <sup>1</sup> )
San Jose.....	Pacific Mail Steamship Co.	May 5.		1,515	
Jan van Nassau.....	Royal Netherlands S. S. Line.	May 6.		45	
Ansaldo San Giorgio II.....	National Navigation Society.	May 6.	May 7.	83	( <sup>1</sup> )
Essequibo.....	Pacific Steam Navigation Co.	May 6.	May 7.	25	( <sup>1</sup> )
Chile.....	Pacific Steam Navigation Co.	May 6.		108	
Gen. G. W. Goethals.....	Panama Railroad Steamship Line.	May 6.		145	
Camden.....	United Fruit Co.	May 6.		8,918	
Panama.....	Panama Railroad Steamship Line.	May 7.		1,825	
San Mateo.....	United Fruit Co.	May 7.	May 7.	50	( <sup>1</sup> )

\* No cargo laded.

### Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies, including the 25 per cent surcharge, effective May 1, 1921:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.31
Brass, sheet, average.....	Lb.	.55
Bronze, Tobin, average.....	Lb.	.35
Cement, at Panama:		
Including bags and surcharge.....	Bag	1.66
Credit for empty bags returned.....	Bag	.15
Cement, at Colon:		
Including bags and surcharge.....	Bag	1.49
Credit for empty bags returned.....	Bag	.15
Charcoal.....	Cwt.	1.63
Gasoline, motor grade.....	Gal.	.40
Lead, sheet, average.....	Lb.	.125
Lead, pig.....	Cwt.	11.63
Lumber, yellow pine or fir, except ceiling.....	M ft. B. M.	77.50
Lumber, ceiling, siding, and flooring, 1" x 6".....	M ft. B. M.	96.25
Lumber, flooring, 1" x 3" and 1" x 4".....	M ft. B. M.	108.75

Lumber, native, prices per 1,000 feet board measure:

Kind.	ROUGH.	
	Green.	Kilned.
Almendra.....	\$106.25	\$118.75
Alcavú.....	106.25	118.75
Alcareto.....	106.25	118.75
Amargo.....	106.25	118.75
Bateo.....	62.50	75.00
Cedro Amargo.....	106.25	118.75
Caoba Blanca.....	106.25	118.75
Guayaean.....	137.50	150.00
Maria.....	62.50	75.00
Roble.....	62.50	75.00
Nispero.....	137.50	150.00
Notes:		
1. Second grade Alcavú.....		87.50
2. Second grade Caoba Blanca.....		87.50
3. Second grade Cedro Amargo.....		93.75
4. Other than rough standard native lumber required by individuals and companies will be manufactured by the Mechanical Division for their account.		

Commodities.	Unit.	Price.
Metal, yellow	Lb.	\$0.34
Oakum, navy, spun	Lb.	.175
Oakum, navy, unspun	Lb.	.175
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge	Bbl of 42 gals	2.75
Oil, fuel, at Balboa and Cristobal, in drums or barrels, no surcharge	Bbl of 42 gals	3.00
Oils, greases, and lubricants:		
Oil, air compressor cylinder	Gal.	.51
Oil, ammonia cylinder	Gal.	.51
Oil, burning	Gal.	1.25
Oil, cylinder, dark, marine	Gal.	1.10
Oil, cylinder, ice machine, steam	Gal.	.91
Oil, dynamo	Gal.	.775
Oil, engine, in tins	Gal.	.675
Oil, engine, in barrels	Gal.	.49
Oil, gas, engine, in barrels	Gal.	1.04
Oil, gas, engine, heavy, in cases	Gal.	1.125
Oil, gas, engine, medium, in drums	Gal.	.65
Oil, kerosene, in drums	Gal.	.375
Oil, kerosene, in tins	Gal.	.40
Oil, linseed, boiled	Gal.	2.225
Oil, linseed, raw	Gal.	1.61
Oil, locomotive engine	Gal.	.34
Oil, lard	Gal.	1.925
Oil, marine engine	Gal.	1.04
Oil, marine engine	Gal.	.59
Oil, marine engine	Gal.	.89
Oil, marine engine	Gal.	.99
Oil, mineral seal	Gal.	.35
Oil, nonliquid	Lb.	.075
Oil, stationary engine	Gal.	.50
Oil, sperm	Gal.	2.61
Oil, gas engine, motor, heavy	Gal.	.475
Oil, signal	Gal.	1.24
Oil, valve	Gal.	.46
Oil, car	Gal.	.21
Grease, gear, black	Lb.	.06
Grease, yellow, cup, No. 3	Lb.	.11
Grease, yellow, cup, No. 5	Lb.	.11
Grease, rod, special	Lb.	.225
Grease, tunnel bearing	Lb.	.19
Tallow	Lb.	.24
Turpentine	Gal.	2.26
Turpentine, substitute	Gal.	.725
Vaseline	Lb.	.15
Paint, lead, white, dry	Lb.	.14
Paint, lead, white, in oil	Lb.	.16
Paint, zinc, white, dry	Lb.	.20
Paint, zinc, white, in oil	Lb.	.20
Paint, zinc, white, leaded, 35 per cent in oil	Lb.	.16
Rope, manila, 3/4" diameter	C. ft.	.59
Rope, manila, 1" diameter	C. ft.	1.175
Rope, manila, 1 1/4" diameter	C. ft.	2.20
Rope, manila, 1 1/2" diameter	C. ft.	2.64
Rope, manila, 1 3/4" diameter	C. ft.	4.69
Rope, manila, 2" diameter	C. ft.	6.19
Rope, manila, 2 1/4" diameter	C. ft.	7.78
Rope, manila, 2 1/2" diameter	C. ft.	12.21
Rope, manila, 3" diameter	C. ft.	17.51
Rope, manila, 3 1/4" diameter	C. ft.	25.83
Rope, manila, 3 1/2" diameter	C. ft.	30.90
Rope, manila, 3 3/4" diameter	C. ft.	49.35
Rope, manila, 4" diameter	C. ft.	67.53
Rope, manila, 4 1/4" diameter	C. ft.	91.15
Rope, manila, 4 1/2" diameter	C. ft.	111.43
Soap, laundry	Lb.	.125
Soda, ash	Lb.	.04
Waste, colored	Lb.	.25
Waste, white	Lb.	.25
Zinc, boiler plate, 5/8" x 6" x 12"	Lb.	.15

### Removal of Washington Office, The Panama Canal.

In accordance with instructions issued by the Public Building Commission, which has full control over all Government owned and rented buildings in the District of Columbia, the Washington Office of The Panama Canal has removed from its old quarters at the Mills Building, 1709 G Street, N. W., to quarters assigned in the Old Land Office Building, 7th and E Streets, N. W. Employees going on leave, who contemplate calling at the Washington Office, should bear this in mind.

### Vacations in Costa Rica.

The United Fruit Company has arranged for a special rate between Cristobal, C. Z., and Limon, C. R., to encourage the taking of vacations in Costa Rica by Canal employees. The General Agent of that Company at Cristobal, in letter of May 3, 1921, advises as follows:

I now take pleasure in advising that I am in receipt of a letter from our passenger traffic manager authorizing a round-trip fare between Cristobal and Limon of \$30. This rate applies only to employees of The Panama Canal and Panama Railroad Company and their families and is applicable only when the employee is on vacation leave. To obtain this reduction an employee must present us the regular application for reduced rate as is now issued in connection with reduced rates to New York and New Orleans. This reduced-rate request should show the time limit of the employee's vacation, as we have been instructed to limit the return trip to 10 days in addition to the period of the passenger's vacation.

As you no doubt know, we have a sailing from Cristobal to Limon every Wednesday and, as this service is taken care of by our large steamers, we expect to be in a position to accommodate a large number of employees to Limon. In regard to our return service I wish to advise that we have a sailing every week from Limon to Cristobal, leaving Limon Friday evening. This service is taken care of by our "San" type ships and by the steamers of the Elders & Fyffes. As the former type of steamers have limited cabin accommodations it is suggested that passengers so arrange their return trip as to connect with one of the Elders & Fyffes ships. This return service alternates with the "San" type and the Elders & Fyffes. For example, one of the "San" boats will leave Limon this coming Friday and on the following Friday it will be one of the Elders & Fyffes steamers.

### Colored Dentist at La Boca.

A new colored district dentist has been appointed with office at La Boca, and his office was opened for business on Monday, May 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Addressograph mechanic, \$1,440 a year (male and female); form 1800; announcement No. 238; age, 18 but not 50 years; vacancies exist in the Rehabilitation Division, Federal Board for Vocational Education, Washington, D. C.; May 31, 1921.\*

Agricultural statistician, \$2,000 to \$3,600 a year; junior agricultural statistician, \$1,800 to \$2,250 a year; No. 209-amendment; date of examination changed from May 11 to May 25 and 26, 1921.

Lockmaker, \$4.79 per diem (male and female); form 1800; announcement No. 236; age, 20 but not 50 years; vacancies exist in the equipment shops of the Post Office Department; May 31, 1921.\*

Rodman and chainman; No. 378-supplemental; closing date changed to May 3, 1921.

Scientific assistant in marketing, \$1,320 to \$1,620 a year (male and female); form 1312; announcement No. 233; age, 20 but not 55 years; vacancies exist in the Bureau of Markets, Department of Agriculture; June 8-9, 1921.

\* 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 day.

### 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.
Edward Boyce.....	34590	Barbados.....	Red Tank.....	Supply Department....	April 30, 1921.
Tobias Prince.....	56439	Grenada.....	Panama.....	Mechanical Division...	April 26, 1921.
Henry Williams.....	43015	Barbados.....	Red Tank.....	Pacific Locks.....	May 2, 1921.
Esau Grant.....	55485	Jamaica.....	Colon.....	Supply Department....	April 23, 1921.
Mearl J. Tuttle.....	3015	United States...	Pedro Miguel...	Dredging Division.....	May 4, 1921.

## Official Circulars.

### Target Practice—Danger.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 4, 1921.

To all concerned—Supplementing circular of April 16, 1921, there is quoted the following letter, dated May 3, 1921, from the Commanding Officer, 33d Infantry:

"With reference to letter from this command, dated April 14, 1921, I may now inform you that the danger zone for firing on rifle range will be extended on Thursday morning, May 5, and that the danger zone is defined as follows:

"An area bounded on the west by Fort Clayton-Pedro Miguel Road, to junction of old Empire-Corozal Road, thence due north, on the south by a line drawn from north end on non-commissioned officers' quarters to bridge on old Empire-Corozal Road (east of Fort Clayton), this line turning due east, and following course of Rio dos Bocas. The northern and eastern boundaries, the perimeter of a circle whose radius is 3 miles and whose center is on old Empire-Corozal Road, due east of Fort Clayton."

Attention is called to the extension of the danger zone mentioned above and employees are again cautioned to remain away from same during the hours of rifle practice.

JAY J. MORROW,  
Governor.

### Executive Order.—Vehicle Regulations.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 5, 1921.

CIRCULAR NO. 601-120:

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

JAY J. MORROW,  
Governor.

RELATING to Licensing of Vehicles, Road Rules, use of Lights, Tags, and Signals, and Speed Regulations in the Canal Zone.

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. The Governor of The Panama Canal is hereby authorized to promulgate rules and regulations from time to time to carry out this Order.

Sec. 2. The term "motor vehicle," as used herein, shall apply to and include every vehicle which may be drawn or propelled by means of steam, gas, naphtha, fluid, electricity, or other similar motor power: *Provided*, That when a bicycle is equipped with a contrivance commonly known as a motor wheel, such bicycle shall be deemed a motorcycle and included in the term "motor vehicle."

Sec. 3. The term "vehicle," as used herein, shall apply to and include equestrians, horses led, and everything on wheels or runners, whether propelled by man, animal, or mechanical energy, except street cars, baby carriages, roller skates, and coasters.

Sec. 4. The term "public notice," as used herein shall apply to and include every form of order issued by the Governor of The Panama Canal, agreeably to the provisions of this Order, whether such order be printed and published in circular, bulletin, or poster, or indicated by signs or printing placed on or along the roads and streets of the Canal Zone.

Sec. 5. There shall be collected on vehicles owned by residents of the Canal Zone and operated therein, an annual license fee as follows:

For each passenger automobile for personal use only, five dollars (\$5).

For each automobile of twenty-nine horsepower, or less, used for carrying passengers for hire twenty dollars (\$20).

For each automobile of more than twenty-nine horsepower, used for carrying passengers for hire, thirty dollars (\$30).

For each truck or omnibus of 1-ton capacity or less, twenty dollars (\$20).

For each truck or omnibus of a capacity of more than 1 ton but less than 3 tons, thirty dollars (\$30).

For each truck or omnibus of a capacity of 3 tons or more, forty dollars (\$40).

For each motorcycle, two dollars (\$2).

For each bicycle, one dollar (\$1).

For each animal-drawn vehicle employed in the transportation of passengers for hire, twelve dollars (\$12).

For each animal-drawn vehicle employed in the transportation of freight, merchandise or other property, or employed by any merchant in the transportation of any merchandise; twenty dollars (\$20) for each 2-wheeled vehicle; and thirty dollars (\$30) for each 4-wheeled vehicle.

A 30-day vehicle license will be issued for a fee of 50 cents United States currency to a *bona fide* tourist in the Canal Zone who has brought his own vehicle with him, providing the machine carries a current license plate of some State of the United States. In such cases the United States tag will suffice, and no Canal Zone tag will be issued.

In case of a dispute as to the horsepower or capacity of a vehicle, the issue shall be referred to the Board of Local Inspectors, and the decision of the Board thereon shall be final.

License fees shall be paid for the calendar year; but if any part of the calendar year shall have expired when the license is taken out, then the license fee to be paid shall be proportioned, on a quarterly basis, to the part of the calendar year remaining, including therein the calendar quarter in which the license is paid; but the Governor shall have authority to issue license at rates proportionate to the rates in the above schedule, in such special cases as he may deem proper.

Licenses heretofore issued shall continue in force, and the licensees shall not be required to pay fees hereunder until the licenses previously issued to them shall have expired.

Sec. 6. Before any vehicle mentioned in Section 5 shall be used and operated in the Canal Zone, such vehicle shall be licensed to do so by the Executive Secretary, or the official acting under his authority.

Sec. 7. Except as to the requirements for payment of license fee provided in Section 5, this Order shall apply to and include all vehicles owned and operated by the United States Government, The Panama Canal, and the Republic of Panama.

Sec. 8. Vehicles owned by residents of the Republic of Panama and operated in the Canal Zone, shall pay the same annual license fee as is imposed by the Republic of Panama on vehicles owned by residents of the Canal Zone and operated in the Republic of Panama; *Provided*, That the Governor of The Panama Canal may enter into arrangements with the authorities of the Republic of Panama by which any class or classes of vehicles owned by residents of the Canal Zone and operated in the Republic of Panama may be exempted from the payment of license fees in the Republic of Panama, or required to pay fees at a reduced rate, and any class or classes of vehicles owned by residents of the Republic of Panama and operated in the Canal Zone may be exempted from the payment of license fees in the Canal Zone, or required to pay fees at a reduced rate.

Sec. 9. Whenever any vehicle licensed in the Canal Zone shall, before the period for which the license is taken expires, be sold or transferred by the licensee to some other person who may desire to continue the use and operation of such vehicle over the streets and roads of the Canal Zone, such transferee, within 10 days after such

sale or transfer, by application to the Executive Secretary, or the official acting under his authority and upon submission of satisfactory evidence of such purchase or transfer, shall have the license transferred to him by endorsement thereon by the Executive Secretary, or the official acting under his authority, authorizing such transferee to operate such vehicle under such license, without the payment of any additional charge or fee.

Sec. 10. The Governor of The Panama Canal is hereby authorized to exempt from the payment of license fees hereunder vehicles operated exclusively within certain areas or districts of the Canal Zone to be defined by him, and the Governor is also authorized by public notice to prohibit vehicles of any or all kinds from operating on such portions of the roads and streets in the Canal Zone as he may designate, when, in his judgment, the public interest requires it; or he may permit any of said vehicles to be operated in any areas or districts designated by him, upon such conditions as he may deem necessary and convenient for the welfare of The Panama Canal; and, for the purposes of this Order, the Governor is also authorized to define by public notice the limits of towns and villages in the Canal Zone; *Provided*, That the authority herein granted the Governor to define by public notice the limits of towns and villages shall not be construed or interpreted to in any wise amend or modify the provisions of the Executive Order of March 12, 1914, relative to the designations and boundaries of towns in the Canal Zone.

Sec. 11. Each motor vehicle and bicycle issued a license to operate over the roads or streets of the Canal Zone shall at all times carry thereon, at a conspicuous place at the rear thereof, a metal tag bearing thereon, in large numerals, the number of the license for such vehicle, the letters and numbers of which shall be kept at all times in a legible condition, and on motor vehicles during the period when vehicles are required to display lights, such license tag shall be illuminated so as to be plainly visible at a distance of at least 60 feet. The aforesaid numeral tag shall be obtained from the Executive Secretary, or the official acting under his authority, at the time the license is issued.

Sec. 12. The Executive Secretary shall cause to be kept a register, wherein shall be numbered in consecutive order all licenses granted by him under this Order, with the names of the licensees and a brief description of the vehicle licensed. Such register shall be a public record, and the information shown by such register shall be furnished to the Chief, Police and Fire Division.

Sec. 13. In the use and operation of vehicles over the Canal Zone roads or streets, the following rules shall be observed, viz: All vehicles, in meeting and passing other vehicles, or in being overtaken and passed by other vehicles, shall keep to the left of the road; and in overtaking and passing other vehicles they shall keep to the right. The owner of a vehicle, if riding therein or thereon, shall be held jointly responsible with the person operating such vehicle for the use and operation thereof, agreeably to the provisions of this section; in the absence of the owner, the person using and operating such vehicle shall be held responsible.

Sec. 14. All motor vehicles shall, when being used and operated on any of the roads or streets of the Canal Zone, between the hours of 6 p. m. and 6 a. m., carry and prominently display lights as follows: Automobiles or motor vehicles of similar construction, two bright front or headlights placed one on each side and one red light at the rear; motorcycles without sidecar, one bright front or headlight, and one red light at the rear; motorcycles with side car, two bright front or headlights placed one each on front of motorcycle proper and front of side car, and one red light at rear.

Sec. 15. All bicycles shall, when being operated on any of the roads or streets of the Canal Zone between the hours of 6 p. m. and 6 a. m., carry and prominently display lights as follows: One bright front or headlight.

Sec. 16. All animal-drawn passenger vehicles shall, when being operated on the roads or streets of the Canal Zone between the hours of 6 p. m. and 6 a. m., carry and prominently display lights as follows: Two bright front or headlights placed one on each side, and one red light at rear; *Provided*, That each animal-drawn vehicle employed in the transportation of freight, merchandise, or other property, may in lieu of front or headlights and rear red light, display one bright light visible both front and rear suspended beneath the vehicle.

Sec. 17. The use of flare lights on vehicles within the limits of any town or village in the Canal Zone is hereby prohibited; and on roads outside of any town or village limits the operators of vehicles shall extinguish their flare lights at least three hundred (300) feet from an approaching vehicle, and shall pass such approaching vehicle with the use of their dimmer lights only.

Sec. 18. It shall be unlawful to drive or operate a vehicle over the roads of the Canal Zone outside of town or village limits, at a speed exceeding twenty-five (25) miles an hour on straight roads, or at a speed exceeding twelve (12) miles an hour when approaching or traversing curves, forks, or cross roads, or when traveling over the streets or roads of any town or village of the Canal Zone, or when approaching another vehicle. The owner of a vehicle, if riding therein or thereon, shall be held jointly responsible with the person operating such vehicle for its speed. In the absence of the owner the person actually operating the vehicle shall be held responsible.

Sec. 19. A vehicle shall not pass another vehicle moving the same direction on curves where the road is not visible more than two hundred (200) feet ahead.

Sec. 20. All motor vehicles and bicycles operated on roads and streets of the Canal Zone must be equipped with a suitable sound device such as a horn or bell whereby signals of warning shall be given by the operator.

Unnecessary use of warning signals is prohibited; such signals shall only be used in giving necessary warning.

Sec. 21. Every motor vehicle operated in the Canal Zone shall be provided with a muffler so complete in construction as to prevent any intense, prolonged, or unnecessary noise in the operation or management of such motor vehicle or the machinery in connection therewith, and said muffler shall not be cut out or put out of operation in any town or village in the Canal Zone, nor where horses are present, nor for the purpose of warning of the approach of the motor vehicle. The operator of every motor vehicle in the Canal Zone shall stop the motor of such vehicle when the vehicle is not in motion, provided said operator leaves his vehicle.

Sec. 22. All vehicles except bicycles and animals when parked between the hours of 6 p. m. and 6 a. m., on such roads or streets of the Canal Zone as may be designated by the Governor of The Panama Canal, except in such spaces as are specifically set apart for parking purposes, shall display one red light in rear, and at least one bright front or headlight on road side of vehicle; or, in the case of animal-drawn vehicles employed in the transportation of freight, merchandise, or other property, with bright light visible both front and rear suspended beneath vehicle. A vehicle will be considered as parked when it remains in same position on road longer than time necessary to allow passengers to embark or disembark, or vehicle to be loaded or unloaded.

Parking of vehicles is prohibited within fifteen (15) feet of any fire plug.

Parking of vehicles is also prohibited on such curves and spaces as designated by public notice.

It is prohibited to park a vehicle on any road or street of the Canal Zone on opposite side of road or street closer than thirty (30) feet from the front line or rear line of a vehicle already parked.

Sec. 23. No person shall propel, permit, or allow to be propelled or driven any vehicle on, over, or across any fire hose wheresoever situated; or obstruct, delay, hinder, or impede any fire apparatus or vehicle while in public use; or ob-

struct, delay, hinder, or impede any member of the Fire Division while engaged in the discharge of his duty along, over, on, or about any of the roads, streets, or other public spaces or places within the Canal Zone; or pass or ride in or on any vehicle in front of or at the side of any apparatus or vehicle of the Fire Division, or of the officers and agents thereof, when engaged in public service; or interfere with, hinder, delay, or impede the driver or operator of any fire apparatus or vehicle of the Fire Division, while engaged at or about any fire, or at any other place while in the discharge of his duty.

All vehicles in motion on the streets and roads of the Canal Zone shall, on notice of the approach of any fire apparatus vehicle of the Fire Division immediately draw up to the side of the street or road, and stop until such fire apparatus vehicle has passed.

Sec. 24. Articles of personal property left in public vehicles must be, when found by operator of vehicle, delivered without delay to the nearest police station. Failure of operator of vehicle to comply with this regulation will be considered cause for revocation of operator's chauffeur license in addition to any penalty which may be prescribed for larceny of property.

Sec. 25. The operator of any vehicle concerned in any accident on any street, road or other place in the Canal Zone, whether involving injury to person or to property, shall remain at the scene of the accident until the arrival of the police authorities, or shall communicate without delay to the nearest police authorities a full report of the accident in which he was involved. Any concealment of identity of person or property in an accident in which involved shall be a violation of this Order.

Sec. 26. The operation, management, driving or riding of any vehicle on any of the roads or streets of the Canal Zone in a reckless or negligent manner shall be a violation of this Order.

Sec. 27. The ordinance of the Isthmian Canal Commission of August 25, 1910, and approved by the Secretary of War October 31, 1910, providing for licensing and regulation of motor vehicles in the Canal Zone, and the ordinance of the Isthmian Canal Commission of April 9, 1912, approved by the Secretary of War May 1, 1912, amending Section 1 of the above-mentioned ordinance; ordinance of the Isthmian Canal Commission of April 15, 1911, approved by the Secretary of War April 26, 1911, providing for the licensing and regulation of bicycles in the Canal Zone; Executive Order of February 28, 1912, relative to speed limits and rules of the road in the Canal Zone; Sections 1 and 2 of the Executive Order of October 13, 1914, providing for licenses and taxes and fees; and the Executive Order of September 5, 1916, relating to motor vehicles, and their operation in the Canal Zone, are hereby repealed.

Sec. 28. Any person violating any of the provisions of this Order shall be punished in the manner prescribed in Section 5 of the Act of Congress, approved August 21, 1916, and 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.

Sec. 29. This order shall take effect 30 days from and after this date.

WARREN G. HARDING.

THE WHITE HOUSE,  
April 14, 1921.

### Licensing Vehicles.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 9, 1921.

#### CIRCULAR No. 727:

By virtue of the authority conferred on me by section 1 of the Executive Order of April 14, 1921, relating to licensing of vehicles, road rules,

use of lights, tags and signals, and speed regulations in the Canal Zone, published as Panama Canal Circular No. 601-120, the following rules and regulations are hereby prescribed, effective May 14, 1921:

1. The Chief, Division of Civil Affairs, by direction of the Executive Secretary, shall collect fees for vehicle licenses, issue, countersign, and transfer such licenses, issue metal numeral tags, keep a record of all such licenses issued and transferred, and on the 1st and 15th of every month make report of all licenses issued or transferred to the Chief, Police and Fire Division. Vehicle licenses shall show the amount of license fee collected, and serve as a receipt therefor. They shall also contain the particulars mentioned in section 12 of the Executive Order.

#### NUMERAL TAGS.

2. A numeral tag or plate shall be issued free of charge with each motor vehicle or bicycle license, excepting that in the event of loss or damage of any tag issued with a license for which a fee is charged, a new tag or plate shall be issued for fees as follows: Automobile, truck, or omnibus, \$1; motorcycle, 50 cents; and bicycle, 25 cents. There shall be the following series of numeral tags:

Automobile for personal use;  
Motorcycle for personal use;  
Bicycle for personal use;  
Automobile, omnibus, and truck for commercial use;  
Tourist 30-day license for personal use;  
Motor vehicle and bicycle in exempted areas;  
Official automobile;  
Official motorcycle;  
Official bicycle.

#### TRANSFER OF LICENSES.

3. Transfer of a vehicle from one licensee to another shall be reported within 10 days to the Chief, Division of Civil Affairs, accompanied by a bill of sale or other satisfactory evidence of the transfer of ownership, whereupon transfer of the license shall be made under section 9 of the Executive Order. Changes in status of a licensed vehicle during the calendar year (e. g., conversion from personal to hacking use, or from transportation of passengers to transportation of merchandise) shall be reported to the Chief, Division of Civil Affairs, and the license exchanged for the type of license provided for the new use made of the vehicle. In such cases, an additional fee will be collected for remaining portion of the year if the higher license rates apply.

#### RECIPROCAL LICENSES.

4. The provisions of the agreements with the Republic of Panama regarding motor and animal-drawn vehicle licenses shall be continued as heretofore. Reciprocal Canal Zone licenses shall be issued only for vehicles owned by residents of the Republic of Panama upon the presentation of receipt showing the vehicle to be actually licensed in Panama City or Colon.

#### LICENSES WITHIN EXEMPTED AREAS.

5. Licenses for vehicles used exclusively on the west side of the Canal shall be issued without fee.

#### ADJUSTMENT OF LICENSE FEES.

6. A resident of the Canal Zone who purchases a motor vehicle for which the Canal Zone license has been issued at the reciprocal rate, may be granted the license rate authorized for residents of the Canal Zone for the remaining portion of the calendar year. By such adjustment the new owner may procure the benefit of the reciprocal rate in the Republic of Panama.

#### LICENSE FEES FOR PRIVATE BICYCLES AND PRIVATE ANIMAL-DRAWN VEHICLES FOR REMAINDER OF THE CALENDAR YEAR, 1921.

7. Licenses for private bicycles issued on and after July 1, 1920, and prior to May 14, 1921, shall remain in force until June 30, 1921. Licenses granted for animal-drawn vehicles prior to May 14, 1921, shall remain in force during the period for which issued. Licenses for animal-drawn vehicles and private bicycles issued during the

present calendar year subsequent to May 13, shall be in force until December 31, 1921, and issued at the rates fixed in section 5 of the Executive Order.

OFFICIAL VEHICLES.

8. Animal-drawn vehicles owned and operated by the United States Government, The Panama Canal, and the Republic of Panama, shall be permitted to operate in the Canal Zone without individual licenses.

9. Licenses heretofore and hereafter issued for motor vehicles and bicycles owned and operated by the United States Government, The Panama Canal, and the Republic of Panama, shall remain in force so long as the vehicles are not transferred to private use and the license tags are not lost or illegible. Applications for official licenses for vehicles operated by the United States Army should be made through the Department Quartermaster, Panama Canal Department, Quarry Heights.

10. Any person violating these regulations will be subject to prosecution, and upon conviction, may be punished by fine not to exceed \$25 or by imprisonment in jail not to exceed 30 days, or by both such fine and imprisonment, in the court's discretion, as provided by the Act of Congress, approved August 21, 1916.

11. Panama Canal Circular No. 717-1, dated April 1, 1918, is hereby revoked.

JAY J. MORROW,  
Governor.

Rainfall from April 1 to April 30, 1921,  
Inclusive.

STATIONS.	Maximum in 1 day.		Total.
	Ins.	Date.	
<i>Pacific section:</i>			
Balboa	.95	17	1.90
Balboa Heights	.43	8	1.19
Miraflores	1.61	17	1.91
Pedro Miguel	.76	17	1.17
Rio Grande	.40	17	.61
<i>Central section:</i>			
1 Culebra	.13	21	.42
1 Camacho	.25	17	.58
Empire	.29	17	.65
Gamboa	.25	23	1.16
1 Juan Mina	1.05	16	2.38
Alhajuella	.27	12 & 22	.96
1 Vigia	1.10	22	1.44
1 Trinidad	.59	21	2.16
1 Monte Lirio	4.93	21	6.63
<i>Atlantic section:</i>			
Gatun	1.93	21	4.69
2 Brazos Brook	2.40	21	5.28
Colon	3.21	21	7.43
2 Bocas del Toro	1.04	25	6.04
1 Porto Bello	1.55	23	6.61

1 Standard rain gauge—readings at 5 p. m. daily.

2 Standard rain gauge—readings at 8 a. m. daily.

Automatic rain gauge at unstarred stations—values, midnight to midnight.

Sale of Typewriters.

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

Sale of Lumber.

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 599.

PORT OF CRISTOBAL—continued.

Date.	*ARRIVALS.			*DEPARTURES.			
	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
May 3.	Centurion	Harrison Line	Belize.	May 4.	Calamares	United Fruit Co.	New York via Port Limon and Habana.
May 3.	Oseola	United States Navy	New Orleans.	May 4.	Metapan	United Fruit Co.	New Orleans.
May 4.	Metapan	United Fruit Co.	Bocas del Toro.	May 4.	Albarguez	United Fruit Co.	New Orleans via Bocas del Toro and Habana.
May 4.	Tivives	United Fruit Co.	Colombian ports.	May 5.	Carrillo	United Fruit Co.	New York via Kingston.
May 5.	Jan Van Nassau	Royal Netherlands W. I. Mail.	Amsterdam via waypoints.	May 5.	Tivives	United Fruit Co.	New York via Colombia and Kingston.
May 6.	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	New York.	May 6.	Ulysses	Panama Railroad Steamship Line.	Norfolk.
May 6.	Canden	United Fruit Co.	Tampico.	May 6.	Teviot	Pacific Steam Navigation Co.	Carlaena.
May 7.	Panama	Panama Railroad Steamship Line	New York via Haiti.	May 7.	San Mateo	United Fruit Co.	Boston.
May 7.	San Mateo	United Fruit Co.	Port Limon.	May 7.	Oseola	United States Navy	New Orleans.
PORT OF BALBOA.							
May 1.	Reijo Maru	Toyoko Kisen Kaisha	Hongkong.	May 2.	Reijo Maru	Toyoko Kisen Kaisha	Valparaiso.
May 2.	Lady Sybil	International Petroleum Co.	Talara.	May 3.	Natal	Past Asiatic Co.	Vancouver.
May 2.	Azov	International Petroleum Co.	Talara.	May 5.	United States Navy	United States Navy	Sea.
May 3.	Natal	East Asiatic Co.	Callao.	May 6.	Donver	United States Navy	Sea.

11 Tug and barges Nos. 49 and 50.

\*Other than ships passing through the Canal.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Volume XIV. Balboa Heights, C. Z., May 18, 1921. No. 40.

## Commodities in April.

Cargo passing through the Canal during the month of April has been classified by commodities, with the areas of origin and destination of the shipments, and is shown on pages 612-615, and 623. The data are as close to accuracy as has been possible with the use of the cargo declarations; but in addition to the figures shown, small shipments of the commodities included in the tables and of other commodities not listed separately, passed through under the designation of "general cargo."

The tables show the total of each commodity; next, under the heading "From," the origin of the shipments making up that total; and under the heading "To," show the distribution of the total among the several areas of destination.

## Length, Draft, and Beam of Commercial Vessels.

A classification of the commercial vessels passing through the Canal in April, by length, beam, and salt-water draft, shows the following:

	Atlantic to Pacific.	Pacific to Atlantic.	All vessels.	Per cent of all ships.
<i>Length.</i>				
Less than 100 feet.....	2	2	4	1.8
100 to 200 feet.....	4	.....	4	1.8
200 to 300 feet.....	16	17	33	14.5
300 to 400 feet.....	31	32	63	27.7
400 to 500 feet.....	62	54	116	51.1
Over 500 feet.....	3	4	7	3.1
Total ships.....	118	109	227	100.0
Aggregate length (feet).....	44,276.5	41,308.5	85,585.0	.....
Average length (feet).....	375.2	379.0	377.0	.....
<i>Beam.</i>				
Less than 30 feet.....	4	3	7	3.1
30 to 40 feet.....	13	11	24	10.6
40 to 50 feet.....	20	19	39	17.2
50 to 60 feet.....	72	66	138	60.8
60 to 70 feet.....	9	9	18	7.9
70 to 80 feet.....	.....	1	1	.4
Total ships.....	118	109	227	100.0
Aggregate beam.....	5,888.5	5,573.8	11,462.3	.....
Average beam.....	49.9	51.0	50.5	.....
<i>Draft.</i>				
Less than 15 feet.....	15	11	26	11.5
15 to 20 feet.....	28	23	51	22.5
20 to 25 feet.....	36	43	79	34.8
25 to 30 feet.....	36	29	65	28.6
30 to 35 feet.....	3	3	6	2.6
Total ships.....	118	109	227	100.0
Aggregate draft.....	2,565.9	2,362.4	4,928.3	.....
Average draft.....	21.7	21.7	21.7	.....

The ship of greatest length through the Canal during the month was the *San Fernando*, with a length of 530.4 feet, bound from Tampico to Singapore, and carrying 16,117 tons of fuel oil; this ship also had the greatest draft of any vessel through the Canal, 31.4 feet. The ship with the widest beam was the *Hawkeye State*, with a beam of 72.2 feet, bound from San Francisco to New York.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight May 14, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Coltic Prince	7	17 05	8	6 25	8	13 57	8	15 10	British	Prince Line, Limited.	449 0	57 3	28 5	New York.	Pt. Swetten'm.	General and oil.	9,000	8,699	6,208
La Brea	8	16 05	8	6 50	8	13 09	8	16 35	American.	Union Oil Co.	435 0	56 0	30 0	Pt. Lobos.	Los Angeles.	Crude oil.	10,129	7,405	5,158
Mobile City	8	17 59	8	6 35	8	16 18	8	17 25	American.	United States Steel Products Co.	395 5	55 0	28 0	New York.	Honolulu.	General.	8,525	7,285	5,256
Eurydamus	8	13 25	8	13 35	8	20 45	8	23 45	British	Alfred Holt & Co.	410 0	49 0	26 11	New York.	Yokohama.	General.	5,686	5,718	4,189
Amur Maru	9	11 50	9	12 10	9	20 35	9	20 41	Japanese.	Osaka Shosen Kaisha.	425 0	56 0	29 0	New York.	Kobe.	General.	1,231	7,901	5,629
Karamca	9	13 10	9	13 25	9	19 43	9	21 52	British	Shaw, Saville & Albion Co.	392 0	54 0	21 6	London.	Dunedin.	General.	1,000	7,106	4,373
Juna	9	13 30	9	6 07	10	13 10	10	14 25	British	Pacific Steam Navigation Co.	400 0	59 0	19 3	Valparaiso.	Valparaiso.	General.	2,460	6,936	4,395
Choyo Maru	9	14 23	10	6 15	10	14 04	12	14 00	Japanese.	Toyo Kisen Kaisha.	400 0	53 0	20 0	Philadelphia.	Kobe.	General.	3,180	6,186	4,457
Nauru.	9	15 15	10	6 15	10	15 53	10	17 10	American.	Barber Line (S. B.).	402 0	53 0	26 6	New York.	Chefoo.	Kerosene.	7,062	6,383	4,873
Los Angeles.	9	15 27	10	7 33	10	16 52	10	18 10	American.	Union Oil Co.	435 0	56 0	29 0	Pt. Lobos.	Los Angeles.	Crude oil.	11,000	7,380	5,195
Salvador	9	15 30	10	11 08	10	16 42	10	17 40	British	Pacific Steam Navigation Co.	215 0	33 0	13 6	Cristobal.	Champertoo.	Coal.	514	1,213	692
Eton	9	18 30	10	6 03	10	13 05	11	18 18	Peruvian.	Peruvian Steamship Line.	450 0	53 2	26 8	New York.	Callao.	General.	7,037	7,422	5,219
San Jose	5	20 17	11	6 03	11	13 05	11	17 22	American.	Pacific Mail Steamship Co.	283 0	37 0	21 5	Cristobal.	San Francisco.	General.	561	2,352	1,602
Santa Olivia	11	7 57	11	8 25	11	16 19	11	16 10	British	Atlantic & Pacific Steamship Co.	404 6	53 9	22 0	New York.	Callao.	General.	4,185	6,802	4,943
Acaju Ia.	4-30	15 10	11	8 50	11	15 17	11	16 10	British	Pacific Steam Navigation Co.	215 0	33 5	13 0	Cristobal.	Guayaquil.	General.	233	1,273	706
Caua	10	13 25	11	11 12	11	17 15	11	18 18	British	Pacific Steam Navigation Co.	246 0	35 0	15 0	Cristobal.	Corinto.	Ballast.	1,582	1,023	
S. C. 285	10	13 12	11	13 10	11	17 55	11	17 55	American.	United States Navy.	29 0	9 0	3 8	Cristobal.	Bahoa.			6	4
Affinity	8	13 35	12	6 03	11	8 18	12	13 08	American.	E. J. Hooper.	350 0	42 0	23 3	Cristobal.	Galun Lake.	General.	452	3,666	2,577
Palma	12	2 18	12	7 10	12	14 52	12	16 00	Chilian.	South American Steamship Line.	460 7	60 2	25 3	Cristobal.	Valparaiso.	Coal.	5,550	9,327	6,895
Orari	13	1 17	14	6 23	14	12 49	14	14 49	British	New Zealand Steamship Co.	206 0	36 0	13 7	Wellington.	Wellington.				
Annapolis	13	1 17	14	6 23	14	12 49	14	17 00	American.	United States Navy.	424 2	56 2	23 0	Philadelphia.	Bahoa.				
Noorderdijk	14	6 10	14	8 23	14	15 53	14	17 00	Dutch.	Holland-American Line.	470 0	58 0	17 0	Rotterdam.	San Francisco.	Ballast.		8,888	6,612
Takaoka Maru	14	12 55	14	13 10	14	20 11	14	21 15	Japanese	Nippon Yusen Kabushiki Kaisha	445 0	58 0	22 0	New York.	Shanghai.	General.	5,657		

\* Launch.

\* Training ship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Palma	7	16 00	8	6 43	8	13 35	12	6 10	Chilean.	Chilean Line.	350 0	42 1	19 1	Valparaiso.	Cristobal.	General.	1,146	3,666	2,577
Garfield	8	13 30	8	14 10	8	21 28	8	23 55	American.	W. R. Grace & Co.	299 4	45 0	18 6	Callao.	New York.	Sugar, ore, gen l.	2,600	3,228	2,010
West Camak	8	13 49	9	6 21	9	18 05	9	18 05	American.	Williams Dimond Co. (S. B.).	410 5	54 0	25 6	Portland.	Antwerp.	General.	6,539	6,622	4,880
Steel Ranger	8	3 15	9	7 37	9	15 00	9	18 09	American.	United States Steel Products Co.	424 2	56 2	23 0	Seattle.	New York.	Lumber, general.	6,962	7,539	5,448
Scioto	9	16 00	9	9 20	9	17 31	10	7 00	American.	United States Navy.	149 4	30 0		Bahoa.	Cristobal.				
Atchafalaya	9	9 35	9	10 24	9	19 59	10	14 55	British	White Star Line.	500 3	63 3	26 0	Wellington.	Southampton.	(i)	5,568	12,895	9,570
San Joaquin	9	11 30	9	12 16	9	20 15	10	12 25	Norwegian.	Wilhelm Wilhelmsen.	425 4	57 1	19 0	Tocopilla.	Tampico.	Ballast.	7,059	8,042	5,042

\* Tug.

\* Butter, cheese, meat, wool, fruit, etc.

	10	6	45	10	7	56	10	15	35	11	12	British	Pacific Steam Navigation Co.	246.0	35	2	12	6	Guyraquil	Cristobal	(*)	347	1,582	1,023
Cauca.....	4-18	13	44	10	8	00	10	15	12	11	13	American	United States Navy	119.0	16	0	0	Balboa	Balboa	(*)	6,400	11,053	7,894	
Maimoa.....	9	22	30	10	8	00	10	16	20	18	37	British	Shaw, Saville & Albion Co.	477.9	63	0	24	6	Wellington	London	(*)	6,400	11,053	7,894
West Nomen-tun.....	10	18	45	11	7	11	11	16	35	11	20	American	Sudden & Christensen (S. B.)	410.5	54	3	24	6	Portland	Belfast	(*)	6,518	6,583	4,914
Statesman.....	10	20	20	11	7	23	11	17	53	11	19	British	T. & J. Harrison	423.3	53	0	27	0	Vancouver	London	(*)	8,220	6,361	4,592
Dolphin.....	3-11	6	00	11	8	10	11	19	38	11	19	American	United States Navy	256.0	33	0	16	0	Balboa	Bocas del Toro	(*)	3,390	5,957	4,325
Santa Elisa.....	11	7	00	11	9	30	11	19	40	11	20	American	W. R. Grace & Co.	360.3	51	7	23	1	Valparaiso	New York	(*)	1,000	4,103	2,787
Woulrichem.....	11	3	30	11	11	37	11	21	50	11	20	American	Kennebec Steamship Co.	355.1	43	5	15	0	Hongkong	New York	(*)	7,700	6,577	4,954
Orani.....	3	0	45	11	13	27	11	23	25	12	7	American	Frank Waterhouse (S. B.)	402.4	53	1	26	0	Portland	Hamburg	(*)	6,732	5,667	4,220
Yalo.....	12	3	30	12	7	59	12	15	06	12	9	American	Wessell Duval & Co. (S. B.)	380.2	53	1	23	8	Tocopilla	New Orleans	(*)	9,216	6,529	6,019
Hanley.....	12	9	50	12	11	01	12	19	30	14	6	American	N. A. & Western S. Co. (S. B.)	440.0	56	0	25	0	Portland	New York	(*)	9,598	7,396	5,587
Asia.....	12	21	30	13	7	50	13	15	24	13	16	Danish	McCormick & McPherson (S. B.)	413.0	53	6	29	4	San Francisco	Naples	(*)	370	6,755	4,875
S. V. Harkness	13	7	40	13	8	44	13	16	30	13	19	American	Standard Oil Co.	419.4	57	2	19	0	San Francisco	Faya	(*)	4,871	9,009	6,779
Barina.....	13	6	00	13	9	21	13	17	00	13	17	British	Pacific Steam Navigation Co.	220.0	37	0	13	6	Champetico	Tampico	(*)	283	1,137	622
S. C. 285.....	11	17	35	13	6	50	13	12	35	13	12	American	United States Navy	116.0	16	0	0	0	Balboa	Cristobal	(*)	368	1,650	918
Cathlamet.....	13	16	30	14	6	36	14	13	20	14	15	American	U. S. & Australian Line (S. B.)	419.5	54	2	18	0	Melbourne	New York	(*)	370	6,755	4,875
Ruapehu.....	14	3	15	14	8	04	14	17	45	15	12	British	New Zealand Shipping Co.	437.3	58	2	24	8	Wellington	London	(*)	4,871	9,009	6,779
Maipoa.....	14	4	20	14	8	28	14	17	35	15	12	British	Pacific Steam Navigation Co.	220.0	34	1	11	3	Tumaco	Cristobal	(*)	283	1,137	622
Marticoa.....	14	13	45	14	14	25	14	21	35	15	12	Norwegian	Wilhelm Wilhelmsen	425.2	57	1	19	0	Antofagasta	Tampico	(*)	370	6,755	4,875

\* Gunboat.

° Coffee, cocoa, and general.

7 Cold storage and general.

8 Wheat, flour, and general.

9 Nitrate, copper, and general.

10 Nitrate of soda and potash.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.		For—	
		From—	Line.	Date.	Vessel.		Line.
May 8	Heredia	New Orleans via wayports.	United Fruit Co.	May 7	Camden	United Fruit Co.	Bocas del Toro.
May 9	Antillian	Liverpool via wayports.	Leyland Line.	May 8	Heredia	United Fruit Co.	Bocas del Toro.
May 10	Pastora	New York via Habana.	United Fruit Co.	May 9	Dowea	Curacao Shipping Co.	San Lorenzo.
May 11	Heredia	Bocas del Toro.	United Fruit Co.	May 9	Jan Van Nassau	Royal Netherlands W. I. Mail	Puerto Colombia.
May 11	San Blas	Boston.	United Fruit Co.	May 11	Gen. G. W. Goethals.	Panama Railroad Steamship Line.	New York via Haiti.
May 12	Matoupa	Fort-de-France.	French Line.	May 11	Antillian	Leyland Line.	New Orleans.
May 13	Leon XIII	Barcelona via wayports.	Spanish Line.	May 11	Pastores	United Fruit Co.	New York via Port Limon and Habana.
May 14	Atenas	New Orleans via Habana.	United Fruit Co.	May 11	Heredia	United Fruit Co.	New Orleans.
May 14	Camito	Port Limon.	Elders & Fyffes, Ltd	May 12	San Blas	United Fruit Co.	Port Limon.
				May 12	Panama	Panama Railroad Steamship Line.	New York.
				May 14	Camito	Elders & Fyffes, Ltd.	Kingston.

PORT OF BALBOA.

May 13	Sacramento	United States Navy	Sea.
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\*Other than ships passing through the Canal.





PACIFIC TO ATLANTIC.  
(Figures represent tons of 2,240 pounds.)

Commodity.	FROM—						TO—					
	Central America	West coast of Canada	Australasia	Far East.	West coast of United States.	West coast of South America.	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	Mexico.
Auto accessories.....					259		259					
Automobiles.....					17		16					
Balsam.....	1									1		
Bark.....												
Casaca.....					12		12					
Cinchona.....						20			20			
Peruvian.....					17			17				
Quillay.....					25		5		20			
Barley.....					10,225	1,927	10,147	2,005	2,005			
Beans and peas.....					1,091	382	891	149	2,208	10	364	
Beeswax.....			149				12					
Borax.....						1,004	10					
Borax.....	1,004								504			
Carao.....	1,279		6		56	1,217	344		500			
Canned goods:										929		
Fish.....					3,075		1,945		415			
Fruit.....		660			6,217	5	3,466		605		225	
Meat.....			5						70			
Milk.....			70		336	4			336			
Milk.....					1,452							
Vegetables.....					905		905					
Coffee.....	7,754	4,525			771	3,158	3,268		379	2,717		
Cold storage:												
Beef.....	6,878		6,878									
Butter.....	6,440		6,440									
Casain.....	237											
Cheese.....	6,901		6,901									
Glaxo.....	844											
Mutton.....	12,246		11,646									
Tallow.....	2,564				12	600	39		600			
Other.....	7,214	37	2,515									
Cocoa.....	3,629		2,808	703	600		703					
Corn.....	4,650				4,650	118	703		2,826			
Cotton, raw.....	693				323	310			4,650			
Crocker.....	12				12					8		
Earthenware.....	31											
Fertilizer.....	225				225							
Fireworks.....	61			61								
Flour.....	17,549				17,549		210		7,742			
Total.....	259				259		259					

Fruits.	1,442	331	1,101	10	1,111	331	425
Fresh.....	1,301	50	1,301	20	672	204	331
Dried.....	50	307	40	2	40	4	204
Gall nuts.....	20	4	40	67	300	6	191
Glue.....	40	88	22	43	88	2	2
Glycerine.....	307	300	22	7	1,203	300	67
Gum Kauri.....	4	10	43	20	6	4	16
Hair.....	191	19	20	312	43	19	4
Hardwoods.....	90	300	312	16	88	3	3
Hats.....	67	10	20	988	312	70	205
Hay.....	1,509	1	312	15	16	15	2
Hemp.....	20	5,716	17,623	2	16,960	5,766	338
Honey.....	22	58	3	5	8	58	275
Hops.....	60	373	705	25	373	25	680
Horns.....	20	111	970	10,725	8,272	500	100
Ink.....	312	709	762	102	762	4	3,622
Intusorial earth.....	16	576	69	5	4	102	4
Io-line.....	988	576	118,660	64,988	1,109	52,682	576
Ivory nuts.....	15	257	40	40	1,109	257	40
Leather.....	3	514	20,608	514	11,000	11,000	6,750
Liquors.....	23,339	1,422	1,422	8,259	7,964	96	199
Lumber.....	66	5,120	5,120	24	5,120	24	5,120
Manufactured goods:	705	6,750	276	1,309	850	459	459
Iron and steel.....	373	5	20	40	22	40	40
Machinery.....	111	634	20	6	276	5	6,750
Other.....	12,494	132	705	132	634	5	6
Metals:	102	241	373	208	373	231	9
Antimony.....	5	16	111	58	111	883	65
Copper.....	576	709	970	5	8,272	500	3,622
Lead.....	118,729	576	762	102	762	4	4
Tin.....	297	576	69	5	4	102	576
Others.....	297	257	118,660	40	64,988	1,109	52,682
Milk, powdered.....	514	514	20,608	514	11,000	11,000	6,750
Nitrate.....	20,608	1,422	1,422	8,259	7,964	96	199
Oats.....	1,422	5,120	5,120	24	5,120	24	5,120
Coconut.....	8,259	6,750	276	1,309	850	459	459
Refined.....	5,120	5	20	40	22	40	40
Vegetable.....	1,422	634	705	132	634	5	6
Ores:	1,309	241	1,422	208	373	231	9
Copper.....	40	16	111	58	111	883	65
Chrome.....	92	709	970	5	8,272	500	3,622
Gold and silver.....	6,750	576	762	102	762	4	4
Tin.....	276	576	69	5	4	102	576
Other.....	20	257	118,660	40	64,988	1,109	52,682
Peanuts.....	645	514	20,608	514	11,000	11,000	6,750
Phosphates.....	276	1,422	1,422	8,259	7,964	96	199
Porcelain.....	20	634	705	132	634	5	6
Rice.....	645	132	705	132	634	5	6
Rubber.....	132	241	1,422	208	373	231	9
Seeds, mustard.....	688	16	111	58	111	883	65
Skins and hides.....	688	16	111	58	111	883	65

(Continued on page 623, column 2.)

## Submarine Cruise.

Five of the O-boat submarines, part of the regular fleet stationed at the Coco Solo submarine base, sailed from Balboa on the 17th instant for a cruise extending to Callao, calling also at Guayaquil. The fleet is convoyed by the naval tug *Sciota*. The O-boats are in command of Lieut. Commander C. M. Hull of the Coco Solo submarine base.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending May 14, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jan Van Nassau.....	Royal Netherlands W. I. Mail.....	May 9.....	May 9.....		1,513
Salvador.....	Pacific Steam Navigation Co.....	May 10.....	May 10.....		450
San Jose.....	Pacific Mail Steamship Co.....	May 11.....	May 11.....		754
Gen. G. W. Goethals..	Panama Railroad Steamship Line..	May 11.....	May 11.....		1,800
Panama.....	Panama Railroad Steamship Line..	May 12.....	May 12.....		2,720
Palena.....	Chilean Line.....	May 8.....	May 12.....	1,146	457
Junin.....	Pacific Steam Navigation Co.....	May 9.....	May 10.....	26	( <sup>e</sup> )
Antillian.....	Leyland Line.....	May 9.....	May 11.....	566	14
Cauca.....	Pacific Steam Navigation Co.....	May 10.....	May 11.....	347	( <sup>e</sup> )
Pastores.....	United Fruit Co.....	May 10.....	May 11.....	321	1½
Heredia.....	United Fruit Co.....	May 11.....	May 11.....	5	5½
San Blas.....	United Fruit Co.....	May 11.....	May 12.....	12	( <sup>e</sup> )
Matouba.....	French Line.....	May 12.....	May 14.....	( <sup>e</sup> )	425
Barima.....	Pacific Steam Navigation Co.....	May 13.....	May 13.....	868	
Leon XIII.....	Spanish Line.....	May 13.....	May 13.....	636	
Camito.....	Elders & Fyffes, Ltd.....	May 14.....	May 14.....	10	½
Point Judith.....	Pacific Mail Steamship Co.....	May 14.....	May 14.....	136	
Jamaica.....	Pacific Steam Navigation Co.....	May 14.....	May 14.....	205½	

<sup>a</sup> No cargo discharged.

<sup>e</sup> No cargo laded.

## Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 14, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Borgland.....	Peter Olson.....	May 8.....	May 8.....	100	13
Palena.....	South American Steamship Line..	May 8.....	May 8.....	1	71
Cauca.....	Pacific Steam Navigation Co.....	May 10.....	May 10.....	7	
Salvador.....	Pacific Steam Navigation Co.....	May 10.....	May 10.....		2
San Jose.....	Pacific Mail Steamship Co.....	May 11.....	May 11.....		8
Cauca.....	Pacific Steam Navigation Co.....	May 11.....	May 11.....		7
Barima.....	Pacific Steam Navigation Co.....	May 13.....	May 13.....	1	
Jamaica.....	Pacific Steam Navigation Co.....	May 14.....	May 14.....	1	

## Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended May 16:

Steamships *Lake Gunn*, installing new set H. P. piston-rod packing on main engine; installing piston follower; truing-up piston and renewing studs on feed pump; *Lady Sybil*, docking, staging, and cleaning; scaling and painting bottom; renewing bilge cover boards in No. 2 hold; renewing approximately 20 feet of fender, port, forward end; annealing steering chains, and performing other miscellaneous deck department repairs; renewing brickwork in boilers where necessary; removing old and installing new donkey boiler; patching and renewing boiler, jacket-lagging, and lagging and jacketing new donkey boiler; renewing seats on direct-connected bilge pumps; repairing anchor windlass; Spanish cruiser *España*, docking, cleaning and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps, renewing suction and discharge lines to circulators; repairing ash hoist trunk; renewing discharge pipes on ash ejectors; manufacturing evaporator coils; manufacturing one boat boom; repairing and riveting torpedo net platform, and renewing miscellaneous eye pads and ringbolts on deck; examining rudder; overhauling sea valves

and zincs on hull; steamship *Azov*, docking, staging, and cleaning; painting bottom; grinding-in sea valves; repacking cargo tank valves; calking cargo tank and bunker bulkheads where necessary; examining tail shaft; renewing main engine rocker shaft brasses; overhauling air deflectors in furnace fronts; miscellaneous valve work on steam lines and service pumps; and miscellaneous deck work; tug *Miraflores*, docking, cleaning and painting bottom, repairing fenders and rail; launch *Taboga*, renewing exhaust pipe and fittings, renewing stem; recalcing hull and renewing copper sheathing as necessary; renewing sections of plank amidships where broken; renewing approximately 50 per cent of garboard strakes, port and starboard; renewing upper and lower fenders, port and starboard; renewing wood decking, beams, and covering board; renewing monkey rail, and performing other hull repairs; barges *No. 201*, renewing plates, fenders and deck on one corner where damaged; rebuilding stanchions on roof; *No. 137*, docking, staging, cleaning and painting bottom; cleaning and painting inside and out; renewing hopper sheathing and strongback sheathing; and rebuilding strongbacks and A-frames; overhauling operating gear; launch *Coco Solo*, renewing stem, repairing monkey rails and repairing copper sheathing; subchaser *No. 285*, docking, cleaning bottom, patching copper, calking leaks in bottom and recalcing deck; steamship *West Wind*, manufacturing and installing 12 soot blowers; launch *Chilibre*, repairing copper on hull; repairing rudder; steamship *Orani*, securing astern element in main turbine; truing-up buckets and rehabilitating bearings; rebricking port and starboard boilers.

The following vessels were at the Cristobal shops for repairs during the week ended May 16:

Steamship *Manavi*, rebore steam end of Weir's pump; dry dock, clean and paint; manufacture and install new funnel, etc.; motor ship *Anam*, clean and paint bottom; clean pistons and rings of main engines; examine same and renew as necessary; true-up main bearings, etc.; U. S. subchaser *No. 286*, dock and undock; clean bottom; examine all sea valves and repair as necessary; examine and repair bottom, etc.; steamship *Eastern Crown*, take down, examine, and renew, where necessary, high-pressure piston rod packing, etc.; clean and calibrate one vacuum gauge and four pressure gauges; refit spider and furnish one set of studs for line bilge pump, etc.; relieve and adjust heater control valve for feed pump; manufacture one gauge cock for line at main feed pump; renew packing and valve; supply 3 wheels for ash travelers, etc.; U. S. submarine *R-1*, repair, retin, and test 3 air compressor cooler coils; U. S. S. *Camden*, manufacture rings, pistons, glass lens, bolts, handle, etc.; barge *No. 116*, test all compartments, and stop leaks; repairs to A-frames, sheathing, fenders, etc.; derrick barge *No. 157*, repair hull, renew sheathing where necessary and paint; steamship *Barima*, U. S. submarine *R-2*, steamship *Leon XIII*, U. S. submarines *R-3*, *R-4*, steamship *Atenas*, U. S. submarine *R-8*, steamship *Hanley*, bark *C. D. Bryan*, U. S. S. *Sciota*, launch *Patrol*, dredge *No. 86*, tug *Favorite*, minor repairs.

### Notice to Mariners.—Obstructions to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 10, 1921.

CIRCULAR No. 643-83:

The following obstructions to navigation have been reported by radio:

(a) On May 8, 1921 (6.22 p. m.), the master of the steamship *Steel Mariner* reports having passed, while in latitude 7° 2' North, longitude 81° 56' West, a large log about 70 feet long and 8 feet in diameter and partly submerged.

(b) On May 8, 1921 (10.30 a. m.), the master of the same vessel reports having passed, while in latitude 7° 2' North, longitude 81° 9' West, another log about 60 feet long and 5 feet in diameter. Both dangerous to navigation.

(c) On May 8, 1921 (5 p. m.), the master of the steamship *Tairoa* reports having passed, while in latitude 5° 35' North, longitude 81° 45' West, a partly submerged wreck about 100 feet long, dangerous to navigation.

(d) On May 9, 1921 (6.30 a. m.), the master of the steamship *Labrea* reports having passed, with Mariato Point bearing northeast, 5 miles off, a large tree about 60 feet long and partly submerged with roots protruding above the water, dangerous to navigation.

JAY J. MORROW,  
Governor.

**Notice to Mariners.—Obstruction to Navigation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 12, 1921.

CIRCULAR NO. 643-84:

The master of the steamship *Cauca* reports by radio having passed at 12.45 p. m., on May 7, while in latitude  $1^{\circ} 15'$  North, longitude  $79^{\circ} 32'$  West, a large tree trunk about 60 feet long with one end protruding from the water and resembling a sail, and visible at a distance of about 5 miles, very dangerous to navigation.

JAY J. MORROW,  
*Governor.*

**Executive Order.—Addition to Quarry Heights Military Reservation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 3, 1921.

CIRCULAR NO. 601-119:

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

JAY J. MORROW,  
*Governor.*

WHEREAS Executive Order No. 3386, dated January 21, 1921, setting apart and describing an addition to the Quarry Heights Military Reservation incorrectly described the location of monument No. 12, as "on the contour of 150 feet elevation" when the same should have been described "on the contour of 325 feet elevation."

NOW, THEREFORE, said Executive Order is hereby amended to read as follows:

The area of land hereinafter described, situated in the Canal Zone, is hereby set apart and assigned to the uses and purposes of a military reservation under the jurisdiction of the Secretary of War, as an addition to and to be administered as a part of the Quarry Heights Reservation heretofore set apart by Executive Order No. 3202 of December 22, 1919; but said area shall be subject to the civil control and jurisdiction of the Governor of the Panama Canal, in conformity with the Panama Canal Act.

The boundaries of the said addition to Quarry Heights Reservation are described as follows:

The point of beginning is a brass plug in a concrete monument #10, which is N.  $1^{\circ} 51' W.$ , 711.4 feet, more or less, from Ancon triangulation station; the coordinates of Ancon station are Lat.  $8^{\circ} 57'$  plus 2572.76 feet, Long.  $79^{\circ} 33'$  plus 883.66 feet; thence

1. S.  $76^{\circ} 6' E.$ , 833 feet, more or less, to a brass plug in a concrete monument #11; thence

2. N.  $12^{\circ} 40' W.$ , 645 feet, more or less, to concrete monument #12, which monument is on the contour of 325 feet elevation; thence

3. In a northwesterly direction following the 325-foot contour to concrete monument #13, which monument is on the extreme northern point of the 325-foot contour; thence

4. In a general southerly direction following the 325-foot contour to the intersection with the old boundary line between monument #9 and monument #10, this intersection being marked by concrete monument #14; thence

5. S.  $75^{\circ} 58' E.$ , 382.6 feet to monument #10 which is the point of beginning.

Monuments #10, #11, and #9 are the same as used in Executive Order of December 22, 1919, in describing the boundary of Quarry Heights Reservation.

All bearings refer to the true meridian.

WARREN G. HARDING.

THE WHITE HOUSE,  
April 8, 1921.

(NOTE—The Order of January 21, 1921, mentioned in the above Executive Order was not published as a Panama Canal Circular.)

**Midnight Train Discontinued.**

Effective on Wednesday, June 1, train No. 101, leaving Colon at 11.15 p. m., daily except Saturday, will be discontinued.

**Removal of Washington Office, The Panama Canal.**

In accordance with instructions issued by the Public Building Commission, which has full control over all Government owned and rented buildings in the District of Columbia, the Washington Office of The Panama Canal has removed from its old quarters at the Mills Building, 1709 G Street, N. W., to quarters assigned in the Old Land Office Building, 7th and E Streets, N. W. Employees going on leave, who contemplate calling at the Washington Office, should bear this in mind.

**Weather Conditions in April, 1921.**

The rainfall for the month was generally below normal everywhere except at Monte Lirio, Gatun, Brazos Brook, and Colon. Totals ranged from 0.42 inch at Culebra to 7.43 inches at Colon.

The greatest amount of precipitation recorded on any one day was 4.93 inches at Monte Lirio on the 21st.

The estimated rainfall over Gatun Lake watershed was 3.25 inches, compared with a 11-year mean of 4.62 inches; over the Chagres River watershed area above Alhajuela it was 3.65 inches, compared with a 20-year mean of 4.55 inches.

The air temperature was below the normal at Balboa Heights, Alhajuela, and Gatun, and above at Gamboa and Colon. The atmospheric pressure was above normal at both entrances of the Canal, while the relative humidity and temperature of the sea water were below the normal.

The daytime cloudiness was below normal on the Pacific side and above on the Atlantic. Wind movement was generally above normal and the evaporation was above the average everywhere except over the Gatun Lake surface at Gatun.

One light fog was observed at Gatun station, which lifted by 7.15 a. m.

No seismic disturbances were recorded during the month.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake, 83.10 feet; maximum, 83.78 feet on the 1st; minimum, 83.57 feet on the 30th; evaporation from Gatun Lake surface, 6.019 inches; rainfall on Gatun Lake drainage basin, 3.25 inches; total yield of Gatun Lake watershed was 0.93 inch and amounted to 29 per cent of the rainfall.

Climatological conditions at the representative 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 with 0.01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.
Balboa Heights . . .	29.858	81.1	93	Apr. 29	70	Apr. 20	77.5	1.19	3.00	5	6,587	N.W.	26	N.W.	Apr. 20
Colon . . . . .	29.874	81.8	88	Apr. 9	74	Apr. 12	77.5	7.43	4.35	16	10,899	N.	23	N.	Apr. 19
Gatun . . . . .	30.4	89	89	Apr. 19	72	Apr. 13	....	4.69	5.59	14	6,450	N.	26	N.	Apr. 9
Gamboa . . . . .	81.4	92	92	Apr. 23	71	Apr. 13	....	1.16	3.57	12	5,006	N.E.	26	N.E.	Apr. 19

\* And 18.

**June Weather Probabilities.**

The following weather conditions may be expected in the Canal Zone during the month of June, 1921. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 14 and 16 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 13.35 inches and at Balboa Heights, 7.44 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 of temperature is about 14° F. on the Pacific side and about 9° F. on the Atlantic side. No material departure from these averages may be expected. The extremes of record are 95° F. and 70° F., 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 1921* 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.				
W	1	5:33	11:47	6:11	.....	S	11	1:21	7:37	1:54	7:57	Tu	21	4:18	10:28	4:25	10:50
		4.1	13.1	3.8	.....			0.1	16.0	1.5	15.4			14.9	2.0	15.2	0.7
Th	2	0:14	6:28	12:39	7:05	S	12	2:18	8:31	2:56	8:56	W	22	4:58	11:05	5:04	11:26
		12.3	3.8	13.8	3.0			0.9	15.5	2.1	14.6			14.9	2.0	15.0	0.9
F	3	1:06	7:24	1:24	7:56	M	13	3:20	9:32	4:02	10:02	Th	23	5:36	11:42	5:43	.....
		13.1	3.2	14.6	2.1			1.7	14.9	2.4	13.9			14.8	2.2	14.7	.....
S	4	1:53	8:15	2:08	8:44	Tu	14	4:23	10:39	5:08	11:16	F	24	0:02	6:15	12:20	6:20
		13.9	2.4	15.4	1.1			2.3	14.6	2.6	13.6			1.4	14.7	2.6	14.3
S	5	2:39	9:03	2:52	9:29	W	15	5:26	11:43	6:03	.....	S	25	0:40	6:52	1:00	6:57
		14.8	1.5	16.1	0.1			2.7	14.5	2.5	.....			1.9	14.4	3.1	13.8
M	6	3:24	9:49	3:38	10:12	Th	16	0:23	6:27	12:47	7:09	S	26	1:19	7:28	1:45	7:34
		15.5	0.8	16.6	-0.6			13.7	2.9	14.7	2.2			2.6	14.1	3.6	13.2
Tu	7	4:12	10:33	4:26	10:56	F	17	1:19	7:25	1:33	8:04	M	27	2:03	8:08	2:34	8:18
		16.1	0.3	16.8	-1.0			14.0	2.8	15.0	1.8			3.2	13.7	4.0	12.7
W	8	5:01	11:19	5:17	11:41	S	18	2:08	8:19	2:24	8:53	Tu	28	2:52	8:50	3:29	9:04
		16.4	0.1	16.8	-1.0			14.3	2.6	15.2	1.3			3.8	13.4	4.3	12.2
Th	9	5:52	12:06	6:09	.....	S	19	2:54	9:06	3:06	9:34	W	29	3:47	9:44	4:27	10:07
		16.5	0.3	16.6	.....			14.6	2.3	15.3	0.9			4.2	13.2	4.3	12.0
F	10	0:28	6:44	12:57	7:02	M	20	3:36	9:48	3:47	10:14	Th	30	4:44	10:46	5:24	11:20
		-0.6	16.4	0.3	16.1			14.7	2.1	15.3	0.7			4.3	13.3	4.0	12.3

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 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.

### Roosevelt.

A copy of what is known as the best photograph of Theodore Roosevelt has been presented to The Panama Canal by Underwood & Underwood of New York, and will hang in the Board Room of the Administration Building at Balboa Heights among pictures of Canal construction and preconstruction days. The photograph is 22 x 27 inches, appropriately mounted in a fumed oak frame.

**Boys! Protect the Trees!**

The cooperation of the boys of the Canal Zone is requested in protecting trees and shrubbery from damage.

A few days ago some children used a hatchet on a lime tree on the Prado at Balboa, and nearly killed the tree. Some other children have broken limbs of the wild almond trees on Cruces Avenue, and yet others have damaged the mango trees near the Cable office on the Balboa Road.

Every boy in the Canal Zone is requested to use his influence in stopping such practices. The trees belong to the boys as much as to anyone; and the boys should help to protect their own property.

**Rates at Hotel Aspinwall, Taboga.**

BOARD AND LODGING.

Nonemployees:

Adults.....	per day..	\$3.50
Adults, week or month's stay.....	per day..	2.50
Children under 2 years of age.....		Free
Children, 2 to 5 years, inclusive.....	per day..	1.00
Children, 2 to 5 years, week or month's stay.....	per day..	.80
Children, over 5 years, under 12 years.....	per day..	1.75
Children, over 5, under 12 years, week or month's stay.....	per day..	1.25

Employees:

Adults.....	per day..	2.75
Adults, week's stay.....	per day..	2.00
Adults, month's stay.....	per mo..	54.00
Children, under 2 years.....		Free
Children, 2 to 5 years, inclusive.....	per day..	.75
Children, 2 to 5 years, week or month's stay.....	per day..	.60
Children, 6 years and under 12 years.....	per day..	1.25
Children, 6 years and under 12, week or month's stay.....	per day..	1.00

For employee's family of 4 paying members, or more, staying at the hotel at the same class of rate, a reduction of 10 per cent is allowed, not including servants.

Servants:

For nonemployees.....	per day..	1.50
For employees.....	per day..	1.25

The above rates apply to Class B rooms.

Front rooms on the second floor of the main building or second floor of the annex are classed as "Class A" rooms, and an additional charge of 25 cents a day for each person occupying a bed in one of these rooms is made.

Temporary bedrooms are classed as "Class C," and a deduction of 25 cents a day from above rates will be made for an occupant of a bed in these rooms.

**Deceased Employee.**

The estate of the following deceased employee of The Panama Canal is now in process of settlement, and any claims against this estate, 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. This name will be published but once:

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Ira Smith.....	54952	Jamaica.....	Colon.....	Supply Department....	May 9, 1921.

**Postal and Cable Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

## Official Circulars.

### Reduction of Force.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 12, 1921.

#### HEADS OF DEPARTMENTS AND DIVISIONS:

Complaints have reached this office that form 494 "Notification of Reduction of Force" is not in all cases being used as the official notification of an employee's discharge on account of reduction of force, and that in other cases the form when issued is not accompanied by a copy of form 194 by means of which the discharged employee applies for steamship transportation.

It is important that both of these forms should be furnished to each gold employee who is to be discharged on account of reduction of force, because of the instructions contained therein relative to the procedure to be followed in order to procure his final pay and steamship reservation.

JAY J. MORROW,  
Governor.

### Building Division Abolished.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 14, 1921.

#### CIRCULAR NO. 660-52:

Effective June 1, 1921, the Building Division will be abolished and the construction and repair of all buildings and like structures now being performed by that division will be transferred to the Supply Department where it will be in charge of a Constructing Quartermaster.

Such organization and plant of the Building Division that may be required by the Constructing Quartermaster will also be transferred on that date.

Mr. J. B. Fields will be Constructing Quartermaster.

JAY J. MORROW,  
Governor.

### Vehicle Traffic Regulations.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 18, 1921.

#### CIRCULAR NO. 717-3 (superseding Circulars 717 and 717-2).

By virtue of the authority conferred on me by Section 1 of the Executive Order of April 14, 1921, relating to licensing of vehicles, road rules, use of lights, tags, and signals, and speed regulations in the Canal Zone, published as Panama Canal Circular No. 601-120, the following rules and regulations are hereby prescribed, effective June 1, 1921.

1. No traction engine, steam roller, road engine, hauling machine, trailer, automobile truck, motor vehicle or other vehicle, shall be operated on or over any of the metaled roads or streets of the Canal Zone, the face of the wheels, rollers or treads of which are fitted with flanges, ribs, clamps, cleats, lugs, or spikes, without application having first been made to the Executive Secretary and special written authority therefor secured, which shall be given only after inspection of the vehicle by a representative of the Municipal Engineering Division and after advice by him that such vehicle has been so equipped as to operate over the roads and streets of the Canal Zone without damage to such roads and streets: *Provided*, That this section shall not be construed to prohibit the operation of pneumatic-tired vehicles using tire chains.

2. *Town limits*—The following town limits are prescribed:

(a) *Ancon-Balboa*—That area lying within the line beginning at the junction of Tivoli Avenue and Gaillard Highway at the Canal Zone-Pana-

ma boundary line, running to and along the Panama Railroad main line to a point just opposite the north end of house No. 34-X, thence southwest to the north end of dock No. 19, thence along the shore line to its intersection with the Canal Zone-Panama boundary line, and thence along the said boundary line to the point of beginning.

(b) *Corozal*—All streets and roads connective with Gaillard Highway and lying within the area beginning at the Diablo railroad crossing and extending north on the said highway to its intersection with Miraflores Road.

(c) *Fort Clayton*—All streets and roads connective with Gaillard Highway and lying within the area beginning at the Cardenas River bridge and extending north on the said highway to the transformer house.

(d) *Pedro Miguel*—All streets and roads connective with Gaillard Highway and lying within the area beginning at a point on said highway 150 feet south of Red Tank colored school (house No. 553) and extending north on the said highway to a point 150 feet north of Pedro Miguel railroad station.

(e) *Paraiso*—All streets and roads connective with Gaillard Highway and lying within the area beginning at the south end of Paraiso railroad station and extending north on the said highway to a point 150 feet north of Paraiso colored school (house No. 381).

(f) *Gatun*—All streets and roads connective with Bolivar Highway and lying within the area beginning at the south end of Gatun railroad station and extending north on the said highway to the first concrete culvert north of Fort Davis athletic field.

(g) *Cristobal*—That area lying within the line beginning at the intersection of the Canal Zone-Panama boundary line with the shore line at Folk's River and running along the said boundary line to its intersection with the shore line of Limon Bay, thence along the said shore line to the railroad bridge over the old French Canal, thence easterly to the East Diversion bridge on Bolivar Highway, thence northerly along the East Diversion to Folk's River, and thence along the shore line of Folk's River to the point of beginning.

3. *Parking of vehicles*—(a) Parking of vehicles is prohibited at all times at the following places where appropriate notice reading "No Parking" is displayed by signboard or on road surface:

Entrances to public buildings,  
On any roads and streets.

(b) Parking of vehicles without lights is prohibited at the following-named places between 6 p. m. and 6 a. m.:

Mamei Place from San Blas Place to Ancon Boulevard.

Tivoli Avenue from Gorgas Road to Gaillard Highway.

Fourth of July Avenue from Gorgas Road to Balboa Road.

Ancon Boulevard from Tivoli Avenue to Gorgona Road.

Gorgona Road from Ancon Boulevard to Balboa Prado.

Corozal Road from Canal Zone boundary at Corundu River to junction with Gaillard Highway.

Balboa Road from Fourth of July Avenue to Diablo Road.

Diablo Road from Balboa Road to Gaillard Highway.

Gaillard Highway from Tivoli Avenue to the southern limit of Fort Clayton.

Gaillard Highway from the northern limit of Fort Clayton to the southern limit of Pedro Miguel.

Gaillard Highway from the northern limit of Pedro Miguel to Gamboa.

Bolivar Highway from 14th Street, Cristobal, to the northern limit of Gatun.

Randolph Road from its intersection with Bolivar Highway to entrance to Fort Randolph.

(c) Parking of vehicles is permitted at all time and without lights on or at the following-named streets and places, as indicated by appropriate notices:

ANCON-BALBOA.

Administration Building, Balboa Heights.  
Balboa Railroad Station.  
Docks 17 and 19.  
Dock 15.  
Balboa clubhouse.  
Gorgas Road near Ancon post office.  
Gorgas Road at Ancon hospital entrance.  
Porto Bello Street at Poinciana Plaza.  
Mamei Place at Poinciana Plaza.  
Ancon clubhouse.  
Hotel Tivoli.

CRISTOBAL.

West side of commissary.  
Boliva Street, south of Masonic Temple.  
East side of Roosevelt Avenue at Terminal Building.

West side of Broad street south of clubhouse.  
4. *One-way streets and roads*—Gorgas Road from Sosa Place to hospital main entrance. No vehicle of any kind will be permitted to use this road in the direction from Panama to the top of the hill except such vehicles as it may be necessary to admit to the grounds on hospital business. Passenger automobiles will be permitted to pass through the hospital grounds from the top of the hill toward Panama provided the engines are cut off and no unnecessary noise in made while passing through the grounds. Trucks, motorcycles, or horse-drawn vehicles will not be permitted to use the road in either direction unless they have business within the hospital grounds. The entrance to the hospital grounds will be indicated by suitable signs. The entrance from the Panama side is just beyond the steps leading to the hospital administration building.

Sosa Place from Darien Place to Gorgas Road.  
Culebra Road from Gorgas Road to house No. 284.

Approach and exit to and from Hotel Tivoli.  
Frangipani Street from Porto Bello Street to Ancon Boulevard.

Prospect Street from Heights Road to Quarry Road.

Quarry Road from Prospect Street to Heights Road.

Gorgona Road from the head of Balboa Prado to Morgan Avenue.

North side of Balboa Prado from Balboa Road to dispensary.

Pier 18 approach from Balboa Road to pier entrance.

Dock 17 from pier 18 entrance to dock 16.

Approach and exit to and from Administration Building.

Approaches and exits to and from Balboa railroad station.

5. Any person violating these regulations will be subject to prosecution, and upon conviction, may be punished by fine not to exceed \$25, or by imprisonment in jail not to exceed 30 days, or by both such fine and imprisonment, in the court's discretion, as provided by the Act of Congress approved August 21, 1916.

JAY J. MORROW,  
Governor.

Sale of Tug "Sanidad."

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened for the purchase of the tug *Sanidad*. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

Sale of Barge No. 222.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened, for the purchase of steel barge *No. 222*. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

Commodity.	From—										To—			
	Total.	West coast of Central America.	West coast of Canada.	Australasia.	Far East.	West coast of United States.	West coast of South America.	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	Mexico.	
Sugar.....	8,379	38				5,400	2,941	7,711	630		38			
Talc.....	27					27		27						
Tea.....	144			144				144						
Tobacco.....	155			114	41			121						
Vegetables.....	135			11,869	4,890	135	1,168	135						
Wheat.....	39,108			8,085	135	21,151	1,168	26,810						
Wood, dye.....	20			281	5,043	4,413	3,751	8,189						
Wool.....	16,384					19,264	258	23,033						
General.....	24,965	119						1,443						
Totals.....	406,812	4,906	7,270	79,973	16,045	141,129	157,489	174,811	128,077	93,818	8,562	589	955	

PACIFIC TO ATLANTIC—Continued from page 615.  
(Figures represent tons of 2,240 pounds.)

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., May 14, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon request of the addressees. Request for forwarding may be made by telephone, calling No. 182 Balboa:

Aischleman, Ernest	McKenn, R. T.; Box
Boucher, Miss Mabel	651.
Bowen, Edgar A.	Mixon, E. E.
Beese, Theodore, c/o	Morlock, William (3)
Henry A. Grove	Nowatney, Will W.
Cavanaugh, Frank	Olsen, Earl, Box 56.
Clendaniel, Miss Annie	Overton, Fred
Cudlipp, Dr. Ralph L.	Pierce, Jacob
Cueto, Miss Aura	Ruman, C. G.
Franchie, A. V. W.	Samson, Wilfred G.
Garza, Daniel P.	Smith, Benj. R., Box
Gertlin, Maurice	825.
Howard, L. D., Box 199	Suarez, Miss Ethlin
Hunter, O. R.	Thompson, W. G., Box
Jones, Charles Mack (4)	735
McIntosh, Noel	Williams, Mrs. Kate,
McIntyre, E. J.	Box 179 (2).

**Empty Barrels for Sale.**

Address inquiries to Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z.

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**April Rainfall for Three Years.**

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921.
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa . . . . .	6.32	3.54	1.90	3.82	23	7
Balboa Heights . . . . .	6.43	3.02	1.19	3.00	23	5
Miraflores . . . . .	5.79	3.60	1.91	4.08	13	2
Pedro Miguel . . . . .	6.58	5.08	1.17	4.25	14	3
Rio Grande . . . . .	6.44	1.30	.61	3.34	17	6
<i>Central section:</i>						
Culebra . . . . .	7.41	1.20	.42	3.62	81	5
Camacho . . . . .	8.52	1.81	.58	3.46	15	5
Empire . . . . .	7.52	1.51	.65	3.40	17	6
Gamboa . . . . .	7.02	1.48	1.16	3.57	40	12
Juan Mina . . . . .	13.62	1.46	2.38	4.03	11	8
Alhajuela . . . . .	9.06	.83	.96	3.54	22	13
Vigia . . . . .	10.02	.64	1.41	3.39	13	6
Frijoles . . . . .	10.07	.06	4.87	4.61	10	....
Trinidad . . . . .	6.34	1.13	2.16	4.60	14	11
Monte Lirio . . . . .	11.66	.08	6.63	5.40	14	12
<i>Atlantic section:</i>						
Gatun . . . . .	12.04	.14	4.69	5.59	17	14
Brazos Brook . . . . .	12.48	.35	5.28	5.24	15	13
Colon . . . . .	10.95	1.72	7.43	4.35	51	16
Porto Bello . . . . .	30.21	2.67	6.61	7.73	10	25
Bocas del Toro . . . . .	7.22	3.06	6.04	7.93	13	20

**Additions to Commissary Stock.***Dry Goods Section.*

Hose, women's, white combed lisle, pr. .... \$0.37

*Grocery Section.*

Cleanser, "Sunbright," 14-oz. tin . . . . . .08  
 Starch, Tiger, 1s carton . . . . . .08  
 Vermicul, tin . . . . . .1.33

**COMMISSARY NOTES.****Chinaware.**

A large shipment of Steubenville china in all of the patterns now carried in the commissaries has just been received and distributed to the line stores.

**Books.**

Books received:

"Morning, Noon, and Night," "In Paths of the Wind," "The Road to Everywhere," all by Glen Ward Dresbach.

**Alligator Pears.**

Alligator pears from the Frijoles plantation are now on sale in the commissaries. These are shipped directly to the stores and care is exercised in the gathering of the fruit so that only well-matured pears are offered.

**Sheet Music.**

A shipment of sheet music consisting of selections from current musical productions in the United States and of other numbers which are meeting with much favor at present, placed on sale recently, moved rapidly. Many good pieces are still available for purchase.

**Price Reductions—Shirts.**

Sweeping reductions in the prices of shirts were made effective as of May 12. Included in the numbers affected were the best qualities carried. An evening dress shirt, formerly retailed at \$3.30, is now available at \$2.25. A fine quality white chevot for outing wear has been reduced from \$3.65 to \$3, and there are offered at \$3.45 imported striped madras shirts, some of which formerly sold for as high as \$5.40. Other shirts in corded madras, striped percale, soisette, and flannel may also be obtained at comparatively low figures.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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

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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV.

Balboa Heights, C. Z., May 25, 1921.

No. 41.

## Spanish Battleship "España."

The Spanish battleship *España* is now in Balboa dry dock undergoing repairs to hull where damaged when she grounded off the coast of Chile as described in an article in THE PANAMA CANAL RECORD of April 27, 1921.

Upon docking the battleship it was found that the damage to the bottom extends from frames 18 to 92, a distance of approximately 150 feet, the shell plating, frames, and tank tops being badly dented and distorted. The outer plating was badly holed from frames 22 to 36, approximately 8 to 10 feet each side of the center line of the ship, with smaller holes on the port side from frames 48 to 56 and on the starboard side from frames 58 to 76. The last two mentioned localities are farther from the center line and much smaller in extent.

Temporary repairs made by divers consisted of driving wooden wedges through all the holes, temporary water-tightness being secured by using canvas, tallow, and powdered charcoal. Concrete was poured in the wake of the damage and in several cases carried up above the tank top. Wooden shoring and temporary steel bracing was installed from the tank top to the deck above in the wake of the worst damage, which was approximately under No. 1 magazine and anchor windlass and engine. The above work was done in southern waters shortly after the accident and it appears to have been very well performed.

The Mechanical Division is now engaged in cutting out the damaged shell plating, framing, and tank tops, and removing the cement. Due to the break in butts, it is necessary to remove work beyond the localities mentioned and described in the damage, so that actually the ship will be opened up to a certain extent from frames 10 to 96 on the starboard side and from frames 14 to 65 on the port side. Shell plates will be removed on the starboard side up to and including G strake at the after extremity of the damage, and to and including D strake on the port side at the afterend of the damaged section in this locality. The inner bottom will require complete renewal from frames 22 to 36 and approximately 50 per cent of the inner bottom plating will require renewal aft of this point.

Only a few of the present frames, both Z-bars and angles, will be repaired and replaced. The bulk of the frames are so badly distorted as to require renewals up to points which will carry them beyond the damaged section and allow making butts without in any way weakening the structural strength of the ship.

The vertical keel, intercostals, and floors are badly crumpled, so that only a very small percentage of these members can be reused.

When the ship grounded the force of the impact was transmitted through stanchions to two decks above, resulting in bulging the deck, on which the anchor windlass engine and vertical shaft are located, to such an extent that the machinery was thrown out of line and

rendered almost inoperative. On disassembling the gear and crankshaft of the engine some distortion has been found in this machinery, which has made it necessary to do considerable shopwork before it can be properly lined up.

Incident to the hull damage a considerable amount of piping, such as bilge and ballast system, vent, sounding and filling lines, and sluice valves will require extensive repairs.

Advantage is being taken of the time required for repairs to the hull damage to clean and paint the bottom and top sides of the ship, renew hull zincs and repair fairwaters on propeller shaft struts, overhaul sea valves, overhaul rudder, rebuild one ash hoist trunk, manufacture one boat boom, repair and rivet the torpedo net platform, and to perform miscellaneous repairs of a minor nature in the engineering department, the principal items of which are renewing section of the bottom and surface blow lines and ash ejector discharge pipes, manufacturing evaporator coils, overhauling valve gear on one pump and renewing water end plugs on 6 pumps, repairing circulating water discharge line to auxiliary condenser, repairing salt water suction line to lubricating oil-cooling pump, and installing valves on feed and filter tanks.

### CANAL WORK IN APRIL.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of April, 1921:

BALBOA HEIGHTS, C. Z., May 14, 1921.

*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, 1921:

#### CANAL TRAFFIC.

The total number of vessels and craft of all kinds through the Canal as compared with the preceding month, and with the corresponding month of last year, was as follows:

	April, 1921.	March, 1921.	April, 1920.
Commercial vessels .....	227	255	235
United States Government vessels .....	27	37	9
Launches (under 10 tons) .....	9	11	2
Total vessels and craft .....	263	303	246

#### COMMERCIAL TRAFFIC.\*

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months shows the following:

Panama Canal net tonnage:		
April, 1921 .....		955,503
March, 1921 .....		1,112,818
April, 1920 .....		822,471
Average month, for the past year .....		945,576
Registered gross tonnage:		
April, 1921 .....		1,203,087
March, 1921 .....		1,417,220
April, 1920 .....		1,050,481
Average month, for the past year .....		1,205,952
Registered net tonnage:		
April, 1921 .....		757,576
March, 1921 .....		917,441
April, 1920 .....		674,565
Average month, for the past year .....		767,164

\* Commercial traffic includes all vessels of 10 tons or more transiting the Canal, with the exception of vessels owned by the United States Government, or chartered by the Government to carry Government supplies.

Tolls earned:		
April, 1921.....		\$927,977.09
March, 1921.....		1,105,536.55
April, 1920.....		805,571.50
Average month, for the past year.....		936,219.21
Tons of cargo carried:		
April, 1921.....		907,613
March, 1921.....		1,084,563
April, 1920.....		867,521
Average month, for the past year.....		993,425

Ocean-going commercial vessels passing through the Canal averaged 7.6 ships per day. The average tonnage, tolls, and tons of cargo carried, per commercial vessel, as compared with last month's traffic, were as follows:

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,397	3,624
Panama Canal net tonnage.....	4,209	4,364
Registered gross tonnage.....	5,299	5,557
Registered net tonnage.....	3,337	3,597
Tolls.....	\$4,088.01	\$4,335.44
Tons of cargo (all vessels).....	3,998	4,645
Tons of cargo (laden vessels only).....	4,561	4,844

#### TOLLS PAID PER CARGO TON BY NATIONALITY OF VESSELS.

The average rate of tolls paid on each ton (2,240 pounds) of cargo passing through the Canal from the Atlantic to the Pacific was \$0.98 per ton, and from the Pacific to the Atlantic the rate was \$1.07 per ton, with a general average of \$1.02 per ton. The average rate paid per cargo ton by nationality of vessels is shown in the following statement:

	Atlantic to Pacific.	Pacific to Atlantic.	General average.
British.....	\$1.03	\$1.19	\$1.09
Chilean.....	1.86	32.81	3.53
Danish.....	2.44	.73	.91
Dutch.....	3.56	.78	1.27
Finnish.....		.70	.70
French.....	8.86	.69	.93
German.....	.88		.88
Italian.....		6.99	6.99
Japanese.....	.76	.96	.86
Norwegian.....	.73	.88	.78
Peruvian.....	3.18	.82	1.17
Russian.....		.69	.69
Swedish.....	( <sup>1</sup> )	.47	1.19
United States.....	.91	1.18	1.02
Average rate, all ships, April.....	.98	1.07	1.02
Average rate, all ships, March.....	.97	1.05	1.00
Average rate, all ships, February.....	.94	.97	.96

<sup>1</sup> Tolls paid but no cargo carried southbound.

In the computation of the rate of tolls paid per ton of cargo through the Canal, as shown in the above table, tolls paid on warships, passenger ships, yachts, and other noncargo-carrying vessels have been eliminated, but tolls paid on cargo-carrying ships passing through the Canal in ballast have been included. The difference in the rate of tolls paid per cargo ton by ships of various nationalities is due to the fact that some ships passed through the Canal in ballast, others but partially loaded, while others were carrying capacity cargoes.

The lowest rate of tolls paid per cargo ton by any vessel passing through the Canal during the month, was a rate of 42 cents, paid by the steamship *Herakles*, flying the Norwegian flag, bound from Antofagasta to Philadelphia, and carrying 8,040 tons of nitrate, on which tolls of \$3,382.50 were assessed.

#### COMMODITY STATISTICS.

A classification of all cargo passing through the Canal, by commodities, giving the origin and destination of same, has been previously compiled, and was published in THE PANAMA CANAL RECORD, under date of May 18, 1921. A brief summary of the principal items is given herewith.

## CARGO PASSING FROM ATLANTIC TO PACIFIC.

Commodity.	Tons.	Per cent of total cargo.	
		This month	Last month
Oils:			
Crude.....	112,257	} 32.0	35.0
Refined.....	48,126		
Manufactured goods:			
Iron and steel.....	78,645	} 20.5	16.0
Machinery and railroad equipment.....	16,169		
Other.....	7,205		
Coal and coke.....	39,915		
Sugar.....	25,216	5.0	6.0
Metals.....	15,396	3.0	0.5
Sulphur.....	7,850	1.5	2.0
Cement.....	5,412	1.0	1.0
Tobacco.....	3,880	0.7	0.5
Other and general.....	140,730	28.3	25.0

## CARGO PASSING FROM PACIFIC TO ATLANTIC.

Nitrate.....	118,729	30.0	31.0
Wheat.....	39,108	10.0	13.0
Cold storage.....	43,924	11.0	5.0
Lumber.....	23,339	6.0	5.0
Oil, refined.....	20,608	5.0	5.0
Wool.....	16,384	4.0	1.0
Flour.....	17,549	4.0	3.0
Ore (copper, 8,259 tons).....	14,752	3.5	0.5
Metals (copper, 12,494 tons).....	13,478	3.0	4.0
Canned goods.....	12,729	3.0	2.0
Barley.....	12,152	3.0	4.0
Sugar.....	8,379	2.0	2.0
Other and general.....	65,681	15.5	24.5

## UNITED STATES COASTWISE TRAFFIC.

Included in the April traffic were 33 vessels, engaged in the United States coastwise trade, combining an aggregate Panama Canal net tonnage of 160,401, and carrying 153,790 tons of cargo. Of these vessels, 19 passed from the Atlantic to the Pacific with a total Panama Canal net tonnage of 92,033 and carrying 94,484 tons of cargo; and 14 passed from the Pacific to the Atlantic, with a total Panama Canal net tonnage of 68,368, and carrying 59,306 tons of cargo. Tolls on the above vessels aggregated \$159,708.74.

## UNITED STATES SHIPPING BOARD VESSELS.

Twenty-five vessels under the control of the United States Shipping Board passed through the Panama Canal during the month. Of these vessels, 13 passed from the Atlantic to the Pacific, with a total Panama Canal net tonnage of 61,176, and carrying 60,231 tons of cargo; and 12 passed from the Pacific to the Atlantic, with a total Panama Canal net tonnage of 56,049, and carrying 52,908 tons of cargo. The tolls on the above vessels aggregated \$114,752.18.

## TRADE ROUTES.

Statements attached to this report show the origin and destination of all cargo passing through the Panama Canal as nearly as the same can be segregated from the data available (see pages 644 and 645). Below is given a summary of the traffic passing over the principal trade routes, showing the number of vessels, their Panama Canal net measurement, and the amount of cargo carried. The vessels shown as in ballast represent cargo-carrying ships only, warships, tugs, etc., not being included as "ballast."

Trade routes.	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
United States coastwise.....	19	92,033	94,484		
East coast of United States to west coast of South America.....	14	46,937	45,949		
East coast of United States to Far East.....	12	65,424	80,674		
Europe to west coast of South America.....	12	46,786	24,944	1	2,252
Cristobal to west coast of South America.....	10	14,021	3,908	1	69

Trade routes.	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Atlantic to Pacific—Continued.</i>					
East coast of United States to Australasia.....	9	48,315	65,621		
Europe to Australasia.....	8	51,238	31,792	2	11,161
East coast of Mexico to west coast of South America.....	5	25,777	46,368		
Europe to west coast of United States.....	5	24,706	10,284	1	4,618
Europe to west coast of Canada.....	3	9,110	5,413	2	5,102
East coast of South America to west coast of United States.....	3	7,727	6,032	2	3,553
Cristobal to west coast of United States.....	3	6,215	1,664		
Mexico to west coast of United States.....	2	10,903	20,500		
West Indies to Far East.....	2	8,289	14,145		
Canada to Australasia.....	2	9,532	9,150		
East coast of South America to west coast of South America.....	2	2,101	639		
Cristobal to Central America.....	2	1,610	1,067		
Miscellaneous trade routes.....	5	21,782	38,167		
Totals.....	118	492,506	500,801	9	26,755
Totals for March, 1921.....	140	613,591	636,579	5	10,168
Totals for April, 1920.....	110	407,968	398,568	23	79,250
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States.....	24	83,069	90,765	4	14,939
United States coastwise.....	14	68,368	59,306	2	10,982
Australasia to Europe.....	12	81,786	69,692		
West coast of South America to Europe.....	10	47,192	60,516		
West coast of South America to Cristobal.....	10	16,677	5,356		
West coast of United States to Europe.....	9	40,491	63,763		
Far East to east coast of United States.....	6	29,756	11,303	1	4,841
West coast of United States to east coast of Mexico.....	5	26,880	955	4	21,720
West coast of South America to east coast of Mexico.....	4	21,025		4	21,025
West coast of Canada to Europe.....	3	16,267	22,827		
West coast of United States to Cristobal.....	2	3,756	1,994		
West coast of Central America to Cristobal.....	2	1,610	940		
Miscellaneous trade routes.....	8	26,120	19,395	4	11,756
Totals.....	109	462,997	406,812	19	85,263
Totals for March, 1921.....	115	499,227	447,984	21	113,649
Totals for April, 1920.....	110	414,503	468,953	15	56,825

LATIN-AMERICAN TRAFFIC.

The number of vessels, tonnage, and tons of cargo carried by the vessels, engaged in the Latin-American trade, classified by nationality, were as follows:

ATLANTIC TO PACIFIC.

