

CANAL RECORD

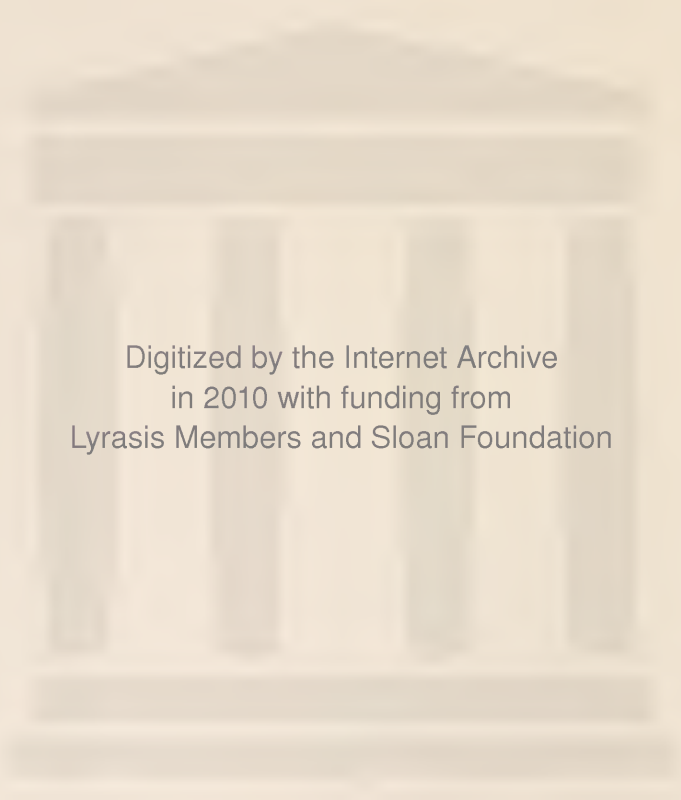
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THE PANAMA CANAL RECORD

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

AUGUST 13, 1924, TO AUGUST 5, 1925

VOLUME XVIII
WITH INDEX

THE PANAMA CANAL
BALBOA HEIGHTS, CANAL ZONE
1925

THE PANAMA CANAL PRESS
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THE PANAMA CANAL RECORD

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Volume XVIII. Balboa Heights, C. Z., August 13, 1924. No. 1.

Tanker Traffic Through Canal, in July, 1924.

During the month of July, 1924, 120 tank ships transited the Canal carrying an aggregate of 704,133 tons of cargo. This is an increase of 15 transits and 64,419 tons of cargo carried in tankships, as compared with the preceding month. The increase is largely in shipments from the east coast of Mexico and the west coast of South America. Shipments of crude oil through the Canal from the east coast of Mexico were 38,302 tons, as against a monthly average for the fiscal year ending June 30, 1924, of 21,481 tons; from the west coast of South America shipments were 81,904 tons, as against a monthly average of 30,960 tons for the fiscal year. The average monthly shipments of crude oil from the west coast of the United States through the Canal during the fiscal year 1924, were 708,417 tons, and in July, 1924, these shipments were 463,444 tons, a decrease of 244,977 tons.

Tankers made up about 28 per cent of the total commercial transits during July, 1924; about 35 per cent of the total tonnage, Panama Canal measurement; paid about 33 per cent of the total tolls; and carried about 33½ per cent of the total cargo in transit.

The following tabulation shows the number, aggregate net tonnage, Panama Canal measurement, tolls, and cargo of tankships through the Panama Canal during July, 1924, segregated by nationality of vessel and direction of transit, with the totals for the two preceding months:

Nationality.	No. of vessels.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	13	66,243	\$54,459.73	32,693
Danzig.....	1	8,167	5,880.24	
Irish.....	1	3,647	2,625.84	
French.....	1	5,072	3,651.84	
Norwegian.....	1	5,520	3,974.40	
United States.....	46	286,641	212,999.25	29,528
Totals, July, 1924.....	63	375,290	283,591.30	62,221
Totals, June, 1924.....	53	312,935	233,757.22	30,714
Totals, May, 1924.....	51	311,217	248,649.09	28,069
<i>Pacific to Atlantic.</i>				
British.....	14	81,682	90,088.84	145,854
Danzig.....	1	7,916	6,775.00	13,731
Norwegian.....	1	5,520	6,317.50	8,585
United States.....	41	248,387	251,253.50	473,742
Totals, July, 1924.....	57	343,505	354,434.84	641,912
Totals, June, 1924.....	52	331,745	337,912.62	609,000
Totals, May, 1924.....	70	417,358	433,705.31	782,341