Nationality.	No. of vessels	Tonnage.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	18	49,765	62,739	78,737	50,688	\$62,206.25	80,048
British.....	20	45,549	58,375	76,209	46,451	56,943.73	55,572
Norwegian.....	8	22,579	25,915	34,587	21,857	26,724.83	36,647
Dutch.....	3	8,001	13,050	12,825	8,032	10,001.25	2,807
Peruvian.....	3	4,737	7,597	12,307	6,510	5,020.19	1,577
Japanese.....	2	7,447	8,289	10,593	7,332	9,308.75	14,145
French.....	1	3,566	4,081	5,681	3,600	4,447.50	503
Danish.....	1	3,127	4,090	4,950	3,163	3,908.75	3,000
Chilian.....	1	1,811	3,182	3,798	2,272	2,263.75	1,214
German.....	1	1,118	1,361	2,064	1,182	1,397.50	1,600
Totals.....	58	147,700	188,679	241,751	151,087	182,232.50	197,113
March, 1921.....	67	199,703	240,486	315,677	200,306	247,013.95	296,193
April, 1920.....	66		203,096	265,248	170,689		135,203

PACIFIC TO ATLANTIC.

United States.....	21	64,629	77,092	103,249	63,902	\$63,262.88	21,220
British.....	22	52,624	64,791	86,306	52,361	62,424.18	60,851
Japanese.....	5	16,718	20,030	25,616	16,496	20,717.90	35,454
Norwegian.....	4	13,640	16,658	21,517	13,551	13,294.91	12,442

## PACIFIC TO ATLANTIC—continued.

Nationality.	No. of vessels	Tonnage.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
French.....	2	6,881	7,907	10,857	6,951	\$8,601.25	11,620
Peruvian.....	2	2,719	5,345	9,020	4,517	3,398.75	4,163
Italian.....	1	4,495	4,659	5,940	3,905	5,590.80	800
Russian.....	1	3,375	3,940	5,236	2,398	4,218.75	6,119
Dutch.....	1	3,320	5,466	5,248	3,762	4,150.00	3,700
Finnish.....	1	2,031	2,025	2,215	2,070	2,430.00	3,490
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	69
Danish.....	1	1,523	1,492	1,955	1,208	1,790.40	945
Totals.....	62	173,766	212,587	280,957	173,393	192,143.57	160,873
March, 1921.....	73	223,131	270,585	350,342	224,200	241,370.51	200,937
April, 1920.....	69	.....	218,294	280,151	177,460	.....	243,899

CLASSIFICATION OF COMMERCIAL TRAFFIC.<sup>1</sup>

A statement of this month's commercial traffic, classified (1) according to the nationality of the various ships passing through the Panama Canal, and (2) segregating laden and unladen vessels, is shown in the following tabulations:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number and nationality of commercial vessels passing through the Canal:			
British.....	46	34	80
Chilean.....	1	1	2
Danish.....	2	4	6
Dutch.....	3	2	5
Finnish.....	.....	1	1
French.....	1	3	4
German.....	1	.....	1
Italian.....	.....	1	1
Japanese.....	6	9	15
Norwegian.....	8	5	13
Peruvian.....	3	2	5
Russian.....	.....	1	1
Swedish.....	1	1	2
United States.....	46	45	91
Totals, April, 1921.....	118	109	227
Totals, March, 1921.....	140	115	255
Totals, April, 1920.....	110	110	220
United States equivalent net tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	156,312	119,397	275,709
Chilean.....	1,811	1,811	3,622
Danish.....	7,694	15,208	22,902
Dutch.....	8,001	8,180	16,181
Finnish.....	.....	2,031	2,031
French.....	3,566	9,145	12,711
German.....	1,118	.....	1,118
Italian.....	.....	4,495	4,495
Japanese.....	25,839	34,214	60,053
Norwegian.....	22,579	15,877	38,456
Peruvian.....	4,737	2,719	7,456
Russian.....	.....	3,375	3,375
Swedish.....	3,468	2,248	5,716
United States.....	162,443	154,848	317,291
Totals, April, 1921.....	397,568	373,548	771,116
Totals, March, 1921.....	514,468	409,841	924,309
Totals, April, 1920.....	341,330	340,328	681,658
Panama Canal net tonnage of ships passing through the Panama Canal by nationality:			
British.....	195,139	144,544	339,683
Chilean.....	3,182	3,182	6,364
Danish.....	8,708	17,502	26,210
Dutch.....	13,050	11,534	24,584

<sup>1</sup> Commercial traffic includes all ocean-going vessels transiting the Canal excepting vessels owned or chartered by the United States Government.

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Panama Canal net tonnage of ships passing through the Panama Canal by nationality—Continued.			
Finnish.....		2,025	2,025
French.....	4,081	10,840	14,921
German.....	1,361		1,361
Italian.....		4,659	4,659
Japanese.....	27,837	40,544	68,381
Norwegian.....	25,915	20,425	46,340
Peruvian.....	7,597	5,345	12,942
Russian.....		3,940	3,940
Swedish.....	5,346	4,089	9,435
United States.....	200,290	194,368	394,658
Totals, April, 1921.....	492,506	462,997	955,503
Totals, March, 1921.....	613,591	499,227	1,112,818
Totals, April, 1920.....	407,968	414,503	822,471
Registered gross tonnage of ships passing through the Panama Canal by nationality:			
British.....	243,485	179,469	422,954
Chilean.....	3,798	3,798	7,596
Danish.....	10,923	22,410	33,333
Dutch.....	12,825	12,899	25,724
Finnish.....		2,215	2,215
French.....	5,681	14,420	20,101
German.....	2,064		2,064
Italian.....		5,940	5,940
Japanese.....	35,953	53,017	88,970
Norwegian.....	34,587	25,177	59,764
Peruvian.....	12,307	9,020	21,327
Russian.....		5,236	5,236
Swedish.....	5,788	3,767	9,555
United States.....	248,407	249,901	498,308
Totals, April, 1921.....	615,818	587,269	1,203,087
Totals, March, 1921.....	784,748	632,472	1,417,220
Totals, April, 1920.....	521,017	529,464	1,050,481
Registered net tonnage of commercial ships passing through the Panama Canal by nationality:			
British.....	151,401	111,752	263,153
Chilean.....	2,272	2,272	4,544
Danish.....	7,748	14,913	22,661
Dutch.....	8,032	8,558	16,590
Finnish.....		2,070	2,070
French.....	3,600	9,244	12,844
German.....	1,182		1,182
Italian.....		3,905	3,905
Japanese.....	24,242	33,367	57,609
Norwegian.....	21,857	15,772	37,629
Peruvian.....	6,510	4,517	11,027
Russian.....		2,398	2,398
Swedish.....	4,300	2,865	7,165
United States.....	159,997	154,802	314,799
Totals, April, 1921.....	391,141	366,435	757,576
Totals, March, 1921.....	506,842	410,599	917,441
Totals, April, 1920.....	338,932	335,633	674,565
Tolls levied against commercial ships passing through the Panama Canal, by nationality:			
British.....	\$194,172.74	\$144,315.55	\$338,488.29
Chilean.....	2,263.75	2,263.75	4,527.50
Danish.....	7,334.00	18,890.40	26,224.40
Dutch.....	10,001.25	10,225.00	20,226.25
Finnish.....		2,430.00	2,430.00
French.....	4,457.50	11,431.25	15,888.75
German.....	1,397.50		1,397.50
Italian.....		5,590.80	5,590.80
Japanese.....	31,745.40	42,587.90	74,333.30
Norwegian.....	26,724.83	16,091.16	42,815.99
Peruvian.....	5,020.19	3,398.75	8,418.94
Russian.....		4,218.75	4,218.75
Swedish.....	4,335.00	2,810.00	7,145.00
United States.....	203,053.75	173,217.87	376,271.62
Totals, April, 1921.....	490,505.91	437,471.18	927,977.09
Totals, March, 1921.....	635,165.10	470,371.45	1,105,536.55
Totals, April, 1920.....	399,716.09	405,855.41	805,571.50

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Tons of cargo carried by commercial ships passing through the Panama Canal, by nationality:			
British	188,852	121,400	310,252
Chilean	1,214	69	1,283
Danish	3,000	25,756	28,756
Dutch	2,807	13,161	15,968
Finnish		3,490	3,490
French	503	16,453	16,956
German	1,600		1,600
Italian		800	800
Japanese	41,568	44,557	86,125
Norwegian	36,647	18,184	54,831
Peruvian	1,577	4,163	5,740
Russian		6,119	6,119
Swedish		6,000	6,000
United States	223,033	146,660	369,693
Totals, April, 1921	500,801	406,812	907,613
Totals, March, 1921	636,579	447,984	1,084,563
Totals, April, 1920	398,568	468,953	867,521
A further classification of above vessels showing laden and unladen ships:			
Cargo ships, laden	109	90	199
Cargo ships, ballast	8	19	27
Cargo ship, unladen, excess fuel	1		1
Total commercial vessels	118	109	227
Net tonnage of above, Panama Canal net measurement:			
Cargo ships, laden	465,751	377,734	843,485
Cargo ships, ballast	20,940	85,263	106,203
Cargo ship, unladen, excess fuel	5,815		5,815
Total Panama Canal net tonnage	492,506	462,997	955,503
Tolls paid on above ships:			
Cargo ships, laden	\$468,661.45	\$375,858.05	\$844,519.50
Cargo ships, ballast	15,693.21	61,613.13	77,306.34
Cargo ship, unladen, excess fuel	6,151.25		6,151.25
Total tolls, commercial ships	490,505.91	437,471.18	927,977.09
Motor ships through the Canal	4	6	10
Net tonnage of above, Panama Canal measurement	9,917	17,292	27,209
Sailing vessels through the Canal	1	1	2
Net tonnage of above, Panama Canal measurement	\$54	2,025	2,879
Cargo carried by commercial vessels	500,801	406,812	907,613
Tolls levied, cargo ships only	\$490,505.91	\$437,471.18	\$927,977.09
Average tolls per ton of cargo <sup>1</sup>	\$0.98	\$1.07	\$1.02
Average tolls per ton of cargo <sup>2</sup>	.92	.92	.92

<sup>1</sup> Including cargo-carrying ships in ballast.

<sup>2</sup> Including laden vessels only.

#### CLASSIFICATION OF NONCOMMERCIAL TRAFFIC.<sup>1</sup>

The following statement shows the tonnage of, and amount of cargo carried by United States Government vessels through the Canal during the month of April, 1921. This traffic passes through the Canal free of tolls; if tolls had been assessed against these vessels at commercial rates, the amounts collected would have been as indicated below.

There is also included in this statement the number and tonnage of launches through the Canal, together with tolls collected thereon. Although paying tolls they are included in the noncommercial traffic, being small nonseagoing vessels under 10 tons net measurement.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States Navy vessels:			
Submarines	1	4	5
Subchasers	5	4	9
Collier	1		1

<sup>1</sup> Vessels, barges, tugs, launches, etc., in the service of The Panama Canal are not included in this statement of traffic.

	Atlantic to Pacifc.	Pacific to Atlantic.	Total.
<b>United States Navy vessels—Continued.</b>			
Destroyer.....		1	1
Supply ship.....	1		1
Vessels with naval supplies.....	4	1	5
<b>Total naval vessels.....</b>	<b>12</b>	<b>10</b>	<b>22</b>
<b>United States Army vessels:</b>			
Mine planters.....	1	1	2
Launches.....	2	1	3
<b>Total Army vessels.....</b>	<b>3</b>	<b>2</b>	<b>5</b>
<b>Tonnage of above vessels:</b>			
<b>Displacement tonnage—</b>			
Naval vessels.....	20,130	4,396	24,526
<b>Panama Canal net tonnage—</b>			
Naval vessels.....	2,564		2,564
Army vessels.....	423	53	476
Vessels with naval supplies.....	15,867	6,930	22,797
<b>Cargo carried by above vessels:</b>			
Navy vessels..... tons	13,900		13,900
Vessels with naval supplies..... tons	21,314		21,314
<b>Total cargo through Canal free of tolls.....</b>	<b>35,214</b>		<b>35,214</b>
<b>Tolls that would accrue from above, computed at rates for commercial vessels:</b>			
Naval vessels.....	\$11,788.85	\$2,198.00	\$13,986.85
Army vessels.....	305.16	38.46	342.62
Vessels with naval supplies.....	16,229.70	4,989.60	21,219.30
<b>Total.....</b>	<b>28,323.71</b>	<b>7,226.06</b>	<b>35,549.77</b>
<b>Launches through the Canal.....</b>	<b>5</b>	<b>4</b>	<b>9</b>
Net tonnage of above, Panama Canal measurement.....	24	6	30
<b>Tolls collected on above.....</b>	<b>\$26.20</b>	<b>\$4.50</b>	<b>\$30.70</b>

## STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal are shown in the following tabulations:

	Cristobal.	Balboa.	Total.
<b>Vessels passing through the Canal:</b>			
Commercial.....	118	109	227
United States Government.....	15	12	27
Launches (under 10 tons).....	5	4	9
<b>Total vessels and craft.....</b>	<b>138</b>	<b>125</b>	<b>263</b>
<b>Tonnage of above vessels:</b>			
<b>Commercial—</b>			
Panama Canal net.....	492,506	462,997	955,503
<b>United States Government—</b>			
Panama Canal net.....	18,854	6,983	25,837
Displacement tonnage.....	20,130	4,396	24,526
<b>Launches—</b>			
Panama Canal net.....	24	6	30
<b>Cargo carried by above vessels:</b>			
Commercial..... tons	500,801	406,812	907,613
United States Government..... tons	35,214		35,214
<b>Total cargo through the Canal..... tons</b>	<b>536,015</b>	<b>406,812</b>	<b>942,827</b>
<b>Deck cargo included in the above..... tons</b>	<b>97</b>	<b>2,206</b>	<b>2,303</b>
<b>Vessels entering port but not transiting Canal:</b>			
Number entering.....	56	6	62
Number clearing.....	57	6	63
<b>Registered gross tonnage of above:</b>			
Entering.....	286,375	21,743	308,118
Clearing.....	271,462	21,743	293,205
<b>Registered net tonnage of above:</b>			
Entering.....	175,200	14,094	189,294
Clearing.....	165,961	14,094	180,055

	Cristobal.	Balboa.	Total.
<b>Vessels transiting Canal and handling passengers or cargo at port:</b>			
Number entering.....	47	38	85
Number clearing.....	44	38	82
<b>Registered gross tonnage of above:</b>			
Entering.....	197,588	148,558	346,146
Clearing.....	192,349	148,558	340,907
<b>Registered net tonnage of above:</b>			
Entering.....	119,738	87,262	207,000
Clearing.....	116,893	87,262	204,155
<b>All vessels entering and clearing at Canal ports, including those transiting the Canal:</b>			
Number entering.....	282	239	521
Number clearing.....	279	237	516
<b>Registered gross tonnage of above:</b>			
Entering.....	1,526,535	1,278,195	2,804,730
Clearing.....	1,501,564	1,244,950	2,746,514
<b>Registered net tonnage of above:</b>			
Entering.....	955,977	799,486	1,755,463
Clearing.....	942,047	781,854	1,723,901
Transit cargo arriving.....	944,482	925,882	1,870,364
Transit cargo clearing.....	943,150	911,764	1,854,914
Local cargo arriving.....	33,815	25,807	59,622
Local cargo shipped.....	2,319	215	2,534
Cargo received for transshipment.....	15,073	312	15,385
Cargo transhipped.....	14,877	50	14,927
<b>Cargo handled by Receiving and Forwarding Agency, Panama Railroad:</b>			
Received..... tons..	32,318	6,191	38,509
Dispatched..... tons..	22,224	587	22,811
Rehandled..... tons..	2,038	478	2,516
Stevored..... tons..	25,341	1,175	26,516
<b>Vessels supplied with bunker coal:</b>			
Commercial, other than Panama Railroad.....	77	10	87
Panama Railroad vessels.....	4		4
United States Army vessels.....	3	1	4
Total vessels supplied with coal.....	84	11	95
<b>Coal supplied to above vessels:</b>			
Commercial, other than Panama Railroad..... tons..	27,090	1,751	28,841
Panama Railroad vessels..... tons..	567		567
United States Army vessels..... tons..	88	64	152
Total coal supplied to vessels..... tons..	27,745	1,815	29,560
<b>Coal issues, miscellaneous:</b>			
Panama Canal departments..... tons..	918	507	1,425
Panama Railroad departments..... tons..	211	139	350
United States Army, excepting vessels..... tons..	93		93
Individuals and companies..... tons..	386		386
Total coal furnished from Panama Canal deposits..... tons..	29,353	2,461	31,814
Coal on hand, May 1, 1921..... tons..	177,018	22,107	199,125
Coal on hand, April 1, 1921..... tons..	206,371	24,568	230,939
<i>United States Navy coal account.</i>			
Issued to United States Navy, including vessels..... tons..	870	1,519	2,389
Coal on hand, May 1, 1921..... tons..	64,564	19,151	83,715
Coal on hand, April 1, 1921..... tons..	53,326	8,672	61,998
Coal received during April, 1921..... tons..	12,108	11,998	24,106
<b>Vessels supplied with fuel oil from Panama Canal tanks:</b>			
Fuel oil supplied to above vessels..... bbls..	554		554
<b>Fuel oil issues, miscellaneous:</b>			
To Panama Canal departments..... bbls..	7,606	19,490	27,096
To Panama Railroad departments..... bbls..	597		597
To Army and Navy..... bbls..	343	300	643
Total issues..... bbls..	9,100	19,790	28,890
Fuel oil on hand, May 1, 1921..... bbls..	106,308	46,962	153,270
Fuel oil on hand, April 1, 1921..... bbls..	115,408	66,752	182,160
<b>Diesel oil issues during the month:</b>			
Diesel oil on hand, May 1, 1921..... bbls..	53,156	1,026	54,182
Diesel oil on hand, April 1, 1921..... bbls..	53,366	1,051	54,417
Fuel oil pumped for individuals and companies at 4 cents per barrel..... bbls..	220,315	138,411	358,726
Miscellaneous transfers..... bbls..	1,914	743	2,657
Total oil handled..... bbls..	231,539	158,969	390,508

	Cristobal.	Balboa.	Total.
<b>Vessels furnished with commissary supplies:</b>			
Commercial .....	144	76	220
Panama Railroad vessels .....	9	2	11
United States Government vessels .....	10	12	22
<b>Total vessels furnished supplies .....</b>	<b>163</b>	<b>90</b>	<b>253</b>
<b>Commissary sales to commercial vessels:</b>			
Ice .....	\$3,079.30	\$717.15	\$3,796.45
Wholesale groceries .....	5,093.00	1,470.84	6,563.84
Cold storage .....	26,696.52	9,418.74	36,115.26
Laundry .....	3,403.89	550.16	3,954.05
Miscellaneous .....	1,309.43	745.75	2,055.18
<b>Total .....</b>	<b>39,582.14</b>	<b>12,902.64</b>	<b>52,484.78</b>
<b>Commissary sales to Panama Railroad vessels:</b>			
Ice .....	\$97.20	\$4.80	\$102.00
Wholesale groceries .....	499.04	130.35	629.39
Cold storage .....	4,006.11	497.05	4,503.16
Laundry .....	1,699.63		1,699.63
Miscellaneous .....	690.57	49.22	739.79
<b>Total .....</b>	<b>6,992.55</b>	<b>681.42</b>	<b>7,673.97</b>
<b>Commissary sales to United States Government vessels:</b>			
Ice .....	\$218.70	\$215.70	\$434.40
Wholesale groceries .....	219.98	3,642.08	3,862.06
Cold storage .....	3,335.89	13,376.22	16,712.11
Laundry .....	473.91		473.91
Miscellaneous .....	394.92	369.58	764.50
<b>Total .....</b>	<b>4,643.40</b>	<b>17,603.58</b>	<b>22,246.98</b>
<b>Total commissary sales to all vessels:</b>			
April, 1921 .....	\$51,218.09	\$31,187.64	\$82,405.73
March, 1921 .....	58,474.24	45,476.62	103,950.86
April, 1920 .....	84,651.14	36,512.64	121,163.78
<b>Admeasurement certificates:</b>			
United States equivalent issued or made .....	37	4	41
Measured for Panama Canal .....	19	7	26
United States equivalent or Panama Canal corrected .....	28	10	38
<b>Services of harbor equipment:</b>			
Tugs, total operating hours .....	572	343	915
Launches, total operating hours .....	1,700	1,242	2,942
<b>Vessels repaired at Panama Canal shops:</b>			
<b>Commercial—</b>			
Steamships .....	35	13	48
Schooners .....	2		2
Battleship (Spanish) .....		1	1
Motorship .....	1		1
<b>Total .....</b>	<b>38</b>	<b>14</b>	<b>52</b>
<b>United States Government—</b>			
Steamers .....	3	5	8
Submarines .....		4	4
Subchasers .....		2	2
Army transport .....	1		1
Tugs .....	3	1	4
Dredge .....	1		1
Mine planter .....	1		1
Launches .....	7	1	8
<b>Total .....</b>	<b>16</b>	<b>13</b>	<b>29</b>
<b>Total vessels repaired at Canal shops .....</b>	<b>54</b>	<b>27</b>	<b>81</b>
<b>Services to American vessels:</b>			
Crews shipped .....	2		2
Crews paid off .....	2		2
Shipping articles written .....	2		2
Marine note of protest noted .....	23	1	24
Marine notes of protest extended .....	1		1
<b>Services to American seamen:</b>			
Seamen shipped .....	154	98	252
Seamen paid off .....	123	60	183
Seaman deceased .....		1	1
Seamen deserted .....	8	1	9
Seamen lodged and subsisted .....	13	37	50
Seamen repatriated .....	11	23	34

	Cristobal.	Balboa.	Total.
Wages of American seamen:			
Total amount of wages earned.....	\$36,049.35	\$3,634.72	\$39,684.07
Deductions approved by Deputy Shipping Commissioner.....	14,277.43	722.86	15,000.29
Balance due seamen.....	21,771.92	2,911.86	24,683.78
Paid to seamen.....	17,529.57	2,376.37	19,905.94
Received on deposit for seamen.....	4,242.35	535.49	4,777.84
Clearances issued.....	145	126	271
Bills of health issued.....	153	126	279
<i>Movemen't of passengers.</i>			
Disembarking at Canal ports:			
First class—			
From Atlantic ports.....	889	1	890
From Pacific ports.....	269	184	453
Total, first class.....	1,158	185	1,343
Other than first class—			
From Atlantic ports.....	801	1	802
From Pacific ports.....	75	54	129
Total, other than first class.....	876	55	931
Total disembarking at Canal ports.....	2,034	240	2,274
Embararking from Canal ports:			
First class—			
For Atlantic ports.....	1,628	1	1,629
For Pacific ports.....	142	153	295
Total, first class.....	1,770	154	1,924
Other than first class—			
For Atlantic ports.....	864		864
For Pacific ports.....	66	79	145
Total, other than first class.....	930	79	1,009
Total embarkark from Canal ports.....	2,700	233	2,933
Remaining on board vessels:			
First class—			
Bound from Atlantic to Pacific ports.....	326	362	688
Bound from Pacific to Atlantic ports.....	671	920	1,591
Bound from Atlantic to Atlantic ports.....	603		603
Total, first class.....	1,600	1,282	2,882
Other than first class—			
Bound from Atlantic to Pacific ports.....	357	429	886
Bound from Pacific to Atlantic ports.....	556	604	1,160
Bound from Atlantic to Atlantic ports.....	91		91
Total, other than first class.....	1,004	1,033	2,037
Total remaining on board.....	2,604	2,315	4,919
Total passengers arriving.....	4,638	2,555	7,193
Total passengers departing.....	5,304	2,548	7,852
Arrivals in excess of departures.....		7	
Departures in excess of arrivals.....	666		
Net excess of departures.....			659

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of April, 1921, in comparison with that of the preceding month, and of the corresponding month of last year.

## NUMBER OF LOCKAGES.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	107	111	218	6	5	11	229
Pedro Miguel.....	109	120	229	19	23	42	271
Miraflores.....	109	120	229	14	17	31	260
Total lockages, April, 1921.....	325	351	676	39	45	84	760
Total lockages, March, 1921.....	332	418	750	45	50	95	845
Total lockages, April, 1920.....	305	307	612			77	689

## NUMBER OF VESSELS PUT THROUGH LOCKS.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	115	127	242	21	20	41	283
Pedro Miguel.....	112	123	235	52	49	101	336
Miraflores.....	112	123	235	37	40	77	312
Total vessels, April, 1921.....	339	373	712	110	109	219	931
Total vessels, March, 1921.....	354	449	803	109	111	220	1 023
Total vessels, April, 1920.....	337	346	683	.....	.....	183	866

Noncommercial vessels through the locks were classified as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy equipment.....	25	26	28
Canal equipment.....	16	75	49
Total noncommercial vessels.....	41	101	77

The consumption of water for lockages, loss in leakage, and for maintenance, is shown in the following tabulation:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	886,560,000	789,570,000	772,270,000
Leakage.....	25,000,000	11,800,000	59,000,000
Maintenance.....	.....	36,550,000	1,580,000
Total consumption, April, 1921.....	911,560,000	837,920,000	822,850,000
Total consumption, March, 1921.....	990,900,000	919,450,000	908,450,000
Total consumption, April, 1920.....	783,780,000	795,050,000	765,720,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was generally below normal everywhere except at Monte Lirio, Gatun, Brazos Brook, and Colon; the heavy rainfall over the Atlantic Coast on the 21st being responsible for the excess in that section. Totals in the Canal Zone and vicinity ranged from 0.42 inch at Culebra to 7.43 inches at Colon. The greatest amount of precipitation recorded on any one day was 4.93 inches at Monte Lirio on April 21.

The estimated rainfall over the Gatun Lake watershed area was 3.25 inches, as compared with a 11-year mean of 4.62 inches; over the Chagres River watershed area above Alhajuella, it was 3.65 inches, as compared with a 20-year mean of 4.55 inches.

The discharge of the Chagres River at Alhajuella was 540 c. f. s., being 49 per cent below the 20-year April mean of 1,052 c. f. s., and furnished 49 per cent of the Gatun Lake total yield. The maximum momentary discharge was 1,300 c. f. s. at elevation 91.50 feet on the 22d and 23d, and the minimum flow was 364 c. f. s. on several dates. There were no rises of any consequence during the month.

The Gatun Lake watershed total yield was 1,105 c. f. s., being 46 per cent below the 11-year April mean of 2,031 c. f. s. The maximum total yield recorded for the month of April was 6,263 c. f. s. in 1915, while the minimum total yield was 328 c. f. s. in 1920. The net yield for the month was 244 c. f. s. The lake varied in elevation from 83.78 feet on the 1st to 82.57 feet on the 30th. A decrease in storage of 5.45 billion cubic feet occurred during the month, which is the maximum storage depletion for the month of April since the existence of Gatun Lake.

The draft on the lake for lockages and power was 2,282 c. f. s. as compared with 2,394 c. f. s. for last month and 1,244 c. f. s. for April, 1920. The ratio of water used for power and lockages was 2.53 to 1. The consumption of 1,636 c. f. s. at the hydroelectric plant is the highest on record for the month of April. There were no spillway operations during the month.

Gamboa pumping plant and the Brazos Brook reservoir drew 42 and 43.3 million cubic feet, respectively, from the lake, and 37,000,000 cubic feet were transferred through Pedro Miguel Locks for the maintenance of Miraflores Lake surface elevation.

Miraflores Lake varied from a maximum elevation of 53.60 feet on the 6th to a minimum elevation of 52.67 feet on the 19th, averaged 53.19 feet, and ended at 53.51 feet midnight the 30th.

There were no seismic disturbances recorded during the month.

Temperature records for the month of April are given below:

Station.	Maximum.	Minimum.	Monthly mean.
Balboa Heights.....	93	70	81.1
Gamboa.....	92	71	81.4
Alhajuela.....	92	64	80.1
Gatun.....	89	72	80.4
Colon.....	88	74	81.8

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station for the month of April was 5,660,900 KWH, on a computed water consumption of 4,239,320,000 cubic feet. The combined gross output of the Miraflores steam plant was 39,290 KWH, with an oil consumption of 2,135 barrels.

The total gross output of both stations was 5,700,190 KWH, and the total power distributed to consumers was 4,776,562 KWH. The total loss of power in plant auxiliaries, transmission and transformation was 923,628 KWH, or 16.2 per cent of the gross output.

Miscellaneous repairs and installations of electrical equipment were made on 52 vessels, 24 at Cristobal and 28 at Balboa. There were 465 work orders issued for work to be performed by the Electrical Division during the month of April, as compared with 414 during March.

The following work was under progress during the month, with completion on April 30 as shown:

	Per cent completed.
Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	97
Installation of new 8,400 KVA transformer and new tie-line equipment in Gatun substation.....	70
Installation of 2 complete feeder equipments at the Balboa substation.....	95
Extension of underground distribution in New Cristobal.....	99
Installation of two 5 KW, 2,300-2,080-volt, 230-115-volt, single-phase transformers in feeder No. 7, Miraflores substation.....	100
Removal of transmission line wires over Gamboa Bridge.....	100

\* Indicates that no work was performed during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

The decline in both marine and general work at the Mechanical Division shops continued during April. Not only has there been an unprecedented slackness in marine work, but the general work of the shops has fallen off considerably, thereby doubly entailing reductions in force. The restriction in service by the Panama Railroad and the necessary economies have resulted in the car shop force being cut approximately in half.

Operations out in the woods by the native lumber industry have been discontinued. The sawmill has been placed in intermittent operation instead of daily operation; night shifts have been taken off except for special jobs.

Miscellaneous repairs were made at the Balboa shops on 27 vessels during the month, the more important of which were as follows:

The Spanish battleship *España*, which had been on the rocks off the coast of Chile and considerably damaged, was placed in dry dock on April 26 for repairs to bottom. Temporary repairs had been made in Chile, but permanent repairs, which will take about 7 weeks, are being carried on at the dry dock.

The steamship *Tregantle* was placed in dry dock for rebuilding the bow. This vessel had collided head on with a perpendicular rock in the vicinity of Callao. Her bow was driven back and bellowsed to the collision bulkhead forward of No. 1 hold. It had to be entirely renewed. A new bow was built, and by working day and night, the vessel was undocked in 17 days.

The U. S. S. *Tacoma* having lost her port propeller, was placed in dry dock for examination of the broken shaft to determine the probable cause of the injury, and examination of the starboard shaft to determine its serviceability.

The steamship *Kiyo Maru* was placed in dry dock, and work done to enable her to meet the necessary requirements to be again put in service as an oil tanker, she having been used for general cargo for several years previously.

Repairs to the United States destroyer *Satterlee* were completed. The steering engine shipped from the United States was installed and the vessel left to rejoin the fleet.

At the Cristobal shops, miscellaneous repairs were made on 54 vessels, the more important of which were as follows:

The tanker *Doewa* was dry-docked. The accommodations for the crew were altered; steel, water-tight doors were manufactured, fitted, and installed, and the gravity tank valves repaired.

The tanker *Anam* was dry-docked and the bottom cleaned and painted; the pistons and rings of the main engines were cleaned and renewed as necessary, and the main bearings trued up.

The steamship *Manavi* was dry-docked, cleaned, and painted; a new funnel manufactured and installed, and the steam end of the Weir's pump rebored.

The propeller shaft of the tug *Atlas* was repaired and 2 new fuel pumps installed.

Vessels were dry-docked during the month as follows: At Cristobal, steamships *Acajulla* and *Manavi*; tankers *Doewa* and *Anam*; barges *Nos. 103* and *104*, and tug *Atlas*. At Ball oa, battleship *España*, steamships *Circassian Prince*, *Peru*, *Kiyo Maru*, and *Tregantle*; U. S. subchasers *Nos. 285* and *355*; submarines *O-12*, *O-13*, and *O-15*; tugs *Gorgona* and *Miraflores*; crane *Hercules*; and barge *No. 137*.

The output of the Mechanical Division in patterns, castings, and foundry production for April, as compared with the preceding month, was as follows:

	April, 1921.			March, 1921.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	7	2,910	37,314	26	595	47,676
Steel.....	1	758	77,121	17	508	101,882
Brass.....	15	1,033	17,298	24	1,112	16,400

The routine inspection, hosting, and repair of equipment for the Panama Railroad Company was carried on during the month. Six hundred and ninety-four job orders were completed during the month, with 352 remaining uncompleted on April 30.

#### BUILDING DIVISION.

The following statement represents the degree of completion on April 30, 1921, of the more important work under construction by the Building Division:

	Per cent completed.
Silver townsite, Mount Hope:	
Forty 12-family married quarters.....	100
Ten 32-room bachelor quarters.....	100
Royal Mail Steam Packet Company's office, Cristobal.....	93
Reroofing Cristobal bakery.....	100
Repairs to 35 houses, Cristobal.....	85
Four hundred sixty-eight kitchenettes, for silver townsite, Cristobal.....	60
Roof between buildings 2 and 3, Balboa.....	98
Roof between buildings 3 and 4, Balboa.....	100
Moving 2 type-18 houses from Las Cascadas to Cristobal.....	100
All-America Cable Company's office, Cristobal.....	73
Manufacture of 300 wooden rocking chairs.....	40
Erection of boiler, cold storage plant, Cristobal.....	35
Rebuilding ovens, Cristobal bakery.....	85
Construction of building for Salvation Army, Colon.....	100
Manufacture of 48 revolving chairs.....	30
Repairs to roof, Hotel Washington.....	20

Construction work for the Army and Navy is separately reported.

#### DREDGING DIVISION.

Cucaracha slide showed no movement during the month of April. The dredge *Paraiso*, working half of the month in this vicinity, removed 60,200 cubic yards of material, making a total of 2,547,700 cubic yards removed from this area since the slide of February, 1920. There was no interference with Canal traffic during the month. Neither Culebra nor Barge Repair slides showed any movement during April.

The total excavation in April, including earth, rock, run-of-bank gravel, and sand, was 426,410 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment.
	Earth.	Rock.			
60,200	12,000	48,200	Maintenance.....	1804-00 to 1814-00 E. <i>Gaillard Cut (Cucaracha).</i>	<i>Paraiso.</i>
4,500	600	3,900	Maintenance.....	1796-50 to 1794-00 W. <i>Gaillard Cut (West Culebra).</i>	<i>Paraiso.</i>
7,900	1,600	6,300	Maintenance.....	1781-00 to 1804-00 E. <i>Gaillard Cut (East Culebra).</i>	<i>Paraiso.</i>
9,900		9,900	Construction.....	1885-00 to 1893-00 E. and W. <i>Gaillard Cut (Pontoon Bridge).</i>	<i>Paraiso.</i>
1,600	1,600		Maintenance.....	1885-00 to 1893-00 E. and W.	<i>Paraiso.</i>
91,900	91,900		Maintenance.....	2019-00 to 2032-00 E. and W. <i>Miraflores Lake.</i>	<i>No. 83.</i>
30,000	30,000		Maintenance.....	2210-00 to 2191-00 W. <i>Pacific entrance.</i>	<i>Cascadas.</i>
4,700		4,700	Maintenance.....	2280-00 to 2283-00 E.	
			Construction.....	2210-00 to 2191-00 W.	<i>Cascadas.</i>
20,000	20,000		Construction.....	2280-00 to 2283-00 E.	
			Maintenance.....	2210-50 to 2214-50 W.	<i>No. 84.</i>
			Maintenance.....	2283-50 to 2285-80 W.	
116,400	116,400		Aux. construction...	<i>Atlantic terminals.</i> Inner harbor, Cristobal.....	<i>No. 86.</i>
68,500	68,500		Aux. construction...	Area No. 1, Cristobal.....	<i>No. 86.</i>
8,000	7,000	1,000	Construction.....	<i>Balboa inner harbor.</i> Front of dock No. 14.....	<i>Cascadas.</i>
1,000	1,000		Maintenance.....	Front of dock No. 14.....	<i>Cascadas.</i>
1,810	1,810		Aux. construction...	<i>Chagres River.</i> Gravel service.....	<i>Marmot.</i>
426,410	352,410	74,000			

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
Fill, west of Cristobal coaling station.....	184,900
Miraflores Lake.....	91,900
North of Gamboa.....	82,400
Dumped at sea, Pacific entrance.....	43,700
San Juan fill.....	11,000
Flats, west of Canal, Pacific entrance.....	9,000
Towed to Gamboa.....	1,810
North of Gold Hill.....	1,400
Canal prism, south of Cucaracha.....	300
Total.....	426,410

On May 1, 1921, the following construction excavation remained to be done:

Location.	Earth.		Total.
	<i>Cu. yds.</i>	<i>Cu. yds.</i>	
Gaillard Cut.....		15,100	
Pacific entrance.....	45,000	70,700	115,700
Total, Canal prism.....	45,000	85,800	130,800
Balboa inner harbor.....	17,850	5,000	22,850
Total, ocean to ocean.....	62,850	90,800	153,650

#### MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations, and of the 3 filtration plants as compared with the preceding month, and of the corresponding month of last year, were as follows:

	April, 1921.	March, 1921.	April, 1920.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	783,872,250	834,072,750	845,325,250
Filtration plants.....	479,176,000	511,274,000	532,439,000

The consumption of water in Panama City was 97,213,000 gallons, and the amount consumed in Colon 60,558,750 gallons. Sales of water to 90 vessels at Balboa and 172 vessels at Cristobal, totaled 2,714,250 and 8,268,960 gallons, respectively.

Construction work, as itemized below, was under progress during the month, with completion on April 30 as shown:

	Per cent completed.
Municipal work, New Cristobal townsite:	
Grading.....	53
Roads.....	97.5
Water lines.....	72
Sidewalks.....	86
Installation of two 12-inch oil lines to Pier 6, Cristobal.....	45
Installation of 6-inch Diesel oil line to dock 6, Cristobal.....	100
Concreting streets, new Santo Tomas Hospital.....	100
Reconstruction of road, Quarry Heights.....	93
New wash-water tank, Miraflores.....	95
Construction of new concrete sea wall, Santo Tomas Hospital.....	21
Construction of sewer and water lines, Southern Avenue, Panama.....	50
Construction of concrete trestle under oil line, Balboa.....	100
Extension of roads, new Santo Tomas Hospital.....	5

\* Indicates that no work was performed during the month.

OCCUPANTS OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on April 30, 1921, were classified as follows:

	Men.	Women.	Children.	Totals.		
				April, 1921.	March, 1921.	April, 1920.
Americans.....	3,191	2,221	2,621	8,033	8,290	8,553
Europeans.....	160	25	75	260	245	238
West Indians.....	4,997	2,315	4,702	11,814	11,666	9,604
Totals, April, 1921.....	8,148	4,561	7,398	20,107		
Totals, March, 1921.....	8,452	4,581	7,168		20,201	
Totals, April, 1920.....	8,805	3,912	5,680			18,397

WORKING FORCE.

(Effective April 20, 1921.)

Department or division.	Employees.		Total employees.		
	Gold.	Silver.	April, 1921.	March, 1921.	April, 1920.
<b>Operation and Maintenance:</b>					
Office.....	29	51	80	73	81
Building Division.....	107	315	422	514	2,110
Electrical.....	187	230	417	478	586
Municipal Engineering.....	98	787	885	886	1,607
Lock Operation.....	194	717	911	893	629
Dredging.....	185	753	938	1,271	1,235
Mechanical.....	705	1,263	1,968	2,253	3,068
Marine.....	201	483	684	780	595
Fortifications.....	65	261	326	318	288
Totals.....	1,771	4,860	6,631	7,466	10,199
<b>Supply Department:</b>					
Quartermaster.....	214	1,459	1,673	1,700	2,121
Subsistence.....	32	381	415	444	453
Commissary.....	282	1,373	1,655	1,752	1,934
Cattle Industry—Plantations.....	21	276	297	428	1,025
Hotel Washington.....	10	95	105	111	116
Totals.....	559	3,584	4,143	4,435	5,649
<b>Accounting.....</b>	231	9	240	252	270
<b>Health.....</b>	243	862	1,105	1,171	1,153
<b>Executive.....</b>	569	257	826	828	803
Totals.....	1,043	1,128	2,171	2,251	2,226
<b>Panama Railroad:</b>					
Superintendent.....	64	435	499	558	629
Transportation.....	106	144	250	254	332
Receiving and Forwarding Agency.....	71	900	971	698	2,279
Coaling stations.....	117	1,288	1,405	1,020	1,392
Totals.....	358	2,767	3,125	2,530	4,637
Grand totals.....	3,731	12,339	16,070		
Grand totals, March, 1921.....	3,991	12,691		16,682	
Grand totals, April, 1920.....	4,683	18,028			22,711

## DIVISION OF SCHOOLS.

The following statement shows the net enrollment, attendance, cases of tardiness, etc., in the Canal Zone schools for the month of April:

	White schools.	Colored schools.
Net enrollment.....	2,073	1,437
Average number belonging to school.....	1,780	1,183
Average daily attendance.....	1,701	1,061
Per cent of attendance to average number belonging.....	95.6	88.8
Number of pupils not absent or tardy.....	977	368
Number of cases of tardiness.....	285	.....

## VITAL STATISTICS.

A total of 142 deaths occurred during the month of April among the population of the Canal Zone and the cities of Panama and Colon, giving an annual death rate of 14.5 per thousand. Of the total deaths, 10 were due to external causes.

Of the above deaths, 55, or 39 per cent, occurred among children under 5 years of age.

Tuberculosis, acute and chronic nephritis, and diarrhea and enteritis were the leading causes of death.

There were 13 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

Two hundred and ninety-two live births were reported during the month and 16 stillbirths. Including the stillbirths, this is equivalent to an annual birth rate of 31.4 per thousand population. Deaths among children under 1 year of age numbered 35, giving an infant mortality rate, based on the number of births reported for the month of 119.9 per thousand.

One hundred and eighteen cases of malaria were reported during the month; of these 99 cases were contracted outside the Canal Zone. There were 2 cases of typhoid fever reported—1 in Colon and 1 nonresident. Five cases of dysentery were reported—2 in Panama and 2 in the Canal Zone and 1 nonresident.

Thirty-nine cases of smallpox were admitted to the hospital during the month, 22 from Panama, 16 from Colon, and 1 from the Canal Zone. There were no deaths from smallpox.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month of April was \$346,725.16, as compared with \$733,374.36 for the preceding month, and \$754,085.60 for April, 1920. Of the material received during the month, \$317,038.37 was chargeable to operation and maintenance, \$6,877.01 to construction and equipment, and \$22,809.78 to miscellaneous departments.

The total cash sales on the Isthmus for the month amounted to \$39,335.48, of which \$35,081.05 was for stock, \$840.40 for fuel oil, \$368.66 for scrap, and \$3,045.37 for obsolete and second-hand material.

Sales to steamships from storehouses amounted to \$13,733.44, of which \$840.40 was for fuel oil, and \$12,893.04 for miscellaneous stock items.

Respectfully,

JAY J. MORROW,

Governor.

### Removal of Washington Office, The Panama Canal.

In accordance with instructions issued by the Public Building Commission, which has full control over all Government owned and rented buildings in the District of Columbia, the Washington Office of The Panama Canal has removed from its old quarters at the Mills Building, 1709 G Street, N. W., to quarters assigned in the Old Land Office Building, 7th and E Streets, N. W. Employees going on leave, who contemplate calling at the Washington Office, should bear this in mind.

### Correction of Shipping Statistics.

An article appearing in the issue of THE PANAMA CANAL RECORD of April 13, 1921, entitled "Canal Traffic in March," gives in the first paragraph the number of commercial vessels passing through the Canal for that month as 235, and the total cargo carried as 1,184,563 tons. The correct number of vessels was 255, and the cargo carried, 1,084,563 tons. These items are correctly stated in the classified tabulation immediately following the paragraph in question.

Corrections also apply to totals given in an article in the issue of April 6, 1921, under the caption, "New High Records for Net Tonnage and Tolls in March," in which the total of registered net tonnage should be 917,441 instead of 917,432; the total tolls earned for the month \$1,105,536.55 instead of \$1,105,529.05; and the cargo carried 1,084,563 tons instead of 1,086,463 tons.

### Additions to Tariff No. 4—Services to Shipping and Allied Interests.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., May 16, 1921.

The following additions are made to Tariff 4—Schedule of Rates for Supplies and Services Furnished to Shipping and Allied Interests at the Panama Canal:

#### ITEM 38—COMPRESSED AIR.

Effective June 1, 1921.

The rate for compressed air is based on the size of outlet at the point of delivery as follows:

Size of outlet.	Per hour.
$\frac{3}{4}$ ".....	\$0.75
1".....	1.25
1 $\frac{1}{2}$ ".....	2.00
1 $\frac{3}{4}$ ".....	3.00
2".....	5.00

Minimum charge will be for 1 hour. Each succeeding quarter hour or fraction thereof at one-fourth of the above rates.

Charge for making connection will be in addition to time above.

J. J. MORROW,

Governor, The Panama Canal.

President, Panama Railroad Company.

(NOTE—The above additions will be included in Supplement No. 4 to Tariff No. 4 when this supplement is issued.)

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending May 21, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Point Judith.....	Pacific Mail Steamship Co.....		May 15.....		61
Leon XIII.....	Spanish Line.....		May 16.....		250
Buenos Aires.....	Johnson Steamship Line.....	May 15.....	May 16.....	70	( <sup>c</sup> )
Jamaica.....	Pacific Steam Navigation Co.....		May 17.....		75
Ulua.....	United Fruit Co.....	May 17.....	May 18.....	345	59
Santa Marta.....	United Fruit Co.....	May 18.....	May 19.....	55	98
Sixaola.....	United Fruit Co.....	May 18.....	May 19.....	6	9
Cuba.....	Pacific Mail Steamship Co.....	May 18.....	May 19.....	981	( <sup>c</sup> )
Cartago.....	United Fruit Co.....	May 18.....	May 20.....	218	56
Van Rensselaer.....	Royal Netherlands W. I. Mail.....	May 18.....	May 20.....	22	1,504
Amazon Maru.....	Osaka Shosen Kaisha.....	May 19.....	May 19.....	110	( <sup>c</sup> )
Caribbean.....	Panama Railroad Cattle Industry.....	May 20.....		400	
Columbia.....	N. O. & S. A. S. S. Co.....	May 20.....	May 21.....	90	75
Barima.....	Pacific Steam Navigation Co.....		May 21.....		182 $\frac{1}{2}$
Ulysses.....	Royal Netherlands W. I. Mail.....	May 21.....		216	
San Bruno.....	United Fruit Co.....	May 21.....	May 21.....	30	$\frac{1}{2}$

<sup>c</sup> No cargo laded.

## Distribution of Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, April, 1921.\*

From—	NORTH AMERICA.										EUROPE.										Grand total.	Per cent of total cargo.
	UNITED STATES.					WEST INDIES.					NORTH AMERICA.					EUROPE.						
	North At- lantic ports.	South At- lantic ports.	Gulf ports.	Total, United States.	Total, United States and Cuba, C. Z.	West Indies.	Cuba, C. Z.	Last coast, Mexico.	Total, North America.	Belgium.	British Isles.	Denmark.	France.	Germany.	Holland.	Italy.	Spain.	Europe. <sup>2</sup>	Total, Europe.			
<b>SOUTH AMERICA.</b>																						
Chile.....	36,199	46,504	.....	82,703	306	.....	.....	82,909	.....	4,301	.....	26,399	199	17,058	700	.....	11,106	59,763	142,672	35.4		
Colombia.....	2,527	.....	.....	2,527	392	.....	.....	2,919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,919	0.7		
Ecuador.....	3,066	.....	.....	3,066	1,194	.....	.....	4,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,260	0.9		
Peru.....	282	.....	.....	282	3,702	.....	.....	3,984	.....	647	.....	.....	.....	.....	.....	.....	.....	.....	647	0.1		
* West coast of South America.....	2,115	.....	.....	2,115	281	.....	.....	2,396	.....	.....	.....	.....	.....	.....	30	70	.....	.....	100	0.5		
Total, South America.....	44,189	46,504	.....	90,693	5,775	.....	.....	96,468	.....	4,048	.....	26,399	199	17,058	730	70	11,106	60,510	156,978	38.5		
<b>NORTH AMERICA:</b>																						
West coast, United States.....	58,371	527	.....	58,898	589	.....	955	60,588	1,005	45,875	336	.....	11,862	1,000	12,131	.....	654	72,863	133,451	33.1		
West coast, Canada.....	836	.....	.....	836	.....	.....	.....	836	.....	6,866	.....	160	.....	.....	.....	.....	.....	7,026	7,862	2.0		
West coast, Central America.....	380	.....	.....	380	2,788	.....	.....	3,168	.....	1,390	.....	.....	58	.....	.....	.....	829	1,777	4,945	1.1		
Hawaii.....	5,667	.....	.....	5,667	.....	.....	.....	5,667	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,667	1.3		
Total, North America.....	65,254	527	.....	65,781	2,934	955	.....	70,259	1,005	54,131	336	160	11,920	1,000	12,131	.....	983	81,666	151,925	37.5		
<b>ASIA:</b>																						
China.....	1,536	1,393	.....	2,929	.....	.....	.....	2,929	.....	4,890	34	.....	.....	.....	.....	.....	.....	4,924	7,853	2.0		
Japan.....	88	.....	.....	88	.....	.....	.....	88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88	.....		
Malay Peninsula.....	634	.....	.....	634	.....	.....	.....	634	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	634	.....		
Philippine Islands.....	2,427	.....	.....	2,427	.....	.....	.....	2,427	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,427	0.6		
* Far East.....	3,400	.....	.....	3,400	.....	.....	.....	3,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,043	1.2		
Total, Asia.....	8,065	1,393	1,643	11,121	.....	.....	.....	11,121	.....	4,890	34	.....	.....	.....	.....	.....	.....	4,924	16,045	3.8		
<b>AUSTRALASIA:</b>																						
Australia.....	300	.....	.....	300	.....	.....	.....	300	.....	12,518	2,465	.....	.....	.....	.....	.....	.....	.....	14,983	3.8		
New Zealand.....	5,120	.....	.....	5,120	.....	.....	.....	5,120	.....	50,679	.....	.....	.....	.....	.....	.....	.....	.....	53,798	13.2		
* Australasia.....	5,420	.....	.....	5,420	.....	.....	.....	5,420	.....	911	.....	.....	.....	.....	.....	.....	.....	.....	7,663	3.2		
Total, Australasia.....	122,948	48,424	1,643	173,015	589	8,709	955	183,268	1,005	128,077	2,835	26,559	12,119	18,058	12,861	70	21,960	223,544	406,812	100.0		
Grand totals.....	30.6	12.1	0.4	43.1	.....	.....	.....	45.5	0.2	31.3	0.6	6.7	3.0	4.5	3.1	.....	5.1	54.5	100.0	.....		
Per cent of total cargo.....	25.9	6.2	2.1	34.2	.....	.....	.....	38.1	5.4	30.4	0.2	1.6	8.2	5.7	0.2	0.3	3.7	55.8	.....	.....		
Per cent of total cargo, March, 1921.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		

\* General cargo not routed so as to allow segregation among various ports.

\* Figures represent tons of 2,240 pounds.

Distribution of Cargo passing through the Panama Canal from the Atlantic to the Pacific, April, 1921.\*

From—	SOUTH AMERICA.						NORTH AMERICA.						ASIA.						AUSTRALASIA.						
	Chile.	Colombia.	Ecuador.	Peru.	West coast, South America. <sup>†</sup>	Total South America.	West coast, United States.	Canada.	Central America.	Pacific terminus, Panama Canal.	West coast, North America. <sup>†</sup>	Total North America.	China.	Japan.	Malay Peninsula.	Philippine Islands.	Far East. <sup>†</sup>	Total, Asia.	Australia.	New Zealand.	Australasia. <sup>†</sup>	Total Australasia.	Grand totals.	Per cent of total cargo.	
<b>NORTH AMERICA:</b>																									
North Atlantic ports	5,895	864	465	5,403	14,142	26,769	63,084	668		4,069	67,821	2,831	19,265		11,862	15,783	49,741	12,951	12,443	26,855	52,249	196,580	39,24		
South Atlantic ports	9,266			9,266	1,178	1,178	1,023			1,178	1,023	6,179		8,535	1,000	10,737	1,543	10,737	1,543		1,543	28,724	5,6		
Gulf ports	9,543		72	299		9,914	30,575		10,000	40,575	7,564			270	6,942	14,776	10,960	503	966		12,429	77,694	15,5		
Total, U. S.	24,704	864	537	5,702	14,142	45,949	94,837	668	10,000	109,574	11,418	25,444		14,145	5,780	20,667	23,725	81,254	25,454	12,946	27,821	66,221	302,998	60,34	
<b>West Indies:</b>																									
Panama Canal, Atlantic terminus.		343	453	1,138	1,974	3,908	428			450	2,731							14,145				5,780	25,211	5,4	
East coast, Canada.				8,800		46,368	20,500				20,500							16,117				9,150	9,150	1,32	
East coast, Mexico.						96,225	115,765	5,954	1,853	10,000	4,519	138,091	11,418	39,589	16,117	20,667	23,725	111,516	31,234	12,946	36,971	81,151	426,983	85,3	
<b>Total N. America.</b>	82,272	1,207	990	15,640	16,116	96,225	115,765	5,954	1,853	10,000	4,519	138,091	11,418	39,589	16,117	20,667	23,725	111,516	31,234	12,946	36,971	81,151	426,983	85,3	
<b>EUROPE:</b>																									
Belgium	3,000				530	3,530	7,145			1,118	8,263											3,960	15,753	3,15	
British Isles	5,354			192	1,480	4,332	457	259		386	832											27,832	40,022	8,0	
Holland	389				12	492	893				690											9,893	8,022	0,22	
Germany	1,060			291	1,609	2,960	680				680											3,650	0,73		
France					1,275	5,928	489			50	127												4,022	0,1	
Europe	3,332			1,460	1,135	5,928	489				490												6,427	1,2	
Total, Europe	13,136		192	3,243	8,373	24,944	8,559	289	9	1,554	10,411											31,792	67,147	13,4	
<b>East coast, S. America</b>																									
Grand totals	75,408	1,738	1,182	18,883	24,597	121,808	130,215	6,384	1,862	10,000	6,073	154,534	11,418	39,589	16,117	20,667	23,725	111,516	31,234	12,946	36,971	112,943	500,801	100,0	
Per cent of total cargo, April, 1921	15.6	0.3	0.2	3.6	4.7	24.4	26.0	1.4	0.4	2.0	1.2	31.0	2.3	7.9	3.2	4.1	4.7	22.2	6.2	8.9	7.3	22.4	100.0	.....	
Per cent of total cargo, March, 1921	16.4	0.1	0.6	1.5	4.8	23.4	18.0	4.4	0.4	6.3	1.5	30.6	5.9	9.4	.....	1.3	6.7	23.3	5.8	11.4	5.5	22.7	.....	.....	

\* General cargo not routed so as to allow segregation among various ports.

† Figures represent tons of 2,240 pounds.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight May 21, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Uexyali	7	23.00	15	6.15	15	13.25	15	15.25	Peruvian	Peruvian Steamship Line.	374.0	46.0	18.6	Cristobal	Callao	General	459	4,466	2,405
Point Audit	14	15.17	15	6.17	15	13.25	15	15.25	American	Pacific Mail Steamship Co.	289.0	44.0	20.6	Baltimore	San Francisco	General	3,113	2,805	1,982
Dunayre	14	17.40	15	6.40	15	16.25	15	20.00	American	Robert Dollar Co.	277.0	41.0	17.6	Philadelphia	San Francisco	General	2,026	2,217	2,008
Washington																			
Maru	14	8.10	15	7.44	15	15.58	15	17.12	Japanese	Kokusai Kisen Kaisha.	385.0	51.0	26.9	Port Arthur	Darien	Case oil	5,961	5,919	4,400
Buenos Aires	15	13.55	16	6.16	16	13.57	16	19.08	Swedish	Johnson Steamship Line.	440.0	56.0	16.0	Stockholm	San Francisco	General	1,047	5,047	5,661
Haleric	16	6.40	16	13.03	16	20.22	16	21.30	British	Andrew War & Co.	400.0	52.0	25.3	New York	Manila	General	7,000	6,131	4,682
Scotia	9	17.31	16	7.00	16	13.50	17	23.41	American	United States Navy.	149.4	30.0		Cristobal	Guayaquil				
O-11, O-12, O-13, O-15, O-16																			
Chile	6	16.00	18	8.15	16	15.59	17	23.16	American	United States Navy.	184.0	18.0		Cristobal	Guayaquil				
Santa Teresa	17	19.15	18	6.05	18	13.46	18	15.09	British	Pacific Steam Navigation Co.	350.0	43.1	17.8	Cristobal	Valparaiso	General	288	4,065	2,668
Liebre	18	6.00	18	7.03	18	13.07	18	14.20	American	W. R. Grace & Co.	360.0	51.6	24.7	New York	Talcahuano	General	3,954	5,726	4,086
Eastern Crown	15	8.35	18	12.52	18	13.08	18	16.15	American	General Petroleum Co.	435.0	56.7	27.6	Tampico	Iquique	Crude oil	10,400	7,567	5,160
Oak Branch	17	14.00	19	9.12	19	13.26	19	22.00	American	U. S. & Australian Line (S. B.).	399.7	54.7	23.0	New York	Alehalde	General	5,942	6,167	4,444
Iowan	19	6.39	19	7.10	19	15.10	19	16.35	American	Nautilus Steamship Co.	385.0	49.8	16.6	Liverpool	Coronel	General	3,141	5,200	4,031
Kyoo Maru	19	6.53	19	7.34	19	17.49	19	19.13	Japanese	American-Hawaiian Line.	407.0	53.7	23.0	New York	Los Angeles	General	4,000	7,091	5,054
Peshawar	19	7.31	19	6.15	19	18.21	19	22.50	British	Toyo Kisen Kaisha.	470.0	56.5	28.0	Tampico	Yokohama	Crude oil	7,879	9,146	6,388
South American	19	18.30	20	6.12	20	13.09	20	14.55	British	P. & O. Steam Navigation Co.	449.0	58.0	24.6	Norfolk	Wellington	Coal	2,686	8,175	5,343
Indiana	20	19.04	21	6.33	21	14.00	21	15.05	Swedish	South American Steamship Co.	251.0	43.6	20.9	New York	Callao	General, coke	2,772	2,444	1,593
Barina	23	17.00	21	10.52	21	17.00	21	18.10	British	Rederaktieb Transatlantic.	380.4	52.0	24.9	Galveston	Alehalde	Sublur.	5,500	5,450	3,900
											220.0	37.0	11.0	Cristobal	Champertico	General	158	1,650	918

\* Motor ship.

\* Tug.

\* Submarines.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Annapolis	14	12.49	15	6.45	15	14.10	15	15.08	American	United States Navy.	168.0	36.0	13.7	Balboa	Key West	General	4,576	12,820	9,507
Corinthios	15	5.19	15	8.07	15	15.35	16	6.23	British	White Star Line.	500.3	63.3	26.0	Bluff N. Z.	London	General			
Solana	15	8.20	15	10.11	15	17.08	15	20.50	American	Pacific Mail Steamship Co.	419.5	56.5	17.6	Iquique	Tampico	Ballast		7,043	5,050
Gen. Wm. M. Graham	4-30	15.00	15	8.17	15	14.10			American	United States Navy.	156.0	32.0		Balboa	Cristobal	General	4,978	4,799	3,484
Falsaria	15	2.00	15	12.13	15	20.18	15	20.40	Danish	East Asiatic Co.	365.0	50.2	23.0	Valparaiso	Copenhagen	General			
Canadian	15	16.55	16	6.27	16	14.50	16	19.17	British	Canadian Government.	400.0	62.0	25.0	Chernauins	Alexandria	(r)	2,803	5,893	4,143
Yraveler																			

\* Training ship

\* Mine planter.

\* Railroad ties.

Origin	Date	Time	Day	Month	Year	Origin	Date	Time	Day	Month	Year	Origin	Date	Time	Day	Month	Year	Origin	Date	Time	Day	Month	Year	
Sacramento	13	1:00	16	6	40	16	14	10	16	14	10	American	United States Navy	224.0	40	0	224.0	Cristobal	6:45	11	070	7	1881	
Raranga	16	4:30	16	8	28	16	17	40	16	20	35	British	Shaw, Saville, & Albion Co.	478.0	63.2	25.0	478.0	Liverpool	5:50	5	112	3	511	
Apple Branch	16	11:00	16	1	56	16	18	58	16	23	40	British	F. & W. Rison	376.0	51.7	25.0	376.0	Balboa	6:56	5	714	4	161	
Daba	17	6:30	17	8	00	17	17	50	17	20	00	American	United States Steel Products Co.	400.0	50.0	24.6	400.0	Cristobal	2:57	5	145	3	557	
Charlton Hall	17	7:30	17	8	21	17	17	15	17	19	15	American	United States Maritime Co.	376.4	52.3	23.1	376.4	Baltimore	11	689	9	258	6	911
Cape Henry	17	13:40	17	14	24	17	22	22	17	22	22	American	Adl. Gulf & Pacific S. S. Co.	472.3	57.2	31.6	472.3	New York	7:659	6	571	4	785	
Mexican	18	5:50	18	8	10	18	17	15	18	17	15	American	American-Hawaiian Line	402.5	53.0	26.8	402.5	Genoa	7:775	5	331	4	553	
Meandcut	17	17:20	18	10	27	18	18	35	18	8	09	American	McCormack & McPherson (S.B.)	158.7	42.2	17.0	158.7	Chester, Pa.	2:676	3	429	2	206	
Planter	18	7:45	18	12	21	18	19	50	19	19	27	American	L. A. Scott	307.7	49.6	19.0	307.7	Habana	8:636	6	321	5	291	
Cuba	18	14:10	18	14	45	18	21	55	19	16	37	American	Pacific Mail Steamship Co.	449.5	50.6	19.0	449.5	Tampico	4:14	7	901	5	629	
Armore	18	3:15	19	6	28	19	14	06	19	13	20	Japanese	Standard Oil Co.	425.0	56.2	19.1	425.0	New York	General	5:711	5	905	4	391
Amazon Maru	18	5:00	19	11	52	19	15	40	19	18	26	British	Oaska Shosen Kaisha	390.6	50.2	25.0	390.6	Liverpool	General	2:13	2	439	1	662
Huandaco	19	2:10	19	11	31	19	15	40	19	18	26	British	Pacific Steam Navigation Co.	245.6	42.0	18.8	245.6	New Orleans	General	3:58	3	460	2	404
Elborado	19	5:00	19	11	09	20	15	02	20	15	02	American	Dollar Steamship Line	288.8	41.6	20.0	288.8	New York	General	5:35	5	456	3	755
Stanley Dollar	20	14:25	20	15	02	20	21	50	20	23	42	British	Standard Transportation Co.	345.3	49.6	23.0	345.3	Lobos, Mexico	Ballast	2:676	3	429	2	206
Staanta	20	14:50	20	15	27	20	22	23	20	20	59	American	Alaska Steamship Co.	184.0	13.0	0	184.0	New York	Lumber, copper	3:710	2	861	1	816
O-12	20	1:15	21	6	51	21	15	53	21	20	55	American	United States Navy	251.0	43.6	24.4	251.0	Cristobal	Nitrate of soda	2:675	2	304	1	493
Lake Panbush	21	9:30	21	10	35	21	17	58	21	22	10	Norwegian	N. O. & S. A. S. Co. (S. B.)	270.6	49.1	18.6	270.6	Charleston	Nitrate	3:753	3	752	2	741
Helkon	21	10:21	21	11	15	21	18	24	21	14	11	British	Brussgaard Klosterud & Co.	360.6	43.2	22.2	360.6	Hull	General	8:000	6	476	4	682
Inca	21	10:30	21	12	37	21	19	35	22	7	35	Danish	Pacific Steam Navigation Co.	390.7	53.2	27.7	390.7	Rotterdam	General	3:069	8	345	4	998
Indian	21	11:00	21	12	48	21	20	50	22	7	35	American	Orient Steamship Co.	410.0	54.4	23.9	410.0	Hamburg	Flour	2:676	3	429	2	206
West Himrod	21	11:30	21	14	21	21	21	13	22	18	10	British	Admiral Line (S. B.)	465.3	56.3	21.9	465.3	Liverpool	General	3:710	2	861	1	816
Ortega	21	11:30	21	14	21	21	21	13	22	18	10	British	Pacific Steam Navigation Co.	465.3	56.3	21.9	465.3	Coronel	General	3:069	8	345	4	998

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

° Launch. \* Sailor. ° Cold storage and general. ° Nitrate, cotton seed, and general. ° 2,513,855 feet. PORT OF CRISTOBAL.

*ARRIVALS.												*DEPARTURES.											
Date	Vessel	Line	From	Date	Vessel	Line	For																
May 17	Ulua	United Fruit Co.	New York via wayports.	May 16	Leon XIII	Spanish Line	Barcelona via wayports.																
May 17	Sacramento	United States Navy	High seas.	May 16	Atenas	United Fruit Co.	New Orleans via Bocas del Toro.																
May 18	Cartago	United Fruit Co.	New Orleans.	May 18	Ulua	United Fruit Co.	New York via Port Limon and Habana.																
May 18	Van Rensselaer	Royal Netherlands W. I. Mail	Amsterdam via wayports.	May 19	Sixola	United Fruit Co.	New York via Kingston.																
May 18	Santa Marta	United Fruit Co.	New York via Kingston.	May 19	Santa Marta	United Fruit Co.	New York via Colombia and Kingston.																
May 18	Linda S <sup>o</sup>	Surgon Brothers	Colon.	May 19	Cartago	United Fruit Co.	New Orleans via Bocas del Toro and Habana.																
May 18	Ulua	United Fruit Co.	Vera Cruz.	May 20	Viking	M. Clausen	Cartiagena.																
May 19	St. Miffiel <sup>4</sup>	United States Army	New York via San Juan.	May 20	Van Rensselaer	Royal Netherlands W. I. Mail	Puerto Colombia.																
May 20	Columbia	N. O. & S. A. S. Line	New Orleans.	May 21	San Bruno	United Fruit Co.	Boston.																
May 20	Caribbean	Panama Railroad Cattle Industry	Boston via wayports.	May 21	Columbia	N. O. & S. A. S. Line	New Orleans and waypts.																
May 21	San Bruno	United Fruit Co.		May 21																			
PORT OF BALBOA.												° Transport.											
May 15	Balboa	Colombian Maritime Co.	Tumaco.	May 16	Azov	International Petroleum Co.	Talara.																
May 20	Silverado	General Steamship Corp. (S. B.)	Valparaiso.	May 17	Balboa	Colombian Maritime Co.	Corinto.																
May 20	Depare	General Steamship Corp. (S. B.)	Talara.	May 18	Lady Sybil	International Petroleum Co.	Talara.																
				May 18	Depare	General Steamship Corp. (S. B.)	San Francisco.																

\*Other than ships passing through the Canal.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 21, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
Lady Sybil.....	International Petroleum Co.....	May 2.....	May 18.....	Tons. (1)	Tons. 45
Azov.....	International Petroleum Co.....	May 3.....	May 16.....	(1)	1
Balboa.....	Colombian Maritime Co.....	May 15.....	May 16.....	269	.....
Cuba.....	Pacific Mail Steamship Co.....	May 18.....	May 18.....	45	.....
Amazon Maru.....	Osaka Shosen Kaisha.....	May 18.....	May 19.....	150	.....
Silverado.....	United States Shipping Board.....	May 20.....	.....	400	.....
Laura C. Hall.....	Pacific Metals Transp. Co. Ltd.....	May 21.....	.....	4	.....
Barima.....	Pacific Steam Navigation Co.....	May 21.....	May 21.....	.....	3

\* Previously reported.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended May 23:

Steamship *Lady Sybil*, docking, staging, and cleaning; scaling and painting bottom; renewing bilge cover boards in No. 2 hold; renewing approximately 20 feet of fender, port, forward end; annealing steering chains, and performing other miscellaneous deck department repairs; renewing brickwork in boilers where necessary; removing old and installing new donkey boiler; patching and renewing boiler jacket-lagging, and lagging and jacketing new donkey boiler; renewing seats on direct-connected bilge pumps; repairing anchor windlass; Spanish cruiser *España*, docking, cleaning and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps; renewing suction and discharge lines to circulators; repairing ash hoist trunk; renewing discharge pipes on ash ejectors; manufacturing evaporator coils; manufacturing one boat boom; repairing and riveting torpedo net platform, and renewing miscellaneous eye pads and ringbolts on deck; examining rudder; overhauling sea valves and zincs on hull; steamship *Azov*, docking, staging, and cleaning; painting bottom; grinding-in sea valves; repacking cargo tank valves; calking cargo tank and bunker bulkheads where necessary; examining tail shaft; renewing main engine rocker shaft brasses; overhauling air deflectors in furnace fronts; miscellaneous valve work on steam lines and service pumps; and miscellaneous deck work; tug *Miraflores*, docking, cleaning and painting bottom; repairing fenders and rail; miscellaneous minor repairs to machinery; barge *No. 201*, renewing plates, fenders, and deck on one corner where damaged; rebuilding stanchions on roof; launch *Coco Solo*, renewing stem, repairing monkey rails and copper sheathing; launch *Taboga*, renewing exhaust pipe and fittings; renewing stem; recalcing hull and renewing copper sheathing as necessary; renewing sections of plank amidships where broken; renewing approximately 50 per cent of garboard strakes, port and starboard; renewing upper and lower fenders, port and starboard; renewing wood decking, beams, and covering board; renewing monkey rail, and performing other hull repairs; supply boat *No. 2*, repairing fenders where damaged; recanvas main deckhouse deck.

The following vessels were at the Cristobal shops for repairs during the week ended May 23:

Steamship *Manavi*, rebore steam end of Weir's pump; dry-dock, clean, and paint; manufacture and install new funnel, etc.; motor ship *Anam*, clean and paint bottom; clean pistons and rings of main engines; examine same and renew as necessary; true-up main bearings, etc.; U. S. S. *Camden*, manufacture rings, pistons, glass lens, bolts, handle, etc.; U. S. submarine *R-1*, repair, retin, and test 3 air-compressor cooler coils; barge *No. 116*, dock and undock; test all compartments, and stop leaks; repair A-frames, sheathing, fenders, etc.; motor schooner *Laura C. Hall*, dock and undock; renew planks on bottom as directed; repair foundation of port engine; replace flywheel key on port engine, etc.; tug *Tavernilla*, bore flywheel, bush same, true-up crank shaft, and secure impeller wheel of circulating engine; install governor and parts, etc.; U. S. S. *Forse*, reseal throttle valves on both main engines; take up lost motion in reversing engine gears on both main engines; repair 3 suction and 3 discharge valves, etc.; U. S. submarine *R-25*, remove anchor gear; increase clutch clearance; install listening apparatus, etc.; schooner *Linda S*, dock and undock; repair keel as directed; steamship *Oak Branch*, dredge *No. 86*, launch *Azimuth*, steamships *Toloo*, *Tamar*, *Urubamba*, *Ulysses*, *Inca*, *West Himrod*, *Van Rensselaer*, schooner *Planter*, steamship *Cartago*, minor repairs.

### Canal Zone Highways.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 10, 1921.

*To all concerned*—The following names are given to the streets and roads in the Canal Zone hereinafter described:

*Gaillard Highway*—The main road extending from the Ancon railroad crossing to Gamboa, embracing what were formerly referred to as Corozal Road, Miraflores Road, Pedro Miguel Road, Paraiso Road, and Gamboa Road. This name has been selected in acknowledgment of the distinguished services rendered to the Canal by the late Lieut.-Col. D. D. Gaillard, U. S. A., a former member of the Isthmian Canal Commission.

*Bolivar Highway*—The main road extending from 14th and Bolivar Streets, Cristobal, to the Gatun railroad station, embracing what were formerly referred to as Mount Hope Road, the Mount Hope-Gatun Road, and Gatun Road. This name has been selected as a mark of respect to the memory of the great liberator, Simon Bolivar.

*Corozal Road*—That portion of the road leading from Corozal toward the Bull Ring in the city of Panama, which lies within the Canal Zone, formerly referred to as the Old Corozal Road.

*Miraflores Road*—The road which branches out from Gaillard Highway at a point immediately north of junction of road leading to Corozal Hospital, and runs easterly and northerly to its rejunction with Gaillard Highway near the Miraflores railroad station, being part of the old road connecting Corozal and Pedro Miguel.

*Spillway Road*—The road which branches in a westerly direction from Gaillard Highway at a point almost immediately north of the Miraflores railroad station and leads to the Miraflores substation.

*Orange Road*—The road which connects the Miraflores filtration plant with Gaillard Highway.

*Summit Road*—The road which runs through the Summit plantation and connects the plantation with Gaillard Highway.

*Plantation Road*—The road which branches out from Gaillard Highway at a point north of Summit Road, and runs in an easterly direction to the Las Cascadas Plantation.

*Randolph Road*—The road which runs from Bolivar Highway to Fort Randolph.

*Brazos Road*—The road which runs in a southerly direction from the junction of Bolivar Highway and Randolph Road, to the Brazos Brook Reservoir.

JAY J. MORROW,  
Governor.

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### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Aid, Division of History (male and female); \$1,500 a year; form 1312; announcement No. 262; age, below 70 years; vacancies exist in the National Museum, Washington, D. C.; June 8, 1921.

Apprentice copperplate map engraver (male and female); \$840 a year; form 304; announcement No. 257; age, 16 years but not 18 years; vacancies exist in the Geological Survey, Department of the Interior, Washington, D. C.; June 8, 1921.

Assistant for fishery food laboratory (male and female); \$2,000 to \$2,400 a year; form 2118; age, below 70 years; vacancies exist in the Bureau of Fisheries, Department of Commerce, Washington, D. C.; June 28, 1921.<sup>2</sup>

Assistant landscape engineer (male and female); \$1,800 to \$2,400 a year; form 1312; announcement No. 263; age, 25 but not 55 years; vacancies exist in National Park Service, Yosemite, Cal.; June 14, 1921.<sup>2</sup>

Associate development engineer, \$2,500 to \$3,600 a year; assistant development engineer, \$1,800 to \$2,500 a year; junior development engineer, \$1,440 to \$1,800 a year; associate dust explosion prevention engineer, \$2,500 to \$3,600 a year; assistant dust explosion prevention engineer, \$1,800 to \$2,500 a year; junior dust explosion prevention engineer, \$1,440 to \$1,800 a year (male and female); form 2118; age, 20 years but not 45 years; vacancies exist in the Bureau of Chemistry, Department of Agriculture, Washington, D. C.; June 21, 1921.<sup>2</sup>

Associate economist in marketing (male and female); \$3,000 to \$3,840 a year; form 2118; announcement No. 254; age, below 70 years; vacancies exist in Bureau of Markets, Department of Agriculture; June 21, 1921.<sup>2</sup>

Chemical laboratorian (analytical); \$4.80 a day; chemical laboratorian (metallurgical), \$5.04 a day (male and female); form 1312; announcement No. 258; age, 18 but not 45 years; vacancies exist at the United States Naval Academy, Annapolis, Md.; June 8, 1921.

Curator, \$2,400 a year; assistant curator, \$1,800 a year (male and female); form 2118; age, 20 years and over; vacancies exist in the Division of Mineral Technology, National Museum, Washington, D. C.; June 21, 1921.\*

Dental hygienist (male and female); \$720 a year; form 1312; announcement No. 250; age, below 70 years; vacancies exist in Public Health Service throughout United States; August 1, 1921.\*

Dental laboratory mechanic's helper, \$900 to \$1,200 a year; dental laboratory mechanic, grade 1, \$1,400 to \$1,800 a year; grade 2, \$2,000 to \$2,400 a year (male and female); form 1312; age, 18 years but not 70 years; vacancies exist in the Public Health Service throughout United States; August 1, 1921.\*

Educational director, \$1,800 to \$2,400 a year; teacher, \$1,600 to \$2,400 a year (male and female); form 2118; announcement No. 570-amended.; age, below 70 years; vacancies exist in Federal Board for Vocational Education for duty at Public Health Service hospitals in the field; July 1, 1921.\*

Entomological laboratory assistant; \$1,080 to \$1,440 a year; announcement No. 201-supplemental; postponed from May 11 and 12 to June 8 and 9, 1921.

Laboratory aid in agricultural technology (male and female); \$840 a year; form 1312; announcement No. 245; age, below 70 years; vacancies exist in Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; June 8, 1921.

Land law clerk (male and female); \$1,000 to \$1,200 a year; form 1312; age, 20 but not 45 years; vacancies exist in Department of Interior and Departmental Service, Washington, D. C.; June 22, 1921.

Library aid, \$900 to \$1,100 a year; library assistant, \$1,000 to \$1,400 a year; scientific assistant in library science, \$1,320 to \$1,620 a year (male and female); age, 18 but not 45 years; vacancies exist in the Departmental Service, Washington, D. C.; June 22, 1921.

Lithographic draftsman (male and female); \$1,800 a year; form 1312; announcement No. 259; age, 18 but not 70 years; vacancies exist in Hydrographic Office, Navy Department, Washington, D. C.; June 14, 1921.\*

Mold maker (ceramics) (male and female); \$1,500 to \$1,680 a year; form 1312; announcement No. 260; age, 21 but not 65 years; vacancies exist in Bureau of Standards, Washington, D. C.; June 14, 1921.\*

Navigation officer (male and female); \$1,800 a year; form 1312; age, 30 years but not 45 years; vacancies in Bureau of Navigation, Department of Commerce; June 22, 1921.

Opener and packer (male and female); \$840 a year; form 304; announcement No. 253; age, 18 but not 70 years; vacancies in Bureau of Standards, Department of Commerce, Washington, D. C.; June 8, 1921.

Photo-lithographer (male and female); \$5.76 to \$6.60 per diem; form 304; age, 20 but not 65 years; vacancies in Bureau of Engraving and Printing; June 22, 1921.

Preparator, Division of Insects (male and female); \$85 a month; form 1312; announcement No. 242; age, 18 but not 70 years; vacancies in National Museum, Washington, D. C.; June 8, 1921.

Preparator of fossils (male and female); \$1,200 a year; form 1312; age, 20 but not 40 years; vacancies exist in Geological Survey; Washington, D. C.; June 22, 1921.

Reconstruction aide (male and female); \$720 to \$960 a year; form 1312; announcement No. 76-amended; age, below 70 years; vacancies in Public Health Service throughout United States.\*

Roentgenologist, \$200 to \$250 a month; associate roentgenologist, \$130 to \$180 a month; assistant roentgenologist, \$90 to \$130 a month; junior roentgenologist, \$70 to \$90 a month; form 1312; announcement No. 249; age, 18 years but not 70 years; vacancies in Public Health Service throughout United States; August 1, 1921 (male and female).\*

Scientific assistant in entomology (male and female); \$1,440 to \$1,800 a year; form 1312; announcement No. 252; age, below 40 years; vacancies in Bureau of Entomology, Department of Agriculture, Washington, D. C.; June 8, 1921.

Senior signal engineer, grade 1 (male and female); \$3,600 a year; form 1312; announcement No. 251; age, 30 but not 55 years; vacancies in the Bureau of Safety, Interstate Commerce Commission, June 7, 1921.\*

Special agent for industrial rehabilitation, \$3,500 a year; special agent for agricultural rehabilitation courses, \$2,500 to \$3,500 a year; agent in agricultural education, \$3,000 to \$4,000 a year; form 2118; announcement No. 264; age, below 70 years; vacancies under Federal Board for Vocational Education; June 14, 1921 (male and female).\*

Specialist in market extension (male and female); \$3,000 to \$4,500 a year; form 2118; announcement No. 261; age, below 50 years; vacancies in Bureau of Markets, Department of Agriculture, Washington, D. C.; June 21, 1921.\*

High school teachers, \$1,200 to \$1,800 a year; primary specialists, \$1,500 to \$2,000 a year; model primary teachers, \$1,400 to \$1,600 a year (male and female); form BIA-2; announcement No. 31-amended; age, 21 to 40 years; vacancies in Philippine Service.\*

Typewriter repair man (male and female); \$900 to \$1,800 a year; form 1800; announcement No. 248; age, 18 but not 65 years; vacancies exist in Departmental Service, Washington, D. C.; June 7, 1921.\*

Valuation aid (oil and gas) (male and female); \$1,200 to \$2,500 a year; form 1312; announcement No. 234-amended; age, 21 but not 55 years; vacancies in Income-Tax Unit, Internal Revenue Bureau, Treasury Department; July 1, 1921.

\* 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.

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

## 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 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:

## DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
Thomas Bramble.....	38445	Montserrat.....	Panama.....	Mechanical Division...	May 15, 1921.
Albert Harrison.....	26344	Jamaica.....	Camp Biedr.....	Panama Railroad.....	May 13, 1921.
Eustace Samuel Markland, <i>alias</i> Eustis Markland.....	22158	Jamaica.....	La Boca.....	Panama Railroad.....	May 13, 1921.
Arnold A. Prescott....	49229	Barbados.....	La Boca.....	Coaling Station.....	May 13, 1921.

## INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Homer Carter.....	51391	Barbados.....	.....	Coaling Station.....	April 20, 1921.

## Official Circulars.

## Chief Justice White.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 20, 1921.

## HEADS OF DEPARTMENTS AND DIVISIONS:

As a mark of respect for the late Chief Justice White, who died on May 19, all flags on Panama Canal and Panama Railroad buildings and floating equipment will be displayed at half mast on Saturday, May 21, the day of the funeral. All employees whose services can be spared may be excused from duty from 2 o'clock for the balance of the afternoon of that day. The time for those excused will be carried the same as Sunday time.

JAY J. MORROW,

Governor, *The Panama Canal.*

President, *Panama Railroad Company.*

## Discharge.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 18, 1921.

## CIRCULAR No. 604-6:

1. The Executive Order of February 2, 1914, provides:

"Sec. 9. \* \* \* The Governor may discharge an employee at any time for cause, and terminate a provisional appointment when the exigencies of the service require."

## REDUCTION OF FORCE.

2. In reducing force the following considerations, in the order stated, will govern in selecting employees to be discharged: Citizenship, efficiency, veteran preference, and seniority.

3. *Citizenship*—Persons who are not citizens of the United States or of Panama will be discharged first, regardless of efficiency; and citizens of the United States will have preference over Panamans, unless the latter are more efficient.

4. *Efficiency*—The relative efficiency of the employee in the class of work he is doing will be the second consideration, in which connection the term "efficiency" shall be considered to include the employee's conduct. Employees with equal service ratings in workmanship and conduct shall be considered equal in efficiency; and where the ratings of two employees are not identical, but the one receives the same rating in workmanship as the other receives in conduct,

and *vice versa*, they shall be similarly considered equal in efficiency. Thus, if two men are being considered for reduction of force and one is rated "excellent" in workmanship and "very good" in conduct, and the other "very good" in workmanship and "excellent" in conduct, they shall be considered equal in efficiency.

5. *Veteran preference*—As between two employees, both citizens of the United States, whose efficiency is equal, the one entitled to military preference shall be retained in case of reduction of force, provided:

(a) Such veteran preference shall not operate against an employee who has been continuously in the service since prior to the entry of the United States into the World War, on April 6, 1917;

(b) That a veteran whose seniority also antedates our entry into the World War shall have preference over a nonveteran; and

(c) That the veteran preference rule shall have no effect as to those classes of employees who have been definitely guaranteed, either by published circular or by agreement, that seniority in their respective crafts will govern in reduction of force.

6. *Seniority*—Length of service shall be the determining factor only when a decision can not be made under the rules previously stated in this circular. Length of service does not mean total continuous service on the Canal or railroad force, but in a particular class of employment. For example, the seniority of clerks is determined by the length of service in clerical positions, and the seniority of foremen by length of service as foremen in the same general line of work, and the dates of promotion from grade to grade do not affect the question. If an employee were transferred from a clerical position to shopwork or outside construction work and the question of his seniority came up under a proposed reduction of force, his service as a clerk would not be counted. Previous service in a class of employment closely related to the class in which a reduction is made, may be given consideration when other conditions and the qualifications of the men concerned are approximately equal.

7. Whenever practicable an employee should be given notice of reduction of force 5 days prior to the effective date thereof. An additional 5 days without pay (or as a charge against his leave if any be due) shall also be allowed, in which to endeavor to procure other employment, so that the employee may forfeit none of the privileges incident to continuous service if work is found.

8. When a reduction in force of gold employees is contemplated the Executive Office should be notified thereof in writing as far in advance of the

effective date as practicable, in order that an effort may be made to find work elsewhere in the organization for the men to be discharged, and to give advance information concerning steamship transportation requirements.

#### FURLOUGH.

9. It is the policy of the Canal and the railroad to maintain the minimum force which will permit of the work being properly accomplished, and when, due to what is considered to be a temporary lull in the work, or other temporary cause, there is an excess of employees, furloughs may be granted, in rotation, in the craft, section, division, or department concerned, and in such an event the employees affected shall not have the right to demand a reduction of force in lieu thereof. The employee shall be advised of the effective date of his furlough not later than the day previous thereto.

10. This circular supersedes paragraphs 1 to 5, inclusive, of Circular No. 604, and also Circular No. 604-5.

JAY J. MORROW,  
Governor, *The Panama Canal.*  
President, *Panama Railroad Company.*

#### Member of Wage Board and Board on Complaints.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 20, 1921.

To all concerned—Effective this date, Maj. C. S. Ridley, Assistant Engineer of Maintenance, is appointed a member of the Board of Rates of Pay (Gold Roll) and of the Board of Complaints, vice the Engineer of Maintenance.

JAY J. MORROW,  
Governor.

#### Department of Operation and Maintenance.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 20, 1921.

CIRCULAR No. 660-53:

1. The appointment of Maj. C. S. Ridley as Assistant Engineer of Maintenance is hereby announced, effective May 10, 1921.

2. Pending the arrival of the Engineer of Maintenance, the following divisions of the Department of Operation and Maintenance will be under the supervision of the Assistant Engineer of Maintenance, and the officials in charge of same will report to him:

The Division of Lock Operation.  
The Office Engineer.  
The Section of Meteorology and Hydrography.  
The Section of Surveys.  
The Division of Municipal Engineering.  
The Building Division (until June 1).

3. The officials in charge of the remaining divisions of the Department of Operation and Maintenance will continue to report direct to the Governor.

JAY J. MORROW,  
Governor.

#### Acting Assistant to Superintendent, P. R. R.

PANAMA RAILROAD COMPANY,  
OFFICE OF SUPERINTENDENT,  
BALBOA HEIGHTS, C. Z., May 16, 1921.

All concerned—Effective this date, and during the absence of Mr. Robert Beverley on leave, Mr. Charles W. Lee will be Acting Assistant to the Superintendent, Panama Railroad Company.

S. W. HEALD,  
Superintendent.

Approved:  
JAY J. MORROW,  
President.

#### Gatun Storehouse.

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., May 18, 1921.

All concerned—The storehouse operations heretofore conducted under the supervision of the district quartermaster at Gatun have been discontinued. The stock on hand has been transferred to the custody of the storekeeper of the Supply Department, Cristobal, who will arrange for daily truck service to Gatun, by means of which delivery of material required by departments and divisions of The Panama Canal in the Gatun district will be effected.

Foreman's orders covering the required material should be mailed to the storekeeper at Cristobal in ample time to insure their receipt on the day preceding that on which delivery of material is desired. Emergency deliveries only will be arranged by telephone to the storekeeper.

R. K. MORRIS,  
Chief Quartermaster.

#### Railroad Trains Decoration Day.

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., May 24, 1921.

CIRCULAR No. 1814:

To all concerned—On account of Monday, May 30, being a legal holiday, the Panama Railroad will operate Sunday schedule on the main line that day.

Local freights will not run May 30.

W. J. BISSELL,  
Acting Master of Transportation.

Approved:  
S. W. HEALD,  
Superintendent.

#### Misdirected Letters.

BALBOA HEIGHTS, C. Z., May 23, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon the request of the addressees. Request for forwarding may be made by telephone, calling No. 182, Balboa:

Beaffit, Miss Elfreda	Hanniford, J. <sup>1</sup>
Beatie, Mrs. Mary <sup>1</sup>	Heite, Mrs. W. B., Box 482. <sup>1</sup>
Black, Miss Ethel	Holtzouser, Fred
Burns, Jaurence J.	Kaufman, W. K., Box 486.
Carter, Miss Rosa	Laurenzo, Guisepp
Dehalle, T., Box 763	Melhado, Capt. Clifford
De May, Mrs. S. <sup>1</sup>	Norris, Mrs. Roy, Box 106.
Etchberger, T. N., Box 230.	Ragan, Geo. W.
Faby, Mrs. M. E.	Phares, E. S.
Floyd-Wells Co.	Wilson, Lyle. <sup>1</sup>
Frucci, Frank	Woodcock, Mrs. F., Box 237. <sup>1</sup>
Fulton, Ernest	Willis, C. B. <sup>1</sup>
Gilbert, Mrs. G. H., Box 151. <sup>1</sup>	

<sup>1</sup> Paper.

#### Sale of Tug "Sanidad."

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened for the purchase of the tug *Sanidad*. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

#### Sale of Barge No. 222.

Sealed bids will be received in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., May 31, 1921, and then opened, for the purchase of steel barge No. 222. Description and form of proposal may be had upon application. The Panama Canal reserves the right to reject any or all bids.

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:

White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50. All sales f. o. b. Summit.

**Sale of Laying Mash.**

The Summit Poultry Farm has on hand about 6,000 pounds of laying mash, in excess of the amount required, which is offered for sale at \$7.42 per cwt. f. o. b. Summit poultry farm. Orders should be placed on the Superintendent of the Cattle Industry Division, Cristobal.

**Empty Barrels and Packing Cases for Sale.**

Address inquiries to Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas-fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**Additions to Commissary Stock.**

*Grocery Section.*

Sirup, corn, 1-oz. tin ..... \$0.10

*Hardware Section.*

Chinaware, Doulton, plates, dinner, Cecil, 10", D-2716, ea. .... 1.10

**Locations of Patients, and Visiting Hours, at Ancon Hospital.**

The following table shows the distribution of patients in the new Ancon Hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.	
<b>Section "A"—White American, male:</b>			
Ward No. 1, Medical, Eye and Ear .....	44	Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.	
Ward No. 2, Medical, Eye and Ear .....	41		
Ward No. 3, Surgical .....	44		
Ward No. 4, Surgical .....	41		
Cells (2) .....	2		
	172		
<b>Section "B":</b>			
White American, female .....	23	Daily except Sunday, 2 to 4.30 p. m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.	
White foreign, female .....	15		
Nursery .....	16		
Private rooms (40) .....	46		
Cells (2) .....	2		
	102		
<b>Section "C":</b>			
Ward No. 9, White foreign, male .....	39	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.	
Ward No. 10, Colored, eye and ear, convalescent medical .....	39		
Ward No. 11, Colored Acute surgical .....	39		
Ward No. 12, Colored Acute medical .....	39		
Ward No. 13, Colored Convalescent surgical .....	39		
Ward No. 14, Colored Convalescent surgical .....	39		
Cells (6) .....	6		
Rooms (7) .....	7		
	247		
<b>Section "D":</b>			
Ward No. 15 .....	41	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m. Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.	
Ward No. 16 .....	39		
Ward No. 17, Colored children .....	32		
Ward No. 18, White children .....	30		
Ward No. 19, Colored female medical .....	41		
Ward No. 20, Colored female surgical .....	34		
Rooms (6) .....	6		
Cells (6) .....	6		
	229		
<b>Isolation:</b>			
Floor No. 1 .....	14	No visitors permitted.	
Floor No. 2 .....	29		
Floor No. 3 .....	28		
Floor No. 4 .....	28		
	99		
Total number of beds .....	849		

Emergency passes are issued only by and in the discretion of the section nurse.

**Rates at Hotel Aspinwall, Taboга.**

## BOARD AND LODGING.

## Nonemployees:

Adults.....	per day..	\$3.50
Adults, week or month's stay.....	per day..	2.50
Children under 2 years of age.....		Free
Children, 2 to 5 years, inclusive.....	per day..	1.00
Children, 2 to 5 years, week or month's stay.....	per day..	.80
Children, over 5 years, under 12 years.....	per day..	1.75
Children, over 5, under 12 years, week or month's stay.....	per day..	1.25

## Employees:

Adults.....	per day..	2.75
Adults, week's stay.....	per day..	2.00
Adults, month's stay.....	per mo..	54.00
Children, under 2 years.....		Free
Children, 2 to 5 years, inclusive.....	per day..	.75
Children, 2 to 5 years, week or month's stay.....	per day..	.60
Children, 6 years and under 12 years.....	per day..	1.25
Children, 6 years and under 12, week or month's stay.....	per day..	1.00
For employee's family of 4 paying members, or more, staying at the hotel at the same class of rate, a reduction of 10 per cent is allowed, not including servants.		

## Servants:

For nonemployees.....	per day..	1.50
For employees.....	per day..	1.25

The above rates apply to Class B rooms.

Front rooms on the second floor of the main building or second floor of the annex are classed as "Class A" rooms, and an additional charge of 25 cents a day for each person occupying a bed in one of these rooms is made.

Temporary bedrooms are classed as "Class C," and a deduction of 25 cents a day from above rates will be made for an occupant of a bed in these rooms.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

**Schedule of the Ancon-Balboa Bus Line.**

Leave Ancon clubhouse 3 p. m., 3.30 p. m., 4 p. m., and every 15 minutes thereafter until 10.45 p. m.

Leave Balboa clubhouse 2.45 p. m., 3.15 p. m., 3.45 p. m., and 4.15 p. m., and every 15 minutes thereafter until 10.30 p. m. There will be no 10.45 p. m. bus from Balboa, but one will leave at 11 p. m.

**Taboga Launch Schedule Effective May 1, 1921.**

From dock No. 19, Balboa every day, including Sundays and holidays...	A. M. 10.30
	P. M. 5.00
Saturdays and days preceding holidays .....	P. M. 5.00
From Taboga:	P. M. 12.30
Week days .....	12.30
Sundays and holidays .....	6.30

**Prices of Miscellaneous Supplies at Panama Canal Storehouses.**

The following are prices to individuals and companies, including the 25 per cent surcharge, effective May 1, 1921:

Commodities.	Unit.	Price.
Brass, bar, average .....	Lb.	\$0.31
Brass, sheet, average .....	Lb.	.55
Bronze, Tobin, average .....	Lb.	.35
Cement, at Panama:		
Including bags and surcharge .....	Bag	1.66
Credit for empty bags returned .....	Bag	.15
Cement, at Colon:		
Including bags and surcharge .....	Bag	1.49
Credit for empty bags returned .....	Bag	.15
Charcoal .....	Cwt.	1.63
Gasoline, motor grade .....	Gal.	.40
Lead, sheet, average .....	Lb.	.125
Lead, pig .....	Cwt.	11.68
Lumber, yellow pine or fir, except ceiling .....	M ft. B. M.	77.50
Lumber, ceiling, siding, and flooring, 1" x 6" .....	M ft. B. M.	96.25
Lumber, flooring, 1" x 3" and 1" x 4" .....	M ft. B. M.	108.75

**Schedule of Official Jitney Service.**

Following is the schedule of the official jitney plying between Balboa shops and the Ancon police station, carrying employes 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.

**COMMISSARY NOTES.****Chinaware.**

Word has recently been received from the commissary's London connection that the china works of Minton's are at present closed down through lack of fuel, owing to the coal strike in Great Britain. Consequently, no definite date for delivery of items of chinaware now on order can be promised.

**Linen.**

The output of linen is still curtailed due to limited flax acreage and high labor costs. The situation is such that Ireland is producing but little and no flax whatever is being received from Russia. As a result, the linen stocks in the commissaries will not be back to prewar status for a long time to come. In view of the sustained demand and the small supply, prices asked for goods are quite reasonable.

**Price Reduction—Books.**

Some time since there appeared in these columns notice that publication of Every Man's Library had been discontinued. In order to dispose of books in this series on hand at Ancon, Balboa, Cristobal, Gatun, and Pedro Miguel commissaries the price on the leather edition has been reduced from \$1.70 to \$1.25 and on those in the cloth binding from 80 cents to 60 cents. A wide range of titles still remain.

A price reduction on books became effective May 25. Included in this number are many novels of adventure and romance, short stories by D'Anunzio, Dickens, and others, and a few juveniles. In the list of nonfiction are biographies of Leonard Wood, of Mark Twain, and of Charles Comiskey, "The Swing in Golf and How to Learn It," "The Non-Partisan League," "The Industrial Republic," "Domestic Science," etc.

PANAMA RAILROAD PASSENGER TRAIN TIME-TABLE No. 32, EFFECTIVE JUNE 1, 1921.

MAIN LINE STATIONS.		DAILY.							DAILY.				Sat'day only.		Sunday only.		
		11	9	7	5	3	DAILY.				4	6	8	10	12		
		P. M.	P. M.	P. M.	A. M.	A. M.	DAILY.				A. M.	A. M.	P. M.	P. M.	P. M.		
Leave	Colon	9.35	11.30	5.00	7.10	7.10	MAIN LINE STATIONS.				7.10	11.00	5.00	7.10	9.35		
	Mount Hope	9.40	11.35	5.05	7.15	7.15					7.15	11.05	5.05	7.15	9.40		
	Fort Davis	9.49	11.44	5.14	7.24	7.24					7.21	11.12	5.10	7.21	9.46		
	Gatun	9.54	11.49	5.19	7.29	7.29					7.25	11.16	5.14	7.25	9.49		
	Monte Lirio	10.09	12.04	5.34	7.44	7.44					7.28	11.19	5.17	7.28	9.51		
	Frijoles	10.19	12.15	5.45	7.55	7.55					7.32	11.22	5.21	7.32	9.54		
	Darien	10.26	12.22	5.52	8.00	8.00					7.36	11.25	5.25	7.36	9.58		
	Gamboa	10.37	12.33	6.04	8.16	8.16					7.48	11.37	5.37	7.48	10.10		
	Pedro Miguel	10.49	12.45	6.16	8.32	8.32					8.00	11.49	5.49	8.00	10.22		
	Summit	11.01	12.57	6.28	8.46	8.46					8.09	11.59	5.59	8.09	10.32		
	Red Tank	11.04	1.00	6.32	8.49	8.49					8.17	12.07	6.07	8.17	10.39		
	Miraflores Locks	11.09	1.05	6.32	8.53	8.53					8.29	12.19	6.18	8.29	10.50		
	Fort Clayton	11.11	1.07	6.35	8.56	8.56					8.44	12.34	6.34	8.44	11.05		
	Corozal	11.14	1.10	6.40	9.00	9.00					8.48	12.38	6.38	8.48	11.08		
	Balboa Heights	11.20	1.15	6.45	9.05	9.05					8.55	12.45	6.45	8.55	11.15		
	Panama	11.25	1.20	6.50	9.10	9.10					9.00	12.50	6.50	9.00	11.20		
Arrive	Panama	P. M.	A. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	A. M.	P. M.		
	Colon	11	9	7	5	3					4	6	8	10	12		
	Fort Davis	11	9	7	5	3					4	6	8	10	12		
	Monte Lirio	11	9	7	5	3					4	6	8	10	12		
	Frijoles	11	9	7	5	3					4	6	8	10	12		
	Darien	11	9	7	5	3					4	6	8	10	12		
	Gamboa	11	9	7	5	3					4	6	8	10	12		
	Pedro Miguel	11	9	7	5	3					4	6	8	10	12		
	Summit	11	9	7	5	3					4	6	8	10	12		
	Red Tank	11	9	7	5	3					4	6	8	10	12		
	Miraflores Locks	11	9	7	5	3					4	6	8	10	12		
	Fort Clayton	11	9	7	5	3					4	6	8	10	12		
	Corozal	11	9	7	5	3					4	6	8	10	12		
	Balboa Heights	11	9	7	5	3					4	6	8	10	12		
	Panama	11	9	7	5	3					4	6	8	10	12		
	Arrive	11	9	7	5	3					4	6	8	10	12		

MAIN LINE STATIONS.		DAILY.							DAILY.				Sat'day only.		Sunday only.		
		11	9	7	5	3	DAILY.				4	6	8	10	12		
		P. M.	P. M.	P. M.	A. M.	A. M.	DAILY.				A. M.	A. M.	P. M.	P. M.	P. M.		
Leave	Colon	9.35	11.30	5.00	7.10	7.10	MAIN LINE STATIONS.				7.10	11.00	5.00	7.10	9.35		
	Mount Hope	9.40	11.35	5.05	7.15	7.15					7.15	11.05	5.05	7.15	9.40		
	Fort Davis	9.49	11.44	5.14	7.24	7.24					7.21	11.12	5.10	7.21	9.46		
	Gatun	9.54	11.49	5.19	7.29	7.29					7.25	11.16	5.14	7.25	9.49		
	Monte Lirio	10.09	12.04	5.34	7.44	7.44					7.28	11.19	5.17	7.28	9.51		
	Frijoles	10.19	12.15	5.45	7.55	7.55					7.32	11.22	5.21	7.32	9.54		
	Darien	10.26	12.22	5.52	8.00	8.00					7.36	11.25	5.25	7.36	9.58		
	Gamboa	10.37	12.33	6.04	8.16	8.16					7.48	11.37	5.37	7.48	10.10		
	Pedro Miguel	10.49	12.45	6.16	8.32	8.32					8.00	11.49	5.49	8.00	10.22		
	Summit	11.01	12.57	6.28	8.46	8.46					8.09	11.59	5.59	8.09	10.32		
	Red Tank	11.04	1.00	6.32	8.49	8.49					8.17	12.07	6.07	8.17	10.39		
	Miraflores Locks	11.09	1.05	6.32	8.53	8.53					8.29	12.19	6.18	8.29	10.50		
	Fort Clayton	11.11	1.07	6.35	8.56	8.56					8.44	12.34	6.34	8.44	11.05		
	Corozal	11.14	1.10	6.40	9.00	9.00					8.48	12.38	6.38	8.48	11.08		
	Balboa Heights	11.20	1.15	6.45	9.05	9.05					8.55	12.45	6.45	8.55	11.15		
	Panama	11.25	1.20	6.50	9.10	9.10					9.00	12.50	6.50	9.00	11.20		
Arrive	Panama	P. M.	A. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	A. M.	P. M.		
	Colon	11	9	7	5	3					4	6	8	10	12		
	Fort Davis	11	9	7	5	3					4	6	8	10	12		
	Monte Lirio	11	9	7	5	3					4	6	8	10	12		
	Frijoles	11	9	7	5	3					4	6	8	10	12		
	Darien	11	9	7	5	3					4	6	8	10	12		
	Gamboa	11	9	7	5	3					4	6	8	10	12		
	Pedro Miguel	11	9	7	5	3					4	6	8	10	12		
	Summit	11	9	7	5	3					4	6	8	10	12		
	Red Tank	11	9	7	5	3					4	6	8	10	12		
	Miraflores Locks	11	9	7	5	3					4	6	8	10	12		
	Fort Clayton	11	9	7	5	3					4	6	8	10	12		
	Corozal	11	9	7	5	3					4	6	8	10	12		
	Balboa Heights	11	9	7	5	3					4	6	8	10	12		
	Panama	11	9	7	5	3					4	6	8	10	12		
	Arrive	11	9	7	5	3					4	6	8	10	12		

MAIN LINE STATIONS.		DAILY.							DAILY.				Sat'day only.		Sunday only.		
		11	9	7	5	3	DAILY.				4	6	8	10	12		
		P. M.	P. M.	P. M.	A. M.	A. M.	DAILY.				A. M.	A. M.	P. M.	P. M.	P. M.		
Leave	Colon	9.35	11.30	5.00	7.10	7.10	MAIN LINE STATIONS.				7.10	11.00	5.00	7.10	9.35		
	Mount Hope	9.40	11.35	5.05	7.15	7.15					7.15	11.05	5.05	7.15	9.40		
	Fort Davis	9.49	11.44	5.14	7.24	7.24					7.21	11.12	5.10	7.21	9.46		
	Gatun	9.54	11.49	5.19	7.29	7.29					7.25	11.16	5.14	7.25	9.49		
	Monte Lirio	10.09	12.04	5.34	7.44	7.44					7.28	11.19	5.17	7.28	9.51		
	Frijoles	10.19	12.15	5.45	7.55	7.55					7.32	11.22	5.21	7.32	9.54		
	Darien	10.26	12.22	5.52	8.00	8.00					7.36	11.25	5.25	7.36	9.58		
	Gamboa	10.37	12.33	6.04	8.16	8.16					7.48	11.37	5.37	7.48	10.10		
	Pedro Miguel	10.49	12.45	6.16	8.32	8.32					8.00	11.49	5.49	8.00	10.22		
	Summit	11.01	12.57	6.28	8.46	8.46					8.09	11.59	5.59	8.09	10.32		
	Red Tank	11.04	1.00	6.32	8.49	8.49					8.17	12.07	6.07	8.17	10.39		
	Miraflores Locks	11.09	1.05	6.32	8.53	8.53					8.29	12.19	6.18	8.29	10.50		
	Fort Clayton	11.11	1.07	6.35	8.56	8.56					8.44	12.34	6.34	8.44	11.05		
	Corozal	11.14	1.10	6.40	9.00	9.00					8.48	12.38	6.38	8.48	11.08		
	Balboa Heights	11.20	1.15	6.45	9.05	9.05					8.55	12.45	6.45	8.55	11.15		
	Panama	11.25	1.20	6.50	9.10	9.10					9.00	12.50	6.50	9.00	11.20		
Arrive	Panama	P. M.	A. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	A. M.	P. M.		
	Colon	11	9	7	5	3					4	6	8	10	12		
	Fort Davis	11	9	7	5	3					4	6	8	10	12		
	Monte Lirio	11	9	7	5	3					4	6	8	10	12		
	Frijoles	11	9	7	5	3					4	6	8	10	12		
	Darien	11	9	7	5	3					4	6	8	10	12		
	Gamboa	11	9	7	5	3					4	6	8	10	12		
	Pedro Miguel	11	9	7	5	3					4	6	8	10	12		
	Summit	11	9	7	5	3					4	6	8	10	12		
	Red Tank	11	9	7	5												

# THE PANAMA CANAL RECORD

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Volume XIV.

Balboa Heights, C. Z., June 1, 1921.

No. 42.

## Government Vessels Which Pay No Tolls.

### Noncommercial Traffic Through the Panama Canal During Calendar Year, 1920.

The following is a statement of government vessels, other than Canal equipment, passing through the Panama Canal free of tolls, during the calendar year 1920.

In the tonnage figures here shown, Panama Canal net tonnage is given on colliers, tankers, transports, cargo and supply ships, and displacement tonnage on battleships, cruisers, destroyers, minelayers, etc., where the Panama Canal net tonnage is not ascertainable. There has been no duplication in tonnage figures.

In arriving at the amount of tolls these vessels would have paid if commercial rates had been assessed, the following method was used:

- (a) Merchant vessels chartered by the United States Government.
- (b) Navy cargo ships, supply ships, colliers, tankers.
- (c) Army and Navy transports.
- (d) Hospital ships.

If carrying cargo or passengers, \$1.20 per net ton, Panama Canal measurement, providing this did not exceed the sum of the United States equivalent tonnage times \$1.25.

If without cargo or passengers, 72 cents per net ton, Panama Canal measurement, providing this did not fall below the sum of the United States equivalent tonnage times 75 cents.

(e) Warships, cruisers, minesweepers, destroyers, submarines, etc., 50 cents per displacement ton.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number and type of vessels:			
United States Navy—			
Ammunition ship.....		1	1
Battleships.....	7	6	13
Colliers and tankers.....	16	12	28
Cruisers.....	2		2
Destroyers.....	18	2	20
Eagle boats.....	15	2	17
Gunboats.....	2	2	4
Hospital ships.....	2		2
Minesweepers.....	17	2	19
Subchasers.....	2	3	5
Submarines.....	23	15	38
Supply ships.....	7	4	11
Tenders—			
Destroyers.....	1	1	2
Submarine.....		1	1
Transports.....	2		2
Tugs.....	11	4	15
Others.....	3		3
United States Army—			
Mine planters.....	2	1	3
Transports.....	4	2	6
Tug.....	1		1
United States Treasury Department—			
Eagle boat.....	1		1
Tug.....	1		1
Vessels carrying Government supplies.....	29		29
<b>Totals.....</b>	<b>166</b>	<b>58</b>	<b>224</b>

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Panama Canal net tonnage:</b>			
<b>United States Navy—</b>			
Ammunition ship.....		4,406	4,406
Colliers and tankers.....	84,360	68,938	153,298
Hospital ships.....	6,502		6,502
Supply ships.....	12,599	9,535	22,134
Transports.....	13,558		13,558
<b>United States Army—</b>			
Mine planters.....	806	403	1,209
Transports.....	24,441	11,636	36,127
Tug.....	48		48
Vessels carrying Government supplies.....	132,354		132,354
<b>Totals.....</b>	<b>274,668</b>	<b>94,968</b>	<b>369,636</b>
<b>Displacement tonnage:</b>			
<b>United States Navy—</b>			
Battleships.....	112,000	96,000	208,000
Cruisers.....	16,880		16,880
Destroyers.....	21,773	2,316	24,089
Eagle boats.....	8,650	1,000	9,650
Gunboats.....	4,686	4,210	8,896
Minesweepers.....	16,020	1,900	17,920
Subchasers.....	154	231	385
Submarines.....	11,185	7,275	18,460
<b>Tenders—</b>			
Destroyers.....	13,500	13,500	27,000
Submarine.....		5,970	5,970
Tugs.....	10,001	4,120	14,121
Other.....	62		62
<b>United States Treasury Department—</b>			
Eagle boat.....	500		500
Tug.....	500		500
<b>Totals.....</b>	<b>215,911</b>	<b>136,522</b>	<b>352,433</b>
<b>Tolls levied:</b>			
<b>United States Navy—</b>			
Ammunition ship.....		\$5,507.50	\$5,507.50
Battleships.....	\$56,000.00	48,000.00	104,000.00
Colliers and tankers.....	94,914.99	64,871.08	159,786.07
Cruisers.....	8,440.00		8,440.00
Destroyers.....	10,886.50	1,158.00	12,044.50
Eagle boats.....	4,325.00	500.00	4,825.00
Gunboats.....	2,343.00	2,105.00	4,448.00
Hospital ships.....	6,712.50		6,712.50
Minesweepers.....	8,010.00	950.00	8,960.00
Subchasers.....	77.00	115.50	192.50
Submarines.....	5,592.50	3,637.50	9,230.00
Supply ships.....	13,167.85	10,905.10	24,072.95
<b>Tenders—</b>			
Destroyers.....	6,750.00	6,750.00	13,500.00
Submarine.....		2,985.00	2,985.00
Transports.....	13,496.25		13,496.25
Tugs.....	5,000.50	2,060.00	7,060.50
Other.....	31.00		31.00
<b>United States Army—</b>			
Mine planters.....	580.32	290.16	870.48
Transports.....	27,043.15	14,023.20	41,066.35
Tug.....	34.56		34.56
<b>United States Treasury Department—</b>			
Eagle boat.....	250.00		250.00
Tug.....	250.00		250.00
Vessels carrying Government supplies.....	139,111.90		139,111.90
<b>Totals.....</b>	<b>403,017.02</b>	<b>163,858.04</b>	<b>566,875.06</b>
<b>Cargo carried:</b>			
<b>United States Navy—</b>			
Ammunition ship.....		94	94
Colliers and tankers.....	112,736	4,836	117,572
Hospital ships.....	6,900		6,900
Supply ships.....	11,636	3,336	14,972
Transports.....	11,802		11,802
<b>United States Army—</b>			
Transports.....	12,032	889	12,921
Vessels carrying Government supplies.....	204,291		204,291
<b>Totals.....</b>	<b>359,397</b>	<b>9,155</b>	<b>368,552</b>

### First Pacific Coast Motorship.

On May 20, the American motorship *Kennecott* passed through the Canal on a voyage from Aberdeen, Wash., to New York. It is said to be the first all steel motorship built by a Pacific Coast transportation company for operation on the high seas. The *Kennecott* is a vessel of 6,010 deadweight tons, 360 feet overall, with a beam of 49 feet 6 inches, and a loaded draft of 22 feet 3 inches. She is equipped with two 4-cycle Diesel engines driving twin screws and with electrically operated deck machinery. The total indicated horsepower is 2,400, and the speed loaded  $11\frac{1}{2}$  knots. Fuel oil is carried in the double bottom tanks and in a tank between the shaft alleys. The fuel consumption on her trial trip was at the rate of only 55 barrels (under 8 tons) a day. This gives her a cruising radius of 22,000 miles. On her voyage through the Canal the *Kennecott* carried a cargo of 5,350 tons of lumber and copper. Her net Panama Canal tonnage is 3,755.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended May 28:

Spanish cruiser *España*, docking, cleaning and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps; renewing suction and discharge lines to circulators; repairing ash hoist trunk; renewing discharge pipes on ash ejectors; manufacturing evaporator coils; manufacturing one boat boom; repairing and riveting torpedo net platform, and renewing miscellaneous eye pads and ring-bolts on deck; examining rudder; overhauling sea valves and zincs on hull; steamships *Eastern Guide*, adjusting main engine crosshead and guides; cleaning and refitting H. P. piston rod packing; rebabbiting and boring spare crosshead brasses; repairing air chamber to beam feed pump; grinding-in and assembling evaporator relief valve; repairing and refitting brackets to main feed line; adjusting steering engine, fan engine, and circulator bearings; *Mevania*, manufacturing set of H. P. rings for main engine and installing spare L. P. rings; cleaning center boiler and renewing zincs; tug *Gorgona*, removing oil and installing new air pump; performing miscellaneous repairs to main engine; repairing refrigerating system, anchor windlass, sanitary pump, towing machine; repairing whistle, examining circulators, renewing studs for boiler manhole plate, and performing miscellaneous pipe work; cementing up main deck in wake of steam and exhaust pipes to towing machines; renewing clips on ventilators; renewing various cover boards, fascia, molding, etc., and renewing other miscellaneous woodwork; steamships *Birmingham City*, renewing L. P. piston rod, piston, follower, and packing rings, main engine; lining up L. P. engine; *Lompoc*, changing wildcats on windlass; repairing starboard hawse pipe; motor schooner *Laura C. Hall*, forging 2 new clutch arms for main engine; launches *Coco Solo*, renewing stem; repairing monkey rails and repairing copper sheathing; *Taboga*, renewing exhaust pipe and fittings; renewing stem; recalking hull and renewing copper sheathing as necessary; renewing sections of plank amidships where broken; renewing approximately 50 per cent of garboard strakes, port and starboard; renewing upper and lower fenders, port and starboard; renewing wood decking, beams and covering board; renewing monkey rail, and performing other hull repairs; supply boat *No. 2*, repairing fenders where damaged; recanvassing main deckhouse deck.

The following vessels were at the Cristobal shops for repairs during the week ended May 30:

Barge *No. 116*, dock and undock; test all compartments and stop leaks; repair A-frames, sheathing, fenders, etc.; motor schooner *Laura C. Hall*, dock and undock; renew planks on bottom as directed; repair foundation of port engine; replace flywheel key on port engine, etc.; U. S. submarine *R-25*, remove anchor gear; increase clutch clearance; install listening apparatus, etc.; steamships *Bakersfield*, refit spare crank brass; *G. D. Schofield*, install new propeller blade; *Silverado*, remove old and install new tail shaft and work in connection therewith; *Eastern Guide*, repair ice machine; *Robin Goodfellow*, *Balboa*, U. S. submarine *R-1*, steamships *Moerdijk*, *Honduras*, U. S. submarine *R-7*, steamships *Tolosa*, *Tamar*, dredge *No. 86*, steamships *Abangarez*, *Harold Walker*, minor repairs.

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight May 28, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Selma City	21	23.25	22	6.33	22	14.08	22	15.20	American.	United States Steel Products Co.	424.0	56.0	26.0	Mobile.	Yokohama.	General, steel.	7,539	5,448	
La Habra	22	7.40	22	8.00	22	15.27	22	16.38	Norwegian.	W. Wilhelmsen	425.0	56.0	26.6	Puerto Lobos.	San Francisco.	Crude oil.	9,700	7,053	
Mevania	22	11.35	22	11.50	22	19.19	23	16.15	American.	Walker & Daley	425.0	57.0	27.6	Tampico.	Bahoa.	Fuel oil.	9,000	7,485	
Steel Inventor	23	1.30	23	7.20	23	18.07	23	19.05	American.	United States Steel Products Co.	490.3	56.2	26.4	New York.	Seattle.	General.	8,200	7,539	
Port Napier	23	10.45	23	11.20	23	16.37	23	17.05	British.	Commonwealth and Dom. Line.	490.3	61.4	24.4	London.	Lyttleton.	General.	2,770	10,987	
Alvarado	23	10.40	24	6.13	24	13.27	24	15.05	American.	Pacific Transport Co.	245.0	41.5	16.0	New Orleans.	San Francisco.	General.	2,600	2,122	
Ulysses	23	17.30	24	12.27	24	19.07	25	13.10	Dutch.	Royal Netherlands W. I. Mail	346.2	48.2	15.6	Amsterdam.	Corral.	General.	2,900	4,145	
Cape Romain	25	12.05	25	12.57	25	20.05	25	21.25	American.	Atlantic Gulf & Pacific S. S. Co.	376.4	52.3	24.6	Baltimore.	Los Angeles.	General, sulphur.	5,810	9,142	
Cauca	23	17.59	26	6.05	26	13.29	26	15.05	British.	Pacific Steam Navigation Co.	246.0	35.0	17.4	Cristobal.	Corinto.	Ballast.	850	1,138	
Janca	23	17.59	26	6.05	26	14.12	26	19.10	British.	Pacific Steam Navigation Co.	250.1	34.1	13.6	Cristobal.	Tumaco.	General, salt.	3,334	7,897	
Wangaratta	26	6.07	26	6.43	26	14.36	26	15.35	British.	British India Steam Nav. Co.	490.0	38.0	26.4	Glasgow.	Wellington.	Coal.	3,334	7,897	
Honduras	25	13.01	26	11.32	26	19.08	26	20.17	French.	French Line.	389.0	51.0	17.6	Bordeaux.	Guayaquil.	General.	4,468	5,923	
Harry	27	6.15	27	6.55	27	14.21	27	15.04	American.	Luckenbach Line.	448.9	60.2	20.2	New York.	San Francisco.	General.	9,262	6,733	
Arava	26	19.35	27	10.50	27	17.25	27	18.30	British.	Shaw, Saville & Albion Co.	459.5	69.5	25.1	London.	Wellington.	General.	3,500	10,035	
Agamemnon	27	6.25	27	12.00	27	18.50	27	20.30	British.	Alfred Holt & Co.	442.1	52.0	27.8	New York.	Shanghai.	General.	6,921	4,873	
Esther Dollar	27	13.30	27	13.50	27	20.18	27	21.50	British.	Dollar Steamship Line.	483.6	56.0	23.0	New York.	Vancouver.	General.	4,400	9,856	
Camden 1	11	1.25	28	6.00	28	15.30	28	16.00	American.	United States Navy.	388.0	47.6	23.8	Key West.	San Diego.	General.	.....	.....	
R-1, 2, and 3	11	12.57	28	6.00	28	13.55	28	14.05	American.	United States Navy.	184.0	18.0	14.6	Key West.	San Diego.	General.	.....	.....	
R-4 and 5	11	12.57	28	6.00	28	14.05	28	14.05	American.	United States Navy.	184.0	18.0	14.6	Key West.	San Diego.	General.	.....	.....	
R-6 and 7	11	12.57	28	6.00	28	15.07	28	15.07	American.	United States Navy.	184.0	18.0	14.6	Key West.	San Diego.	General.	.....	.....	
R-8 and 10	11	12.57	28	6.00	28	16.04	28	17.20	British.	United States Navy.	184.0	18.0	14.6	Key West.	San Diego.	General.	.....	.....	
Manavi	7	18.45	28	8.20	28	16.04	28	17.20	British.	Pacific Steam Navigation Co.	216.0	35.1	11.6	Cristobal.	Guayaquil.	General.	1,357	884	
Port Albany	28	12.45	28	13.10	28	19.40	28	20.50	British.	Commonwealth and Dom. Line.	426.3	54.1	23.0	New York.	Sydney.	General.	2,711	.....	

\* Subtender.

\* Submarines.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Laura C. Hall	20	17.25	22	6.26	22	15.10	22	15.10	British.	Pacific Metals Corporation.	81.0	25.6	10.0	Buenaventura.	Cristobal.	(4) General.	64	130
Ottar	21	8.45	22	6.40	22	14.15	23	6.34	Norwegian.	J. C. Knudsen	262.6	37.0	14.3	Guayaquil.	New York.	General.	730	1,815
Otarua	21	23.45	22	8.00	22	14.53	22	15.40	British.	New Zealand Shipping Co.	454.5	56.3	24.0	Wellington.	Liverpool.	(5) General.	9,000	9,781
Miraflores	22	0.45	22	9.14	22	16.18	23	6.24	Peruvian.	Peruvian Steamship Line.	311.2	41.1	18.6	Callao.	Cristobal.	General.	1,938	4,303
Urabufo	22	10.55	22	10.15	22	18.20	23	10.50	American.	W. B. Hayden of Galveston.	189.6	23.0	12.5	Bahoa.	Galveston.	Ballast.	.....	217
Bessie Dollar	22	2.30	22	11.10	22	18.24	22	19.03	British.	Canadian Dollar Co.	369.7	50.0	21.0	Singapore.	New York.	General, lumber.	4,382	5,245
Saint Andre	22	12.45	22	13.22	22	21.17	24	12.40	French.	French Line.	397.9	50.3	26.0	Talcahuano.	Bordeaux.	Nitrate, cereals.	6,303	5,917

\* Tug.

\* Hats, coffee, and drums.

\* Cold storage and general.



### Notice to Mariners.—Obstructions to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 26, 1921.

CIRCULAR No. 643-86:

The following obstructions to navigation have been reported by radio:

(a) On May 19, 1921 (6.15 p. m.), the Commanding Officer of the U. S. S. *O-12* reports having passed, while in latitude 6° 3' North, longitude 79° 24' 20" West, a large log 40 feet long, 4 feet in diameter and with projecting roots, dangerous to navigation.

(b) On May 25, 1921 (11.20 a. m.), the master of the steamship *Deperé* reports having passed, while in latitude 4° 4' North, longitude 78° 45' West, 3 trees about 50 feet long with roots and branches interwoven, dangerous to navigation.

JAY J. MORROW,  
Governor.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending May 28, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ottar.....	Caribbean Steamship Line.....	May 22.....	May 23.....	48	(?)
Urubamba.....	Peruvian Steamship Line.....	May 22.....		1,938	.....
Laura C. Hall.....	Pacific Metals Corporation.....	May 22.....		64	.....
Tamar.....	Pacific Steam Navigation Co.....	May 22.....		875	.....
Ebro.....	Pacific Steam Navigation Co.....	May 23.....	May 24.....	(?)	2
Caribbean.....	Panama Railroad Cattle Industry.....		May 24.....		20
Ulysses.....	Royal Netherlands W. I. Mail.....		May 24.....		16
Jamaica.....	Pacific Steam Navigation Co.....	May 23.....	May 26.....	2	61
Toloca.....	United Fruit Co.....	May 24.....	May 25.....	452	218
Cauca.....	Pacific Steam Navigation Co.....	May 24.....	May 26.....	1,318	(?)
Honduras.....	French Line.....	May 25.....	May 26.....	92	(?)
Quilpue.....	Pacific Steam Navigation Co.....	May 25.....	May 27.....	773	1,025
Balboa.....	Colombian Maritime Co.....	May 26.....		580	.....
Quillota.....	Pacific Steam Navigation Co.....	May 27.....		158	.....
Manavi.....	Pacific Steam Navigation Co.....		May 28.....		164
Oriana.....	Pacific Steam Navigation Co.....	May 28.....		76	.....
Solana.....	Pacific Mail Steamship Co.....	May 28.....		10,000	.....

\* No cargo discharged.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 30, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Anyo Maru.....	Toyo Kisen Kaisha.....	May 22.....		1,236	.....
Mevania.....	United States Shipping Board.....	May 22.....	May 25.....	9,000	.....
West Haven.....	Atlantic Gulf Steamship Corp.....	May 23.....	May 23.....	25	.....
Quilpue.....	Pacific Steam Navigation Co.....	May 25.....	May 25.....	20	.....
Jamaica.....	Pacific Steam Navigation Co.....	May 26.....	May 26.....		23
Manavi.....	Pacific Steam Navigation Co.....	May 28.....	May 28.....		3

### Regulating Water in Gatun Lake.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 24, 1921.

*All concerned*—The following schedule for maintaining Gatun Lake during the 1921 rainy season will be adhered to as closely as conditions permit.

The lake will be allowed to fill to elevation plus 85.5 feet before any water is wasted over the spillway. This elevation should be reached by the latter part of June.

The lake will be held between elevations plus 85.5 feet and plus 86 feet until the 1st of October; filled to elevation plus 86.5 feet in October; and the filling will be completed to elevation plus 87 feet in November.

The allowable variation in lake level will be 0.5 foot to lessen the number of spillway gates operated simultaneously in regulating the lake level.

C. S. RIDLEY,

Assistant Engineer of Maintenance.

**Fourth of July Celebration.**

Committees have been appointed from among employees residing at the Pacific entrance of the Canal to make arrangements for the holding of a "community celebration" at Balboa, C. Z., on July 4, 1921.

Subscription lists are being circulated to raise funds for defraying the expenses of such a celebration. The amusements being provided for, include, among other things, aquatics, fireworks, dancing, children's exercises, drills by Army and Navy, pistol and rifle shooting, tennis, and athletic contests of all kinds.

The Panama Railroad is arranging for a \$1 round-trip excursion rate for employees and their families attending the celebration, and for free transportation to soldiers and sailors in uniform.

The Fourth of July celebration on the Atlantic side will be confined to exercises of a patriotic character and entertainment features for the children, and will, it is understood, occupy only the afternoon of that day. It will be held either at Coco Solo or Pier 6, Cristobal.

**Official Circulars.**

**Charges for Chagres River Sand and Gravel.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 20, 1921.

CIRCULAR NO. 711-5 (superseding Circular No. 711-4):

Effective June 1, 1921, sand and gravel will be furnished at the following rates:

SAND, NO. 2 GRAVEL, OR RUN-OF-BANK GRAVEL.

1. To departments and divisions of The Panama Canal and Panama Railroad:

F. O. B.  
cars Gamboa.  
Per cu. yd.

In lots of 3,000 cubic yards, or more, per month..... \$1.60  
In lots of 500 cubic yards, or more, per month..... 1.70  
In lots of less than 500 cubic yards, per month..... 1.80  
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 Gamboa.  
Per cu. yd.

In carload lots, 500 cubic yards or more, per month..... \$1.80  
In carload lots, less than 500 cubic yards, per month..... 1.90

Delivered at any point on P. R. R.  
Per cu. yd.

In carload lots, 500 cubic yards or more, per month..... \$2.80  
In carload lots, less than 500 cubic yards, per month..... 2.90

3. To individuals and companies:

Per cu. yd.

In carload lots delivered at any point on the Panama Railroad..... \$2.90

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.

JAY J. MORROW,  
Governor.

**Pay Car Schedule.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., May 20, 1921.

The following approximate schedule for the pay car for all Panama Canal and Panama Railroad employees will be followed as closely as possible beginning with the payment for the month of June, 1921:

FROM BALBOA HEIGHTS.

9th. Leave:

Balboa station.....	6.45 a. m.
Miraflores Locks.....	7.00 to 7.20
Pedro Miguel.....	7.30 to 7.55
Paraiso.....	8.00 to 8.20
Red Tank.....	8.30 to 8.45
Corozal.....	8.50 to 9.00
Material yard, Balboa.....	9.10 to 9.20
Balboa shops.....	9.25 to 10.10
Roundhouse.....	10.15 to 10.20
Foundry.....	10.25 to 10.35
Balboa commissary.....	10.40 to 10.50
District Quartermaster, Balboa.....	11.00 to 11.10
Ancon hotel.....	11.15 to 12.30
Panama yard.....	12.35 to 12.45
Quarantine station.....	1.15 to 1.20
Balboa hotel.....	1.25 to 1.40
La Boca Road.....	1.45 to 1.55
Arrive Balboa.....	2.10 p. m.

10th. Leave:

Balboa station.....	6.45 a. m.
Main Line, Pedro Miguel to Gatun.....	7.00 to 8.30
Fort Davis railroad station... ..	8.35 to 8.40
Cold storage plant, Mount Hope.....	9.05 to 9.20
Printing plant.....	9.30 to 9.35
Cristobal shops.....	9.40 to 10.00
Coaling plant.....	10.05 to 10.30
Laundry, etc.....	10.40 to 11.05
Washington hotel.....	11.15 to 11.25
P. R. R. Station, Colon.....	11.30 to 11.35
Cristobal commissary.....	11.40 to 11.50
Siding back of commissary... ..	11.55 to 1.10
Gatun Locks.....	1.20 to 1.30
Arrive Balboa.....	2.45 p. m.

All outside payments not scheduled above will be made on such dates as best suit all concerned. These dates are agreed upon as early as possible each month.

R. W. GLAW,  
Paymaster, The Panama Canal.

Approved:

JAY J. MORROW,  
Governor.

**Accountable Official.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., May 25, 1921.  
CIRCULAR No. 295:

Effective May 11, 1921, Mr. W. T. Grunewald is designated an accountable official of The Panama Canal, *vice* Mr. Andrew Johnston, and as such will account for all nonexpendable property in use by the Washington Hotel.

ELWYN GREENE,

*Acting Auditor, The Panama Canal.*

Approved:

JAY J. MORROW,  
*Governor.*

**Colon Evening Passenger Train Service, Except Saturday and Sunday, Discontinued.**

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., May 19, 1921.

To all concerned—Effective Wednesday, June 1, train No. 101, leaving Colon at 11.15 p. m., daily except Saturdays, will be discontinued.

On and after that date there will be no evening passenger service on the main line out of Colon after the departure of train No. 7 at 5 p. m., except train No. 9, leaving at 11.30 p. m., Saturdays, and train No. 11, leaving Colon at 9.30 p. m., Sundays.

W. J. BISSELL,

*Acting Master of Transportation.*

Approved:

S. W. HEALD,  
*Superintendent.*

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., May 28, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts, and may be obtained upon the request of the addressees. Requests for forwarding may be made by telephone, calling Balboa 182:

Aralucca, Sra. Concepcion	King, J. E., Box 997.
Austin, D.	Lewis, Thomas
Beach, John H.	Leve, Mrs. Mabel
Biggam, Miss Jessie,	Little, Less
Box 1045.	McCallister, J. M., Box
Blackett, D.	862.
Britt, Charles	McKelverg, Mrs. E.
Bush, Hubert J.	Malivida, Mrs. M., Box
Browne, Miss Grace*	103.
Cooper, H. J., Box 100.	Miller, Ruth B.
Crems, Margin	Mudgett, Miss Georgia
Dodge, Theodore J.	Palmer, Alvin R., Box
Gainer, Tellis	57.
Gessner, Mrs. F. E.	Pharis, E. S.
Gildart, Mrs. Beatrice	Reed, Edw. L.
Gordon, Phillip N.	Reynolds, John
Haywood, Thomas J.,	Rupert, Mrs. M. B., c/o
Box 578.	T. E. Henry.
Hunter, C. D.	Simar, J.
Jalovitzky, Alexander	Sundberg, Bror.

\* Special delivery.

**Shipping Commissioner's Sale.**

The Shipping Commissioner, room 305, Administration Building, Balboa Heights, C. Z., will accept written bids up to noon Tuesday, June 7, 1921, for the purchase of the personal effects belonging to the estates of Wong Tim and George Hoy, deceased American seamen. 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 Shipping Commissioner's office on any business day. Bids should be submitted in sealed envelopes, addressed to the undersigned, marked "Bid on effects of (insert name of seaman), deceased." No advance deposit of money is required, and the right is reserved to reject any or all bids.

C. H. CALHOUN,

*Shipping Commissioner.*

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:

White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50. All sales f. o. b. Summit.

**Sale of Laying Mash.**

The Summit Poultry Farm has on hand about 6,000 pounds of laying mash, in excess of the amount required, which is offered for sale at \$7.42 per cwt. f. o. b. Summit poultry farm. Orders should be placed on the Superintendent of the Cattle Industry Division, Cristobal.

**Empty Barrels and Packing Cases for Sale.**

Address inquiries to Chief Quartermaster. The Panama Canal, Balboa Heights, C. Z.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**Postal Addresses of The Panama Canal.**

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

**Taboga Launch Schedule Effective May 1, 1921.**

From dock No. 19, Balboa every day, including Sundays and holidays...	A. M. 10.30
Saturdays and days preceding holidays .....	P. M. 5.00
From Taboga:	P. M.
Week days .....	12.30
Sundays and holidays .....	6.30

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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 XIV.

Balboa Heights, C. Z., June 8, 1921.

No. 43.

## Changes to Tariff No. 4—Coal.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., June 1, 1921.

To all concerned—The following changes are made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

### Item 21—COAL.

Effective June 15, 1921.

	Cristobal-Colon.	Balboa.
1. For steamships, including warships of all nations, delivered from coaling plants, per ton of 2,240 pounds, except as provided in paragraph 2.....	\$14.00	\$16.00
2. For vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of the plants, the quantity available, or for the purpose of expediting transit.....		14.00
3. For steamships, including warships of all nations, when delivered from lighters in quantities of 50 tons or more, per ton of 2,240 pounds.....	15.00	17.00
4. For steamships, including warships of all nations, when delivered from lighters in quantities of less than 50 tons, with minimum charge for 20 tons and with maximum charge not to exceed that for 50 tons at prices specified in paragraph 3, per ton of 2,240 pounds.....	16.00	18.00
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 90 cents per ton will be made for extra handling.		
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.		
7. For coal for cargo, delivered only by special authority of the Governor, per ton of 2,240 pounds.....	14.00	16.00

JAY J. MORROW,

Governor, The Panama Canal.  
President, Panama Railroad Company.

NOTE—The above changes will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.

## Fuel Oil.

The situation with regard to fuel oil is now in such shape as to permit the oiling of vessels without restriction. Vessels are encouraged to bunker for the round trip in all cases where it would assist them in their operations, Effective June 1, 1921, the third shift of the oil-handling plants was taken off, and the first and second shifts will operate the plant for any oil handled after 11 p. m. Ships taking oil for bunkers will be charged 10 cents per barrel for pumping any oil between 11

p. m. and 7 a. m. Oil companies discharging oil into storage tanks will be billed \$4.70 per hour for each hour's pumping service rendered between the hours of 11 p. m. and 7 a. m.

The Panama Canal is now offering fuel oil at Cristobal and Balboa at \$2.75 per barrel of 42 gallons. The West India Oil Company, the Texas Oil Company, and the Panama Agencies Company, are now offering fuel oil at Cristobal at \$2.10 a barrel. The Union Oil Company, the West India Oil Company, and the Panama Agencies Company are offering oil at Balboa for \$2.10 a barrel. The Panama Canal Storage Corporation has tanks at Cristobal and at Balboa, and the Huasteca Petroleum Corporation has tanks at Cristobal. These companies have not published their prices.

The Panama Canal is not now in a position to supply Diesel oil. The West India Oil Company, the Union Oil Company, and the Panama Agencies Company are offering Diesel oil at Balboa at \$3.50 a barrel.

### Canal Traffic in May.

Traffic through the Canal during the month of May was the lightest since June of last year. Commercial ships transiting the Canal numbered 210, an average of 6.8 per day. In cargo tons, the May traffic was the lowest since February, 1920.

The traffic for the month, by trade routes, was distributed as follows:

#### ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>United States coastwise:</i>							<i>Long tons.</i>
United States	19	67,707	82,257	103,013	67,872	\$84,545.85	90,617
<i>From East Coast of United States to Far East:</i>							
Japanese	7	28,263	32,938	43,723	27,612	35,162.50	23,596
British	4	16,698	19,902	26,013	16,454	20,872.50	28,636
United States	4	15,087	19,388	22,905	14,780	18,858.75	28,676
Norwegian	1	3,053	3,886	4,894	3,054	3,816.25	1,629
Totals	16	63,101	76,114	97,535	61,900	78,710.00	82,537
<i>From East Coast of United States to West Coast of South America:</i>							
United States	5	13,215	16,785	21,986	13,386	16,515.05	13,629
British	4	9,712	13,661	18,185	10,357	12,140.00	5,228
Peruvian	1	4,337	5,219	6,848	4,337	5,421.25	7,037
Norwegian	1	969	1,222	1,585	972	1,211.25	48
Totals	11	28,233	36,887	48,604	29,052	35,287.55	25,942
<i>From Europe to West Coast of South America:</i>							
British	4	14,119	18,346	23,126	14,010	17,648.75	9,764
Italian	2	6,410	7,886	11,226	6,728	8,012.50	3,614
French	1	4,326	4,363	5,923	3,763	5,235.60	468
Dutch	1	1,603	3,057	2,655	1,625	2,003.75	2,690
German	1	1,225	1,320	1,928	1,136	1,531.25	711
Totals	9	27,683	34,972	44,858	27,262	34,431.85	17,247
<i>From Cristobal to West Coast of South America:</i>							
British	5	3,978	7,071	8,874	4,828	4,947.18	1,181
Peruvian	2	2,495	5,356	8,049	4,187	3,118.75	565
Chile	1	1,463	2,577	2,553	1,600	1,828.75	452
United States	1	336	350	615	372	420.00	104
Totals	9	8,272	15,354	20,091	10,987	10,314.68	2,302
<i>From British Isles to Australasia:</i>							
British	7	40,245	47,451	57,281	36,163	49,944.35	23,101
<i>From United States to Australasia:</i>							
British	3	13,444	16,073	21,612	13,540	16,805.00	12,907
United States	2	7,045	9,387	11,438	7,050	8,806.25	13,081
Swedish	1	2,688	3,900	4,354	3,366	3,360.00	5,500
Totals	6	23,177	29,360	37,404	23,956	28,971.25	31,488

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo. Long tons.
<i>From Europe to West Coast of United States:</i>							
Dutch.....	1	5,403	6,612	8,384	5,437	\$4,760.64	.....
Swedish.....	1	3,411	5,661	5,642	4,320	4,263.75	1,067
Danish.....	1	3,244	4,016	5,219	3,337	4,055.00	2,955
British.....	1	2,846	3,697	4,574	2,861	3,557.50	3,500
Totals.....	4	14,904	19,986	23,819	15,955	16,636.89	7,522
<i>From Mexico to West Coast of United States:</i>							
United States.....	3	14,057	16,195	22,045	13,727	17,571.25	32,129
Norwegian.....	1	4,407	5,051	7,022	4,438	5,508.75	9,700
Totals.....	4	18,464	21,246	29,067	18,165	23,080.00	41,829
<i>From Mexico to West Coast of South America:</i>							
Norwegian.....	2	8,861	10,148	13,948	8,840	11,076.25	18,612
United States.....	1	4,383	5,160	7,058	4,327	5,478.75	10,400
Totals.....	3	13,244	15,308	21,006	13,167	16,555.00	29,012
<i>From Cristobal to Central America:</i>							
British.....	4	3,247	3,656	5,585	3,239	3,274.37	672
<i>From Mexico to Far East:</i>							
Japanese.....	1	5,513	6,385	9,049	6,502	6,891.25	7,879
<i>From Canada to Australasia:</i>							
British.....	1	5,150	5,771	8,031	5,166	6,437.50	6,396
<i>From United States to West Coast of Canada:</i>							
British.....	1	4,889	7,133	7,548	4,848	6,111.25	4,400
<i>From Mexico to Balboa:</i>							
United States.....	1	4,527	5,212	7,312	4,526	5,658.75	9,000
<i>From Europe to West Coast of Canada:</i>							
British.....	1	4,485	4,995	5,697	3,525	3,596.40	.....
<i>From Cristobal to West Coast of United States:</i>							
United States.....	1	1,323	1,602	2,136	1,319	1,653.75	561
<i>Colombian coastwise:</i>							
British.....	1	614	622	1,138	602	746.40	818
<i>Local—Cristobal to Balboa:</i>							
United States.....	1	116	118	234	116	87.00	.....
Grand totals.....	100	334,894	414,429	529,408	334,322	412,934.09	381,323
April, 1921.....	118	397,568	492,506	615,818	391,141	490,505.91	500,801
May, 1920.....	105	314,728	388,990	490,765	315,284	382,267.59	418,678

## PACIFIC TO ATLANTIC.

<i>United States coastwise:</i>							
United States.....	16	58,274	75,593	90,449	57,184	\$72,813.55	93,242
<i>From West Coast of South America to East Coast of United States:</i>							
United States.....	9	22,165	28,087	35,036	22,363	27,544.45	35,585
Norwegian.....	4	6,230	7,236	8,962	5,648	7,678.55	8,028
British.....	3	4,851	7,550	9,704	5,229	6,063.75	6,984
Totals.....	16	33,246	42,873	53,702	33,240	41,286.75	50,597
<i>From West Coast of United States to Europe:</i>							
United States.....	11	43,370	53,976	65,501	43,332	54,212.50	78,747
Danish.....	2	8,058	10,006	12,716	8,053	10,072.50	17,598
Dutch.....	1	6,852	6,961	9,065	6,871	8,491.20	9,409
British.....	1	3,210	3,990	5,241	3,220	4,012.50	7,138
Totals.....	15	61,490	74,933	92,523	61,476	76,788.70	112,892
<i>From Australasia to Europe:</i>							
British.....	10	58,196	76,211	89,132	56,313	72,745.00	51,163
<i>From West Coast of South America to Europe:</i>							
British.....	7	24,338	30,120	39,306	24,669	30,422.50	34,265
French.....	2	7,166	8,227	11,446	7,281	8,957.50	10,303
Danish.....	1	2,771	3,484	4,358	2,771	3,463.75	4,978
Totals.....	10	34,275	41,831	55,110	34,721	42,843.75	49,546
<i>From West Coast of South America to Cristobal:</i>							
British.....	6	3,626	5,157	7,203	4,048	4,511.40	1,444
Chilean.....	2	3,274	5,759	6,351	3,872	4,092.50	1,557
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	4,293
Totals.....	10	9,395	16,272	21,603	12,107	11,722.65	7,294

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo. Long tons.
<i>From West Coast of South America to Mexico:</i>							
Norwegian.....	3	13,268	15,199	20,970	13,278	\$10,943.28	.....
United States.....	2	7,925	9,387	12,281	7,582	6,758.64	.....
Japanese.....	1	5,513	6,385	9,049	6,502	4,597.20	.....
British.....	1	4,645	5,311	7,270	4,513	3,823.92	.....
Totals.....	7	31,351	36,282	49,570	31,875	26,123.04	.....
<i>From Central America to Cristobal:</i>							
British.....	4	2,994	3,325	5,265	2,999	3,742.50	4,244
United States.....	1	336	350	615	372	420.00	580
Totals.....	5	3,330	3,675	5,880	3,371	4,162.50	4,824
<i>From West Coast of United States to East Coast of Mexico:</i>							
United States.....	3	14,784	16,097	21,825	14,432	11,771.19	.....
British.....	1	3,260	3,697	5,316	3,354	2,661.84	.....
Totals.....	4	18,044	19,794	27,141	17,786	14,433.03	.....
<i>From Far East to East Coast of United States:</i>							
Japanese.....	1	4,921	5,629	7,770	4,821	6,151.25	4,035
British.....	1	3,695	3,991	4,329	2,798	4,618.75	4,794
United States.....	1	2,412	2,787	3,978	2,524	3,015.00	1,054
Totals.....	3	11,028	12,407	16,077	10,143	13,785.00	9,883
<i>From West Coast of Canada to East Coast of Mexico:</i>							
British.....	1	5,166	6,096	6,084	5,166	4,389.12	.....
United States.....	1	4,398	6,321	7,129	4,267	4,551.12	.....
Totals.....	2	9,564	12,417	13,213	9,433	8,940.24	.....
<i>From West Coast of Canada to Europe:</i>							
British.....	2	7,249	8,573	10,591	6,767	9,061.25	15,165
<i>From West Coast of Canada to Egypt:</i>							
British.....	2	7,126	8,176	10,935	6,743	8,907.50	8,417
<i>From Balboa to Tampico:</i>							
United States.....	1	4,527	5,212	7,312	4,526	3,752.64	.....
<i>From West Coast of Canada to United States:</i>							
United States.....	1	4,219	5,020	5,655	4,022	5,273.75	3,775
<i>From Australasia to United States:</i>							
United States.....	1	3,636	4,875	5,869	3,635	4,545.00	370
<i>From West Coast of United States to Cuba:</i>							
United States.....	1	1,862	2,206	3,169	1,862	2,327.50	2,460
<i>Local—Balboa to Cristobal:</i>							
United States.....	2	1,695	2,064	2,914	1,731	1,654.08	269
<i>From West Coast of United States to Cristobal:</i>							
United States.....	1	1,323	1,602	2,136	1,319	1,653.75	1,515
<i>From Society Islands to United States:</i>							
United States.....	1	172	172	213	171	129.00	.....
Grand totals.....	110	360,002	450,188	563,194	358,425	422,948.68	411,412
April, 1921.....	109	373,548	462,997	587,269	366,435	437,471.18	406,812
May, 1920.....	119	379,867	463,435	590,697	379,657	452,161.05	556,241

## Cash Balance in Appropriations—April, 1921.

The following is a report of the Governor to the Secretary of War, of the cash balance available in The Panama Canal appropriations in April.

BALBOA HEIGHTS, C. Z., May 28, 1921.

The Honorable, the Secretary of War,  
Washington, D. C.

SIR: Herewith is a report showing the commissary sales, financial receipts and

expenditures, and of the cash balance available in The Panama Canal appropriations, as compared with the preceding month:

	April, 1921.	March, 1921.
Cash balance available for expenditure:		
In Canal appropriations.....	\$8,020,685.58	\$11,058,468.77
In Fortification funds allotted to The Panama Canal.....	473,781.75	473,781.75
Payments made from appropriations:		
By the Paymaster on Isthmus.....	1,570,092.07	1,542,364.57
By the Disbursing Clerk, Washington.....	737,709.52	1,206,502.77
By the Panama Railroad Company for commissary books.....	307,802.49	310,483.20
Classification of collections on the Isthmus:		
Repaid to appropriations.....	1,031,281.31	861,894.93
Commissary and other trust funds.....	309,877.44	312,700.40
Tolls.....	928,007.79	1,105,566.19
Sales of water.....	14,430.50	3,335.85
Postal receipts.....	10,617.87	12,052.72
Licenses, taxes, court fees, fines, etc.....	4,381.83	3,564.70
Total collections on Isthmus.....	2,298,596.74	2,301,026.58
Collections by the Disbursing Clerk, Washington.....	127,292.71	112,209.56
Deposits with the Assistant Treasurer, United States.....	49,700.00	59,485.94
Canal Zone and miscellaneous funds:		
Receipts.....	207,781.18	298,629.98
Disbursements.....	263,446.81	72,797.26
Payrolls on the Isthmus.....	1,206,223.67	1,296,971.01
Requisitions for purchases in the United States.....	238,906.12	514,743.10
Sales of commissary supplies:		
To steamships, other than U. S. Government and of the Panama Railroad Steamship Line.....	53,432.69	65,856.83
To The Panama Canal.....	127,727.43	138,042.24
To the Panama Railroad, including steamships and the Hotel Washington.....	20,056.27	25,532.93
To the U. S. Government, including Army and Navy.....	134,007.10	133,333.68
To individuals and companies through charge accounts.....	26,036.10	25,281.84
To individuals purchasing coupons.....	484,426.83	504,908.51
Total commissary sales.....	845,686.42	892,956.03

\* On April 30, 1921. \* On March 31, 1921.

Respectfully,

JAY J. MORROW,  
Governor.

### Changes to Tariff No. 4—Fuel and Diesel Oils.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., May 27, 1921.

To all concerned—The following change is made to Tariff No. 4, Schedule of Rates for Supplies and Services furnished to Shipping and Allied Interests at the Panama Canal:

#### Item 22.—FUEL AND DIESEL OILS.

Effective June 1, 1921.

3. Pumping oil into and out of private tanks, 4 cents per barrel, each way, excepting, that between the hours of 11 p. m. and 7 a. m., an additional charge of \$4.70 per hour, will be made for pumping cargoes from ships into storage tanks, and 10 cents per barrel from storage tanks into ships. Oil having a viscosity in excess of 225 Engler degrees at 86° F. will not be handled by Panama Canal oil plants and permission for storage thereof will not be granted.

JAY J. MORROW,  
Governor, The Panama Canal.  
President, Panama Railroad Company.

NOTE—The above change will be included in Supplement No. 4 to Tariff No. 4, when this supplement is issued.

#### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight June 4, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.							Nature.	Tons.	Gross. Net.	
San Joaquin.	28	14, 22	29	6, 10	29	14, 12	30	10, 01	Norwegian.	W. Wilhelmsen.	425.0	57.0	Tuxpan	Antofagasta.	9,412	7,059	5,043	
Urubamba.	22	16, 18	29	6, 24	29	13, 05	29	20, 10	Peruvian.	Peruvian Steamship Line.	381.2	41.0	Cristobal	Callao.	106	4,803	2,951	
Floridan.	28	15, 40	29	7, 00	29	14, 54	29	15, 55	American.	American-Hawaiian Line.	415.0	54.0	New York	Los Angeles.	3,000	7,245	5,152	
Quiloca.	27	3, 50	29	7, 17	29	15, 20	29	16, 20	British.	Pacific Steam Navigation Co.	361.4	46.2	New York	Guayaquil.	260	4,768	2,956	
Robin	28	5, 59	29	8, 53	29	16, 02	30	11, 12	American.	Robin Steamship Line.	424.8	55.2	New York	Seattle.	10,075	7,473	5,624	
Brush.	29	12, 25	29	13, 00	29	19, 39	29	20, 30	American.	North Atl. & Western S. S. Co.	390.0	54.2	Philadelphia.	Balboa.	2,700	6,161	4,433	
S. C. 284	29	8, 45	29	15, 38	29	15, 38	29	15, 38	American.	United States Navy.	465.0	56.0	Liverpool	Colonel.	2,697	8,620	5,345	
Oriana.	28	19, 04	30	6, 08	30	12, 27	30	14, 45	British.	Pacific Steam Navigation Co.	483.0	61.0	Hampton Rds.	San Diego.	3,828	8,227	5,307	
Pyro.	27	17, 28	30	6, 15	30	15, 00	30	16, 05	American.	United States Navy.	420.0	56.1	New York	Yokohama.	814	7,460	5,307	
Alaska Maru.	30	5, 54	30	7, 05	30	14, 45	30	15, 45	Japanese.	Osaka Shosen Kaisha.	190.0	29.1	Cristobal.	Guayaquil.	104	741	350	
Balboa.	26	15, 00	30	11, 12	30	18, 27	31	13, 00	American.	Colombian Maritime Co.	420.0	53.9	New York	San Francisco.	4,900	6,755	4,750	
Charles H. Cramp.	30	12, 52	30	13, 07	30	19, 30	30	20, 35	American.	Atl. Gulf & Pacific S. S. Co. (S. B.)	420.0	53.9	New York	San Francisco.	9,200	7,000	5,105	
Martocpa.	30	17, 00	31	6, 17	31	14, 30	31	15, 55	Norwegian.	W. Wilhelmsen.	430.0	57.0	Tampico	Tocopilla.	6,396	8,237	5,771	
Dolphin.	31	6, 22	31	6, 45	31	13, 08	31	13, 08	American.	United States Navy.	256.0	33.0	Port Limon.	Balboa.	7,226	5,377	4,225	
Kai Ora.	31	12, 20	31	6, 55	31	14, 55	31	15, 59	British.	Shaw, Saville & Albion Co.	447.0	56.0	Montreal	Auckland.	4,002	6,163	4,376	
Munros.	6-1	1, 55	6-1	6, 35	6-1	13, 25	6-1	19, 05	American.	Munson Steamship Line.	370.0	53.0	New York	Tiburon.	3,750	3,162	2,042	
Kenjo Maru.	6-1	9, 25	1	9, 55	1	16, 56	2	17, 00	Japanese.	Toyo Kisen Kaisha.	400.0	53.0	New York	Yokohama.	3,750	3,162	2,042	
Canadian Voyager.	6-1	6, 25	1	11, 32	1	19, 46	1	21, 12	British.	Canadian Government.	320.0	44.0	Saline.	Vancouver.	3,750	3,162	2,042	
Conroy.	1	6, 00	1	8, 26	1	8, 26	1	8, 26	American.	United States Army.	378.0	44.0	Cristobal	Gatun Lake.	393	4,552	3,182	
Breckenridge.	29	17, 24	2	6, 10	2	13, 19	2	14, 55	Chilean.	South American Steamship Line.	176.0	26.0	Cristobal	Valparaiso.	693	716	580	
Huasco.	6-1	11, 21	2	6, 26	2	13, 59	2	15, 28	American.	Chiquimula Steamship Co.	427.0	54.0	Baltimore.	La Union.	7,000	6,199	4,524	
Chiquimula.	31	13, 45	2	7, 18	2	15, 01	2	16, 10	Japanese.	Kokusai Kisen Kaisha.	407.0	50.0	Galveston.	Kobe.	3,398	6,567	4,890	
Taiho Maru.	6-1	22, 15	2	7, 45	2	15, 46	2	22, 12	American.	Williams, Dimond & Co. (S. B.)	427.0	54.0	Liverpool.	San Francisco.	3,269	5,765	4,043	
West Cayote.	6-1	22, 15	2	7, 45	2	15, 46	2	22, 12	Japanese.	Osaka Shosen Kaisha.	360.0	51.0	Copenhagen.	San Francisco.	3,850	4,853	3,476	
Hamburg Maru.	6-2	8, 00	2	8, 00	2	17, 33	2	20, 10	Danish.	Dmsk. Akties Orient.	400.0	51.8	Buenos Aires.	Kobe.	2,380	6,099	4,289	
Transvaal.	6-2	18, 01	3	12, 06	3	14, 08	3	16, 25	Japanese.	Osaka Shosen Kaisha.	400.0	53.5	New York	Auckland.	10,693	12,857	8,669	
Panama Maru.	6-2	18, 01	3	6, 25	3	14, 08	3	19, 08	British.	Union Shipping Co. of N. Z.	530.5	63.5	Cristobal.	Gatun.	6,500	5,000	3,300	
Armagh.	6-3	11, 15	3	8, 30	3	13, 15	3	13, 15	American.	B. Rojas.	28.4	7.7	Mobile.	Los Angeles.	6,500	5,000	3,300	
Wabble.	6-3	11, 15	3	8, 30	3	13, 15	3	13, 15	American.	B. Rojas.	28.4	7.7	Cristobal.	Gatun.	6,500	5,000	3,300	
Clemence C. Morse.	6-4	6, 35	4	7, 20	4	15, 27	4	16, 40	American.	N. Atl. & Western S. S. Co. (S. B.)	402.0	53.0	Cristobal.	Los Angeles.	6,500	5,000	3,300	
Putnam.	6-4	6, 35	4	6, 00	4	11, 38	4	11, 38	American.	United States Army.	402.0	53.0	Cristobal.	Gatun.	6,500	5,000	3,300	

\* Steel, machinery, and general.  
 \* Launch.  
 \* Gunboat.  
 \* Supply ship.  
 \* Motor schooner.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date	Vessel	From—	Line	Arrivals	Departures	Date	Vessel	Line	Departures	Date	Vessel	Line	For—
29	8 30	29	16 31	30	1 05	American							
29	9 25	29	17 24	29	6 10	Chilean							
29	9 00	29	18 18	29	18 18	American							
29	19 15	30	8 49	30	16 15	French							
30	7 45	30	14 23	30	15 25	American							
30	14 45	31	7 40	31	13 11	British							
31	4 00	31	14 17	1	4 25	British							
31	13 30	31	14 10	31	1 4 15	Peruvian							
31	18 05	1	6 50	1	14 15	Japanese							
31	19 00	1	7 35	1	15 24	Japanese							
General H. F.													
6-2	5 00	2	7 48	2	15 19	American							
6-2	14 45	3	6 28	3	13 50	American							
6-2	17 20	3	6 38	3	14 59	British							
6-3	6 15	3	8 59	3	18 59	British							
6-3	9 50	3	10 43	3	16 35	British							
6-4	5 30	4	8 05	4	14 58	American							
6-4	7 00	4	8 31	4	16 22	British							
24	7 30	4	12 20	4	19 45	American							
Birmingham													
City													

6 Coffee, sugar, and general.

7 Cocoa, coffee, hides, etc.

8 Cold storage and general.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date	Vessel	From—	Line	Arrivals	Departures	Date	Vessel	Line	Departures	Date	Vessel	Line	For—
May 29	San Gil	United Fruit Co.				May 29	San Gil	United Fruit Co.		May 29	San Gil	United Fruit Co.	Boston.
May 29	San Pablo	United Fruit Co.				May 30	San Pablo	United Fruit Co.		May 30	San Pablo	United Fruit Co.	Port Limon.
May 29	Anna	P. Johannessen				May 30	Albarez	Albarez		May 30	Albarez	Albarez	N. O. and waypoints.
May 29	Harold Walker	Pan-American Petroleum Co.				May 30	Crocket	Crocket		May 30	Crocket	Crocket Steamship Co.	Puerto Colombia.
May 29	Albarez	United Fruit Co.				May 30	Anna	Anna		May 30	Anna	Harrison Line	Cartagena.
May 29	Caribbean	Panama Railroad Cattle Industry				May 30	Actor	Actor		May 30	Actor	Harrison Line	Tampico.
May 29	Crocket	United Fruit Co.				May 30	Metapan	Metapan		May 30	Metapan	United Fruit Co.	N. O. and waypoints.
May 30	Elm Leaf	Anglo-Saxon Petroleum Co.				May 31	Harold Walker	Harold Walker		May 31	Harold Walker	Pan-American Petroleum Co.	Tampico.
May 30	Metapan	United Fruit Co.				June 1	Caribbean	Caribbean		June 1	Caribbean	Panama Railroad Cattle Industry	Cartagena.
May 31	Calameres	United Fruit Co.				June 1	Parismina	Parismina		June 1	Parismina	United Fruit Co.	New Orleans and way-ports.
May 31	Parismina	United Fruit Co.				June 1	Calameres	Calameres		June 1	Calameres	United Fruit Co.	New Orleans via waypoints.

(Continued on page 680, column 2.)

**Notice to Mariners.—Obstruction to Navigation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 1, 1921.

CIRCULAR No. 643-87:

The master of the steamship *Calgarolite* reports by radio having passed at 5 p. m., on May 29, while in latitude 8° 55' north, longitude 85° 33' west, a large tree awash, about 50 feet long, 4 feet in diameter and with the large end covered with marine growth, dangerous to navigation.

JAY J. MORROW,  
Governor.

**Shipments of Fresh Fruit from Washington to Europe.**

The Seattle Chamber of Commerce reports that experimental shipments of fresh fruits in cold storage to the United Kingdom via the Panama Canal have proved so successful that plans are being made for additional tonnage. The current freight rate on apples from the northwestern apple-growing districts via Seattle and Panama is approximately 40 per cent lower than the combined rail and water rate via New York. The Holland-American Line has been a pioneer in the development of this new trade.

**Centenary of Peruvian Independence.**

The Republic of Peru will celebrate this year the one hundredth anniversary of its independence. The official observances will begin July 28 and will continue until September. In that period a number of important public projects will be dedicated, and statues of historical personages will be unveiled. An industrial and commercial exposition of foreign and Peruvian products will be held. Foreign countries will be represented by official delegates. To attract tourists steamship lines maintaining services between New York and Callao through the Panama Canal have announced reduced round-trip fares.

**Fruit from Chile.**

According to *The South Pacific Mail* of Valparaiso the first consignment of Chilean fruit was shipped through the Panama Canal to New York on the steamship *Essequibo* in April and found a ready market there. This is described as the first step in an enterprise that may develop into an important element of Chilean commerce and one which is not likely to be affected by external conditions to the same extent as are products of the pampas or the mines. A most important factor in the case is that the seasons in Chile alternate with those of California so that fruit from that country can be delivered in New York during the months when it is most in demand.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 4, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Urubamba.....	Peruvian Steamship Line.....	May 29.....	May 29.....		61
San Joaquin.....	W. Wilhelmsen.....	May 29.....	May 29.....	143	
Huasco.....	Chilean Steamship Line.....	May 29.....	May 29.....	110	
Salvador.....	Pacific Steam Navigation Co.....	May 30.....	May 30.....	8	
Gen. H. F. Hodges...	Panama Railroad Steamship Line..	June 2.....	June 2.....	1	
Cauca.....	Pacific Steam Navigation Co.....	June 3.....	June 3.....	7	

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 4, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Urubamba.....	Peruvian Steamship Line.....		May 29.....		145
San Gil.....	United Fruit Co.....	May 29.....	May 29.....	80	( <sup>2</sup> )
Actor.....	Harrison Line.....	May 29.....	May 30.....	253	152½
Anna.....	Caribbean Steamship Co.....	May 29.....	May 30.....	183	587
Abangarez.....	United Fruit Co.....	May 29.....	May 30.....	559	5½
Harold Walker.....	Pan American Pet. and Transp. Co.....	May 29.....	May 31.....	10,000	( <sup>2</sup> )
Caribbean.....	Panama Railroad Cattle Industry.....	May 29.....	June 1.....	400	( <sup>2</sup> )
Elm Leaf.....	Anglo-Saxon Petroleum Co.....	May 30.....	June 1.....	7,213	( <sup>2</sup> )
Huasco.....	Chilean Steamship Line.....	May 29.....	June 2.....	410	393
Acajutla.....	Pacific Steam Navigation Co.....	May 31.....		725	
Salvador.....	Pacific Steam Navigation Co.....	May 31.....		1,012¾	
Calamares.....	United Fruit Co.....	May 31.....	June 1.....	425	131
Parismina.....	United Fruit Co.....	May 31.....	June 1.....	922	( <sup>2</sup> )
Saint Jean.....	French Line.....	May 30.....	June 2.....	( <sup>1</sup> )	1,192
Tivives.....	United Fruit Co.....	June 1.....	June 2.....	191	666
Heredia.....	United Fruit Co.....	June 1.....	June 2.....	( <sup>2</sup> )	149
Celebes Maru.....	Osaka Shosen Kaisha.....	June 1.....	June 2.....	113	( <sup>2</sup> )
Tranvaal.....	East Asiatic Steamship Co.....	June 1.....	June 2.....	242	( <sup>2</sup> )
Crijnsen.....	Royal Netherlands W. I. Mail.....	June 1.....	June 2.....	15	2,198
Huallago.....	Peruvian Steamship Line.....	June 1.....		1,164	
Puerto Rico.....	French Line.....	June 2.....	June 4.....	117	288
Carrillo.....	United Fruit Co.....	June 2.....	June 2.....	337	5
Colon.....	Panama Railroad Steamship Line.....	June 2.....		2,837	
Gen. H. F. Hodges.....	Panama Railroad Steamship Line.....	June 2.....		2,822	
Cauca.....	Pacific Steam Navigation Co.....	June 3.....		851	
Bologna.....	Italian Line.....	June 4.....		97	
Duendes.....	Pacific Steam Navigation Co.....	June 4.....		316	
Alianza.....	Panama Railroad Steamship Line.....	June 4.....		1,826	
San Pablo.....	United Fruit Co.....	June 4.....	June 4.....	21	( <sup>2</sup> )

<sup>1</sup> No cargo discharged.

<sup>2</sup> No cargo laded.

**Changes to Departmental Tariff A—Coal.**

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., June 1, 1921.

To all concerned—The following changes are made to Departmental Tariff "A"—Schedule of Rates for Supplies and Services furnished to Departments and Divisions of The Panama Canal, Panama Railroad, other departments of the United States Government, employees, and those entitled to employees' rates, except where otherwise specified:

**Class III.—Materials and Supplies.**

**ITEM 3—COAL.**

Effective April 1, 1921.

	Per ton of 2,240 pounds.		
	Colon and Cristobal.	Balboa.	Panama and line points.
1. To Panama Canal and to Panama Railroad at coal-ing plants, without trimming.....	\$11.50	\$13.00	
2. To parties taking carload lots, including U. S. Army and Navy, but exclusive of coal belonging to Navy.....	13.50	15.00	\$15.00
3. Coal belonging to the U. S. Navy will be delivered at the plant at which stored for.....	3.00	3.00	
4. To parties taking less than carload lots from plants, cars, or bins.....	14.50	16.00	16.00
5. To employees of The Panama Canal, Panama Rail-road, United States Government, and those en-titled to employees' rates, including Santo Tomas Hospital.....	13.50	15.00	15.00

JAY J. MORROW,

Governor, The Panama Canal.

President, Panama Railroad Company.

NOTE.—The above changes have been issued under Circular No. RA-712, dated March 21, 1921, and are now issued as an amendment to Departmental Tariff "A."

NOTE.—The above changes will be included in Supplement No. 3 to Departmental Tariff "A," when this supplement is issued.

### Lumber Shipments from the Pacific Coast through the Panama Canal.

The following figures showing lumber shipments from British Columbia, Washington, and Oregon through the Panama Canal during the first quarter of 1920 and the first quarter of 1921 are abstracted from a tabulation compiled by the Secretary of the Pacific Lumber Inspection Bureau at Seattle.

Destination.	1920.	1921.
	(First quarter.)	(First quarter.)
	<i>Feet.</i>	<i>Feet.</i>
Atlantic Coast .....	1,202,229	42,495,579
South America, East Coast.....		628,924
United Kingdom and Continent.....	24,418,115	16,264,988
Total.....	25,620,344	59,389,491

In commenting on these figures the *West Coast Lumberman* states that if the water shipments continue in the same volume during the balance of the year new records will be established for delivery of northwest lumber on the Atlantic Coast via the Panama Canal.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended June 4:

Steamship *Eastern Guide*, adjusting main engine crosshead and guides; cleaning and refitting H. P. piston rod packing; rebabbiting and boring spare crosshead brasses; repairing air chamber to beam feed pump; grinding-in and assembling evaporator relief valve; repairing and refitting brackets to main feed line; adjusting steering engine, fan engine, and circulator bearings; tug *Gorgona*, removing old and installing new air pump; performing miscellaneous repairs to main engine; repairing refrigerating system, anchor windlass, sanitary pump, towing machine; repairing whistle, examining circulators, renewing studs for boiler manhole plate, and performing miscellaneous pipework; cementing up main deck in wake of steam and exhaust pipes to towing machines; renewing clips on ventilators, renewing various cover boards, facia, molding, etc., and renewing other miscellaneous woodwork; Spanish cruiser *España*, docking cleaning and painting bottom; repairing hull forward where damaged through grounding; miscellaneous minor repairs to hull and engineer's departments, consisting of repairs to drains and vent and sounding pipes in engine rooms; overhauling various pumps, renewing suction and discharge lines to circulators; repairing ash hoist trunk; renewing discharge pipes to ash ejectors; manufacturing evaporator coils; manufacturing one boat boom; repairing and riveting torpedo net platform, and renewing miscellaneous eye pads and ring-bolts on deck; examining rudder; overhauling sea valves and zincs on hull; steamship *Birmingham City*, renewing L. P. piston rod, piston, follower and packing rings, main engine; lining up L. P. engine; launch *Coco Solo*, renewing stem, repairing monkey rails and repairing copper sheathing; subchaser *No. 284*, lining up auxiliary engine and generator base; overhauling crew's pump toilet; launch *Taboga*, renewing exhaust pipe and fittings; renewing stem; recalking hull and renewing copper sheathing as necessary; renewing sections of plank amidships where broken; renewing approximately 50 per cent of garboard strakes, port and starboard; renewing upper and lower fenders, port and starboard; renewing wood decking, beams, and covering board; renewing monkey rail, and performing other hull repairs.

The following vessels were at the Cristobal shops for repairs during the week ended June 6:

Steamships *Gen. H. F. Hodges*, *Colon*, and *Allianca*, miscellaneous repairs and painting to engine, deck, and steward departments; *Cauca*, bore out water end of ballast pump, also steam end if necessary; make and install plunger for same; *Salvador*, dry dock, clean and paint bottom; pump oil out of tanks and steam; fit emergency pump in cofferdam; *Huallago*, install steam and exhaust lines to sanitary pump as directed by chief engineer, etc.; *Crijnsen*, repair copper pipe (exhaust) and pack one valve on steering engine; *Silverado*, dock and undock; clean and paint bottom; remove old and install new tail shaft and work in connection there-

with; barge *No. 116*, dock and undock; test all compartments and stop leaks; repair A-frames, sheathing, fenders, etc.; motor schooner *Laura C. Hall*, dock and undock; renew planks on bottom as directed; repair foundation of port engine; replace flywheel key on port engine, etc.; U. S. submarine *R-25*, remove anchor gear; increase clutch clearance; install listening apparatus, etc.; U. S. S. *Hannibal*, steamships *Cuba*, *San Pablo*, *Caribbean*, *Heredia*, *Solano*, *Abangarez*, *Harold W. Walker*, *St. Jean*, minor repairs.

### Next Final Examination for Appointment of Second Lieutenants.

HEADQUARTERS PANAMA CANAL DEPARTMENT,  
QUARRY HEIGHTS, BALBOA HEIGHTS, C. Z., June 1, 1921.

The following excerpt from a cablegram from The Adjutant General of the Army is published for the information of all concerned:

"Babbitt, Balboa.

No. 974—May 28.

Par. 1. Next final examination appointment Second Lieutenants Regular Army will be held beginning August 22, 1921, under provisions Army Regulations 605-5. Preliminary examination report at once and continue until August 13. Give wide publicity throughout your area.

(210.1)

HARRIS."

By command of Brigadier General Babbitt:

H. O. WILLIAMS,

*Chief of Staff.*

Official:

J. W. CRAIG,

*Adjutant.*

### Dry Season, 1920-1921.

The recent dry season began about December 8, 1920, and ended about May 11, 1921, and although near the average so far as rainfall was concerned it was of a duration comparable to the dry season of 1911-1912, and 1919-1920.

Comparative rainfall figures for these three periods are given below:

RAINFALL (INCHES.)

Stations.	1920-1921.	1919-1920.	1911-1912.
	December 8 to May 11, inclusive.	December 16 to May 13, inclusive.	December 1 to May 7.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Porto Bello.....	23.87	10.18	5.74
Colon.....	14.05	5.26	6.37
Gatun.....	13.16	3.37	10.30
Monte Lirio.....	14.96	2.41	9.29
Trinidad.....	9.24	3.71	8.97
Gamboia.....	7.69	2.52	3.03
Alhajuela.....	5.81	1.78	1.02
Vigia.....	4.50	1.51	1.60
Culebra.....	2.94	2.79	3.85
Empire.....	4.38	3.02	3.20
Pedro Miguel.....	4.60	6.15	6.29
Balboa Heights.....	10.64	4.46	4.76

In order to make comparisons with previous dry seasons and use all available records, the following table is presented. It is worked up for the normal 4-month dry season. This table gives the total rainfall for the different sections and the entire Canal Zone and vicinity for the 4-month dry seasons since American occupation, also the normal 4-month dry season rainfall.

## RAINFALL (INCHES) FOUR-MONTH (JANUARY-APRIL) DRY SEASON.

Year.	Pacific section.	Central section.	Atlantic section.	Canal Zone.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
1905.....	5.68	7.17	12.55	8.14
1906.....	5.97	7.99	10.94	8.22
1907.....	.40	1.44	7.93	2.80
1908.....	1.86	4.85	9.43	5.25
1909.....	8.64	12.93	28.07	15.64
1910.....	8.84	15.37	23.38	15.74
1911.....	7.63	6.65	11.10	8.01
1912.....	1.82	2.55	4.32	2.81
1913.....	2.88	5.61	13.28	6.84
1914.....	3.62	4.74	8.30	5.35
1915.....	7.58	12.80	23.42	14.15
1916.....	7.06	10.31	12.41	10.02
1917.....	2.37	3.78	6.19	4.03
1918.....	7.77	8.38	11.20	8.93
1919.....	1.30	2.86	4.93	2.99
1920.....	2.39	2.07	4.10	2.66
1921.....	4.22	6.29	10.55	6.84
Normal dry season.....	4.28	7.27	12.63	7.86

It is well to note that the Panama Canal water supply depends principally on rainfall over the Atlantic section and the upper Chagres watershed, and the discharge from the Chagres River will be high or low depending upon the amount of rainfall occurring in these sections. During the 4-month period, January to April, 1921, the rainfall over the Atlantic section was 15 per cent below the 17-year average, while the Chagres River watershed rainfall was 9 per cent below the 20-year average.

The Chagres River discharge was 40 per cent below the 20-year, 4-month dry season average, or 752 c. f. s. against a mean of 1,247 c. f. s. The lowest elevation of Gatun Lake was 82 feet, which occurred on May 21, one week earlier than the lowest elevation of last year, 81.65 feet, on May 28, 1920. The minimum discharge of the Chagres River between January 1 and May 21, 1921, was 359 c. f. s. on May 12, while the maximum momentary discharge for the same period was 5,535 c. f. s. on May 17, which occurred during the first freshet of the year.

A storage depletion from Gatun Lake of 22.8 billion cubic feet occurred between January 1 and May 21, 1921, compared with 24 billion cubic feet for approximately the same period last year. Little, if any, attempt was made to save water this year, while in 1920 the hydroelectric consumption was reduced approximately 50 per cent from March 3 to the beginning of the wet season. Evaporation from the lake's surface was lower this year than in 1920, but the useful losses of 1921 far exceed those of 1920.

The following data are indicative of the net inflow into Gatun Lake for the dry season months, since the formation of the lake:

## NET YIELD IN C. F. S.—DRY SEASONS OF RECORD.

	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	Average for the month.
December <sup>1</sup> .....		2,690	5,335	4,307	7,010	7,673	4,986	9,218	2,158	4,939	3,698	5,201
January.....	2,959	400	2,583	1,739	2,570	1,863	1,111	3,023	4,541	769	1,216	1,798
February.....	3,053	271	1,298	744	4,207	1,320	139	431	73	-287	951	1,109
March.....	1,250	-392	678	167	823	698	-182	36	-50	-385	-121	229
April.....	2,355	-363	567	308	5,400	1,076	447	1,119	3,250	-706	244	1,245
May.....	6,363	2,771	4,992	3,219	6,111	4,063	4,635	7,964	4,352	583	2,109	4,287

<sup>1</sup> Net yield is the total yield minus the evaporation.

<sup>2</sup> Decembers are of previous year, i. e., December, 1910, is in 1911 dry season.

## July Weather Probabilities.

The following weather conditions may be expected in the Canal Zone during the month of July, 1921. These predictions are based on the weather records at Cristobal and Balboa Heights for the last 14 and 16 years, respectively:

*Winds*—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 north-west 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 50 years at Colon is 16 inches.

The 24-year average for July at Balboa Heights is 7.63 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 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° F. 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 be 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 quite 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 materially affect weather conditions on the Isthmus.

*Tides*—The tidal fluctuations of the Atlantic side are too small to affect navigation. Balboa tide predictions for July are given below: These are taken from "Tide Tables for 1921" 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	5:43	11:51	<b>6:23</b>	.....	Tu	12	2:52	9:04	<b>3:34</b>	<b>9:33</b>	S	23	5:48	11:56	<b>5:56</b>	.....
		4.1	13.7	<b>3.4</b>	.....			1.6	15.4	<b>2.3</b>	<b>14.1</b>			15.2	2.0	<b>14.7</b>	.....
S	2	0:26	6:44	<b>12:49</b>	<b>7:22</b>	W	13	3:54	10:07	<b>4:38</b>	<b>10:41</b>	S	24	0:14	6:22	<b>12:32</b>	<b>6:30</b>
		12.9	3.6	<b>14.5</b>	<b>2.6</b>			2.6	14.5	<b>2.8</b>	<b>13.6</b>			1.5	15.1	<b>2.3</b>	<b>14.4</b>
S	3	1:22	7:44	<b>1:41</b>	<b>8:17</b>	Th	14	4:56	11:15	<b>5:41</b>	<b>11:54</b>	M	25	0:49	6:55	<b>1:10</b>	<b>7:03</b>
		13.8	2.9	<b>15.4</b>	<b>1.5</b>			3.3	14.1	<b>3.1</b>	<b>13.1</b>			2.0	14.8	<b>2.8</b>	<b>14.0</b>
M	4	2:15	8:40	<b>2:31</b>	<b>9:08</b>	F	15	5:59	<b>12:22</b>	<b>6:44</b>	.....	Tu	26	1:26	7:29	<b>1:52</b>	<b>7:40</b>
		14.9	1.9	<b>16.2</b>	<b>0.3</b>			3.8	<b>14.0</b>	<b>3.1</b>	.....			2.6	14.5	<b>3.2</b>	<b>13.5</b>
Tu	5	3:04	9:30	<b>3:21</b>	<b>9:55</b>	S	16	0:58	7:02	<b>1:18</b>	<b>7:43</b>	W	27	2:09	8:08	<b>2:41</b>	<b>8:22</b>
		15.8	0.9	<b>16.8</b>	<b>-0.6</b>			13.2	3.9	<b>14.1</b>	<b>2.8</b>			3.3	14.1	<b>3.7</b>	<b>13.0</b>
W	6	3:54	10:17	<b>4:12</b>	<b>10:40</b>	S	17	1:51	8:00	<b>2:06</b>	<b>8:34</b>	Th	28	2:58	8:54	<b>3:38</b>	<b>9:15</b>
		16.6	0.1	<b>17.3</b>	<b>-1.3</b>			13.6	3.6	<b>14.4</b>	<b>2.3</b>			3.8	13.7	<b>4.0</b>	<b>12.5</b>
Th	7	4:45	11:03	<b>5:03</b>	<b>11:26</b>	M	18	2:37	8:50	<b>2:50</b>	<b>9:17</b>	F	29	3:58	9:52	<b>4:40</b>	<b>10:26</b>
		17.1	-0.3	<b>17.4</b>	<b>-1.5</b>			14.0	3.2	<b>14.7</b>	<b>1.8</b>			4.2	13.4	<b>4.0</b>	<b>12.3</b>
F	8	5:37	11:50	<b>5:56</b>	.....	Tu	19	3:19	9:33	<b>3:29</b>	<b>9:57</b>	S	30	5:02	11:04	<b>5:44</b>	<b>11:46</b>
		17.4	-0.4	<b>17.3</b>	.....			14.3	2.7	<b>14.9</b>	<b>1.4</b>			4.3	13.5	<b>3.7</b>	<b>12.7</b>
S	9	0:13	6:27	<b>12:39</b>	<b>6:47</b>	W	20	3:58	10:11	<b>4:07</b>	<b>10:31</b>	S	31	6:10	12:17	<b>6:50</b>	.....
		-1.2	17.3	<b>0.0</b>	<b>16.9</b>			14.7	2.2	<b>15.0</b>	<b>1.1</b>			3.9	14.0	<b>2.9</b>	.....
S	10	1:02	7:18	<b>1:33</b>	<b>7:39</b>	Th	21	4:36	10:46	<b>4:44</b>	<b>11:06</b>						
		-0.4	16.9	<b>0.7</b>	<b>16.1</b>			15.0	2.0	<b>15.1</b>	<b>1.0</b>						
M	11	1:55	8:10	<b>2:31</b>	<b>8:33</b>	F	22	5:13	11:21	<b>5:20</b>	<b>11:39</b>						
		0.5	16.2	<b>1.6</b>	<b>15.1</b>			15.1	1.9	<b>15.0</b>	<b>1.2</b>						

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.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286).

Instrument man; No. 693-amended, supplemental. Examination closed June 7, 1921.

Aeronautical draftsman, Navy Department; No. 318-amended, supplemental. Receipt of applications closed June 1, 1921.

Marine engine and boiler draftsman, marine engine and boiler draftsman (internal combustion), marine engine and boiler draftsman (aero), marine electrical draftsman, radio draftsman, Navy Department, No. 316-supplemental; receipt of applications closed June 1, 1921.

Ordnance draftsman, Navy Department, No. 317-supplemental; receipt of applications closed June 1, 1921.

Aeronautic engineer (male and female); \$5.44 to \$11.68 a day; form 1312; announcement No. 275; age, 20 years but not 70 years; vacancies exist in the naval aircraft factory, Navy Yard, Philadelphia, Pa., June 21, 1921.<sup>1</sup>

Airplane mechanic's helper (motor); (male and female); \$1,000 to \$1,400 a year; form 1800; announcement No. 272; age, 18, but not 65 years; vacancies exist in Air Mail Service of Post Office Department; June 28, 1921.<sup>1</sup>

Airplane mechanic's helper (fuselage and rigging); (male and female); \$1,000 to \$1,400 a year; form 1800; announcement No. 272; age, 18 but not 65 years; vacancies exist in Air Mail Service of Post Office Department; June 28, 1921.<sup>1</sup>

Airplane mechanic (motors); (male and female); \$1,200 to \$1,800 a year; form 1800; announcement No. 272; age, 18 but not 65 years; vacancies exist in Air Mail Service of Post Office Department; June 28, 1921.<sup>1</sup>

Airplane mechanic (fuselage and rigging); (male and female); \$1,200 to \$1,800 a year; form 1800; announcement No. 272; age, 18 but not 65 years; vacancies exist in Air Mail Service of Post Office Department; June 28, 1921.<sup>1</sup>

Airplane pilot, Air Mail Service (male and female); \$2,000 a year; form 1312; age, below 70 years; vacancies exist in Air Mail Service of Post Office Department July 5, 1921.<sup>1</sup>

Apprentice fish culturist (male and female); \$600 to \$960 a year; form 1312; age, 18 but not 45 years; vacancies exist in Bureau of Fisheries, Department of Commerce; June 22, August 3, September 21, 1921.

Associate dust explosion prevention engineer (male and female); \$2,500 to \$3,600 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Assistant dust explosion prevention engineer (male and female); \$1,800 to \$2,500 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Junior dust explosion prevention engineer (male and female); \$1,440 to \$1,800 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Associate development engineer (male and female); \$2,500 to \$3,600 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Assistant development engineer (male and female); \$1,800 to \$2,500 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Junior development engineer (male and female); \$1,400 to \$1,800 a year; form 2118; announcement No. 280; age, 18 but not 45 years; vacancies exist in Bureau of Chemistry, Department of Agriculture, Washington, D. C., June 21, 1921.<sup>1</sup>

Dental laboratory mechanic's helper, \$900 to \$1,200 a year; dental laboratory mechanic, grade 1, \$1,400 to \$1,800 a year; dental laboratory mechanic, grade 2, \$2,000 to \$2,400 a year (male and female); forms 1312 and 2356; announcement No. 283; age, 18 but not 70 years; vacancies exist in Public Health Service; August 1, 1921.<sup>1</sup>

Electrolytic depositor (male and female); \$6 per diem; form 304; age, 20 years and over; vacancies exist in Bureau of Engraving and Printing, Washington, D. C., July 6, 1921.

Expert appraiser, Estate Tax Division, (male and female); \$3,000 to \$4,000 a year; form 2118; age, 30 but not 70 years; vacancies exist in Bureau of Internal Revenue, Treasury Department; July 12, 1921.<sup>1</sup>

Flight test observer, Air Service at Large (male and female); \$2,000 to \$3,000 a year; age, 21 but not 35 years; vacancies exist in Engineering Division, Air Service at Large, War Department; July 5, 1921.<sup>1</sup>

Junior civil engineer, Bureau of Public Roads (male and female); \$1,500 a year; form 1312; announcement No. 265; age, 20 but not 30 years, vacancies exist in Department of Agriculture; June 14, 1921.<sup>1</sup>

Junior economist (farm management), (male and female); \$1,800 to \$3,000 a year; form 1312; announcement No. 284; age, 21 but not 45 years; vacancies exist in Department of Agriculture, Washington, D. C., July 6, 1921.

Library assistant, \$1,000 to \$1,400 a year; research librarian (digesting), \$1,800 to \$2,400 a year; research librarian (cataloguing), \$1,800 to \$2,400 a year; form 1312; announcement No. 270; age, below 70 years; vacancies exist in Departmental Service, Washington, D. C., June 23, 1921.

Library specialist, \$3,600 to \$5,000 a year; senior educational advisor, \$5,000 to \$6,500 a year, (male or female); age, 35 but not 55 years; vacancies exist in the Bureau of Navigation, Navy Department, July 12, 1921.<sup>1</sup>

Local and assistant inspector of boilers, local and assistant inspector of hulls, \$2,100 to \$2,950 a year; (male and female); form 1087; age, 25 but not 55 years; vacancies exist in Steamboat-Inspection Service; July 6-7, 1921.

Master mechanic (machinery), (male and female); \$2,000 to \$2,400 a year; form 1800; announcement No. 267; age, below 65 years; vacancies exist in Raritan Arsenal, Metuchen, N. J., and Ordnance Department at Large; June 21, 1921.<sup>1</sup>

Photostat and blue-print operator, \$1,200 to \$1,800 a year; blue-print operator, \$900 to \$1,800 a year; photostat operator, \$900 to \$1,800 a year; form 1312; announcement No. 268; age, 18 but not 70 years; vacancies exist in the Departmental Service, Washington, D. C., June 22, 1921 (male and female).

Scientific observer (marine), (male and female); \$1,800 a year; age, 21 but not 45 years; vacancies exist in the United States Coast Guard, Treasury Department; July 5, 1921.<sup>1</sup>

Student draftsman (male and female); \$4 per diem; form 1312; announcement No. 285; age, below 70 years; vacancies exist in the Navy Department, Washington, D. C., August 1, 1921.<sup>2</sup>

Tool designer, Ordnance Department at Large (male and female); \$1,500 to \$2,400 a year; form 1312; age, 18 years and over; vacancies exist in the Ordnance Department at Large.<sup>2</sup>

<sup>1</sup> 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.

<sup>2</sup> Nonassembled. Applications will be received at any time until further notice.

## COMMISSARY NOTE.

### Price Reductions—Dry Goods.

Reduction in the price of dry goods continue. Fancy all white skirting with attractive self stripe have been reduced from \$1.75 and \$1.65 the yard to \$1.25 the yard. These are 36 inches wide and may be obtained by asking for stock Nos. 51938, 51939, and 51940.

Fancy colored voiles there is a wide range of patterns, both in dark and light materials. The former range of prices was from 66 cents to \$1.30 a yard. Reductions of as much as 45 cents a yard have been made on some of these. Fancy all white voiles have also declined in price and commissary customers may benefit thereby.

Lace net flouncings in several different patterns are now considerably lower in price. Numbers which have been retailed at \$2.95 the yard are now \$2, and corresponding reductions have been made on the higher-priced patterns.

To close out the present stock, another cut has been made on the line of children'singham dresses. There are now very good values in this lot to be had at \$2 each.

Women's full-fashioned silk hose in a variety of colors may be obtained for \$1.50 per pair, which is \$1 less than the price asked only a short time since.

Among other items which have responded to the decline in prices are satin petticoats, silk and cotton mixture petticoats, and soft finish bleached muslin suitable for women's and children's garments.

## Official Circulars.

### Appointment.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 1, 1921.

CIRCULAR No. 661-97.

Mr. George W. Green is appointed Municipal Engineer, effective this date, *vice* Mr. D. E. Wright, resigned.

JAY J. MORROW,  
Governor.

### Acting Electrical Engineer.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., May 28, 1921.

*To all concerned*—Effective May 31, and during the absence of Mr. W. L. Hersh on leave, Mr. A. C. Garlington will act as Electrical Engineer.

JAY J. MORROW,  
Governor.

### Return Serviceable Property to Stock.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 1, 1921.

HEADS OF DEPARTMENTS AND DIVISIONS:

Owing to the reduction of work in practically all divisions, a large quantity of serviceable property is being presented for survey, as surplus, and it has been recommended by the Surveying Officer that a large percentage of these items be returned to stock.

The items returned to stock are just as serviceable as new items, and, as storekeepers complain of much difficulty in disposing of them, they have been instructed by the Chief Quartermaster to reissue items returned to stock before issuing any new items, in accordance with Circular No. 631.

JAY J. MORROW,  
Governor.

### Acting Chief Admeasurer.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 2, 1921.

*All concerned*—Effective June 6, 1921, Mr. Elmer Stetler will act as Member of the Board of Admeasurement and Chief Admeasurer at the port of Cristobal, during the absence on leave of Mr. F. E. Williams.

JAY J. MORROW,  
Governor.

### Accountable Official.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., May 28, 1921.

CIRCULAR No. 296.

Effective May 29, 1921, Mr. John H. Trower, Jr., is designated an accountable official of The Panama Canal, *vice* Mr. A. W. Degenara, and as such will account for all material in stock at the Paraiso Store.

ELWYN GREEN,  
Acting Auditor, The Panama Canal.

Approved:  
JAY J. MORROW,  
Governor.



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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 XIV.

Balboa Heights, C. Z., June 15, 1921.

No. 44.

## Development of the Fruit Trade.

Reference has been made in several recent issues of THE PANAMA CANAL RECORD to the fruit trade through the Panama Canal. It is not yet large enough to take a conspicuous place in traffic statistics, but it is expanding very rapidly, and there is good reason to believe that within a comparatively short time it will employ a considerable tonnage.

The trade is being developed along three routes. Apples from Washington and citrus fruit from California are moving by water to the east coast of the United States. Northwestern apples and California citrus fruits are moving to the United Kingdom and Europe, and Chilean fruit is being shipped to New York. The shipments of the past year have been experimental. They have demonstrated that the water route is practicable and economical. The fruit was delivered quickly, in good condition and at low cost. Now that this is established arrangements are being made for future shipments on a large scale.

The northwestern apple growers and the California citrus fruit growers are organized for the marketing of their crops, and are in a position to contract with steamship companies for cargo or part cargo lots. It is reported that they have joined in an agreement to guarantee to one steamship company 9,500 carloads of perishable fruit to be delivered in Atlantic and Gulf markets at a rate substantially lower than the present all-rail rate. Washington apple growers guarantee 4,000 carloads of the total. They will ship their apples to Seattle, and store them in public terminals, to be loaded when refrigerator space is available. To stimulate the movement of fruit through Seattle, the Port Commission has reduced its charge for the storage of apples in transit from \$2 to \$1.60 a ton. Oranges and lemons have been successfully shipped from Los Angeles to New York under refrigeration, arriving in 19 days. It is claimed that the percentage of decay was negligible in comparison with the deterioration experienced in rail shipments. The freight rate on the experimental cargo is said to have been 70 cents per 100 pounds as compared with an all-rail rate of \$1.66 $\frac{1}{2}$ .

It is reported that the direct movement of apples from the Pacific Coast to Europe inaugurated during the past winter season was very successful. A total of 175 carloads were shipped, and a heavy demand for space for the crop of this year has already developed. Nine steamers are now scheduled for the Pacific Coast-European service with cold storage equipment for handling fresh fruit through the tropics. They will afford carrying space for about three-quarters of a million boxes. It is estimated that there will be a total of about five million boxes available for export.

In March there passed through the Canal what was reported to be the first shipment of citrus fruit from Los Angeles to London by water.

It consisted of 10 carloads of oranges and 100 boxes of fancy lemons. While this particular trade may develop, the competition of Mediterranean citrus fruits in the European market is an adverse factor.

A first shipment of fruit from Chile to New York was made in April with successful results. The South American Line, a Chilean company, is reported to be building 3 large vessels with refrigerator equipment to be placed in the New York service carrying fresh fruit and vegetables. An important element in this new trade is the fact that Chile lies south of the equator and its seasons are the reverse of those of the United States, so that Chilean fruit will reach northern markets when domestic supplies are low.

### A Comparison of the Commercial Traffic Through the Panama Canal for the Fiscal Years 1920 and 1921.

Below is given a comparative table showing the Panama Canal net tonnage, tolls paid, and tons of cargo carried by commercial vessels transiting the Canal during the fiscal year ending June 30, 1920, and for the 11 months of the current fiscal year. It will be seen that the 11 months' traffic for the current fiscal year, is considerably in excess of last year's traffic, which, in turn, exceeded the traffic of any preceding year.

	Panama Canal net tonnage.		Tolls.		Tons of cargo carried.	
	1920-1921.	1919-1920.	1920-1921.	1919-1920.	1920-1921.	1919-1920.
July.....	856,798	510,808	\$842,312.05	\$538,470.76	886,814	568,172
August.....	951,345	586,111	936,209.44	609,442.16	1,040,740	715,724
September.....	1,008,785	586,186	1,010,150.63	588,983.09	1,009,557	638,270
October.....	935,579	670,100	911,825.58	661,301.74	991,066	705,881
November.....	929,875	597,148	933,912.11	571,273.98	984,910	575,480
December.....	1,027,918	927,726	1,007,849.32	891,358.34	1,076,539	924,479
Six months ending December 31.....	5,710,300	3,878,079	5,642,259.13	3,860,830.07	5,989,626	4,128,006
January.....	1,094,323	765,533	1,095,857.46	766,754.69	1,177,053	894,628
February.....	916,838	703,462	917,412.49	703,884.86	952,904	780,488
March.....	1,112,818	819,362	1,105,536.55	831,304.20	1,084,563	894,516
April.....	955,503	822,471	927,977.09	805,571.50	907,613	867,521
May.....	864,617	852,425	835,882.77	834,428.64	792,735	974,919
June.....		704,712		711,159.19		834,421
Eleven months ending May 31.....	10,654,399	7,841,332	10,524,925.49	7,802,773.96	10,904,494	8,540,078
Fiscal year ending June 30.....		8,546,044		8,513,933.15		9,374,499
Monthly average.	968,582	712,170	956,811.40	709,494.43	991,318	781,208

\* For 11 months only.

### The U. S. S. "Tennessee" En Route to Join the Pacific Fleet.

This first-class battleship of the superdreadnaught type passed through the Canal on June 8, proceeding under orders from Norfolk to San Pedro to join the Pacific Fleet at that base. The *Tennessee* is the newest of this class of superdreadnaughts; she was constructed at the New York Navy Yard and placed in commission last July, this being her first voyage in regular service. A sister ship, the *Maryland*, is expected to be ready for service during the latter part of this year.

The *Tennessee* represents the latest approved design in the United States Navy for ships of this class. She is 624 feet in length over-all; has a beam of 97 feet, 3½ inches; drew 34 feet of water through the Canal; and, as loaded, had a displacement of 34,000 tons. Her cruise

ing radius is 12,000 miles, with electric-driven engines and oil-burning boilers; the power generated being 28,500 I. H. P. at normal full speed.

The armament consists of twelve 14-inch guns; fourteen 5-inch guns; and four 3-inch anti-aircraft guns. On this voyage the *Tennessee* was in command of Capt. R. H. Leigh, United States Navy, with a personnel of 66 officers, 64 chief petty officers, 1,281 bluejackets, and 65 marines.

Her passage through the Canal was entirely successful; leaving Cristobal at 8 a. m. on the 8th, she passed the Port Captain's office at Balboa at 5.55 p. m. proceeding to sea without stop. Canal officials aboard the *Tennessee* during her Canal transit were the Governor, Col. Jay J. Morrow; the Marine Superintendent, Capt. E. P. Jessop; and Lieut. Commander S. L. Henderson, Port Captain at Balboa.

### Commodities in May.

Cargo passing through the Canal during the month of May has been classified by commodities, with the areas of origin and destination of the shipments, and is shown on pages 686 to 690, inclusive. The data are as close to accuracy as has been possible with the use of the cargo declarations; but in addition to the figures shown, small shipments of the commodities included in the tables and of other commodities not listed separately, passed through under the designation of "general cargo."

The tables show the origin of each commodity; next, under the heading "From," the origin of the shipments making up that total; and under the heading "To," show the distribution of the total among the several areas of destination.

### Amendment to Departmental Tariff "A."—Fuel Oil.

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., June 4, 1921.

The following amendment is made to Departmental Tariff "A"—Schedule of Rates for Supplies and Services Furnished to Departments and Divisions of The Panama Canal, Panama Railroad, other Departments of the United States Government, Employees, and those Entitled to Employees' Rates, except where otherwise specified:

#### CLASS III. MATERIALS AND SUPPLIES.

##### ITEM 4.—FUEL AND DIESEL OILS.

Effective July 1, 1921.

##### FUEL OIL.

	Per barrel of 42 gallons.
At Balboa and Cristobal in bulk:	
1. To departments and divisions of The Panama Canal and Panama Railroad.....	\$1.75
At Balboa and Cristobal in drums and barrels:	
4. To departments and divisions of The Panama Canal and Panama Railroad.....	1.75

JAY J. MORROW,  
Governor, *The Panama Canal*.  
President, *Panama Railroad Company*.

NOTE—The above amendment will be included in Supplement No. 3 to Departmental Tariff "A," when this supplement is issued.

#### Postal Addresses of The Panama Canal.

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight June 11, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Duendes	4	5-55	5	9-15	5	15-47	5	16-55	British	Pacific Steam Navigation Co.	300.0	50.0	21.2	London	Valparaiso	General	2,838	6,014	4,494
Garth	5	9-55	5	10-15	5	17-02	5	19-12	Norwegian	Det. Solmerske Reederi T.	366.0	49.8	21.0	Hamburg	Valparaiso	General and coal	3,323	4,358	3,356
Crocket	5	21-26	6	6-15	6	12-56	6	18-25	American	Crislet Steamship Co.	210.0	41.0	14.0	Pop. Colombia	San Francisco	Coffee	318	1,410	916
Canadian Rover	5	18-37	6	6-20	6	13-36	6	18-03	British	Canadian Government	251.0	43.0	22.8	Galveston	Vancouver	Subbur	3,050	2,551	1,613
Agwinars	5	19-00	6	6-18	6	15-01	6	16-19	American	Albatross Gulf & Western S.S. Co.	429.0	59.3	26.2	Port Arthur.	Shanghai	Petroleum	9,337	7,851	5,552
Mincora	6	8-53	6	12-37	6	19-20	6	20-45	American	W. R. Grace & Co.	298.6	49.0	19.6	Baltimore.	Labatos	Oil well supplies	2,376	2,835	1,822
Somerset	6	19-03	7	6-31	7	14-01	7	16-25	British	Federal Steamship Co.	460.0	62.0	22.0	Newport News	Auckland	Coal	2,673	9,943	7,580
Acajutla	5-31	14-57	7	6-32	7	15-34	7	16-25	British	Pacific Steam Navigation Co.	215.7	33.7	14.1	Cristobal	Champorro.	General	642	1,273	706
Hullaga	1	14-15	7	10-10	7	16-46	7	19-38	Peruvian	Peruvian Line	360.0	41.7	20.0	Cristobal	San Francisco	General	780	4,514	2,386
Cuba	4	12-30	8	6-10	8	13-00	8	22-00	American	Pacific Mail Steamship Co.	307.0	42.0	22.0	Habana	San Francisco	General	1,900	3,429	2,206
Bologna	4	14-14	8	6-20	8	13-00	8	14-40	Italian	La Veloce Line.	384.0	46.8	20.1	Genoa	Valparaiso	General	736	5,531	3,773
Tennessee	6	16-35	8	8-00	8	17-55	8	19-00	American	United States Navy	624.0	97.0	33.1	New York	Los Angeles.	General	2,260	8,514	6,066
Demidjick	7	18-19	8	10-41	8	18-45	8	19-50	Dutch	Holland-American Line	469.0	58.0	17.6	Rotterdam	Los Angeles.	General	3,327	1,582	1,023
Cauca	8	17-21	8	11-18	8	19-21	8	20-35	British	Pacific Steam Navigation Co.	246.0	35.0	14.6	Cristobal	Guayaquil	General	5,500	7,068	5,303
Siam <sup>2</sup>	8	14-05	9	6-15	9	13-33	9	21-20	Danish	East Asiatic Steamship Co.	410.0	55.0	20.0	Antwerp	Guayaquil.	Fuel oil	8,500	7,496	5,311
Lempoc	8	22-25	9	6-50	9	14-32	9	15-43	British	C. T. Bowring & Co.	435.0	53.9	27.3	Tampico	Talca	General	4,500	6,395	4,760
Lepanto	8	21-24	9	7-40	9	15-16	9	16-23	British	Ellerman Wilson	410.0	53.0	22.6	New York	Lytleton.	Crude petroleum	9,000	7,345	5,429
Trontolite	9	2-05	9	8-20	9	15-16	11	6-35	British	Standard Oil Co.	419.0	57.2	25.0	Montreal	Vancouver	General	2,875	5,957	4,325
Santa Elisa	9	13-15	9	14-00	10	11-53	10	21-05	American	W. R. Grace & Co.	360.3	51.0	23.1	New York	Valparaiso	General	5,000	6,617	4,925
Silverado	5-25	20-45	10	6-05	10	12-27	11	12-33	American	General Steamship Corp. (S. B.)	215.5	42.0	13.0	Cristobal	Callao.	Ballast	2,400	2,400	1,714
West Caddo	9	9-27	10	6-10	10	13-28	10	14-35	American	Pacific Mail Steamship Co. (S. B.)	410.0	54.0	21.7	Baltimore.	San Francisco	Gen., navy sup.	5,000	6,617	4,925
Keystone State	8	13-04	10	6-13	10	15-05	10	16-15	American	Admiral Line, P. S. S. Co. (S. B.)	518.0	72.0	25.0	Philadelphia	Seattle.	Ballast	15,286	10,498	
Gen. H. F. Hodres	2	15-19	10	9-04	10	15-43	10	16-50	American	Panama Railroad Steamship Line	323.5	39.0	14.0	Cristobal	Guayaquil	Ballast	3,013	1,574	
Laura C. Hall	5-22	15-10	10	9-45	10	17-39	11	12-02	British	Pacific Metals Corporation	81.0	25.5	9.0	Cristobal	Buenaventura.	General	130	69	
Alaskan	10	10-03	10	10-33	10	17-29	11	10-25	American	American-Hawaiian Line	470.1	57.2	21.0	New York	Los Angeles.	General	3,600	9,250	6,901
Toyohashi	10	10-50	11	6-10	11	13-51	11	15-00	Japanese	Nippon Yusen Kaisha	445.0	53.0	24.11	New York	Yokohama.	General	7,817	7,666	5,529
Maru	10	17-40	11	6-45	11	12-45	11	16-15	American	United States Navy	477.0	55.0	26.0	Fall River	Bokaha.	Fuel oil	7,192		
Neches <sup>4</sup>	10	17-40	11	6-45	11	16-15	12	1-27	American	Moore & McCormick	399.0	51.0	26.8	Norfolk	San Diego.	Navy coal	1,625	6,580	4,838
Honohiti	11	23-17	11	7-00	11	14-41	11	15-50	American	N. Atl. & Western S. S. Co. (S. B.)	409.8	54.2	17.8	Boston	Seattle	General	10,000	8,912	6,254
West Togos	11	6-25	11	8-43	11	15-35	11	15-39	American	Standard Oil Co.	439.5	58.0	25.8	Tampico	San Francisco	Naphtha			
D. G. Schofield.	11	6-25	11	8-43	11	15-35	11	15-39	American	Standard Oil Co.	439.5	58.0	25.8	Tampico	San Francisco	Naphtha			
Lewis Luckenbach	7	09-11	9	9-25	11	17-22	11	21-50	American	Luckenbach Line.	496.0	68.2	21.0	Philadelphia	San Francisco	General	4,714	11,487	8,732
Bolton Castle	11	9-40	11	10-45	11	17-52	11	21-30	British	James Chambers & Co.	424.2	53.0	25.0	New York	Yokohama.	General	6,000	6,480	4,869

\* Motor ship.

2 Motor schooner.

4 Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date	Vessel	Line	From—	Date	Vessel	Line	To—
5-26 18.00	A. F. Coats	8 8.45	American	172 3	37 9	10 6	Pisagua
6 12 10	Victoria	7 12.10	British	401 4	52 3	22 6	Valparaiso
7 5.00	Terrier	7 15.50	Norwegian	400	52 0	24 5	Taltal
7 8.30	Jamaica	7 17.00	British	220 0	34 0	10 9	Tumaco
7 10.35	Libre	7 17.54	American	435 0	56 2	19 0	Iquique
7 16.00	Albionstar	8 14.43	British	450 0	58 6	20 0	Auekland
8 18.30	Argyll	8 15.45	French	320 2	40 7	18 6	Callao
8 18.00	Santa Olivia	9 13.20	American	404 6	53 9	24 2	New York
8 16.00	Artigas	9 14.35	American	390 0	54 2	24 2	San Francisco
8 22 30	Texas	9 15.57	American	471 0	57 2	24 6	Boston
9 11 35	Argosy	9 15 7	American	390 0	54 2	24 2	Seattle
10 1 30	Aysen	10 14 38	Chilean	379 6	44 3	19 0	Guayaquil
9 21 35	Peru	10 17 31	British	390 0	54 2	24 2	Valparaiso
8 16 30	Enslay City	10 20 28	American	350 0	43 1	17 0	San Francisco
8 16 30	Enslay City	10 20 28	American	395 4	55 0	28 0	San Francisco
11 2 30	Santa Paula	11 15 40	American	420 0	53 9	28 0	Talcahuano

\* Sallet.

\* Barley, flour, and general.

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	To—
June 5	Atenas	United Fruit Co.	New Orleans via waypoints.	June 5	Puerto Rico	French Line	Puerto Colombia.
June 6	Caribbean	Panama Railroad Cattle Industry.	Cartagena.	June 5	Atenas	United Fruit Co.	Bocas del Toro.
June 6	Cartago	United Fruit Co.	New Orleans.	June 5	Tamar	Royal Mail Steam Packet Co.	Cartagena.
June 7	Pastores	United Fruit Co.	New York via waypoints.	June 6	Colon	Panama Railroad Steamship Line	New York.
June 8	San Blas	United Fruit Co.	Boston via waypoints.	June 6	Caribbean	Panama Railroad Cattle Industry.	Cartagena.
June 8	Atenas	United Fruit Co.	Bocas del Toro.	June 8	Atenas	United Fruit Co.	New Orleans.
June 10	Martinique	French Line	Havre.	June 8	Pastores	United Fruit Co.	New York via Port Limon and Habana.
June 11	Coronado	Elders & Fyffes, Ltd.	Port Limon.	June 9	Sacramento 7	United States Navy	Galveston.
				June 9	Alharcera	Panama Railroad Steamship Line	New York via Haiti.
				June 9	San Blas	United Fruit Co.	Port Limon.
				June 9	Cartago	United Fruit Co.	New Orleans via Bocas del Toro.
				June 11	Coronado	Elders & Fyffes, Ltd.	Kingston.

\*Other than ships passing through the Canal.

7 Gunboat.





## PACIFIC TO ATLANTIC.

(Figures represent tons of 2,240 pounds.)

Commodity.	From—										To—						
	Total.	Balboa.	Hawaiian Islands.	West coast of Central America.	West coast of Canada.	Australasia.	Far East.	West coast of United States.	West coast of South America.	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	East coast of South America.	Egypt.	Mexico.
Abrasive.	22					22		2									
Agricultural implements	2																
Alpaca.	132							2	132								
Asphalt.	134							134	34								
Automobiles	36					27		9	3	30	3						100
Bark:																	
Casahua.	15							13	2					2			
Cinchona.	4					4			1					1			
Peruvian.	1								31								
Quillay.	31									4	27			3			
Balsam.	3																
Barley.	7,994			3				1,299	5,995		1,504						
Beans and peas.	3,023					301		2,085	633	921	540		21	1,240			
Beeswax.	28								28	28							
Borax.	1,850								1,850	600	1,250						
Canned goods:																	
Fish.	3,304			138				3,166		1,043	50					25	
Fruit.	5,979						124	5,850	5	3,809	500						
Meat.	89					89				89							
Milk.	376							376		376							
Vegetables.	66							66		50				16			
Other.	302			2		42		258		258							
Cacao.	4,260								4,260	1,469	42		1,018	1,691	40		
Charcoal.	141							141		141							
China-ware.	141							1									1
Coffee.	9,476	150		6,036					2,690	2,917	746	5,613	200				
Cold storage:																	
Beef.	2,464					2,464				2,464							
Butter.	3,171					3,169			2	3,169				2			
Cassia.	1,174					1,174				1,174							
Cheese.	8,216					8,216				8,216							
Glaxo.	602					602				602							
Mutton.	15,096					15,096				15,096							
Tallow.	1,577					1,577				1,577							
Other.	1,846					1,746		100		1,746	100						
Cotton seed oilcake.	1,657								1,657	1,657							
Cotton seed.	2,061							445	2,061	2,081							
Cotton, raw.	2,020			30					1,945	158				238			
Dyedwood.	797			22					775	775				22			



PACIFIC TO ATLANTIC—Continued.  
(Figures represent tons of 2,240 pounds.)

Commodity.	From—										To—						
	Total	Balboa.	Hawaiian Islands.	West coast of Central America.	West coast of Canada.	Australasia.	Far East.	West coast of United States.	West coast of South America.	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	East coast of South America.	Egypt.	Mexico.
Rubber, raw.....	849					2	849			849							
Rye.....	17						15			15							
Salt.....	159							159			159						
Seed, clover.....	100							100		100							
Seed, mustard.....	70							70		70							
Skins and hides.....	4,984	4		27		1,325	616	1,026	1,986	4,215	532	153	84				
Sugar.....	41,571		39,699	395				1,477	1,477	39,699	1,472	400					
Tapioca.....	86						86			86							
Tea.....	461						461			461							
Tobacco.....	70				1	69				69							
Walnuts.....	42								42	42							
Wax.....	6																
Wheat.....	91,620							89,842	1,778	21,943	69,677		3				
Wool.....	15,125					13,263	490	1,136	236	1,626	13,377	120					
Yerba Santa.....	25							25		25							
General.....	34,520	1		1,208	25	1,210	2,225	16,781	13,070	19,989	10,910	829	2,337	40	390	25	
Grand totals.....	411,412	240	39,699	8,332	11,120	51,533	7,813	185,209	107,466	150,016	118,547	110,169	14,549	6,188	2,730	8,417	796

**Notice to Mariners—Obstructions to Navigation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., May 20, 1921.

CIRCULAR NO. 643-85:

The following obstructions to navigation have been reported by radio:

(a) On May 20, 1921 (10.15 a. m.), the master of the steamship *Nimrod* reports having passed, while in latitude 7° 6' north, longitude 81° 46' west, a large log with 3 heavy limbs, very dangerous to navigation.

(b) On May 20, 1921 (10.55 a. m.), the master of the steamship *Inca* reports having passed, while in latitude 5° 17' north, longitude 79° 46' west, a large tree, 40 feet long and with roots extending 7 feet above the water, very dangerous to navigation.

JAY J. MORROW,  
Governor.

**Nitrate Shipments.**

The depression in the Chilean nitrate trade is reflected in the statistics of nitrate shipments through the Panama Canal since the first of the year, which show a continued shrinkage, the tonnage for May being less than one quarter of the January tonnage.

	Month.	Tonnage.
January.....		195,885
February.....		191,928
March.....		141,026
April.....		118,729
May.....		43,504

During the calendar year, 1920, the total nitrate shipments through the Canal aggregated 1,995,906 tons, a monthly average of 166,325 tons. This was approximately one-third of the cargo moving through the Canal from the Pacific to the Atlantic. Reports from Chile and from London are not optimistic, and there appears to be little likelihood that shipments will be resumed on a large scale within the immediate future.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 11, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Tamar.....	Pacific Steam Navigation Co.....		June 5.....		1,200
Colon.....	Panama Railroad Steamship Line.....		June 6.....		3,761
Acajutla.....	Pacific Steam Navigation Co.....		June 7.....		635
Huallago.....	Peruvian Line.....		June 8.....		776
Cauca.....	Pacific Steam Navigation Co.....		June 8.....		375½
Bologna.....	Italian Line.....		June 8.....		468
Cuba.....	Pacific Mail Steamship Co.....		June 8.....		2,903
Caribbean.....	Panama Railroad Cattle Industry.....	June 6.....	June 8.....	400	267
Cartago.....	United Fruit Co.....	June 6.....	June 9.....	1,178	283
Pastores.....	United Fruit Co.....	June 7.....	June 8.....	785	143
Eemdijk.....	Holland-American Line.....	June 7.....	June 8.....	100	(†)
Jamaica.....	Pacific Steam Navigation Co.....	June 7.....		60	
Atenas.....	United Fruit Co.....	June 8.....	June 8.....	7	19
San Blas.....	United Fruit Co.....	June 8.....	June 9.....	26	76
Siam.....	East Asiatic Steamship Co.....	June 8.....	June 9.....	21	(†)
Allianca.....	Panama Railroad Steamship Line.....		June 9.....		1,793
West Caddo.....	Pacific Mail Steamship Co.....	June 9.....	June 10.....	252	(†)
Peru.....	Pacific Steam Navigation Co.....	June 10.....		33½	
Aysen.....	Chilean Steamship Line.....	June 10.....		312	
Martinique.....	French Line.....	June 10.....		189	
Coronado.....	Elders & Fyffes, Ltd.....	June 11.....	June 11.....	150	1

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 11, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....	June 7.....	June 7.....	1	.....
Cuba.....	Pacific Mail Steamship Co.....	June 8.....	June 8.....	.....	113
Cauca.....	Pacific Steam Navigation Co.....	June 8.....	June 8.....	.....	47
Aysen.....	South American Steamship Line.....	June 10.....	June 10.....	82	.....
Silverado.....	United States Shipping Board.....	June 10.....	June 10.....	.....	40
Peru.....	Pacific Steam Navigation Co.....	June 10.....	June 10.....	58	.....
Laura C. Hall.....	Pacific Metals Corporation.....	June 11.....	June 11.....	.....	132

#### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended June 11:

Dredge *Cascadas*, docking, staging and cleaning, painting bottom, overhauling sea valves and strainers; repairs to main, backing, swinging, and spud engines, and hoist machinery; repairs to condenser; overhauling circulating engine; overhauling air pump; miscellaneous repairs to boiler mountings, and pipe work; renewing 85 per cent of fenders; patching canvas on upper deck and top deck; redriving loose rivets in swing circle and cleaning and painting swing circle and boom; repairs to sanitary system; repairing galley range; renewing forward spud well lining; installing lower spud gates; building cofferdam in after tank around spud well; testing after fresh water tank and redriving all loose rivets; steamships *Ensley City*, renewing approximately 24 fitted bolts and redriving approximately 50 rivets in main engine foundation; *Santa Elisa*, brazing one feed heater coil; repairing copper pipe in deck steam and exhaust; renewing nipple in refrigerating system.

#### PREVIOUSLY REPORTED.

Subchaser *No. 284*, minor repairs in engineer's department and sanitary system; steamship *Birmingham City*, main engine repairs; tug *Gorgona*, miscellaneous engineer's and deck department repairs; Spanish cruiser *España*, miscellaneous engineer's and deck department repairs and repairing damage caused by grounding; launch *Taboga*, general overhaul.

The following vessels were at the Cristobal shops for repairs during the week ended June 13:

Steamships *Alliance*, *General H. F. Hodges*, miscellaneous repairs and painting to engine, deck, and steward departments; *Salvador*, dry dock, clean and paint bottom; pump oil out of tanks and steam; fit emergency pump in cofferdam; *Ucayali*, furnish 6 men and foreman to clean in fireroom and bilges, etc.; *Peru*, overhaul capstan, bore cylinder and valve chamber and straighten crankshaft to circulating pump; U. S. subchaser *No. 288*, dry dock, clean bottom, examine sea valves, and repair where found necessary; U. S. S. *Poe*, remove bottom blow valve and renew with extra heavy pressure flanged valve, etc.; steamships *Keystone State*, renew joints in main steam line between throttle and governor valve; starboard side; overhaul and pack both main air pumps; examine and repack both main feed pumps; *Jamaica*, dock and undock; clean and paint bottom; draw tail shaft, etc.; tug *Supply No. 1*, install new piston ring on all cylinders and air compressor; clean and paint bottom; repair air cooling coils; U. S. S. *Gold Star*, clean and paint bottom; install 160 tubes in boiler and renew brickwork in both boilers; tug *Porto Bello*, clean and paint bottom; electric weld crack in bottom of H. P. cylinder; refasten bracket on turning gear of fire nozzle; clean strainers to sea suction on ship's hull; draw out broken stud in end of tail shaft and manufacture and install new stud and keeper plate, etc.; steamships *Martinique*, *Santa Elisa*, U. S. submarine *R-27*, steamships *Cartago*, *Liebre*, *Pastores*, tug *Tavernilla*, minor repairs.

#### 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 20 and ending June 25, 1921. These are the examinations prescribed by the College Entrance Examinations Board for the leading colleges in the United States.

**Length, Beam, and Draft of Commercial Vessels.**

A classification of the commercial vessels passing through the Panama Canal in May, 1921, by length, beam, and salt water draft shows the following:

	Atlantic to Pacific.	Pacific to Atlantic.	All vessels.	Per cent of all ships.
<i>Length.</i>				
Less than 100 feet.....	1	2	3	1.5
100 to 200 feet.....	2	4	6	2.9
200 to 300 feet.....	17	18	35	16.6
300 to 400 feet.....	29	28	57	27.1
400 to 500 feet.....	51	56	107	50.9
Over 500 feet.....		2	2	1.0
Totals ships.....	100	110	210	100.0
Aggregate length (feet).....	37,780.0	40,694.3	78,474.3	
Average length (feet).....	377.8	369.9	373.7	
<i>Beam.</i>				
Less than 30 feet.....	3	5	8	3.8
30 to 40 feet.....	9	12	21	10.0
40 to 50 feet.....	19	22	41	19.5
50 to 60 feet.....	64	63	127	60.5
60 to 70 feet.....	5	8	13	6.2
Total ships.....	100	110	210	100.0
Aggregate beam (feet).....	5,019.0	5,459.4	10,478.4	
Average beam (feet).....	50.2	49.6	49.9	
<i>Draft.</i>				
Less than 15 feet.....	11	11	22	10.5
15 to 20 feet.....	26	31	57	27.1
20 to 25 feet.....	30	41	71	33.8
25 to 30 feet.....	31	26	57	27.1
30 to 35 feet.....	2	1	3	1.5
Total ships.....	100	110	210	100.0
Aggregate draft (feet).....	2,151.9	2,350.9	4,502.8	
Average draft (feet).....	21.5	21.4	21.4	

**Revision of Telephone Directory.**

The copy for a revised telephone directory, to be issued as of July 15, 1921, will go to the printer July 1. All changes or corrections in the present directory should be forwarded to the Supervisor of Telephones, Balboa Heights, not later than July 1. Proof corrections will be made to July 15.

**Firearm Permits.**

Holder of, and prospective applicants for, firearm permits for the fiscal year beginning July 1, 1921, are notified of the requirement of resubmission of application, form 1319-3, in all cases whether of renewal or of new application. In the case of hunting permits the application must be accompanied by the authorized fee of \$1. When renewing any class of firearm permit, the old expiring license card must be sent in. Form 1319-3 may be obtained at all Zone police stations.

**Clerk Examination.**

The local Civil Service Board announces open competitive examinations in the month of July, as follows: Clerk, Postal Clerk, and Clerk (with knowledge of stenography and typewriting). The examinations for clerk, and postal clerk will be held in the high school building, Balboa, C. Z., on July 9, while that for clerk (with knowledge of stenography and typewriting) will be held on July 16. The examinations begin at 9 a. m. Applications for these examinations should be completed and filed with the Secretary, Board of Civil Service Examiners, Balboa Heights, C. Z., a few days prior to the examination to be taken. These examinations are for The Panama Canal Service, and are open to men and women. The age limits are 18 and 45 years. The announcement number is 484-amended, and the application form is No. 1312. Any additional information may be secured from the local secretary, telephone 286, Balboa.

## RATES OF PAY—GOLD ROLL.

## Changes in Rates of Metal and Shop Trades.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 8, 1921.

## HEADS OF DEPARTMENTS AND DIVISIONS:

Effective July 1, 1921, all increments from the legislative increase (bonus) in navy yard rates are abolished. This includes the \$240 increase in annual compensation, also the 72 cents per diem increase granted for rates in excess of \$1 per hour. These changes in navy yard rates result in coordinate rates here which are approved as follows, effective July 1, 1921:

	RATE.			Remarks.
	Hour.	26-day.	28-day.	
Boatbuilder, cabinetmaker, carpenter, fleet; planing mill hand (millman), shipjoiner, shipwright.	\$1.08 1.00 .91 .86 .81 .76	\$224.64 208.00 189.28 178.88 168.48 158.08	\$241.92 224.00 203.84 192.64 181.44 170.24	
Blacksmith, boilermaker, caulker and chipper, crane-man (shop), electroplater, general mechanic, ironworker, machinist, pipefitter (plumber (ship)); rigger, riveter, shipfitter, shipsmith.	1.05 .98 .89 .84 .79 .74	218.40 203.84 185.12 174.72 164.32 153.92	235.20 219.52 199.36 188.16 176.96 165.76	Machinist, fleet; and automobile machinist are included in the machinist class. For blacksmith, heavy fire; and shipsmith, heavy fire, rates see separately listed.
Anglesmith, special.....	1.21			
Apprentice:				
5th class, first year.....	.37			
4th class, second year.....	.56			
3d class, third year, first 6 months.....	.64			
2d class, third year, second 6 months.....	.72			
1st class, fourth year.....	.82			
Battery repairman.....	1.13 1.05 .96 .91 .86	235.04 218.40 199.68 189.28 178.88	253.12 235.20 215.04 203.84 192.64	
Blacksmith, heavy fire.....	1.26 1.21			
Boilermaker, special.....			245.20	
Caulker (wood).....	1.11 1.04 .95 .90 .85			
Coppersmith.....	1.13 1.05 .96 .91			
Diver.....	2.46			
Draftsman, marine:				
Chargeman.....	\$410.80;	\$395.20;	\$382.20;	\$369.20;
Grade "A".....	\$327.60;	\$313.30;	\$301.60;	\$286.00;
Grade "B".....	\$247.00;	\$231.40;	\$218.40;	\$205.40.
Grade "C".....	\$176.80.			
Copyist, first-class.....	\$163.80;	\$150.80;	\$137.80;	\$109.20.
Copyist, second-class.....	\$109.20.			

	RATE.			Remarks.
	Hour.	26-day.	28-day.	
Flangeturner.....	\$1.13			Five cents more than the flange-turner rate of \$1.13 when working from a furnace on bending slabs.
Forger, heavy, hydraulic press.....	1.94			
Engineer, shop shifting engine.....	.73	\$218.40		
Helper.....	.70 .67 .64			
Inspector.....				Mechanics detailed as inspectors, 8 cents more than first-class rate of their craft.

	RATE.			Remarks.
	Hour.	26-day.	28-day.	
Inspector:				
Boiler.....			\$245. 20	Takes top machinist rate when not employed as elevator inspector.
Elevator (dual rate, \$1.05 and \$1.13).....				
Finished material.....			253. 12	
Scale.....			235. 20	
Instrument maker.....	\$1. 13			
Instrument repairman.....	1. 05	\$218. 40	235. 20	
	. 98	203. 84	219. 52	
Layer-out.....				Six cents an hour more than first-class rate of his trade.
Leadburner.....	1. 30			
Leadingman.....				Twenty-four cents an hour more than first-class rate of trade supervised.
Loftsmen.....	1. 19			
Molder.....	1. 13			
	1. 05			
	. 96			
	. 91			
	. 86			
	. 81			
Painter.....	1. 05			
	. 98			
	. 89			
Letterer and grainer.....	1. 09			
Patternmaker (effective June 1, 1921).....	1. 42			
	1. 36			
	1. 29			
Pipe coverer.....	1. 05			
Planner.....	1. 29			
	1. 13			
Progressman.....		235. 04		
Rigger.....	1. 05	218. 40	235. 20	
	. 98	203. 84	219. 52	
	. 89	185. 12	199. 36	
	. 84	174. 72	188. 16	
	. 79	164. 32	176. 96	
Rivet tester.....				Eight cents more than first-class riveter rate.
Roller, reclaiming plant.....	1. 26			
Roller, assistant, reclaiming plant.....	. 96			
Saw filer.....	1. 32			
Sheet-metal worker.....	1. 08			
	1. 00			
	. 91			
	. 86			
	. 81			
Shipsmith, heavy.....	1. 26			
	1. 21			
Tank tester.....	1. 13			
Toolmaker.....	1. 13			
	1. 05			
	. 96			
Typewriter and adding machine repairman.....		203. 84	235. 20	
		185. 12		
Welder, electric.....	1. 08			
	1. 00			
	. 91			
Welder, gas.....	1. 05			
	. 98			
	. 89			
Steam engineer.....	1. 05	218. 40	235. 20	Pumpmen at oil plants take the first-class, 28-day rate as base; engineer and machinist, first-class rate; operator and machinist, first-class rate. Engineer of dry dock crane, \$10 more than first-class 28-day rate.
(The rates for "Steam Engineer" are applicable to any engine run by steam, except steamshovels.)	. 98	203. 84	219. 52	
	. 89	185. 12	199. 36	
(The rates for "Operator" (wireman schedule) are applicable to any engine or equipment run by electricity.)	. 84	174. 72	188. 16	
	. 79	164. 32	176. 96	
	. 74	153. 92	165. 76	

SPECIAL RATES ON BASIS OF FIRST-CLASS MACHINIST.

Operator, air compressor.....	\$235. 20
Operator, air compressor, and machinist.....	235. 20
Foreman, corral transportation, Cristobal.....	261. 20
Motor inspector, Fire Division.....	235. 20

Rates for boiler inspector, scale inspector, and inspector of finished material (see above) are also special rates on basis of first-class machinist.

Approved:

JAY J. MORROW, 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Junior civil engineer; surveyor; No. 470-amended, supplemental; Engineer Department at Large has been canceled. Until further notice, examinations for these positions will be held only as the needs of the service require, and will be announced in the civil service districts in which vacancies exist.

Assistant sanitary engineer, \$2,320 a year; junior sanitary engineer, \$3,225 a year (male and female); vacancies exist in the United States Public Health Service, July 6, 1921.

Educational director, \$1,800 to \$2,400 a year; teacher, \$1,600 to \$2,400 a year (male and female); form 2118; announcement No. 570-amended; age, below 70 years; vacancies exist in Public Health Service hospitals in the field; October 1, 1921.<sup>1</sup>

Foreman mechanic, \$1,800 to \$2,000 a year; field manager, \$2,000 a year or over (male and female); form 1312; age, below 70 years and 65 years, respectively; vacancies in Air Mail Service of Post Office Department; July 12, 1921.<sup>1</sup>

Manual training teacher (male and female); \$900 to \$1,100 a year; form 1312; age, 21 to 50 years; vacancy in Indian Service; July 20, 1921.

Plate printer (male and female); \$900 to \$1,000 a year; form 1800; announcement No. 296; age, 20 but not 65 years; vacancies in Hydrographic Office, Navy Department; July 5, 1921.<sup>1</sup>

Sound aid (male and female); \$9.60 to \$15.60 per diem; form 1312; announcement No. 288; age, 21 but not 70 years; vacancies at the Engineering Experiment Station, Naval Academy, Annapolis, Md., July 5, 1921.<sup>1</sup>

<sup>1</sup> 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.

### Official Circulars.

#### Stealing, Destroying, Removing, or Damaging Fruits, Trees, Plants, Shrubbery, or Growing Crops in the Canal Zone.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 9, 1921.

CIRCULAR No. 710-1:

In accordance with the Executive Order of December 5, 1912, all land in the Canal Zone has been taken over by the United States in connection with the construction, maintenance, operation, protection and sanitation of the Panama Canal, and all persons not the lawful owners, or duly licensed or acting under proper prior authorization (which may be secured from the Chief Quartermaster, the various district quartermasters, or the proper military or naval authority where the land is within military or naval posts or reservations), are cautioned, under penalty of law, against the stealing, damaging, destroying, or removing of fruits, trees, plants, shrubbery, or growing crops from established plantations or groves, as well as such fruits, trees, plants, etc., located in townsites and surrounded by enclosures, or immediately adjoining public buildings and quarters, or protected by posted prohibitory notices.

Fruit trees, plants, shrubbery, and growing crops planted by occupants of quarters within the recognized lot limits of such quarters shall be considered as belonging to the occupants, and their yield may be taken at any time and utilized at the pleasure of such occupants; *Provided*,

*however*, that trees only may not be destroyed or removed from such premises without prior authorization.

Instructions have been issued to the Canal Zone police to enforce the provisions of this circular.

JAY J. MORROW,  
*Governor, The Panama Canal.*  
*President, Panama Railroad Company.*

#### Appointment.

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., June 4, 1921.

*All concerned*—Effective June 6, 1921, Mr. F. E. Holleran is appointed Superintendent of the Southern Municipal District.

G. W. GREEN,  
*Municipal Engineer.*

Approved:  
C. S. RIDLEY,  
*Assistant Engineer of Maintenance.*

#### Sailing of Steamship "Gen. W. C. Gorgas."

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., June 15, 1921.

*All concerned*—The steamship *General W. C. Gorgas* will sail from Cristobal for New York, via Port-au-Prince, Haiti, on Sunday, June 19, at 3 p. m., instead of on June 20 as previously announced.

S. W. HEALD,  
*Superintendent.*

### COMMISSARY NOTE.

#### Shoes.

Affected by the latest reduction in price are 20 items in the shoe stock carried by the commissaries. Of these, 5 are in Oxfords and 2 in bluchers for men, 8 in numbers for women, the remainder in children's styles.

All shoes included in this price revision are popular with the trade. Pumps of gun metal, patent leather and satin, Oxfords of white kid, and Russia calf bluchers may be purchased much lower than formerly, and, in the men's lines, footwear for dress and work purposes has likewise declined in price.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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 XIV. Balboa Heights, C. Z., June 22, 1921. No. 45.

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## Special Panama Canal Commission.

Brig. Gen. Wm. D. Connor, U. S. A., Chairman of the Special Panama Canal Commission, made the following statement, June 20:

My associates and I have been designated by the Secretary of War a Special Panama Canal Commission to report upon existing conditions relating to the care, maintenance, sanitation, operation, and government of The Panama Canal and Canal Zone, including all matters affecting the Panama Railroad and the Panama Railroad Steamship Line, and to make recommendations relative to any changes in such conditions affecting the organization, government, and operation of The Panama Canal and Canal Zone, and the operations of the Panama Railroad Company, which we may deem advisable.

The Secretary of War appreciates the gigantic task that has been accomplished in the construction of the Canal and the splendid results that have been obtained, and fully realizes its enormous importance to the United States and to the world at large. He desires to visit the Canal himself and, in all probability will do so as soon as his other duties permit, but in the meantime he is forced to act daily on questions vitally affecting the Canal Zone, and its population.

For this reason he has selected this Commission to visit the Isthmus, and stay here long enough to absorb the local atmosphere and become thoroughly familiar with the major problems involved in the administration of the Canal. We arrive on the Isthmus without any preconceived ideas and with open minds, and shall remain in the Zone as long as necessity dictates. We feel that we need the cooperation of the officials and employees of The Panama Canal and railroad to assist us in a thorough understanding of the economic conditions that now exist, or may be reasonably anticipated. In order that our knowledge may be as complete as possible, we will welcome constructive criticisms and suggestions from any individuals or associations that may desire to submit their views on local conditions. Those desiring hearings are requested to communicate with the Secretary, Special Panama Canal Commission, Room 302, Administration Building, Balboa Heights, C. Z., as soon as practicable.

The Special Commission arrived on the U. S. A. T. *Cantigny* on June 18. It is composed of General Connor, Chairman; Capt. Alfred Brooks Fry, U. S. N. R.; Mr. H. P. Wilson; Mr. F. A. Molitor. The Secretary of the Commission is Mr. E. H. Van Fossan. Mr. M. T. McDermott is assistant to Mr. Molitor; Mr. Charles Maass assistant to Mr. Wilson; and Mr. John V. Hazard is stenographer to the Commission.

Address mail for the Commission to "Drawer S, Balboa Heights."

## CANAL WORK IN MAY.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of May, 1921:

BALBOA HEIGHTS, C. Z., June 18, 1921.

*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, 1921:

### CANAL TRAFFIC.

The total number of vessels and craft of all kinds through the Canal as compared with the preceding month, and with the corresponding month of last year, was as follows:

	May, 1921.	April, 1921.	May, 1920.
Commercial vessels.....	210	227	226
United States Government vessels.....	30	27	8
Launches (under 10 tons).....	6	9	3
Total vessels and craft through Canal.....	246	263	237

COMMERCIAL TRAFFIC.<sup>1</sup>

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months, shows the following:

Panama Canal net tonnage:		
May, 1921.....		864,617
April, 1921.....		955,503
May, 1920.....		852,425
Average month for the past year.....		946,593
Registered gross tonnage:		
May, 1921.....		1,092,602
April, 1921.....		1,203,087
May, 1920.....		1,081,462
Average month for the past year.....		1,206,880
Registered net tonnage:		
May, 1921.....		692,747
April, 1921.....		757,576
May, 1920.....		694,941
Average month for the past year.....		701,974
Tolls earned:		
May, 1921.....		\$835,882.77
April, 1921.....		927,977.09
May, 1920.....		834,428.64
Average month for the past year.....		946,612.84
Tons of cargo carried:		
May, 1921.....		792,735
April, 1921.....		907,613
May, 1920.....		974,919
Average month for the past year.....		989,951

<sup>1</sup> Commercial traffic includes all vessels of 10 tons or more transiting the Canal, with the exception of vessels owned by the United States Government, or chartered by the Government to carry Government supplies.

Ocean-going commercial vessels passing through the Canal averaged 6.8 ships per day. The average tonnage, tolls, and tons of cargo carried, per commercial vessel, as compared with last month's traffic, were as follows:

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,309	3,397
Panama Canal net tonnage.....	4,117	4,209
Registered gross tonnage.....	5,203	5,299
Registered net tonnage.....	3,299	3,337
Tolls.....	\$3,980.39	\$4,083.01
Tons of cargo (all vessels).....	3,775	3,998
Tons of cargo (laden vessels only).....	4,086	4,561

## TOLLS PAID PER CARGO TON BY NATIONALITY OF VESSELS.

The average rate of tolls paid on each ton (2,240 pounds) of cargo passing through the Canal from the Atlantic to the Pacific was \$1.06 per ton, and from the Pacific to the Atlantic \$0.89 per ton, with a general average of \$0.97 per ton. The average rate paid per cargo ton, by nationality of vessels, is shown in the following statement:

	Atlantic to Pacific.	Pacific to Atlantic.	General average.
British.....	\$1.46	\$1.08	\$1.24
Chilean.....	4.05	2.56	2.95
Danish.....	1.37	.60	.69
Dutch.....	.74	.90	.87
French.....	11.17	.87	1.32
German.....	2.15		2.15
Italian.....	2.13		2.13
Japanese.....	1.33	1.52	1.36
Norwegian.....	.72	.96	.77
Peruvian.....	1.12	.73	.98
Swedish.....	1.16		1.16
United States.....	.80	.79	.80
Average rate all ships, May, 1921.....	1.057	.895	.973
Average rate all ships, April, 1921.....	.936	.915	.926

The difference in the rate of tolls paid per cargo ton, by vessels of different nationalities, is due to some vessels being but lightly loaded while others are carrying practically capacity cargoes. This also accounts for the variation in the rates per cargo ton as between northbound and southbound cargo for ships of the same nationality.

In the computation of the rate of tolls paid per cargo ton, as shown above, only the tolls paid on laden cargo vessels have been considered.

The lowest rate of tolls paid per cargo ton by any vessel passing through the Canal during the month, was paid by the steamship *North America*, flying the British flag, bound from Iquique to Savannah, and carrying 3,250 tons of nitrate, on which tolls of \$1,495 were assessed, or a rate of 46 cents per cargo ton.

## COMMODITY STATISTICS.

A classification of all cargo passing through the Canal, by commodities, giving the origin and destination of the same, has been previously compiled and was published in THE PANAMA CANAL RECORD, under date of June 15, 1921. A brief summary of the principal items is shown herewith:

## CARGO PASSING FROM ATLANTIC TO PACIFIC.

Commodity.	Tons.	Per cent of total cargo.	
		This month	Last month
Oils:			
Crude.....	87,720	35.4	32.0
Refined.....	47,371		
Manufactured goods:			
Iron and steel.....	51,824	20.4	20.5
Machinery.....	9,416		
Other.....	16,461		
Coal and coke.....	26,096	6.8	8.0
Sulphur.....	10,500	2.7	1.5
Cotton, raw.....	9,514	2.4	0.6
Tobacco.....	3,168	0.9	0.7
Other and general cargo.....	119,253	31.4	36.7

## CARGO PASSING FROM PACIFIC TO ATLANTIC.

Wheat.....	91,620	22.3	10.0
Nitrate.....	43,504	10.6	30.0
Sugar.....	41,571	10.1	2.0
Lumber.....	31,099	7.5	5.0
Cold storage and food products.....	34,146	8.3	11.0
Flour.....	27,186	6.6	4.0
Wool.....	15,125	3.7	4.0
Metals (copper).....	11,289	2.7	3.0
Ores.....	11,086	2.7	3.5
Fruits (fresh and dried).....	8,319	2.0	0.7
Coffee.....	9,476	2.3	1.9
Canned goods.....	10,116	2.5	3.0
Barley.....	7,294	1.8	3.0
Cacao.....	4,260	1.0	0.3
Rice.....	4,901	1.2	.....
Other and general.....	60,420	14.7	.....

## UNITED STATES COASTWISE TRAFFIC.

The number of vessels engaged in the United States coastwise traffic together with their tonnage, tolls, and tons of cargo carried, as compared with the preceding months of the calendar year, was as follows:

	Atlantic to Pacific.				Pacific to Atlantic.			
	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.
January.....	17	88,086	\$91,390.00	76,593	16	62,765	\$64,343.59	81,336
February.....	15	80,940	79,169.20	67,302	17	66,043	66,703.70	68,345
March.....	16	71,770	75,338.65	55,111	11	61,804	64,470.64	52,289
April.....	19	92,033	94,185.00	94,484	14	68,368	65,523.74	59,306
May.....	19	82,257	84,545.85	90,617	16	75,593	72,813.55	93,242

## UNITED STATES SHIPPING BOARD VESSELS.

The number of vessels under control of the United States Shipping Board passing through the Canal, together with their Panama Canal net tonnage, tolls, and tons

of cargo carried, as compared with preceding months of the calendar year, was as follows:

	Atlantic to Pacific.				Pacific to Atlantic.			
	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.
January .....	14	59,738	\$64,769.85	70,058	23	96,877	\$93,268.29	98,075
February .....	8	41,024	42,951.75	35,018	20	96,441	94,082.01	108,285
March .....	18	94,823	96,782.80	83,978	8	34,066	31,378.00	30,025
April .....	13	61,176	61,590.00	60,231	12	56,049	53,162.18	52,908
May .....	9	39,614	40,180.00	48,489	21	97,257	92,380.47	114,107

## TRAFFIC BY TRADE ROUTES.

Statements attached to this report show the origin and destination of all cargo passing through the Canal as accurately as the same can be segregated from the data available (*see* pages 714 and 715). Below is given a summary of the traffic passing over the principal trade routes, showing the number of vessels, the Panama Canal net measurement, and the amount of cargo carried. The vessels shown as in ballast represent cargo-carrying ships only—warships, tugs, yachts, etc., not being included as "ballast."

Trade routes.	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
United States coastwise .....	19	82,257	90,617		
East coast of United States to Far East .....	16	76,114	82,537		
East coast of United States to west coast of South America .....	11	36,887	25,942		
Europe to west coast of South America .....	9	34,972	17,247		
Cristobal to west coast of South America .....	9	15,354	2,302	1	69
British Isles to Australasia .....	7	47,451	23,101		
United States to Australasia .....	6	29,360	31,488		
Europe to west coast of United States .....	4	19,986	7,522	1	6,612
Mexico to west coast of United States .....	4	21,246	41,829		
Cristobal to Central America .....	4	3,656	672	2	2,046
Mexico to west coast of South America .....	3	15,308	29,012		
Cristobal to west coast of United States .....	1	1,602	561		
Miscellaneous trade routes .....	7	30,236	28,493	2	5,113
Totals, Atlantic to Pacific, May, 1921 .....	100	414,429	381,323	6	13,840
Totals, Atlantic to Pacific, April, 1921 .....	118	492,506	500,801	9	26,755
Totals, Atlantic to Pacific, May, 1920 .....	105	388,990	418,678	13	46,486
<i>Pacific to Atlantic.</i>					
United States coastwise .....	16	75,593	93,242		
West coast of South America to east coast of United States .....	16	42,873	50,597		
West coast of United States to Europe .....	15	74,933	112,892		
Australasia to Europe .....	10	76,211	51,163		
West coast of South America to Europe .....	10	41,831	49,546		
West coast of South America to Cristobal .....	10	16,272	7,294		
West coast of South America to Mexico .....	7	36,282		7	36,282
Central America to Cristobal .....	5	3,675	4,824		
West coast of United States to Mexico .....	4	19,794		4	19,794
Far East to east coast of United States .....	3	12,407	9,883		
West coast of Canada to east coast of Mexico .....	2	12,417		2	12,417
West coast of Canada to Europe .....	2	8,573	15,165		
West coast of Canada to Egypt .....	2	8,176	8,417		
Australasia to east coast of United States .....	1	4,875	370		
West coast of United States to Cristobal .....	1	1,602	1,515		
Miscellaneous trade routes .....	6	14,674	6,504	2	6,926
Totals, Pacific to Atlantic, May, 1921 .....	110	450,188	411,412	15	75,419
Totals, Pacific to Atlantic, April, 1921 .....	109	462,997	406,812	19	85,263
Totals, Pacific to Atlantic, May, 1920 .....	119	463,435	556,241	12	59,190

## LATIN-AMERICAN TRAFFIC.

The number of vessels, tonnage, and tons of cargo carried by the vessels engaged in the Latin-American traffic, classified by nationality, were as follows:

## ATLANTIC TO PACIFIC.

Nationality.	No. of vessels	TONNAGE.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	12	37,841	45,304	61,152	37,657	\$47,297.55	65,823
British.....	18	31,670	43,356	56,908	33,036	38,756.70	17,663
Norwegian.....	4	14,237	16,421	22,555	14,250	17,796.25	28,360
Peruvian.....	3	6,832	10,575	14,897	8,524	8,540.00	7,602
Italian.....	2	6,410	7,886	11,226	6,728	8,012.50	3,614
Japanese.....	1	5,513	6,385	9,049	6,502	6,891.25	7,879
French.....	1	4,326	4,363	5,923	3,763	5,235.60	468
Dutch.....	1	1,603	3,057	2,655	1,625	2,003.75	2,690
Chilean.....	1	1,463	2,577	2,553	1,600	1,828.75	452
German.....	1	1,225	1,320	1,928	1,136	1,531.25	711
Totals.....	44	111,120	141,244	188,846	114,821	137,893.60	135,262
April, 1921.....	58	147,700	188,679	241,751	151,087	182,232.50	197,113
May, 1920.....	63	.....	195,469	252,744	160,718	.....	161,163

## PACIFIC TO ATLANTIC.

United States.....	19	57,320	69,262	89,503	56,723	\$58,779.29	40,140
British.....	23	48,880	61,256	80,148	49,978	55,615.03	46,937
Norwegian.....	7	19,495	22,435	29,932	18,926	18,621.83	8,028
French.....	2	7,166	8,227	11,446	7,281	8,957.50	10,303
Chilean.....	2	3,274	5,759	6,351	3,872	4,092.50	1,557
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	4,293
Japanese.....	1	5,513	6,385	9,049	6,502	4,597.20	.....
Danish.....	1	2,771	3,484	4,358	2,771	3,463.75	4,978
Totals.....	57	146,917	182,164	238,836	150,240	157,245.85	116,236
April, 1921.....	62	173,766	212,587	280,957	173,393	192,143.57	160,873
May, 1920.....	77	.....	276,631	354,709	226,752	.....	343,582

CLASSIFICATION OF COMMERCIAL TRAFFIC.<sup>1</sup>

A statement of this month's commercial traffic, classified (1) according to the nationality of the various ships passing through the Panama Canal and (2) segregating laden and unladen vessels, is shown in the following tabulations:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number and nationality of commercial vessels passing through the Panama Canal:			
British.....	36	39	75
Chilean.....	1	2	3
Danish.....	1	3	4
Dutch.....	2	1	3
French.....	1	2	3
German.....	1	.....	1
Italian.....	2	.....	2
Japanese.....	8	2	10
Norwegian.....	5	7	12
Peruvian.....	3	2	5
Swedish.....	2	.....	2
United States.....	38	52	90
Totals, May, 1921.....	100	110	210
Totals, April, 1921.....	118	109	227
Totals, May, 1920.....	105	119	224
United States equivalent net tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	119,427	128,356	247,783
Chilean.....	1,463	3,274	4,737
Danish.....	3,244	10,829	14,073
Dutch.....	7,006	6,852	13,858
French.....	4,326	7,166	11,492
German.....	1,225	.....	1,225
Italian.....	6,410	.....	6,410

<sup>1</sup> Commercial traffic includes all ocean-going vessels transiting the Canal, excepting vessels owned or chartered by the United States Government.

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>United States equivalent net tonnage of commercial vessels passing through the Panama Canal, by nationality.—Continued.</b>			
Japanese.....	33,776	10,434	44,210
Norwegian.....	17,290	19,498	36,788
Peruvian.....	6,832	2,495	9,327
Swedish.....	6,099	.....	6,099
United States.....	127,796	171,098	298,894
Totals, May, 1921.....	334,894	360,002	694,896
Totals, April, 1921.....	397,568	373,548	771,116
Totals, May, 1920.....	314,728	379,867	694,595
<b>Panama Canal net tonnage of commercial vessels passing through the Panama Canal, by nationality:</b>			
British.....	148,378	162,197	310,575
Chilean.....	2,577	5,759	8,336
Danish.....	4,016	13,490	17,506
Dutch.....	9,669	6,961	16,630
French.....	4,363	8,227	12,590
German.....	1,320	.....	1,320
Italian.....	7,886	.....	7,886
Japanese.....	39,323	12,014	51,337
Norwegian.....	20,307	22,435	42,742
Peruvian.....	10,575	5,356	15,931
Swedish.....	9,561	.....	9,561
United States.....	156,454	213,749	370,203
Totals, May, 1921.....	414,429	450,188	864,617
Totals, April, 1921.....	492,506	462,997	955,503
Totals, May, 1920.....	388,990	463,435	852,425
<b>Registered gross tonnage of commercial vessels passing through the Panama Canal, by nationality:</b>			
British.....	187,664	200,376	388,040
Chilean.....	2,553	6,351	8,904
Danish.....	5,219	17,074	2,293
Dutch.....	11,039	9,065	20,104
French.....	5,923	11,446	17,369
German.....	1,928	.....	1,928
Italian.....	11,226	.....	11,226
Japanese.....	52,772	16,819	69,591
Norwegian.....	27,449	29,932	57,381
Peruvian.....	14,897	8,049	22,946
Swedish.....	9,996	.....	9,996
United States.....	198,742	264,082	462,824
Totals, May, 1921.....	529,408	563,194	1,092,602
Totals, April, 1921.....	615,818	587,269	1,203,087
Totals, May, 1920.....	490,765	590,697	1,081,462
<b>Registered net tonnage of commercial vessels passing through the Panama Canal, by nationality:</b>			
British.....	115,593	125,819	241,412
Chilean.....	1,600	3,872	5,472
Danish.....	3,337	10,824	14,161
Dutch.....	7,062	6,871	13,933
French.....	3,763	7,281	11,044
German.....	1,136	.....	1,136
Italian.....	6,728	.....	6,728
Japanese.....	34,114	11,323	45,437
Norwegian.....	17,304	18,926	36,230
Peruvian.....	8,524	4,187	12,711
Swedish.....	7,686	.....	7,686
United States.....	127,475	169,322	296,797
Totals, May, 1921.....	334,322	358,425	692,747
Totals, April, 1921.....	391,141	366,435	757,576
Totals, May, 1920.....	315,284	379,657	694,941
<b>Tolls levied against commercial vessels passing through the Panama Canal, by nationality:</b>			
British.....	\$146,081.20	\$154,960.03	\$301,041.23
Chilean.....	1,828.75	4,092.50	5,921.25
Danish.....	4,055.00	13,536.25	17,591.25
Dutch.....	6,764.39	8,491.20	15,255.59
French.....	5,235.60	8,957.50	14,193.10

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Tolls levied against commercial vessels passing through the Panama Canal, by nationality—Continued:			
German.....	\$1,531.25		\$1,531.25
Italian.....	8,012.50		8,012.50
Japanese.....	42,053.75	\$10,748.45	52,802.20
Norwegian.....	21,612.50	18,621.83	40,234.33
Peruvian.....	8,540.00	3,118.75	11,658.75
Swedish.....	7,623.75		7,623.75
United States.....	159,595.40	200,422.17	360,017.57
Totals, May, 1921.....	412,934.09	422,948.68	835,882.77
Totals, April, 1921.....	490,505.91	437,471.18	927,977.09
Totals, May, 1920.....	382,267.59	452,161.05	834,428.64
Tons of cargo carried by commercial vessels passing through the Panama Canal, by nationality:			
British.....	96,603	133,614	230,217
Chilean.....	452	1,557	2,009
Danish.....	2,955	22,576	25,531
Dutch.....	2,690	9,409	12,099
French.....	468	10,303	10,771
German.....	711		711
Italian.....	3,614		3,614
Japanese.....	31,475	4,035	35,510
Norwegian.....	29,989	8,028	38,017
Peruvian.....	7,602	4,293	11,895
Swedish.....	6,567		6,567
United States.....	198,197	217,597	415,794
Totals, May, 1921.....	381,323	411,412	792,735
Totals, April, 1921.....	500,801	406,812	907,613
Totals, May, 1920.....	418,678	556,241	974,919
A further classification of the above commercial traffic:			
Cargo-carrying vessels:			
Laden.....	94	94	188
Ballast.....	6	15	21
Yacht.....		1	1
Total commercial vessels.....	100	110	210
Net tonnage of above, Panama Canal measurement:			
Cargo-carrying vessels:			
Laden.....	400,589	374,597	775,186
Ballast.....	13,840	75,419	89,259
Yacht.....		172	172
Total Panama Canal net tonnage.....	414,429	450,188	864,617
Tolls paid on above ships:			
Cargo-carrying vessels—			
Laden.....	\$408,173.45	\$368,336.65	\$776,510.10
Ballast.....	4,760.64	54,483.03	59,243.67
Yacht.....		129.00	129.00
Total tolls.....	412,934.09	422,948.68	835,882.77
Motor ships through the Canal.....	5	6	11
Panama Canal net tonnage of above.....	17,919	16,099	34,018
Sailing vessels through the Canal.....	1	1	2
Panama Canal net tonnage of above.....	2,008	456	2,064
Cargo carried by commercial vessels..... tons..	381,323	411,412	792,735
Average tolls per ton of cargo <sup>1</sup> .....	\$1.08	\$1.03	\$1.05
Average tolls per ton of cargo <sup>2</sup> .....	1.06	.89	.97

<sup>1</sup> Including cargo-carrying ships in ballast. <sup>2</sup> Laden vessels only.

#### CLASSIFICATION OF NONCOMMERCIAL TRAFFIC.<sup>1</sup>

The following statement shows the tonnage of, and amount of cargo carried by United States Government vessels through the Canal during the month of May,

<sup>1</sup> Vessels, barges, tugs, launches, etc., in the service of The Panama Canal are not included in this statement of traffic.

1921. This traffic passes through the Canal free of tolls; if tolls had been assessed against these vessels at commercial rates, the amounts collected would have been as indicated below.

There is also included in this statement the number and tonnage of launches transiting the Canal, together with tolls collected thereon. Although paying tolls they are included in the noncommercial traffic, being small nonseagoing vessels under 10 tons measurement.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>United States Navy vessels:</b>			
Gunboats.....	2	3	5
Tugs.....	2	1	3
Ammunition ship.....	1		1
Subtender.....	1		1
Submarines.....	15	1	16
Submarine chasers.....	1	2	3
Totals.....	22	7	29
<b>United States Army vessels:</b>			
Mine planter.....		1	1
<b>Tonnage of above vessels:</b>			
Displacement tonnage—			
Naval vessels.....	32,288	5,560	37,848
Panama Canal net tonnage:			
Army vessels.....		403	403
<b>Cargo carried by above vessels:</b>			
Naval vessels.....	4,000		4,000
Total cargo through Canal free of tolls.....	4,000		4,000
<b>Tolls that would accrue from above, computed at rates for commercial vessels:</b>			
Naval vessels.....	\$16,144.00	\$2,780.00	\$18,924.00
Army vessels.....		290.16	290.16
Totals.....	\$16,144.00	\$3,070.16	\$19,214.16
<b>Launches through the Canal</b>			
Net tonnage of above, Panama Canal measurement.....	3	3	6
Tolls collected on above.....	16	22	38
Totals.....	\$16.50	\$15.30	\$31.80

## STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Canal are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
<b>Vessels passing through the Canal:</b>			
Commercial.....	100	110	210
United States Government vessels.....	22	8	30
Launches (under 10 tons).....	3	3	6
Total vessels and craft.....	125	121	246
<b>Tonnage of above vessels:</b>			
Panama Canal net measurement—			
Commercial vessels.....	414,429	450,188	864,617
United States Government vessels.....		403	403
Launches.....	16	22	38
Displacement tonnage—			
United States Government vessels.....	32,288	5,560	37,848
<b>Cargo carried by above vessels:</b>			
Commercial..... tons..	381,323	411,412	792,735
United States Government..... tons..	4,000		4,000
Total cargo through the Canal..... tons..	385,323	411,412	796,735
Deck cargo included in the above..... tons..	477	2,157	2,634
<b>Vessels entering port but not transiting Canal:</b>			
Number entering.....	51	8	59
Number clearing.....	50	8	58
<b>Registered gross tonnage of above:</b>			
Entering.....	219,547	29,172	248,719
Clearing.....	219,801	28,972	248,773
<b>Registered net tonnage of above:</b>			
Entering.....	132,175	19,224	151,399
Clearing.....	132,070	19,964	152,034

	Cristobal.	Balboa.	Total.
Vessels transiting Canal and handling passengers or cargo at port:			
Number entering .....	51	52	103
Number clearing .....	51	51	102
Registered gross tonnage of above:			
Entering .....	227,680	180,901	408,581
Clearing .....	225,606	176,496	402,102
Registered net tonnage of above:			
Entering .....	142,925	106,898	249,823
Clearing .....	141,311	104,808	246,119
All vessels entering and clearing, including those transiting the Canal:			
Number entering .....	260	234	494
Number clearing .....	261	221	482
Registered gross tonnage of above:			
Entering .....	1,315,553	1,137,315	2,452,868
Clearing .....	1,321,107	1,122,074	2,443,181
Registered net tonnage of above:			
Entering .....	838,395	726,207	1,564,602
Clearing .....	840,119	716,417	1,556,536
Transit cargo arriving .....	783,000	801,860	1,584,860
Transit cargo clearing .....	787,647	806,534	1,594,181
Local cargo arriving .....	41,150	13,423	54,573
Local cargo shipped .....	1,564	329	1,893
Cargo received for transshipment .....	24,503	327	24,830
Cargo transhipped .....	19,145		19,145
Cargo handled by Receiving and Forwarding Agent, Panama Railroad:			
Received .....	32,245	3,719	35,964
Dispatched .....	18,497	4,911	23,408
Rehandled .....	951	493	1,444
Stevedored .....	14,802	1,521	16,323
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad .....	72	9	81
Panama Railroad vessels .....	2		2
United States Army vessels .....	3	1	4
Total vessels supplied with bunker coal .....	77	10	87
Coal supplied to above vessels:			
Commercial, other than Panama Railroad .....	33,545	818	34,363
Panama Railroad vessels .....	691		691
United States Army vessels .....	84	1	85
Total coal supplied to vessels .....	34,320	819	35,139
Coal issues, miscellaneous:			
Panama Canal departments .....	938	149	1,087
Panama Railroad departments .....	646		646
United States Army, excepting vessels .....	202		202
Individuals and companies .....	359		359
Total coal furnished from Panama Canal deposits .....	36,465	968	37,433
Coal on hand, June 1, 1921 .....	140,553	21,139	161,692
Coal on hand, May 1, 1921 .....	177,018	22,107	199,125
<i>United States Navy coal account.</i>			
Issued to United States Navy, including vessels .....	230	1,831	2,061
Coal on hand, June 1, 1921 .....	64,334	17,320	81,654
Coal on hand, May 1, 1921 .....	64,564	19,151	83,715
Vessel supplied with fuel oil from Panama Canal tanks .....		1	1
Fuel oil supplied to above vessel .....		315	315
Fuel oil issues, miscellaneous:			
To Panama Canal departments .....	7,735	19,648	27,383
To Panama Railroad .....	153		153
To Army and Navy .....	204	267	471
Transferred to pipe line .....	793		793
Total issues from Panama Canal tanks .....	8,885	20,230	29,115
Fuel oil on hand, June 1, 1921 .....	97,423	86,542	183,965
Fuel oil on hand, May 1, 1921 .....	106,308	46,962	153,270
Fuel oil received during the month .....		59,810	59,810

	Cristobal.	Balboa.	Total.
Diesel oil issues during the month..... bbls..	956		956
Transferred to pipe line..... bbls..	206		206
Diesel oil on hand, June 1, 1921..... bbls..	51,994	1,026	53,020
Diesel oil on hand, May 1, 1921..... bbls..	53,156	1,026	54,182
Fuel oil pumped for individuals and companies at 4 cents per barrel..... bbls..	276,859	128,745	405,604
Miscellaneous transfers..... bbls..		306	306
Total oil handled..... bbls..	286,906	149,281	436,187
Vessels furnished with commissary supplies:			
Commercial, other than Panama Railroad.....	116	59	175
Panama Railroad.....	8	1	9
United States Government.....	11	20	31
Total vessels furnished supplies.....	135	80	215
Commissary sales to commercial vessels:			
Ice.....	\$2,850.68	\$663.53	\$3,514.21
Wholesale groceries.....	4,292.39	3,170.67	7,463.06
Cold storage.....	18,871.59	9,358.01	28,229.60
Laundry.....	2,772.96	1,432.24	4,205.20
Miscellaneous.....	1,519.47	382.20	1,901.67
Total sales to commercial vessels.....	30,307.09	15,006.65	45,313.74
Commissary sales to Panama Railroad vessels:			
Ice.....	\$82.80		\$82.80
Wholesale groceries.....	906.27		906.27
Cold storage.....	3,562.52		3,562.52
Laundry.....	773.79		773.79
Miscellaneous.....	476.06	\$19.78	494.84
Total sales to Panama Railroad vessels.....	5,800.44	19.78	5,820.22
Commissary sales to United States Government vessels:			
Ice.....	\$485.93	\$284.63	\$770.56
Groceries.....	436.27	4,274.05	4,710.32
Cold storage.....	2,324.30	8,819.69	11,143.99
Laundry.....	214.64	1.22	215.86
Miscellaneous.....	662.34	152.38	814.72
Total sales to Government vessels.....	4,123.48	13,531.97	17,655.45
Total commissary sales to all vessels:			
May, 1921.....	\$40,231.01	\$28,558.40	\$68,789.41
April, 1921.....	51,218.09	31,187.64	82,405.73
May, 1920.....	105,216.10	60,330.60	165,546.70
Admeasurement certificates:			
United States equivalent issued or made.....	16	6	22
Measured for Panama Canal.....	7	14	21
United States equivalent or Panama Canal corrected.....	22	9	31
Services of harbor equipment:			
Tugs, total operating hours.....	518	352	870
Launches, total operating hours.....	1,354	1,217	2,571
Vessels repaired at Panama Canal shops:			
Commercial—			
Steamships.....	37	13	50
Motor ships.....	1	2	3
Schooners.....	1	1	2
Battleship.....	1	1	1
Yacht.....	1	1	1
Total commercial.....	39	18	57
Noncommercial—			
Tugs.....	6	1	7
Submarines.....	7		7
Battleship.....		1	1
Cruiser.....		1	1
Submarine chaser.....		1	1
Dredge.....	1		1
Launches.....	3		3
Submarine tender.....	1		1
Total noncommercial.....	18	4	22
Vessels dry-docked:			
Steamships.....	2	2	4
Schooner.....	1		1
Motor ship.....	1		1
Barges.....	2		2
Battleship.....		1	1
Cruiser.....		1	1
Tug.....		1	1
Subchaser.....	1		1
Total vessels dry-docked.....	7	5	12

	Cristobal.	Balboa.	Total.
Services to American vessels:			
Crews shipped.....	1		1
Crews paid off.....	1		1
Shipping articles written.....	1		2
Article closed.....		1	1
Marine protests noted.....	17	5	22
Services to American seamen:			
Seamen shipped.....	214	97	311
Seamen discharged.....	147	103	250
Seaman deceased.....	1		1
Seamen deserted.....	5	14	19
Seamen lodged and subsisted.....	25	9	34
Seamen repatriated.....	22	4	26
Wages of American seamen:			
Total wages earned.....	\$10,420.93	\$7,291.61	\$17,712.54
Deductions approved by Deputy Shipping Commissioner.....	1,558.18	2,298.71	3,856.88
Balance due seamen.....	8,862.75	4,992.90	13,855.65
Paid to seamen.....	7,123.67	4,343.15	11,466.82
Received on deposit for seamen.....	1,739.08	649.75	2,388.83
Clearances issued.....	144	104	248
Bills of health issued.....	146	112	258
<i>Movements of passengers.</i>			
Disembarking at Canal ports:			
First class—			
From Atlantic ports.....	596	3	599
From Pacific ports.....	236	204	440
Total, first class.....	832	207	1,039
Other than first class—			
From Atlantic ports.....	805		805
From Pacific ports.....	73	386	459
Total, other than first class.....	878	386	1,264
Total disembarking at Canal ports.....	1,710	593	2,303
Embarking from Canal ports:			
First class—			
For Atlantic ports.....	1,400	5	1,405
For Pacific ports.....	101	104	205
Total, first class.....	1,501	109	1,610
Other than first class—			
For Atlantic ports.....	886		886
For Pacific ports.....	35	49	84
Total, other than first class.....	921	49	970
Total embarking from Canal ports.....	2,422	158	2,580
Remaining on board vessels:			
First class—			
Bound from Atlantic to Pacific ports.....	380	426	806
Bound from Pacific to Atlantic ports.....	800	1,025	1,825
Bound from Atlantic to Atlantic ports.....	283		283
Bound from Pacific to Pacific ports.....		28	28
Total, first class.....	1,463	1,479	2,942
Other than first class—			
Bound from Atlantic to Pacific ports.....	279	280	559
Bound from Pacific to Atlantic ports.....	765	841	1,606
Bound from Atlantic to Atlantic ports.....	89		89
Bound from Pacific to Pacific ports.....		347	347
Total, other than first class.....	1,133	1,468	2,601
Total remaining on board.....	2,596	2,947	5,543
Total passengers arriving.....	4,306	3,540	7,846
Total passengers departing.....	5,018	3,105	8,123
Departures in excess of arrivals.....	712		
Arrivals in excess of departures.....		435	
Net excess of departures.....			277

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of May, 1921, in comparison with that of the preceding month, and of the corresponding month of last year.

## NUMBER OF LOCKAGES.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun .....	104	89	193	4	9	13	206
Pedro Miguel.....	108	97	205	14	19	33	238
Miraflores.....	109	98	207	12	18	30	237
Total lockages, May, 1921.....	321	284	605	30	46	76	681
Total lockages, April, 1921.....	325	351	676	39	45	84	760
Total lockages, May, 1920.....	347	298	645	.....	.....	74	719

## NUMBER OF VESSELS PUT THROUGH THE LOCKS.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun .....	113	103	216	16	30	46	262
Pedro Miguel.....	112	100	212	29	43	72	284
Miraflores.....	113	101	214	30	46	76	290
Total vessels, May, 1921.....	338	304	642	75	119	194	836
Total vessels, April, 1921.....	339	373	712	110	109	219	931
Total vessels, May, 1920.....	364	320	684	.....	.....	170	854

## CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	32	33	35
Canal equipment.....	14	39	41
Total noncommercial vessels.....	46	72	76

The consumption of water for lockages, loss in leakage, and for maintenance, was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	795,200,000	716,720,000	703,260,000
Leakages.....	20,000,000	10,670,000	59,000,000
Maintenance.....	.....	28,460,000	8,730,000
Total consumption, May, 1921.....	815,200,000	755,850,000	770,990,000
Total consumption, April, 1921.....	911,560,000	837,920,000	822,850,000
Total consumption, May, 1920.....	808,940,000	776,480,000	760,630,000

## METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month was generally below normal everywhere except on the Pacific and Atlantic coasts. Totals in the Canal Zone and immediate vicinity ranged from 3.79 inches at Cucherbo to 14.08 inches at Gatun. The greatest amount of precipitation recorded on any one day was 4.30 inches at Colon on the 23d.

The estimated rainfall over the Gatun Lake watershed was 9.15 inches, compared with a 11-year mean of 11.65 inches; while over the Chagres River watershed area above Alhajuella, it was 11.47 inches, as compared with a 20-year mean of 12.44 inches.

The discharge of the Chagres River at Alhajuella was 1,091 c. f. s., being 51 per cent below the 20-year May mean of 2,232 c. f. s., and furnished 40 per cent of the Gatun Lake total yield. The maximum momentary discharge was 8,400 c. f. s. at elevation 96.18 feet on the 21st, and the minimum flow was 356 c. f. s. on the 12th. Two small rises of less than 5 feet occurred at Alhajuella on the 17th and 21st, respectively.

The Gatun Lake watershed total yield was 2,738 c. f. s., being 44 per cent below the 11-year May mean of 4,861 c. f. s. The maximum total yield for the month of May was 8,665 c. f. s. in 1918. The net yield for the month was 2,109 c. f. s. The

lake varied in elevation from 82.62 feet on the 31st to elevation 82 on the 21st. The lake neither gained nor lost storage for the month, the elevation being 82.59 feet midnight on both April 30 and May 31.

The draft on the lake for lockages and power was 2,056 c. f. s., as compared with 2,282 c. f. s. for last month, and 1,488 c. f. s. for May, 1920. The ratio of water used for power and lockages was 2.63 to 1. The consumption of 1,490 c. f. s. at the hydroelectric plant is the highest on record for the month of May, and the lowest for the past 12-month period. There were no spillway operations at Gatun.

The Gamboa pumping plant and Brazos Brook reservoir drew 39.7 and 38.5 million cubic feet, respectively, from the lake, and 25 million cubic feet were transferred through Pedro Miguel locks for the maintenance of Miraflores Lake surface elevation.

Miraflores Lake varied from a maximum elevation of 54.13 feet on the 27th to a minimum elevation of 53 feet on the 2d, averaged 53.54 feet, and ended at 53.70 feet midnight the 31st.

Seismic disturbances were recorded on the 1st, 16th, and 25th, all of which were of a very slight intensity and of a local nature.

Temperature records for the month were as follows:

Station.	Maximum.	Minimum.
Balboa Heights.....	91	70
Gamboa.....	93	71
Alhajuela.....	92	64
Gatun.....	89	71
Colon.....	91	72

The following table gives a comparison of the monthly rainfall by sections for May, 1920, and May, 1921:

Section.	Rainfall.		Rainy days.	
	1921.	1920.	1921.	1920.
	Inches.	Inches.		
Pacific.....	7.85	4.95	19	12
Central.....	7.15	6.88	19	12
Atlantic.....	13.18	4.54	20	14

#### ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station and of the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., is shown in the following tabulations:

	May, 1921.	April, 1921.	May, 1920.
Gross output, KWH:			
Gatun hydroelectric station.....	5,316,900	5,660,900	3,027,400
Miraflores steam plant.....	2,350	39,290	2,300,440
Combined output.....	5,319,250	5,700,190	5,327,840
Water consumption..... cubic feet..	3,990,308,000	4,239,320,000	2,501,305,000
Oil consumption..... barrels..	2,000	2,135	13,146
Power distributed to consumers..... KWH..	4,413,164	4,776,562	4,685,090
Loss of power in plant auxiliaries, transmission and transformation..... KWH..	905,986	923,628	642,750
Per cent of loss in power to gross output.....	17.03	16.02	12.06

The work of converting the signal system between Panama and Pedro Miguel for single-track operation is practically completed. The regular operation and maintenance work was carried on at all substations without any extraordinary occurrences.

Miscellaneous repairs and installations of electrical equipment were made on 48 vessels, 24 each at Cristobal and Balboa. There were 393 work orders issued for work to be performed by the Electrical Division in May, as compared with 465 for April.

The following work was under progress during the month, with completion on May 31 as shown:

Installation of two 1,000-ampere, K-12 switches at Cristobal substation.....	Per cent completed.
Installation of new 8,400 KVA transformer and new tie-line equipment in Gatun substation.....	100
Installation of 2 complete feeder equipments at the Balboa substation.....	70
	95

\* Indicates that no work was performed during the month.

	Per cent completed.
Extension of new underground distribution in New Cristobal.....	99
Grounding of the watt-hour meter cases at Gamboa substation.....	100
Installation of electrical equipment in hydroelectric station.....	40
Installation of two 10 KVA transformers in feeder No. 4 (Fort Davis) at Gatun substation..	100

\* Indicates that no work was performed during the month.

#### SHOP, FOUNDRY, AND DRY DOCK WORK.

Repairs to the Spanish battleship *España* proceeded during the month. It was necessary to remove her flat keel and renew 56 feet of the vertical keel. This necessitated removal of the ordinary blocking used to support a vessel and the supporting of the forward part of the vessel on a forest of diagonal shores, while the portion of the keel and a large part of the bottom were being renewed. This feature has made the job a very unusual one, in addition to its being the most extensive job of the kind ever done on the Canal Zone.

The steamships *Lady Sybil* and *Azov* were overhauled, having been brought up from Chile for that purpose. A new low-pressure piston was cast for the steamship *Birmingham City* and installed, together with a new rod to replace the ones carried away at sea.

The scarcity of work for the Mechanical Division shops, together with the interruption of steamer service, has made further reductions in force necessary in addition to the extensive furloughing resorted to.

At the Cristobal shops, miscellaneous repairs were made on 57 vessels, 7 of which were dry-docked. The more important repair work consisted of the following:

The high-pressure piston rod packing of the steamship *Eastern Crown* was taken down and renewed where necessary; 1 vacuum gauge and 4 pressure gauges were cleaned and calibrated; spider was refitted and set of studs for line bilge pump was furnished; heater control valve for feed pump was relieved and adjusted and 1 gauge cock for line at main feed pump was manufactured, and packing and valve renewed.

The U. S. subchaser *No. 286* was docked and the bottom cleaned and repaired. All sea valves were examined and repaired as found necessary.

Derrick barge *No. 157* was dry-docked; the hull was repaired and the sheathing renewed where necessary and painted. Barge *No. 116* was dry-docked, and the sheathing, A-frames, and fenders repaired.

The schooner *Linda S* and the motor schooner *Laura C. Hall* were dry-docked, and the bottoms cleaned, repaired, and painted.

On the steamship *West Wind* the dynamos, steering engine, circulating engine, and sanitary pump were opened and the valves and rings were renewed, where necessary.

#### BUILDING DIVISION.

The following statement represents the degree of completion on April 30 and May 31 of the more important work under construction by the Building Division:

	Per cent completed.	
	April 30.	May 31.
Royal Mail Steam Packet Company's office, Cristobal.....	93	95
Repairs to 35 houses, Cristobal.....	85	95
Constructing 468 kitchenettes for silver townsite, Cristobal.....	60	75
Roof between buildings 2 and 3, Balboa.....	98	100
All-America Cable Company's office, Cristobal.....	73	80
Manufacture of 300 wooden rocking chairs.....	40	60
Erection of boiler, cold storage plant, Cristobal.....	35	55
Rebuilding ovens, Cristobal bakery.....	85	99
Manufacture of 48 revolving chairs.....	30	95
Repairs to roof, Hotel Washington.....	20	80
Barrett Specification roofing, Corozal storehouse.....	.....	80
Construct 2 type-17 cottages for All-America Cable Company.....	.....	85

Construction work for the Army and Navy is separately reported.

#### DREDGING DIVISION.

On the 26th of May a general movement commenced over nearly the entire Cucaracha Slide area and continued during the rest of the month. From the date of commencement of this movement to the end of the month, the dredge *Paraiso* worked within the basin in front of this slide, removing in that time 11,800 cubic yards. The total amount of material removed, since the slide in February, 1920, is 2,559,500 cubic yards.

No perceptible movement occurred elsewhere during the month except at the northern end of Barge Repair Slide, where a new break occurred.

There was no interference with Canal traffic during the month. The total excavation in May, including earth and rock, was 447,400 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
44,800	33,600	11,200	Maintenance.....	<i>Gaillard Cut, East Culebra.</i> 1773-00 to 1790-50 E.....	<i>Gamboa.</i>
13,100		13,100	Construction.....	<i>Gaillard Cut, Pontoon Bridge.</i> 1884-00 to 1892-00 E.....	<i>Gamboa.</i>
2,000		2,000	Construction.....	1884-00 to 1892-00 E.....	<i>Paraiso.</i>
11,100	3,000	8,100	Maintenance.....	1884-00 to 1892-00 E.....	<i>Paraiso.</i>
11,800	1,200	10,600	Maintenance.....	<i>Gaillard Cut, Cucaracha Slide.</i> 1805-00 to 1814-00 E.....	<i>Paraiso.</i>
5,000		5,000	Construction.....	<i>Pacific Entrance.</i> 2190-00 to 2205-00 W.....	<i>Cascadas.</i>
21,200	12,200	9,000	Maintenance.....	2298-00 to 2304-50 W.....	<i>Cascadas.</i>
130,000	125,700	4,300	Maintenance.....	2190-00 to 2205-00 W..... 2298-00 to 2304-50 W..... 2280-00 to 2324-50 W.....	<i>No. 84.</i>
22,850	17,850	5,000	Construction.....	<i>Balboa inner harbor.</i> Dry dock slip, docks 15, 19, and limit line.....	<i>Cascadas.</i>
5,350	5,350		Maintenance.....	Dry dock slip, docks 15, 19, and limit line.....	<i>Cascadas.</i>
180,200	180,200		Aux. construction...	<i>Atlantic terminals.</i> Area No. 1, Cristobal.....	<i>No. 86.</i>
447,400	379,100	68,300			

The material excavated at the various stations was disposed of as follows:

	Cubic yards
Fill west of coaling station, Cristobal.....	180,200
Flats west of Canal, Pacific entrance.....	130,000
North of Gamboa.....	82,800
Dumped at sea, Pacific entrance.....	54,400
<b>Total.....</b>	<b>447,400</b>

The 15,100 cubic yards of rock (original) excavated during the month, completed all the construction dredging in Gaillard Cut. On June 1, 1921, only the following construction excavation remained:

Location.	Earth.	Rock.	Total.
Pacific entrance.....	<i>Cu. yds.</i> 45,000	<i>Cu. yds.</i> 65,700	<i>Cu. yds.</i> 110,700

MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations, and of the 3 filtration plants, amount of water consumed by Panama and Colon, and sales to vessels, as compared with the preceding month and with the corresponding month of last year, were as follows:

	May, 1921.	April, 1921.	May, 1920.
Pumping stations.....	<i>Gallons.</i> 758,324,750	<i>Gallons.</i> 783,872,250	<i>Gallons.</i> 834,064,350
Filtration plants.....	472,802,000	479,176,000	509,616,000
Water consumed by Panama City.....	100,896,000	97,213,000	87,781,000
Water consumed by Colon.....	59,217,750	60,558,750	64,823,500
Sales of water to vessels.....	9,975,647	8,268,960	13,149,742

Construction work, as itemized below, was under progress during the month with completion on April 30 and May 31, as indicated:

	Per cent completed.	
	April 30.	May 31.
Municipal work, New Cristobal townsite:		
Grading.....	55	55
Roads.....	97.5	97.5
Water lines.....	72	72
Sidewalks.....	86	86
Installation of two 12-inch oil lines to Pier 6, Cristobal.....	45	60
Reconstruction of roads, Quarry Heights.....	95	95
New wash-water tank, Miraflores.....	95	95
Construction of new concrete sea wall, Santo Tomas Hospital.....	21	29
Construction of sewer and water lines, Southern Avenue, Panama City.....	50	50
Extension of roads, new Santo Tomas Hospital.....	5	6
Municipal work for two type-17 cottages, All-America Cable Company, Ancon.....		40
Construction of sidewalks, San Pablo Street.....		100

Municipal work performed for the Army and Navy is separately reported.

## OCCUPANTS OF QUARTERS.

Occupants of Panama Canal and Panama Railroad quarters on May 31, were classified as follows:

	Men.	Women.	Children.	Totals.		
				May, 1921.	April, 1921.	May, 1920.
Americans.....	3,077	2,196	2,555	7,828	8,033	8,350
Europeans.....	155	38	80	273	260	225
West Indians.....	4,749	2,298	4,772	11,819	11,814	9,921
Totals, May, 1921.....	7,981	4,532	7,407	19,920	.....	.....
Totals, April, 1921.....	8,148	4,561	7,398	.....	20,107	.....
Totals, May, 1920.....	8,550	4,064	5,882	.....	.....	18,496

## WORKING FORCE—NUMBER OF EMPLOYEES.

The reduction in the working force of the Canal organization has continued. The number of gold employees as of May 18, 1921, is approximately 22 per cent less than that of a year ago, while the number of silver employees has been reduced 40 per cent from the number on the pay roll in May of last year.

The following tabulation shows the number of gold and silver employees, as of May 18, 1921, by departments, together with a comparison of the working force of the preceding month, and that of the corresponding month of last year:

Department or division.	Employees.		Total employees.		
	Gold.	Silver.	May, 1921.	April, 1921.	May, 1920.
<b>Operation and Maintenance:</b>					
Office.....	27	50	77	80	79
Building Division.....	101	275	376	422	1,952
Electrical Division.....	187	254	441	417	577
Municipal Engineering Division.....	99	763	862	885	1,459
Lock Operation.....	187	645	832	911	757
Dredging Division.....	170	759	929	938	1,288
Mechanical Division.....	616	1,043	1,659	1,968	2,842
Marine Division.....	197	461	658	684	667
Fortifications.....	60	242	302	326	291
Totals.....	1,644	4,492	6,136	6,631	9,912
<b>Supply Department:</b>					
Quartermaster.....	218	1,342	1,560	1,673	2,159
Subsistence.....	30	327	357	413	435
Commissary.....	265	1,197	1,462	1,655	1,960
Cattle Industry—Plantations.....	20	160	180	297	1,009
Hotel Washington.....	10	86	96	105	110
Totals.....	543	3,112	3,655	4,143	5,673
Accounting Department.....	225	9	234	240	271
Health Department.....	245	837	1,082	1,105	1,095
Executive Department.....	569	260	829	826	829
Totals.....	1,039	1,106	2,145	2,171	2,195
<b>Panama Railroad:</b>					
Superintendent.....	65	361	426	499	630
Transportation.....	100	141	241	250	326
Receiving and Forwarding Agency.....	66	493	559	971	1,578
Coaling station.....	114	561	675	1,405	1,430
Totals.....	345	1,556	1,901	3,125	3,964
Grand totals, May, 1921.....	3,571	10,266	13,837	.....	.....
Grand totals, April, 1921.....	3,731	12,339	.....	16,070	.....
Grand totals, May, 1920.....	4,613	17,131	.....	.....	21,744

## VITAL STATISTICS.

A total of 161 deaths occurred during the month of May among the population of the Canal Zone and the cities of Panama and Colon, giving an annual death rate of 16.43 per thousand. Of the total deaths, 5 were due to external causes.

Of the above deaths, 69, or 43 per cent, occurred among children under 5 years of age.

Pneumonia, tuberculosis, and diarrhea and enteritis, in the order named, were the leading causes of death.

There were 16 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

Three hundred and thirteen live births were reported during the month and 12 stillbirths. Including the stillbirths, this is equivalent to an annual birth rate of 33.17 per thousand population. Deaths among children under 1 year of age numbered 47, giving an infant mortality rate, based on the number of births reported for the month of 150.16 per thousand.

Sixty-six cases of malaria were reported during the month; of these, 29 were contracted outside the Canal Zone. There were 6 cases of typhoid fever reported, all nonresidents. Fifteen cases of smallpox were reported, 10 from Panama, 3 from Colon, 1 from the Canal Zone, and 1 nonresident.

One case of epidemic cerebrospinal meningitis was taken from the steamship *Anyo Maru*, which arrived at Balboa on May 22, 1921. All steerage passengers were taken in quarantine, but no further cases developed.

## RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month, sales to steamships from storehouses, and cash sales from stock, as compared with the preceding month, and the corresponding month of last year, were as follows:

	May, 1921.	April, 1921.	May, 1920.
Material received on U. S. requisitions during the month:			
Operation and maintenance.....	\$261,522.18	\$317,038.37	\$919,924.76
Construction and equipment.....	1,626.40	6,877.01	2,272.23
Miscellaneous departments.....	8,679.84	22,809.78	13,022.77
Totals.....	271,828.42	346,725.16	935,219.76
Cash sales on the Isthmus:			
Stock.....	36,066.36	35,081.05	43,546.17
Fuel oil.....	173.25	840.40	321,825.34
Scrap.....	649.73	368.66	1,249.51
Obsolete and second hand material.....	1,939.87	3,045.37	979.94
Totals.....	38,829.21	39,335.48	367,600.96
Sales to steamships from storehouses:			
Miscellaneous stock items.....	21,336.62	12,893.04	129,425.87
Fuel oil.....		840.40	307,382.56
Totals.....	21,336.62	13,733.44	336,808.43

Respectfully,

JAY J. MORROW,

Governor.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 18, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
U. S. S. Nitro.....	United States Navy.....	June 13.....	June 15.....	165	
U. S. S. Neches.....	United States Navy.....	June 10.....	June 14.....	4,133	
Barima.....	Pacific Steam Navigation Co.....	June 14.....	June 15.....	15	
Quillota.....	Pacific Steam Navigation Co.....	June 16.....	June 16.....	4	
Peru.....	Pacific Steam Navigation Co.....	June 17.....	June 17.....		5
Venezuela.....	Pacific Mail Steamship Co.....	June 17.....	June 18.....	20	43



Distribution of Cargo Passing Through the Panama Canal from the Atlantic to the Pacific, May, 1921.\*

From—	SOUTH AMERICA.						NORTH AMERICA.						ASIA.						AUSTRALASIA.					
	Chile	Colombia	Ecuador	Peru	West coast, South America. <sup>1</sup>	Total, South America.	West coast, United States.	West coast, Canada.	West coast, Central America.	Pacific terminus, Panama Canal.	Total, North America.	China.	Japan.	Philippines.	Far East. <sup>2</sup>	Total, Asia.	Australia.	New Zealand.	Australasia. <sup>2</sup>	Total, Australasia.	Hawaii.	Grand totals.	Per cent of total cargo.	
NORTH AMERICA:																								
North Atlantic ports	1,791	3	315	15,918	7,915	25,942	70,361	190	14	70,551	9,579	8,510	3,352	31,951	53,392	3,820	511	18,961	23,292	2,135	175,312	46.0		
South Atlantic ports							700			700	723	2,256	243	1,081	3,580			10,647	2,696	13,343		17,646	4.6	
Gulf ports							17,196			17,196	8,781	7,873		11,266	27,920	5,500			5,500				50,616	13.3
Total, United States	1,791	3	315	15,918	7,915	25,942	88,266	190	14	88,470	20,616	16,626	3,352	44,298	84,892	9,320	11,158	21,657	42,135	2,135	243,574	63.9		
East coast of Mexico	27,562						41,829			41,829	10,450	7,879		7,879								87,720	23.0	
Atlantic terminus, Panama Canal	282	173	165	424	1,171	2,215	562			1,435							134		1,262	1,396		3,650	0.9	
Canada																						1,396	0.4	
Total, North America	27,844	173	165	424	1,171	29,777	42,391			53,714	7,879			7,879			134		1,262	1,396		92,766	24.3	
EUROPE:																								
Belgium	389						4,704	3		4,707												5,096	1.4	
British Isles	1,074						6,903			6,903												24,447	6.4	
Germany	1,251						2,817			2,817												2,817	0.7	
Holland	215						570			570												570	0.1	
Italy	2,236						530			99	629											3,249	0.9	
Norway							575			575												629	0.2	
France	200						67			23	90											775	0.2	
Sweden							3,500			3,725												90	0.0	
Europe	5,365						8,801	228	23	9,151												6,179	1.6	
Total, Europe	5,365						8,801	228	23	9,151												43,852	11.5	
East coast, South America		905										226				226						1,131	0.3	
Grand totals	35,000	1,081	568	17,880	19,342	73,871	139,458	418	910	10,549	151,335	20,616	24,731	3,352	44,298	92,997	9,860	21,392	20,733	60,985	2,135	381,323	100.0	
Per cent of total cargo, May, 1921	9.2	0.3	0.1	4.7	5.1	19.4	36.5	0.1	0.2	2.8	39.6	5.4	6.5	0.9	11.6	24.4	2.6	5.6	7.8	16.0	0.6	100.0		
Per cent of total cargo, April, 1921	15.6	0.3	0.2	3.6	4.7	24.4	26.0	1.4	0.4	2.0	31.0	2.3	7.9	4.1	4.7	22.2	6.2	8.9	7.3	22.4				

\* Figures represent tons of 2,240 pounds. <sup>1</sup> General cargo not routed so as to allow segregation among various ports.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight June 18, 1921.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Line.	Length.	Beam.	Water draft.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	Gross.	Net.
Silver State	12	12 38	12	13 35	12	19 34	13	14 25	American	Pacific Steamship Co. (S. B.)	517.0	72.2	24.6		New York.	Hongkong.	General	485	15,296	10,387
R-24 and R-26									American	United States Navy.					Cristobal.	Balboa.	General			
Breckenridge									American	United States Army.					Cristobal.	Gatun.	General			
Canadian Ob-server	13	4 30	13	6 45	13	14 05	13	15 25	British	Canadian Government.	251.0	43.0	17.6		Montreal.	Vancouver.	General	536	2,554	1,611
Santa Barbara	13	14 14	13	14 14	13	14 08	14	14 40	American	W. R. Grace & Co.	404.0	54.0	24.8		New York.	W. coast port.	Steel	4,500	6,789	4,746
Caddo	13	17 35	14	6 23	14	13 54	14	19 58	American	Standard Oil Co.	414.0	55.0	29.0		Tampico.	Pisagua.	Cruel oil	8,862	6,437	4,298
Washington	14	8 35	15	6 30	15	13 32	17	14 10	Mexican	Standard Navigation Co.	251.0	39.0	17.2		Pensacola.	Salina Cruz.	Coal	2,000	1,800	1,204
Steel Worker	15	2 10	15	7 12	15	14 28	15	18 51	American	Isthmian Steamship Line.	424.0	56.0	26.0		New York.	San Diego.	Steel and general	8,929	7,539	5,495
Aysen	10	14 38	10	15 10	10	16 57	15	18 03	Chilean	South American Steamship Line.	379.0	44.0	21.8		Cristobal.	Valparaiso.	General	528	4,585	3,068
George Wash-ington	15	12 50	15	13 10	16	9 32	16	11 06	Norwegian	Fred Olsen.	425.0	55.0	23.0		Antwerp.	San Francisco.	General	6,006	7,505	5,627
Dryden	16	6 25	16	7 35	16	14 48	17	21 30	American	Barber Line (S. B.)	434.0	57.0	23.3		New York.	Shanghai.	General	6,145	7,983	5,882
Ucayali	12	15 20	16	10 16	16	16 41	16	18 00	Peruvian	Peruvian Steamship Line.	374.0	46.0	17.1		Cristobal.	Callao.	General	310	4,466	2,405
S. C. 287	16	7 15	16	14 32	16	14 32	16	14 32	American	United States Navy.					Cristobal.	Balboa.	General			
Montana	15	17 09	17	6 09	17	13 46	17	14 48	French	French Line.	390.0	49.0	19.0		Havre.	Talcahuano.	General	385	6,327	4,369
Peru	10	17 31	17	6 12	17	12 32	17	15 15	British	Pacific Steam Navigation Co.	350.0	43.0	18.3		Cristobal.	Valparaiso.	General	265	4,065	2,655
Mundelta	17	1 25	17	6 57	17	14 46	17	20 00	American	Munson Steamship Co.	370.0	53.0	24.9		Norfolk.	Tiburon.	Coal	7,115	5,668	4,297
Sherman	17	6 35	17	7 40	17	15 38	17	16 46	American	Sherman Steamship Co.	400.0	45.0	24.6		New York.	Valparaiso.	General, coal.	4,340	5,037	3,492
O-12 and O-14									American	United States Navy.					Cristobal.	Balboa.	General			
Willpolo	17	15 50	18	6 00	18	14 40	18	18 58	American	Williams Steamship Co.	386.8	52.2	20.0		New York.	Tacama.	General	3,494	5,680	4,112
Salvador	5-31	13 11	18	6 00	18	13 12	18	16 32	British	Williams Steamship Co.	215.0	33.0	13.7		Cristobal.	Champerico.	General	508	1,213	692
Houston	18	5 55	18	6 07	18	19 20	18	17 54	American	United States Navy.	392.0	51.0	23.9		Hampson Rds.	San Diego.	Navy stores	3,510		
Lake Rithian	18	5 00	18	6 40	18	15 35	18	19 32	American	N. O. and S. A. Line (S. B.)	258.4	43.8	24.6		New Orleans.	Talcahuano.	General	3,670	2,915	1,907
West Katan.	18	5 00	18	7 10	18	14 47	19	13 45	American	Williams Diamond & Co. (S. B.)	427.0	54.0	18.6		Antwerp.	San Francisco.	General, steel	2,923	6,573	4,901
Orestes	17	5 55	18	12 11	18	19 15	19	7 50	Dutch.	Royal Netherlands W. I. Mail.	347.0	48.0	15.0		Amsterdam.	Guayaquil.	General	1,000		

<sup>1</sup> Submarines.

<sup>2</sup> Launch.

<sup>3</sup> Motor ship.

<sup>4</sup> Towing launch No. 4.

<sup>5</sup> Supply ship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ucayali	12	4 45	12	8 24	12	15 20	16	10 10	Peruvian	Peruvian Steamship Co.	374.7	46.3	19.1		Callao.	Cristobal.	General	1,401	4,465	2,405
Maple Branch	12	7 00	12	8 32	12	16 21	12	21 10	British	F. & W. Ritson.	400.0	52.0	24.6		Balboa.	Liverpool.	General	7,058	5,618	4,116
Cookie	13	4 00	13	8 15	13	15 10	13	20 39	British	Johnson.	449.0	57.8	23.0		Valparaiso.	New York.	General	2,031	9,037	6,089
Essequibo	13	11 50	13	13 14	13	21 00	13	22 46	British	Commonwealth Packet Co.	440.0	55.1	19.6		Wislon.	London.	General	3,331	7,885	5,847
Port Haeking	13	19 05	14	6 33	14	15 17	15	18 34	British	Andrew Weir.	370.0	52.1	26.0		Calela Colosa.	New York.	Nitrate.	4,450	5,915	4,467
Jeferie	13	22 30	14	7 47	14	16 10	14	19 33	German.	Roland Line.	267.9	42.1	17.5		Corral.	Hamburg.	General	2,650	2,188	1,861
Murla	14	5 30	14	8 51	14	17 10	14	19 40	Danish	Orient Steamship Co.	373.9	51.8	27.0		Portland.	Brenent.	Wheat.	8,249	6,080	4,618
Kins																				

<sup>6</sup> Copper, zinc ore, and general.

	14	6.00	14	14.27	14	21.10	14	23.15	British	463.2	60.2	21.0	Vancouver	Tampico	Ballast	8,491	6,096
Alberville	11	12.45	15	6.23	15	12.58	15	15.12	American	277.0	55.0		Balboa	Ballast	765	1,651	918
Neches <sup>7</sup>	14	17.30	15	6.53	15	14.27	15	17.30	British	420.0	37.0	13.0	Champetico	General	565	8,426	5,269
Barina	13	10.15	15	8.21	15	15.40	15	17.30	American	492.0	60.1	19.6	Puget Sound	Naval supplies			
Nitro <sup>8</sup>	15	6.00	15	8.55	15	16.40	15	16.40	American	400.6	53.0	24.0	Seattle	Lumber, general	6,812	6,586	4,855
Collin H. Liv-	15	8.30	15	10.02	15	17.46	15	17.46	Japanese	426.0	56.0	18.3	New York	General	4,929	7,445	5,345
ingstone	14	17.30	15	11.16	15	18.55	15	18.55	British	210.0	35.1	13.0	Guayaquil	General	439	1,357	884
Durban Maru	15	14.50	16	6.26	16	13.27	16	14.04	American	251.0	43.6	24.4	Iquique	General	3,385	2,857	1,782
Manay	15	17.30	16	7.45	16	14.55	16	17.38	British	361.4	46.2	20.0	Guayaquil	Nitrate	1,473	4,768	2,956
Lake Floris	15	23.30	16	7.45	16	15.00	16	16.00	American	380.3	53.1	24.6	San Francisco	General	5,683	5,660	4,174
Quilotoa	14	17.00	16	8.30	16	17.00	16	17.10	Japanese	400.0	53.0	21.6	Vancouver	General	3,500	6,310	4,598
Rotarian	15	13.30	16	9.06	16	17.00	16	22.58	American	360.0	47.0	23.6	Iquique	Nitrate	5,000	4,604	3,047
Relvo Maru	16	11.10	16	11.45	16	19.36	16	22.58	British	470.1	58.4	21.9	New Plymouth	Lumber, general	3,709	9,381	6,915
Bantu	16	12.35	16	13.45	16	20.30	17	12.30	British	485.0	62.3	25.6	Wellington	( <sup>6</sup> )	4,238	11,600	8,685
Port Pirie	16	13.15	17	6.32	17	14.05	17	16.25	British	340.0	48.0	18.0	Talcahuano	Grain	3,320	4,243	3,123
Remera	16	14.45	17	7.25	17	15.00	18	17.19	Dutch	298.6	40.0	15.0	Callao	General	720	2,835	1,827
Ceres	17	1.00	17	12.47	17	19.35	20	18.10	American	190.0	29.1	14.3	Guayaquil	Cristobal	576	741	359
Santa Tecla	17	9.35	17	12.47	17	19.35	20	18.10	American	380.0	48.7	22.1	San Francisco	General	2,490		
Balboa	17	4.03	18	6.31	18	13.17	19	13.00	American	490.0	54.0	30.0	Portland	Wheat	10,025		
Venezuela	17	7.00	18	6.47	18	15.00	18	15.20	Swedish	320.0	53.0	24.6	San Francisco	Lubricating oil	7,248	6,241	4,293
Fornosa	17	18.15	18	7.55	18	16.25	18	22.10	British	412.0	55.0	25.6	Portland	Wheat	8,477		
Arcado	17	17.45	18	8.11	18	16.38	18	20.43	British	434.3	57.0	28.0	Seattle	Wheat	7,000	7,983	5,882
Segepool	18	6.00	18	8.20	18	17.45	18	23.30	American	346.5	48.5	19.0	Valparaiso	Lumber, general	3,740	4,321	3,120
Willsoo	18	1.00	18	14.54	18	22.40			Dutch					General			
Jason																	

<sup>7</sup> Collier.

<sup>8</sup> Cold storage and general. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date	Vessel	Line	From	Date	Vessel	Line	For
June 13	Middlebury	United States Shipping Board	Kingston	June 13	Hannibal	United States Navy	High seas.
June 13	Gen. W. C. Gorgas	Panama Railroad Steamship Line	New York via Haiti	June 13	Martinique	French Line	Puerto Colombia.
June 13	Manuel Calvo	Spanish Line	Barcelona via wayports.	June 14	Middlebury	United States Shipping Board	Cartagena.
June 14	Abangarez	United Fruit Co	New Orleans	June 15	Ulua	United Fruit Co	New York via wayports.
June 14	Ulua	United Fruit Co	New York via Habana.	June 16	Sixola	United Fruit Co	New York via Kingston.
June 15	Oranue Nassau	Panama Railroad Cattle Industry	Cartagena.	June 16	Santa Marta	United Fruit Co	New York, via Colombia and Kingston.
June 15	Santa Marta	Royal Netherlands W. I. Mail	Antwerp.	June 16	Abangarez	United Fruit Co	New Orleans and Bowas del Toro.
June 15	Sixola	United Fruit Co	Colombian ports.	June 17	Caribbean	Panama Railroad Cattle Industry	Cartagena.
June 15	Satoo	United Fruit Co	Caracao.	June 17	Manuel Calvo	Spanish Line	Puerto Colombia.
June 16	Hellas	United Fruit Co	Boston via wayports.	June 17	Oranue Nassau	Royal Netherlands W. I. Mail	Puerto Colombia.
June 18	Hellas	Brougaard Klosterud	Puerto Colombia.	June 18	Santa Marta	United Fruit Co	Boston.
June 18	Cantigny <sup>11</sup>	United States Army	New York via San Juan.				
June 18	Cristobal	Panama Railroad Steamship Line.	Norfolk.				

PORT OF BALBOA.

Date	Vessel	Line	From	Date	Vessel	Line	For
June 15	Iquitos	Peruvian Line	Callao.	June 18	Iquitos	Peruvian Line	Vancouver.

<sup>11</sup> Transport.

\*Other than ships passing through the Canal.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing  
from Port of Cristobal for Week Ending June 18, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Jamaica.....	Pacific Steam Navigation Co.....		June 12.....		51
Martinique.....	French Line.....		June 13.....		148
Aysen.....	Chilean Line.....		June 15.....		527
Ucayali.....	Peruvian Line.....	June 12.....	June 16.....	1,398	389
Gen. W. C. Gorgas...†	Panama Railroad Steamship Line.....	June 13.....		2,868	
Manuel Calvo.....	Spanish Line.....	June 13.....	June 17.....	367	484½
Peru.....	Pacific Steam Navigation Co.....		June 17.....		323
Abangarez.....	United Fruit Co.....	June 14.....	June 16.....	876	102
Ulua.....	United Fruit Co.....	June 14.....	June 15.....	453	2
Santa Marta.....	United Fruit Co.....	June 15.....	June 16.....	41	402
Sixaola.....	United Fruit Co.....	June 15.....	June 16.....	80	39
Caribbean.....	Panama Railroad Cattle Industry.....	June 15.....	June 17.....	400	46
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	June 15.....	June 17.....	14	1,744
Manavi.....	Pacific Steam Navigation Co.....	June 15.....		439	
Barima.....	Pacific Steam Navigation Co.....	June 15.....		765	
Montana.....	French Line.....	June 15.....	June 17.....	87	(†)
Quillota.....	Pacific Steam Navigation Co.....	June 16.....	June 17.....	752	345½
Jamaica.....	Pacific Steam Navigation Co.....	June 17.....		123½	
Orestas.....	Royal Netherlands W. I. Mail.....	June 17.....	June 18.....	278	(†)
Balboa.....	Colombian Maritime Co.....	June 17.....		576	
Salvador.....	Pacific Steam Navigation Co.....		June 18.....		507½
San Bruno.....	United Fruit Co.....	June 18.....	June 18.....	18	258
Venezuela.....	Pacific Mail Steamship Co.....	June 18.....		1,276	
Cristobal.....	Panama Railroad Steamship Line.....	June 18.....		8,522	

† No cargo laded.

‡ Pounds.

**Notice to Mariners.—Obstruction to Navigation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 17, 1921.

CIRCULAR No. 643-88:

The master of the steamship *Nitro* reports by radio having passed at 11.30 a. m., while in latitude 12° 28' north, longitude 78° 21' west, a large tree, about 50 feet long with branches attached and extending about 15 feet above the water, dangerous to navigation.

JAY J. MORROW,  
Governor.

**Coal at St. Lucia.**

The Peters Coaling Company, of St. Lucia, B. W. I., reports that their present stock is 2,600 tons, and that there is a total stock of 9,500 tons in port. The price on June 1 was 80 shillings per ton.

**New Floating Dry Dock on the Delaware River.**

The Sun Shipbuilding Company of Chester, Pa., advises that it has placed in commission a new floating dry dock of modern type capable of lifting vessels of 10,000 tons in less than 20 minutes. The company's plant is on the Delaware River near Philadelphia and includes, in addition to the dry dock, extensive shops.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended June 17:

U. S. S. *Tacoma*, dock, remove broken port tail shaft and install new tail shaft and new propeller; remove starboard propeller and install new one; install doubling plates under submarine bell receiving set on both bows; steamship *Eelbeck*, refit and line up all main bearings; refit H. P., L. P., and I. P. crank pin and crosshead bearings; refit L. P. eccentric; check alignment of piston rods; calk front rings in port and center boilers; fit key in flywheel on circulating engine; refit valve gear on sanitary pump; disassemble, clean, adjust, and reassemble inboard fuel oil pump; weld

throttle arm on Nos. 3 and 4 winches; U. S. submarines *R-26*, dock, stage and clean, paint bottom; renew zincs where necessary; secure lead ballast on after main battery tank; renew superstructure plating in deck, starboard side of 3-inch gun; overhaul sea valves; repack steering rudder glands; install Forbes' log; renewing lifting handle for torpedo tube tripping latches; renew outboard torpedo tube door gaskets as necessary; calibrate one depth gauge and 4 trimming tank gauges; install chain drive on air compressor; *R-24*, dock, stage and clean, paint bottom; renew zincs where necessary; overhaul all sea valves; examine steering rudder glands and repack as necessary; install Forbes' log; install chain drive on air compressors; weld armature cores on main motors to spiders; stiffen motor frames and foundations; steamships *Rotarian*, braze flange on one piece of 1½" copper pipe and remove, shorten, and replace 1 piece of ¾" heater pipe; *IQUITOS*, free up Nos. 1, 5, and 6 starboard goose-necks on cargo booms.

## PREVIOUSLY REPORTED.

Tug *Gorgona*, miscellaneous engineer's and deck department repairs; launch *Taboga*, general overhaul; dredge *Cascadas*, general repairs.

The following vessels were at the Cristobal shops for repairs during the week ended June 20:

Steamships *Cristobal*, *Allianca*, *General W. C. Gorgas*, miscellaneous repairs and painting to engine, deck, and steward departments; *Ceres*, make new H. P. cylinder head; tug *San Juan*, dock and undock; clean bottom, renew galvanized iron sheeting where necessary; renew shoe of keel; renew guard around stern; fasten stem, overhaul dynamo; renew wood in stern bearing; renew propeller; repair pump, etc.; steamships *Manavi*, renew 4 tubes in port boiler, etc.; *Jeseric*, repair steering gear chain links where required; U. S. *Gold Star*, clean and paint bottom; install 160 tubes in boiler and renew brickwork in both boilers; tugs Supply *No. 1*, install new piston rings on all cylinders and air compressor; clean and paint bottom, repair air cooling coils; *Favorite*, clean and paint bottom, repairs to rudder as necessary; make new awning; motor ship *Satoe*, clean and paint bottom, fit bulwarks; bower anchor and cables to be run out and overhauled; close forward engine room door; water-tight doors to be cut on port side and starboard side abreast forward E. R. platform; close steward's and cook's door in saloon alleyway and cut new water-tight door to starboard side; water-tight rubber trunk to be fitted around rudderpost from ship's counter to deck; fit chart room as chief officer's cabin; all ports in fore-castle head to be blank flanged, crank shafts of 4 engines to be put in lathe and crank pins to be machined up to uniform size; main bearings to be examined and crank shafts and tunnel shafting to be put in line; governor gear to be overhauled, all sea valves to be ground in; crank pin brasses to be remetaled and bored out to suit crank pins where necessary, etc.; steamships *West Hepburn*, repair revolution counter, repair bilge line pumps; water service in shaft alley on main engine; expansion joint on steering engine steam line, etc.; *Barima*, clean and paint bottom, renew heater coils, fuel pipes, broken door checks, and clean scuttling tank; U. S. submarine *R-25*, remove anchor gear, increase clearance, install listening apparatus, etc.; U. S. mine planter *Graham*, U. S. Army transport *Cantigny*, launch *Rodman*, steamships *Metapan*, *Orestes*, *Oranje Nassau*, *Ulua*, *Abangarez*, *Manuel Calvo*, minor repairs.

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**Coal Bunkers.**

The Berwind-White Coal Mining Company states that bunker coal prices at the below-named ports have been extended until the end of June:

Barbados, 80/  
St. Lucia, 80/  
Trinidad, 79/  
Curacao, 79/  
St. Thomas, 79/  
San Juan, \$16.25.  
Bermuda, \$15.  
Vera Cruz, \$20.

Habana—The price at this port was reduced as of June 1 to \$12.75 per long ton trimmed into bunkers.

Atlantic Islands—Effective June 1 Islands prices were reduced 5 shillings per ton and the new rates therefore are as follows:

St. Vincent, 82/6.  
Las Palmas, 80/  
Teneriffe, 80/  
Madeira, 80/.

Dakar—This port was also reduced 5 shillings on June 1 and until further notice the rate here will be 82/6.

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**Postal and Cable Addresses of The Panama Canal.**

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Coal and Fuel Oil Prices.

By the courtesy of Willard, Sutherland & Co. of New York the following coal and fuel oil prices as of May 20, 1921, are quoted from their monthly circular:

#### COAL.

New York, \$6.50 best quality f. a. s. lighters.  
 Philadelphia, \$7 best quality trimmed ex. lighters.  
 Baltimore, \$7 best quality trimmed ex. lighters.  
 Newport News, Sewalls Point, Lamberts Point, \$6.50 f. o. b. under chutes at coal piers.  
 Portland, Me., \$9.50 t. i. b. ex. lighters; \$8 t. i. b. alongside supplier's wharf.  
 Boston, \$10 t. i. b. ex. lighters.  
 Wilmington, \$11 f. o. b. ex. lighters.  
 Charleston, \$7 f. o. b. piers.  
 Savannah, \$7 f. o. b. piers.  
 Jacksonville, \$10 t. i. b. alongside supplier's wharf.  
 Tampa, \$10.50 t. i. b. alongside supplier's wharf.  
 Pensacola, \$6.90 high grade Black Creek or Cahaba; \$6.25 Pratt or equal, f. o. b. and trimmed.  
 Mobile, \$7 high grade washed Black Creek f. o. b. under chutes.  
 New Orleans, \$8.45 Sipsey, \$7.65 Warrior River, \$7.50 Pratt R/M, t. i. b. ex. lighters.  
 Galveston, \$12 t. i. b. ex. lighters alongside Galveston Wharf Co. wharves.  
 San Diego, \$17.86 Utah steam coal f. o. b. alongside dock.  
 San Pedro, \$17.11 Utah steam coal f. o. b. alongside dock.  
 San Francisco, \$15.22 Utah steam coal f. o. b. ex. lighters.  
 Seattle, \$10.75 Comox steam coal f. a. s., ex. lighters.  
 Portland, Oreg., \$13.50 King (Utah) coal f. o. b. ship's hatch at bunker dock.  
 Astoria, \$10.75 Wingate R/M f. o. b. ship's hatch.  
 Tacoma, \$11 f. a. s. ex. lighters.  
 Union Bay, Vancouver, \$9.21 Comox steam coal f. o. b. under chutes at coal piers.  
 Amsterdam, 24 Fl.  
 Antwerp, 50/ Welsh or north country.  
 Azores, 85/.

Barbados, 90/  
 Batavia, Fl. 47.50 to 67.50 according to quality and point of delivery.  
 Bermuda, \$15.  
 Bremen, 60/  
 Brisbane, Australia, 18/2 to 24/4 according to quality and point of delivery.  
 Copenhagen, 65/  
 Curacao, \$15.75.  
 Emden, 60/  
 Hamburg, 44/6 (Durham. American).  
 Holtenau, 57/ American.  
 Melbourne, 40/ to 43/ according to point of delivery.  
 Newcastle, Australia, 26/3.  
 Rotterdam, 23 Fl.  
 St. Lucia, 90/  
 St. Thomas, V. I., 79/  
 Singapore, 80/ to 95/ according to quality.  
 Surabaya, Fl. 47.50 to 67.50 according to quality and point of delivery.  
 Sydney, Australia, 32/  
 Trinidad, 89/.

#### FUEL OIL.

Amsterdam, Fl. 70; Diesel, Fl. 105; Solar, Fl. 120.  
 Batavia, 135/; Diesel, 205/  
 Curacao, 70/  
 Hongkong, 135/; Diesel, 205/  
 Las Palmas, 90/ plus dues.  
 Liverpool, 90/; Diesel, 120/  
 Manila, 135/; Diesel, 205/  
 New Orleans, \$1.35 per barrel.  
 Nagasaki, 135/; Diesel, 205/  
 Plymouth, 90/  
 Rotterdam, Fl. 70; Diesel, Fl. 105; Solar, Fl. 120.  
 Singapore, 135/; Diesel, 205/  
 Sydney, 150/; Diesel, 175/  
 Thameshaven, 90/; Diesel, 120/  
 Trinidad, \$15.50.  
 Yokohama, 135/; Diesel, 205/.

### Renewal of Bicycle Licenses.

All private bicycle licenses which were issued between July 1, 1920, and May 13, 1921, expire June 30, 1921. The numeral plates issued with these licenses have a dark red background and white raised letters. The Executive Order of April 14, 1921, which became effective May 14, 1921, provides that licenses shall be paid for the calendar year, but if any part of the calendar year shall have expired when the license is taken out, then the license fee to be paid shall be proportioned on a quarterly basis to the part of the calendar year remaining, including therein the calendar quarter in which the license is paid.

Canal Zone residents who hold bicycle licenses which expire June 30, 1921, may have them renewed for the 6 months ending December 31, 1921 for a fee of 50 cents. On and after October 1, 1921, the fee will be 25 cents. Residents of the Republic of Panama may procure reciprocal Canal Zone bicycle licenses for the remainder of the present calendar year for a fee of \$1. Licenses are issued by the Chief, Division of Civil Affairs (room 301, Administration Building), Balboa Heights, and may be procured in person or by mail. If application for a license is made by mail, statement should be made as to where the licensee resides, and of the make, number, and old license number of the bicycle to be licensed. Remittances should be made by registered letter, money order, or check, and all checks or money orders should be made payable to the Collector, The Panama Canal, Balboa Heights.

All private bicycle licenses which have been issued since May 14, 1921, are valid until December 31, 1921.

As official bicycle licenses are issued for an indefinite period of time the tags with black letters and white background will continue to be valid.

### Weather Conditions in May, 1921.

The rainfall for the month was generally below normal everywhere except on the Pacific and Atlantic coasts. Totals in the Canal Zone and immediate vicinity ranged from 3.79 inches at Cucherbo to 14.08 inches at Gatun. The greatest amount of precipitation recorded on any one day was 4.30 inches at Colon on the 23d.

The estimated rainfall over Gatun Lake watershed area was 9.15 inches, compared with a 11-year mean of 11.65 inches; while over the Chagres River watershed area above Alhajuela, it was 11.47 inches, compared with a 20-year mean of 12.44 inches.

The air temperature was slightly below normal at Balboa Heights and Gatun, and slightly above at Gamboa, Alhajuela, and Colon. The atmospheric pressure and wind movement was slightly above the average, while the relative humidity and surface temperature of the sea was slightly below the average. The evaporation was below the average everywhere, except at Balboa Heights and Gamboa, and the daytime cloudiness was slightly below the average on the Pacific Coast and slightly above the average on the Atlantic.

Several fogs were observed at interior stations, all of which were dissipated by 7.30 a. m.

Seismic disturbances were recorded on the 1st, 16th, and 25th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake, 82.33 feet; maximum, 82.62 feet on the 31st; minimum, 82 feet on the 21st; evaporation from Gatun Lake surface, 4.588 inches; rainfall on Gatun Lake drainage basin, 9.15 inches; total yield of Gatun Lake watershed was 2.39 inches on the watershed and amounted to 26 per cent of the rainfall.

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 0.01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.
Balboa Heights...	29.860	80.2	91	May 11	70	May 8	84.9	8.60	8.24	19	5,426	N.W.	32	N.W.	May 11
Colon.....	29.864	81.1	91	May 31	72	May 24	81.2	13.61	12.48	18	6,650	N.	26	N.W.	May 7
Gatun.....	80.2	89	May 28	71	May 24	.....	14.08	13.27	23	4,840	N.	32	S.	May 27	
Gamboa.....	80.9	93	May 18	71	May 9	.....	5.89	10.50	22	4,079	N.E.	21	S.	May 26	

<sup>1</sup> And N.W.

### “For Hire” and “Engaged” Signs for Public Self-Propelled Vehicles.

The Executive Order of February 26, 1921, containing regulations governing passenger conveyances, which was effective May 1, 1921, provides in Section XVII as follows:

“Public self-propelled vehicles when on public stands or under way shall display in English or Spanish a sign, 9 inches in length by 5 inches in width, affixed to the front of the vehicle behind the wind shield, which shall read on the one side “For Hire” in black 2-inch letters on white background and on the other side “Engaged” in white 2-inch letters on red background; sign to be affixed by swivel so that turning sign will denote status of vehicle. Sign to indicate at all times the exact status of the vehicle, whether engaged or unengaged.”

A supply of iron signs of the above description has now been received, and may be procured in person or by mail for \$1 each from the Division of Civil Affairs (room 301, Administration Building, Balboa Heights). If request is made for a sign by mail, the applicant should state his post-office address, and all remittances should be made by registered letter, money order, or check. All checks or money orders should be made payable to the Collector, The Panama Canal, Balboa Heights.

### Appointments in the Regular Army.

After the selection of the successful candidates who took the examination April 25, 1921, for appointment in the Regular Army there will remain more than 3,000 vacancies in the commissioned personnel of the Army. After promotions under the reorganization law have been completed a number of these vacancies will be in the grade of first lieutenant, the remainder being in the grade of second lieutenant. While it is not proposed to fill all vacancies at present, the necessity for more officers for the Army requires that a portion of the vacancies be filled without delay. An examination for the appointment as second lieutenants will, therefore, be held August 22,

1921. The exact number of vacancies for which examination will be held will be announced later. Appointments will be made in each of the following branches:

Infantry.	Engineers.	Ordnance Department.
Cavalry.	Air Service.	Chemical Warfare Service.
Field Artillery.	Signal Corps.	
Coast Artillery.	Quartermaster Corps.	Philippine Scouts.

As a result of this examination no appointments are to be made in branches of the service other than those named above.

The date announced is that of the final examination. Prior to that date applications must be submitted and applicants must undergo a preliminary examination. All applications are to be received and acted upon by corps area commanders who are also charged with conducting the preliminary and final examinations. Details of information concerning examinations for appointment are contained in regulations now being distributed, and application blanks should be obtained at any military post or station. Applications should be submitted by the applicant at the military post or station nearest his place of residence. Writing to the Adjutant General for information or for blanks will only cause delay.

It is contemplated that successful candidates will be announced and appointed, or nominated for appointment, about 2 months after the examination.

All successful candidates will be arranged in their order of merit as determined by the final examination and will be appointed in the Army in such order. They will also be placed on the promotion list in such order without regard to the branch of the Army in which appointed. Those candidates who attain the highest marks on examination will, therefore, have priority in advancement to the vacancies existing as first lieutenant. To be informed of the full detail concerning examinations and appointment, it is necessary that candidates consult the regulations which are being sent to all military posts and stations. However, the prospective candidate's attention is directed to the following important points:

1. Eligibility for appointment is fixed by law and requests for exceptions can not, therefore, receive consideration by the War Department. The age at the time of appointment must be between 21 and 30 years, and a candidate must be a citizen of the United States. At the time of the final examination each candidate must be in one of the following classes:

(a) A warrant officer or enlisted man of the regular Army having had not less than 2 years' service as such.

(b) A member of the Officers' Reserve Corps or the enlisted Reserve Corps.

(c) A member of the National Guard.

(d) A graduate of a technical institution approved by the Secretary of War.

Any civilian of the required age who passes the preliminary examination may readily become eligible to take the final examination and to be appointed by entering either class (b) or (c) above.

2. The preliminary examination consists merely of an inquiry into the physical, moral, and mental qualifications of an applicant to determine whether or not he has the requisite qualifications to justify his proceeding with the final examination. Such a preliminary examination will avoid inconveniences and unnecessary expenses to both the applicant and the Government in many cases. Facilities for conducting these preliminary examinations at selected educational institutions prior to graduation will be provided by corps area commanders.

3. The final examination is the same for all candidates and to insure strict justice to all, the examination papers will be marked by central boards convened in the War Department. The scope of the mental examination is such as to insure the Army of getting men of the requisite educational foundation to satisfactorily follow a career as an Army officer. The elementary part of this examination embraces the subjects of history, grammar, geography, arithmetic, algebra, geometry, trigonometry, and physics. The advanced part of the examination consists of a large number of subjects including mathematics, languages, literature, electricity, chemistry, law, and minor tactics. Examination is required in but three of the subjects of the advanced group to be selected by the candidate.

4. Candidates for appointment in the Air Service, Engineers, Signal Corps, and Ordnance Department are required to satisfy certain technical requirements, either by examination or by having graduated from technical schools.

5. The regulations provide liberal exemptions from examination in various subjects according to the education, training, and experience that the candidate has had. The granting of exemptions has been placed entirely in the hands of the examining boards and requests for exemption can not, therefore, be considered by the War Department.

6. Each candidate is permitted to express one or two choices of the branch of the service in which he desires to be appointed. In making appointments, however, while the preferences of candidates will be given due consideration the War Department reserves the right to assign them to such branches of the service as may be necessary.

In consideration of all facts it is apparent that the present offers an exceptional opportunity for appointment in the Army. The candidates making the highest mark will be at once promoted to the grade of first lieutenant and will thus receive a base pay of \$2,000 per annum in addition to the prescribed allowances; those appointed as second lieutenants will receive a base pay of \$1,700 per annum in addition to the prescribed allowances.

Should a number of candidates, in excess of those for which the examination is held, receive a passing mark on examination, those making the lowest mark will not be selected for appointment nor will they be placed on an eligible list for future appointment, as the experience of the War Department has been that such eligible lists are unsatisfactory, both to the Government and to the individual.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Aid (male and female); \$1,200 a year; form 1312; announcement No. 311; age, 21 but not 30 years; vacancies in Lighthouse Service, Third District, Tompkinsville, N. Y., July 12, 1921.<sup>1</sup>

Anesthetist (male and female); \$1,200 a year; form 1312; announcement No. 317; age, 21 years and over; vacancies in Freedmen's Hospital, Washington, D. C.; June 28, 1921.<sup>1</sup>

Assistant in nematology (male and female); \$1,000 to \$1,800 a year; form 2118; announcement No. 303; age, 21 but not 70 years; vacancies in Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; July 12, 1921.<sup>1</sup>

Examiner (male and female); \$4,500 a year; form 1312; announcement No. 302; age, below 70 years; vacancies in United States Railroad Labor Board, Chicago, Ill., July 5, 1921.<sup>1</sup>

Graphotype operator (male and female); \$660 to \$1,200 a year; forms 304 and 2357; announcement No. 305; age, 18 but not 70 years; vacancies in Departmental Service, Washington, D. C.; July 6, 1921.

Laboratory helper, \$900 to \$1,080 a year; laboratory aid, \$720 to \$900 a year (male and female); form 1312; announcement No. 301; age, below 60 years; vacancies in Bureau of Mines, Department of the Interior, Washington, D. C.; July 6, 1921.

Manual training teacher (male and female); \$900 to \$1,100 a year; form 1312; announcement No. 312; age, 21 but not 50 years; vacancies at Flandreau Indian School, South Dakota, July 20, 1921.

<sup>1</sup> 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 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 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:

#### DECEASED.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of death.
George Gibson.....	29709	Barbados.....	Colon.....	Mun. Eng. Div.....	May 25, 1921.
Cyril Ruiz, <i>alias</i> Reese	30074	Panama.....	Panama.....	Health Department....	May 26, 1921.
George Monroe.....	31028	Jamaica.....	Colon.....	Health Department....	May 21, 1921.
Joseph Benj. Thomas.	37738	Barbados.....	Panama.....	R. and F. Agency.....	March 20, 1921.
Bocento (Busat) Singh	22728	India.....	.....	Coaling station.....	May 24, 1921.
Andrew G. Hill.....	3616	United States.....	Colon.....	Panama Railroad.....	June 16, 1921.
Theodore Vaitier.....	34892	Martinique.....	Red Tank.....	Mun. Eng. Div.....	June 12, 1921.

#### INSANE.

Name.	Check No.	Native of—	Isthmian residence.	Employed by—	Date of commitment.
Victor Felix.....	22859	Guadeloupe.....	Camp Bierd.....	Coaling station.....	May 14, 1921.
Fredrick Ensminger..	29063	France.....	Mount Hope....	Mun. Eng. Div.....	May 6, 1921.

### Official Circulars.

**Act of Congress.—Certain Acts of Congress, Joint Resolutions, and Proclamations Shall be Construed as if the War Had Ended and the Present or Existing Emergency Expired.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 1, 1921.

CIRCULAR No. 600-79.

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

JAY J. MORROW,  
Governor.

**JOINT RESOLUTION** Declaring that certain Acts of Congress, joint resolutions, and proclamations shall be construed as if the war had ended and the present or existing emergency expired.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That in the interpretation of any provision relating to the duration or date of the termination of the present war or of the present or existing emergency, meaning thereby the war between the Imperial German Government and the Imperial and Royal Austro-Hungarian Government and the Government and people of the United States, in any Acts of Congress, joint resolutions, or proclamations of the President containing provisions contingent upon the duration or the date of the termination of such war or of such present or existing emergency, the date when this resolution becomes effective shall be construed and treated as the date of the termination of the war or of the present or existing emergency, notwithstanding any provision in any Act of Congress or joint resolution providing any other mode of determining the date of such termination. Any Act of Congress, or any provision of any such Act, that by its terms is in force only during the existence of a state of war, or during such state of war and a limited period of time thereafter, shall be construed and administered as if such war between the Governments and people aforesaid terminated on the date when this resolution becomes effective, any provision of such law to the contrary notwithstanding; excepting, however, from the operation and effect of this resolution the following Acts and proclamations, to wit: Title 2 of the Act entitled "The Food Control and District of Columbia Rents Act," approved October 22, 1919 (Forty-first Statutes, page 297), the Act known as the Trading with the Enemy Act, approved October 6, 1917 (Fortieth Statutes, page 411), and all amendments thereto, and the First, Second, Third, and Fourth Liberty Bond Acts, the Supplement to the Second Liberty Bond Act, and the Victory Liberty Loan Act; titles 1 and 3 of the War Finance Corporation Act (Fortieth Statutes, page 506), as amended by the Act approved March 3, 1919 (Fortieth Statutes, page 1313), and Public Resolution Numbered 55, Sixty-Sixth Congress, entitled "Joint resolution directing the War Finance Corporation to take certain action for the relief of the present depression in the agricultural sections of the country, and for other purposes," passed January 4, 1921; and also the proclamations issued under the authority conferred by the Acts herein excepted from the effect and operation of this resolution: *Provided, however,* That nothing herein contained shall be construed as effective to terminate the military status of any person now in desertion from the military or naval service of the United States, nor to terminate the liability to prosecution and punishment under the selective service law, approved May 18, 1917 (Fortieth Statutes, page 76), of any person who failed to comply with the provisions of said Act, or of Acts amendatory thereof: *Provided further,* That the Act entitled "An Act to amend section 3, title 1, of the Act entitled 'An Act to punish acts of interference

with 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 (Fortieth Statutes, page 217), and for other purposes," approved May 16, 1918 (Fortieth Statutes, page 553), be, and the same is hereby repealed, and that said section 3 of said Act approved June 15, 1917, is hereby revived and restored with the same force and effect as originally enacted.

Nothing herein contained shall be held to exempt from prosecution or to relieve from punishment any offenses heretofore committed in violation of any Act hereby repealed or which may be committed while it remains in force as herein provided.

Approved, March 3, 1921.

<sup>1</sup> Published as Panama Canal Circular No. 600-43.

<sup>2</sup> Published as Panama Canal Circular No. 600-40.

<sup>3</sup> Published as Panama Canal Circular No. 600-48.

**Executive Order.—Maximum Pay for Non-Civil Service Clerks.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 9, 1921.

CIRCULAR No. 601-122:

The extracts from an Executive Order quoted below are published for the information of all concerned.

JAY J. MORROW,  
Governor.

The Joint Resolution of March 3, 1921,<sup>1</sup> declaring that certain Acts of Congress, joint resolutions, and proclamations shall be construed as if the war with Germany and Austria-Hungary had ended and the present or existing emergency expired, provides, among other things, that in interpreting the provisions relative to the duration or termination of the war "the date when this resolution becomes effective shall be construed and treated as the date of the termination of the war or of the present existing emergency." Therefore, all Executive Orders and amendments to the civil service rules authorizing appointments, promotions or removals without full compliance with the civil service laws and rules, because of war emergencies existing at the time, are hereby revoked.

A list of the orders revoked by this Order is as follows, to wit:

\* \* \* \* \*

45. Executive Order of November 16, 1918,<sup>2</sup> amending Schedule A, Subdivision I, paragraph 15, to permit appointments to clerical positions in the Federal service on the 1sthus of Panama at not more than \$106 a month, without examination, during the unusual conditions due to the war, and to continue not longer than 6 months from the end of the war. This amendment raised the salary at which appointments could be made, without examination, from \$75 a month to \$106 a month.

Employees appointed under the orders which are hereby revoked, serving in positions which are permanent under peace conditions, shall not hereby be given a competitive classified status, but may, in the discretion of the head of the department or independent establishment where now employed, continue in their present excepted status and in their present positions or such allied positions as the Commission may approve.

WARREN G. HARDING.

THE WHITE HOUSE,  
May 16, 1921.

<sup>1</sup> Published as Panama Canal Circular No. 600-79.

<sup>2</sup> Published as Panama Canal Circular No. 601-85.

**Executive Order.—Passport Visa Not Required for Temporary Stop-overs.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., June 10, 1921.

CIRCULAR No. 601-121:

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

JAY J. MORROW,  
Governor.

Amending the Executive Order of August 8, 1918, to permit temporary stop-overs at ports of the United States without the requirement of visaed passports.

By virtue of the authority vested in me by the Act approved May 22, 1918, entitled "An Act to Prevent in Time of War Departure from and Entry into the United States Contrary to the Public Safety," I, Warren G. Harding, President of the United States of America, hereby amend the Executive Order of August 8, 1918, relating to the "Rules and Regulations Governing the Issuance of Permits to Enter and Leave the United States," by the following provision:

Aliens who are passengers on vessels calling, while en route to foreign destinations, at ports of the United States, including outlying territories and insular possessions, may be allowed to land at these ports without visaed passports, provided that they land merely for the limited periods of time during which the vessels may lie over at the ports mentioned, and provided also, that they continue their voyages on the same vessels. These exceptions are made for the benefit of passengers who desire to land temporarily for purposes of sightseeing or other legitimate objects. Aliens landing with the intention of remaining for a longer period are required to present visaed passports. It will be the duty of the masters of the vessels to satisfy the Immigration authorities that passengers who obtain permission to land temporarily will not remain on shore after the departure of the vessels. Appropriate instructions upon this subject will be sent by the Department of Labor to Immigration officials at seaports. The names of all passengers of the class mentioned who fail to reembark and continue their voyages shall be reported by the Immigration authorities at the ports to the Department of Labor and the Department of State, for appropriate action.

WARREN G. HARDING.

THE WHITE HOUSE,  
May 12, 1921.

\* Published as Panama Canal Circular No. 600-49 (provides that the term "United States" includes the Canal Zone).

\* Published as Panama Canal Circular No. 601-79.

**Acting General Secretary, Clubs and Playgrounds.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 13, 1921.

All concerned—Effective this date and during the absence on leave of Mr. T. S. Booz, Mr. A. J. Scott will act as General Secretary, Bureau of Clubs and Playgrounds, in addition to his regular duties.

JNO. H. SMITH,  
Acting Executive Secretary.

**Storage of Reserve Equipment.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., June 11, 1921.

All concerned—A storage shed for reserve equipment has been erected at Mount Hope where all such equipment will be stored for reissue. All equipment turned in must be passed on by

the Board of Appraisal and will be carried under commodity class No. 152 at the appraised price. Requisitions for such equipment will be filled at appraised prices.

R. K. MORRIS,  
Chief Quartermaster.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., June 13, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon request of the addressee. Request for forwarding may be made by telephone, calling Balboa No. 182:

- |                         |                              |
|-------------------------|------------------------------|
| Casanover, Mrs. C. F.   | Parker, Box 413 <sup>1</sup> |
| Cavanaugh, Frank        | Pace, Stanley                |
| Cowdrill, Mabel M.      | Payne, D.                    |
| Daniels, George         | Napper, J. W.                |
| Douglas, Horatio        | Neal, Floyd                  |
| Faby, Mrs. M. E.        | Quiroz, Emilio               |
| Haines, John B.         | Ridguard, Cecil              |
| Huggins, William        | Roberts, Ralph               |
| Ingram, R. N., Box      | Rodriguez, Rev. L.           |
| 1081                    | Ramsey, Theo.                |
| Johnston, G. Zacchus    | Reynolds, Mrs. George        |
| King, Mrs. Elizabeth E. | Spiru, John                  |
| Kohler, F. H., Box 487  | Stall, J. E.                 |
| Ladd, Eduardo           | Turner, F. B.                |
| Lapoint, Mr.            | Wilson, Lyle                 |
| McCarty, Haskell        | Wilcox, Geo. R.              |
| Pablo, Juan J.          | Robles, D. C. <sup>2</sup>   |

<sup>1</sup> Paper. <sup>2</sup> Package.

**May Rainfall for Three Years.**

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921.
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa.....	5.92	2.24	8.28	7.83	23	18
Balboa Heights.....	5.21	3.31	8.60	8.24	23	19
Miraflores....	6.07	4.38	7.78	9.08	13	20
Pedro Miguel.....	7.37	7.45	8.72	10.23	14	17
Rio Grande....	6.35	7.38	5.85	10.07	17	21
<i>Central section:</i>						
Culebra.....	6.90	6.78	6.12	10.69	30	15
Camacho.....	5.08	9.27	5.83	10.60	15	20
Empire.....	7.01	7.66	7.28	9.63	17	20
Gamboa.....	5.82	7.59	5.89	10.50	40	22
Juan Mina.....	7.77	3.98	4.43	9.41	11	14
Alhajuela....	6.11	4.46	10.76	11.51	21	20
Vigia.....	4.30	6.07	8.07	10.66	13	21
Frijoles.....	8.28	4.02	10.73	10.65	10	....
Trinidad.....	7.28	9.31	6.24	12.28	14	23
Monte Lirio..	5.20	6.34	9.76	11.86	14	19
<i>Atlantic section:</i>						
Gatun.....	7.16	2.65	14.08	13.27	17	23
Brazos Brook.....	8.71	4.99	11.84	12.67	15	19
Colon.....	6.95	5.48	13.61	12.48	51	18
Bocas del Toro	9.98	6.93	3.61	10.35	13	7

**Empty Barrels and Packing Cases for Sale.**

Address inquiries to Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**Rainfall from May 1 to May 31, 1921,  
Inclusive.**

STATIONS.	Maximum in 1 day.	Date.	Total.
<i>Pacific section:</i>			
Balboa.....	2.56	15	8.28
Balboa Heights.....	3.01	15	8.60
Miraflores.....	2.38	23	7.78
Pedro Miguel.....	1.96	23	8.72
Rio Grande.....	1.50	12	5.85
<i>Central section:</i>			
* Culebra.....	2.00	12	6.12
* Camacho.....	1.10	12	5.83
Empire.....	2.16	12	7.28
Gamboa.....	2.29	23	5.89
* Juan Mina.....	1.56	24	4.43
Alhajuela.....	2.82	23	10.76
Vigia.....	1.59	30	8.07
* Trinidad.....	1.53	26	6.24
* Monte Lirio.....	2.21	23	9.76
<i>Atlantic section:</i>			
Gatun.....	2.54	22	14.08
* Brazos Brook.....	2.05	24	11.84
Colon.....	4.30	23	13.61
* Bocas del Toro.....	1.17	23	3.61

\* Standard rain gauge—readings at 5 p. m. daily.  
 \* Standard rain gauge—readings at 8 a. m. daily.  
 Automatic rain gauge at unstarred stations—values, midnight to midnight.

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Eggs for Setting.**

For a limited period only purchases of eggs for setting may be made at the Summit poultry farm at the following prices:  
 White Leghorn or Rhode Island Red, per setting of 15 eggs, \$3; two settings, or 30 eggs, \$5.50.  
 All sales f. o. b. Summit.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Lace, edging, cotton val., French, yd.	\$0.09, .11, and .14
Perfumes, Piver's:	
Essence, Cyclamene Neige, bot.....	.73
Essence, Scarabee, bot.....	5.05
Essence, Velivol, bot.....	4.55
Rugs, steamer, ea. . . . .	\$11.00, \$13.20, \$14.90, \$16.75

*Grocery Section.*

Cigarettes, 111's, pkg.....	.11
Rhubarb, 3s tin.....	.47

**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:

<b>FROM ANCON POLICE STATION TO BALBOA SHOPS.</b>	
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.
<b>FROM BALBOA SHOPS TO ANCON POLICE STATION.</b>	
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.

**Route Service Jitney—Cristobal-Mt. Hope.**

The following is the schedule of the official jitney service between the Terminal building at Cristobal and Mount Hope. Cars stop at the office of the Commissary Division each way:

Leave Terminal Building.		Leave Mount Hope.	
A. M.	P. M.	A. M.	P. M.
8.00	12.30	8.15	12.45
8.30	1.00	8.45	1.15
9.00	1.30	9.15	1.45
9.30	2.00	9.45	2.15
10.00	2.30	10.15	2.45
10.30	3.00	10.45	3.15
	3.30		3.45

**Schedule of the Ancon-Balboa Bus Line.**

Leave Ancon clubhouse 3 p. m., 3.30 p. m., 4 p. m., and every 15 minutes thereafter until 10.45 p. m.  
 Leave Balboa clubhouse 2.45 p. m., 3.15 p. m., 3.45 p. m., and 4.15 p. m., and every 15 minutes thereafter until 10.30 p. m. There will be no 10.45 p. m. bus from Balboa, but one will leave at 11 p. m.

**Taboga Launch Schedule.**

From dock No. 19, Balboa every day, including Sundays and holidays...	A. M. 10.30
Saturdays and days preceding holidays .....	P. M. 5.00
From Taboga:	P. M.
Week days .....	12.30
Sundays and holidays .....	6.30

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**COMMISSARY NOTES.**

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**Books.**

## Books received:

"The Man Who Understood Women," by Leonard Merrick; "Peace Negotiations," by Robert Lansing; "The Mountebank," by William J. Locke; "Huckleberry Finn," by Mark Twain; "The Art of Lawn Tennis," by W. T. Tilden; "The Garden of Bright Waters," by Edward Powys Mathers.

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**Hardware.**

A number of items which have been out of stock for a short time in the hardware sections have been received and are on sale at all retail stores. These are double bed springs, electric chafing dishes, electric grills, electric bulbs, Dietz hand lanterns, Silicon Cream Polish, scissors, measuring glasses, ice picks.

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**Honey.**

The commissaries are now selling an excellent grade of honey, which is obtained from apiaries located in the Canal Zone. The product is guaranteed by the Panama Bee Keepers' Association and is extracted, packed, and handled in accordance with the most modern and sanitary methods. For a quart bottle \$1.07 is asked, with refund of 7 cents for return of the container.

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**Chinaware.**

From the Commissary's London connection, information has been received that the coal strike caused all the potteries in England to cease operation because of lack of fuel. As a consequence, orders for chinaware of all makes will unavoidably be delayed but promises have been secured from manufacturers to give commissary orders special attention when the works reopen, which, it is hoped, will be at an early date.

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**Steamer Rugs.**

The great number of calls recently received for steamer rugs exhausted the stock in all commissaries. A new shipment just received contains, it is believed, even more attractive patterns than those formerly offered. These rugs are guaranteed of pure wool. They come in rich browns and distinctive greens, with narrow stripes in various colors and in attractive tartan plaids.

Many of the rugs are 72 by 90 inches, large enough to cover a bed of ordinary dimensions. Some have a smooth, plain surface and others are rough finished. The line is varied and the values excellent.

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**Price Reduction—Books.**

The price of "Domestic Science—Principles and Application," by Pearl L. Bailey has been reduced from \$1.30 to 95 cents. Although its primary purpose is as a text-book in acquainting pupils in domestic science courses with kitchen utensils and cooking processes in general, there is much in this book of value to every housewife. Cooking by different fuels is discussed and the proper preparation of fruits and vegetables, cereals, doughs for bread and biscuits, meats, fish, poultry, sandwiches, salads, frozen desserts, etc., is given. There are many excellent recipes and attractive menus. Home management and household accounts also come in for attention and a special chapter is devoted to invalid cookery. Even at the original price this book was well worth the sum asked.



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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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at Cristobal, C. Z., under the Act of March 3, 1879.



Volume XIV.

Balboa Heights, C. Z., June 29, 1921.

No. 46.

## Cash Balance in Appropriations—May, 1921.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 25, 1921.

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

SIR: Herewith is a report showing the commissary sales, financial receipts, and expenditures, and of the cash balance available in The Panama Canal appropriations, as compared with the preceding month, and with the corresponding month of last year:

	May, 1921.	April, 1921.	May, 1920.
Cash balance available for expenditure:			
In Canal appropriations.....	\$7,051,969.56	\$8,020,685.58	\$12,372,395.10
In fortification funds allotted to The Panama Canal for expenditure.....	473,781.75	473,781.75	5,728,754.53
Payments made from appropriations:			
By the Paymaster on the Isthmus.....	1,416,780.45	1,570,092.07	1,668,341.86
By the Disbursing Clerk, Washington, D. C.....	542,139.41	737,709.52	479,713.02
To the Panama Railroad Company for commissary books.....	279,967.38	307,802.49	368,390.84
Classification of collections on the Isthmus:			
Repaid to appropriations.....	864,120.60	1,031,281.31	1,216,861.27
Commissary and other trust funds.....	281,797.79	309,877.44	369,262.12
Tolls.....	835,914.57	928,007.79	828,476.21
Sales of water.....	6,930.25	14,430.50	4,324.55
Postal receipts.....	9,007.50	10,617.87	8,869.14
Licenses, taxes, court fees, fines, etc.....	3,614.56	4,381.83	5,859.18
Sales of obsolete material and equipment.....	1,350.00		15,625.00
Total collections on the Isthmus.....	2,002,735.27	2,298,596.74	2,449,277.47
Collections by the Disbursing Clerk, Washington.....	1,682.49	127,292.71	139,877.48
Deposits with the Assistant Treasurer, United States.....	33,600.00	49,700.00	63,249.00
Canal Zone and miscellaneous funds:			
Receipts.....	175,428.77	207,781.18	192,290.08
Disbursements.....	210,427.73	263,446.81	238,052.25
Pay rolls on the Isthmus.....	1,124,055.54	1,206,223.67	1,311,979.79
Requisitions for purchases in the United States.....	115,807.91	238,996.12	766,138.34
Sales of commissary supplies:			
To The Panama Canal.....	100,507.44	227,727.43	134,321.71
To steamships, other than those of the United States Government and the Panama Railroad Steamship Line.....	45,385.75	53,432.69	80,338.78
To the Panama Railroad, including its steamships and the Hotel Washington.....	15,672.15	20,056.27	39,969.74
To the United States Government, including the Army and Navy.....	128,012.49	134,007.10	226,441.56
To individuals and companies, mainly through charge accounts.....	21,899.98	26,036.10	30,127.25
To individuals purchasing coupons.....	430,276.92	484,426.83	614,716.07
Total commissary sales.....	741,754.73	845,686.73	1,125,915.11

\* Balance on last day of month.

Respectfully,

JAY J. MORROW,  
Governor.

### Postal Addresses of The Panama Canal.

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight June 25, 1921.*

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.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Paparoa	18	21	10	19	6	10	13	10	19	14	15	430	0	54	0	24	0	2,740	8,174	6,092
Mexican	19	4	45	19	7	23	19	14	09	19	15	472	0	57	0	19	0	1,995	9,258	6,912
West Hepburn	14	20	45	19	8	08	19	16	10	19	20	410	0	51	0	24	1	7,351	6,493	4,915
Ruabine	19	21	09	20	7	03	20	14	41	20	16	480	0	60	0	25	0	1,627	11,197	8,322
City of Canton	20	7	30	20	7	45	20	14	33	20	18	451	0	67	0	28	0	9,120	8,127	6,194
Balboa	17	19	35	20	8	10	20	15	20	16	15	190	0	29	0	10	4	1,745	2,425	1,350
Atasco III	20	10	35	20	10	55	20	17	09	20	16	250	0	43	0	16	9	882	4,742	3,623
Quilpe	19	3	00	21	6	12	21	13	39	21	17	361	0	46	0	19	5	620	1,187	622
Jamaica	17	21	30	21	6	20	21	13	29	21	17	320	0	34	0	14	5	10,000	9,033	5,938
K.R. Kingsbury	20	21	33	21	6	30	21	11	09	21	15	410	0	53	0	27	0	92	1,357	884
Manay	15	18	55	21	6	50	21	17	04	21	18	216	0	35	0	12	0	7,320	6,242	4,471
Eastern Cloud	21	12	05	21	13	15	21	20	19	22	7	385	0	51	0	26	7	9,086	7,470	5,618
Robin Adair	21	13	08	21	13	37	21	22	40	22	8	425	0	55	0	27	3	3,910	4,646	3,502
Mesopotamia	21	23	50	22	6	40	22	13	48	22	3	380	0	50	0	20	0	6,460	6,106	4,401
Schodack	21	10	57	22	7	50	22	14	29	22	3	390	0	54	0	25	6	7,183	6,541	4,290
Elm Leaf	22	7	05	22	8	10	22	15	05	22	4	418	0	55	0	25	0	1,000	6,329	4,737
Yalza	22	3	10	22	10	12	22	17	32	22	401	0	55	0	13	5	12,857	10,503	8,409	
Wm. G. Warden	22	18	25	23	6	35	23	14	34	23	500	0	68	0	28	0	9,250	7,055	5,095	
Belridge	23	6	17	23	6	55	23	15	05	23	425	0	57	0	26	6	7,959	7,539	5,448	
Anniston City	23	6	51	23	8	05	23	15	40	23	424	0	56	0	27	2	4,000	11,487	8,732	
Andrea F.	22	17	09	23	8	45	23	16	48	23	496	0	68	0	18	1	3,180	3,400	2,404	
Luckenbach	22	15	23	23	10	30	23	17	31	23	289	0	44	0	27	6	30	130	69	
Stanley Dollar	23	14	13	24	6	15	24	14	21	26	81	0	45	0	9	6	2,901	7,480	5,533	
Laura C. Hall	23	14	13	24	8	25	24	14	21	26	89	0	45	0	9	6	2,901	7,480	5,533	
Gen. Graham	24	18	06	25	8	25	25	12	46	25	440	0	56	0	19	8	2,901	7,480	5,533	
Balboa	24	22	45	25	6	50	25	15	24	25	320	0	41	0	24	6	3,141	2,096		
Argyll	24	22	45	25	6	50	25	15	24	25	320	0	41	0	24	6	3,141	2,096		

\* Motor ship.

† Motor schooner.

‡ 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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.
O-12*	17	14	48	19	7	40	19	13	05	American	175	0	16	4	High seas	Cristobal	4,760	8,459	6,060
O-14*	17	14	48	19	7	40	19	13	05	American	175	0	16	4	High seas	Cristobal	5,344	6,577	4,944
Pako	19	10	00	19	12	03	19	18	35	British	402	0	58	2	24	Lyttelton	4,946	4,911	3,642
Chepadoo	19	20	00	20	6	51	20	14	24	20	15	10	21	0	Sydney	Valparaiso	6,340	5,441	4,090
Cedar Branch	20	0	00	20	7	38	20	15	50	21	6	15	21	0	Valparaiso	Copenhagen	1,575	2,379	1,593
Selandia	20	6	00	20	14	32	20	20	06	20	22	6	22	6	Valparaiso	Cristobal	7	Coffee, hides, and hartiwood.	
San Juan	20	13	00	21	6	29	21	14	15	American	283	0	37	0	17	San Francisco			

\* Submarine.

† General, and chrome ore.

‡ Sugar, cotton, cotton seed, oil cake, barley, oats, metals, etc.

§ Mine planter.

	Santa Teresa.....	21	12	15	21	8	05	21	14	40	21	17	30	American.....	W. R. Grace & Co.....	360	2	51	6	24	0	Iquique.....	New York.....	4	250	5	726	4	086		
Tariffs.....	21	2	00	21	8	39	21	17	00	21	18	44	17	30	Holland Line.....	267	0	42	0	17	2	Valparaiso.....	Hamburg.....	2	660	2	174	1	320		
Eelbeck.....	11	6	00	21	13	47	21	19	55	22	6	10	10	American.....	Sudden & Christenson (S. B.).....	401	7	54	8	26	1	Portland.....	Cristobal.....	7	351	6	928	5	103		
O-15.....	21	17	15	22	6	11	22	13	50	22	13	50	10	American.....	United States Navy.....	184	0	18	0	18	0	Balboa.....	Cristobal.....	3	180	6	105	4	346		
O-11.....	21	17	15	22	6	11	22	13	50	22	13	50	10	American.....	United States Navy.....	184	0	18	0	18	0	Balboa.....	Cristobal.....	3	180	6	105	4	346		
O-13.....	21	21	12	22	7	43	22	14	46	22	14	46	14	American.....	N. A. & Western S. Co. (S. B.).....	390	0	54	3	21	6	Seattle.....	Philadelphia.....	1	043	4	588	2	959		
Lehigh.....	21	18	20	22	7	43	22	14	46	22	14	46	14	American.....	Peruvian Steamship Line.....	367	3	46	0	17	0	Callao.....	Baltimore.....	2	969	2	899	2	678		
Mantaro.....	22	5	00	22	8	07	22	15	40	24	16	50	10	American.....	Pacific Mail Steamship Co.....	289	0	44	1	19	4	San Francisco.....	Baltimore.....	2	969	2	899	2	678		
Point Adams.....	22	5	27	22	8	46	22	16	30	24	16	50	10	American.....	United States Navy.....	184	0	18	0	18	0	Balboa.....	Cristobal.....	30	130	69					
O-16.....	19	17	12	22	12	25	22	18	10	24	6	15	10	British.....	Pacific Metals Corporation.....	81	0	25	6	10	0	Buenaventura.....	Cristobal.....	6	215	5	255				
Laura C. Hall.....	22	15	00	23	6	22	23	14	03	24	6	15	10	British.....	U. S. Steel Products Co.....	395	5	55	0	23	0	Seattle.....	Baltimore.....	7	059	5	043				
Steel Voyager.....	22	16	30	23	8	25	23	15	00	23	15	00	10	American.....	W. Witholmsen.....	425	4	57	1	20	0	Tontocagasta.....	Tampico.....	3	611	2	432	2	256		
San Joaquin.....	23	14	15	23	14	56	23	21	37	23	22	45	10	Norwegian.....	A. Mathsen.....	238	9	44	2	23	3	Toconilla.....	Falmouth <sup>10</sup> .....	4	299	3	407				
Mariechen <sup>8</sup> .....	23	14	15	23	14	56	23	21	37	23	22	45	10	Norwegian.....	A. Mathsen.....	238	9	44	2	23	3	Toconilla.....	Falmouth <sup>10</sup> .....	4	299	3	407				
Elm Leaf.....	23	15	05	24	6	51	24	14	12	24	15	23	10	British.....	Anglo-Saxon Petroleum Co.....	418	5	55	0	10	0	Balboa.....	Curacao.....	105	3	066	2	577			
Palena.....	24	1	30	24	7	35	24	15	05	24	15	05	10	Chilean.....	Chilean Steamship Line.....	330	0	42	1	20	6	Talcahuano.....	Cristobal.....	105	3	066	2	577			
Sotera <sup>9</sup> .....	23	16	35	24	8	29	24	15	05	24	15	05	10	American.....	United States Navy.....	149	4	30	0	10	0	Balboa.....	Cristobal.....	327	1	582	1	823			
S. C. 287.....	19	18	30	24	11	15	24	17	20	24	14	58	10	American.....	United States Navy.....	216	0	16	0	13	7	Balboa.....	Cristobal.....	327	1	582	1	823			
Cauca.....	24	8	25	24	11	15	24	17	20	24	14	58	10	British.....	Pacific Steam Navigation Co.....	440	0	35	0	13	7	Guayaquil.....	New York.....	4	397	8	561	5	815		
Mineola.....	25	5	00	25	7	35	25	14	10	25	20	45	10	American.....	W. R. Grace & Co.....	208	6	40	0	12	6	Talara.....	London.....	4	397	8	561	5	815		
Royalstar.....	25	7	40	25	9	43	25	16	38	25	21	00	10	British.....	Blue Star Line.....	450	0	58	5	23	6	Lyttleton.....	Copenhagen.....	3	923	3	744	4	016		
Flonia.....	25	21	20	25	11	22	25	18	00	25	20	10	10	Danish.....	East Asiatic Co.....	395	0	53	0	24	0	San Francisco.....	Copenhagen.....	3	923	3	744	4	016		

<sup>10</sup> For orders. <sup>11</sup> Copper, cotton, cocoa, and skins. <sup>12</sup> Coffee, beans, and general. <sup>13</sup> Cocoa, coffee, hides, and general.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

Date.	Vessel.	Line.	From—	Date	Vessel.	Line.	For—
June 19.....	San Juan <sup>9</sup> .....	N. O.-Bluefields Fruit Transp. Co.	Bluefields	June 19.....	Hellas.....	Brunsgaard Kinsterd Line.....	Kingston.
June 19.....	Metapan.....	United Fruit Co.	New Orleans.	June 19.....	Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.	New York and Haiti.
June 20.....	Nevisian.....	Leyland Line.	Liverpool.	June 20.....	Metapan.....	United Fruit Co.....	New Orleans and Bocas del Toro.
June 20.....	Ceres.....	Royal Netherlands W. I. Mail	High seas.	June 21.....	Nevisian.....	Leyland Line.....	New Orleans.
June 21.....	Tolosa.....	United Fruit Co.	New York.	June 22.....	Cristobal.....	Panama Railroad Steamship Line.	Norfolk.
June 21.....	Hercules.....	United Fruit Co.	New Orleans.	June 22.....	Canidy.....	United States Army.....	New York.
June 21.....	Canden.....	United Fruit Co.	Boston.	June 22.....	Hercules.....	United Fruit Co.....	New Orleans and way-ports.
June 22.....	San Gil.....	United Fruit Co.	Port Limon.	June 22.....	Tolosa.....	United Fruit Co.....	New York and wayports.
June 23.....	Cannito.....	Panama Railroad Cattle Industry.	Cartagena.	June 23.....	San Gil.....	United Fruit Co.....	Boston and Port Limon.
June 23.....	Caribbean.....	Panama Railroad Steamship Line.	New York.	June 23.....	Ceres.....	Royal Netherlands W. I. Mail.....	Haere.
June 25.....	Colon.....			June 25.....	Camito.....	Elders & Fyffes, Ltd.....	Kingston.

PORT OF BALBOA.

June 19.....	Denver.....	United States Navy.....		June 21.....	Hayo Maru.....	Toyo Kisen Kaisha.....	Valparaiso.
June 20.....	Hayo Maru.....	Toyo Kisen Kaisha.....	Panarcenas. Hongkong.				

\*Other than ships passing through the Canal.

\*DEPARTURES.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 25, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Gen. W. C. Gorgas	Panama Railroad Steamship Line.		June 19		3,550
Venezuela	Pacific Mail Steamship Co.		June 19		97
Jason	Royal Netherlands W. I. Mail		June 20		261½
Quilpue	Pacific Steam Navigation Co.	June 19	June 21	86	91½
Jamaica	Pacific Steam Navigation Co.		June 21		240½
Manavi	Pacific Steam Navigation Co.		June 21		103½
Nevisian	Leyland Line.	June 20	June 21	633	387
San Juan	Pacific Mail Steamship Co.	June 21		1,575½	
Heredia	United Fruit Co.	June 21	June 22	1,063	34½
Toloo	United Fruit Co.	June 21	June 22	379	51½
Camden	United Fruit Co.	June 21	June 22	9,022	
San Gil	United Fruit Co.	June 22	June 23	17	38
Mantaro	Peruvian Steamship Line.	June 22		1,020	
Point Adams	Pacific Mail Steamship Co.	June 22	June 24	1,134	5
Laura C. Hall	Pacific Metals Corporation.	June 23	June 24	30	33
Cauca	Pacific Steam Navigation Co.	June 24		327	
Balboa	Johnson Steamship Line.	June 24	June 25	6	(*)
Palena	Chilean Steamship Line.	June 24		104½	
Gen. O. H. Ernst	Panama Railroad Steamship Line.	June 24		1,976	
Colon	Panama Railroad Steamship Line.	June 25		2,155	
Camito	Elders & Fyffes, Ltd.	June 25	June 25	10	4
Caribbean	Panama Railroad Cattle Industry	June 25		505	

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 25, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Hayo Maru	Toyo Kisen Kaisha	June 20	June 21	226	
San Juan	Pacific Mail Steamship Co.	June 20	June 21	2	
Jamaica	Pacific Steam Navigation Co.	June 21	June 21		26
Eimleaf	Anglo-Saxon Petroleum Co.	June 22	June 24	7,183	
Laura C. Hall	Pacific Metals Corporation.	June 22	June 23	6	
Cauca	Pacific Steam Navigation Co.	June 24	June 24	70	
Laura C. Hall	Pacific Metals Corporation.	June 24	June 25		67

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended June 25:

Steamship *Robin Adair*, repairs to air pumps; barge *No. 102*, install 5' by 9' steel plate patch on deck; steamship *Venezuela*, renew section of steam line to No. 3 starboard deck winch.

#### PREVIOUSLY REPORTED.

U. S. S. *Tacoma*, propeller shaft work; steamship *Eelbeck*, miscellaneous engineer's department repairs; U. S. submarines *R-26*, general repairs, including docking; *R-24*, miscellaneous repairs; welding armature cores on main motors to spiders, and stiffening motor frames and foundations; steamship *Iquitos*, repairs to cargo booms; tug *Gorgona*, miscellaneous engineer's and deck department repairs; launch *Taboga*, general overhaul; dredge *Cascadas*, general repairs.

The following vessels were at the Cristobal shops for repairs during the week ended June 27:

Steamships *Colon*, *General O. H. Ernst*, and *Cristobal*, miscellaneous repairs and painting to engine, deck, and steward departments; tug supply *No. 1*, install new piston rings on all cylinders and air compressor; clean and paint bottom; repair air cooling coils and repair cylinders; motor ship *Satoo*, clean and paint bottom; fit bulwarks, lower anchor; cables to be run out and overhauled; close forward engine room door; water-tight doors to be cut on port side, and starboard side abreast forward E. R. platform; close steward's and cook's door in saloon alleyway and cut new water-tight door to starboard side; water-tight rubber trunk to be fitted around rudderpost from ship's counter to deck; fit chart room as chief officer's cabin; all ports

in forecastle head to be blank flanged, crank shafts of 4 engines to be put in lathe and crank pins to be machined up to uniform size; main bearings to be examined and crank shafts and tunnel shafting to be put in line; governor gear to be overhauled, all sea valves to be ground in, crank-pin brasses to be remetaled and bored out to suit crank pins where necessary, etc.; steamships *San Juan*, fit new ferrules in main condenser and auxiliary condenser; overhaul air pump and pump links; furnish and install new set of foot valves; overhaul L. P. eccentrics and link motions; furnish and install new valve to heater; overhaul throttle; take leads off H. P. and L. P. pins; braze flange on copper pipe on L. P. cylinder; straighten bilge suction pipe, repair ice boxes; overhaul capstan; fit new connecting rod brasses, new valve stem, new pin in valve crosshead, etc.; *Camden*, port boiler to be calked to stop leaks; seam in combustion chamber to be welded; vacuum gauge to be overhauled and tested; L. P. and H. P. steam gauges to be tested, make 2 bearing scrapers 10 inches long and two 14 inches long; take 2 short links out of 2 anchor chain stoppers, etc.; *Point Adams*, blow down one boiler to reseal main and donkey checks and put in new checks; renew suction pipe from hot well to donkey feed pump; renew 4-inch nipple on suction manifold to donkey feed pump; install new piston rings and oil cups for large dynamo engine; oiling cup in circulating pump engine to be repaired, etc.; *Mantaro*, cut out and weld crack in corner of forward furnace; repair engine room telegraph; repair steam pipe and tee pieces on steam line to dynamo; overhaul 4 steam stop valves on same line; repair and test pressure gauge on main boiler; repair test pressure pipe on main boiler; clean stoke hole, tank tops, and bilges, etc.; U. S. submarines *R-21*, *S-15*, launch *Margarita*, and steamships *Caribbean* and *Schodack*, minor repairs.

#### Renewal of Safety Deposit Boxes.

Rental for the coming fiscal year on the safety deposit boxes in the basement of the Administration Building falls due on July 1, 1921. All present holders of boxes are requested to remit the amount of \$1.50 to cover same to the Collector, The Panama Canal, Balboa Heights.

There are now on hand about 30 vacant boxes open for rental to Panama Canal and Panama Railroad employees. These will be assigned in the order in which requests for same are received.

#### Fourth of July Train Schedule.

PANAMA RAILROAD COMPANY,  
OFFICE OF MASTER OF TRANSPORTATION,  
BALBOA HEIGHTS, C. Z., June 29, 1921.

CIRCULAR No. 1839:

*All concerned*—The Panama Railroad will operate Sunday schedule on the main line Monday, July 4, and in addition the following special train service:

##### BETWEEN PEDRO MIGUEL AND PANAMA.

Leave Pedro Miguel for Panama . . . . . 8.30 a. m.  
Leave Panama for Pedro Miguel . . . . . 12.30 a. m., July 5  
Regular stops to be made in both directions.

##### BETWEEN GATUN AND THIRD STREET, COLON.

Leave Gatun for Colon (Third Street) . . . . . 7.45 a. m.  
Leave Colon (Third Street) for Gatun . . . . . 5.10 p. m.

Stops to be made at Fort Davis, Mount Hope, and Cristobal commissary, on both trips.

The special trains between Gatun and Colon, and between Pedro Miguel and Panama are for the exclusive use of American employees and their families and for soldiers and sailors in uniform, and no transportation will be collected on these trains.

W. J. BISSELL,  
*Acting Master of Transportation.*

Approved:

S. W. HEALD,  
*Superintendent.*

**Independence Day Celebrations.**

## PACIFIC SIDE.

The program for the Fourth of July celebration at Balboa will consist of a track and field meet for children and adults, continuous vaudeville at the clubhouse, aquatics, tennis championship, rifle and pistol matches, exhibition by aero squadron and mounted batteries, baseball games, children's and patriotic exercises, display of fireworks and dances.

A free special train will leave Pedro Miguel at 8.30 a. m., July 4, and return from Balboa at 12.30 a. m., July 5.

On July 4 the Balboa-Ancon bus line will operate on the regular schedule, from 8 a. m. to 12 o'clock midnight.

The Pedro Miguel-Balboa bus line will operate on regular schedule, from 10 a. m. to 12 o'clock midnight, with a double schedule from 4 p. m. to 12 midnight.

## ATLANTIC SIDE.

The celebration on the Atlantic side will be primarily for children. The program consists of patriotic exercises, band concert, athletic games, aquatic sports, and motion pictures, with free ice cream and other refreshments, and will be held on Pier 6 from 12.30 to 4 p. m. In addition, children will be entertained at Coco Solo from 8.35 to 10.35 a. m. A special train, free to children of Canal and railroad employees and soldiers and sailors in uniform, will leave Gatun at 7.45 a. m., arriving at Colon at 8.05 a. m., in time to connect with train for Coco Solo at 8.15 a. m.

For adults, two dances, one at 2.30 p. m., with music by the 14th Infantry Band, and the other at 8.30 p. m., with music by the Coco Solo Band, will be held on Pier 6.

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**Clerk Examination.**

The local Civil Service Board announces open competitive examinations in the month of July, as follows: Clerk, Postal Clerk, and Clerk (with knowledge of stenography and typewriting). The examinations for clerk, and postal clerk will be held in the high school building, Balboa, C. Z., on July 9, while that for clerk (with knowledge of stenography and typewriting) will be held on July 16. The examinations begin at 9 a. m. Applications for these examinations should be completed and filed with the Secretary, Board of Civil Service Examiners, Balboa Heights, C. Z., a few days prior to the examination to be taken. These examinations are for The Panama Canal Service, and are open to men and women. The age limits are 18 and 45 years. The announcement number is 484-amended, and the application form is No. 1312. Any additional information may be secured from the local secretary, telephone 286, Balboa.

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**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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Animal husbandman (male and female); \$1,800 to \$3,000 a year; form 2118; announcement No. 325; age, 21 but not 45 years; vacancies in Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; July 26, 1921.

Assistant dairy husbandman (male and female); \$1,680 to \$2,460 a year; form 1312; announcement No. 136-amended; age, below 45 years; vacancies in Dairy Division, Bureau of Animal Industry, Department of Agriculture; July 20, 1921.

Assistant in date scale eradication (male and female); \$1,500 to \$1,800 a year; form 1312; age, 20 but not 45 years; vacancies in Federal Horticultural Board, Department of Agriculture; August 3, 1921.

Coal inspector and sampler (male and female); \$1,200 to \$1,800 a year; age, 21 years but not 55 years; vacancies in Bureau of Mines, Department of the Interior, Washington, D. C.; August 3, 1921.

Computer (male and female); \$1,400 to \$2,000 a year; form 1312; announcement No. 323; age, below 70 years; vacancies in the Coast and Geodetic Survey, Washington, D. C., and Manila, P. I.; August 3-4, 1921.

Dairy manufacturing specialist (male and female); \$2,500 to \$3,500 a year; form 2118; announcement No. 322; age, below 50 years; vacancies in Dairy Division, Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; July 26, 1921.

Instrument maker (male and female); \$6.88 a day and \$900 to \$1,800 a year; form 1312; announcement No. 134; age, 20 but not 65 years; vacancies in Coast and Geodetic Survey, Naval Observatory, Office of Secretary of Agriculture, Bureau of Standards, Department of Commerce, and Weather Bureau; October 1, 1921.

Pharmacologist (male and female); \$2,500 to \$3,000 a year; form 2118; announcement No. 324; age, 25 but not 45 years; vacancies in Bureau of Internal Revenue, Treasury Department, Washington, D. C.; July 19, 1921.

Radio operator (male and female); \$1,380 a year; form 1312; announcement No. 320; age, 21 but not 40 years; vacancies in the Lighthouse Service, Ketchikan, Alaska; July 19, 1921.

Specialist in land-grant college statistics (male); \$1,800 a year; form 2118; announcement No. 554; age, below 50 years; vacancies in Bureau of Education, Department of the Interior, Washington, D. C.; July 26, 1921.

Valuation aid, \$1,200 to \$2,500 a year; assistant valuation engineer, \$2,500 to \$3,600 a year; valuation engineer, \$3,600 to \$4,800 a year (male and female); form 1312; announcement No. 234-amended; age, 21 but not 55 years; vacancies in the technical staff of the Income-Tax Unit of Bureau of Internal Revenue, Treasury Department; September 1, 1921.

\* 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 on that date.

**Official Circulars.**

**Acting Chief Clerk.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 22, 1921.  
HEADS OF DEPARTMENTS AND DIVISIONS:  
Effective this date, and while Mr. John H. Smith is Acting Executive Secretary, Mr. James F. Markey will be Acting Chief Clerk, *vice* Mr. C. M. Lupfer, who has entered on leave of absence.

JAY J. MORROW,  
*Governor.*

**Acting Roadmaster.**

PANAMA RAILROAD COMPANY,  
BALBOA HEIGHTS, C. Z., June 20, 1921.  
*All concerned*—Effective this date, and during the absence of Mr. M. B. Connolly on leave, Mr. E. McC Tucker will be Acting Roadmaster of the Panama Railroad Company.

S. W. HEALD,  
*Superintendent.*

Approved:  
JAY J. MORROW,  
*President.*

**Sailing of the Steamship "Cristobal."**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 28, 1921.  
*All concerned*—The steamship *Cristobal* is scheduled to leave Cristobal for Norfolk on or about July 12. All employees who have applications on file in this office for transportation to New York, who wish to be considered for passage to Norfolk, should advise this office in writing immediately, not later than July 5. So far as accommodations are available, reduced rates will be issued for this sailing according to the date of the applications now on file were received by the Executive Office.

Persons already assigned to the steamship *Colon*, sailing July 1, will not be reassigned to the steamship *Cristobal*.

This office should also be informed in writing hereafter by employees who wish to be considered for passage to Norfolk by later sailings if their present applications specify only New York.

JNO. H. SMITH,  
*Acting Executive Secretary.*

**Garbage Cans.**

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., June 20, 1921.

HEADS OF DEPARTMENTS AND DIVISIONS:  
Effective June 1, 1921, the health officers at Colon and Panama will issue garbage cans to departments and divisions of The Panama Canal and Panama Railroad at each terminal for garbage purposes wherever required, and replace worn-out cans without charge.

The Health Department will be reimbursed for the purchase price of the cans by charging into the cost of collection an amount monthly to cover depreciation of the cans. This amount will be determined in this office on the basis of the number of cans in use, and an estimated life of 3 years for those used by departments and divisions of The Panama Canal and commissary department, and 1 year for those in use on the Panama Railroad docks at Balboa and Cristobal.

Please be guided accordingly in making future requisitions for garbage cans.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

**Empty Barrels and Packing Cases for Sale.**

Address inquiries to Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z.

**Sale of Lumber.**

The Panama Canal has on hand at Balboa storehouse considerable quantities of 1" x 6", 1" x 8", and 1" x 10" dressed lumber, Douglas fir, grade 1, select common. Further information will be furnished by General Storekeeper, Balboa, or at office of Chief Quartermaster, Balboa Heights.

**Sale of Typewriters.**

The Panama Canal has for sale a number of used Underwood typewriters at reasonable prices. Some of these machines are at Balboa storehouse and others at Cristobal storehouse, where they may be inspected and purchased direct.

**Additions to Commissary Stock.**

*Grocery Section.*

Chocolate, baking, Ideal, ½ cake.....	\$0.10
Butter, peanut, P. C., 13-oz. jar.....	.32
(2 cents for return of jar.)	
Relish, Chili, 8-oz. bot.....	.06

*Hardware Section.*

Plates, baby, Doulton, ea.....	.91
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### Location of Patients, and Visiting Hours, at Ancon Hospital.

The following table shows the distribution of patients in the new Ancon hospital buildings and the visiting hours for the various wards and sections:

Section and Ward.	Present number of beds.	Visiting hours.
Section "A"—White American, male:		
Ward No. 1, Medical, Eye and Ear .....	44	Tuesdays, Thursdays, and Saturdays, 2 to 4.30 p. m. and 6.30 to 7.30 p. m. Sundays and holidays, 9.30 to 11 a. m. and 2.30 to 4.30 p. m.
Ward No. 2, Medical, Eye and Ear .....	41	
Ward No. 3, Surgical.....	44	
Ward No. 4, Surgical.....	41	
Cells (2) .....	2	
	172	
Section "B":		
White American, female.....	23	Daily except Sunday, 2 to 4.30 p.m.; 6.30 to 8 p. m. Sundays and holidays, 10 to 11 a. m.; 2 to 4.30 p. m. 6.30 to 8 p. m. No visitors permitted. Daily, 9.30 to 11 a. m.; 2 to 4.30 p. m.; 6.30 to 8 p. m.
White foreign, female.....	15	
Nursery .....	16	
Private rooms (40).....	46	
Cells (2).....	2	
	102	
Section "C":		
Ward No. 9, White foreign, male.....	39	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Ward No. 10, Colored, eye and ear, convalescent medical.....	39	
Ward No. 11, Colored Acute surgical.....	39	
Ward No. 12, Colored Acute surgical.....	39	
Ward No. 13, Colored Convalescent surgical.....	39	
Ward No. 14, Colored Convalescent surgical.....	39	
Cells (6).....	6	
Rooms (7).....	7	
	247	
Section "D":		
Ward No. 15.....	41	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m. Daily, 9.30 to 10 a. m.; 2 to 4 p. m.
Ward No. 16.....	39	
Ward No. 17, Colored children.....	32	
Ward No. 18, White children.....	30	
Ward No. 19, Colored female medical.....	41	
Ward No. 20, Colored female surgical.....	34	Wednesdays, Sundays, and holidays, 1.30 to 3 p. m.
Rooms (6).....	6	
Cells (6).....	6	
	229	
Isolation:		No visitors permitted.
Floor No. 1.....	14	
Floor No. 2.....	29	
Floor No. 3.....	28	
Floor No. 4.....	28	
	99	
Total number of beds .....	849	

Emergency passes are issued only by and in the discretion of the section nurse.

### COMMISSARY NOTES.

#### Change of Opening Hour, Cristobal Commissary.

As an accommodation to commissary customers, the retail store at Cristobal hereafter will be opened at 2 p. m. instead of 2.30 p. m. on sailing days of vessels of the Panama Railroad Steamship Line.

#### Dry Goods.

There has recently been received and distributed to the line stores a shipment of handkerchiefs, pillow tops, table covers, bedspreads, and dresser scarfs of attractive printed material. The prices are very reasonable.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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 XIV.

Balboa Heights, C. Z., July 6, 1921.

No. 47.

## Canal Traffic in June.

Commercial traffic through the Canal in June was the lowest for any month during the past fiscal year in number of vessels, tonnage, amount of tolls collected and cargo tons.

A comparison with the traffic for the preceding month, and of the corresponding month of last year, shows the following:

	June, 1921.	May, 1921.	June, 1920.
Number of vessels through the Canal:			
Commercial.....	193	210	201
United States Government vessels.....	33	30	11
Launches (under 10 tons).....	3	6	6
<b>Total vessels and craft through Canal.....</b>	<b>229</b>	<b>246</b>	<b>218</b>
Tolls collected:			
Commercial vessels.....	\$751,964.12	\$835,882.77	\$711,159.19
United States Government vessels.....	Free	Free	Free
Launches, etc.....	3.00	31.80	108.99
<b>Total tolls collected.....</b>	<b>751,967.12</b>	<b>835,914.57</b>	<b>711,268.18</b>

Notwithstanding the decided falling off of traffic during the past two or three months, the past fiscal year has considerably exceeded any preceding year in volume of traffic through the Canal. Tonnage and cargo figures have not yet been compiled but revenue from tolls for the past year, by months, was as follows:

	Commercial vessels only.
July, 1920.....	\$842,312.05
August, 1920.....	936,209.44
September, 1920.....	1,010,150.63
October, 1920.....	911,825.58
November, 1920.....	933,912.11
December, 1920.....	1,007,849.32
January, 1921.....	1,095,857.46
February, 1921.....	917,412.49
March, 1921.....	1,105,536.55
April, 1921.....	927,977.09
May, 1921.....	835,882.77
June, 1921.....	751,964.12
<b>Total, fiscal year 1921.....</b>	<b>11,276,889.61</b>
<b>Total, fiscal year 1920.....</b>	<b>8,513,933.15</b>
<b>Total, fiscal year 1919.....</b>	<b>6,172,828.59</b>

## Notice to Mariners.—Obstruction to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., June 29, 1921.

CIRCULAR NO. 643-89:

The master of the U. S. S. *Tacoma* reports by radio having passed at 11.35 a. m., on June 29, while in latitude 7° 49' north, longitude 79° 47' west, a large log 30 feet long, dangerous to navigation.

JAY J. MORROW,  
Governor.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight July 2, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Wm. Notting-ham <sup>1</sup>	25	4 30	26	6 25	26	14 08	26	22 00	Norwegian.	A. S. Postsgrunds	216.0	42.0	11.0	Buenos Aires.	Port Townsend	Ballast.	1,274	1,120	
Bolivar	26	7 09	26	8 20	26	15 10	27	20 04	Mexican.	Mexican Navigation Co.	261.0	39.0	17.0	Pensacola.	Salina Cruz.	Coal.	1,785	1,190	
Aden Maru	26	9 05	26	9 40	26	17 35	27	4 00	Japanese.	Kokusai Kisen Kaisha.	385.0	51.0	18.3	New York.	Yokohama.	General.	1,000	5,914	
Tancred	26	11 20	26	12 00	26	19 25	26	20 45	Norwegian.	W. Wilhelmsen.	334.0	48.0	15.0	Newport News	San Francisco.	Ballast.	3,899	2,853	
San Juan	21	14 15	27	5 57	27	13 18	27	18 00	American.	Pacific Mail Steamship Co.	283.0	37.0	18.3	Cristobal.	San Francisco.	General.	1,675	2,379	
Gen. O. H.	24	7 15	27	6 05	27	12 57	27	14 05	American.	Panama Railroad Steamship Line	336.0	45.0	21.0	New York.	Guayaquil.	General.	1,063	4,503	
Ernst	22	15 27	27	16 17	27	14 35	27	22 34	Peruvian.	Peruvian Steamship Line	360.0	45.0	18.8	Cristobal.	Ilo.	General.	384	2,959	
Manitara	26	21 14	27	6 45	27	15 14	27	16 30	American.	Alaska Steamship Co.	342.0	46.0	19.0	Baltimore.	Los Angeles.	General.	3,106	4,582	
Kennecott <sup>2</sup>	26	22 40	27	10 55	27	18 11	27	19 25	American.	Atlantic Gulf & Pac. Co. (S. B.)	376.0	52.0	21.6	Baltimore.	San Diego.	General.	3,106	5,146	
Cape Henry	28	6 30	28	8 23	28	16 37	29	22 35	British.	British Steam Navigation Co.	445.0	58.0	28.6	New Orleans.	Auckland.	Sulphur, general.	8,261	8,341	
Hatipara	28	6 00	28	8 23	28	17 03	28	18 10	Dutch.	Holland-American Line	470.0	58.0	16.4	Rotterdam.	San Francisco	General.	506	8,515	
Kinderdijk	28	6 00	28	8 23	28	17 34	28	19 32	Norwegian.	Jorren C. Knudsen	262.0	37.0	12.0	New York.	Guayaquil.	General.	14	1,815	
Ottar	27	20 54	28	10 00	28	13 06	29	17 08	American.	W. R. Grace & Co.	369.0	51.0	18.6	New York.	Talcahuano.	General.	1,733	5,094	
Santa Luisa	28	17 31	29	6 15	29	13 06	29	17 08	American.	Apex Navigation Co.	269.0	42.0	21.1	Norfolk.	Honolulu.	Coal for Navy.	1,915	4,421	
William Taylor	28	7 22	29	6 25	29	14 37	29	20 10	American.	Apex Navigation Co.	269.0	42.0	21.1	Norfolk.	Honolulu.	Coal for Navy.	1,915	4,421	
Montgomery	29	6 45	29	7 15	29	15 00	29	16 30	American.	United States Steel Products Co.	412.0	56.0	26.1	New Orleans.	Yokohama.	Steel and cotton.	7,429	7,539	
Palena	24	13 05	29	10 13	29	16 51	29	18 15	Chilean.	South American Steamship Line.	350.0	47.0	23.6	Cristobal.	Valparaiso.	General.	399	3,666	
Beaver <sup>4</sup>	23	10 51	30	6 50	30	13 23	5	13 15	American.	United States Navy	380.0	42.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
S-10 <sup>5</sup>	23	10 06	30	6 10	30	14 29	5	10 11	American.	United States Navy	231.0	20.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
S-17 <sup>5</sup>	23	11 02	30	6 26	30	14 33	5	10 11	American.	United States Navy	231.0	20.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
S-15 <sup>5</sup>	23	10 25	30	6 32	30	14 24	5	10 11	American.	United States Navy	231.0	20.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
S-14 <sup>5</sup>	23	11 00	30	6 36	30	14 24	5	10 11	American.	United States Navy	231.0	20.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
S-9 <sup>5</sup>	23	11 10	30	6 55	30	14 32	5	10 11	American.	United States Navy	231.0	20.0	20.0	Portsmouth.	Pearl Harbor.	General.	399	3,666	
Cauca	24	17 20	30	7 05	30	15 02	30	19 55	British.	Pacific Steam Navigation Co	246.0	35.0	14.6	Cristobal.	Guayaquil.	General.	312	1,582	
Rio Grande	29	16 40	30	7 49	30	15 41	30	16 40	Norwegian.	Det. Nordenfjeldske S. S. Co.	369.0	52.0	20.0	Hamburg.	Talcahuano.	General.	1,256	5,137	
Ohioan	29	18 30	30	7 49	30	15 57	30	16 49	American.	American-Hawaiian Line	408.0	54.0	21.0	New York.	San Francisco	General.	2,310	7,109	
Lorain	30	12 51	30	12 07	30	18 50	1	3 05	American.	Green Star Line (S. B.)	396.0	53.0	26.6	Port Arthur.	Yokohama.	General and oil.	7,735	7,238	
Orcus	30	12 51	30	13 07	30	19 50	1	3 05	American.	Wessell Duval & Co. (S. B.)	380.0	53.0	23.8	New York.	Talcahuano	General and oil.	3,950	5,667	
West Isleta	1	9 26	1	9 45	1	16 12	1	17 15	American.	N. A. & Western S. S. Co. (S. B.)	409.0	54.0	18.0	Philadelphia	Los Angeles.	General and oil.	1,096	6,759	
North American	1	10 45	1	11 30	1	17 40	2	2 35	American.	North American Steamship Line.	251.0	43.0	17.9	New York.	Callao.	General.	2,094	2,444	
Benjamin	1	12 12	1	12 30	1	19 58	3	15 34	American.	Standard Oil Co.	411.0	53.0	27.0	Tampico.	Pisagua.	Crude petroleum	7,350	6,360	
Brewster.	1	13 13	1	13 30	1	20 40	1	22 29	Danish.	East Asiatic Co.	425.0	55.0	15.0	Copenhagen.	San Francisco	Ballast.	7,350	6,360	
Chile <sup>3</sup>	1	11 05	2	6 08	2	12 49	2	14 00	Danish.	Danish East Asiatic Co.	398.0	54.0	20.3	Copenhagen.	San Francisco	General.	4,090	7,027	
Australen	1	17 25	2	6 20	2	13 17	3	13 50	British.	T. and J. Harrison	370.0	50.0	16.6	London.	San Francisco.	Ballast.	4,090	7,027	
Speaker	1	17 25	2	6 20	2	13 17	3	13 50	British.	T. and J. Harrison	370.0	50.0	16.6	London.	San Francisco.	Ballast.	4,090	7,027	

<sup>1</sup> Schooner.

<sup>2</sup> Motor ship.

<sup>3</sup> Sailing ship.

<sup>4</sup> Submarine.

Cotton, general. 3,877 6,014 4,406  
 General 4,787 6,233 4,398  
 Port Lobos. 8,000  
 Oil. 706  
 General. 1,273

Calcutta. ....  
 Yokohama. ....  
 San Francisco. ....  
 Champertico. ....

New Orleans. ....  
 New York. ....  
 Cristobal. ....

385.0 51.0 23.6  
 400.0 53.0 22.0  
 405.0 53.0 23.1  
 215.0 33.0 14.6

Osaka Shosen Kaisha. ....  
 Toyo Kisen Kaisha. ....  
 Union Steamship Co. ....  
 Pacific Steam Navigation Co. ....

Ben Line, Ltd. ....  
 Royal Netherlands W. I. Mail. ....  
 Colombian Maritime Co. ....  
 White Star Line. ....  
 Shaw, Saville & Albion Co. ....  
 Pacific Steam Navigation Co. ....  
 Johnson Line. ....  
 Wilder Steel Steamship Co. ....

323.5 39.0 18.0  
 362.0 51.5 25.0  
 263.0 25.6 9.0  
 273.3 36.0 18.6  
 400.7 54.2 24.0  
 404.6 53.9 28.0  
 376.5 52.2 23.0  
 326.0 38.2 18.0

Panama Railroad Steamship Line  
 Peter Olsen. ....  
 Maj. Henry Keswick. ....  
 All-America Cables Co. ....  
 Barber Line (S. B.). ....  
 Atlantic & Pacific Steamship Co. ....  
 Canadian Dollar Line. ....  
 Pacific Mail Steamship Co. ....

Panaman Government. ....  
 Panaman Government. ....  
 East Asiatic Co. ....  
 United States Government. ....  
 Prince Line, Ltd. ....  
 Holland-American Line. ....  
 Standard Transportation Co. ....  
 Pacific Steam Navigation Co. ....

156.0 32.0  
 469.4 38.5 26.3  
 470.0 58.0 28.0  
 435.0 56.0 22.0  
 359.3 43.3 16.6

Barley, coffee, flour, etc.  
 Sugar, hemp, and copra.

7,248 5,419 3,990  
 10,090 9,505 6,807  
 359 741  
 4,000 12,872 9,577  
 3,322 8,229 5,693  
 729 1,273 706  
 7,031 7,476 5,456  
 4,740 6,567 4,917

Wheat. ....  
 Wheat. ....  
 Coffee. ....  
 General. ....  
 General. ....  
 General. ....  
 General. ....  
 Lumber. ....  
 General. ....  
 General. ....  
 United King. ....  
 Cristobal. ....  
 New York. ....  
 New York. ....  
 Bergen. ....  
 Yokohama. ....  
 Callao. ....  
 New York. ....  
 Charleston. ....  
 New York. ....  
 Cristobal. ....  
 Colon. ....  
 Colon. ....  
 Queanstown. ....  
 Cristobal. ....  
 London. ....  
 Rotterdam. ....  
 New York. ....  
 Coconut oil. ....  
 Cristobal. ....

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date.	Vessel.	From—	Date.	Vessel.	Line.	For—
June 26.	Atenas.	New Orleans.	June 26.	Atenas.	United Fruit Co.	Bocas del Toro.
June 26.	French Line.	United Fruit Co.	June 28.	Red Wing <sup>12</sup> .	United States Army.	United States ports.
June 26.	Red Wing <sup>12</sup> .	United States Army.	June 28.	Stuyvesant.	Royal Netherlands W. I. Mail.	Port Limon.
June 27.	Cartago.	United States Army.	June 28.	Frednes.	Jorgen C. Knudsen.	Kingston.
June 27.	Cartago.	United States Army.	June 29.	Caribbean.	Panama Railroad Cattle Industry.	Cartagena.
June 26.	Atenas.	New Orleans.	June 26.	Atenas.	United Fruit Co.	Bocas del Toro.
June 26.	French Line.	United Fruit Co.	June 28.	Red Wing <sup>12</sup> .	United States Army.	United States ports.
June 26.	Red Wing <sup>12</sup> .	United States Army.	June 28.	Stuyvesant.	Royal Netherlands W. I. Mail.	Port Limon.
June 27.	Cartago.	United States Army.	June 28.	Frednes.	Jorgen C. Knudsen.	Kingston.
June 27.	Cartago.	United States Army.	June 29.	Caribbean.	Panama Railroad Cattle Industry.	Cartagena.

\*ARRIVALS.

\*DEPARTURES.

PORT OF CRISTOBAL.

<sup>7</sup> Cable ship.

<sup>8</sup> Launch.

<sup>9</sup> Mine planter.

<sup>10</sup> Cold storage and wool.

<sup>11</sup> Barley, coffee, flour, etc.

<sup>12</sup> Sugar, hemp, and copra.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

<sup>13</sup> U. S. Tug.

(Continued on page 744, column 2.)

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 2, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
San Juan	Pacific Mail Steamship Co.		June 27.		1,630
Mantaro	Peruvian Line		June 27.		423
Gen. O. H. Ernst	Panama Railroad Steamship Line		June 27.		1,068
Frednes	Caribbean Steamship Line	June 26.	June 28.	500	283
Haiti	French Line	June 26.	June 29.	16	320
Ottar	Caribbean Steamship Line	June 27.	June 28.	3	13
Cauca	Pacific Steam Navigation Co.		June 29.		385½
Palena	Chilean Steamship Line		June 29.		398
Caribbean	Panama Railroad Cattle Industry		June 29.		530½
Cartago	United Fruit Co.	June 27.	June 30.	926	29
Balboa	Caribbean Steamship Line	June 27.		359	
Kinderdijk	Holland-American Line	June 28.	June 28.	7	(*)
Stuyvesant	Royal Netherlands W. I. Mail	June 28.	June 28.	31	(*)
Calamares	United Fruit Co.	June 28.	June 29.	358	130
Navigator	Harrison Line	June 28.	June 29.	175	54
Canada	Johnson Line	June 28.	June 29.	(*)	413
Acajuta	Pacific Steam Navigation Co.	June 28.	July 2.	729	562
Atenas	United Fruit Co.	June 29.	June 29.	2½	9
Gen. H. F. Hodges	Panama Railroad Steamship Line	June 29.	July 2.	373	710
Tivives	United Fruit Co.	June 29.	June 30.	39	937
Stuyvesant	Royal Netherlands W. I. Mail	June 30.	July 2.	½	1,903
Newport	Pacific Mail Steamship Co.	July 1.		1,309	
Colon	Panama Railroad Steamship Line		July 1.		2,499
Australien	Danish East Asiatic Co.	July 1.	July 2.	224	(*)
La Navarre	French Line	July 1.		84	
San Pablo	United Fruit Co.	July 2.	July 2.	4	(*)
Guatemala	Pacific Steam Navigation Co.	July 2.		533	

\* No cargo discharged.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 2, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Derblay	United States Shipping Board	June 26.	June 26.	416	
San Juan	Pacific Mail Steamship Co.	June 27.	June 27.		12
Borgland	Peter Olsen	June 28.	June 28.	100	
Guatemala	Pacific Steam Navigation Co.	June 29.	July 2.	29	
Cauca	Pacific Steam Navigation Co.	June 30.	June 30.		39
Newport	Pacific Mail Steamship Co.	June 30.	June 30.	82	8
Edgemoor	U. S. Army Transport Service	July 1.		838	

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended July 2:

*Tug Coco Solo*, install engine foundation and shaft log; install engine, shaft, and propeller; manufacture and install sea connection for circulating water suction and hull fittings for overboard discharge from circulating water system and bilge pump; connect bilge pump suction to present bilge system; install fuel lines from tanks to engine; install exhaust pipe with casing and spark arrester; install stack guys; steamship *Maricopa*, lift rudder and repair; rivet deck under dynamo; rivet stanchion and bracket plates where loose; repair starboard chain pipe; renew rivets in hull structures; renew 2 smokestack guys; straighten brake handle and clutch screw on anchor windlass; repair copper pipe and grind in steam valves; repair heater coils in cargo tanks; manufacture and install new pump rod on main cargo pump; renew valve chest cover and seat and face off valve on one auxiliary cargo pump; perform miscellaneous deck work as required; grind in throttle and open up H. I. valve for inspection; open up main condenser and make repairs as necessary; clean boilers and uptakes, tram furnaces, weld combustion chambers and roll tubes if necessary; grind in and repack boiler mountings and manufacture spare parts; overhaul general service pump; repair Weir feed pumps; renew bushing for blower engine piston rod; grind in steam valve and repair one oil cup on generator; braze

blow-off pipe to evaporator and manufacture 2 spare evaporator coils; weld or patch valve chest on fire pump; renew snifting valve on main injection to circulator and perform miscellaneous pipe work; supply boat *No. 2*, dock, stage, and clean, and paint bottom; renew zincs; grind in all sea valves and renew studs on strainer box; reface seats of intake and exhaust valves, both main and auxiliary engines; steamship *Guatemala*, dock, stage, clean, and paint; open up, clean, face, grind in and repack port and starboard main injection valves; unship port propeller, draw tail shaft and rewood lower half of stern bearing; fair and dress bent blades and assemble; turn gudgeon fit on all pintles and install bronze sleeves on pintles; renew all zinc plates around sternpost; motor ship *Borgland*, fair shell plates in place, starboard side, frames 18-19; steamships *Lorain*, repairs to refrigerating machine; *Paita*, renew bilge cover boards; renew rudder bearing blocks; clean and repair sounding pipe to *No. 2* tank; open up condenser; test and repack tubes where necessary; repair locking device, wildcat frictions driving gear and pinions on anchor windlass; launch *Petrolia*, remove carbon from engine, reface, refit, and grind in all inlet and exhaust valves; renew one corroded piece of 2½-inch exhaust pipe.

## PREVIOUSLY REPORTED.

Dredge *Cascadas*, general repairs; launch *Taboga*, general overhaul; U. S. submarines *R-24*, miscellaneous repairs; welding armature cores on main motors to spiders, and stiffening motor frames and foundations; *R-26*, general repairs, including docking.

A record for fast handling of ships out of and into the 1,000-foot dry dock at Balboa was made Wednesday, June 29, when the 15-yard dipper dredge *Cascadas* and the tank steamship *Maricopa* were undocked and supply boat *No. 2* and the Pacific Steam Navigation Company's steamship *Guatemala* were docked.

The flooding valves to the dry dock were opened at 7 a. m., preliminary to undocking, and the gates were closed preparatory to pumping at 8.40 a. m.

The combination of circumstances which enabled the work to be done in 100 minutes could not have been improved in any way, as a Dredging Division tug made fast to the dredge *Cascadas* as she came over the dry-dock sills and immediately handled her out of the slip and around to dock 14. The steamship *Maricopa* followed the dredge *Cascadas* out of the dock at once and was handled alongside dock 8 by the dock capstans. In the meantime, the steamship *Guatemala* under power, but assisted by a tug, was swinging into the slip. It was unnecessary to stop her, as supply boat *No. 2* entered the dock under her own power as soon as the *Maricopa* cleared the gates.

The following vessels were at the Cristobal shops for repairs during the week ended July 4:

Steamships *General H. F. Hodges* and *Colon*, miscellaneous repairs and painting to engine, deck, and steward departments; supply boat *No. 1*, install new piston rings on all cylinders and air compressor; clean and paint bottom; repair air-cooling coils and repair cylinder; motor ship *Satoe*, clean and paint bottom; fit bulkwarks, lower anchor and cables to be run out and overhauled; close forward engine room door; water-tight doors to be cut on port side, and starboard side abreast forward E. R. platform; close steward's and cook's door in saloon alleyway and cut new water-tight door to starboard side; water-tight rubber trunk to be fitted around rudderpost from ship's counter to deck; fit chart room as chief officer's cabin, all ports in forecastle head to be blank flanged; crank shafts of 4 engines to be put in lathe and crank pins to be machined up to uniform size; main bearings to be examined and crank shafts and tunnel shafting to be put in line; governor gear to be overhauled, all sea valves to be ground in, crank-pin brasses to be remetaled and bored out to suit crank pins where necessary, etc.; steamship *Cartago*, reabbit fan engine brasses; weld crank; solder copper kettle, etc.; barge *No. 117*, dock and undock; scale and paint; repair "A" frames, strongbacks, sheathing, fenders, hopper coamings; overhaul winding gear, renew bits, etc.; steamships *Vera Cruz*, work on main engines; repair gear, refit all

crank and crosshead bearings on main engine; refit eccentric straps, repair air pump; repair bilge suction, repair steam pipe and feed check on boiler; manufacture fire tools; *Manavi*, manufacture 1 manifold as per sketch; U. S. S. *Forse*, dock and undock, clean and paint; reenforce smoke pipe; manufacture new bridge wall backs, double and single grate bars and bearer bars; dismantle main engines, refit all brasses; repairs to feed pump safety valves, auxiliary pump, etc.; steamship *Cauca*, make new set of intermediate piston rings 29 5/16 inches by 3/4 inch by 3/4 inch; barges *No. 116*, scale and paint, renew sheathing; repair coaming, etc.; *No. 19*, scale and paint; miscellaneous repairs; renew deck plates, shell plates, and fenders; tug *San Juan*, overhaul dynamo; renew lignum-vitæ bearing, clean and paint bottom; line up engine, etc.; U. S. submarine *R-25*, overhaul anchor gear; renew defective rivets in engine foundations; install compressor; furnish and install fresh water suction with angle globe valve fitted with nose connection from forward fresh water tank; renew rubber gaskets in torpedo hatch, upper and lower hatches in coning tower; install toilet in superstructure; install automatic fuel compensation system; install seat in radio room; install chain type air compressor drive gear; remove defective rivets in engine foundation and renew; test oil tanks under same and renew defective rivets; install stowage for gun telescopes; manufacture and install reach rod to lift torpedo tube tripping latches; steamships *Agron*, *Newport*, *La Navarre*, *Haiti*, *Caribbean*, *Stuyvesant*, and launch *Margarita*, minor repairs.

### Balboa-Pedro Miguel Bus Service.

The following schedule will be maintained until further notice:

Leave Balboa clubhouse at 4.15, 6, 7.30, 9, and 10.30 p. m.

Leave Pedro Miguel clubhouse at 5, 6.45, 8.15, 9.45, and 11.15 p. m.

Fare, 25 cents.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Apprentice plate cleaner; apprentice transferrer; apprentice picture engraver; apprentice letter engraver; \$600 to \$939 a year (male and female); form 304; announcement No. 326; age, 16 but not 18 years; vacancies in the Bureau of Engraving and Printing, Washington, D. C.; July 20, August 17, and September 21, 1921.

Assistant photographer (wet plate); \$1,200 a year (male and female); form 1312; announcement No. 336; age, 18 but not 70 years; vacancies in the Engineer Reproduction Plant, Washington Barracks; Washington, D. C.; August 3, 1921.

Electrolytic plate finisher; \$6.40 per diem (male and female); form 1800; announcement No. 330; age, 20 but not 50 years; vacancies in the Bureau of Engraving and Printing, Washington, D. C.; July 26, 1921.<sup>1</sup>

Lithographic transferrer; \$1,200 a year (male and female); form 1800; announcement No. 331; age, 20 but not 50 years; vacancies in the Weather Bureau, Department of Agriculture, Washington, D. C.; July 26, 1921.<sup>1</sup>

Preparator, anthropological laboratory; \$75 a month (male and female); form 304; announcement No. 332; age, 18 but not 55 years; vacancies in the National Museum, Washington, D. C.; August 3, 1921.

Tinner; \$1,100 a year (male and female); form 1800; announcement No. 327; age, 20 but not 50 years; vacancies in the office of the Secretary of Agriculture, Washington, D. C.; August 2, 1921.<sup>1</sup>

<sup>1</sup> 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 on that date.

### Official Circulars.

#### Assignment of Family Quarters.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 30, 1921.

CIRCULAR NO. 627-30:

1. Paragraphs 6 and 10 of Circular No. 627-24 are amended to read as follows:

"6. All applications for regular assignment of employees working within a district will take precedence over applications of any employees working elsewhere regardless of grade."

"10. Applications for family quarters will be classified and considered in the following order:

"(1) Applications for regular assignment—These will comprise applications from employees with families (wife and children constituting family), and widow or widower employees with dependent children (widow or widower by death or legal separation constituting this class).

"(2) Applications for provisional assignment—These will comprise applications from the following in the order named:

- (a) Employees with dependent relatives only.
- (b) Aliens on the gold roll.

"Provisional assignments will be made only after all applications for regular assignment of employees within and without a district have been

considered. Provisional assignments will be made for a period of 6 months and may be renewed for the same period upon approval of the Chief Quartermaster."

2. Paragraph 11 of Circular No. 627-24, as amended by Circular No. 627-28, is further amended by changing the first sentence thereof to read as follows:

"Applications for transfer must be submitted in the same manner as new applications and will be considered in the same order, except that transfers will not be allowed employees occupying quarters under provisional assignment."

JAY J. MORROW,  
Governor.

**Act of Congress.—Landing and Operation of Submarine Cables in the United States.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., June 22, 1921.

CIRCULAR NO. 600-80.

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

JAY J. MORROW,  
Governor.

AN ACT relating to the landing and operation of submarine cables in the United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That no person shall land or operate in the United States any submarine cable directly or indirectly connecting the United States with any foreign country, or connecting one portion of the United States with any other portion thereof, unless a written license to land or operate such cable has been issued by the President of the United States: *Provided,* That any such cable now laid within the United States without a license granted by the President may continue to operate without such license for a period of 90 days from the date this Act takes effect: *And provided further,* That the conditions of this Act shall not apply to cables, all of which, including both terminals, lie wholly within the Continental United States.

SEC. 2. That the President may withhold or revoke such license when he shall be satisfied after due notice and hearing that such action will assist in securing rights for the landing or operation of cables in foreign countries, or in maintaining the rights or interests of the United States or of its citizens in foreign countries, or will promote the security of the United States, or may grant such license upon such terms as shall be necessary to assure just and reasonable rates and service in the operation and use of cables so licensed: *Provided,* That the license shall not contain terms or conditions granting to the licensee exclusive rights of landing or of operation in the United States: *And provided further,* That nothing herein contained shall be construed to limit the power and jurisdiction heretofore granted the Interstate Commerce Commission with respect to the transmission of messages.

SEC. 3. That the President is empowered to prevent the landing of any cable about to be landed in violation of this Act. When any such cable is about to be or is landed or is being operated, without a license, any district court of the United States exercising jurisdiction in the district in which such cable is about to be or is landed, or any district court of the United States having jurisdiction of the parties, shall have jurisdiction, at the suit of the United States, to enjoin the landing or operation of such cable or to compel, by injunction, the removal thereof.

SEC. 4. That whoever knowingly commits, instigates, or assists in any act forbidden by section 1 of this Act shall be guilty of a misdemeanor and shall be fined not more than \$5,000 or imprisoned for not more than one year, or both.

SEC. 5. That the term "United States" as used in this Act includes the Canal Zone, the Philippine Islands, and all territory, continental or insular, subject to the jurisdiction of the United States of America.

SEC. 6. That no right shall accrue to any Government, person, or corporation under the terms of this Act that may not be rescinded, changed, modified, or amended by the Congress.

Approved, May 27, 1921.

**Coal.**

THE PANAMA CANAL,  
PANAMA RAILROAD COMPANY,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 1, 1921.

*To all concerned*—The following rates for coal will go in effect July 10, 1921:

	Cristobal-Colon.	Balboa.
1. For steamships, including warships of all nations, delivered from coaling plants, per ton of 2,240 pounds, except as provided in paragraph 2.....	\$15.00	\$17.00
2. For vessels transiting the Canal that are directed by The Panama Canal to take coal at Balboa on account of the condition of the plants, the quantity available, or for the purpose of expediting transit.....		15.00
3. For steamships, including warships of all nations, when delivered from lighters in quantities of 50 tons or more, per ton of 2,240 pounds.....	16.00	18.00
4. For steamships, including warships of all nations, when delivered from lighters in quantities of less than 50 tons, with minimum charge for 20 tons and with maximum charge not to exceed that for 50 tons at prices specified in paragraph 3, per ton of 2,240 pounds.....	17.00	19.00
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 90 cents per ton will be made for extra handling.		
6. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the price will be only \$3 per ton additional. Not more than 5 tons will be supplied to a vessel.		
7. For coal for cargo, delivered only by special authority of the Governor, per ton of 2,240 pounds.....	15.00	17.00

JAY J. MORROW,  
Governor, The Panama Canal,  
President, Panama Railroad Co.

(NOTE—The above rates will be included in Tariff No. 5.)



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.  
PUBLISHED WEEKLY.

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 XIV.

Balboa Heights, C. Z., July 13, 1921.

No. 48.

## Visit of General Mangin.

The cruiser *Jules Michelet*, carrying the French Mission to the Centenary of Peruvian Independence headed by General Mangin, arrived at Cristobal on the morning of July 12, and passed through the Canal on July 13. The French Mission will remain on the Isthmus until July 16. A program of entertainments in its honor has been arranged in the Republic of Panama and in the Canal Zone.

## Canal Traffic in June.

The June traffic was distributed over trade routes as shown in the following tabulation:

### ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>United States coastwise:</i>							
United States.....	17	78,135	96,199	117,715	76,963	\$94,577.11	Long tons. 68,809
<i>From United States to Far East:</i>							
United States.....	7	31,871	41,397	50,531	31,673	39,838.65	44,911
Japanese.....	5	20,162	22,872	29,643	19,508	24,866.30	23,088
Peruvian.....	3	12,074	14,505	17,138	10,924	15,092.50	20,568
<b>Totals.....</b>	<b>15</b>	<b>64,107</b>	<b>78,774</b>	<b>97,312</b>	<b>62,105</b>	<b>79,797.45</b>	<b>88,567</b>
<i>From Cristobal to West Coast of South America:</i>							
British.....	6	3,774	5,714	7,384	4,297	4,680.93	1,026
Chilean.....	3	5,071	8,827	10,165	6,160	6,338.75	1,320
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	1,472
United States.....	3	3,209	3,638	5,647	3,398	2,621.58	
<b>Totals.....</b>	<b>15</b>	<b>15,762</b>	<b>25,929</b>	<b>35,521</b>	<b>19,886</b>	<b>18,276.26</b>	<b>3,818</b>
<i>From Europe to West Coast of South America:</i>							
Norwegian.....	2	5,606	7,123	6,940	4,179	6,823.45	4,579
French.....	1	4,368	4,369	5,248	3,329	5,242.80	385
Danish.....	1	4,228	5,303	6,636	4,222	5,285.00	3,500
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	2,901
British.....	1	2,930	4,494	4,645	2,948	3,662.50	2,838
Italian.....	1	2,718	3,773	4,680	2,850	3,397.50	736
Dutch.....	1	1,598	3,083	2,652	1,619	1,997.50	1,046
<b>Totals.....</b>	<b>8</b>	<b>24,878</b>	<b>33,678</b>	<b>36,355</b>	<b>23,372</b>	<b>30,696.25</b>	<b>15,985</b>
<i>From East Coast of United States to West Coast of South America:</i>							
United States.....	8	22,410	27,191	34,626	21,140	26,762.50	24,649
British.....	1	1,778	3,023	3,732	1,949	2,222.50	882
Norwegian.....	1	969	1,222	1,585	972	1,211.25	14
<b>Totals.....</b>	<b>10</b>	<b>25,157</b>	<b>31,436</b>	<b>39,943</b>	<b>24,061</b>	<b>30,196.25</b>	<b>25,545</b>
<i>From East Coast of United States to Australasia:</i>							
British.....	4	25,069	26,969	35,012	23,275	30,936.75	26,127
United States.....	1	3,503	4,915	5,630	3,495	4,378.75	7,411
<b>Totals.....</b>	<b>5</b>	<b>28,572</b>	<b>31,884</b>	<b>40,642</b>	<b>26,770</b>	<b>35,315.50</b>	<b>33,538</b>
<i>From Europe to West Coast of United States:</i>							
Dutch.....	2	9,723	12,134	15,306	9,595	12,153.75	2,766
Norwegian.....	1	4,523	5,627	7,093	4,479	5,653.75	6,006
United States.....	1	3,537	4,901	5,657	3,537	4,421.25	2,923
Danish.....	1	2,816	3,476	4,395	2,795	3,520.00	3,850
<b>Totals.....</b>	<b>5</b>	<b>20,599</b>	<b>26,138</b>	<b>32,451</b>	<b>20,406</b>	<b>25,748.75</b>	<b>15,545</b>

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From East Coast of Mexico to West Coast of South America:</i>							<i>Long tons.</i>
British.....	1	4,645	5,311	7,270	4,513	\$5,806.25	9,600
Norwegian.....	1	4,434	5,095	7,020	4,420	5,542.50	9,250
United States.....	1	3,770	4,298	6,330	3,863	4,712.50	8,862
Totals.....	3	12,849	14,704	20,620	12,796	16,061.25	27,712
<i>From Europe to Australasia:</i>							
British.....	2	11,556	14,414	18,455	11,777	14,445.00	4,418
<i>From East Coast of Mexico to West Coast of United States:</i>							
United States.....	2	9,875	12,192	15,849	9,702	12,343.75	20,000
<i>Canadian coastwise:</i>							
British.....	2	6,944	7,040	9,292	6,727	8,333.55	9,536
<i>From East Coast of United States to West Coast of Canada:</i>							
British.....	2	3,271	3,655	5,521	3,332	4,088.75	6,800
<i>From East Coast of United States to West Coast of Central America:</i>							
United States.....	2	1,964	2,165	2,765	1,964	2,455.00	2,470
<i>From East Coast of United States to West Coast of Mexico:</i>							
Mexican.....	2	1,964	2,394	3,325	1,894	2,455.00	3,785
<i>From East Coast of South America to West Coast of United States:</i>							
Norwegian.....	1	1,083	1,120	1,204	1,062	812.25	.....
United States.....	1	801	916	1,136	774	1,001.25	318
Totals.....	2	1,884	2,036	2,340	1,836	1,813.50	318
<i>From Cristobal to West Coast of Central America:</i>							
British.....	2	1,288	1,398	2,298	1,304	1,610.00	1,150
<i>From East Coast of Mexico to West Coast of Canada:</i>							
United States.....	1	8,408	8,409	10,290	7,890	10,090.80	12,857
<i>From Europe to West Coast of Canada:</i>							
United States.....	1	3,472	4,899	5,564	3,472	4,340.00	2,398
<i>From East Coast of South America to Far East:</i>							
Japanese.....	1	3,645	4,289	5,790	3,564	4,556.25	2,380
<i>From East Coast of United States to Balboa, C. Z.:</i>							
British.....	1	3,407	4,299	5,948	3,714	4,258.75	7,183
<i>Foreign ship in ballast between American coastwise ports:</i>							
Norwegian.....	1	2,815	2,853	3,475	2,232	2,111.25	.....
<i>Mexican coastwise:</i>							
French.....	1	2,155	2,096	2,953	1,880	2,515.20	2,571
<i>From West Indies (Cuba) to West Coast of United States:</i>							
United States.....	1	1,862	2,206	3,169	1,862	2,327.50	1,900
<i>From Cristobal, C. Z., to West Coast of United States:</i>							
United States.....	1	1,332	1,593	2,153	1,309	1,665.00	1,675
<i>Colombian coastwise:</i>							
British.....	1	614	622	1,138	602	751.20	624
Grand totals.....	103	336,515	415,302	520,884	331,420	410,829.32	359,584
May, 1921.....	100	334,894	414,429	529,408	334,322	412,934.09	381,323
June, 1920.....	102	300,045	358,387	464,877	294,261	370,188.37	424,750

## PACIFIC TO ATLANTIC.

<i>From West Coast of South America to East Coast of United States:</i>							<i>Long tons.</i>
United States.....	9	23,016	28,809	37,844	23,215	\$26,673.01	33,627
British.....	3	11,055	13,512	17,497	10,213	13,651.65	10,954
Japanese.....	1	3,368	4,598	5,446	3,311	4,210.00	3,500
Norwegian.....	1	3,251	4,121	5,122	3,164	4,063.75	8,000
Totals.....	14	40,690	51,040	65,909	39,903	48,598.41	56,081

PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From West Coast of South America to Cristobal:</i>							<i>Long tons.</i>
British.....	5	3,416	5,253	6,963	3,909	\$4,248.90	953
United States.....	4	3,109	3,224	5,731	3,392	3,872.50	3,969
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	3,663
Chilean.....	2	3,260	5,645	6,367	3,888	4,075.00	336
Totals.....	14	13,493	21,872	31,386	17,220	16,831.40	8,921
<i>From West Coast of United States to Europe:</i>							
British.....	4	13,847	16,148	20,017	12,367	17,243.05	28,293
United States.....	2	8,528	10,359	12,475	8,077	10,660.00	15,113
Swedish.....	2	7,769	10,934	12,564	9,913	9,711.25	17,956
Danish.....	2	7,813	8,634	11,192	7,922	9,956.60	12,172
Dutch.....	1	4,384	6,807	6,944	4,414	5,480.00	10,090
Norwegian.....	1	3,053	3,886	4,894	3,054	3,816.25	6,017
Totals.....	12	45,392	56,768	68,086	45,747	56,507.15	89,641
<i>United States coastwise:</i>							
United States.....	11	43,163	53,986	66,643	44,140	53,953.75	57,234
<i>From West Coast of South America to Europe:</i>							
British.....	3	8,764	12,333	14,367	9,339	10,955.00	15,170
Dutch.....	2	3,617	6,243	5,881	3,618	4,521.25	7,060
German.....	2	2,343	2,681	3,992	2,318	2,928.75	5,310
Danish.....	1	3,127	4,090	4,950	3,163	3,908.75	6,340
Finnish.....	1	2,262	2,256	2,405	2,291	2,707.20	3,611
Totals.....	9	20,113	27,603	31,595	20,729	25,020.95	37,491
<i>From Australasia to Europe:</i>							
British.....	10	59,191	70,456	91,044	57,335	73,669.25	40,130
<i>From Far East to United States:</i>							
Japanese.....	2	8,838	9,751	13,027	8,650	10,894.70	5,374
United States.....	1	3,735	4,735	5,980	3,713	4,668.75	6,403
British.....	1	3,570	3,934	4,377	2,823	4,462.50	5,807
Totals.....	4	16,143	18,420	23,384	15,186	20,025.95	17,584
<i>From Central America to Cristobal:</i>							
British.....	3	2,332	2,647	4,179	2,353	2,915.00	2,348
<i>From West Coast of South America to East Coast of Mexico:</i>							
Norwegian.....	1	4,418	5,043	6,987	4,422	3,630.96	.....
United States.....	1	4,328	5,089	7,058	4,327	3,664.08	.....
Totals.....	2	8,746	10,132	14,045	8,749	7,295.04	.....
<i>From West Coast of Canada to East Coast of United States:</i>							
United States.....	2	6,599	7,902	10,302	6,436	8,248.75	12,380
<i>From West Coast of Canada to East Coast of Mexico:</i>							
British.....	1	5,166	6,096	8,216	5,166	4,389.12	.....
<i>From Australasia to East Coast of United States:</i>							
United States.....	1	4,476	4,944	6,035	4,476	5,595.00	5,344
<i>From Balboa, C. Z., to West Indies:</i>							
British.....	1	3,407	4,299	5,948	3,714	3,095.28	.....
<i>From West Coast of United States to East Coast of South America:</i>							
United States.....	1	3,034	4,174	4,748	2,925	3,792.50	5,683
<i>Mexican coastwise:</i>							
French.....	1	2,155	2,096	2,953	1,880	1,616.25	.....
<i>From West Coast of South America to East Coast of South America:</i>							
United States.....	1	1,484	1,827	2,463	1,464	1,855.00	720
<i>From West Coast of United States to Cristobal, C. Z.:</i>							
United States.....	1	1,332	1,593	2,153	1,309	1,665.00	1,579
<i>From Far East to British Isles:</i>							
British.....	1	463	320	884	339	347.25	.....
Grand totals.....	89	277,379	346,175	439,973	279,071	335,421.05	335,136
May, 1921.....	110	360,002	450,188	563,194	358,425	422,948.68	411,412
June, 1920.....	99	283,640	346,325	456,128	280,766	340,970.82	409,671

\* Yacht.

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight July 9, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Guardian <sup>1</sup>	30	15 05	3	6 15	3	13 17	3	15 34	American.	All-America Cables, Inc.	278 0	36 0	18 6	Cristobal	Balboa	Cable, etc.	1,860	950	
Beesie Dollar	2	16 54	3	6 37	3	13 51	3	15 34	British	Canadian Robert Dollar Line	369 0	50 0	26 6	New York	Vancouver	Cotton, general	4,149	2,245	
Steel Ranger	2	20 39	3	7 00	3	14 59	3	16 04	American.	United States Steel Products Co.	424 0	56 0	26 6	New York	Honolulu	Steel and general	8,300	7,539	
Garfield	2	20 34	3	9 20	3	15 39	3	16 25	American.	W. R. Grace & Co.	299 0	45 0	18 4	New York	Salaverry	Pipe, steel, gen.	2,138	3,228	
Hawkeye State.	3	11 34	3	13 30	3	19 53	4	2 10	American.	Matson Navigation Co. (S. B.)	517 0	72 0	27 9	Baltimore	Honolulu	General	8,781	15,234	
Elfordro	3	21 29	4	6 10	4	13 00	4	18 48	American.	Western Transport Co.	247 0	42 0	19 6	New Orleans	Los Angeles	General	2,500	2,433	
Durham	4	16 05	5	6 22	5	13 25	5	14 43	British	Federal Steam Navigation Co.	420 0	54 0	22 0	Montreal	Auckland	General	4,435	7,138	
Eastern Mer- chant	4	19 55	5	6 35	5	14 17	5	15 50	American.	Pacific Mail Steamship Co. (S.B.)	445 0	58 0	22 0	New York	San Francisco	General	3,300	8,617	
Alhai Maru	5	6 32	5	6 55	5	15 12	5	17 40	Japanese.	Osaka Shosen Kaisha	425 0	56 0	23 0	New York	Yokohama	General	2,856	7,903	
Liberty Land.	5	14 40	6	6 16	6	14 29	6	15 47	American.	Italian Star Line	390 0	54 0	26 0	Norfolk	San Francisco	Coal for Navy	7,038	6,155	
Panama.	3	10 10	6	10 04	6	16 03	7	17 05	American.	Panama Railroad Steamship Line	360 0	50 0	22 3	New York	Balboa	General	950	6,025	
Ansaldo IV	5	21 25	6	13 20	6	20 53	7	17 05	Italian	Societa Nazionale di Nav.	393 0	51 0	21 0	Genoa	Valparaiso	General	700	5,473	
S. C. 285	1	14 30	6	7 07	6	15 50	7	17 05	American.	United States Navy	326 0	38 0	17 7	Cristobal	Pedro Miguel	General	1,329	3,173	
Newport	6	11 40	7	6 10	7	12 55	7	16 50	American.	Pacific Mail Steamship Co.	360 0	46 0	16 11	Cristobal	San Francisco	General	2,806	4,182	
Laurel Branch.	6	11 40	7	6 21	7	13 31	7	15 00	British	F. & W. Ritson	360 0	46 0	16 11	Glasgow	Coronel	General	2,806	4,182	
Barima.	6-5	14 27	7	10 15	7	16 10	7	20 09	British	Pacific Steam Navigation Co.	220 0	37 0	10 8	Cristobal	Tunaco	Ballast.	1,651	918	
Hancock Coun- ty	7	6 17	7	11 35	7	18 24	7	21 05	American	N. O. and S. A. Line (S. B.)	251 0	43 0	19 4	New Orleans	Taleshuano	General	1,593	2,866	
Tuscan Prince.	7	13 21	7	13 33	7	20 22	7	22 00	British	Prince Line, Ltd.	420 0	54 0	23 6	Philadelphia	Honolulu	General	3,494	6,947	
Pakeha.	7	9 40	8	6 05	8	13 10	8	14 18	British	Shaw, Saville & Albion Co., Ltd	477 0	53 0	23 7	New York	Wellington	General	850	10,995	
Guatemala.	8	20 40	8	8 20	8	15 07	8	16 15	British	Pacific Steam Navigation Co.	359 0	43 0	18 3	Cristobal	Valparaiso	General	4,210	8,173	
Laura C. Hall.	8	14 45	9	5 55	9	14 25	11	7 53	British	Pacific Metals Corporation	81 0	25 0	9 0	Cristobal	Buenaventura	General	4	4	
Sir Thomas J.	8	12 30	9	6 21	9	15 30	9	18 30	American.	Apex Navigation Co.	209 0	41 0	21 6	Norfolk	Honolulu	Coal	1,891	7,037	
Lipton	8	12 40	9	6 36	9	13 15	9	14 24	British	Royal Mail Steam Packet Co.	450 0	57 0	23 3	New York	Valparaiso	General	991	9,107	
Essequibo.	9	6 59	9	7 59	9	14 26	9	15 30	American.	American-Hawaiian Line.	408 0	54 0	21 0	New York	Los Angeles	General	2,600	7,037	
Pennsylvania.	9	9 16	9	9 16	9	17 05	9	17 05	Italian.	Italian Government.	345 0	47 0	17 0	New Orleans	Callao	General	6,000	4,953	
Libia <sup>2</sup>	9	9 16	9	10 05	9	18 00	9	19 30	Japanese.	Nippon Yusen Kaisha	445 0	58 0	25 1	New York	Kobe	Steel, cotton, gen	6,944	7,747	
Toyooka Maru	9	6 58	9	10 10	9	18 00	9	19 30	Japanese.	Nippon Yusen Kaisha	445 0	58 0	25 1	New York	Kobe	Steel, cotton, gen	6,944	7,747	

<sup>1</sup> Cable ship.

<sup>2</sup> Cruiser.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Edgemoor <sup>3</sup>	1	12 05	4	6 45	4	14 17	5	14 00	American.	United States Army (S. B.)	409 6	54 2	26 6	San Francisco	New York	(*)	608	7,456
Cleveland <sup>2</sup>	3	16 20	4	7 38	4	13 02	4	13 19	American.	United States Government	208 0	44 0	16 0	Balboa	Cristobal			
Natal	3	20 00	4	7 38	4	15 00	4	16 55	Danish.	Orient Steamship Co.	360 0	49 7	24 5	Portland	Birkenhead	Wheat.	6,302	4,670
Bellbrook	3	20 00	4	7 44	4	15 44	4	20 25	American.	U. S. & Australian Line (S. B.)	393 5	55 0	26 6	Talca	New York	Nitrate.	8,827	7,285

<sup>3</sup> United States Army transport.

\* Quartermaster supplies, powder, etc.

Origin	Vessel	Date	Line	From	Date	Vessel	Line	Destination
Minnesota	3 23 00	4 8 10	4 16 53	4 20 50	American	Wessel Duval & Co. (S. B.)	390.0	New Orleans
Jamaica	4 12 30	4 13 12	4 19 55	6 18 27	British	Pacific Steam Navigation Co.	520.0	Cristobal
Neptune	3 14 40	5 6 32	5 13 30	5 17 42	American	United States Navy	220.0	Norfolk
Ansaldo San								
Giorgio II.	4 7 25	5 7 24	5 14 31	7 13 30	Italian	Societa Nazionale di Nav.	391.7	Genoa
Urubamba	4 22 10	5 8 06	5 15 20	11 6 00	Peruvian	Peruvian Steamship Line	381.2	Cristobal
Spectator	5 7 00	5 8 34	5 19 10	5 20 20	British	T. & J. Harrison	384.7	London
Chiquimula	5 1 00	5 9 52	5 17 25	8 6 05	American	Chiquimula Shipping Co.	176.3	Baltimore
Iowan	5 9 00	5 10 30	5 17 55	5 17 55	American	American-Hawaiian Line	408.0	New York
Willaro	5 9 15	5 10 43	5 18 45	5 22 30	American	Williams Steamship Co.	386.8	Charleston
Steel Age	5 11 55	5 12 32	5 20 30	6 6 30	American	United States Steel Products Co.	593.5	Liverpool
Swifscout	4 11 55	5 6 45	5 14 30	7 1 20	American	Swiftsure Oil Transp. Co.	461.6	Portland
West Hika	6 9 55	6 10 38	6 18 10	7 1 20	American	N. A. & West, S. Co. (S. B.)	410.0	Manila
Muluba	6 5 20	7 6 29	7 15 10	7 21 57	American	Barber Line (S. B.)	402.6	New York
Astmahco III.	6 15 45	7 6 52	7 14 08	7 15 10	American	Astmahco Navigation Co.	590.5	Puntarenas
Liberator	6 23 40	7 7 43	7 15 10	7 15 10	American	Atlantic Gulf Co. (S. B.)	410.0	New York
Santa Rosa	7 2 20	7 7 59	7 17 16	7 22 19	American	Grace Line	404.6	Puntarenas
Shronsire	7 4 00	7 9 02	7 17 30	7 22 19	British	Brit-Porter-Hughes	526.4	Sydney
S. C. 285							110.0	Padre Miguel
Laura C. Hall	7 12 45	8 6 14	8 17 47	9 5 55	British	Pacific Metals Corporation	81.0	Buena Ventura
Manaw	7 16 10	8 6 26	8 13 28	9 12 23	British	Pacific Steam Navigation Co.	216.0	Cristobal
Santa Rosalia	8 9 20	8 15 08	8 22 55	9 12 23	American	United States Steel Products Co.	406.0	New York
Oriana	8 16 50	9 6 34	9 13 25	9 17 15	British	Pacific Steam Navigation Co.	465.7	Coronel
Mahia	9 3 00	9 7 52	9 14 55	9 14 55	British	Shaw, Swill & Allison Co.	477.6	Dunedin
Dolphin	5-31 13 06	9 8 15	9 14 30	9 20 00	American	United States Government	256.0	Balboa
Panama	9 10 10	9 11 30	9 18 55	9 20 30	Danish	East Asiatic Co.	410.0	San Francisco

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 3	Capel Hall	United Fruit Co.	New Orleans	July 3	Capel Hall	United Fruit Co.	New Orleans
July 4	Abangarez	United Fruit Co.	New Orleans	July 5	La Navarre	French Line	Puerto Colombia
July 5	San Blas	United Fruit Co.	Boston	July 6	Pastores	United Fruit Co.	New York via waypoints
July 5	Pastores	United Fruit Co.	New York via waypoints	July 7	Abangarez	United Fruit Co.	New Orleans via Bocas del Toro
July 5	United States Government	United States Government	Norfolk	July 7	United Fruit Co.	United Fruit Co.	Boston and Port Limon
July 6	Advance	Panama Railroad Steamship Line	New York	July 9	Tcal <sup>12</sup>	United States Government	United States port
July 6	U. S. S. Hannibal	United States Navy	Grand Cayman	July 9	Bayano	Elders and Fyffes, Ltd.	Kingston
July 6	Caribbean	Panama Railroad Cattle Industry	Caracena				
July 7	Cristobal	Panama Railroad Steamship Line	Norfolk				
July 8	Alliance	Panama Railroad Steamship Line	New York				
July 9	Bayano	Elders & Fyffes, Ltd.	Port Limon				

PORT OF BALBOA

July 5	Lompec	C. T. Bowring	Talral	July 6	Lompec	C. T. Bowring	Los Angeles
July 9	Jephtha	General Steamship Corp. (S. B.)	Valparaiso	July 9	Jephtha	General Steamship Corp. (S. B.)	San Francisco

<sup>12</sup> Other than ships passing through the Canal.

<sup>1</sup> Collier. <sup>2</sup> General and pig iron. <sup>3</sup> Copper, cotton, cacao, coffee, hides, etc. <sup>4</sup> Barley, wheat, flour, and canned goods. <sup>5</sup> Hemp, cocoa, and sugar. <sup>6</sup> Cold storage and general.

### Japanese Shipping and the Panama Canal.<sup>1</sup>

During the fiscal year ending June 30, 1921, 136 Japanese vessels passed through the Panama Canal carrying 767,608 tons of cargo. Their aggregate net tonnage under The Panama Canal rules was 613,245. One Japanese vessel passed through the Canal 4 times during the year, 11 three times, 25 twice, and 49 once only.

The following table shows the number of vessels under the Japanese flag which have passed through the Canal in either direction during each of the last 7 fiscal years, or since the Canal was first opened to traffic on August 15, 1914:

Year.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
1915.....	4	2	6
1916.....	19	5	24
1917.....	54	18	72
1918.....	33	20	53
1919.....	47	40	87
1920.....	84	34	118
1921.....	86	50	136
Totals.....	327	169	496

It is remarkable that in each of the years covered by the table more Japanese vessels passed through the Canal from Atlantic to Pacific than in the opposite direction. For the entire 7-year period the proportion is nearly 2 to 1. A similar preponderance of vessels in one direction has been noted in studying other features of Canal traffic. It is apparently due to the fact that cargo steamers in the trade with the Orient commonly find it more profitable to move from port to port around the world, going out via Suez and returning via Panama, or *vice versa*, than to turn back over the same route followed in the outward voyage.

#### JAPANESE VESSELS USING THE PANAMA CANAL DURING THE FISCAL YEAR 1921—SEGREGATION BY TRADE ROUTES

Trade route.	Vessels.	Tons of cargo.
Atlantic and Gulf ports of United States to Far East.....	63	337,785
Far East to Atlantic and Gulf ports of United States.....	31	165,105
United States to west coast of South America.....	10	63,167
West coast of South America to United States and Europe.....	15	99,414
Cuba to Far East.....	5	35,135
Far East to Cuba.....	1	7,612
Atlantic and Gulf ports of United States to Australasia.....	3	20,063
Miscellaneous voyages, Atlantic to Pacific.....	5	23,840
Miscellaneous voyages, Pacific to Atlantic.....	3	15,487
Totals.....	136	767,608

The great majority of Japanese vessels using the Panama Canal in 1921 (94 out of 136) were in the trade between Atlantic and Gulf ports of the United States and the Far East, carrying general cargo. Five more loaded sugar and general cargo in Cuba for the Far East, and 1 discharged a cargo of rice in Cuba which was loaded in Saigon.

Ten Japanese vessels carried coal cargoes from Chesapeake Bay to the west coast of South America, and returned with nitrate for the United States or Europe. Five additional vessels, which had not passed through the Canal going south, came north with nitrate cargoes from Chile.

Of the voyages described as miscellaneous, 2 were from Buenos Aires to Kobe, 1 from Hamburg to Kobe, 1 from Nuevitas to San Fran-

<sup>1</sup> This is the first of a series of articles on trade through the Panama Canal, under different national flags during the fiscal year 1921, which will be published from time to time in THE PANAMA CANAL RECORD.

<sup>2</sup> Includes 1 vessel in ballast.

Cisco, 1 from Tampico to Los Angeles, 1 from Portland to Alexandria, 1 from Kobe to Petrograd, and 1 from Valparaiso to Tampico.

Only 2 of the 136 Japanese vessels using the Canal passed through in ballast. One of these was bound from New Orleans to the Orient via San Francisco, and presumably picked up a cargo at the latter port. The other was bound from Valparaiso to Tampico, and returned 17 days later with an oil cargo from Tampico for Los Angeles.

The principal Japanese steamship companies that passed vessels through the Canal in 1921 were: Osaka Shosen Kabushiki Kaisha with 38 vessels; Nippon Yusen Kabushiki Kaisha with 26 vessels; Kokusai Kisen Kabushiki Kaisha with 25 vessels; Toyo Kisen Kabushiki Kaisha with 10 vessels; and Mitsui Bussan Kaisha with 7 vessels. The remaining 30 vessels in the list of 136 were distributed among 13 other owners.

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended July 9:

Steamships *Guardian*, open up, clean, and repair sea valves; draw both tail shafts; rewood bearings and repack stuffing boxes; manufacture 6 spare H. P. piston rings for main engines; perform miscellaneous pipe work; straighten crank shaft of refrigerating machine and bed same in main bearings; repair spare piston rod to anchor windlass; renew hull zincs where necessary; make necessary repairs to sanitary and fresh water system; anneal steering chains and renew rollers as necessary; weld port hawse pipe; rebuild refrigerator; renew slings on port anchor; repair life-boats and cable-handling gear; *Benjamin Brewster*, renew crosshead, pin, brasses, connecting rod, and crank-pin bearing on refrigerating system; assemble water-end valves on main feed pump; weld one double ell connection on main and auxiliary feed lines; repair steam heating system; *Liberty Land*, open up main condenser and repack and renew tubes as required; overhaul engine and lubricating system of blowers; overhaul steam end and true up plunger rods on sanitary pump; repack water end and renew one stud on water-end gland; overhaul emergency main steam stop valve and operating gear.

#### PREVIOUSLY REPORTED.

Supply boat *No. 2*, general repairs and docking; steamships *Lorain*, repairs to collision bulkhead, tanks, and refrigerating machine; *Paila*, perform miscellaneous wood and pipe work and repair condenser and anchor windlass; scale boilers; *Swift-scout*, repair leaks in telemotor and manufacture 4 springs; tug *Coco Solo*, install new engine; steamship *Maricopa*, miscellaneous repairs to boilers, engines, and auxiliary machinery; docking, cleaning, and painting; launch *Taboga*, general overhaul of hull; U. S. submarines *R-24*, miscellaneous repairs; welding armature core on main motors to spiders, and stiffening motor frames and foundations; *R-26*, general repairs and docking.

The following vessels were at the Cristobal shops for repairs during the week ended July 11:

Steamships *Cristobal*, *Allianca*, and *Advance*, miscellaneous repairs and painting to engine, deck, and steward departments; *Katrina Luckenbach*, renew 2 rotor bearings in starboard engine; renew 2 high-speed pinion bearings, starboard engine; open up all bearings on both engines for examination; *Urubamba*, furnish and install suction and discharge pipes and shut-off valves to sanitary pump; renew fuel-oil pipe in fireroom as directed; electric weld crack in back furnace plate of starboard boiler; furnish 10 men and foreman to clean tank tops and bilges; remove nuts and calk stays in starboard boiler where indicated; U. S. S. *Sciota*, calk 6 leaky rivets in frame, 2 at 12-foot water line; renew valve-stem guide bracket and furnish new valve stem for forced draft blower engine; manufacture new piston valve for auxiliary air and circulating pump; align cylinder with air and water cylinders; ream out steam cylinder holding down bolt holes and fit body bound bolts and dowel pins in same; fit new steam piston rings; test and repair 1 vacuum gauge and 1 pressure gauge for Clothel ice machine; machine and grind in air cock for boiler No. 2; manufacture 3 piston rings for I. P. and L. P. valve stem balance pistons; machine and grind in safety valves in boiler No. 2; repair 1 longitudinal stay bolt, boiler No. 2;

U. S. S. *Teal*, weld and machine slide valve; make new valve stem for pump; U. S. submarine *O-15*, make 600 brass screws with nuts as sample, to be 1 inch long from countersink; U. S. D. B. *L-53*, make bronze cog wheel for steering gear as sample; U. S. S. *Gold Star*, pump out oil, steam and clean fuel oil tanks; make and install oil heater coil; steamships *Caribbean*, renew nuts and washers on stay bolts in main boiler as directed; manufacture storm doors as directed; *Agron*, *Newport*, *Jamaica*, *Gua'emala*, *Steel Age*, *Pastores*, *Abangarez*, *Parima*, *Manavi*, and motor ship *Lauro C. Hall*, minor repairs.

## PREVIOUSLY REPORTED.

Motor ship *Satoc*, general overhauling, including dry-docking; barge *No. 117*, renewing plates, etc.; steamship *Vera Cruz*, miscellaneous repairs to main engines; U. S. S. *Forse*, miscellaneous repairs, including dry docking; barge *No. 19*, renew plates, etc.; U. S. submarine *K-25*, renew defective rivets in engine foundation and general repairs.

**Cargo at Canal Terminals.**

Tonnage figures for the month of June, 1921, show the following cargo handled over the Cristobal piers:

Total ex. cargo received .....	Tons. 46,237
Total per cargo forwarded .....	35,810
Total .....	<u>82,047</u>
Rehandled (revenue not included in above).....	2,472
Stevedored during the month.....	37,223

The following tonnage was handled at Balboa terminal piers:

Total ex. cargo received.....	1,340
Total per cargo forwarded.....	531
Total.....	<u>1,871</u>
Rehandled (revenue not included in above).....	77
Stevedored during the month.....	454

**Notice to Mariners.—Obstruction to Navigation.**

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 2, 1921.

CIRCULAR No. 643-90.

The master of the steamship *Montgomery City* reports by radio having passed at 1.30 p. m., on June 30, while in latitude 7° 40' north, longitude 82° 39' west, a large tree, about 25 feet long and 20 inches in diameter, dangerous to navigation.

JAY J. MORROW,  
Governor.

**Board of Local Inspectors.**

The Board of Local Inspectors will meet once a month, on the first Wednesday, in Board Room (No. 237), Administration Building, Balboa Heights. No other meeting will be held unless specially called by the Chairman.

Licenses for motor-boat operators, certificates for qualified life-boat men, and able seamen, will be granted to applicants successfully passing examinations for same, in accordance with Navigation Laws, 1919. Examinations for these licenses will be given by the Board of Local Inspectors, on the first Wednesday of each month in the Board Room (No. 237), Administration Building, Balboa Heights, and on the third Wednesday of each month in the Port Captain's office, Terminal Building, Cristobal, when necessary.

**Postal and Cable Addresses of The Panama Canal.**

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 9, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
La Navarre.....	French Line.....		July 5.....		641
Edgemoor *.....	United States Government.....	July 4.....	July 5.....	55	15
Jamaica.....	Pacific Steam Navigation Co.....	July 4.....	July 6.....	696½	9
Newport.....	Pacific Mail Steamship Co.....		July 7.....		1,416
Abangarez.....	United Fruit Co.....	July 4.....	July 7.....	1,105	124
Pastores.....	United Fruit Co.....	July 5.....	July 6.....	323	167
Ansaldo IV.....	Societa Nazionale di Nav.....	July 5.....	July 6.....	32	(*)
Urubamba.....	Peruvian Steamship Line.....	July 5.....		2,078	
San Blas.....	United Fruit Co.....	July 5.....	July 7.....	7	76
Caribbean.....	Panama Railroad Cattle Industry.....	July 6.....		475	
Advance.....	Panama Railroad Steamship Line.....	July 6.....		102	
Guatemala.....	Pacific Steam Navigation Co.....		July 8.....		90
Manavi.....	Pacific Steam Navigation Co.....	July 8.....		582	
Laura C. Hall.....	Pacific Metals Corporation.....	July 8.....	July 9.....	6	4
Essequibo.....	Pacific Steam Navigation Co.....	July 8.....	July 9.....	405	(*)
Cristobal.....	Panama Railroad Steamship Line.....	July 8.....		8,960	
Allianca.....	Panama Railroad Steamship Line.....	July 9.....		2,475	
Bayano.....	Elders & Fyfes, Ltd.....	July 9.....	July 9.....	14½	1

\* U. S. Army transport.

\* No cargo laded.

### Bunker Coal Prices.

By the courtesy of Willard, Sutherland & Co., of New York, the following bunker coal prices are quoted from their circular of July 1, 1921:

New York, \$6.50 best quality f. a. s. ex lighters.  
 Philadelphia, \$7 best quality t. i. b. ex lighters.  
 Baltimore, \$7 best quality t. i. b. ex lighters.  
 Newport News, Sewalls Point, Lamberts Point, \$6.50 f. o. b. under chutes at coal pier.  
 Portland Me., \$9.50 t. i. b. ex lighters, \$8 t. i. b. alongside suppliers' wharf.  
 Boston, \$10 t. i. b. ex lighters.  
 Wilmington, \$11 f. o. b. ex lighters.  
 Charleston, \$7 f. o. b. piers.  
 Savannah, \$7, f. o. b. piers.  
 Jacksonville, \$10 t. i. b. alongside suppliers' wharf.  
 Tampa, \$10.50 t. i. b. alongside suppliers' wharf.  
 Pensacola, \$6.50 high grade Black Creek or Cahaba f. o. b. and trimmed; \$6 Pratt or equal f. o. b. and trimmed.  
 Mobile, \$6.50 high grade washed Black Creek f. o. b. under chutes.  
 New Orleans, \$8.45 Sipsey, \$7.65 Warrior River, \$7.50 Pratt R/M, t. i. b. ex lighters.  
 Galveston, \$12 t. i. b. ex lighters alongside Galveston Wharf Co. wharves.  
 San Diego, \$16.72 Utah steam coal f. o. b. alongside docks.  
 Los Angeles, \$15.22 Utah steam coal f. o. b. alongside docks.  
 San Francisco, \$15.22 Utah steam coal f. o. b. ex lighters.  
 Seattle, \$10.75 Comox steam coal f. a. s. ex lighters.  
 Portland, Oreg., \$13.50 King (Utah) coal f. o. b. ship's hatch at bunker dock.  
 Astoria, \$10.75 Wingate R/M.  
 Tacoma, \$11 f. a. s. ex lighters.

Union Bay, Vancouver, \$9.21 Comox steam coal f. o. b. under chutes at coal piers.  
 Amsterdam, 36.50 Fl. Belgian coal.  
 Antwerp, 65/ Belgian coal.  
 Azores, 85/  
 Barbados, 80/  
 Batavia, Fl. 47.50 to 67.50 according to quality and point of delivery.  
 Bermuda, \$15.  
 Bremen, 65/ to 75/  
 Bremerhaven, 65/ to 75/  
 Brisbane, 18½ to 24¼ according to quality and point of delivery.  
 Copenhagen, 65/  
 Curacao, D. W. I., \$15.75.  
 Dunkirk, 140 Frs.  
 Emden, 65/ to 75/  
 Gibraltar, 75/ plus 1/ export tax.  
 Hamburg, 75/ (American).  
 Havre, 190 Frs. (French).  
 Hook of Holland, 36.50 Fl. Belgian coal.  
 Las Palmas, 76/  
 London-Gravesend, 90/, imported coal.  
 Melbourne, 40/ to 43/ according to point of delivery.  
 Newcastle, Australia, 26/3.  
 Port Said, 84/ (British or American).  
 Rotterdam, 35 Fl. Belgian coal.  
 St. Lucia, 80/  
 St. Thomas, V. I., 79/  
 Singapore, 70/ to 95/, according to quality.  
 Surabaya, Fl. 47.50 to 67.50 according to quality and point of delivery.  
 Sydney, Australia, 32/  
 Sydney Harbor, Australia, 25/3.  
 Trinidad, 79/.

### Weather Conditions in June, 1921.

The rainfall for the month over the Canal Zone and immediate vicinity, considered as a whole, was slightly above normal. Totals ranged from 19.67 inches at Porto Bello to 4.87 inches at Taboga. The greatest amount of precipitation recorded on any one day was 4.32 inches at Porto Bello on the 21st. The estimated rainfall over Gatun Lake watershed area was 13.01 inches, compared with a 11-year mean of 11.47 inches; while over the Chagres River watershed area above Alhajuella, it was 14.69 inches, compared with a 20-year mean of 13.23 inches.

The air temperature was slightly below normal everywhere except at Gamboa and Colon, where it was slightly above normal. The atmospheric pressure, surface

temperature of the sea, and evaporation were below the normal, while the daytime cloudiness was above the normal. The relative humidity was above the normal at Balboa Heights and below the normal at Colon, while the wind movement was approximately normal over the entire Canal Zone.

A number of night and early morning fogs were observed at interior stations, all of which lifted or were dissipated by 8.30 a. m.

Seismic tremors were recorded on the 1st, 5th, and 13th.

*Gatun Lake hydrology*—Mean elevation of Gatun Lake was 83.38 feet; maximum elevation, 84.30 feet on the 30th; minimum elevation, 82.52 feet on the 2d; evaporation from Gatun Lake surface, 3.419 inches; rainfall on Gatun Lake drainage basin, 13.01 inches; total yield of Gatun Lake watershed was 4.79 inches on the watershed and amounted to 37 per cent of the rainfall.

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 0.01 inch or more.	Total movement (miles).	Prevailing direction.	Maximum velocity in miles.	Direction.	Date.
Balboa Heights....	29.826	79.8	90	June 23	72	June 29	88.7	7.86	7.46	22	4.276	N.W.	26	S.	June 25
Colon.....	29.822	81.0	91	June 1	73	June 16	85.6	15.18	13.39	25	5.099	S. E.	32	N.	June 27
Gatun.....	80.1	89	June 1	73	June 5	....	13.23	12.35	24	4.097	N. W.	28	S. E.	June 16	
Balboa.....	80.0	89	June 3	70	June 29	....	12.81	9.70	27	2.943	N. E.	22	S. E.	June 16	

<sup>1</sup> And other dates.

### August Weather Probabilities.

The following weather conditions may be expected to prevail at the Canal entrances during the month of August, 1921. Predictions are based on the records at Colon and Balboa Heights for the past 13 and 15 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 15 inches, and the average at the Pacific entrance is 7.91 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° F. 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° F. 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 cause 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 1 foot and the maximum

range only about 2 feet. Panama tide predictions are given below. These are taken from 1921 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.				
M	1	0:55	7:18	<b>1:19</b>	<b>7:53</b>	F	12	4:23	10:36	<b>5:07</b>	<b>11:18</b>	Tu	23	0:22	6:24	<b>12:40</b>	<b>8:37</b>
		13.7	3.2	15.0	1.8			3.9	13.4	3.7	12.5			1.5	15.4	1.8	14.7
Tu	2	1:54	8:20	<b>2:15</b>	<b>8:49</b>	S	13	5:29	11:50	<b>6:13</b>	.....	W	24	0:56	6:58	<b>1:19</b>	<b>7:12</b>
		14.8	2.0	16.0	0.6			4.5	13.0	3.9	.....			2.0	15.1	2.3	14.2
W	3	2:48	9:13	<b>3:07</b>	<b>9:38</b>	S	14	0:32	6:36	<b>12:58</b>	<b>7:17</b>	Th	25	1:35	7:34	<b>2:03</b>	<b>7:53</b>
		15.9	0.8	16.9	-0.6			12.5	4.7	13.1	3.7			2.7	14.7	2.9	13.7
Th	4	3:39	10:02	<b>3:58</b>	<b>10:24</b>	M	15	1:31	7:38	<b>1:48</b>	<b>8:12</b>	F	26	2:23	8:17	<b>2:57</b>	<b>8:42</b>
		16.9	-0.3	17.5	-1.4			12.9	4.3	13.5	3.2			3.4	14.1	3.5	13.1
F	5	4:29	10:48	<b>4:50</b>	<b>11:09</b>	Tu	16	2:18	8:31	<b>2:32</b>	<b>8:57</b>	S	27	3:22	9:12	<b>4:01</b>	<b>9:46</b>
		17.6	-0.9	17.9	-1.8			13.5	3.7	14.0	2.5			4.0	13.6	3.8	12.6
S	6	5:19	11:33	<b>5:40</b>	<b>11:53</b>	W	17	2:59	9:14	<b>3:12</b>	<b>9:36</b>	S	28	4:31	10:26	<b>5:10</b>	<b>11:13</b>
		18.0	-1.0	17.8	-1.6			14.1	3.0	14.5	1.9			4.2	13.3	3.7	12.8
S	7	6:09	<b>12:20</b>	<b>6:29</b>	.....	Th	18	3:37	9:51	<b>3:48</b>	<b>10:11</b>	M	29	5:44	11:51	<b>6:22</b>	.....
		17.9	-0.7	17.4	.....			14.6	2.3	14.8	1.4			4.0	13.6	3.2	.....
M	8	0:40	6:56	<b>1:09</b>	<b>7:18</b>	F	19	4:12	10:25	<b>4:24</b>	<b>10:44</b>	Tu	30	0:32	6:56	<b>1:01</b>	<b>7:30</b>
		-0.8	17.4	0.0	16.6			15.1	1.7	15.1	1.1			13.6	3.2	14.8	2.1
Tu	9	1:28	7:44	<b>2:01</b>	<b>8:07</b>	S	20	4:46	10:58	<b>4:58</b>	<b>11:16</b>	W	31	1:35	8:01	<b>2:00</b>	<b>8:29</b>
		0.3	16.5	1.1	15.4			15.4	1.4	15.2	1.0			14.8	2.0	15.7	0.9
W	10	2:21	8:33	<b>2:59</b>	<b>8:59</b>	S	21	5:20	11:31	<b>5:32</b>	<b>11:48</b>						
		1.6	15.4	2.2	14.2			15.6	1.3	15.2	1.1						
Th	11	3:20	9:29	<b>4:02</b>	<b>10:02</b>	M	22	5:52	<b>12:06</b>	<b>6:04</b>	.....						
		2.8	14.2	3.1	13.1			15.6	1.4	15.0	.....						

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.

**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.
Charles F. Johnson ...	696	United States...	Pedro Miguel....	Police and Fire Div...	March 15, 1921.
Edward E. Seavey....	2078	United States...	Balboa.....	Mechanical Division...	July 2, 1921.

**Official Circulars.**

sentative on all matters relating to construction work performed by the Canal for the Army.

JAY J. MORROW, Governor.

**Army Construction Work Performed by the Canal.**

**Appointment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 1, 1921.  
HEADS OF DEPARTMENTS AND DIVISIONS:

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 9, 1921.  
CIRCULAR NO. 661-98:  
Col. Meriwether L. Walker, U. S. Army, is hereby appointed Engineer of Maintenance, effective July 2, 1921.

With reference to circular to heads of departments and divisions issued on the above subject under date of June 16, 1921, the Engineer of Maintenance, and in his absence the Assistant Engineer of Maintenance, is designated to represent the Canal in dealing with the Army's repre-

JAY J. MORROW,  
Governor.

**Charge for Hearse Service.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., July 8, 1921.

CIRCULAR NO. 618-17:

Note 5 on page 8, of Circular No. 618-16, is amended to read as follows:

(5) Charge for hearse service at Colon is \$2.50 for each trip, for all classes of patients except employes; free for employes.

JAY J. MORROW,  
Governor.

**Repairs, Accountability—Handling Furniture.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,

BALBOA HEIGHTS, C. Z., June 29, 1921.

ALL CONCERNED: (Corrected):

Effective July 1, 1921, repairs to all classes of furniture, except such repairs as can be made without removing furniture from its location, will be made at Ancon planing mill under the supervision of the Constructing Quartermaster.

All surplus office and quarters furniture of every description will be stored at Ancon planing mill and carried on accountability of the Superintendent, Supply Department, for physical accounting only and invoiced accordingly.

Requests for repairs to all furniture in service should be covered by Form 431 or Work Request on the Constructing Quartermaster, which should be forwarded to the District Quartermaster for handling. All furniture shipped to the planing mill for repairs will be covered by memorandum receipts to be signed by the foreman upon arrival of the furniture, and a similar receipt will be given upon its return from the mill.

**OFFICE FURNITURE.**

Departments and divisions returning surplus furniture to stock will receive no financial credit therefor. When such furniture is issued, a charge will be made to cover its proportion of the total cost of repairs.

Requisitions for any office furniture will be made on the Superintendent, Supply Department, and forwarded to the Property Bureau, Balboa Heights, for approval prior to issue. If items desired are not on hand, the Property Bureau will endeavor to fill requisition by transfer from other divisions.

**QUARTERS FURNITURE.**

District Quartermasters will inspect and determine what repairs should be made to furniture in quarters. Cost of repairs to such furniture will be charged against operation of quarters.

R. K. MORRIS,  
Chief Quartermaster.

Approved:

JAY J. MORROW,  
Governor.

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., July 2, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon re-

quest of the addressee. Request for forwarding may be made by telephone, calling Balboa 182.

Agnew, Richard Louis	Kaufman, W. K., Box 486
Ahnne, Louis	Klein, Nick
Arbouin, Mrs. E. I. J.	Kruzner, T. Z.
Armond, P. E., Box 48	Laurence, Miss A. J., Box 151
Bayles, Jacob, Box 63	M., Box 151
Blackett, M. D.	Maury, James F.
Brennan, T. H.	Mott, C. F.
Bushnell, Chas. R.	Myrick, S. S.
Clower, Fred	Nicholson, Ernest
Corregan, Miss Margaret	Roberts, Mrs. A. J.
Davis, Miss Mary	Rodrigues, D. M.
Demuth, E. J., Box 448	Rodriguez, Leopold
Duevedo, Mrs. Manola	Ryce, W. H., Box 775
Earl, E., Box 1819	Samson, Wilfred G.
Garrigan, L. G.	Scott, Miss Wilhelmina
Geewzus, Carlos	Stigler, Miss Adele
Hale, P. A., Box 827	Stone, Miss Elsa
Hensley, Grover	Symons, William F.
Holmes, J. G., Box 323	Torres, Herminio
Honolulu Plantation Co.	Whisler, Enoch, Box 54
Housel, Charlotte	Wiggins, Miss Lois
Isaac, John J.	

\* Paper. \* Registered letter.

**Information Wanted.**

Any person on the Isthmus having information as to the whereabouts of 2 steamer chairs, 1 child's desk with chair, 2 Crex rugs, and 2 velvet table runners, which are said to have belonged to the late Frederic Hugo Stephens at his death, is requested to communicate the same to the Administrator of Estates, Balboa Heights (telephone 182, Balboa).

**Administrator's Sale.**

The Administrator of Estates, room 301, Administration Building, Balboa Heights, will accept written bids up to noon Tuesday, July 26, 1921, for the purchase of certain personal property belonging to the estate of Frederic Hugo Stephens, deceased American employee of The Panama Canal. The articles to be sold comprise a wardrobe, bookstand, medicine chest, child's desk, children's games and toys, men's and ladies' wearing apparel, dishes, kitchen and laundry utensils, wall pictures, 30 furniture cushions, over 200 periodicals, and other miscellaneous household and personal effects; all of which may be examined during regular business hours at the Administrator's office. Complete detailed lists of the property offered for sale will be found posted at the Canal Zone post offices and clubhouses and may be obtained from the Administrator.

Bids may embrace the entire lot of effects or cover individual articles only. They should be submitted to the Administrator of Estates in sealed envelopes marked "Bid on Effects of Frederic Hugo Stephens, deceased." No advance deposit of money with bids is required, and the Administrator reserves the right to reject any or all bids.

**Additions to Commissary Stock.\*****Grocery Section.**

Milk, condensed, Nestle's, 14-oz. tin.....	\$0.25
Milk, evaporated, St. Charles, 16-oz. tin....	.17

**Hardware Section.**

Ladles, soup, aluminum, ea.....	.85
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**COMMISSARY NOTES.****Books.**

Books received:

"The Ne'er Do Well," "Main Street," "Miss Lulu Bett," "Rebecca of Sunnybrook Farm," "Natural Law of Spirit World."

**Ancon Tailor Shop Discontinued.**

It having been decided to discontinue operating the Ancon tailor shop, commissary patrons are notified that no orders can be accepted after the close of business, July 15,

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XIV.

Balboa Heights, C. Z., July 20, 1921.

No. 49.

## Departure of Special Panama Canal Commission.

The Special Commission appointed by the Secretary of War to report upon existing conditions relating to the care, maintenance, sanitation, operation, and government of The Panama Canal and the Canal Zone, which arrived on the Isthmus on June 18, has completed its investigations, and sailed for New York on the United Fruit Company's steamer *Tolosa*, leaving Cristobal July 20.

BALBOA HEIGHTS, C. Z., July 19, 1921.

Col. J. J. MORROW,

Governor, The Panama Canal,  
Balboa Heights, Canal Zone.

MY DEAR GOVERNOR:

The Committee is leaving the Canal Zone after a stay of over a month, during which time we have been forced to call upon you and your assistants, and in fact upon the entire Canal force, for data and general information far in excess of the ordinary demands. This work has undoubtedly been a considerable tax upon your personnel, but has been furnished promptly and well prepared as soon as the requirements were understood.

I wish that you would express to all concerned the appreciation of the Commission for the courtesy with which they have been received and for the prompt and willing compliance with all calls upon their time and knowledge.

Very sincerely,

WM. D. CONNOR,  
Brigadier General, U. S. A.,  
Chairman, Special Panama Canal Commission.

## Slide in Gaillard Cut.

A movement in an old slide on the east side of Gaillard Cut about half a mile north of East Culebra slide occurred in the afternoon of July 14, carrying a mass of soft rock and earth toward the Canal, of which about 100,000 cubic yards entered the prism. When the movement ceased there was some shoaling entirely across the Canal, but a channel was left adjacent to the west bank about 100 feet wide and 30 feet deep. Two dipper dredges were at once put at work to remove the obstruction. Navigation was not interrupted. On July 16, 13 vessels passed through the Canal, including the battleships *Nevada*, *Oklahoma*, and *Arizona*, carrying the American Mission to Peru. By July 19 the dredges had extended the channel to a width of 175 feet and a depth of 35 feet. There has been no further movement of the slide since July 14.

## Kosmos Line to Resume Service.

Advice has been received that the Kosmos Line will inaugurate a service between Europe and the west coast of South America via the Panama Canal at the end of the current year with two motor ships equipped with Diesel engines.

Classification of Cargo Passing Through the Panama Canal, Showing Origin and Destination of Same, Month of June, 1921.  
 COMMODITY STATISTICS.

ATLANTIC TO PACIFIC.

(Figures represent tons of 2,240 pounds.)

Commodity.	FROM—										TO—					
	East coast of South America.	East coast of Canada.	East coast of Mexico.	Cristobal, C. Z.	Other Europe.	British Isles.	East coast of United States.	West coast of South America.	West coast of United States.	Far East.	Australasia.	West coast of Canada.	West coast of Central America.	Balboa, C. Z.	West coast of Mexico.	
Aerated waters.....	43						43		43							
Agricultural implements.....	957				8	27	922	283	154		520					
Asphalt.....	455						455	235		220						
Automobiles.....	118			6	12	3	97	51		8			6			
Beeswax.....	300						300		300							
Borax.....	4				4					300						
Cacao.....	106					106						15				
Canned goods:																
Fish.....	62				8		54	8	54							
Fruit.....	70			70				70								
Meat.....	200					200			200							
Milk.....	220						220	220								
Vegetables.....	550						300	300	300			250				
Cement.....	5,394			74	2,856	649	1,815	5,276	38	80						
Cereals.....	46						46	46	46							
Chemicals.....	193			5	15	47	126	86	5	57	20	5				
Chocolate.....	23						23		23							
Coal.....	15,455						15,455	7,227	25	2,673		1,745			3,785	
Coffee.....	581						106		424	157						
Cold storage (lard).....	134			134				134								
Cork.....	12			12												
Cotton, raw.....	11,997						11,997		11,997							
Cotton seed.....	140				56	84	55	55	84							
Cotton seed oil.....	55						55									
Earthenware.....	12					12						12				
Explosives.....	39						39		39							
Flour.....	47						47		47							
Glassware.....	1,604			20	1,574		30		30	30						
Hats.....	1						1		1							
Lanoleum.....	265						265		265							
Liquors.....	437				218	163		201	11							
Lumber.....	121			56			121	121		27		108				



PACIFIC TO ATLANTIC.  
(Figures represent tons of 2,240 pounds.)

Commodity.	From—							To—					
	Hawaiian Islands.	West coast, Central America.	West coast of Canada.	Australasia.	Far East.	West coast of United States.	West coast of South America.	United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	East coast of South America.
Alcohol.....						119		119					
Automobiles.....		5		3					3	5			
Auto accessories.....						20		20		3			
Balsa.....							150	150					150
Balsam.....		4								4			
Bark:													
Casaca.....							5				5		
Graproot.....						2		2					
Orechilla.....							30		30		30		
Peruvian.....							31				1		
Quillay.....							269			269			
Barley.....				27		15,512	3,393		10,859	8,073			
Beans and peas.....				1,200	100	1,215	1,004	1,550	1,200	652	20	97	
Beeswax.....													
Cacao.....				41				547	41	423	2,878		
Canned goods:													
Fish.....						2,867							
Fruit.....	795		780			4,104		2,812		827			
Meat.....				32		4,478		4,478		232			
Milk.....				116		230		230		116			
Other.....				89		468		468		89			
Coffee.....						1,175	6	1,175			6		
Cold storage:		8,049					3,035	1,743	3,517	5,454			370
Beef.....	11,192			11,192					11,192				
Butter.....	259			259					259				
Casein.....	204			204					204				
Cheese.....	3,941			3,941					3,941				
Mutton.....	12,914			12,914					12,914				
Tallow.....	1,603			1,573		30		30	1,573				
Other.....	4,512			4,484		28		28	4,484				
Copra.....	750				750			750					
Corn.....	300						300			300			
Cotton, raw.....	1,141					100		100			340		
Cotton seed.....	1,704												
Cotton seed oilcake.....	836												
Explosives.....	5					5		5					
Flour.....	5,217					5,217			2,500	2,659			

Fruit:	2,872	2,872	1,500	1,372	1,500	1,372
Dried.....	1,374	1,374	1,374	1,374	1,374	1,374
Fresh.....	27	27	1	7	1	7
Gum, Kauri.....	8	8	96	75	96	75
Hais.....	171	171	564	228	564	228
Hay.....	564	564	80	32	80	32
Hemp.....	238	238	32	22	32	22
Horns and hoofs.....	80	80	2,932	950	2,932	950
Iodine.....	32	32	5	7	5	7
Ivory nuts.....	2,932	2,932	100	30,388	31,402	31,402
Leather.....	7	7	30	30	30	30
Liquors.....	7	7	5	5	5	5
Lumber.....	31,402	31,402	1	1	1	1
Manufactured goods:						
Iron and steel.....	30	30	4,757	3,712	5,975	1,000
Machinery.....	5	5	36	17	36	17
Textiles.....	2	2	1,350	1,350	1,160	190
Other.....	1	1	145	145	165	404
Metals:						
Copper.....	9,525	9,525	58,801	58,801	48,106	5,020
Gold and silver.....	37	37	2	2	2	2
Lead.....	53	53	10	10	1,361	7,248
Tin.....	1,350	1,350	7,248	7,248	3,345	2,830
Milk, powdered.....	549	549	6,175	6,175	950	950
Nitrate.....	58,801	58,801	1,030	1,030	1,000	30
Oil:						
Crude.....	2	2	145	145	3	140
Coconut.....	1,361	1,361	795	795	5,000	40
Refined.....	7,248	7,248	1,400	1,400	540	255
Vegetable.....	3	3	120	120	1,400	1,400
Oats.....	6,175	6,175	17	17	17	120
Oatons.....	950	950	2	2	2	2
Ores:						
Copper.....	1,030	1,030	137	6,299	882	7
Gold and silver.....	145	145	28	28	28	5,554
Iron.....	5,040	5,040	5	5	5	5
Tin.....	795	795	250	250	36	250
Zinc.....	1,400	1,400	40	355	40	40
Other.....	120	120	1,112	271	831	62
Paper.....	17	17	8,200	2,618	9,214	1,004
Peanuts.....	2	2				
Potatoes.....	2	2				
Rice.....	6,436	6,436				
Rubber.....	28	28				
Rubber, raw.....	5	5				
Rye.....	250	250				
Seed (mustard).....	36	36				
Silk.....	40	40				
Skins and hides.....	1,970	1,970				
Sugar.....	10,821	10,821				

(Continued on page 764, column 2.)

**MOVEMENTS OF OCEAN VESSELS.**  
*Week ending at midnight July 16, 1921.*

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
West Nomen- tum.....	6-27	13.17	10	8.10	10	15.10	10	16.05	American	Colombian Maritime Co.	190.0	29.0	11.2	Cristobal	Buenaventura.	Ballast.....	741	350	
Pleades.....	9	21.00	10	11.55	10	18.22	10	19.10	American	Sudden & Christensen.	410.0	54.0	17.1	Liverpool	Los Angeles..	General.....	483	6,533	
Urubamba.....	10	12.30	10	13.46	10	21.00	10	22.35	American	Lukenbach Line.	331.0	47.0	19.3	New Orleans	San Francisco	General.....	2,558	4,147	
Eastern Planet	5	15.20	11	6.00	11	14.00	11	14.00	Peruvian	Peruvian Steamship Co.	331.0	41.0	19.8	Cristobal	Callao.....	General.....	296	4,803	
Somersetshire.	12	7.48	12	6.38	12	14.40	12	15.40	British	Libby Brothers.	384.0	51.0	26.6	New York.	Lyttleton.....	Oil and general.	5,085	6,253	
Author.....	10	7.48	12	6.38	12	14.40	12	15.40	British	Harrison Line.	450.0	57.0	17.0	London.....	Vancouver.....	General.....	181	8,669	
Canadian Spib- ner.....	12	2.50	12	7.45	12	14.52	12	15.40	British	Harrison Line.	423.0	53.0	19.0	Liverpool.	San Francisco	General.....	2,500	6,352	
Manavi.....	8	3.36	12	8.21	12	16.44	12	18.18	British	Canadian Government.	400.0	52.0	25.0	New York	Brisbane.....	General.....	6,000	5,871	
Western Knight	8	13.38	13	6.05	13	13.07	13	14.18	British	Pacific Steam Navigation Co.	216.0	35.0	11.7	Cristobal	Guayaquil.....	General.....	62	1,357	
City of Lincoln.	12	1.20	13	6.20	13	15.50	13	18.25	American	Pacific Steamship Co. (S. B.).	426.0	54.0	25.0	New York	Pearl Harbor.	Coal for Navy..	6,755	6,546	
San Blas.....	12	18.07	13	6.48	13	16.50	13	18.25	British	Hall Steamship Line.	422.0	53.0	23.6	New York	Auckland.....	General.....	4,025	7,026	
Almirante.....	.....	.....	13	6.55	14	11.30	14	13.40	Panaman.	Panaman Government.	110.0	21.0	.....	Colon	Balboa.....	.....	.....	.....	
Jules Michellet <sup>2</sup>	.....	.....	13	6.55	14	11.30	14	13.40	Panaman.	Panaman Government.	110.0	21.0	.....	Colon	Balboa.....	.....	.....	.....	
Katrina Luck- enbach.....	12	6.45	13	6.40	13	14.37	13	17.55	French.	French Government.	485.0	70.0	28.0	Porto Barrios.	Callao.....	.....	.....	.....	
Adventress <sup>1</sup> .	7	15.22	13	6.50	13	16.02	13	18.45	American	Lukenbach Line.	485.0	70.0	28.8	New York	San Francisco	General.....	5,000	8,508	
Dolphin <sup>4</sup> .	13	16.15	14	6.25	14	15.10	14	18.45	American	G. L. Seaburg.	60.0	14.0	9.0	New York	Tahiti.....	.....	16	23	
Denmark Maru	9	14.30	14	7.55	14	14.15	14	17.05	Japanese.	Kawasaki Kisen Kaisha.	385.0	51.0	18.6	Cristobal	Balboa.....	General.....	1,700	5,926	
Jamatac.....	14	9.07	14	9.43	14	15.57	14	17.05	Japanese.	Pacific Steam Navigation Co.	220.0	34.0	14.2	Galveston.	Yokohama.....	General.....	682	1,157	
Henry S. Grove	12	5.35	15	9.37	15	16.49	15	21.15	British	Ath. Gulf & Pacific S. S. Corp.	404.0	54.0	26.6	Mobile	Tumaco.....	General.....	6,000	6,753	
Empire State.....	15	8.37	15	10.45	15	19.05	15	22.47	American	Pacific Mail Steamship Co. (S. B.).	516.0	72.0	24.1	Baltimore.	San Francisco	General.....	30,15	256	
Arizona.....	14	23.45	15	12.07	15	19.43	16	14.25	American	United States Navy.	608.0	97.0	29.6	New York	Callao.....	.....	.....	.....	
Okahoma <sup>5</sup> .	16	6.29	16	6.50	16	17.52	16	18.28	American	United States Navy.	583.0	95.0	29.0	New York	Callao.....	.....	.....	.....	
Huasco.....	16	6.37	16	6.55	16	18.06	16	19.28	American	United States Navy.	379.0	44.0	21.8	Cristobal	Valparaiso.....	General.....	420	4,552	
La Paz.....	13	13.35	16	8.10	16	19.42	16	19.50	Chilean.	South American Steamship Line.	416.0	54.0	16.0	Rotterdam.	Valparaiso.....	General.....	2,190	7,216	
Willbald.....	15	6.17	16	8.09	16	20.46	16	21.57	British	Pacific Steam Navigation Co.	470.0	58.0	24.11	New York	Shanghai.....	General, cotton.	3,659	7,983	
Salvador.....	11	23.45	16	10.00	16	21.35	16	22.32	American	Williams Steamship Co.	434.0	53.0	22.0	New York	Los Angeles..	General.....	4,000	7,167	
Keifuku Maru.	16	7.15	16	10.18	16	21.45	16	22.53	Japanese	Kawasaki Dockyard Co.	385.0	51.0	27.0	Cristobal	Champetle.....	General.....	7,500	5,919	
San Joaquin.....	16	10.05	16	11.25	16	22.18	17	18.43	Norwegian.	W. Wilhelmsen.	425.0	57.0	17.7	Tampico.....	Port San Luis	Ballast.....	7,059	5,043	

<sup>1</sup> Battleship.

<sup>2</sup> Gunboat.

<sup>3</sup> Yacht.

<sup>4</sup> Cruiser.

<sup>5</sup> Launch, towing *San Blas*.



MOVEMENTS OF OCEAN VESSELS.—Continued.

PORT OF CRISTOBAL—continued.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
July 16.	Hannibal	United States Navy	Grand Cayman.	July 14.	Skaola	United Fruit Co.	New York.
July 16.	Benedict	Booth Steamship Co.	Liverpool via wayports.	July 14.	Santa Marta	United Fruit Co.	Puerto Colombia.
				July 14.	Allianca	Panama Railroad Steamship Line.	New York.
				July 14.	Heredia	United Fruit Co.	New Orleans via Bocas del Toro.
				July 15.	Buenos Aires.	Spanish Line.	Puerto Colombia.
				July 16.	San Bruno.	United Fruit Co.	Boston.
PORT OF BALBOA.							
July 10.	Seiyo Maru	Toyo Kisen Kaisha	Hongkong.	July 12.	Pa'ita	Peruvian Government.	Callao.
				July 12.	Seiyo Maru	Toyo Kisen Kaisha.	Valparaiso.
				July 15.	Espana	Spanish Government.	Callao.

\*Other than ships passing through the Canal.

COMMODITY STATISTICS.—PACIFIC TO ATLANTIC—Continued from page 761.

(Figures represent tons of 2,240 pounds.)

Commodity.	From—							To—						
	Total.	Hawaiian Islands.	West coast of Central America.	West coast of Canada.	Australasia.	Far East.	West coast of United States.	West coast of South America.	East coast of United States.	British Isles.	Other Europe.	Cristobal, C. Z.	West Indies.	East coast of South America.
Tea.....	590					560	2	30	590					
Tobacco.....	62				60			93	62					
Walnuts.....	140			47					140					
Wheat.....	58,261					425	55,260	3,001	22,546	35,715				
Wool.....	4,623				2,164		1,980		2,459	2,164				24
General.....	24,220		15	457	562	4,136	14,299	4,751	19,219	4,322	89	566		
Totals.....	335,136	849	8,104	3,256	45,474	16,735	157,408	103,310	147,808	100,913	66,349	13,603	5,659	744

### Norwegian Shipping and the Panama Canal.

The following is a statement of the Norwegian vessels passing through the Panama Canal in either direction during each fiscal year since the inauguration of traffic in August, 1914.

Year.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
1915.....	16	26	42
1916.....	19	26	45
1917.....	74	76	150
1918.....	145	151	296
1919.....	56	72	128
1920.....	46	60	106
1921.....	76	64	140
Totals.....	432	475	907

It will be noted that the transits were most numerous during the 2 last years of the war, 1917 and 1918. The following year, 1919, was marked by a sharp decline, which continued through 1920. There was an increase in 1921, but the figures are still far below the 1918 peak. Passages from Pacific to Atlantic have exceeded those in the opposite direction, but the difference is not great.

#### NORWEGIAN SHIPPING USING THE PANAMA CANAL DURING THE FISCAL YEAR, 1921 SEGREGATION BY TRADE ROUTES.

Trade route.	Vessels.	Cargo tons.
Mexico to west coast of South America.....	22	205,666
West coast of South America to Mexico.....	23	.....
Mexico to Balboa.....	2	19,500
Balboa to Mexico.....	2	.....
Mexico to west coast of United States.....	2	19,300
Atlantic and Gulf ports of United States to west coast of South America.....	24	116,038
West coast of South America to Atlantic and Gulf ports of United States.....	21	99,910
Europe to west coast of United States.....	8	32,107
West coast of United States to Europe.....	9	61,577
Europe to west coast of South America.....	7	17,769
West coast of South America to Europe.....	8	48,912
Atlantic and Gulf ports of United States to Australasia.....	3	16,250
East coast of United States to west coast of United States.....	3	.....
East coast of South America to west coast of United States.....	3	.....
East coast of South America to west coast of South America.....	2	108
West coast of United States to Cuba.....	1	750
Totals.....	140	637,887

Of the 140 voyages through the Canal under the Norwegian flag in 1921, 51 were made by a fleet of four tankers under time charter to an American oil company and used in the trade between the Mexican oil fields and South America, with occasional voyages from Mexico to Balboa and the west coast of the United States. One of these tankers passed through the Canal 16 times, two 15 times each, and one 5 times. Their return voyages were made in ballast.

In the trade between Atlantic and Gulf ports of the United States and the west coast of South America 17 of the 24 southbound vessels carried coal cargoes. Of the 21 northbound vessels 10 carried nitrate, 3 copper bars, 1 copper and silver ore, 1 sugar, 1 cacao, and 4 general cargo.

In the trade between Europe and the west coast of South America all of the 8 northbound vessels carried nitrate cargoes.

The majority of the sailings in the trade between Europe and the west coast of the United States were due to a fleet of 3 modern motor

\*This is the second of a series of articles on trade through the Panama Canal under different national flags during the fiscal year 1921.

†Total includes 1 vessel in ballast.

ships maintaining a regular bimonthly service. Two of these motor ships passed through the Canal 5 times during the year, and one 4 times. Of the 9 cargoes from the west coast to Europe 2 were wheat, 2 flour, 2 general, 1 barley, 1 barley and general, and 1 flour and general.

Of the 3 cargoes from the United States to Australasia 2 were sulphur shipped from Gulf ports and 1 case oil shipped from New York.

The principal Norwegian owners interested in the Canal traffic during 1921 were: Wilh. Wilhelmsen whose vessels made 55 transits; Fred Olsen & Co., 14; Bruusgaard Kiosteruds Dampskibsaktieselskab, 9; Grefstads Rederi, 6; and Nordenfjeldske Dampskibsselskab, 5.

### Commercial Traffic Through the Panama Canal for the Fiscal Year 1921, by Nationality of Vessels.

Below is shown in tabular form the commercial traffic through the Panama Canal for the fiscal year 1921, by nationality of vessels. An analysis of this traffic shows American and British vessels far in the lead of those of any other nation. In cargo tons, American vessels carried approximately 45 per cent of the total traffic passing through the Canal, and British vessels 32 per cent, with Japanese vessels third with approximately 7 per cent, and Norwegian vessels fourth with a little less than 6 per cent. The vessels of these four countries carried 89 per cent of the commercial cargo through the Canal.

For 1921, the tons of cargo passing through the Canal was greater by 23½ per cent than for any previous fiscal year. The tonnage and tolls have kept pace with the cargo; the tolls for the past fiscal year, exceeding by \$2,762,956.46, or 32½ per cent, the greatest amount collected during any preceding fiscal year.

	No. of ships.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Belgian.....	2	6,309	8,092	10,144	6,188	\$7,886.25	12,700
Brazilian.....	1	3,511	4,566	5,472	3,523	4,388.75	6,700
British.....	970	3,230,830	3,965,613	5,035,686	3,150,061	3,976,395.33	3,721,932
Chilean.....	63	104,727	159,727	201,231	116,413	147,023.75	61,737
Chinese.....	4	10,564	12,098	16,645	10,624	13,187.10	14,400
Costa Rican.....	16	2,606	2,784	2,983	1,971	2,952.78	2,112
Cuban.....	1	578	702	1,050	577	722.50	1,200
Danish.....	60	197,504	236,512	287,579	188,667	241,411.86	322,059
Dutch.....	50	185,561	248,801	279,261	182,151	229,248.94	216,488
Finnish.....	2	4,293	4,281	4,620	4,361	5,137.20	7,101
French.....	44	143,113	155,889	204,727	134,638	164,575.94	132,836
German.....	19	51,561	67,334	81,023	50,421	62,908.95	73,837
Italian.....	25	82,610	102,783	147,507	87,689	103,206.60	47,988
Japanese.....	136	538,205	613,245	808,961	527,693	655,176.51	758,617
Jugo-Slav.....	2	3,902	4,508	6,370	4,068	4,877.50	8,325
Mexican.....	4	4,133	5,032	5,884	3,553	4,354.36	3,785
Norwegian.....	140	462,890	548,227	719,138	453,777	523,311.94	637,887
Panamanian.....	8	1,382	1,370	1,568	1,340	1,463.50	1,500
Peruvian.....	60	86,786	157,495	239,045	127,292	107,160.64	105,322
Russian.....	4	9,725	11,279	15,844	8,641	12,156.25	11,343
Spanish.....	44	101,141	117,400	155,150	100,995	118,548.41	143,076
Swedish.....	25	74,665	113,661	119,810	90,134	93,331.25	128,919
United States.....	1,212	4,037,270	4,874,477	6,172,717	3,984,464	4,797,463.60	5,179,350
Totals.....	2,892	9,343,866	11,415,876	14,522,415	9,239,241	11,276,889.91	11,599,214

In addition to the commercial traffic, as shown above, 426 Government vessels transited the Canal during the fiscal year, with tonnage as follows:

Panama Canal net tonnage.....	467,503
Displacement tonnage.....	898,663

These vessels transited the Canal free of tolls, carrying 453,769 tons of merchandise.

\*Displacement tonnage represents battleships, cruisers, etc., where Panama Canal tonnage is not obtainable.

### Repairs to French Cruiser.

The French cruiser *Jules Michelet*, while transiting the Canal on the 13th instant, en route with the mission to attend the Centennial Celebration of the Republic of Peru, was damaged by striking the bank of the Canal, just north of Gamboa, at about 10.45 a. m., on account of steering gear failure.

The Mechanical Division was informed by telephone a few hours later that dry-docking would be necessary, and immediately arrangements were made for a representative of the division to board the vessel at Miraflores Locks to obtain the docking plans and such information as was available regarding the nature and extent of the damage.

Preparations were promptly made for docking the cruiser. It was necessary to refloat the dredge *Gamboa*, which was then in the dry dock. The cruiser was docked late in the afternoon of July 14 and everything was in readiness, so that within 15 minutes after the dock was unwatered and pumping stopped, work was commenced on the damaged hull. The vessel was undocked 48 hours later.

The damage consisted of several bad dents in the shell plating, and a number of frames sprung; also the forward end of the starboard bilge keel was badly bent and torn. Several compartments were flooded through the opened seams and rivet holes.

The repair work, which was of a temporary nature as requested by the commanding officer, consisted of cutting out and redriving several hundred loose rivets, and calking seams from E to H strake, starboard side, from frames 16 to 40; installing 5/16-inch doubling plate on G-H strake from frames 25 to 31; installing wood filler and 3/16-inch chafing plate under the bottom of the armor belt, frames 12 to 40; pouring concrete in the wake of the worst damage at seam on G-H strake from frames 12 to 20, and from the protective deck to the first stringer at bulkheads 20, 24, and 27. Also the ragged portion of the bilge keel was burned off and the edges riveted and welded up.

The commanding officer of the vessel expressed himself in a letter to the Superintendent of the Mechanical Division, as being highly pleased with the work performed and gratified at the speed with which it was handled.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 16, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Speaker.....	Harrison Line.....	July 2.....	July 2.....	.....	24
Hawkeye State.....	United States Shipping Board.....	July 3.....	July 3.....	.....	5
Ansaldo San Giorgio II.....	Societa Nazionale di Navigazione.....	July 4.....	July 5.....	1	.....
Jamaica.....	Pacific Steam Navigation Co.....	July 4.....	July 4.....	1	.....
Neptune.....	United States Navy.....	July 3.....	July 5.....	3	.....
Panama.....	Panama Railroad Steamship Line.....	July 6.....	.....	1,000	.....
Newport.....	Pacific Mail Steamship Co.....	July 7.....	July 7.....	.....	13
Ansaldo IV.....	Societa Nazionale di Navigazione.....	July 7.....	July 7.....	101	.....
Manavi.....	Pacific Steam Navigation Co.....	July 7.....	July 8.....	10	.....
Laura C. Hall.....	Pacific Metals Transportation Co.....	July 7.....	July 8.....	8	.....
Laura C. Hall.....	Pacific Metals Transportation Co.....	July 9.....	July 9.....	.....	67
Seiyo Maru.....	Toyo Kisen Kaisha.....	July 10.....	July 12.....	686	.....
Salvador.....	Pacific Steam Navigation Co.....	July 10.....	July 10.....	3	.....
Huasco.....	South American Steamship Line.....	July 12.....	July 12.....	80	.....
San Jose.....	Pacific Mail Steamship Co.....	July 14.....	July 15.....	7	.....
Point Bonita.....	Pacific Mail Steamship Co.....	July 15.....	July 16.....	203	.....
Jamaica.....	Pacific Steam Navigation Co.....	July 15.....	July 15.....	4	23
Empire State.....	United States Shipping Board.....	July 16.....	July 16.....	.....	2
Cauca.....	Pacific Steam Navigation Co.....	July 16.....	July 16.....	2	.....

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 16, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo--	
				Discharged.	Laded.
				Tons.	Tons.
Caribbean	Panama Railroad Cattle Industry.		July 10.		107½
Metapan	United Fruit Co.	July 10.	July 10.	(¹)	72
Urubamba	Peruvian Steamship Line.		July 11.		312
Advance	Panama Railroad Steamship Line.		July 11.		891
Somersetsshire	Pacific Steam Navigation Co.	July 10.	July 12.	5	(²)
Manavi	Pacific Steam Navigation Co.		July 13.		2½
Heredia	United Fruit Co.	July 11.	July 14.	987	223
Salvador	Pacific Steam Navigation Co.	July 11.	July 16.	813	396½
Jamaica	Pacific Steam Navigation Co.	July 12.	July 15.	122½	123½
Ulua	United Fruit Co.	July 12.	July 13.	560	164
Buenos Aires	Spanish Line.	July 12.	July 15.	350	492
Metapan	United Fruit Co.	July 13.	July 13.	3	10
Columbia	N. O. & S. A. S. S. Co.	July 13.	July 13.	610	263
Sixola	United Fruit Co.	July 13.	July 14.	48	½
Allianza	Panama Railroad Steamship Line.		July 14.		1,392
Santa Marta	United Fruit Co.	July 13.	July 14.	39	683
Huasco	Chilcan Steamship Line.	July 13.	July 16.	243	415
Ucayali	Peruvian Steamship Line.	July 14.		968	
San Jose	Pacific Mail Steamship Co.	July 15.		243	
La Paz	Pacific Steam Navigation Co.	July 15.	July 16.	39	(³)
Venezuela	Pacific Mail Steamship Co.	July 15.		63	
San Bruno	United Fruit Co.	July 16.	July 16.	25	8
Point Bonita	Pacific Mail Steamship Co.	July 16.		573	
Benedict	Pacific Steam Navigation Co.	July 16.		120	
Hector	Royal Netherlands W. I. Mail	July 16.		294	

¹ No cargo discharged.

² No cargo laded.

**A Statement of Commercial Traffic Through the Panama Canal from its Opening to Date.**

Herewith is given a comparative statement of the commercial traffic passing through the Panama Canal from its opening on August 15, 1914, to June 30, 1921. In the instances where tonnage figures have been omitted, it is due to incomplete records being kept during the early years of Canal traffic.

	No. of ships.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
July, 1920	225	705,643	856,798	1,109,079	702,951	\$842,312.05	886,814
August, 1920	266	782,415	951,345	1,208,471	770,320	936,209.44	1,040,740
September, 1920	256	832,742	1,008,785	1,293,470	817,810	1,010,150.63	1,009,557
October, 1920	238	762,013	935,579	1,190,936	754,540	911,825.58	991,066
November, 1920	238	765,817	929,875	1,184,072	756,223	933,912.11	984,910
December, 1920	265	832,407	1,027,918	1,298,864	823,758	1,007,849.32	1,076,539
January, 1921	279	894,689	1,094,323	1,383,778	883,362	1,095,857.46	1,177,053
February, 1921	241	763,925	916,838	1,179,979	752,022	917,412.49	952,904
March, 1921	255	924,309	1,112,818	1,417,220	917,441	1,105,536.55	1,084,563
April, 1921	227	771,116	955,503	1,203,087	757,576	927,977.09	907,613
May, 1921	210	694,896	864,617	1,092,602	692,747	835,882.77	792,735
June, 1921	192	613,894	761,477	960,857	610,491	751,964.12	694,720
Fiscal year, 1921.	2,892	9,343,866	11,415,876	14,522,415	9,239,241	11,276,889.61	11,599,214
Fiscal year, 1920.	2,478	7,089,230	8,546,044	11,059,819	7,037,875	8,513,933.15	9,374,499
Fiscal year, 1919.	2,028	5,193,812	6,145,094	7,876,603		6,172,828.59	6,946,540
Fiscal year, 1918.	2,068	5,440,114	6,584,073	9,371,339		6,438,855.55	7,533,031
Fiscal year, 1917.	1,806		5,817,607	8,530,821		5,631,781.66	7,083,045
¹Fiscal year, 1916.	1,760		2,385,284	3,596,529		2,399,830.42	3,063,371
²Fiscal year, 1915.	1,072		3,772,167	5,416,787		4,343,383.69	4,926,145

¹ Canal was closed to traffic from September 18, 1915, to April 15, 1916.

² Canal was opened to commercial traffic August 15, 1914.

**Postal and Cable Addresses of The Panama Canal.**

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

Mail for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the week ended July 16:

Steamship *Western Knight*, line up and adjust main engine; repair crosshead slipper; *Katrina Luckenbach*, open up main turbines for inspection and repair as necessary; French cruiser *Jules Michelet*, dock; repair hull where damaged; repair hull zincs; repair sea valves; repair propellers and shafts; connect ship to salt water line; manufacture adapters for fire hose; steamship *Panama*, reboiling and general overhaul; tug *Cocoli*, manufacture 3 eccentric rods for generators, and electric weld back end of boilers; steamship *Potosi*, open up and repair throttle; motor schooner *Laura C. Hall*, muffler repairs; launch *P-1*, rebuilding of hull; dredge *Gamboia*, dock, stage, clean and paint bottom; open up, clean, grind in, and repack sea valves; install new bottom castings, port and starboard spud wells; renew bad order plates in wake of castings, and repair or renew spud well liners.

#### PREVIOUSLY REPORTED.

Steamships *Guardian*, docking and miscellaneous repairs; *Liberty Land*, miscellaneous engineer's department repairs; supply boat *No. 2*, general repairs and docking; steamship *Paita*, perform miscellaneous wood and pipe work and repair condenser and anchor windlass; scale boilers; tug *Cocoli*, install new engine; steamship *Maricopa*, miscellaneous repairs to boilers, engines, and auxiliary machinery; and docking, cleaning, and painting; launch *Taboga*, general overhaul of hull; U. S. submarines *R-24*, miscellaneous repairs, welding armature cores on main motors to spiders, and stiffening motor frames and foundations; *R-26*, general repairs and docking.

The following vessels were at the Cristobal shops for repairs during the week ended July 18:

Steamships *Cristobal*, *Allianca*, *General W. C. Gorgas*, and *General O. H. Ernst*, miscellaneous repairs and painting to engine, deck, and steward departments; *Cauca*, dock and undock; clean and paint bottom; pack stern gland; clean sea inlets; weld pinhole in tank top; get crane at 3 p. m. to lift 30 fathoms of chain to dock; fit new checks on port boiler; *Solana*, supply two 6-inch cast-iron low-pressure gate valves; supply two 6-inch cast-iron low-pressure elbows; supply four 6-inch low-pressure screw pipe flanges; supply two lengths of 6-inch low-pressure pipe 16 feet long and threaded on each end to fit the above-mentioned 6-inch flanges; all flanges, elbows, and valves to have 6 holes drilled; supply 48 bolts and nuts to make joints for same; *San Jose*, rebrick and repair baker's drum; make 2 sheet bronze diaphragms for reducing valve in auxiliary steam line; overhaul and put reducing valve in working order; make 3 turns white metal packing for L. P. piston rod main engines; supply machinists and helpers to work in engine department as directed; *West Kedron*, manufacture, fit, and install H. P. piston rod gland; line up piston rod guide and assemble pump, main air pump; *Acajulla*, manufacture one brass attached bilge pump valve chest; *Caribbean*, renew staybolts, nuts, and washers in both port boilers, machinist to repair bilge pump discharge valve and overhaul valve gear forward dynamo; U. S. submarine *O-11*, electric weld headers, U. S. Navy coal barges, make bridles for barges; steamships *Hector*, *Point Bonita*, *Santa Marta*, *Heredia*, and *Metapan*, and launches *Cruces*, *Nard*, and *Mary B*, minor repairs.

#### PREVIOUSLY REPORTED.

U. S. S. *Sciota*, calk 6 leaky rivets in frame No. 2 at 12-foot water line and miscellaneous engine repairs; motor ship *Satoe*, general overhauling, including dry-docking; barge *No. 117*, renewing plates, etc.; steamship *Vera Cruz*, miscellaneous repairs to main engines; U. S. S. *Forse*, miscellaneous repairs, including dry-docking; barge *No. 19*, renewing plates, etc.; U. S. submarine *R-25*, renew defective rivets in engine foundation and general repairs.

### Transportation on Fort Randolph Branch Trains.

Conductors on Fort Randolph passenger trains have called the attention of this office to the fact that occasionally passengers question the right of conductors in refusing to accept certain forms of transportation between 3d Street, Colon, and Cristobal commissary, and between tower "B" and Cristobal commissary.

This is to advise that a cash fare rate of 5 cents has been in effect for some time between the above-named points, the same being paid

to the conductor or collector on the train, who issues cash fare receipt to the passenger. There are no tickets on sale for travel between these points, nor will mileage book or any form of pass be accepted.

### Children at Sewer Openings.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 9, 1921.

*All concerned*—The attention of parents is invited to the extreme danger of permitting children to play in the immediate vicinity of sewers. Gratings have been placed over all sewer openings, but it is impossible to entirely eliminate the dangerous features in open storm drains, as during heavy storms the rush of water is so great that should a child fall or jump in the drain he would probably be knocked unconscious or killed by striking against the gratings covering the openings. The cooperation of all parents is requested to prevent further lamentable accidents.

JAY J. MORROW,  
*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, 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.
James Alexander Maynard.....	36918	Barbados.....	La Boea.....	The Panama Canal....	July 1, 1921.
Eugenio Real, <i>alias</i> Leal.....	57725	Panama.....	Camp Bierd....	Panama Railroad Co...	June 29, 1921.

### Official Circulars.

#### Acting Chief, Police and Fire Division.

THE PANAMA CANAL,  
POLICE AND FIRE DIVISION,  
BALBOA HEIGHTS, C. Z., July 11, 1921.

#### HEADS OF DEPARTMENTS AND DIVISIONS:

Effective July 12, 1921, 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.

C. A. McILVAINE,  
*Executive Secretary.*

Approved:  
JAY J. MORROW, *Governor.*

#### Reserves for Repairs.

THE PANAMA CANAL,  
ACCOUNTING DEPARTMENT,  
BALBOA HEIGHTS, C. Z., July 1, 1921.

#### CIRCULAR No. 308:

*Circular to all concerned*—Reserves for repairs were originated with the intention of writing into monthly operations certain amounts on each piece of equipment in use to build up a reserve for periodic extraordinary repairs and overhauling to avoid charging such heavy repair costs to the jobs on which the equipment happens to be working at the time heavy repairs are necessary. It was intended that small running repairs be charged to current operation.

However, the practice has grown up of charging to the reserve accounts all repairs, large and small, including those made by the Mechanical Division as well as those made by the divisions themselves.

This practice should be discontinued and only extraordinary repairs and overhauling charged to the reserves, and that limited as much as possible to repairs made by the Mechanical Division.

Up to this time the reserve charges have been made by the Accounting Department against the divisions using the equipment, and actual repair costs have been charged to the reserve accounts direct. Effective July 1, 1921, the actual repairs made by one division for another division will be charged to the division for whom the repairs are made, and the latter division will make the debit to the reserve accounts.

In making the allotments, in order to balance the charges between divisions, it has been necessary to allot to the Mechanical Division as a credit the estimated amount of repairs to be made for the various divisions, and to allot a corresponding amount to the other divisions under the heading of "Repairs to Equipment—Mechanical Division," without reference to the charges for reserve for repairs, taking for granted that the actual repair costs will about equal the reserve charges in the course of a year.

Beginning with July both actual repairs and charges for reserves will be shown on the debit side of the detail allotment statements in the spaces provided for that purpose, and on the credit side of the allotment statements will be shown the amount charged to the reserve accounts covering actual repairs, whether those repairs were made by the Mechanical Division, by the division itself, or by some other division.

H. A. A. SMITH,  
*Auditor, The Panama Canal.*

Approved:  
JAY J. MORROW, *Governor.*

## Directory of The Panama Canal.

### Executive Department.

Headquarters, Balboa Heights.

- COL. JAY J. MORROW, U. S. A., Governor.  
M. B. Stevens, Secretary.
- C. A. McILVAINE, Executive Secretary.  
JNO. H. SMITH, Chief Clerk, Executive Office.  
GUY JOHANNES, Chief, Police and Fire Division.  
C. H. CALHOUN, Chief, Division of Civil Affairs.  
A. R. LANG, Superintendent, Division of Schools.  
T. S. BOOZ, General Secretary, Bureau of Clubs and Playgrounds.  
A. C. HINDMAN, District Attorney, Ancon.  
W. F. VAN DAME, Land Agent, Ancon.

### Department of Operation and Maintenance.

(Under immediate direction of the Governor as head of the department.)  
Headquarters, Balboa Heights.

- COL. M. L. WALKER, U. S. A., Engineer of Maintenance.  
MAJ. C. S. RIDLEY, U. S. A., Assistant 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.  
J. J. WALSH, General Foreman, Gatun Dam, Gatun.  
C. J. EMBREE, Office Engineer.  
O. E. MALSBURY, Assistant Engineer, Section of Surveys.  
R. Z. KIRKPATRICK, Chief Hydrographer, Section of Meteorology and Hydrography.  
G. W. GREEN, Municipal Engineer, Division of Municipal Engineering.  
J. M. PRATT, Superintendent, Dredging Division, Paraiso.  
J. G. CLAYBOURN, Assistant Engineer, Dredging Division, Paraiso.  
CAPT. E. P. JESSOP, U. S. N., Marine Superintendent, Marine Division.  
COMDR. F. V. MCNAIR, U. S. N., Captain of the Port, Cristobal.  
LIEUT. COMDR. S. L. HENDERSON, U. S. N., Captain of the Port, Balboa.  
Board of Local Inspectors—COMDR. F. V. MCNAIR, U. S. N., *Chairman*,  
LIEUT. COMDR. S. L. HENDERSON, U. S. N., and LIEUT. HARRY CHAMPENO, U. S. N.  
John J. Walker, Recorder.
- W. I. PENDER, Inspector of Hulls and Boilers.  
F. KARIGER, Pilot in Charge, Lighthouse Subdivision, Gatun.  
COMDR. E. G. KINTNER, Naval Constructor, U. S. N., Superintendent of Mechanical Division, Balboa.  
H. H. EVANS, Assistant Superintendent, Mechanical Division, Balboa.  
G. S. TOWER, Mechanical Engineer, Mechanical Division, Balboa.  
W. H. STONE, Production Superintendent, 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. (P. R. R.)  
J. B. FIELDS, Constructing Quartermaster.  
M. D. SMITH, General Storekeeper, Balboa.  
J. H. K. HUMPHREY, Superintendent, Cattle Industry, Cristobal. (P. R. R.)  
B. C. POOLE, District Quartermaster, Ancon-Balboa, Balboa Heights.  
J. M. KING, District Quartermaster, Cristobal-Gatun, Cristobal.  
C. PETERS, District Quartermaster, Pedro Miguel.  
A. P. E. DOYLE, Printer, The Panama Canal Press, Mount Hope.

### Accounting Department.

Headquarters, Balboa Heights.

- H. A. A. SMITH, Auditor.  
ELWYN GREENE, Assistant Auditor on the Isthmus.  
R. W. GLAW, Paymaster.  
A. H. MOHR, Collector.

**Health Department.**

Headquarters, Balboa Heights.

- COL. H. C. FISHER, U. S. A., Chief Health Officer.  
 DR. D. P. CURRY, Assistant Chief Health Officer.  
 SURG. W. C. RUCKER, U. S. P. H. S., Chief Quarantine Officer.  
 COL. L. T. HESS, U. S. A., Superintendent, Ancon Hospital, Ancon.  
 MAJ. T. J. LEARY, U. S. A., Superintendent, Colon Hospital, Cristobal.  
 DR. LOUIS WENDER, Superintendent, Corozal Hospital, Corozal.  
 MAJ. E. A. BOCOCK, Superintendent, Santo Tomas Hospital (Panama), Ancon.  
 DR. HENRY GOLDTHWAITE, Health Officer of Panama, Ancon.  
 DR. J. L. BYRD, Health Officer of Cristobal-Colon, Cristobal.  
 DR. C. A. HEARNE, Quarantine Officer, Cristobal.  
 DR. J. D. H. ODOM, Quarantine Officer, Balboa.

**Courts.**

- CHARLES KERR, District Judge, Ancon.  
 MIGUEL A. OTERO, Marshal, Ancon.  
 E. M. GOOLSBY, Clerk, Ancon.  
 J. S. CAMPBELL, Assistant Clerk, Cristobal.  
 J. W. BLACKBURN, Magistrate, Balboa.  
 R. A. WADE, Magistrate, Cristobal.

**Wage and Complaints Board.**

Balboa Heights.

*Wage Board:*

- MAJ. C. S. RIDLEY, representing The Panama Canal.  
 W. C. HUSHING, representing employees.

*Board on Complaints Concerning Working Conditions:*

- MAJ. C. S. RIDLEY, and Head of Department or Division interested, representing  
 The Panama Canal.  
 W. C. HUSHING, and HARVEY MCCONAUGHEY, representing employees.

**The Panama Canal in the United States.**

Headquarters, Old Land Office Building, 7th and "E" Streets NW., Washington, D. C.

- A. L. FLINT, General Purchasing Officer and Chief of Office.  
 RAY L. SMITH, Assistant to the Chief of Office.  
 E. D. ANDERSON, Chief Clerk, Purchasing Department.  
 B. F. HARRAH, Assistant Auditor.  
 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.**

Headquarters, Balboa Heights, C. Z.

- COL. JAY J. MORROW, U. S. A., President.  
 COL. M. L. WALKER, Second Vice President.  
 S. W. HEALD, Superintendent.  
 ROBERT BEVERLEY, Assistant to Superintendent.  
 W. F. FOSTER, Master of Transportation.  
 M. B. CONNOLLY, Roadmaster.  
 R. B. WALKER, Receiving and Forwarding Agent, Cristobal.  
 T. W. MCFARLANE, Superintendent, Coaling Plants, Cristobal.  
 W. F. VAN DAME, Counsel and Land Agent, Ancon.

*Office in the United States, 24 State Street, New York City.*

- E. A. DRAKE, First Vice President.  
 T. H. ROSSBOTTOM, Third Vice President.  
 SYLVESTER DEMING, Treasurer.  
 V. M. NEWTON, Auditor.  
 RICHARD REID ROGERS, General Counsel.  
 A. E. PATERSON, Freight Agent.  
 C. C. VAN RIPER, Passenger Agent.  
 H. I. BAWDEN, Terminal Superintendent.  
 R. E. RUTHERFORD, Commissary Purchasing Agent.  
 A. S. PERRY, Assistant Commissary Purchasing Agent, New Orleans, La.

# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Volume XIV.

Balboa Heights, C. Z., July 27, 1921.

No. 50.

## CANAL WORK IN JUNE.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of June, 1921:

BALBOA HEIGHTS, C. Z., July 18, 1921.

*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, 1921.

### CANAL TRAFFIC.

The total number of vessels and craft of all kinds through the Canal as compared with the preceding month, and with the corresponding month of last year, was as follows:

	June, 1921.	May, 1921.	June, 1920.
Commercial vessels.....	193	210	201
United States Government vessels.....	33	30	11
Launches (under 10 tons).....	3	6	6
<b>Total vessels and craft through Canal.....</b>	<b>229</b>	<b>246</b>	<b>218</b>

### COMMERCIAL TRAFFIC.<sup>1</sup>

A comparison of this month's commercial traffic with that of the preceding month, of the corresponding month of 1920, and of the average month's traffic for the past 12 months, shows the following:

Panama Canal net tonnage:		
June, 1921.....		761,477
May, 1921.....		864,617
June, 1920.....		704,712
Average month for the past year.....		951,323
Registered gross tonnage:		
June, 1921.....		960,857
May, 1921.....		1,092,602
June, 1920.....		921,005
Average month for the past year.....		1,210,201
Registered net tonnage:		
June, 1921.....		610,491
May, 1921.....		692,747
June, 1920.....		575,027
Average month for the past year.....		769,937
United States equivalent tonnage:		
June, 1921.....		613,894
May, 1921.....		694,896
June, 1920.....		583,685
Average month for the past year.....		778,656
Tolls earned:		
June, 1921.....		\$751,964.12
May, 1921.....		835,882.77
June, 1920.....		711,159.19
Average month for the past year.....		939,740.80
Tons of cargo carried:		
June, 1921.....		694,720
May, 1921.....		792,735
June, 1920.....		834,421
Average month for the past year.....		966,601

Ocean-going commercial vessels passing through the Canal averaged 6.4 ships per day. The average tonnage, tolls, and tons of cargo carried, per commercial vessel, as compared with last month's traffic, were as follows:

<sup>1</sup> Commercial traffic includes all vessels of 10 tons or more transiting the Canal, with the exception of vessels owned by the United States Government, or chartered by the Government to carry Government supplies.

Average per vessel.	This month.	Last month.
United States equivalent net tonnage.....	3,197	3,309
Panama Canal net tonnage.....	3,965	4,117
Registered gross tonnage.....	5,004	5,203
Registered net tonnage.....	3,180	3,299
Tolls.....	\$3,703.95	\$3,980.39
Tons of cargo (all vessels).....	3,618	3,775
Tons of cargo (laden vessels only).....	3,970	4,086

## TOLLS PAID PER CARGO TON BY NATIONALITY OF VESSELS.

The average rate of tolls paid on each ton (2,240 pounds) of cargo passing through the Canal from the Atlantic to the Pacific was \$1.11 per ton, and from the Pacific to the Atlantic \$0.93 per ton, with a general average of \$1.02 per ton. The average rate paid per cargo ton, by nationality of vessels, is shown in the following statement:

	Atlantic to Pacific.	Pacific to Atlantic.	General average.
British.....	\$1.06	\$1.23	\$1.15
Chilean.....	4.80	12.13	6.29
Danish.....	1.20	.73	.86
Dutch.....	3.71	.58	1.15
Finnish.....	.....	.75	.75
French.....	2.62	.....	2.62
German.....	.....	.55	.55
Italian.....	4.61	.....	4.61
Japanese.....	1.16	1.70	1.30
Mexican.....	.65	.....	.65
Norwegian.....	.97	.56	.80
Peruvian.....	3.15	1.27	1.81
Swedish.....	1.47	.54	.67
United States.....	1.01	.81	.93
Average rate all ships, June, 1921.....	1.11	.93	1.02
Average rate all ships, May, 1921.....	1.06	.89	.97
Average rate all ships, April, 1921.....	.94	.92	.93

The difference in the rate of tolls paid per cargo ton, by vessels of various nationalities, is due to some vessels being but lightly loaded while others are carrying capacity cargoes. This also accounts for the variation in the rates per cargo ton as between northbound and southbound cargo for ships of the same nationality.

In the computation of the rate of tolls paid per cargo ton, as shown above, only the tolls paid on laden cargo vessels have been considered.

The lowest rate of tolls paid per cargo ton by any vessel passing through the Canal during the month was paid by the steamship *Steel Worker*, American registry, bound from New York to San Diego, and carrying 8,929 tons of steel and general cargo, on which tolls of \$4,312.50 were assessed, or a rate of 48 cents per cargo ton.

## COMMODITY STATISTICS.

A classification of all cargo passing through the Canal, by commodities, giving the origin and destination of the same, has been previously compiled and was published in THE PANAMA CANAL RECORD under date of July 20, 1921. A brief summary of the principal items of cargo passing through the Canal is shown herewith:

## CARGO PASSING FROM ATLANTIC TO PACIFIC.

Commodity.	Cargo tons.	Per cent of total cargo.	
		This month	Last month
Oils:			
Crude.....	98,099	} 35.7	35.4
Refined.....	30,598		
Manufactured goods:			
Iron and steel.....	60,923	} 20.7	20.4
Machinery.....	7,030		
Other.....	6,568		
Coal and coke.....	15,455	4.3	6.8
Sulphur.....	11,700	3.3	2.7
Cotton, raw.....	11,997	3.3	2.4
Cement.....	5,394	1.5	0.8
Other and general cargo.....	111,821	31.1	31.5
Total cargo.....	359,585		

CARGO PASSING FROM PACIFIC TO ATLANTIC.

Commodity.	Cargo tons.	Per cent of total cargo.	
		This month	Last month
Nitrate.....	58,801	17.6	10.6
Wheat.....	58,261	17.5	22.3
Lumber.....	31,402	9.4	10.1
Cold storage and food products.....	34,625	10.3	8.3
Barley.....	18,932	5.7	1.8
Coffee.....	11,084	3.3	2.3
Metals (copper, 9,520 tons).....	10,969	3.3	2.7
Canned goods.....	10,662	3.2	2.5
Sugar.....	10,821	3.2	10.1
Ores.....	8,530	2.6	2.7
Oil, lubricating.....	7,248	2.2	
Rice.....	6,436	1.9	1.2
Flour.....	5,217	1.6	6.6
Wool.....	4,923	1.4	3.7
Fruit, fresh and dried.....	4,246	1.3	2.0
Cacao.....	3,889	1.2	1.0
Beans and peas.....	3,519	1.1	0.8
Ivory nuts.....	2,932	0.8	0.2
Other and general.....	42,939	12.6	14.7
Total cargo.....	335,136		

UNITED STATES COASTWISE TRAFFIC.

The number of vessels engaged in the United States coastwise traffic, passing through the Canal, together with their tonnage, tolls, and tons of cargo carried, as compared with the preceding months of the calendar year were as follows:

	Atlantic to Pacific.				Pacific to Atlantic.			
	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.
1921.								
January.....	17	88,086	\$91,390.00	76,593	16	62,765	\$64,343.59	81,336
February.....	15	89,940	79,169.20	67,302	17	66,043	66,703.70	68,315
March.....	16	71,770	75,338.65	55,111	11	61,804	64,470.64	52,289
April.....	19	92,033	94,155.00	94,484	14	68,368	65,523.74	59,306
May.....	19	82,257	84,545.85	90,617	16	75,593	72,813.55	93,242
June.....	17	96,199	94,577.11	68,809	11	53,986	53,953.75	57,234

UNITED STATES SHIPPING BOARD VESSELS.

The number of vessels under control of the United States Shipping Board passing through the Canal, together with their Panama Canal net tonnage, tolls, and tons of cargo carried, as compared with preceding months of the calendar year, was as follows:

	Atlantic to Pacific.				Pacific to Atlantic.			
	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.	No. of ships.	P. C. net tonnage.	Tolls.	Tons of cargo.
1921.								
January.....	14	59,738	\$64,769.85	70,058	23	96,877	\$93,268.29	98,075
February.....	8	41,024	42,951.75	35,018	20	96,441	94,082.01	108,285
March.....	18	94,823	96,782.80	83,978	8	34,066	31,378.00	30,025
April.....	13	61,176	61,590.00	60,231	12	56,049	53,162.18	52,908
May.....	9	39,614	40,180.00	48,489	21	97,257	92,380.47	114,107
June.....	17	86,361	78,770.14	65,945	11	49,370	48,080.00	59,696

TRAFFIC BY TRADE ROUTES.

Statements attached to this report show the origin and destination of all cargo passing through the Canal as accurately as the same can be segregated from the cargo declarations submitted by the ships' masters (see pages 790 and 791). On page 776 is given a summary of the traffic passing over the principal trade routes, showing the number of vessels, their Panama Canal net measurement, and the amount of cargo carried. The vessels shown as in ballast represent cargo-carrying ships only; warships, tugs, yachts, etc., not being included as "ballast."

Trade routes.	Total vessels.			Vessels in ballast.	
	Number.	Panama Canal net tonnage.	Cargo.	Number.	Panama Canal net tonnage.
<i>Atlantic to Pacific.</i>					
United States coastwise.....	17	96,199	68,809	1	10,498
United States to Far East.....	15	78,774	88,567		
Cristobal to west coast of South America.....	15	25,929	3,818	4	3,707
East coast of United States to west coast of South America.....	10	31,436	25,545		
Europe to west coast of South America.....	8	33,678	15,985		
East coast of United States to Australasia.....	5	31,884	33,538		
Europe to west coast of United States.....	5	26,138	15,545		
East coast of Mexico to west coast of South America.....	3	14,704	27,712		
Europe to Australasia.....	2	14,414	4,418		
East coast of Mexico to west coast of United States.....	2	12,192	20,000		
Canadian coastwise.....	2	7,040	9,536		
East coast of United States to west coast of Canada.....	2	3,655	6,800		
East coast of United States to west coast of Central America.....	2	2,165	2,470		
East coast of United States to west coast of Mexico.....	2	2,394	3,785		
East coast of South America to west coast of United States.....	2	2,036	318	1	1,120
Cristobal to west coast of Central America.....	2	1,398	1,150		
East coast of United States to Balboa, C. Z.....	1	4,299	7,183		
Cristobal, C. Z., to west coast of United States.....	1	1,593	1,675		
Miscellaneous trade routes.....	7	25,374	22,730	1	2,853
Totals, Atlantic to Pacific, June, 1921.....	103	415,302	359,554	7	18,178
Totals, Atlantic to Pacific, May, 1921.....	100	414,429	381,323	6	13,840
Totals, Atlantic to Pacific, June, 1920.....	102	358,387	424,750	7	15,662
<i>Pacific to Atlantic.</i>					
West coast of South America to east coast of United States.....	14	51,040	56,081	3	7,299
West coast of South America to Cristobal.....	14	21,872	8,921		
West coast of United States to Europe.....	12	56,768	89,641		
United States coastwise.....	11	53,986	57,234		
West coast of South America to Europe.....	9	27,603	37,491		
Australasia to Europe.....	10	70,456	40,130		
Far East to east coast of United States.....	4	18,420	17,584		
Central America to Cristobal.....	3	2,647	2,348		
West coast of South America to east coast of Mexico.....	2	10,132		2	10,132
West coast of Canada to east coast of United States.....	2	7,902	12,380		
West coast of United States to Cristobal, C. Z.....	1	1,593	1,579		
Miscellaneous trade routes.....	7	23,756	11,747	3	12,491
Totals, Pacific to Atlantic, June, 1921.....	89	346,175	335,136	8	29,922
Totals, Pacific to Atlantic, May, 1921.....	110	450,188	411,412	15	75,419
Totals, Pacific to Atlantic, June, 1920.....	99	346,325	409,671	13	42,130

## LATIN-AMERICAN TRAFFIC.

The number of vessels, tonnage, and tons of cargo carried by vessels engaged in the Latin-American traffic, classified by nationality, were as follows:

## ATLANTIC TO PACIFIC.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	22	55,595	65,002	85,290	53,796	\$66,434.88	76,516
British.....	13	18,436	24,861	32,415	19,327	22,992.13	23,303
Norwegian.....	5	12,092	14,560	16,749	10,633	14,389.45	13,843
Chilean.....	3	5,071	8,827	10,165	6,160	6,338.75	1,320
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	1,472
French.....	2	6,523	6,465	8,201	5,209	7,758.00	2,956
Danish.....	1	4,228	5,303	6,636	4,222	5,285.00	3,500
Japanese.....	1	3,645	4,289	5,790	3,564	4,556.25	2,380
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	2,901
Italian.....	1	2,718	3,773	4,680	2,850	3,397.50	736
Dutch.....	1	1,598	3,083	2,652	1,619	1,997.50	1,046
June, 1921.....	53	117,044	149,446	190,457	117,636	142,071.96	129,973
May, 1921.....	44	111,120	141,244	188,846	114,821	137,893.60	135,262
June, 1920.....	54		151,685	203,481	125,927		160,086

PACIFIC TO ATLANTIC.

Nationality.	No. of vessels	TONNAGE.				Tolls.	Cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States.....	17	36,303	44,716	59,997	36,632	\$41,522.09	45,578
British.....	16	34,140	44,140	57,170	34,694	39,254.95	29,425
Norwegian.....	2	7,669	9,164	12,109	7,586	7,694.71	8,000
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	3,663
Dutch.....	2	3,617	6,243	5,881	3,618	4,521.25	7,060
Chilean.....	2	3,260	5,645	6,367	3,888	4,075.00	336
German.....	2	2,343	2,681	3,992	2,318	2,928.75	5,310
Japanese.....	1	3,368	4,598	5,446	3,311	4,210.00	3,500
Danish.....	1	3,127	4,090	4,950	3,163	3,908.75	6,340
Finnish.....	1	2,262	2,256	2,405	2,291	2,707.20	3,611
French.....	1	2,155	2,096	2,953	1,880	1,616.25	.....
June, 1921.....	48	101,952	133,379	173,595	105,412	117,073.95	112,823
May, 1921.....	57	146,917	182,164	238,836	150,240	157,245.85	116,236
June, 1920.....	59	.....	183,738	245,076	148,574	.....	198,080

CLASSIFICATION OF COMMERCIAL TRAFFIC.<sup>1</sup>

A statement of this month's commercial traffic, classified (1) according to the nationality of the various ships passing through the Panama Canal, and (2) segregating laden and unladen vessels, is shown in the following tabulations:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number and nationality of commercial vessels passing through the Panama Canal:			
British.....	26	32	58
Chilean.....	3	2	5
Danish.....	2	3	5
Dutch.....	3	3	6
Finnish.....	.....	1	1
French.....	2	1	3
German.....	.....	2	2
Italian.....	1	.....	1
Japanese.....	6	3	9
Mexican.....	2	.....	2
Norwegian.....	7	3	10
Peruvian.....	3	3	6
Swedish.....	1	2	3
United States.....	47	34	81
Totals, June, 1921.....	103	89	192
Totals, May, 1921.....	100	110	210
Totals, June, 1920.....	102	99	201
United States equivalent net tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	77,350	111,211	188,561
Chilean.....	5,071	3,260	8,331
Danish.....	7,044	10,938	17,982
Dutch.....	11,321	8,001	19,322
Finnish.....	.....	2,262	2,262
French.....	6,523	2,155	8,678
German.....	.....	2,343	2,343
Italian.....	2,718	.....	2,718
Japanese.....	23,807	12,206	36,013
Mexican.....	1,964	.....	1,964
Norwegian.....	19,430	10,722	30,152
Peruvian.....	3,708	3,708	7,416
Swedish.....	3,430	7,769	11,199
United States.....	174,149	102,804	276,953
Totals, June, 1921.....	336,515	277,379	613,894
Totals, May, 1921.....	334,894	360,002	694,896
Totals, June, 1920.....	300,045	283,640	583,685

<sup>1</sup> Commercial traffic includes all ocean-going vessels transiting the Canal, excepting vessels owned or chartered by the United States Government.

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Panama Canal net tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	91,444	134,998	226,442
Chilean.....	8,827	5,645	14,472
Danish.....	8,779	12,724	21,503
Dutch.....	15,217	13,050	28,267
Finnish.....		2,256	2,256
French.....	6,465	2,096	8,561
German.....		2,681	2,681
Italian.....	3,773		3,773
Japanese.....	27,161	14,349	41,510
Mexican.....	2,394		2,394
Norwegian.....	23,040	13,050	36,090
Peruvian.....	7,750	7,750	15,500
Swedish.....	5,533	10,934	16,467
United States.....	214,919	126,642	341,561
Totals, June, 1921.....	415,302	346,175	761,477
Totals, May, 1921.....	414,429	450,188	864,617
Totals, June, 1920.....	358,387	346,325	704,712
Registered gross tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	117,833	173,492	291,325
Chilean.....	10,165	6,367	16,532
Danish.....	11,031	16,142	27,173
Dutch.....	17,958	12,825	30,783
Finnish.....		2,405	2,405
French.....	8,201	2,953	11,154
German.....		3,992	3,992
Italian.....	4,680		4,680
Japanese.....	35,433	18,473	53,906
Mexican.....	3,325		3,325
Norwegian.....	27,317	17,093	44,320
Peruvian.....	12,325	12,325	24,650
Swedish.....	5,554	12,564	18,118
United States.....	267,062	161,432	428,494
Totals, June, 1921.....	520,884	439,973	960,857
Totals, May, 1921.....	529,408	563,194	1,092,602
Totals, June, 1920.....	464,877	456,128	921,005
Registered net tonnage of commercial vessels passing through the Panama Canal, by nationality:			
British.....	75,362	107,558	182,920
Chilean.....	6,160	3,888	10,048
Danish.....	7,017	11,085	18,102
Dutch.....	11,214	8,032	19,246
Finnish.....		2,291	2,291
French.....	5,209	1,880	7,089
German.....		2,318	2,318
Italian.....	2,850		2,850
Japanese.....	23,072	11,961	35,033
Mexican.....	1,894		1,894
Norwegian.....	17,344	10,640	27,984
Peruvian.....	6,031	6,031	12,062
Swedish.....	4,225	9,913	14,138
United States.....	171,042	103,474	274,516
Totals, June, 1921.....	331,420	279,071	610,491
Totals, May, 1921.....	334,322	358,425	692,747
Totals, June, 1920.....	294,261	280,766	575,027
Tolls levied against commercial vessels passing through the Panama Canal by nationality:			
British.....	\$95,888.68	\$134,977.00	\$230,865.68
Chilean.....	6,338.75	4,075.00	10,413.75
Danish.....	8,805.00	13,595.35	22,310.35
Dutch.....	14,151.25	10,001.25	24,152.50
Finnish.....		2,707.20	2,707.20
French.....	7,758.00	1,616.25	9,374.25
German.....		2,928.75	2,928.75
Italian.....	3,397.50		3,397.50
Japanese.....	29,422.55	15,104.70	44,527.25
Mexican.....	2,455.00		2,455.00
Norwegian.....	22,154.45	11,510.96	33,665.41
Peruvian.....	4,635.00	4,635.00	9,270.00

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>Tolls levied against commercial vessels passing through the Panama Canal by nationality—Continued:</b>			
Swedish.....	\$4,287.50	\$9,711.25	\$13,998.75
United States.....	211,535.64	124,648.34	336,183.98
	5,713.75		5,713.75
Totals, June, 1921.....	416,543.07	335,421.05	751,964.12
Totals, May, 1921.....	412,934.09	422,948.68	835,882.77
Totals, June, 1920.....	370,188.37	340,970.82	711,159.19
<b>Tons of cargo carried by commercial vessels passing through the Panama Canal, by nationality:</b>			
British.....	90,752	103,655	194,407
Chilean.....	1,320	336	1,656
Danish.....	7,350	18,512	25,862
Dutch.....	3,812	17,150	20,962
Finnish.....		3,611	3,611
French.....	2,956		2,956
German.....		5,310	5,310
Italian.....	736		736
Japanese.....	25,468	8,874	34,342
Mexican.....	3,785		3,785
Norwegian.....	19,849	14,017	33,866
Peruvian.....	1,472	3,663	5,135
Swedish.....	2,901	17,956	20,857
United States.....	199,183	142,032	341,235
Totals, June, 1921.....	359,584	335,136	694,720
Totals, May, 1921.....	381,323	411,412	792,735
Totals, June, 1920.....	424,750	409,671	834,421
<b>A further classification of the above commercial traffic:</b>			
<b>Cargo-carrying vessels—</b>			
Laden.....	96	79	175
Ballast.....	7	8	15
Yacht.....		1	1
Cable repair ship.....		1	1
Total commercial vessels.....	103	89	192
<b>Net tonnage of above, Panama Canal measurement:</b>			
<b>Cargo-carrying vessels—</b>			
Laden.....	397,124	314,983	712,107
Ballast.....	18,178	29,922	48,100
Yacht.....		320	320
Cable repair ship.....		950	950
Total Panama Canal net tonnage.....	415,302	346,175	761,477
<b>Tolls paid on above ships:</b>			
<b>Cargo-carrying vessels—</b>			
Laden.....	\$403,389.75	\$312,272.65	\$715,662.40
Ballast.....	13,153.32	21,661.15	34,814.47
Yacht.....		347.25	347.25
Cable repair ship.....		1,140.00	1,140.00
Total tolls paid.....	416,543.07	335,421.05	751,964.12
Motor ships through the Canal.....	8	6	14
Panama Canal net tonnage of above.....	19,877	22,095	42,872
Sailing vessels through the Canal.....	1	2	3
Panama Canal net tonnage of above.....	1,218	2,812	4,030
Cargo carried by commercial vessels.....	359,584	335,136	694,720
Average rate of tolls per cargo ton <sup>2</sup> .....	\$1.14	\$1.00	\$1.07
Average rate of tolls per cargo ton <sup>3</sup> .....	1.11	.93	1.02

CLASSIFICATION OF NONCOMMERCIAL TRAFFIC.<sup>4</sup>

The following statement shows the tonnage of, and amount of cargo carried by United States Government vessels passing through the Canal during the month of

<sup>1</sup> United States vessel passing through the Panama Canal in March, 1921, on which back tolls were collected.

<sup>2</sup> Including cargo-carrying ships in ballast.

<sup>3</sup> Laden vessels only.

<sup>4</sup> Vessels, barges, tugs, launches, etc., in the service of The Panama Canal are not included in this statement of traffic.

June, 1921. The traffic passes through the Canal free of tolls; if tolls had been assessed against these vessels at commercial rates, the amounts collected would have been as indicated below.

In this statement is also included the number and tonnage of launches transiting the Canal, together with tolls collected thereon. Although paying tolls they are included in the noncommercial traffic, being small nonseagoing vessels under 10 tons measurement.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
<b>United States Navy vessels:</b>			
Tug.....		1	1
Battleship.....	1		1
Submarines.....	9	6	15
Submarine tender.....	1		1
Cargo ship.....	1		1
Colliers.....	1	1	2
Submarine chasers.....	1	1	2
Ammunition ship.....		1	1
<b>Total ships.....</b>	<b>14</b>	<b>10</b>	<b>24</b>
<b>United States Army vessels:</b>			
Mine planter.....	1		1
Launches.....	4		4
<b>Total Army vessels.....</b>	<b>5</b>		<b>5</b>
Vessels chartered to carry Government supplies.....	4		4
<b>Total vessels through Canal free of tolls.....</b>	<b>23</b>	<b>10</b>	<b>33</b>
<b>Tonnage of above vessels:</b>			
Displacement tonnage—			
Naval vessels.....	44,607	14,587	59,194
Army vessels.....	124		124
<b>Total displacement tonnage.....</b>	<b>44,731</b>	<b>14,587</b>	<b>59,318</b>
<b>Panama Canal net tonnage:</b>			
Naval vessels.....	6,972	4,124	11,096
Vessels carrying Government supplies.....	14,184		14,184
Army vessels.....	403		403
<b>Total Panama Canal net tonnage.....</b>	<b>21,559</b>	<b>4,124</b>	<b>25,683</b>
<b>Cargo carried by above vessels:</b>			
Naval vessels..... tons	10,741	400	11,141
Vessels carrying Government supplies..... tons	23,447		23,447
<b>Total cargo through Canal free of tolls..... tons</b>	<b>34,188</b>	<b>400</b>	<b>34,588</b>
<b>Tolls above vessels would have paid if assessed at commercial rates:</b>			
Naval vessels.....	\$30,058 60	\$10,262 78	\$40,321 38
Army vessels.....	352 16		352 16
Vessels with Government supplies.....	14,465 65		14,465 65
<b>Total.....</b>	<b>44,876 41</b>	<b>10,262 78</b>	<b>55,139 19</b>
Launches through the Canal.....	2	1	3
Net tonnage of above, Panama Canal measurement.....	4	1	5
Tolls collected on above.....	\$2 25	\$0 75	\$3 00

## STATEMENT OF OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Canal are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
<b>Vessels passing through the Canal:</b>			
Commercial.....	103	89	192
United States Government vessels.....	23	10	33
Launches (under 10 tons).....	2	1	3
<b>Total vessels and craft.....</b>	<b>128</b>	<b>100</b>	<b>228</b>
<b>Tonnage of above vessels:</b>			
Panama Canal net measurement—			
Commercial vessels.....	415,302	346,175	761,477
United States Government vessels.....	21,359	4,124	25,683
Launches.....	4	1	5
<b>Displacement tonnage:</b>			
United States Government vessels.....	44,731	14,587	59,318

	Cristobal.	Balboa.	Total.
<b>Cargo carried by above vessels:</b>			
Commercial..... tons..	359,584	335,136	694,720
United States Government..... tons..	34,188	400	34,588
Total cargo through the Canal..... tons..	393,772	335,536	729,308
Deck cargo included in the above..... tons..	477	2,493	2,970
<b>Vessels entering port but not transiting Canal:</b>			
Number entering.....	54	4	58
Number clearing.....	58	4	62
<b>Registered gross tonnage of above:</b>			
Entering.....	237,034	15,488	252,522
Clearing.....	258,803	21,545	280,348
<b>Registered net tonnage of above:</b>			
Entering.....	143,070	10,609	153,679
Clearing.....	156,359	13,148	169,507
<b>Vessels transiting the Canal and handling passengers or cargo at port:</b>			
Number entering.....	48	44	92
Number clearing.....	49	43	92
<b>Registered gross tonnage of above:</b>			
Entering.....	219,150	157,145	376,295
Clearing.....	224,022	155,580	379,602
<b>Registered net tonnage of above:</b>			
Entering.....	138,055	103,011	241,066
Clearing.....	141,829	101,691	243,520
<b>All vessels entering and clearing, including those transiting the Canal:</b>			
Number entering.....	247	211	458
Number clearing.....	248	213	461
<b>Registered gross tonnage of above:</b>			
Entering.....	1,265,316	1,066,797	2,332,113
Clearing.....	1,291,383	1,054,084	2,345,467
<b>Registered net tonnage of above:</b>			
Entering.....	826,654	702,097	1,528,751
Clearing.....	843,789	690,285	1,534,074
<b>Transit cargo arriving..... tons..</b>	721,464	722,106	1,443,570
<b>Transit cargo clearing..... tons..</b>	725,316	710,274	1,435,590
<b>Local cargo arriving..... tons..</b>	30,896	12,426	43,322
<b>Local cargo shipped..... tons..</b>	2,599	513	3,112
<b>Cargo received for transshipment..... tons..</b>	25,873	174	26,047
<b>Cargo transhipped..... tons..</b>	31,246	11	31,257
<b>Cargo handled by Receiving and Forwarding Agent, Panama Railroad:</b>			
Received..... tons..	46,237	1,340	47,577
Dispatched..... tons..	35,810	531	36,341
Rehandled..... tons..	2,472	77	2,549
Stevedored..... tons..	37,223	654	37,877
<b>Vessels supplied with bunker coal:</b>			
Commercial, other than Panama Railroad.....	58	12	70
Panama Railroad vessels.....	3		3
United States Army vessels.....	3	1	4
Total vessels supplied with bunker coal.....	64	13	77
<b>Coal supplied to above vessels:</b>			
Commercial, other than Panama Railroad..... tons..	17,694	3,791	21,485
Panama Railroad vessels..... tons..	980		980
United States Army vessels..... tons..	89	33	122
Total coal supplied to vessels..... tons..	18,763	3,824	22,587
<b>Coal issues, miscellaneous:</b>			
Panama Canal departments..... tons..	791	482	1,273
Panama Railroad departments..... tons..	727		727
United States Army, excepting vessels..... tons..	558		558
Individuals and companies..... tons..	386		386
Total coal furnished from Panama Canal deposits..... tons..	21,225	4,306	25,531
<b>Coal on hand, July 1, 1921..... tons..</b>	127,850	16,833	144,683
<b>Coal on hand, June 1, 1921..... tons..</b>	140,553	21,139	161,692
<b>Coal received during June, 1921..... tons..</b>	8,522		8,522

	Cristobal.	Balboa.	Total.
<i>United States Navy coal account.</i>			
Issued to United States Navy, including vessels..... tons	1,282	1,851	3,133
Coal on hand, July 1, 1921..... tons	63,052	15,469	78,521
Coal on hand, June 1, 1921..... tons	64,334	17,320	81,654
Vessel supplied with fuel oil from Panama Canal tanks.....	1		1
Fuel oil supplied to above vessel..... bbls.	491		491
Fuel oil issues, miscellaneous:			
To Panama Canal departments..... bbls.	7,741	21,574	29,315
To Panama Railroad..... bbls.	622		622
To Army and Navy..... bbls.	204	441	645
Total issues from Panama Canal tanks..... bbls.	9,058	22,015	31,073
Fuel oil on hand, July 1, 1921..... bbls.	92,049	93,941	185,990
Fuel oil on hand, June 1, 1921..... bbls.	97,423	86,542	183,965
Taken up on inventory..... bbls.	3,684	1,881	5,565
Received during the month..... bbls.		27,533	27,533
Diesel oil issued during the month..... bbls.	19		19
Dropped on inventory during the month..... bbls.	42		42
Total..... bbls.	61		61
Diesel oil on hand, July 1, 1921..... bbls.	51,933	1,026	52,959
Diesel oil on hand, June 1, 1921..... bbls.	51,994	1,026	53,020
Fuel oil pumped for individuals and companies at 4 cents per barrel bbls.	209,230	126,163	335,393
Miscellaneous transfers..... bbls.	1,889		1,889
Total oil handled..... bbls.	220,196	148,178	368,374
Vessels furnished with commissary supplies:			
Commercial, other than Panama Railroad.....	119	69	188
Panama Railroad.....	7		7
United States Government.....	14	20	34
Total vessels furnished supplies.....	140	89	229
Commissary sales to commercial vessels:			
Ice.....	\$3,186.33	\$798.91	\$3,985.24
Wholesale groceries.....	3,440.28	1,468.57	4,908.85
Cold storage.....	17,613.13	7,979.58	25,592.71
Laundry.....	4,226.30	88.94	4,315.24
Miscellaneous.....	1,017.86	1,964.30	2,982.16
Total sales to commercial vessels.....	29,483.90	12,300.30	41,784.20
Commissary sales to Panama Railroad vessels:			
Ice.....	\$108.00		\$108.00
Wholesale groceries.....	1,402.22		1,402.22
Wholesale cold storage.....	7,385.37		7,385.37
Laundry.....	1,478.58		1,478.58
Miscellaneous.....	471.90		471.90
Total sales to Panama Railroad vessels.....	10,846.07		10,846.07
Commissary sales to United States Government vessels:			
Ice.....	\$159.65	\$266.94	\$426.59
Groceries.....	787.48	11,476.21	12,263.69
Cold storage.....	5,142.17	14,776.56	19,918.73
Laundry.....	215.80	5.15	220.95
Miscellaneous.....	435.78	582.27	1,018.05
Total sales to Government vessels.....	6,740.88	27,107.13	33,848.01
Total commissary sales to all vessels:			
June, 1921.....	\$47,070.85	\$39,407.43	\$86,478.28
May, 1921.....	40,231.01	28,558.40	68,789.41
June, 1920.....	113,159.71	36,994.87	150,154.58
Admeasurement certificates:			
United States equivalent issued or made.....	25	1	26
Measured for Panama Canal.....	17	12	29
United States equivalent or Panama Canal corrected.....	22	4	26
Services of harbor equipment:			
Tugs, total operating hours.....	468	287	755
Launches, total operating hours.....	1,290	1,206	2,496
Vessels repaired at Panama Canal shops:			
Commercial—			
Steamships.....	39	11	50
Motor ships.....	1	1	2
Battleship.....	1	1	1

	Cristobal.	Balboa.	Total.
<b>Vessels repaired at Panama Canal shops—Continued:</b>			
United States Government—			
Cruiser.....		1	1
Submarines.....	3	2	5
Submarine chaser.....		1	1
Transport.....	1		1
Mine planter.....	1		1
Survey ship.....	1		1
Tugs.....	2		2
Dredge.....	1		1
Crane.....	1		1
Launches.....	3		3
Steamships.....	1		1
Total.....	54	17	71
<b>Vessels dry-docked:</b>			
Steamships.....	4	1	5
Battleship.....		1	1
Cruiser.....		1	1
Submarines.....		2	2
Submarine chaser.....	1		1
Tugs.....	4		4
Dredge.....		1	1
Barge.....	1		1
Supply boat.....		1	1
Launch.....	1		1
Total.....	11	7	18
<b>Services to American vessels:</b>			
Crews shipped.....	2		2
Crew paid off.....	1		1
Shipping article written.....	1		1
Marine notes of protest entered.....	23	4	27
<b>Services to American seamen:</b>			
Seamen shipped.....	267	103	370
Seamen discharged.....	131	140	271
Seamen lodged and subsisted.....	15	16	31
Seamen repatriated.....	8	16	24
Seamen deserted.....	17	4	21
<b>Wages of American seamen:</b>			
Total wages earned.....	\$20,799.46	\$9,849.15	\$30,648.61
Deductions approved by Deputy Shipping Commissioner.....	9,302.50	2,897.29	12,199.79
Balance due seamen.....	11,496.96	6,951.86	18,448.82
Paid to seamen.....	8,128.03	6,321.71	14,449.74
Received on deposit for seamen.....	3,368.93	630.15	3,999.08
Clearances issued.....	131	112	243
Bills of health issued.....	132	123	255
<i>Movement of passengers.</i>			
<b>Disembarking at Canal ports:</b>			
First class—			
From Atlantic ports.....	1,204		1,204
From Pacific ports.....	194	95	289
Total, first class.....	1,398	95	1,493
Other than first-class—			
From Atlantic ports.....	1,002		1,002
From Pacific ports.....	83	28	111
Total, other than first class.....	1,085	28	1,113
Total disembarking at Canal ports.....	2,483	123	2,606
<b>Embarking from Canal ports:</b>			
First class—			
For Atlantic ports.....	1,543		1,543
For Pacific ports.....	328	130	458
Total, first class.....	1,871	130	2,001
Other than first class—			
For Atlantic ports.....	1,248		1,248
For Pacific ports.....	258	330	588
Total, other than first class.....	1,506	330	1,836
Total, embarking from Canal ports.....	3,377	460	3,837

	Cristobal.	Balboa.	Total.
Remaining on board vessels:			
First class—			
Bound from Atlantic to Pacific ports.....	355	473	828
Bound from Pacific to Atlantic ports.....	498	691	1,189
Bound from Atlantic to Atlantic ports.....	360		360
Bound from Pacific to Pacific ports.....		3	3
Total, first class.....	1,213	1,167	2,380
Other than first class—			
Bound from Atlantic to Pacific ports.....	1,147	1,218	2,365
Bound from Pacific to Atlantic ports.....	665	766	1,431
Bound from Atlantic to Atlantic ports.....	177		177
Total, other than first class.....	1,989	1,984	3,973
Total remaining on board.....	3,202	3,151	6,353
Total passengers arriving.....	5,685	3,274	8,959
Total passengers departing.....	6,579	3,611	10,190
Departures in excess of arrivals.....	894	337	1,231

## LOCK OPERATION.

The following tabulations give the number of lockages, vessels through the locks, and the consumption of water for lockages, for the month of June, 1921, in comparison with that of the preceding month, and of the corresponding month of last year:

## NUMBER OF LOCKAGES.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	88	99	187	7	11	18	205
Pedro Miguel.....	88	107	195	14	21	35	230
Miraflores.....	87	106	193	15	17	32	225
Total lockages, June, 1921.....	263	312	575	36	49	85	660
Total lockages, May, 1921.....	321	284	605	30	46	76	681
Total lockages, June, 1920.....	278	298	576			80	656

## NUMBER OF VESSELS PUT THROUGH LOCKS.

	Commercial.			Noncommercial.			Grand total.
	North.	South.	Total.	North.	South.	Total.	
Gatun.....	91	108	199	22	35	57	256
Pedro Miguel.....	90	109	199	30	44	74	273
Miraflores.....	90	109	199	30	40	70	269
Total vessels, June, 1921.....	271	326	597	82	119	201	798
Total vessels, May, 1921.....	338	304	642	75	119	194	836
Total vessels, June, 1920.....	294	316	610			168	778

## CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	38	30	32
Canal equipment.....	19	44	38
Total noncommercial vessels.....	57	74	70

The consumption of water for lockages, loss in leakage, and for maintenance, was as follows:

	Gatun.	Pedro Miguel.	Mirafleres.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	758,640,000	676,680,000	674,590,000
Leakages.....	20,000,000	10,330,000	67,000,000
Maintenance.....		3,610,000	12,990,000
Total consumption, June, 1921.....	778,640,000	690,620,000	754,580,000
Total consumption, May, 1921.....	815,200,000	755,850,000	770,990,000
Total consumption, June, 1920.....	797,280,000	672,250,000	714,280,000

METEOROLOGY AND HYDROGRAPHY.

The rainfall for the month over the Canal Zone and immediate vicinity, considered as a whole, was slightly above normal, the totals ranging from 19.67 inches at Porto Bello to 4.87 inches at Taboga. The greatest amount of precipitation recorded on any one day was 4.32 inches at Porto Bello on the 21st. The estimated rainfall over Gatun Lake watershed area was 13.01 inches, compared with an 11-year mean of 11.47 inches; while over the Chagres River watershed area above Alhajuella it was 14.69 inches, compared with a 20-year mean of 13.23 inches.

The discharge of the Chagres River at Alhajuella was 2,124 c. f. s., being 17 per cent below the 20-year June mean of 2,551 c. f. s., and furnished 37 per cent of the Gatun Lake total yield. The maximum momentary discharge was 13,400 c. f. s. at elevation 98.10 feet on the 9th, and the minimum flow was 736 c. f. s. on the 2d. There were 2 rises of over 5 feet at Alhajuella.

The Gatun Lake watershed total yield for the month was 5,665 c. f. s., being 9 per cent below the 11-year June average of 6,193 c. f. s. The maximum total yield for the month of June for the three years of record was 7,895 c. f. s. in 1918, while the minimum total yield was 4,477 c. f. s. in 1912. The net yield for the month was 5,175 c. f. s. The lake varied in elevation from 82.52 feet on the 2d to 84.30 feet on the 30th, an increase in elevation of 1.78 feet, with an increase in storage of 7,700,000,000 cubic feet.

The draft on the lake for lockages and power was 2,140 c. f. s., as compared with 2,056 c. f. s. for last month, and 2,084 c. f. s. for June, 1920. The ratio of water used for power and lockages was 2.86 to 1. The consumption of 1,585 c. f. s. at the hydroelectric station is the highest on record for the month of June. Six spillway operations were made at Gatun.

The Gamboa pumping plant and Brazos Brook reservoir drew 37.5 and 46.6 million cubic feet, respectively, from the lake.

Mirafleres Lake varied from a maximum elevation of 54.40 feet on the 12th, to a minimum elevation of 51.70 feet on the 22d, and ended at elevation 52.20 feet mid-night the 30th. The lake was lowered approximately 2 feet on the 21st for the Health Department.

Three slight seismic disturbances of near-by origin were recorded by the Balboa Heights instruments on the 1st, 5th, and 13th, respectively. These shocks, while severe enough to be felt, were too slight to cause any damage to property.

Maximum and minimum temperature records for the month were as follows:

Station.	Maximum.	Minimum.
Balboa Heights.....	90	72
Gamboa.....	89	70
Alhajuella.....	89	67
Gatun.....	89	73
Colon.....	91	73

The following gives a comparison of the monthly rainfall by sections for June, 1920, and June, 1921:

Section.	Rainfall.		Rainy days.	
	1921.	1920.	1921.	1920.
	<i>Inches.</i>	<i>Inches.</i>		
Pacific.....	8.29	8.18	25	18
Central.....	10.69	10.08	25	23
Atlantic.....	15.52	12.20	25	23

## ELECTRICAL DIVISION.

The combined gross output of the Gatun hydroelectric station and of the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., is shown in comparative form in the following tabulation:

	June, 1921.	May, 1921.	June, 1920.
Gross output, KWH:			
Gatun hydroelectric station.....	5,294,900	5,316,900	5,477,400
Miraflores steam plant.....	7,750	2,350	208,120
Combined gross output.....	5,302,650	5,319,250	5,685,520
Water consumption..... cubic feet..	4,108,884,000	3,990,308,000	3,989,830,000
Oil consumption..... barrels.....	1,990	2,350	2,927
Power distributed to consumers..... KWH..	4,404,350	4,413,164	4,753,138
Loss of power in plant auxiliaries, transmission, and transformation..... KWH..	898,300	905,086	932,382
Per cent of loss of power to gross output.....	16.94	17.03	16.40

The work of converting the signal system between Panama and Pedro Miguel for single-track operation has been completed. The regular operation and maintenance work was carried on at all substations without any extraordinary occurrences.

Miscellaneous repairs and installations of electrical equipment were made on 43 vessels, 23 at Cristobal, and 20 at Balboa. There were 437 work orders issued for work to be performed by the Electrical Division in June, as compared with 393 in May.

The following new construction work was under progress during the month, with completion on June 30, as shown:

	Per cent completed.	
	May 31.	June 30.
Installation of new 8,400 KVA transformer and new tie-line equipment at Gatun substation.....	70	70
Installation of 2 complete feeder equipments at the Balboa substation.....	95	95
Extension of new underground distribution in New Cristobal.....	99	99
Installation of electrical equipment at hydroelectric station.....	40	45

## SHOP, FOUNDRY AND DRY DOCK WORK.

At the Cristobal shops, miscellaneous repairs were made on 54 vessels, the more important of which were as follows:

The tug *San Juan* was docked, the bottom cleaned, and galvanized iron sheathing renewed where necessary. The bottom of the motor schooner *Satoe* was cleaned and painted, bulwarks fitted, and cables overhauled; crank shafts of 4 engines were put in lathe and crank pins machined up to uniform size; main bearings were examined and crank shafts and tunnel shafting were put in line. The bottom of the tug *Porto Bello* was cleaned and painted; crack in bottom of H. P. cylinder was electric welded, and broken stud in end of tail shaft was drawn out and new stud and keeper plate were manufactured and installed.

At the Balboa shops, miscellaneous repairs were made on 17 vessels during the month, 7 of which were dry-docked. The more important repair work was as follows:

Repairs to the battleship *España*, which had been damaged by grounding off the coast of Chile, and which had been in the dry dock since April 26, were completed during the month. The U. S. S. *Tacoma* was dry-docked and new port propeller shaft and port and starboard propellers installed. The submarines *R-24* and *R-26* were dry-docked and general repairs made, and a general overhaul of the dredge *Cascadas* was carried out.

The output of the Mechanical Division in patterns, castings, and foundry production for June, as compared with the preceding month, was as follows:

	June, 1921.			May, 1921.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	7	339	40,608	15	567	35,409
Steel.....	2	451	57,302	5	566	74,992
Brass.....	25	1,271	22,341	23	1,182	21,211

The routine inspection, hostling, and repair of equipment for the Panama Railroad Company was carried on during the month. Four hundred and seventy-two job orders were completed during the month, with 243 remaining uncompleted on June 30.

## CONSTRUCTING QUARTERMASTER.

The following statement represents the degree of completion on May 31 and June 30 of the more important work under way by the Construction Division of the Supply Department:

	Per cent completed.	
	May 31.	June 30.
Royal Mail Steam Packet Company's office, Cristobal.....	95	98
Repairs to 35 houses, Cristobal.....	95	99
Constructing 468 kitchenettes for silver townsite, Cristobal.....	75	95
All-America Cable Company's office, Cristobal.....	80	100
Manufacture of 300 wooden rocking chairs.....	60	75
Erection of boiler, cold storage plant, Cristobal.....	55	68
Rebuilding ovens, Cristobal bakery.....	99	100
Manufacture of 48 revolving chairs.....	95	100
Repairs to roof, Hotel Washington.....	80	99
Barrett specification roofing, Corozal storehouse.....	80	100
Constructing 2 type-17 cottages for All-America Cable Co.....	85	99
Erection of building for storage of equipment, Mount Hope.....		50

Construction work for the Army and Navy is separately reported.

## DREDGING DIVISION.

The general movement over the Cucaracha Slide area that developed the latter part of last month has continued throughout this month. One dipper dredge, on a 2-shift basis, worked continuously in front of this slide, removing during the month 133,400 cubic yards of material, which makes a total for the last fiscal year of 1,299,500 cubic yards of material removed from this slide. Culebra and Barge Repair slides have shown very little movement. There was no interference with Canal traffic due to these slides.

The total excavation in June, including earth and rock, was 429,300 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Stations.	Equipment
	Earth.	Rock.			
90,000	90,000		Maintenance.....	<i>Atlantic Entrance.</i> 270-00 to 355-00 E.....	No. 86.
133,400	26,700	106,700	Maintenance.....	<i>Gaillard Cut, Cucaracha Slide.</i> 1805-00 to 1814-00 E.....	Gamboa.
67,500	17,500	50,000	Maintenance.....	<i>Pacific Entrance, Miraflores P. I.</i> 2100-00 to 2112-00 W.....	Paraiso.
64,100	64,100		Maintenance.....	<i>Pacific Entrance.</i> 2189-00 to 2196-00 W.....	No. 84.
70,000	70,000		Maintenance.....	2105-70 to 2112-00 E.....	No. 84.
1,300		1,300	Maintenance.....	2302-00 to 2302-30 W.....	Cascadas.
3,000	3,000		Maintenance.....	2105-20 to 2105-70 E.....	No. 86.
429,300	271,300	158,000			

The material excavated at the various stations was disposed of as follows:

	Cubic yards.
Mindi Island, Atlantic entrance.....	26,000
East of Canal at Mindi.....	64,000
North of Gamboa.....	133,400
Sea dumps, Pacific entrance.....	68,800
Flats west of Canal, Pacific entrance.....	73,000
San Juan fill.....	64,100
Total.....	429,300

## MUNICIPAL ENGINEERING DIVISION.

The total output of all pumping stations, and of the 3 filtration plants, the amount of water consumed by the cities of Panama and Colon, and sales of water to vessels, are shown below in comparative form:

	June, 1921.	May, 1921.	June, 1920.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	703,156,500	755,324,750	755,867,900
Filtration plants.....	431,750,000	472,802,000	454,889,000
Water consumed by Panama City.....	94,137,000	100,896,000	83,293,000
Water consumed by Colon.....	57,934,250	59,217,750	51,421,500
Sales of water to vessels.....	10,039,282	9,975,647	13,646,747

Construction work, as itemized below, was under progress during the month, with completion on May 31 and June 30 as shown:

	Per cent completed.	
	May 31.	June 30.
Municipal work, New Cristobal townsite:		
Grading.....	55	55
Roads.....	97	97
Water lines.....	72	72
Sidewalks.....	86	86
Sanitary sewers.....	75	75
Installation of two 12-inch oil lines to Pier 6, Cristobal.....	60	70
Reconstruction of roads, Quarry Heights.....	95	100
New wash-water tank, Miraflores.....	95	95
Construction of new concrete sea wall, Santo Tomas Hospital.....	29	36
Construction of sewer and water lines, Southern Avenue, Panama City.....	50	50
Extension of roads, new Santo Tomas Hospital.....	6	6
Municipal work for 2 type-17 cottages, All-America Cable Co., Ancon.....	40	100
Storm drains, Santo Tomas Hospital.....		50
Sewer construction, Santo Tomas Hospital.....		50
Concrete roof, low service reservoir.....		20
Connecting Pedro Miguel playshed with water and sewer system.....		100

Municipal work performed for the Army and Navy is separately reported.

#### OCCUPANTS OF QUARTERS.

The occupants of Panama Canal and Panama Railroad quarters, shown in comparative form, were as follows:

	Men.	Women.	Children.	Totals.		
				June, 1921.	May, 1921.	June, 1920.
Americans.....	2,913	2,136	2,476	7,525	7,828	8,610
Europeans.....	143	36	34	213	273	550
West Indians.....	4,952	2,514	5,136	12,602	11,819	10,091
Totals, June, 1921.....	8,008	4,686	7,646	20,340		
Totals, May, 1921.....	7,981	4,532	7,407		19,920	
Totals, June, 1920.....	8,662	4,183	6,406			19,251

#### WORKING FORCE—NUMBER OF EMPLOYEES.

The following tabulation shows the number of gold and silver employees, as of June 15, 1921, by departments, together with a comparison of the working force of the preceding month, and that of the corresponding month of last year:

Department or division.	Employees.		Totals.		
	Gold.	Silver.	June, 1921.	May, 1921.	June, 1920.
Operation and Maintenance:					
Office.....	31	50	81	77	82
Building Division.....				376	2,073
Electrical Division.....	197	216	413	441	536
Municipal Engineering Division.....	90	760	850	862	1,282
Lock Operation.....	175	557	732	832	761
Dredging Division.....	167	755	922	929	1,311
Mechanical Division.....	645	1,000	1,645	1,659	2,708
Marine Division.....	191	518	709	658	670
Fortifications.....	61	181	242	302	332
Totals.....	1,557	4,037	5,594	6,136	9,755
Supply Department:					
Quartermaster.....	279	1,474	1,753	1,560	2,110
Subsistence.....	33	299	332	357	427
Commissary.....	239	1,166	1,405	1,462	1,918
Cattle Industry—Plantations.....	19	154	173	180	831
Hotel Washington.....	10	81	91	96	113
Totals.....	580	3,174	3,754	3,655	5,399

\* All remaining employees of this division were transferred to Supply Department effective June 1, 1921.

Department or division.	Employees.		Totals.		
	Gold.	Silver.	June, 1921.	May, 1921.	June, 1920.
Accounting Department.....	226	9	235	234	260
Health Department.....	246	847	1,093	1,082	1,082
Executive.....	564	258	822	829	815
<b>Totals.....</b>	<b>1,036</b>	<b>1,114</b>	<b>2,150</b>	<b>2,145</b>	<b>2,157</b>
<b>Panama Railroad:</b>					
Superintendent.....	61	332	393	426	652
Transportation.....	94	125	219	241	330
Receiving and Forwarding Agency.....	66	687	753	559	2,045
Coaling Station.....	112	566	678	675	1,293
<b>Totals.....</b>	<b>333</b>	<b>1,710</b>	<b>2,043</b>	<b>1,901</b>	<b>4,320</b>
Grand totals, June, 1921.....	3,506	10,035	13,541		
Grand totals, May, 1921.....	3,571	10,266		13,837	
Grand totals, June, 1920.....	4,608	17,023			21,631

VITAL STATISTICS.

A total of 213 deaths occurred during the month of June, 1921, among the population of the Canal Zone and the cities of Panama and Colon, giving an annual death rate of 21.79 per thousand. Of the total deaths, 9 were due to external causes.

Of the above deaths, 97, or 46 per cent, occurred among children under 5 years of age.

The leading causes of death were pneumonia, tuberculosis, and diarrhea and enteritis.

There were 23 deaths of nonresidents of the Isthmus; these are not included in the above statistics.

Two hundred and ninety-seven live births were reported during the month and 21 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 32.52 per thousand population. Deaths among children under 1 year of age numbered 61, giving an infant mortality rate, based on the number of births reported for the month, of 205.38 per thousand.

Two hundred and twenty-four cases of malaria were reported during the month, divided as follows: 23 employees, 145 soldiers, and 56 nonemployees; of these 32 were contracted outside the Canal Zone. There were 3 cases of typhoid fever reported, 1 in Colon and 2 in the Canal Zone. Five cases of smallpox were reported, all in Panama. One death from smallpox occurred—the first death from this disease since 1916; this was a 1½ months old child suffering from septicemia and pyemia in addition to smallpox. There were 223 cases of influenza reported and 11 deaths.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of the material ordered on United States requisitions and received on the Isthmus during the month, sales to steamships from storehouses, and cash sales from stock, as compared with the preceding month, and the corresponding month of last year, were as follows:

	June, 1921.	May, 1921.	June, 1920.
<b>Material received on U. S. requisitions during the month:</b>			
Operation and maintenance.....	\$398,824.99	\$261,522.18	\$731,624.03
Construction and equipment.....	7,743.71	1,626.40	18,183.87
Miscellaneous departments.....	18,099.09	8,679.84	28,445.48
<b>Totals.....</b>	<b>424,667.79</b>	<b>271,828.42</b>	<b>778,253.38</b>
<b>Cash sales on the Isthmus:</b>			
Stock.....	29,560.31	35,081.05	38,074.82
Fuel oil (includes sales to steamships).....	66.47	840.40	227,064.28
Scrap.....	609.39	368.66	586.19
Obsolete and second-hand material.....	3,756.51	3,045.37	6,100.94
<b>Totals.....</b>	<b>33,992.68</b>	<b>39,335.48</b>	<b>271,826.23</b>
<b>Sales to steamships from storehouses:</b>			
Miscellaneous stock items.....	13,361.82	21,336.62	19,022.01
Fuel oil.....			212,295.75
<b>Totals.....</b>	<b>13,361.82</b>	<b>21,336.62</b>	<b>231,317.76</b>

Respectfully,

JAY J. MORROW,  
Governor.





## MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight July 23, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Canadian Farmer	16	13.00	17	6.21	17	14.30	17	15.35	British.	Canadian Government.	251.0	44.0	11.0	Tampico.	Vancouver.	Ballast.	2,553	1,618	
Teurgis	15	23.32	17	6.23	17	15.33	17	17.05	Japanese.	Mitsun Bussan K. Kaisha.	358.0	42.0	24.4	Galveston.	Yokohama.	General.	4,829	3,033	
Maru	15	22.45	17	12.00	17	18.32	18	15.12	American.	Pacific Mail Steamship Co.	380.0	49.0	22.0	Baltimore.	San Francisco.	General.	1,500	4,353	
Venezuela	17	10.10	17	13.35	17	20.35	17	21.43	American.	Eschman Steamship Line.	424.0	56.0	27.0	Mobile.	Dalney.	General.	7,612	5,448	
Atlanta City	15	17.10	17	7.10	18	18.20	19	3.19	American.	E. J. Hooper	322.0	44.0	30.2	Cristobal.	Balboa.	General.	3,200	3,677	
Affinity	16	21.40	18	6.09	18	18.20	19	3.19	Dutch.	Royal Dutch W. I. Mail.	480.0	62.0	25.0	Hamburg.	Valparaiso.	General.	3,447	7,717	
Hecor	17	6.26	18	6.35	18	18.55	18	19.54	British.	Commonwealth and Dom. Line.	381.0	46.0	19.1	Liverpool.	Auckland.	General.	3,541	7,849	
Port Bowen	17	6.00	18	10.35	18	19.17	18	20.25	British.	Pacific Steam Navigation Co.	302.0	51.0	21.6	New York.	Guayaquil.	General.	2,181	4,089	
Quilota	19	9.48	19	13.12	19	20.10	20	1.40	Swedish.	Johnson Steamship Line.	362.0	51.0	21.9	Sweden.	San Francisco.	General.	1,956	5,776	
Pacific 2	19	17.45	19	6.10	19	13.49	20	17.10	American.	W. R. Grace & Co.	360.0	51.0	21.6	New York.	Talcahuano.	General.	4,325	8,543	
Santa Ana	20	1.00	20	7.05	20	16.26	21	11.19	American.	Luckenbach Line.	486.0	57.0	23.6	New York.	San Francisco.	General.	6,173	6,427	
Julia Luckenbach	20	5.05	20	8.10	20	17.08	20	18.06	Danish.	Orient Steamship Line.	374.0	53.0	14.5	Copenhagen.	San Francisco.	Ballast.	313	4,466	
Indian 2	14	15.30	20	10.25	20	18.05	20	19.11	Peruvian.	Peruvian Line.	410.0	54.0	18.1	Cristobal.	Callao.	General.	2,100	6,622	
Ucayali	20	2.35	20	11.30	20	18.40	20	19.30	American.	Williams Dimond Co. (S. B.).	103.0	24.0	12.0	Liverpool.	San Francisco.	General.	2,547	7,033	
West Camak	20	2.35	20	6.35	20	9.37	20	16.00	Panaman.	San Bias Trading Co.	471.0	57.0	19.5	Cristobal.	Gatun.	General.	6,000	7,285	
Arabia 3	21	12.30	21	7.11	21	14.54	21	16.00	American.	American-Hawaiian Line	412.0	53.0	23.5	New York.	Los Angeles.	Gasoline, etc.	7,200	7,576	
Texas	20	3.05	21	7.16	21	16.03	21	17.08	British.	Eagle Oil Transport Co.	395.0	55.0	23.5	Tampico.	Valparaiso.	General.	8,000	7,825	
San Ubaldoo	21	12.30	21	7.30	21	17.40	21	18.46	American.	Green Star Line.	410.0	54.0	17.0	Port Arthur.	Canton.	Kerosene.	7,200	5,346	
Duquesne	21	7.01	21	8.25	21	17.03	21	18.00	American.	United States Steel Products Co.	425.0	56.0	25.0	Philadelphia.	Seattle.	Steel, general.	1,900	4,971	
Springfield	21	10.21	21	11.10	21	18.30	21	22.35	American.	N. Atl. and West. S. Co. (S. B.).	410.0	56.0	26.6	New York.	San Diego.	General.	8,000	5,923	
Steel Mariner	21	8.00	21	12.30	21	20.59	21	20.59	British.	Ellerman & Bucknall Line.	447.0	56.0	26.6	New York.	Yokohama.	General.	1,411	1,582	
Kentucky	21	14.34	22	6.04	22	13.54	22	15.15	British.	Pacific Steam Navigation Co.	246.0	35.0	14.0	Cristobal.	Guayaquil.	General.	1,658	2,352	
Cauca	15	20.10	22	6.05	22	16.20	22	18.30	American.	Pacific Mail Steamship Co.	283.0	37.0	19.3	Cristobal.	San Francisco.	General.	5,742	5,714	
San Jose	15	20.10	22	6.45	22	16.24	23	6.49	British.	United States Steel Products Co.	400.0	50.0	24.9	Mobile.	Seward.	General.	1,500	12,297	
Charlton Hall	21	15.05	22	7.30	22	14.50	22	16.00	British.	Pacific Steam Navigation Co.	511.0	62.0	24.9	Liverpool.	Valparaiso.	General.	3,804	7,544	
Oreoma	21	15.05	22	7.30	22	14.50	22	16.00	British.	Commonwealth and Dom. Line.	426.0	54.0	25.3	New York.	Sydney.	General.	1,300	4,161	
Port Lincoln	22	6.17	22	8.25	22	17.29	22	20.20	British.	F. & W. Ritson	360.0	45.0	18.1	London.	Valparaiso.	Ballast.	1,300	3,133	
Palm Branch	21	17.24	22	13.20	22	19.45	22	20.35	British.	Mexican Government	125.0	23.0	13.6	Vera Cruz.	Salina Cruz.	Ballast.	278	87	
Vera Cruz 4	6-28	4.40	23	9.35	23	18.15	24	1.15	Mexican.	Mexican Government	125.0	23.0	12.0	Vera Cruz.	Salina Cruz.	Ballast.	278	87	
Mazatlan 4	6-24	2.50	23	9.35	23	18.15	24	1.15	Mexican.	Mexican Government	125.0	23.0	12.0	Vera Cruz.	Salina Cruz.	Ballast.	278	87	
Guaymas 4	6-25	10.23	23	9.35	23	18.29	24	1.15	Mexican.	Mexican Government	125.0	23.0	12.0	Vera Cruz.	Salina Cruz.	Ballast.	278	87	
Acapulco 4	6-24	6.31	23	9.35	23	18.31	24	1.15	Mexican.	Mexican Government	125.0	23.0	12.0	Vera Cruz.	Salina Cruz.	Ballast.	278	87	

1 Launch.

2 Motor ship.

3 Auxiliary schooner.

4 Trawler.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—	
July 17.	Atenas	United Fruit Co.	New Orleans.	July 17.	Atenas	United Fruit Co.	Bocas del Toro.	
July 17.	Caribbean	Panama Railroad	Cattle Industry.	July 18.	Hambal	United States Navy.	High seas.	
July 18.	Solana	Pacific Mail Steamship Co.	Tampico.	July 20.	Solana	Pacific Mail Steamship Co.	Tampico.	
July 18.	Gen. W. C. Gorgas.	Panama Railroad	New York via Haiti.	July 20.	Atenas	United Fruit Co.	New Orleans.	
July 19.	San Gil	United Fruit Co.	Boston.	July 20.	Tolosa	United Fruit Co.	New York.	
July 19.	Lima	Curacao Shipping Co.	Curacao.	July 20.	San Gil	United Fruit Co.	Boston.	
16	9.10	17	14.34	22	6.04	British.	Pacific Steam Navigation Co.	
16	10.05	17	6.49	17	15.50	17	21.52	British.
16	18.20	17	7.56	17	17.00	17	18.35	British.
17	1.00	17	8.39	17	17.12	18	14.20	Japanese.
17	10.30	17	11.51	17	18.50	18	16.06	Norwegian.
6-25	17	12.38	17	19.45	17	19.45	19.45	Norwegian.
17	14.50	18	7.54	18	20.45	18	23.35	British.
17	23.00	18	8.21	18	19.30	18	21.45	British.
18	1.00	18	8.34	18	20.40	18	22.35	British.
18	6.00	18	9.06	18	21.20	18	22.35	British.
18	6.00	18	9.36	18	22.30	19	9.26	American.
18	7.00	18	10.32	18	19.22	21	14.20	American.
18	7.00	18	10.55	18	22.05	19	19.43	French.
18	13.00	18	13.54	18	23.20	19	9.25	British.
18	15.19	6.31	19	20.20	19	20.50	Japanese.	
20	5.30	7.30	20	17.35	20	17.35	British.	
20	7.30	20	9.14	20	18.50	20	36.36	Japanese.
21	6.35	21	8.06	21	14.50	24	11.25	American.
21	8.30	21	9.59	21	18.25	21	19.23	Japanese.
21	9.00	22	8.05	22	17.40	22	17.40	American.
22	13.15	23	6.15	23	15.00	24	6.24	British.
22	13.20	23	6.28	23	14.30	23	14.50	American.
23	6.50	23	8.21	23	15.30	19	Peruvian.	
23	11.00	23	11.31	23	17.52	19	British.	
23	12.45	23	13.44	23	20.20	23	20.20	American.
19	6.00	23	14.45	23	21.43	19	British.	
23	13.50	23	15.04	23	22.36	24	6.00	British.

<sup>5</sup> Ivory nuts, hats, and general.

<sup>6</sup> Sugar and pineapples.

<sup>7</sup> Wool and canned goods.

<sup>8</sup> Coffee and case of gold.

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 17.	Atenas	United Fruit Co.	New Orleans.	July 17.	Atenas	United Fruit Co.	Bocas del Toro.	
July 17.	Caribbean	Panama Railroad	Cattle Industry.	July 18.	Hambal	United States Navy.	High seas.	
July 18.	Solana	Pacific Mail Steamship Co.	Tampico.	July 20.	Solana	Pacific Mail Steamship Co.	Tampico.	
July 18.	Gen. W. C. Gorgas.	Panama Railroad	New York via Haiti.	July 20.	Atenas	United Fruit Co.	New Orleans.	
July 19.	San Gil	United Fruit Co.	Boston.	July 20.	Tolosa	United Fruit Co.	New York.	
July 19.	Lima	Curacao Shipping Co.	Curacao.	July 20.	San Gil	United Fruit Co.	Boston.	
16	9.10	17	14.34	22	6.04	British.	Pacific Steam Navigation Co.	
16	10.05	17	6.49	17	15.50	17	21.52	British.
16	18.20	17	7.56	17	17.00	17	18.35	British.
17	1.00	17	8.39	17	17.12	18	14.20	Japanese.
17	10.30	17	11.51	17	18.50	18	16.06	Norwegian.
6-25	17	12.38	17	19.45	17	19.45	19.45	Norwegian.
17	14.50	18	7.54	18	20.45	18	23.35	British.
17	23.00	18	8.21	18	19.30	18	21.45	British.
18	1.00	18	8.34	18	20.40	18	22.35	British.
18	6.00	18	9.06	18	21.20	18	22.35	British.
18	6.00	18	9.36	18	22.30	19	9.26	American.
18	7.00	18	10.32	18	19.22	21	14.20	American.
18	7.00	18	10.55	18	22.05	19	19.43	French.
18	13.00	18	13.54	18	23.20	19	9.25	British.
18	15.19	6.31	19	20.20	19	20.50	Japanese.	
20	5.30	7.30	20	17.35	20	17.35	British.	
20	7.30	20	9.14	20	18.50	20	36.36	Japanese.
21	6.35	21	8.06	21	14.50	24	11.25	American.
21	8.30	21	9.59	21	18.25	21	19.23	Japanese.
21	9.00	22	8.05	22	17.40	22	17.40	American.
22	13.15	23	6.15	23	15.00	24	6.24	British.
22	13.20	23	6.28	23	14.30	23	14.50	American.
23	6.50	23	8.21	23	15.30	19	Peruvian.	
23	11.00	23	11.31	23	17.52	19	British.	
23	12.45	23	13.44	23	20.20	23	20.20	American.
19	6.00	23	14.45	23	21.43	19	British.	
23	13.50	23	15.04	23	22.36	24	6.00	British.

(Continued on page 796, column 2.)

### Coal Prices at Los Angeles and San Diego.

Spreckels Brothers Commercial Company, of Los Angeles, Cal., quotes the following prices on coal as of July 7, 1921, at Los Angeles and San Diego:

King Utah bunker coal delivered f. o. b. vessels alongside dock of the Outer Harbor Dock and Wharf Company, Los Angeles Harbor (San Pedro), is \$15.22 per gross ton of 2,240 pounds, and f. o. b. vessels alongside Spreckels Wharf, San Diego, \$16.72, trimming extra at cost and accident insurance, plus 10 per cent.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 23, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Venezuela	Pacific Mail Steamship Co.	July 17.	July 17.		292
Ottar	Caribbean Steamship Co.	July 17.	July 18.	101	( <sup>2</sup> )
Quillota	Pacific Steam Navigation Co.	July 17.	July 18.	40	135½
Point Bonita	Pacific Mail Steamship Co.		July 19.		113
Ucayali	Peruvian Line.		July 20.		316
Benedict	Pacific Steam Navigation Co.		July 20.		750
Caribbean	Panama Railroad Cattle Industry.	July 17.	July 21.	400	264
Cauca	Pacific Steam Navigation Co.	July 17.	July 22.	588	182½
Honduras	French Line.	July 18.	July 19.	( <sup>2</sup> )	273
Solana	Pacific Mail Steamship Co.	July 18.	July 20.	10,000	( <sup>2</sup> )
Gen. O. H. Ernst.	Panama Railroad Steamship Line.	July 18.	July 21.	88	730
Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	July 18.	July 23.	2,429	3,222
Pacific.	Johnson Steamship Line.	July 19.	July 19.	18	( <sup>2</sup> )
Tolosa	United Fruit Co.	July 19.	July 20.	292	96
San Gil.	United Fruit Co.	July 19.	July 20.	25	( <sup>2</sup> )
Jan Van Nassau	Royal Netherlands W. I. Mail.	July 19.	July 21.	42	2,177
Atenas	United Fruit Co.	July 20.	July 20.	3½	5
Cartago	United Fruit Co.	July 20.	July 21.	1,159	96
Balboa	Caribbean Steamship Line.	July 21.		517½	
San Jose.	Pacific Mail Steamship Co.		July 22.		1,658
Colon	Panama Railroad Steamship Line.	July 22.		1,977	
Coronado	Elders & Fyffes Ltd.	July 23.	July 23.	102	( <sup>2</sup> )
Huallaga	Peruvian Line.	July 23.		1,219	
Acajutla	Pacific Steam Navigation Co.	July 23.		966	
Laura C. Hall	Pacific Metals Corporation.	July 23.		25	
Chile	Pacific Steam Navigation Co.	July 23.		167	
Varg.	Caribbean Steamship Line.	July 23.		300½	

\* No cargo discharged.

\* No cargo laded.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 23, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Anyo Maru	Toyo Kisen Kaisha	July 17.	July 18.	1	6
Venezuela	Pacific Mail Steamship Co.	July 17.	July 17.	8	
Barima	Pacific Steam Navigation Co.	July 18.	July 18.	2	
Hector	Royal Dutch West India Mail.	July 18.	July 18.	19	
Chile	Pacific Steam Navigation Co.	July 19.		2	
Laura C. Hall	Pacific Metals Transportation Co.	July 22.	July 23.	5	
San Jose	Pacific Mail Steamship Co.	July 22.	July 22.		17
Charlton Hall	United States Steel Products Co.	July 22.	July 23.		73

### Ships at Cristobal Shops.

The following vessels were at the Cristobal shops for repairs during the week ended July 25:

Steamships *Colon* and *General W. C. Gorgas*, miscellaneous repairs and painting to engine, deck, and steward departments; *Balboa*, manufacture 3 projectiles for life-line gun; manufacture 4 crosshead bolts with nuts for steering engine; remetal crank-shaft bearing for dynamo engine; furnish 4 laborers and foreman to scale port boiler; motor ship *Lima*, steam out all cargo tanks and clean same; manufacture and install bulwarks on port and starboard sides of ship from bow aft; calk bulkheads between Nos. 1 and 2 tanks where leaking, also rivets; convert seamen's water-closet in forward starboard part of forecandle into room for boatswain and storekeeper; extend fore and aft steel bulkhead in forecandle to forward end of forecandle; manufacture, fit, and install water-tight doors as directed; run out port and starboard

anchors and examine and repair chains and shackles as directed; repair steering gear and renew parts as directed by planner; test pipe lines and suction buckets and repair as found necessary; draw pistons; examine wrist pin and crank pin bearings and repair; open up and clean out mufflers; overhaul air compressors, circulating pumps, and bilge pumps; readjust eccentric straps, examine and repair all sea valves, etc.; tug *Tavernilla*, dock and undock, calk boat deck; electric weld grooves in towing bits aft; clean and paint; remove rudder and true up shaft; renew bushing and gland bushing, remove port dynamo and install new turbine wheel; examine fire pump water end cylinder, etc.; U. S. submarine *R-27*, make and machine 1 head for muffler as sample; steamships *Caribbean*, renew staybolts, nuts, and washers in boiler; repair bilge pump, discharge valve, etc; *Solana*, braze copper steam pipe; make cement box in way of damage on starboard side and install cement; *Atenas*, services of diver to examine bottom; launch *Kariger*, repair cylinder and manifold; steamships *Coppename*, *Barima*, *Cartago*, *Huallaga*, *Honduras*, and launch *Dalia*, minor repairs.

PREVIOUSLY REPORTED.

Steamship *Cauca*, miscellaneous repairs, including dry-docking; U. S. S. *Sciota*, calk leaky rivets in frame No. 2 at 12-foot water line and miscellaneous engine repairs; motor ship *Satoe*, general overhauling, including dry-docking; barge *No. 117*, renewing plates, etc.; steamship *Vera Cruz*, miscellaneous repairs to main engines; U. S. S. *Forse*, miscellaneous repairs, including dry-docking; barge *No. 19*, renewing plates, etc.; U. S. submarine *R-25*, renewing defective rivets in engine foundation and general repairs; U. S. Navy barges, make bridles.

### Saturday and Sunday Night Passenger Trains Discontinued.

Effective with the new time table No. 33, Sunday, August 7, the following Saturday and Sunday night passenger trains will be discontinued:

- Train No. 9, leaving Colon at 11.30 p. m., Saturday.
- Train No. 10, leaving Panama at 11.30 p. m., Saturday.
- Train No. 11, leaving Colon at 9.35 p. m., Sunday.
- Train No. 12, leaving Panama at 9.35 p. m., Sunday.

### Extension of Period of Eligibility for Reinstatement.

Under date of June 25, 1921, an Executive Order was issued, providing for the amendment of Rule IX, section 1, paragraph (a), of the Civil Service rules, extending the 1-year period of eligibility for reinstatement under certain conditions, and for the striking out of section 2 of the same rule. The amended paragraph is quoted below, the italicized part indicating the nature and extent of the amendment in question:

"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 1 year from the date of his separation. *When the Commission and the appointing officer are in agreement that the public interest requires such unusual action, the Commission may authorize waiver of the 1-year limit herein prescribed under the following time limitations: Two years where service has been 2 years but less than 3 years; 3 years where service has been 3 years but less than 4 years; 4 years where service has been 4 years but less than 5 years; and 5 years where service has been 5 years or more.*"

### Official Circulars.

#### Leave Accumulation.

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 7, 1921.

#### HEADS OF DEPARTMENTS AND DIVISIONS:

The conditions of employment contain the following regulations relative to payment in commutation of leave and deferring the time of entering upon leave:

"29. Thirty days' cumulative leave will be allowed each employee paid on a monthly or annual basis for each year of his service, and 20 days to each employee paid on an hourly basis. This leave will be due after completing 10 months' service each year and may be taken when the employee's

service can be spared. It may be taken annually or left to accumulate to the credit of the employee, provided, however, that the maximum number of days leave with pay of all kinds which may be granted at any one time or which may be commuted into a cash payment at termination of service is 120.

\* \* \* \* \*

"35. After accumulating leave of all kinds amounting to 120 days, an employee ceases to earn additional cumulative leave until he is granted all or part of the cumulative leave already earned, unless he shall enter on cumulative leave within 2 months thereafter, or be ordered by the Governor to defer taking leave for official reasons.

"36. When an employee's service is terminated, a cash payment in commutation of leave will be made to him for the number of days cumulative leave due, plus the annual leave due. In the

event of his death his estate will be paid the sum due." (Circular No. 601-59.)"

Some complaint has been made by employees who have had the time for entering upon leave deferred for the good of the service, that, when discharged on account of reduction of force, they can not be paid for all leave earned unless they are permitted to report for duty at the end of such period as will leave not more than 120 days' leave due, which can then be commuted into a cash payment.

It is not believed that there have been many cases where employees, if they had made request, would not have been granted leave at some time during the period of their service sufficient to prevent any such question arising. The difficulties which have arisen have been due to the failure of employees to go on leave until they have accumulated their full quota and then, on account of the number of employees desiring to go at the same time, it has been necessary to extend the period which leave might be taken. These extensions have usually been made with the interests of the employee in mind, with the result that the time in which leave may be taken has been extended beyond the period that it was actually necessary to retain the employee.

If employees, whose time for entering upon leave had been extended, had actually requested leave as soon as they could be spared, it is believed that there would be very few if any cases where employees would not obtain all the leave to which they are entitled under the rules. The cases which have most frequently arisen are those in which the employees, realizing they were employed on work which was likely to be discontinued, have preferred to continue to work, avoid the expense of vacations, and secure on termination of service as large a sum as possible in commutation of leave.

In recommending the extension of time during which any employee may enter upon leave, heads of departments and divisions should consider carefully the probability of future reductions of force and should, so far as possible in making such reductions, permit employees to whom they have refused leave, to take sufficient leave to reduce their total to not more than 120 days.

These instructions are not to be considered as in any way increasing the rights of employees to leave, but are to be followed by the heads of departments and divisions in postponing leave, in determining what reductions in force may be necessary, and in selecting employees for discharge by reduction of force.

JAY J. MORROW,  
Governor.

**Leave of Absence.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 16, 1921.

TO HEADS OF DEPARTMENTS AND DIVISIONS:

A few instances have recently come to the attention of this office in which employees were allowed to report from leave of absence, and enter on a second leave of absence, after working only one or two days, without obtaining prior authority from this office in accordance with Paragraph 2 of Circular 602. This practice is an evasion of the intent of the rule which prohibits payment for more than 120 days' leave at one time and therefore should be discontinued.

In future, an employee should not be granted an additional leave of absence immediately after reporting for duty, where the sum of the absences would be more than 120 days, unless the request for the subsequent leave of absence is recommended by the head of the department and approved by this office.

By direction of the Governor:

C. A. McILVAINE,  
Executive Secretary.

**MOVEMENTS OF OCEAN VESSELS.—Continued from page 793.**

PORT OF CRISTOBAL—Continued.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
July 19.....	Jan Van Nassau.....	Royal Netherlands W. I. Mail.....	Amsterdam.	July 21.....	Caribbean.....	Panama Railroad Cattle Industry.	Cartagena.
July 19.....	Tolosa.....	United Fruit Co.....	New York.	July 21.....	Cartago.....	United Fruit Co.....	New Orleans.
July 19.....	Cartago.....	United Fruit Co.....	New Orleans.	July 21.....	Benedict.....	Booth Steamship Line	Cartagena.
July 19.....	Aleenas.....	United Fruit Co.....	Bocas del Toro.	July 21.....	Jan Van Nassau.....	Royal Netherlands W. I. Mail	Puerto Colombia.
July 22.....	Hambhal.....	United States Navy.....	High seas.	July 23.....	Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.	New York via Haiti.
July 22.....	Colon.....	Panama Railroad Steamship Line.	New York.	July 23.....	Coronado.....	Elders & Fyffes, Ltd.	Kingston.
July 23.....	Coronado.....	Elders & Fyffes, Ltd.	Port Limon.				
July 23.....	Varg.....	P. Johannessen.....	New York.				
PORT OF BALBOA.							
July 17.....	Anyo Maru.....	Toyo Kisen Kaisha.....	Valparaiso.	July 18.....	Anyo Maru.....	Toyo Kisen Kaisha.....	Hongkong.

\*Other than ships passing through the Canal.

# THE PANAMA CANAL RECORD

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Volume XIV.

Balboa Heights, C. Z., August 3, 1921.

No. 51.

## The Panama Canal Record for Employees.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 29, 1921.

*To all concerned*—Volume XV of THE PANAMA CANAL RECORD will begin with the issue of August 17, 1921. Effective with that number the distribution of copies free to employees of The Panama Canal and Panama Railroad on the Isthmus will be discontinued, and thenceforth employees may have it sent to their post-office address upon payment of the regular subscription price as shown on the first page of each issue—\$1.50 a year in the Canal Zone, the United States, and the Republic of Panama; \$2 a year elsewhere. Distribution for official use and for information of shipping interests will continue as heretofore.

JAY J. MORROW,

Governor.

## Length, Beam, and Draft of Commercial Vessels.

A classification of the commercial vessels passing through the Panama Canal in June, 1921, by length, beam, and salt water draft shows the following:

	Atlantic to Pacific.	Pacific to Atlantic.	All vessels.	Per cent of all ships.
<i>Length.</i>				
Less than 100 feet.....	2	1	3	1.6
100 to 200 feet.....	2	3	5	2.6
200 to 300 feet.....	20	16	36	18.7
300 to 400 feet.....	31	31	62	32.3
400 to 500 feet.....	44	36	80	41.7
Over 500 feet.....	4	2	6	3.1
Total ships.....	103	89	192	100.0
Aggregate length (feet).....	37,852.0	32,633.5	70,485.5	.....
Average length (feet).....	367.5	366.7	367.1	.....
<i>Beam.</i>				
Less than 30 feet.....	3	4	7	3.6
30 to 40 feet.....	12	11	23	12.0
40 to 50 feet.....	28	20	48	25.0
50 to 60 feet.....	52	48	100	52.1
60 to 70 feet.....	6	6	12	6.3
70 to 80 feet.....	2	.....	2	1.0
Total ships.....	103	89	192	100.0
Aggregate beam (feet).....	5,120.1	4,380.1	9,500.2	.....
Average beam (feet).....	49.7	49.2	49.5	.....
<i>Draft.</i>				
Less than 15 feet.....	15	10	25	13.0
15 to 20 feet.....	27	22	49	25.5
20 to 25 feet.....	37	39	76	39.6
25 to 30 feet.....	23	15	38	19.8
30 feet and over.....	1	3	4	2.1
Total ships.....	103	89	192	100.0
Aggregate draft (feet).....	2,146.4	1,894.9	4,041.3	.....
Average draft (feet).....	20.8	21.3	21.0	.....

MOVEMENTS OF OCEAN VESSELS.  
Week ending at midnight July 30, 1921.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Clearred for sea.		Nationality.	Line.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Laura C. Hall	23	15 00	24	6 24	24	13 35	25	15 30	British	Pacific Metals Corporation	81.0	25.0	9.0	Cristobal	Buenaventura.	General.	5	132	72
Gene Crawley	24	10 30	24	11 23	24	18 50	24	20 19	American	Sindair Navigation Co.	305.0	43.0	24.0	Tampico	Corinto	Crude oil	4,545	3,332	2,512
Balboa	21	14 50	24	11 23	24	17 56	24	19 00	American	Colombian Maritime Co.	190.0	29.0	11.0	Cristobal	Buenaventura.	Ballast.		741	350
Caucayé (No. 2350)			24		24	12 08			American	E. B. Sipe				Cristobal	Gatun.				
Canadian Prospector	24	19 10	25	6 36	25	13 43	25	14 55	British	Canadian Government	400.0	52.4	17.8	Alexandria	Vancouver			5,858	4,033
Theodore Roosevelt	25	17 36	25	6 58	25	14 30	25	15 22	Norwegian	Fred Olsen & Co.	426.0	56.0	21.0	Antwerp	San Francisco.	General.	5,400	7,593	5,637
Saint Joseph	24	12 34	25	11 39	25	13 19	25	19 30	French	Cie. Generale Transatlantique	398.0	50.0	15.0	Antwerp	Valparaiso	General.	205	5,979	4,170
Conqueror	25	11 39	25	12 15	25	19 29	26	10 20	British	Canadian Government	400.0	52.0	22.6	New York	Bristol	Oil and general	5,154	5,954	4,127
S. C. 285			25	10 10	25	18 10	26	2 30	American	United States Navy				Cristobal	Balboa				
Dorset	26	11 27	26	12 40	26	20 30	27	7 33	British	Federal Steam Navigation Co.	460.0	58.0	27.6	Liverpool	Auckland	General	4,200	9,188	6,581
Corona	26	16 39	27	11 46	27	16 33			American	F. E. Davis	104.0	15.0	6.0	New York	San Diego	Ballast		83	13
Amazon Maru	27	12 59	27	13 18	27	21 05	27	22 14	Japanese	Oaka Shosen Kaisha	425.0	59.0	25.0	New York	Manila	General	6,676	7,901	5,629
Ghile	28	21 43	28	6 18	28	12 53	28	14 45	British	Pacific Steam Navigation Co.	350.0	43.0	18.3	Cristobal	Valparaiso	General		4,065	2,668
Rimutaka	28	9 50	28	10 38	28	17 46	29	0 40	British	New Zealand Shipping Co.	457.0	58.0	25.0	London	Wellington	General	1,800	9,199	6,883
S. C. 284	25	15 08	28	9 30	28	14 48			American	United States Navy				Cristobal	Balboa				
West Haven	25	19 58	29	6 20	29	14 26	29	15 30	American	Atlantic Gulf Steamship Co.	409.0	51.0	22.0	New York	San Francisco	General	6,088	6,665	5,020
Acapulca	23	17 52	30	9 55	30	16 18	30	17 10	British	Pacific Steam Navigation Co.	215.7	33.5	14.1	Cristobal	Champerico	General		1,273	706
Asia	30	9 15	30	13 21	30	19 53	30	20 57	Danish	East Asiatic Steamship Co.	425.3			Copenhagen	San Francisco	General	2,941	7,396	5,588

Motor schooner.

Motor ship.

Yacht.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Steel Inventor	24	13 15	24	14 04	24	21 48	25	2 03	American	United States Steel Products Co.	441.0	56.2	27.6	San Francisco	United King.	General.	7,600	7,539	5,448
Duendes	24	23 30	25	7 40	25	15 30	25	16 40	British	Pacific Steam Navigation Co.	390.0	50.0	24.0	Coronel	London	(*)	5,312	6,014	4,494
S. C. 284			25	8 11	25	15 08	29	9 30	American	United States Navy	110.0	10.0		Balboa	Cristobal				
Manavai	26	1 00	26	7 41	26	14 30	26	16 50	American	Munson Line	370.0	53.1	23.6	Raymond	New York	Lumber	5,154	5,577	4,225
Manana	26	20 30	27	4 27	27	15 10	1	6 23	British	Pacific Steam Navigation Co.	216.0	35.1	13.9	Guayaquil	Cristobal	General	296	1,357	884
Jamaica	28	0 40	28	7 31	28	13 55	31	12 00	British	Pacific Steam Navigation Co.	229.0	34.0	10.2	Tumaco	Cartagena	General	296	1,187	622
S. C. 285	28	12 04	29	7 12	29	16 15			American	United States Navy	110.0	10.0		Sea	Cristobal				
Yosemite	28	22 30	29	8 15	29	16 55	31	1 30	American	Thorndyke & Prentiss (S. B.)	402.6	53.0	24.0	Portland	Dublin	Wheat	6,678	6,604	4,969

\* Grain, wool, hides, ores, bark, and beeswax.

	29	4 00	29	8 22	29	17 38		Chilean.		379 6	44 3	19 0	Valparaiso	Cristobal	General	470 4, 535
Aysen	29	5 00	29	8 42	29	19 03	29	British	Turnbull, Martin & Co.	430 0	53 5	24 0	Melbourne.	London.	(9)	5, 678
Banfishire	29	5 00	29	8 42	29	19 03	29	British	Federal Steam Navigation Co.	400 4	62 8	25 6	Lyttleton.	London.	General.	6, 985
Surry	29	5 15	29	9 01	29	20 10	29	British								10, 000
Kirkcudbright-shires	28	23 30	29	9 55	29	20 50	29	British	Thomas Law & Co.	250 0	38 3	21 6	Asia Island	London.	Guano.	2, 350
Pallas	29	10 00	29	12 24	29	20 50	29	British	Swayne & Hoyt, (S. B.)	380 5	53 1	20 0	San Francisco	Buenos Aires	(10)	3, 530
Arizonan	29	12 20	29	13 09	29	22 10	30	American	American-Hawaiian Line	470 1	57 2	30 0	Hawaiian Isls	New Orleans	Sugar.	5, 659
Suffeagle	27	12 35	30	7 39	30	17 18		American	Swiftsure Transport Co.	464 6	60 2	25 6	Portland.	Falmouth	Wheat.	9, 969
Orion	29	19 00	30	7 53	30	16 39	1	American	United States Navy	514 0	65 0	18 1	Puget Sound.	Hampton R ds	Navy supplies.	8, 473
Tranvaal	30	2 00	30	10 48	30	18 58	30	Danish	Orient Steamship Co.	349 8	49 7	24 0	Seattle.	Bremen.	General	200
R-24	6-12	15 00	30	12 29	30	20 53		American	United States Navy	175 0	16 0		Balboa.	Cristobal.	General	6, 283
Manulani	29	22 45	30	12 27	30	20 46		American	Matson Navigation Co.	480 6	62 2	30 9	Hilo.	Philadelphia	Sugar.	13, 105
Quilota	30	14 30	30	15 01	30	21 45		British	Pacific Steam Navigation Co.	361 4	46 2	18 0	Guayaquil	New York.	General.	10, 317

5 Sailer. 6 Collier. 7 Submarine. 8 For orders. 9 Cold storage and general. 10 Rice, beans, lumber, and general.

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 24.	Coppename.	United Fruit Co.	New Orleans.	July 24.	Coppename.	United Fruit Co.	Bocas del Toro.
July 25.	Abangarez.	United Fruit Co.	New York.	July 25.	Hannibal.	United States Navy.	High seas.
July 26.	Calamares.	United Fruit Co.	New York.	July 25.	Varg.	P. Johannessen.	New York.
July 27.	Astmahco III	Astmahco Navigation Co.	Colorado Bar.	July 27.	Coppename.	United Fruit Co.	New Orleans.
July 27.	Coppename	United Fruit Co.	Bocas del Toro.	July 27.	Calamares.	United Fruit Co.	New Orleans via Port Limon.
July 27.	Tivives	United Fruit Co.	New York.	July 27.	Abangarez.	United Fruit Co.	New Orleans via Bocas del Toro.
July 28.	Turrialba.	United Fruit Co.	New York.	July 28.	Tivives.	United Fruit Co.	New York via Colombia.
July 28.	Caribbean.	Panama Railroad	Cattle Industry	July 28.	Turrialba.	United Fruit Co.	New York via Kingston.
July 28.	Alexandrian	F. Layland & Co.	Liverpool.	July 29.	Colon.	Panama Railroad Steamship Line.	New York via Port au Prince.
July 30.	St. Michel <sup>11</sup>	United States Army	New York via San Juan.	July 30.	Alexandrian.	F. Layland & Co.	New Orleans.
July 30.	San Pablo	United Fruit Co.	Boston via Habana.				
July 30.	Puerto Pico	French Line	St. Nazaire via wayports.				
July 30.	U. S. S. Hannibal	United States Navy	Porto Bello.				

11 U. S. Army transport.

PORT OF BALBOA.

Date.	Vessel.	Line.	From
July 24.	Silverado	General Steamship Corp. (S. B.)	Callao.
July 24.	Wallingford	General Steamship Corp. (S. B.)	Los Angeles.
July 24.	Silverado	Silverado	Silverado
July 26.	Wallingford	Wallingford	Wallingford
			General Steamship Corp. (S. B.)
			General Steamship Corp. (S. B.)
			San Francisco.
			Valparaiso.

<sup>12</sup>Other than ships passing through the Canal.

### Cash Balance in Appropriations—June, 1921.

THE PANAMA CANAL, EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 23, 1921.

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

SIR: Herewith is a report showing the commissary sales, financial receipts, and expenditures, and of the cash balance available in The Panama Canal appropriations, for the month of June, 1921, as compared with the preceding month, and with the corresponding month of last year:

	June, 1921.	May, 1921.	June, 1920.
Cash balance available for expenditure:			
In Canal appropriations.....	\$6,587,322.64	\$7,051,969.56	\$12,665,316.67
In fortification funds allotted to The Panama Canal for expenditure.....	473,781.75	473,781.75	4,517,354.98
Payments made from appropriations:			
By Paymaster on the Isthmus.....	1,320,644.03	1,416,780.45	1,585,712.19
By Disbursing Clerk, Washington, D. C.....	392,282.07	542,139.41	902,554.92
To the Panama Railroad Co. (for commissary books)...	264,296.78	279,967.38	373,512.32
Collections on the Isthmus:			
Repaid to appropriations.....	1,129,286.25	864,120.60	1,348,074.34
Commissary and other trust funds.....	266,278.17	281,797.79	375,204.39
Tolls.....	751,967.12	835,914.57	704,210.53
Sales of water.....	3,375.05	6,930.25	61.25
Postal receipts.....	10,612.03	9,007.50	11,794.45
Licenses, taxes, court fees, fines.....	3,913.61	3,614.56	4,458.11
Interest on bank balances.....	25,000.00		
Sales of obsolete material.....		1,350.00	
Total collections on Isthmus.....	2,190,432.23	2,002,735.27	2,443,893.07
Collections by Disbursing Clerk at Washington, D. C.....	170,695.05	1,682.49	8,822.26
Deposits with Assistant Treasurer of United States.....	40,405.00	33,600.00	108,900.00
Canal Zone and miscellaneous funds:			
Receipts.....	171,984.82	175,428.77	166,958.04
Disbursements.....	247,862.06	210,427.73	224,481.02
Pay rolls on the Isthmus.....	1,053,050.18	1,125,283.38	1,355,500.02
Requisitions for purchases in the United States.....	123,083.97	115,807.91	1,293,250.22
Sales of commissary supplies:			
To The Panama Canal.....	106,708.70	100,507.44	134,321.71
To steamships, other than those of the United States Government and Panama Railroad Steamship Line.....	42,149.02	45,385.75	80,338.78
To the Panama Railroad, including its steamships and the Hotel Washington.....	19,911.64	15,672.15	39,969.74
To the United States Government, including the Army and Navy.....	143,339.69	128,012.49	226,441.56
To individuals and companies, through charge accounts..	22,972.02	21,899.98	30,127.25
To individuals purchasing coupons.....	389,156.00	430,276.92	614,716.07
Total commissary sales.....	724,237.07	741,754.73	1,125,915.11

<sup>1</sup> Balance on last day of month.

Respectfully,

JAY J. MORROW,  
Governor.

### New Chinese Line in Panama Service.

Advice has been received from the Chungwha Navigation Company of Hongkong that a new service between Hongkong and Valparaiso, via Honolulu, San Francisco, and Panama will be instituted with the sailing from Hongkong on July 30 of the steamship *Hwah Ping*; due at Balboa September 3.

### Postal and Cable Addresses of The Panama Canal.

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

Mails for ships passing through the Canal or touching at either of the terminal ports should be addressed to "Cristobal, Canal Zone."

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

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 30, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Coppename.....	United Fruit Co.....	July 24.....	July 24.....	( <sup>1</sup> )	1
Laura C. Hall.....	Pacific Metals Corporation.....	.....	July 24.....	.....	4
Saint Joseph.....	French Line.....	July 24.....	July 25.....	59	( <sup>2</sup> )
Duendes.....	Pacific Steam Navigation Co.....	July 25.....	July 25.....	25	( <sup>3</sup> )
Abangarez.....	United Fruit Co.....	July 25.....	July 27.....	1,322	39
Calamarez.....	United Fruit Co.....	July 26.....	July 27.....	263	362
Coppename.....	United Fruit Co.....	July 27.....	July 27.....	25	4
Tivives.....	United Fruit Co.....	July 27.....	July 28.....	20	428
Chile.....	Pacific Steam Navigation Co.....	.....	July 28.....	.....	240 <sup>1</sup>
Manavi.....	Pacific Steam Navigation Co.....	July 27.....	.....	226	.....
Jamaica.....	Pacific Steam Navigation Co.....	July 28.....	.....	289 <sup>1</sup>	.....
Turrialba.....	United Fruit Co.....	July 28.....	July 28.....	15	1
Alexandrian.....	Leyland Line.....	July 28.....	July 30.....	425	233
Caribbean.....	Panama Railroad Cattle Industry.....	July 28.....	.....	502	.....
Aysen.....	Chilean Steamship Line.....	July 29.....	.....	530	.....
Puerto Rico.....	French Line.....	.....	.....	54	.....
Quillota.....	Pacific Steam Navigation Co.....	July 30.....	.....	190	.....
Asia.....	East Asiatic Steamship Co.....	July 30.....	July 30.....	39	( <sup>2</sup> )
San Pablo.....	United Fruit Co.....	July 30.....	July 30.....	20	200
Acajutla.....	Pacific Steam Navigation Co.....	.....	July 30.....	.....	715

<sup>1</sup> No cargo discharged.<sup>2</sup> No cargo laded.<sup>3</sup> Pounds.

### Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 30, 1921.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Laura C. Hall.....	Pacific Metals Corporation.....	July 24.....	July 25.....	.....	95
Wallingford.....	United States Shipping Board.....	July 24.....	July 26.....	10	51
Chile.....	Pacific Steam Navigation Co.....	July 28.....	July 28.....	.....	6
Acajutla.....	Pacific Steam Navigation Co.....	July 30.....	July 30.....	.....	1

### Ships at Canal Repair Shops.

The following vessels were at the Balboa shops for repairs during the two weeks ended July 30:

Steamship *Chile*, draw tail shafts and rewood bearings; repack glands; clean out water service connection to starboard gland; overhaul, grind in, and repack sea valves as designated by chief engineer; scale and clean internally and fire side of starboard boiler; renew fusible plugs; overhaul boiler mountings and renew one stud on auxiliary steam valve; repair engineer's department pipes and valves as required; redrive loose rivets behind starboard dynamo; install spare piston rods on port dynamo engine; overhaul ash winch; repair anchor winlass and perform miscellaneous engineer's department work; U. S. submarine chaser *V-12*, dock; open up all sea valves; clean, grind in, repack, and otherwise repair as required; overhaul strainers; examine rudder; overhaul gudgeons and pintles; repack deck stuffing box; repair propellers and shafts; repair main and auxiliary engines; renew roller and ball bearings in main journal bearings of Delco lighting system; repair anchor and windlass; perform miscellaneous deck repairs; clean copper bottom and repair or renew copper sheathing; repair skylights, air ports, and ventilators; renew life lines and guy wires, and renew clamps on awning stanchions; manufacture one 12-foot lifeboat; steamships *Empire State*, weld arm for throttle valve, starboard main engine; *Anyo Maru*, service of diver to examine propeller; yacht *Adventurers*, renew galley range smoke pipe from top of range to deck in galley; steamship *General George W. Getty*, dock, stage, clean, and paint bottom; draw propeller wheel and shaft and rewood bearing; dress tail-shaft sleeve; repair propeller blades if necessary; renew bottom of wrapper sheet; renew defective stay bolts, etc.; calk, rivet, and electric-weld as necessary; manufacture 1 spare set metallic packing and springs for H. P. and L. P. piston rods of main engine; rebore control valve and manufacture and install new piston valve on steering engine; take lost motion out of engine and gear mounted on it; renew one 2½-inch brass nipple, forward bottom side of feed water heater; overhaul, grind in, and repack all sea valves and repair strainers; renew all bad order hull zincs; overhaul pintles and gudgeons

of rudder; renew wood deck and canvas from ladder to after end and from engine room skylight to rail on starboard side; repair lifeboat and boat falls; and test and repair air tanks on boat; renew glass and 3 brass studs and nuts in one forecandle air port; fair air port and frame, port side of lazarette, aft; repair or renew 7 stanchions in forward hold; launch *Aguila*, place on blocks; overhaul clutch and line up engine; install bronze plates on rudderpost; calk butts and renew 2 planks in bottom; steamship *Wallingford*, replace and grind in suction valve to fit spare piston on refrigerating system; make necessary repairs to air ports.

PREVIOUSLY REPORTED.

Dredge *Gamboa*, docking and hull repairs; U. S. submarine *R-24*, miscellaneous repairs; welding armature cores on main motors to spiders and stiffening motor frames and foundations; steamship *Guardian*, docking and miscellaneous repairs; tug *Coco Solo*, manufacture 3 eccentric rods for generators and electric weld back end of boilers; launch *P-1*, rebuilding of hull; steamships *Katrina Luckenbach*, repairs to main turbines; *Western Knight*, repairs to main engine and crosshead slipper; *Maricopa*, miscellaneous repairs to boilers, engines, and auxiliary machinery; and docking, cleaning, and painting; French cruiser *Jules Michelet*, docking and miscellaneous hull repairs; steamship *Chile*, docking and tail-shaft repairs; U. S. submarine chaser *V-12*, docking and general repairs to hull and machinery.

The following vessels were at the Cristobal shops for repairs during the week ended August 1:

Steamships *Colon*, *General G. W. Goethals*, *Cristobal*, *Ulysses*, miscellaneous repairs and painting to engine, deck, and steward departments; *Asthmaho III*, remetal crank brass, main engine; remove valve seat and manufacture 8 complete sets valve and seats for bilge pump; examine and repair all bilge valves and lines; *Pomona*, remetal crank pin brass, dynamo engine; repair copper pipe; make new cylinder cover; U. S. S. *Pinola*, manufacture one valve stem guide as per sketch furnished; manufacture 10 keepers as per sketch furnished; manufacture 8 copper coils as per sample and directions; steamship *Caribbean*, renew stay-bolt nuts and washers in boiler where leaking; weld packing box for fire pump piston rod steam end; manufacture 8 metallic packing rings for each of the H. P. and L. P. piston rods, both main engines; manufacture, fit, and install bushing for wrist pin bearings and true up or renew wrist pins as found necessary in compressor end of ice machine; examine and repair crank shaft; examine and repair all sea valves; manufacture 50 hardwood wedges, as sample; examine and repair rudder, etc.; launch *Nard*, steamships *Yosemite*, *Puerto Rico*, *Acajulla*, *Abangarez*, *Heredia*, and *Metapan*, minor repairs.

PREVIOUSLY REPORTED.

Motor ship *Satoe*, general overhauling, including dry-docking; barge *No. 117*, renewing plates, etc.; U. S. S. *Forse*, miscellaneous repairs, including dry-docking; barge *No. 19*, renewing plates, etc.; U. S. submarine *R-25* (at *Coco Solo*), renewing defective rivets in engine foundations and general repairs; motor ship *Lima*, general overhauling, including dry-docking; tug *Tavernilla*, remove and true up rudder shaft, docking, and miscellaneous repairs.

### Accessions to the Canal Library.

The following are among the new books received during the past month:

MacKenzie, L. K., "Story of a fortunate youth;" Mardin, "Peace, power, and plenty;" Masters, E. L., "Mitch Miller;" Miller, L. E., "Hidden people;" Mosher, J. A., "Effective speaking voice;" Mulder, Arnold, "Sand doctor;" O'Brien, Fred, "White shadows in the South Seas;" Oemler, Marie, "Purple heights;" Oppenheim, E. P., "Curious quest;" Oppenheim, E. P., "Jacob's ladder;" Orczy-Emmuska, "First Sir Percy;" Packard, F. L., "Further adventures of Jimmie Dale;" Parker, Siu Gilbert, "No defense;" Pedler, Margaret, "Splendid folly;" Popence, Wilson, "Manual of tropical and subtropical fruits;" Porter, E. H., "Sister Sue;" Price, R. B., "Silver shoal light;" Reeve, A. B., "Constance Dunlap;" Rideout, H. M., "Footpath way;" Rinehart, M. R., "Poor wise man;" Riseing, Lawrence, "She who was Helena Cass;" Ross, E. A., "South of Panama;" Sabin, "Boys' books of frontier fighters;" Sargent, H. H., "Strategy of the western front;" Schaeffer, Mrs. E. S., "Isabel Sterling;" Schaeffler, R. H., "Fiddler's luck;" Sheffield, Lyba, "Swimming simplified;" Sheehan, P. P., "House with a bad name;" Sinclair, May, "Romantic;" Taylor, M. M., "Mogfoots;" Tilden, "Art of lawn tennis;" Tracy, Louis, "Number seventeen;" Van Buren, Martin, "Autobiography;" Vermilye, K. J., "Next corner;" Wallace, Dillon, "Lure of the Labrador wilds;" Wells, Carolyn, "Mystery of the sycamore;" Wells, H. G., "Russia in the shadows;" Wharton, E. N., "Age of innocence;" Williamson, C. N. and A. M., "Set in silver."

The juvenile library has been transferred from the Balboa School to the Panama Canal Library, Balboa Heights, and is now open every day.

### September Weather Probabilities.

The following weather conditions may be expected at the Canal entrances during the month of September, 1921. Predictions are based on the records at Colon and Balboa Heights for the past 14 and 15 years, respectively.

*Winds*—Light southeast and variable winds will prevail over the Atlantic Coast with an average hourly velocity of about 7 miles, although a maximum velocity as high as 35 miles an hour may occur during the passage of local rain or thunder showers.

Light northwest or north winds will prevail over the interior and the Pacific Coast, with an average hourly velocity of about 6 miles. A maximum velocity of 30 to 35 miles an hour may be expected during local rain or thunder storms, but such storms seldom last for more than a few minutes.

*Rain*.—The average September rainfall on the Atlantic Coast for a period of 50 years is 12.54 inches, while the average rainfall at the Pacific entrance for a period of 24 years is 7.94 inches. Heavy showers may be expected on both coasts. The average number of days during the month on which the rainfall equals or exceeds 1 inch has been 4 on the Atlantic Coast and 3 on the Pacific side.

*Fogs*.—Few, if any, fogs are likely to occur on either coast, but night and early morning fogs will be numerous over the interior. The average number of fogs over the Gaillard Cut section of the Canal during the month of September, is about 25, 57 per cent of which have been dense. (In a dense fog objects can not be distinguished at a distance of 1,000 feet.) All fogs that occur may be expected to lift or become dissipated by 8.30 a. m.

*Temperature*.—The average shade air temperature over both coasts will be approximately 80° F. The maximum temperature for the month is not likely to exceed 94° F. at the Pacific entrance, or the minimum to be lower than 68° F., while at the Atlantic entrance a temperature higher than 91° F. or lower than 71° F. is not likely to occur. The mean daily range in temperature will be about 13° F. on the Pacific Coast and 10° F. on the Atlantic.

*Barometric pressure*.—Except for the well-marked diurnal changes, variations in atmospheric pressure on the Isthmus are very slight, and have little value in indicating future weather conditions. The mean atmospheric pressure for the month will be about 29.84 inches over both coasts. The highest pressure is not likely to be above 29.95 inches, or the minimum lower than 29.70 inches.

*Relative humidity*.—The percentage of moisture in the air varies but slightly from month to month during the rainy season. The average humidity for the month of September on both coasts will be close to 87 per cent. On the Pacific Coast the average maximum nighttime humidity will be about 95 per cent, while the average minimum daytime value will be close to 74 per cent. On the Atlantic Coast the same values will be about 92 and 79 per cent, respectively.

*Storms*.—Local wind, thunder or rain squalls of limited extent may be expected quite frequently over the Isthmus during the month of September. No severe general storms are likely to occur as the Canal Zone lies without the regions of violent and widespread atmospheric disturbance. The West Indian hurricane season is from June to November, but the normal paths of these storms during the coming month lie well to the northward of the Isthmus. A rough sea with fresh winds may be experienced occasionally outside the breakwater following the passage of these storms. The average number of days during September on which thunderstorms occur is about 18 on both coasts.

General cloudy weather will prevail and smooth to moderate seas may be expected at the Pacific entrance.

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### COMMISSARY NOTES.

#### Household Expense Book.

A new edition of the *Household Expense Book* has been issued to meet the demand for a convenient system of keeping personal accounts. This book is a revision of the one printed by The Panama Canal Press some years ago, and particularly adapted to local requirements. The price of this book is only \$1.

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#### Price Reductions.

Reductions ranging from 10 to 50 per cent have been made the past week in the prices of dry goods, boots and shoes, leather goods, and hardware. Among the principal items affected are shirts, hose for men, women, and children, felt hats, work pants, overalls, bedspreads, umbrellas, dress materials, curtain goods, underwear, towels, suit cases, hand bags, aluminum ware, and practically all styles and qualities of footwear carried in the retail stores. This is the most sweeping reduction ever made in the prices of commissary stocks, the items being marked to sell at replacement values or less, as nearly as can be ascertained.

### Pullman Reservations Out of New York.

The Executive Office is advised that the Division Passenger Agent of the Pennsylvania Railroad System, Mr. Wm. Pedrick, Jr., 263 Fifth Avenue, New York City, has been instructed to honor any requests he may receive by letter or wire from Panama Canal or Panama Railroad employees for Pullman reservations over their lines out of New York, and, if so requested, such employees will be met on their arrival by the Pennsylvania Railroad Steamship Passenger Agent, who will notify them of the reservations made at their request and render such other assistance as he can to expedite their transfer and make pleasant their trip.

### Gasoline and Air.

At the request of the members of the Union Church and Christian Science Church, the hours for selling gasoline and furnishing air to employees on Sundays and holidays have been changed from 9 to 11 to 8 to 9.30 a. m. This for the reason that the gasoline and air pumps are in close proximity to these churches, and a good deal of noise was made, to the inconvenience of both churches during their services.

### Flowers from Corozal Hospital.

Effective at once pink and red roses will be sold at 50 cents per dozen. Flowers intended for patients or others at Ancon Hospital can be delivered at about 8 a. m. or 4.30 p. m. daily; and deliveries made elsewhere by arrangement.

Asparagus and other ferns, hedges, cannas, palms, rose cuttings, etc., also for sale at reasonable prices.

### 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 Board of Civil Service Examiners, Balboa Heights, C. Z. (telephone 286):

Assistant curator (male and female); \$1,500 to \$1,800 a year; form 2118; announcement No. 342; age, 25 but not 70 years; vacancies in Division of Mechanical Technology, National Museum, Washington, D. C.; August 9, 1921.<sup>1</sup>

Assistant horticulturist (male and female); \$2,400 to \$2,500 a year; form 2118; age, 25 but not 40 years; vacancies in Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; August 30, 1921.<sup>1</sup>

Assistant in information (male and female); \$1,800 to \$3,600 a year; form 2118; announcement No. 345; age, below 55 years; vacancies in Department of Agriculture, Washington, D. C.; August 16, 1921.<sup>1</sup>

Examiner of accounts, Interstate Commerce Commission, No. 427-amended, supplemental; receipt of applications to close July 26, 1921.

Civil engineer; mechanical and electrical engineer; No. 574-supplemental; receipt of applications to close July 26, 1921.<sup>2</sup>

Farmer; No. 617-amended, supplemental; effective July 14, 1921, the maximum age limit for the position of farmer in the Indian Service has been changed from 55 to 50 years.<sup>2</sup>

Physician; No. 1957-amended, supplemental; effective September 1, 1921, applicants for the position of physician in the Indian Service must have reached their twenty-first but not their fiftieth birthday on the date of making oath to the application.<sup>2</sup>

Applicants for the position of physician in the Public Health Service and in the Coast and Geodetic Survey must have reached their twenty-first but not their seventieth birthday on the date of making oath to the application.<sup>2</sup>

Laboratory aid in agricultural technology (male and female); \$840 to \$960 a year; form 1312; announcement No. 346; age, below 70 years; vacancies in Bureau of Plant Industry, Department of Agriculture, Washington, D. C.; September 7, 1921.

Mineral examiner (male and female); \$1,620 to \$1,800 a year; form 1312; announcement No. 350; age, 21 but not 50 years; vacancies in General Land Office Service, August 17, 1921.

Laboratory aid in plant pathology (male and female); \$900 a year; form 304; announcement No. 349; age, 18 but not 45 years; vacancies in Bureau of Plant Industry; August 17, 1921.

Aid (male and female); \$1,500 a year; form 1312; announcement No. 311-amended; age, 21 but not 30 years; vacancies in Lighthouse Service, Third District, Tomkinsville, N. Y.; August 30, 1921.<sup>1</sup>

Assistant in date scale eradication (male and female); \$1,200 to \$1,500 a year; form 1312; announcement No. 335-amended; age, 18 but not 45 years; vacancies in Federal Horticultural Board, Department of Agriculture; September 7, 1921.

Dairy husbandman (male and female); \$2,500 to \$3,500 a year; form 2118; announcement No. 353; age, 21 but not 50 years; vacancies in Dairy Division, Bureau of Animal Industry, Department of Agriculture, Washington, D. C.; August 30, 1921.<sup>1</sup>

Director, southern forest experiment station (male and female); \$3,840 a year; form 1312; age, 30 but not 45 years; vacancies in Forest Service, Department of Agriculture, New Orleans, La.; September 6, 1921.<sup>2</sup>

Guard (male and female); \$720 a year; form 304; age, 21 but not 60 years; vacancies in the State, War, and Navy Building, Washington, D. C.; September 7, 1921.<sup>1</sup>

Medical interne (male and female); \$1,200 a year; form 1312; announcement No. 638-amended; age, 20 but not 70 years; vacancies in Saint Elizabeth's Hospital, Washington, D. C.; November 1, 1921.<sup>1</sup>

Personal service officer (male and female); \$1,600 to \$2,400 a year; form 1312; announcement No. 358; age, below 50 years; vacancies under Federal Board for Vocational Education, November 1, 1921.<sup>1</sup>

Plant engineer (male and female); \$3,000 a year; form 1312; announcement No. 352; age, below 70 years; vacancies at Picatinny Arsenal, Dover, N. J.; August 30, 1921.<sup>1</sup>

Scientific assistant (male and female); \$1,400 a year; form 1312; announcement No. 175; age, 20 but not 40 years; vacancies in Bureau of Fisheries, Department of Commerce, Beaufort, N. C.; September 21, 1921.

Trained nurse (male and female); \$840 a year; form 1312; announcement No. 1952-amended; age, 20 but not 45 years; vacancies in Federal Board for Vocational Education and in Indian and Public Health Services.<sup>2</sup>

<sup>1</sup> 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.

<sup>2</sup> Applications will be received at any time until further notice.

<sup>3</sup> 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 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.
Edward Bell .....	35598	Barbados.....	Silver City.....	Mechanical Division...	July 19, 1921.
Enrique Diaz.....	31921	Cuba.....	Colon.....	Panama Railroad Co....	July 8, 1921.
Vivian Marshall.....	59271	Jamaica.....	Panama.....	Supply Dept.....	July 18, 1921.
Samuel Patterson.....	21138	Barbados.....	Panama.....	Supply Dept.....	July 15, 1921.

**Official Circulars.**

**Storage of Reserve Equipment.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 8, 1921.

CIRCULAR No. 631-9:

In line with instructions contained in Circular No. 631-6, arrangements have been made to turn over to the General Storekeeper for shelter and preservation large pieces of equipment (exclusive of floating equipment) for which departments and divisions have no immediate use, but which may be needed by The Panama Canal or Panama Railroad at some future time.

Equipment so turned in will be issued to the first department or division having use for it.

Funds have been allotted to the General Storekeeper to provide a storage shed or sheds and for the necessary labor and materials to keep the equipment in usable condition.

The Board of Appraisal will place a value on such equipment at the time it is turned in and the General Storekeeper will become accountable, physically and financially. (Commodity No. 200.) In issuing this equipment the General Storekeeper will use a separate series of invoice numbers.

Items of large equipment will remain in the equipment account by name or number; smaller items which are carried in the Division's Machinery and Tool Accounts will be removed from the Division's Account at the appraised value and charged to a "Reserve Equipment" account under the heading of "Machinery and Tools." No credit will be allowed for items which have been absorbed in operations.

No credit will be allowed to the Panama Railroad at the time equipment is turned in, but since both Panama Railroad and Panama Canal equipment will be stored together, if Panama Railroad equipment should be issued to The Panama Canal or vice versa, financial accounting between the two interests must follow at values fixed by the Board of Appraisal.

Charges for depreciation and reserve for repairs will be discontinued when equipment is turned in.

JAY J. MORROW, Governor.

**Act of Congress—Army Appropriation—1922.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., July 20, 1921.

CIRCULAR No. 600-81:

The extracts from an Act of Congress quoted below are published for the information of all concerned.

JAY J. MORROW, Governor.

AN ACT Making appropriations for the support of the Army for the fiscal year ending June 30, 1922, 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 the support of the Army for the fiscal year ending June 30, 1922, namely:

\* \* \* \* \*  
MEDICAL DEPARTMENT.

MEDICAL AND HOSPITAL DEPARTMENT.

For the manufacture and purchase of medical and hospital supplies, including disinfectants, for military posts, camps, hospitals, hospital ships and transports, for laundry work for enlisted men and Army nurses while patients in a hospital, and supplies required for mosquito destruction in and about military posts in the Canal Zone;

\* \* \* \* \*  
\$2,000,000.  
\* \* \* \* \*

HOSPITAL CARE, CANAL ZONE GARRISONS.

For paying the Panama Canal such reasonable charges, exclusive of subsistence, as may be approved by the Secretary of War for caring in its hospitals for officers, enlisted men, military prisoners, and civilian employees of the Army admitted thereto upon the request of proper military authority, \$60,000; *Provided*, That subsistence of the said patients, except commissioned officers, shall be paid to said hospitals out of the appropriation for subsistence of the Army at the rates provided therein for commutation of rations for enlisted patients in general hospitals.

\* \* \* \* \*  
Approved, June 30, 1921.

**Wage and Complaints Boards.**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 28, 1921.

*To all concerned*—Effective this date, and during the absence of Mr. W. C. Hushing on leave, Mr. H. A. McConaughy will act as a member of the Wage Board and Mr. H. J. White as a member of the Complaints Board.

JAY J. MORROW,  
*Governor.*

C. A. McILVAINE,  
*Executive Secretary.*

**Acting General Manager, Commissary Division.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., July 28, 1921.

*All concerned*—Mr. Roy R. Watson will act as General Manager of the Commissary Division during the absence on leave of Mr. J. J. Jackson, effective August 1, 1921.

R. K. MORRIS,  
*Chief Quartermaster.*

Approved:

JAY J. MORROW,  
*Governor.*

**Acting District Quartermaster at Cristobal.**

THE PANAMA CANAL,  
SUPPLY DEPARTMENT,  
BALBOA HEIGHTS, C. Z., July 29, 1921.

*All concerned*—Mr. Max Herz is designated as Acting District Quartermaster at Cristobal during the absence on leave of Mr. J. M. King, effective July 29.

R. K. MORRIS,  
*Chief Quartermaster.*

**Classified Employees Who Engaged in "War Work."**

THE PANAMA CANAL,  
EXECUTIVE OFFICE,  
BALBOA HEIGHTS, C. Z., July 14, 1921.

*To all concerned*—Under date of May 31, 1921, the President issued the following Executive Order, in the interest of classified employees who left the service to engage in distinctive war service with the various welfare organizations, during the war. This Executive Order supersedes that of March 30, 1920:

"In the discretion of the Civil Service Commission, the time during which persons formerly in the competitive classified service served with organizations doing distinctive war service shall not count against their period of eligibility under Civil Service rule IX for reinstatement, nor against their eligibility under Civil Service rule X for transfer, provided they have had continuous service."

The following statement explanatory of this Executive Order is quoted from a letter from the Civil Service Commission, to the Chief of Office, The Panama Canal, Washington, D. C., under date of June 10, 1921:

"Many competitive, classified employees resigned to accept service with organizations such as the American Red Cross, the Y. W. C. A., and other organizations engaged in war work, but were not assigned to duty overseas or on high seas. Their services, however, were no less important because they were not so assigned. The necessity arose for the building up of efficient organizations for distinctive war work, requiring the services of trained and efficient employees with executive ability, and employees in the classified service

met those requirements. It is believed to be desirable, in the interests of the service to preserve the status of such employees, under the Civil Service rules so far as possible, and the Executive Order which is enclosed grants the same privileges to former employees who served in this country as were given to those who served overseas or on the high seas. To be eligible for transfer, however, an employee must have had continuous service."

**Acting Local Agent, Panama.**

PANAMA RAILROAD COMPANY,  
PANAMA RAILROAD STEAMSHIP LINE,  
BALBOA HEIGHTS, C. Z., July 13, 1921.

*All concerned*—Effective on Thursday, July 14, 1921, and during the absence of Mr. A. B. Goodenow on leave, Mr. E. Arosemena will be Acting Local Agent at Panama City.

S. W. HEALD,  
*Superintendent.*

**Acting Chief Plumbing Inspector.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., July 12, 1921.

*All concerned*—During the absence of Mr. J. J. Reidy on leave, Mr. Wm. Fullman will perform the duties of Chief Plumbing Inspector. Effective July 12, 1921.

G. W. GREEN,  
*Municipal Engineer.*

**Acting Chief Quarantine Officer.**

THE PANAMA CANAL,  
HEALTH DEPARTMENT,  
BALBOA HEIGHTS, C. Z., July 19, 1921.

*To all concerned*—Effective this date, Dr. J. D. Odom will act as Chief Quarantine Officer, in addition to his regular duties, during the absence of Dr. W. C. Rucker on official duty inspecting ports in Venezuela.

H. C. FISHER,  
*Chief Health Officer.*

**Acting Superintendent, Pacific Locks.**

THE PANAMA CANAL,  
DEPT. OF OPERATION AND MAINTENANCE,  
BALBOA HEIGHTS, C. Z., July 23, 1921.

*All concerned*—Effective July 29, 1921, and during the absence of Mr. W. R. Holloway on leave, Mr. J. C. Myrick will act as Superintendent of the Pacific Locks.

M. L. WALKER,  
*Engineer of Maintenance.*

**Hogs For Sale.**

The following hog stock is offered for sale, f. o. b. the Margarita hog farm:

6 grade boars, three-quarters Duroc, 1 year old.

14 grade boars, bred from three-quarters Duroc sow and full-blooded Hampshire boar, from 3 to 6 months old.

3 boars, seven-eighths Duroc, 4 to 5 months old.

For further information inquire at the Cattle Industry office in Cristobal.

**Rainfall from June 1 to June 30, 1921, Inclusive.**

STATIONS.	Maximum in 1 day.		Date.	Total.
	In.	Ins.		
<i>Pacific section:</i>				
Balboa .....	2.20	11	7.20	
Balboa Heights .....	2.23	11	7.86	
Miraflores .....	1.40	11	7.67	
Pedro Miguel .....	1.93	28	9.81	
Rio Grande .....	1.86	5	8.89	
<i>Central section:</i>				
Culebra .....	1.53	15	9.51	
Camacho .....	1.50	15	8.78	
Empire .....	1.41	5	9.36	
Gamboa .....	2.49	3	12.81	
Juan Mina .....	3.60	5	11.87	
Alhajuela .....	2.53	15	9.57	
Vigia .....	1.47	4	8.90	
Trinidad .....	2.54	24	10.16	
Monte Lirio .....	2.32	5	15.23	
<i>Atlantic section:</i>				
Gatun .....	3.76	15	13.23	
Brazos Brook .....	2.70	5	14.05	
Colon .....	2.40	15	14.02	
Porto Bello .....	4.32	21	19.67	

\*Standard rain gauge—readings at 5 p. m. daily.  
 \*Standard rain gauge—readings at 8 a. m. daily.  
 Automatic rain gauge at unstarred stations—values, midnight to midnight.

**June Rainfall for Three Years.**

STATIONS.	INCHES.			Station average.	Years of record.	Rainy days, 1921
	1919	1920	1921			
<i>Pacific section:</i>						
Balboa .....	7.75	4.42	7.20	7.20	25	23
Balboa Heights .....	8.93	4.83	7.86	7.46	24	22
Miraflores .....	4.60	9.87	7.67	8.35	13	27
Pedro Miguel .....	3.99	10.02	9.81	9.12	14	26
Rio Grande .....	6.23	11.78	8.89	9.12	17	25
<i>Central section:</i>						
Culebra .....	5.73	12.08	9.51	8.87	30	28
Camacho .....	6.77	11.83	8.78	9.64	15	23
Empire .....	5.57	11.01	9.36	8.69	18	25
Gamboa .....	6.02	7.48	12.81	9.70	40	27
Juan Mina .....	5.50	5.78	11.87	10.20	11	21
Alhajuela .....	6.87	11.16	9.57	12.06	23	27
Vigia .....	7.07	10.23	8.90	12.40	13	27
Frijoles .....	5.85	10.20	16.49	10.42	10	20
Trinidad .....	12.30	10.63	10.16	10.33	14	26
Monte Lirio .....	8.16	7.86	15.23	12.20	14	25
<i>Atlantic section:</i>						
Gatun .....	12.54	7.38	13.23	12.35	17	24
Brazos Brook .....	11.70	7.96	14.02	13.94	15	24
Colon .....	12.08	13.29	15.18	13.39	51	25
Porto Bello .....	10.04	20.17	19.67	16.17	10	26

**Misdirected Letters.**

BALBOA HEIGHTS, C. Z., July 23, 1921.

Insufficiently addressed mail matter for the following has been received in the office of the Director of Posts and may be obtained upon

request of the addressee. Request for forwarding may be made by telephone, calling Balboa 182:

Allen, William	Hilders, Joseph A., Box 297.
Allen, Henry William Banman	McCormack, Dr. John J.
Archer, W. T.	Marry, Mrs. James
Armistrod, Miss Cara	Maxon, Ernest E.
Arnold, Harry L.	Naegele, Ferdinand
Bitton, R.	Pablo, Juan J.
Carabatsin, Jacovon	Payne, D.
Church, L. H.	Peterson, Mrs. T. J., Box 262.
Crunn, A. A.	Portage, Guillermode.
Deakin, Mr. and Mrs. F. B.	Rankin, E. B.
Davis, Reuben S.	Runion, Mrs. Matilda
Dixon, Mr. and Mrs. W. L.	Sinor, Buimett
Eeland, H. F.	Snyder, George
Edgar, Robert B.	Stone, Mrs. C. W.
Erdman, B. J.	Worthington, Mrs. Lula E., care Mary Walsh
Harrison, Ethelbert	Walcott, Edward

\*Special delivery letter. \*Parcel.

**Additions to Commissary Stock.**

*Dry Goods Section.*

Cloth, casement, yd.....	\$0.17
Books, household expense, ea.....	1.00
Buttons, pearl, doz.....	.05
Corsets, Ferris, style No. 950, ea.....	2.00
Essence, Coty's, Origan L'or, bot.....	3.60
Essence, Coty's, Rose Jacqueminot, bot..	3.20
Essence, Coty's, Lilas Pourpre, bot.....	3.20
Essence, Coty's, Violette Pourpre, bot....	3.20
Essence, Coty's, Jasmin de Corse, bot....	3.35
Essence, Coty's, Iris, bot.....	3.20
Gloves, white, pair.....	.16
Lotion, Houbigant's, Quelpues Fleurs, bot	2.35
Lotion, Houbigant's, Eau de Toilette, bot	3.90
Lotion, Houbigant's, Royal Houbigant, bot.....	1.50
Lotion, Coty's, Origan, bot.....	1.80
Lotion, Coty's, Rose Jacqueminot, bot....	1.80
Lotion, Coty's, Jasmin de Corse, bot.....	1.80
Lotion, Coty's, Lilas Pourpre, bot.....	1.80
Napkins, Damask, linen, 5/8, ea.....	1.05
Napkins, Damask, linen, 5/8, ea.....	.64
Napkins, Damask, linen, 5/8, ea.....	.61
Napkins, Damask, linen, 3/4, ea.....	1.35
Needles, sewing, Roberts', paper.....	.08
Pencils, Auto Sharp, ea...\$0.98, \$1.15, \$1.55, \$1.85	
Perfume, Houbigant's, Jasmin Flora, bot..	5.00
Perfume, Houbigant's, Parfum Ideal, bot..	5.00
Pongee, Plaza, yd.....	.17
Tablecloths and napkins, set....\$25.20, \$27.85, \$28.80, \$30.25	
Water, toilet, Houbigant's, Eau de Toilette, bot.....	\$3.15
Water, toilet, Houbigant's, Eau de Cologne, bot.....	3.15
Water, toilet, Coty's, Origan, bot.....	2.95
Water, toilet, Coty's, Rose Jacqueminot, bot.....	3.35
Water, toilet, Coty's, Jasmin de Corse, bot	2.95
Water, toilet, Coty's, Lilas Pourpre, bot..	2.95

*Grocery Section.*

Strawberries, 2s. tin.....	.30
Relish, sweet, 16-oz. bot.....	.40

*Hardware Section.*

Boards, ham, ea.....	.35
Cutters, combination biscuit and doughnut, ea.....	.17
Cookers, steam, Conservo, No. 9, ea.....	8.35
Cookers, steam, Conservo, No. 20, ea.....	10.85
Casseroles, aluminum, with stands, ea...	2.70
Roasters, oval, No. 50, ea.....	4.05



# THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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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 XIV. Balboa Heights, C. Z., August 10, 1921. No. 52.

## British Shipping and the Panama Canal.<sup>1</sup>

In the statistics of the Panama Canal British shipping takes second place immediately after that of the United States. By British is meant Imperial, since Australia, New Zealand, and Canada all contribute materially to the tonnage under the British flag. In the fiscal year 1921 approximately one-third of the whole traffic was British, figured either by the number of vessels, net tons Panama Canal measurement, or tons of cargo. To be accurate, 33 per cent of all vessels passing through the Canal were British, 34 per cent of the total net tonnage was British, and 32 per cent of all the cargo handled was carried in British bottoms. Approximately the same percentages apply for 1918, 1919, and 1920. During the first 3 years of Canal traffic; *i. e.*, 1915, 1916, and 1917, British shipping represented from 41 to 45 per cent of the total. The relative decline is explained by the rapid development of American shipping during and after the war in Europe. The following table shows the number of British vessels passing through the Canal in either direction during the fiscal year since the opening of navigation and the relative importance of British shipping in the total traffic.

BRITISH SHIPPING BY FISCAL YEARS, 1915 TO 1921.

Year.	Atlantic to Pacific.	Pacific to Atlantic.	Total British.	Total all flags.	Percentage British.
1915	226	239	465	1,088	42
1916	193	165	358	787	45
1917	371	409	780	1,876	41
1918	303	396	699	2,130	33
1919	306	296	602	2,025	30
1920	393	360	753	2,478	30
1921	500	472	972	2,892	33
Totals	2,292	2,337	4,629	13,276	34

The development of the traffic in the early years was retarded by slides in the Gaillard-Cut. The war at first impeded traffic, and then stimulated it along certain routes. This latter effect is apparent in the figures for 1918, which represent a temporary peak. During the last 3 years there has been a gradual increase in the number and aggregate tonnage of all vessels using the Canal, and a corresponding increase in tonnage under the British flag, which has maintained its relative position. Approximately the same number of British vessels pass the Canal in either direction; but this applies to the aggregate trade only. Over specific trade routes, as shown in the following table, there is often a marked preponderance of traffic in one direction, but since the difference is sometimes on one side and sometimes on the other the total approach a balance.

<sup>1</sup> This is the third of a series of articles on trade through the Panama Canal under different national flags. Those published in previous issues of THE PANAMA CANAL RECORD related to Japanese shipping and to Norwegian shipping.

BRITISH SHIPPING USING THE PANAMA CANAL DURING THE FISCAL YEAR 1921; SEGREGATION BY TRADE ROUTES.

Trade routes.	Vessels.	Cargo tons.
Europe to Far East	1	6,800
Atlantic and Gulf ports of United States to Far East	53	351,494
Far East to Atlantic and Gulf ports of United States	19	100,429
Mexico to Far East	2	22,432
Europe to west coast of South America	64	184,701
West coast of South America to Europe	107	562,549
Atlantic and Gulf ports of United States to west coast of South America	49	144,789
West coast of South America to Gulf ports of United States	45	137,926
Cristobal to west coast of South America	81	40,838
West coast of South America to Cristobal	80	37,117
Mexico to west coast of South America	14	95,660
West coast of South America to Mexico	16	230
East coast of Canada to west coast of South America	2	
West coast of South America to east coast of Canada	3	8,095
East coast of South America to west coast of South America	7	3,031
West coast of South America to east coast of South America	1	347
Europe to west coast of Central America	2	2,285
West coast of Central America to Europe	3	4,203
Europe to west coast of Mexico	2	2,123
Cristobal to west coast of Central America	25	16,777
West coast of Central America to Cristobal	30	14,792
Europe to west coast of North America	33	33,564
West coast of North America to Europe	46	347,133
Mexico to west coast of United States	4	34,671
West coast of United States to Mexico	6	
Atlantic and Gulf coast of United States to west coast of Canada	6	29,729
East coast of Canada to west coast of Canada	4	536
Cuba to west coast of Canada	1	4,800
West coast of Canada to Mexico	2	
East coast of United States to west coast of United States	4	
Europe to Australasia	69	385,849
Australasia to Europe	99	564,222
United States to Australasia	63	439,739
Australasia to United States	14	66,872
Canada to Australasia	9	47,513
Cuba to Australasia	4	23,040
New Orleans to Balboa	1	7,183
West coast of United States to South Africa	1	6,323
Totals	972	3,727,792

## FIVE PRINCIPAL TRADE ROUTES.

For the period covered by this statement the most important British trade served by the Panama Canal was that between Europe and Australia and New Zealand, with an aggregate cargo tonnage for both directions of 950,000. Second place was taken by the trade between Europe and the west coast of South America with 747,000 cargo tons. Then followed the trade between the United States and Australia and New Zealand, with 506,000 tons; the trade between the United States and the Far East with 451,000 tons; and finally the trade between Europe and the west coast of North America with 380,000 tons. These 5 trade routes account for 81 per cent of all the cargo carried through the Panama Canal under the British flag.

## ONE-WAY TRADES.

A few of the principal trades are well balanced, with approximately the same number of vessels and the same tonnage of cargo moving in either direction. This is true of the trade between the Atlantic and Gulf coasts of the United States and the west coast of South America. In other cases, however, there is a marked preponderance of traffic in one direction. For example, there were 53 vessels from the east coast of the United States to the Orient and only 19 from the Orient to the east coast of the United States. A similar preponderance was noted in the case of Japanese vessels in the trade between the eastern seaboard of the United States and the Orient; and it is apparently due to the fact that vessels which go out to the Far East through the Panama Canal commonly return by way of Suez. The two Canals thus

supplement one another, and stimulate a circular around-the-world trade. In the trade between Europe and Australasia there is a similar preponderance but in the opposite direction. There were 69 vessels outward bound against 99 homeward bound. It is known that some of the vessels returning via Panama go out via the Cape of Good Hope or the Straits of Magellan. In the trade between Europe and the west coast of South America there were only 64 outward bound as against 107 homeward bound vessels. Outward voyages via the Straits of Magellan with return via Panama probably account in great part for the difference, although some vessels reach Chile from Australasia and then load nitrate for Europe via Panama.

## LEADING BRITISH LINES.

The British company contributing most to Panama Canal traffic is the Pacific Steam Navigation Co., which maintains services from the United Kingdom to South America, New York to South America, Cristobal to South America and Cristobal to Central America. This company put 299 ships through the Canal during the fiscal year 1921. Services between the United Kingdom, Australia, and New Zealand are maintained by Shaw, Saville & Albion, the White Star Line, Commonwealth and Dominion Line, and the New Zealand Shipping Co. The Federal Steam Navigation Co. operates from British ports via New York and the Panama Canal to New Zealand and Australia. The Nautilus Steam Shipping Co. (F. & W. Ritson) maintains a service between the United Kingdom and the west coast of South America. Some of their vessels go out by way of Magellan, but all return via Panama. T. & J. Harrison and Alfred Holt & Co. (Blue Funnel Line) maintain services between Europe and the west coast of North America. The Prince Line has regular sailings from United States Atlantic ports to the Far East. The following is a list of British owners who put 10 or more ships through the Panama Canal during the year:

	Number.
Pacific Steam Navigation Co.....	299
Shaw, Saville & Albion.....	44
White Star Line.....	18
New Zealand Shipping Co.....	43
F. & W. Ritson.....	36
Commonwealth and Dominion Line.....	31
Federal Steam Navigation Co.....	28
C. T. Bowring & Co.....	24
Edward Hain & Son.....	20
T. & J. Harrison.....	18
Robert Dollar Co.....	16
Ellerman Lines.....	16
British India Steamship Co.....	15
Canadian Government.....	13
Alfred Holt & Co.....	13
Furness, Withy & Co. (Prince Line).....	12
Standard Transportation Co.....	12
Blue Star Line.....	10
Andrew Weir & Co.....	10

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**Whole Cargo from Kaanapali.**

The steamship *Floridian* passed through the Canal on August 9 with a cargo of 9,000 tons of sugar, shipped from Kaanapali, Maui Island, Hawaii, to Boston.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight August 6, 1921.

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.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Myrridon	30	14.55	31	6.25	31	13.10	31	14.25	British	Alfred Holt	391.0	49.0	18.0	London	Tacoma	General	1,100	5,221	3,257
Artigas	31	7.07	31	7.24	31	13.23	31	7.40	American	N. Atl. & West. S. S. Co. (S. B.)	390.0	54.0	18.0	Philadelphia	Seattle	General	1,067	6,161	4,427
Moerdijk	31	9.08	31	13.30	31	19.44	31	20.39	Dutch	Holland-American Line	471.0	60.0	18.0	Rotterdam	Vancouver	General	1,600	9,165	6,911
Manavi Maru	27	15.10	1	6.23	1	14.25	1	15.55	British	Pacific Steam Navigation Co.	216.0	35.0	12.0	Cristobal	Guayaquil	General	111	1,357	884
Borneo Maru	1	12.15	1	7.36	1	15.18	1	16.35	Japanese	Osaka Shosen Kaisha	385.0	51.0	21.0	New York	Kobe	General	3,374	5,919	4,387
Wilfred	1	16.30	1	8.02	1	16.01	1	17.05	Norwegian	A. S. Det Seimereske Rederi	339.0	48.0	20.5	Hamburg	Corral	Coal and coal	3,811	4,089	3,107
Neptune	30	15.32	1	11.10	1	18.33	2	14.27	American	United States Navy	520.0	65.0	30.6	New York	Puget Sound	General and general	11,558		
Sarpfos	31	19.19	1	11.47	1	19.27	1	20.27	Norwegian	Thor Thorsen Line	254.0	39.0	12.1	New York	Guayaquil	General	81	2,064	1,479
Pinola	31	18.05	1	12.08	1	19.29	1	20.27	American	United States Navy	285.0	43.0	16.0	Cristobal	Balboa	Ballast			
Thorborg	1	18.45	2	6.20	2	14.32	4	14.00	Norwegian	John Waage Bergen	360.0	44.0	20.0	Dunkirk	San Francisco	General	168	4,514	2,386
Hualtaga	23	15.30	2	6.25	2	13.53	2	19.50	Peruvian	Peruvian Steamship Line	487.0	51.0	21.1	Boston	Callao	General	2,560	5,988	4,226
American	2	6.00	2	7.05	2	14.49	2	16.08	American	American-Hawaiian Line	430.0	60.0	20.5	Boston	Tacoma	General	9,441	10,697	8,063
Cristobal	1	19.20	2	8.00	2	16.15	3	4.00	American	Panama Railroad Steamship Line	335.0	51.0	27.3	New York	Melbourne	Coal and general	8,000	5,945	4,524
Easterner	2	9.21	2	13.10	2	20.20	3	4.00	American	U. S. A. Line (S. B.)	476.0	56.0	27.3	New York	Balboa	Oil and general	771		
Neches	2	13.52	3	6.08	3	13.03	3	17.57	American	United States Navy	435.0	56.6	28.0	Tampico	Iquique	Oil	10,000	7,043	5,041
Sobana	2	19.54	3	6.18	3	15.17	3	15.05	American	Pacific Mail Steamship Co	410.0	51.0	23.6	Buenos Aires	Kobe	General	3,377	6,226	4,000
Seattle Maru	2	16.30	3	6.21	3	13.56	3	13.56	Japanese	Osaka Shosen Kaisha	399.0	52.0	21.0	Port of Spain	Vancouver	Sugar	2,000	5,894	4,143
Canadian Traveller	3	19.30	3	7.10	3	15.35	3	16.41	British	Canadian Government	400.0	52.0	20.9	London	San Francisco	Ballast	5,671	4,017	3,068
Gredise	3	6.26	3	8.35	3	16.29	3	17.32	British	Goulds S. S. Industrial, Ltd.	399.0	49.0	18.0	London	San Francisco	General	1,099	4,535	3,345
Aysen	29	17.38	4	6.10	4	13.07	4	14.00	Chilean	South American Steamship Line	420.0	56.0	25.1	Cristobal	Valparaiso	General	6,607	7,445	5,940
Durban Maru	3	19.15	4	6.15	4	14.28	4	15.40	Japanese	Nippon Yusen Kaisha	379.0	44.0	20.5	Crustobal	Kobe	General	9,000	8,093	5,940
Hampton Roads	4	9.51	4	10.15	4	18.11	4	19.56	American	Walker & Dwyer (S. B.)	430.0	59.0	26.6	Tampico	Balboa	Crude oil	1,600	6,161	4,433
Argosy	4	6.44	4	11.00	4	18.04	4	19.56	American	Wessex Duval & Co. (S. B.)	390.0	54.0	18.0	New York	Talcahuano	General	1,600	6,161	4,433
Athene	3	17.32	4	10.35	4	18.20	4	19.15	British	White Star Line	500.0	63.0	26.11	London	Wellington	General	12,896	9,571	
K. I. Luckenbach	4	6.44	4	13.07	4	19.37	4	20.25	American	Luckenbach Line	446.0	56.0	21.0	Philadelphia	San Francisco	General	4,600	8,552	6,236
Apus	4	23.30	5	6.58	5	13.11	6	7.33	American	E. C. Evans & Sons (S. B.)	440.0	53.6	16.3	Limerick	San Francisco	Ballast	7,082	5,167	
Republic	5	4.50	5	7.20	5	14.57	5	19.35	American	Chile Steamship Co	315.0	49.0	18.1	New York	Valparaiso	Coke and general	2,542	4,623	3,372
Mineola	5	6.04	5	13.10	5	19.25	5	21.00	American	W. R. Grace & Co.	298.0	40.0	17.3	New York	Valparaiso	General	1,015	2,835	1,822
Manatara	1	15.25	6	6.15	6	14.46	6	16.20	Peruvian	Peruvian Steamship Line	360.0	46.0	19.6	Cristobal	Illo	General	124	4,838	2,959
Willolo	5	14.05	6	6.15	6	13.30	6	14.42	American	Williams Steamship Co	434.0	57.0	20.0	Newport News	Los Angeles	General	4,000	7,983	5,882
Pinola	2	22.00	6	7.30	6	15.15	7	7.25	American	United States Navy	165.0	35.0	17.0	Cristobal	Balboa	Crude oil	7,000		
Glenpool	6	10.13	6	10.35	6	17.47			American	Standard Oil Co.	401.0	53.0	26.4	Baton Rouge	Balboa	Crude oil			

\* Tug, towing barges.

\* Collier.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

30	14	50	31	6	31	14	18	5	14	15	American	Williams Dimond Co. (S. B.)	440.0	56	0	27	6	San Francisco	Antwerp	10,000	8,301	6,925
30	10	15	31	6	48	15	16	2	22	40	Dutch	Royal Netherlands W. I. Mail	343.0	42	0	20	5	Valparaiso	Havre	2,479	4,145	2,057
31	4	00	31	8	32	16	15	31	16	15	American	N. Atl. & West. S. Co. (S. B.)	410.5	54	0	16	10	San Francisco	Portland	1,521	6,547	4,876
31	7	40	31	10	39	17	20	31	18	12	American	Standard Oil Co. of N. J.	500.0	68	2	18	0	Port Lobos	Tampico	10,503	7,909	
31	13	15	31	13	45	31	18	55	1	12	American	United States Navy	165.0	35	0	17	0	San Pedro	Cristobal	7,639	5,924	4,395
31	1	00	1	7	55	1	15	24	1	15	Japanese	Kawasaki Kisen Kaisha	385.0	51	0	26	0	Portland	Hampton Rds.	1,627	4,838	3,959
31	1	00	1	8	26	1	15	25	6	15	Peruvian	Peruvian Line	367.3	46	0	18	0	Callao	Cristobal	2,574	5,694	3,975
1	1	30	1	10	00	1	16	27	1	23	British	W. R. Grace & Co.	380.2	51	6	22	0	Talcahuano	New York	5,360	8,975	6,457
1	1	30	1	10	08	1	18	36	1	22	British	Federal Steam Navigation Co.	460.0	58	5	24	0	Sydney	Liverpool	803	3,228	2,010
1	1	34	1	14	00	1	20	40	2	10	American	Grace Line, Inc.	299.4	45	0	10	0	Salaverry	New York	6,000	9,259	6,901
1	1	7	23	2	13	55	2	13	55	American	American-Hawaiian Line	470.1	57	2	23	0	Seattle	New York				
2	6	00	2	7	00	2	15	58	2	17	British	John Morfik	449.5	58	4	23	5	Balboa	Gatun	2,552	8,175	5,342
2	8	40	2	8	59	2	18	40	2	20	Japanese	Pennault and Oriental Co.	369.5	49	8	22	3	Wellington	London	5,450	4,823	3,462
2	0	30	2	10	26	2	19	08	3	12	American	Taisho Kaium Kabushiki	253.0	42	8	20	0	Ocean Island	New Orleans	2,000	2,915	2,005
2	22	00	2	13	38	2	20	45	3	12	American	Swayne & Holt (S. B.)	301.7	43	7	14	0	San Francisco	New Orleans	3,332	2,512	
1	19	29	2	14	35	2	22	09	6	7	30	United States Navy	165.0	35	0	17	0	Corinto	Tampico			
2	12	59	3	6	32	3	14	15	3	14	Japanese	Shochar Navigation Co.	400.0	53	0	26	0	Balboa	Cristobal	6,814	6,186	4,446
2	23	50	3	7	54	3	15	25	3	17	British	Toyo Kisen Kaisha	449.5	58	2	22	6	Valparaiso	New Orleans	3,500	8,238	5,313
3	4	30	3	9	58	3	17	57	3	17	British	British India Steamship Co.	496.0	68	2	25	0	Ausland	London	7,057	11,487	8,732
3	9	30	3	10	35	3	19	30	3	21	British	Luckenbach Line.	455.4	56	4	26	6	San Francisco	New York	4,887	8,641	6,016
3	18	15	4	6	25	4	14	32	4	20	American	Shaw, Savill & Albion Co.	402.6	53	2	20	6	Brishane	London	4,200	6,571	4,853
4	10	54	4	12	05	4	18	55	6	21	American	N. Atl. & West. S. Co. (S. B.)	190.0	23	1	14	0	Portland, Ore.	Portland, Me.	565	741	350
5	6	35	5	9	03	5	15	05	6	15	British	Colombian Maritime Co.	215.0	33	0	15	0	Buenaventura	Cristobal	677	1,213	672
5	4	00	5	12	14	5	18	45	6	13	American	Pacific Steam Navigation Co.	380.0	48	7	21	0	Champerico	Cristobal	2,883	6,015	4,281
5	17	00	6	6	28	6	14	45	7	13	British	Pacific Mail Steamship Co.	307.7	42	2	24	0	San Francisco	Baltimore	1,800	3,439	2,206
5	13	40	6	6	40	6	14	40	7	13	British	Pacific Steam Navigation Co.	361.0	46	2	21	6	San Francisco	Cristobal	2,277	4,742	3,923
6	1	00	6	7	52	6	15	00	6	15	American	Rollin Steamship Co.	424.8	55	2	21	6	Coronel	New York	5,000	7,473	5,624
6	2	00	6	7	57	6	16	00	6	17	British	Shaw, Savill & Albion Co.	429.0	54	0	21	6	Tacoma	Boston	3,611	7,106	5,973
6	9	25	6	8	35	6	16	13	6	18	43	Det. Belmerake Rederi	366.0	49	8	21	6	Dunedin	London	5,256	4,358	3,556
6	9	25	6	10	03	6	17	24	6	19	50	East Asiatic Co.	425.3	55	2	29	3	Talcahuano	London	9,280	7,352	5,063
6	18	11	6	11	22	6	18	46	6	18	46	Walker & Daley (S. B.)	431.0	59	2	26	0	San Francisco	Antwerp			
6	0	31	6	12	38	6	20	45	6	20	23	Pacific Metals Corporation	81.0	25	6	10	0	Balboa	Tecamac, Mex	67	132	72
6	11	30	6	13	22	6	20	23	6	20	23	Williams Steamship Co.	380.8	52	2	22	6	San Francisco	Cristobal	5,773	5,680	4,112

† Pug. † Launch. † Motor ship. \* Wood and canned goods. † Cold storage and general. † Coffee, hats, ivory nuts, and rubber. † Coffee, hides, balsam, etc. † Frozen, wool, tallow, oats, etc.

Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

(Continued on page 820, column 2)

## Canal Traffic in July.

The traffic through the Canal during July, 1921, was distributed over trade routes as shown in the following tabulation:

## ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>United States coastwise:</i>							<i>Long tons.</i>
United States.....	19	79,585	101,934	124,793	79,469	\$99,474.75	60,997
<i>From East Coast of United States to Far East:</i>							
Japanese.....	8	33,741	37,455	49,558	32,483	41,626.80	29,236
British.....	3	12,952	15,720	18,673	12,073	16,190.00	17,836
United States.....	2	7,594	10,794	12,339	7,594	9,492.50	13,612
Totals.....	13	54,287	63,969	80,570	52,150	67,309.30	70,684
<i>From Cristobal, C. Z., to West Coast of South America:</i>							
British.....	7	5,100	8,381	10,824	5,973	6,047.21	549
Peruvian.....	2	2,495	5,356	5,049	4,187	3,118.75	609
United States.....	2	672	700	1,230	744	504.00	
Chilean.....	1	1,811	3,182	3,798	2,272	2,263.75	420
Totals.....	12	10,078	17,619	23,901	13,176	11,933.71	1,569
<i>From Europe to West Coast of United States:</i>							
Danish.....	4	17,472	21,007	26,279	17,508	19,428.61	7,051
British.....	2	6,581	8,451	9,860	6,241	7,397.64	2,500
Norwegian.....	1	4,509	5,637	7,116	4,493	5,636.25	5,400
United States.....	1	3,513	4,880	5,647	3,513	4,391.25	2,100
Swedish.....	1	2,248	4,089	3,767	2,865	2,810.00	2,181
Totals.....	9	34,323	44,064	52,669	34,620	39,663.75	19,232
<i>From Europe to West Coast of South America:</i>							
British.....	4	15,963	19,021	25,762	16,036	19,953.75	7,800
French.....	1	3,638	4,170	5,796	3,689	4,547.50	205
Italian.....	1	3,149	3,600	5,355	3,160	3,936.25	700
Dutch.....	1	2,518	2,707	3,375	2,574	3,147.50	3,220
Totals.....	7	25,268	29,498	40,288	25,459	31,585.00	11,925
<i>From East Coast of United States to West Coast of South America:</i>							
British.....	3	7,829	10,616	14,461	8,414	9,786.25	3,535
United States.....	3	6,238	7,923	10,411	6,255	7,797.50	5,687
Totals.....	6	14,067	18,539	24,872	14,669	17,583.75	9,222
<i>From East Coast of United States to Australasia.</i>							
British.....	4	15,100	18,800	23,956	15,089	18,875.00	18,983
United States.....	1	3,604	4,480	5,816	3,604	4,505.00	5,083
Totals.....	5	18,704	23,280	29,772	18,693	23,380.00	24,068
<i>From Europe to Australasia:</i>							
British.....	4	24,413	29,486	33,793	21,467	30,297.60	10,846
<i>From Europe to West Coast of Canada:</i>							
British.....	2	7,571	9,235	12,421	7,609	9,463.75	1,281
Dutch.....	1	4,474	6,911	7,310	4,495	5,592.50	1,591
United States.....	1	3,522	4,914	5,652	3,522	4,402.50	485
Totals.....	4	15,567	21,060	25,383	15,626	19,458.75	3,357
<i>From Cristobal to West Coast of Central America:</i>							
British.....	3	1,926	2,104	3,468	1,958	2,407.50	1,666
<i>From East Coast of Mexico to West Coast of United States:</i>							
Norwegian.....	1	4,418	5,043	6,987	4,422	3,630.96	
British.....	1	4,134	5,035	6,684	4,051	5,167.50	8,000
Totals.....	2	8,552	10,078	13,671	8,473	8,798.46	8,000
<i>From East Coast of Mexico to West Coast of South America:</i>							
British.....	1	3,391	4,274	5,999	3,684	4,238.75	6,719
United States.....	1	3,677	4,337	5,950	3,677	4,596.25	7,350
Totals.....	2	7,068	8,611	11,949	7,361	8,835.00	14,069
<i>From Cristobal to West Coast of United States:</i>							
United States.....	2	2,977	3,765	4,779	2,973	3,721.25	2,887
<i>From East Coast of Canada to Australasia:</i>							
British.....	1	5,247	5,296	6,975	5,290	6,355.20	4,495

## ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Cargo.
<i>From East Coast of United States to Hawaii (not coastwise):</i>							<i>Long tons</i>
British	1	4,923	5,029	5,275	3,293	\$6,034.80	3,494
<i>From East Coast of United States to Alaska:</i>							
British	1	4,124	4,161	5,631	4,124	4,993.20	5,742
<i>From Africa to West Coast of Canada:</i>							
British	1	3,555	4,033	5,492	3,380	4,443.75	
<i>From East Coast of United States to Balboa, C. Z.:</i>							
United States	1	3,489	4,400	5,638	3,477	4,361.25	950
<i>Mexican coastwise:</i>							
Mexican	4	564	348	1,104	476	433.65	10
<i>From East Coast of Mexico to West Coast of Central America:</i>							
United States	1	2,536	2,512	3,185	2,489	3,014.40	4,545
<i>From East Coast of Mexico to West Coast of Canada:</i>							
British	1	1,455	1,618	2,410	1,460	1,164.96	
<i>Colombian coastwise:</i>							
British	1	614	622	1,138	603	746.40	682
<i>From East Coast of United States to Society Islands:</i> <sup>1</sup>							
United States	1	16	16	23	16	12.00	
<i>Local (between Canal Zone ports):</i>							
United States	1	923	950	1,768	981	1,140.00	
Panamanian	1	69	69	123	72	51.75	
Totals	2	992	1,019	1,891	1,053	1,191.75	
<i>Warships:</i>							
French <sup>2</sup>	1					6,080.00	
Italian <sup>3</sup>	1					1,940.00	
Totals, July, 1921	105	324,330	403,051	508,670	321,763	405,220.18	253,440
Totals, June, 1921	103	336,515	415,302	520,884	331,420	410,829.32	359,584
Totals, July, 1920	107		361,850	469,188	295,519		398,317

<sup>1</sup> Yacht.    <sup>2</sup> French cruiser of 12,160 tons displacement.    <sup>3</sup> Italian cruiser of 3,880 tons displacement

## PACIFIC TO ATLANTIC.

<i>From West Coast of United States to Europe:</i>							<i>Long tons</i>
United States	8	34,366	44,291	54,171	34,355	\$42,957.50	68,079
Japanese	3	12,953	14,630	19,528	12,763	16,023.80	23,341
Danish	3	9,944	12,120	15,216	9,717	12,430.00	21,520
British	2	7,387	8,982	11,498	7,298	9,233.75	14,568
Swedish	1	3,308	4,468	5,235	3,913	4,135.00	7,820
Totals	17	67,958	84,491	105,648	68,046	84,780.05	135,326
<i>United States coastwise:</i>							
United States	15	57,683	70,477	87,977	57,107	72,103.75	92,639
<i>From West Coast of South America to Cristobal:</i>							
British	8	5,649	9,265	11,865	6,588	7,061.25	2,872
Peruvian	3	3,699	7,742	12,452	6,277	4,623.75	4,284
Chilean	2	3,608	6,250	7,612	4,560	4,510.00	695
United States	1	336	350	615	372	420.00	518
Totals	14	13,292	23,607	32,544	17,797	16,615.00	8,369
<i>From Australasia to Europe:</i>							
British	11	61,149	70,124	89,930	58,701	75,450.80	63,747
<i>From West Coast of South America to East Coast of United States:</i>							
United States	5	16,610	21,504	26,755	16,469	20,762.50	27,411
British	3	3,792	5,171	7,102	3,876	4,740.00	4,894
Norwegian	2	5,403	6,317	8,605	5,392	4,879.65	830
Totals	10	25,805	32,992	42,462	25,737	30,382.15	33,125
<i>From West Coast of South America to Europe:</i>							
British	5	16,942	22,561	26,179	16,421	21,177.50	26,436
Italian	2	6,049	8,060	10,530	6,496	7,561.25	2,804
Dutch	1	1,603	3,057	2,655	1,625	2,003.75	2,479
Totals	8	24,594	33,678	39,364	24,542	30,742.50	31,719

## PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	United States equivalent.	Panama Canal net.	Registered gross.	Registered net.	Tolls.	Charge
<i>From Far East to East Coast of United States.</i>							<i>Long tons.</i>
United States . . . . .	3	12,249	14,707	18,389	12,259	\$15,311.25	19,437
British . . . . .	2	7,415	10,201	11,666	7,403	9,268.75	14,585
Japanese . . . . .	1	4,223	5,140	6,746	4,191	5,278.75	5,897
Totals . . . . .	6	23,887	30,048	36,801	23,853	29,858.75	39,829
<i>From West Coast of Canada to Europe:</i>							
Dutch . . . . .	1	5,403	6,612	8,384	5,437	6,753.75	10,677
Swedish . . . . .	1	3,411	5,661	5,642	4,320	4,263.75	8,041
British . . . . .	1	2,846	3,697	4,574	2,861	3,557.50	5,537
Totals . . . . .	3	11,660	15,970	18,600	12,618	14,575.00	24,255
<i>From West Coast of United States to Cristobal, C. Z.:</i>							
United States . . . . .	2	2,977	3,765	4,779	2,973	3,721.25	1,557
<i>From West Coast of Central America to Cristobal, C. Z.:</i>							
British . . . . .	2	1,288	1,398	2,298	1,304	1,610.00	1,779
<i>From West Coast of United States to East Coast of Mexico:</i>							
United States . . . . .	1	8,408	8,409	10,290	7,890	6,306.00	
<i>From Far East to East Coast of Mexico:</i>							
British . . . . .	1	8,309	9,609	13,056	8,335	6,918.48	
<i>From West Coast of South America to East Coast of Mexico:</i>							
Norwegian . . . . .	1	4,443	5,105	6,961	4,418	3,675.60	
<i>From West Coast of South America to East Coast of South America:</i>							
French . . . . .		4,326	4,363	5,923	3,763	5,235.60	4,000
<i>From West Coast of United States to East Coast of South America:</i>							
United States . . . . .	1	3,842	4,174	4,839	2,978	4,802.50	3,530
<i>From West Coast of United States to East Coast of United States:</i> <sup>1</sup>							
British . . . . .	1	2,650	3,096	4,074	2,587	3,312.50	5,430
<i>Canadian coastwise:</i>							
British . . . . .	1	1,830	2,042	3,101	1,908	2,287.50	3,240
<i>From West Coast of Central America to East Coast of Central America:</i>							
United States . . . . .	1	1,434	1,635	2,064	1,434	1,177.20	
<i>From Far East to Europe:</i>							
British . . . . .	1	1,430	1,427	1,582	1,482	1,712.40	2,350
<i>Colombian coastwise:</i>							
British . . . . .	1	614	622	1,138	602	746.40	280
<i>From West Coast of Central America to East Coast of United States:</i>							
United States . . . . .	1	530	530	701	530	397.50	
<i>From West Coast of Canada to East Coast of Canada:</i>							
British . . . . .	3					2,872.00	
Totals, July, 1921 . . . . .	102	328,109	407,562	514,132	328,605	399,282.93	451,210
Totals, June, 1921 . . . . .	89	277,379	346,175	439,973	279,071	335,421.05	335,136
Totals, July, 1920 . . . . .	99		346,325	456,128	280,766		409,671

<sup>1</sup> For orders. <sup>2</sup> 1 British cruiser of 4,053 tons displacement; and 2 British destroyers of 1,691 tons displacement.

### New Johnson Line Motor Ship.

Lloyd's List for July 12, 1921, reports the launching at Copenhagen of the *Cometa*, a motor ship built for the Johnson Line of Stockholm, which will be used in that company's service between Europe and the Pacific Coast of North America via the Panama Canal. The *Cometa* is 367 feet long, has a beam of 51 feet 3 inches, a molded depth of 34 feet, and a deadweight capacity of 6,500 tons. She is the twelfth

of vessels of this type built for the Johnson Line, which now owns more motor ships than any other company with the single exception of the East Asiatic Company of Copenhagen. The Johnson Line has one other motor ship now building and has applied to the Swedish Government for permission to sell its steamers abroad in order that it may make further additions to its fleet of motor ships.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 6, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Jamaica	Pacific Steam Navigation Co.		July 31.		4
Puerto Rico	French Steamship Co.		July 31.		79
Moerdijk	Holland-American Line	July 31.	July 31.		( <sup>2</sup> )
Scarpfos	Caribbean Steamship Line	July 31.	August 1.	8	( <sup>2</sup> )
Manavi	Pacific Steam Navigation Co.		August 1.		114
Ulysses	Royal Netherlands W. I. Mail.	July 31.	August 2.	( <sup>1</sup> )	1,624
Huallaga	Peruvian Line		August 2.		171
Quillota	Pacific Steam Navigation Co.		August 2.		892
Van Rensselaer	Royal Netherlands W. I. Mail.	August 1.	August 2.	86	( <sup>2</sup> )
Heredia	United Fruit Co.	August 1.	August 4.	2,397	289
Gen. G. W. Goethals.	Panama Railroad Steamship Line.	August 1.	August 5.	1,910	2,050
Mantaro	Peruvian Line	August 1.	August 6.	1,627½	124
San Blas	United Fruit Co.	August 2.	August 3.	18	48
Pastores	United Fruit Co.	August 2.	August 3.	575	313
Metapan	United Fruit Co.	August 3.	August 3.	2	6
Aysen	Chilean Steamship Line		August 4.		1,098
Van Rensselaer.	Royal Netherlands W. I. Mail.	August 4.	August 5.	( <sup>2</sup> )	1,576
Balboa	Caribbean Steamship Line	August 4.	August 6.	566	53
Colombia	Pacific Mail Steamship Co.	August 5.	August 6.	290	82
Salvador	Pacific Steam Navigation Co.	August 5.		677	
Lucellum	Anglo-Saxon Petroleum Co.	August 6.		6,901	
Cuba	Pacific Mail Steamship Co.	August 6.		2,600	
Laura C. Hall	Pacific Metals Corporation.	August 6.		67	
Camden	United Fruit Co.	August 6.		8,870	
Point Adams	Pacific Mail Steamship Co.	August 6.		90	
Camito	Elder & Pyffes, Ltd.	August 6.	August 6.	10	1
Quilpué	Pacific Steam Navigation Co.	August 6.		137	

<sup>1</sup> No cargo discharged.

<sup>2</sup> No cargo laded.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 6, 1921.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged.	Laded.
				Tons.	Tons.
Wm. G. Warden	Standard Oil Co.	July 31.	July 31.	14	
Manavi	Pacific Steam Navigation Co.	August 1.	August 1.		4
Santa Luisa	Grace Line	August 1.	August 1.	8	
Cristobal	Panama Railroad Steamship Line.	August 2.		9,441	
Lewis Luckenbach	Luckenbach Line	August 3.	August 3.	1	
Neches	United States Navy.	August 3.		7,000	
Hampton Roads	United States Shipping Board.	August 4.		9,000	
Colombia	Pacific Mail Steamship Co.	August 5.	August 5.	182	
Cuba	Pacific Mail Steamship Co.	August 5.	August 6.	27	4
Quilpué	Pacific Steam Navigation Co.	August 5.	August 6.	219	
Laura C. Hall	Pacific Metals Corporation	August 6.	August 6.	3	

<sup>1</sup> Tanker.

**Ships at Canal Repair Shops.**

The following vessels were at the Balboa shops for repairs during the week ended August 6:

Mine planter *Graham*, dock, stage, and clean and paint bottom; repair propellers and shafts; renew rings in balance pistons, both main engines; renew disks in both throttles; overhaul 2 turbine blowers; overhaul fuel oil pump; renew piston and rings in circulating engine; bore water end cylinder of feed pump and overhaul valves in 2 manifolds; fit and install 2 piston rods in sanitary pump; manufacture miscellaneous handles, strainers, air vanes and extension pipe sockets for fuel-oil system, and overhaul 2 brass burner connections; clean strainers and grind-in all

sea valves; renew all bad order zincs and electric-weld shell plates in hull; raise rudder, bush gudgeons, and dress pintles as necessary; calk bunker bulkheads where leaking; fair air-tight doors in fireroom and reverse same; overhaul fastenings and fit up doors air-tight; renew lining and grates in starboard galley range and furnish 6 rings and covers for ranges; recanvas top of after deck house; manufacture 1 canvas awning for main deck, forward; steamship *Cristobal*, manufacture 6 snap rings for starboard H. P. engine and 1 wrench for cylinder head nuts; remetal H. P. cross-head brasses of main engines; bore out cylinder, install liner, and renew thrust collar on worm shaft of anchor windlass; weld crack in condenser of refrigerating system; perform miscellaneous engineer's department work: overhaul and free up operating gear to engine room skylight and skylight to crew's quarters; make necessary repairs to miscellaneous bulkheads; manufacture and install steel locker in fireroom, after port side; perform miscellaneous deck and steward's department work; dredge *Paraiso*, dock, stage, and clean and paint bottom; examine and repair sea valves as required; renew wood fenders on stern and around spud wells; remove old and install new spud well liners and casting; renew all broken angles, redrive loose rivets, stop leaks, and remove and replace drainage plugs in hull; steamship *Artigas*, reface, rebore, and renew bolts for port crank pin brasses on after capstan, and acetylene-weld broken port cylinder head on after capstan; open up main condenser, repack all tubes, both ends, and assemble and test after repairs; crane *Ajax*, dock, stage and clean, paint bottom and overhaul all sea valves; launch *Pacific*, general repairs to hull; steamship *William G. Warden*, crane service.

#### PREVIOUSLY REPORTED.

Steamships *Panama*, reboiling and general overhaul to machinery and hull; *Gen. George W. Getty*, miscellaneous engineer's department and hull repairs; U. S. subchaser *V-12*, docking and general repairs to hull and machinery; tug *Coco Solo*, manufacture 3 eccentric rods for generators and electric weld back end of boilers; launches *Aguila*, line up main engine; *P-1*, rebuilding of hull.

The following vessels were at the Cristobal shops for repairs during the week ended August 8:

Steamships *General G. W. Goethals*, *Cristobal*, *Allianca*, and *General H. F. Hodges*, miscellaneous repairs and painting to engine, deck, and steward departments; *Mantaro*, weld over rivets in corners of center chambers port boiler; repair 2 small stretching screws for engine telegraphs; supply 20 feet of brass chain for telegraphs; repair pressure gauge pipe, port boiler; clean stokehold tank tops and bilges; *Balboa*, repair vent pipe and scale boiler; *Colombia*, services of diver to examine bottom; motor ship *Anam*, make 4 thrust shoes and 4 rollers; steamship *Point Adams*, repair air tank in fuel-oil system, repair feed pump; motor schooner *Laura C. Hall*, remetal shaft bearing; steamships *Lucellum*, repair copper pipe, repair pump; *Cuba*, reseal surface and bottom blows on starboard boiler; *Aysen*; and launch *Redman*, minor repairs.

#### PREVIOUSLY REPORTED.

Steamship *Astmahco III*, remetal crank brass main engine, etc.; U. S. S. *Pinola*, manufacture one valve stem guide, etc.; steamship *Caribbean*, miscellaneous repairs, including dry-docking; *Pomona*, remetal crank pin brass dynamo engine, etc.; motor ship *Satoo*, general overhauling, including dry-docking; barge *No. 117*, renew plates, etc.; U. S. S. *Forse*, miscellaneous repairs, including dry-docking; barge *No. 19*, renew plates, etc.; U. S. submarine *R-25* (at *Coco Solo*), renew defective rivets in engine foundation and general repairs; motor ship *Lima*, general overhauling, including dry-docking; tug *Tavernilla*, removing and true-up rudder shaft, dry-docking, and miscellaneous repairs.

#### Vacation Resort.

In connection with the work of the committee appointed to investigate the possibility of establishing a vacation resort for Canal employees and their families in some high altitude, the Governor has approved the recommendation of the committee that The Panama Canal should limit its endeavors to procuring as low rates as possible to Costa Rica or other places where it may be desirable to spend vacations, and encouraging the local authorities at such places to make proper provisions in the way of accommodations and sanitation. This recommendation was made in view of the fact that it seems impracticable to establish a camp or resort of any kind under the jurisdiction

The Panama Canal.

September Tide Table.

Tides—Tidal fluctuations at the Atlantic entrance to the Canal are too small to affect navigation, as the maximum tidal range of record is only about 2 feet.

Panama (Balboa) tide predictions 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.							
Th	1	2:30	8:56	<b>2:54</b>	<b>9:21</b>	S	11	4:53	11:07	<b>5:34</b>	<b>11:54</b>	W	21	5:58	<b>12:16</b>	<b>6:17</b>	.....	.....	.....	.....	
		16.1	0.7	<b>16.7</b>	<b>-0.3</b>			5.0	12.3	<b>4.5</b>	<b>12.1</b>			15.9	<b>1.0</b>	<b>15.3</b>	.....	.....	.....	.....	
F	2	3:21	9:46	<b>3:45</b>	<b>10:06</b>	M	12	6:03	<b>12:25</b>	<b>6:40</b>	.....	Th	22	0:36	6:34	<b>12:53</b>	<b>6:54</b>	.....	.....	.....	.....
		17.1	-0.5	<b>17.5</b>	<b>-1.3</b>			5.2	<b>12.3</b>	<b>4.5</b>	.....			1.7	15.6	<b>1.5</b>	<b>14.9</b>	.....	.....	.....	.....
S	3	4:11	10:30	<b>4:34</b>	<b>10:51</b>	Tu	13	0:59	7:08	<b>1:23</b>	<b>7:40</b>	F	23	1:12	7:13	<b>1:37</b>	<b>7:35</b>	.....	.....	.....	.....
		17.8	-1.3	<b>17.9</b>	<b>-1.7</b>			12.5	4.8	<b>12.8</b>	<b>4.0</b>			2.3	15.2	<b>2.2</b>	<b>14.4</b>	.....	.....	.....	.....
S	4	4:59	11:15	<b>5:23</b>	<b>11:33</b>	W	14	1:50	8:04	<b>2:09</b>	<b>8:29</b>	S	24	2:01	7:55	<b>2:30</b>	<b>8:25</b>	.....	.....	.....	.....
		18.1	-1.5	<b>17.9</b>	<b>-1.5</b>			13.2	4.1	<b>13.4</b>	<b>3.3</b>			3.0	14.5	<b>2.9</b>	<b>13.8</b>	.....	.....	.....	.....
M	5	5:46	11:59	<b>6:09</b>	.....	Th	15	2:31	8:49	<b>2:49</b>	<b>9:10</b>	S	25	3:00	8:50	<b>3:33</b>	<b>9:26</b>	.....	.....	.....	.....
		18.0	-1.2	<b>17.5</b>	.....			13.9	3.2	<b>14.0</b>	<b>2.5</b>			3.7	13.8	<b>3.4</b>	<b>13.3</b>	.....	.....	.....	.....
Tu	6	0:17	6:31	<b>12:44</b>	<b>6:55</b>	F	16	3:07	9:27	<b>3:25</b>	<b>9:46</b>	M	26	4:10	10:03	<b>4:44</b>	<b>10:50</b>	.....	.....	.....	.....
		-0.8	17.5	<b>-0.4</b>	<b>16.7</b>			14.6	2.3	<b>14.6</b>	<b>1.8</b>			4.0	13.3	<b>3.5</b>	<b>13.2</b>	.....	.....	.....	.....
W	7	1:02	7:16	<b>1:31</b>	<b>7:40</b>	S	17	3:42	10:02	<b>3:59</b>	<b>10:19</b>	Tu	27	5:23	11:31	<b>6:56</b>	.....	.....	.....	.....	
		0.4	16.5	<b>0.8</b>	<b>15.6</b>			15.2	1.6	<b>15.1</b>	<b>1.3</b>			3.8	13.5	<b>3.2</b>	.....	.....	.....	.....	
Th	8	1:50	8:01	<b>2:24</b>	<b>8:27</b>	S	18	4:16	10:35	<b>4:34</b>	<b>10:52</b>	W	28	0:10	6:36	<b>12:44</b>	<b>7:07</b>	.....	.....	.....	.....
		1.8	15.3	<b>2.1</b>	<b>14.3</b>			15.6	1.1	<b>15.4</b>	<b>1.1</b>			13.9	3.1	<b>14.3</b>	<b>2.4</b>	.....	.....	.....	.....
F	9	2:45	8:50	<b>3:22</b>	<b>9:22</b>	M	19	4:50	11:08	<b>5:08</b>	<b>11:25</b>	Th	29	1:17	7:42	<b>1:45</b>	<b>8:08</b>	.....	.....	.....	.....
		3.1	14.0	<b>3.3</b>	<b>13.1</b>			15.9	0.9	<b>15.5</b>	<b>1.0</b>			15.0	2.0	<b>15.4</b>	<b>1.3</b>	.....	.....	.....	.....
S	10	3:46	9:50	<b>4:26</b>	<b>10:33</b>	Tu	20	5:24	11:42	<b>5:42</b>	<b>11:58</b>	F	30	2:12	8:39	<b>2:40</b>	<b>9:01</b>	.....	.....	.....	.....
		4.3	12.9	<b>4.1</b>	<b>12.3</b>			16.0	0.8	<b>15.4</b>	<b>1.2</b>			16.1	0.8	<b>16.4</b>	<b>0.3</b>	.....	.....	.....	.....

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.

Commissary Delivery Service Changes.

The attention of commissary customers is invited to the following bulletin published under date of August 4, 1921:

THE PANAMA CANAL,  
COMMISSARY DIVISION, SUPPLY DEPARTMENT,  
CRISTOBAL, C. Z., August 4, 1921.

BULLETIN No. 823-22.

To all concerned—Effective August 15 (affecting orders taken previously for that day), the following charges are established for commissary deliveries and all previous bulletins in conflict with this one may be considered canceled:

Ice (special and emergency deliveries)—“Emergency” on regular delivery 70 cents per 100 pounds (without delivery charge). Special delivery—Twenty-five cents per 100-pound piece or less; 40 cents for 110 to 300-pound pieces; 40 cents for each additional 300-pound block, or less.

Ice cream (special deliveries)—Twenty-five cents for 5-gallon containers, or smaller; 40 cents for each container of more than 5-gallon capacity.

Special deliveries—Twenty-five cents for one or two items; 5 cents for each additional item.

Regular deliveries—Fifteen cents for each regular daily delivery, except of standing orders for pasteurized milk and ice. Grocery orders to the value of less than \$5 will be treated and charged for as special deliveries, and not regular deliveries.

In the case of collections for regular daily deliveries, which is a new departure, solicitors and order clerks will add this charge to the cold storage paid order and collect it at the time orders are taken. When sales are made over the counter and delivery is requested, salesmen will issue paid order for the collection, and register it in the usual manner. A copy of the paid order will be attached to the daily report and will be a debit to the section and a credit to delivery service. A copy of the paid order should also accompany the goods.

In the unusual event that nothing is to be delivered except pasteurized milk, on standing order, no charge is to be made.

ROY R. WATSON, Acting General Manager.



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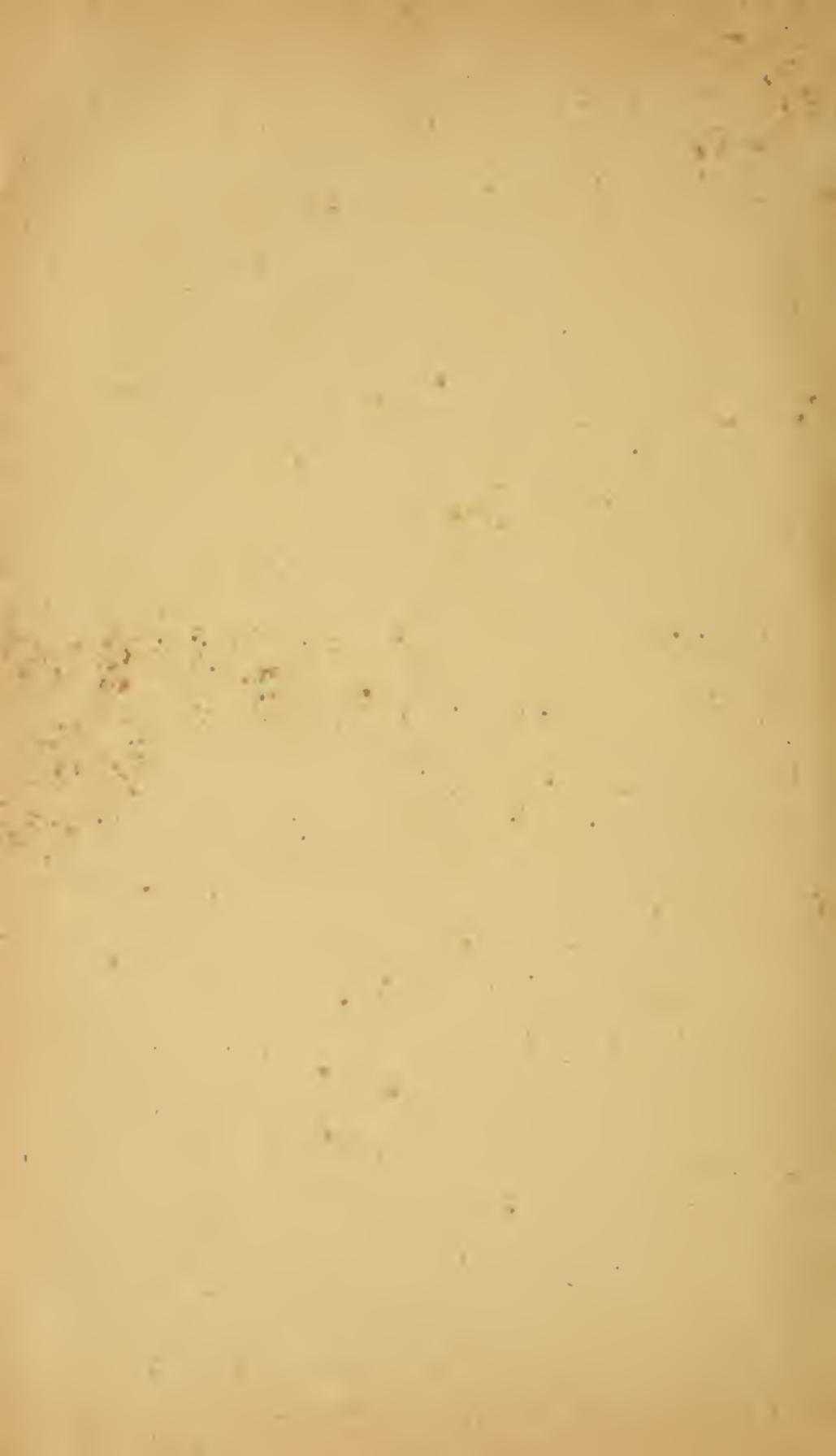
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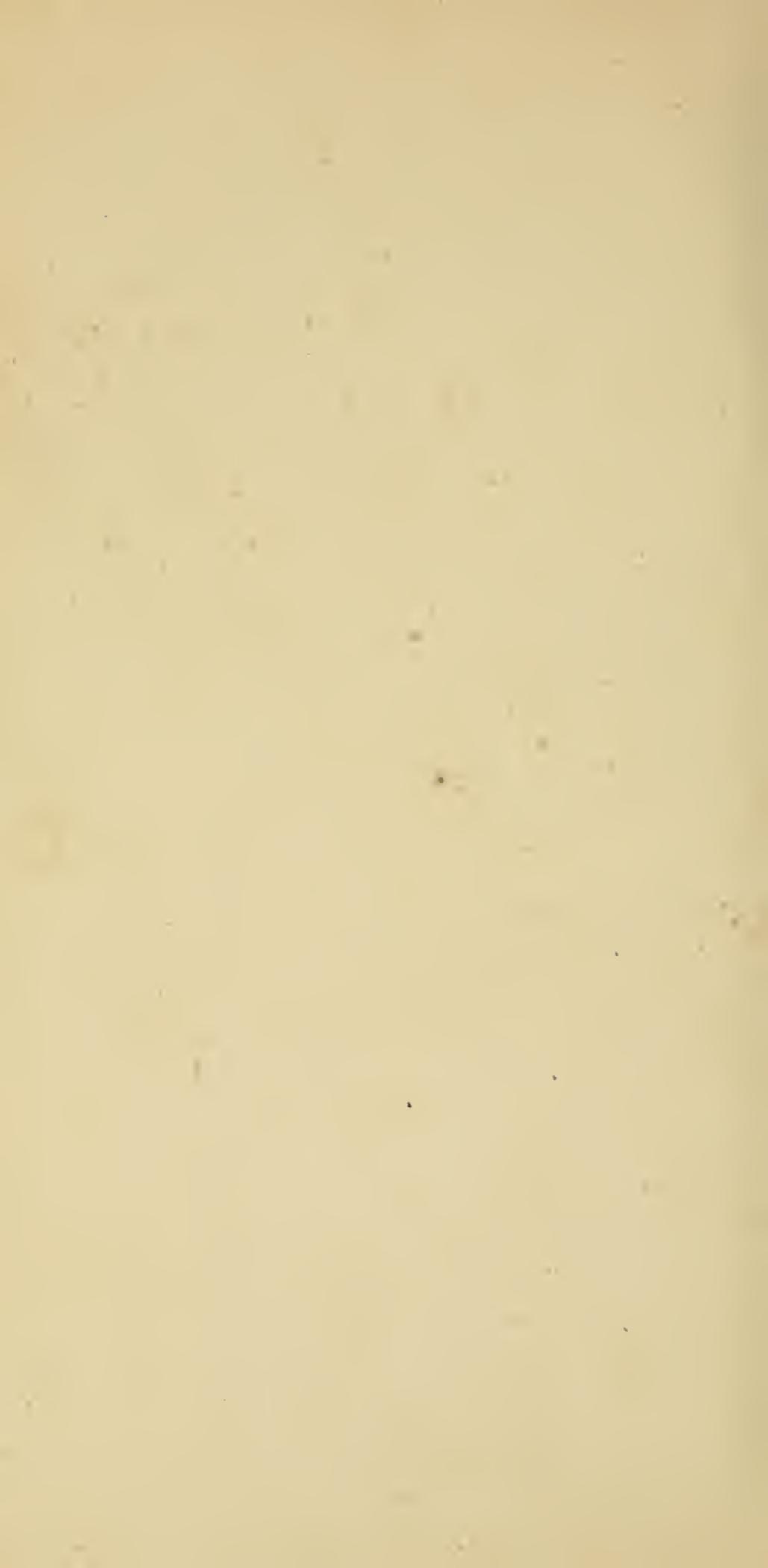
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