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, together with the totals for the two preceding months:

	No. of vessels.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
July, 1924.....	47	294,929	\$213,057.17	.....
June, 1924.....	42	251,453	181,112.61	.....
May, 1924.....	42	266,124	192,117.47	.....
<i>From Los Angeles.</i>				
July, 1924.....	47	287,835	283,450.14	532,103
June, 1924.....	39	257,142	259,613.50	483,592
May, 1924.....	57	347,224	357,691.85	657,144

Origin and Destination of Cargo Passing Through the Panama Canal During the Fiscal Year 1924.

A statement of the origin and destination of all commercial cargo passing through the Panama Canal during the fiscal year ending June 30, 1924, is presented in tables one and two, published on pages 12 and 13 of this issue.

TOTAL CARGO.

Total commercial cargo passing through the Canal during the year was 26,904,710 long tons, as against 19,567,875 tons during the fiscal year 1923, an increase of 7,426,835 tons or 37.4 per cent. Segregated by direction, Atlantic to Pacific cargo shows an increase of 773,841 tons or 4 per cent, and Pacific to Atlantic cargo an increase of 6,652,994 tons or 33.4 per cent. The disproportionate increase of the Pacific to Atlantic cargo as compared with the Atlantic to Pacific is caused by the heavy shipments of crude oil from the California fields, most of which go to the eastern seaboard of the United States.

CARGO FROM ATLANTIC TO PACIFIC—ORIGIN.

Cargo from the eastern seaboard of the United States shows a decrease of 1.3 per cent as related to the total, but an actual increase of 467,494 tons. Cargo from the British Isles shows a decrease of 2.2 per cent or 76,699 tons, while that from the Continent of Europe shows an increase of 4 per cent or 373,411 tons, which is due to the difficulty of segregating the two from masters' cargo declarations. Over 92 per cent of the cargo passing through the Canal in this direction originates either on the east coast of the United States or in Europe. Other regions of origin, with the exception of the east coast of Central America and Mexico, show actual increases, though there may be small relative decreases.

CARGO FROM ATLANTIC TO PACIFIC—DESTINATION.

When segregated according to destination a wider distribution is seen, 42.6 per cent going to the western seaboard of the United States, 19.8 per cent to the Far East, 16.4 per cent to the west coast of South America, and 15.3 per cent to Australasia. Of these destinations, the west coast of South America and Australasia show relative as well as actual increases, while the west coast of the United States and the Far East show relative decreases but actual increases. These four regions of destination account for over 94 per cent of the westbound cargo. With the exception of the west coast of North America, which is made

up of items impossible to segregate from masters' declarations, Hawaii and the two spoken of above, all regions of destination show relative as well as actual increases for the year.

CARGO FROM PACIFIC TO ATLANTIC—ORIGIN.

Cargo moving from the Pacific to Atlantic during the fiscal year 1924, increased 6,652,994 long tons over that for the fiscal year 1923. Of this increase, 5,528,718 long tons was in that originating on the western seaboard of the United States, where 67.9 per cent of the total cargo originated, as against 59.7 per cent during the preceding year. This extraordinary increase is due largely to heavy shipments of California crude oil, most of which go to the eastern seaboard of the United States. Cargo from the west coast of South America shows an increase of 700,991 tons; from the west coast of Canada an increase of 604,546 tons; from the Far East a decrease of 205,381 tons; and from Australasia a decrease of 21,437 tons.

CARGO FROM PACIFIC TO ATLANTIC—DESTINATION.

Cargo destined to the eastern and Gulf seaboard of the United States shows an increase of 5,757,415 tons over the preceding year; to the British Isles an increase of 541,489 tons; and to the Continent of Europe 117,914 tons. All other destinations show actual increases, though most show relative decreases.

PRINCIPAL COMMODITIES—ATLANTIC TO PACIFIC.

From the cargo declarations submitted it was possible to classify about 70 per cent of the total cargo in transit through the Canal from the Atlantic to the Pacific. The remaining 30 per cent consisted for the most part of manufactured articles in small lots reported as "General cargo."

Westbound commodities which aggregated more than 100,000 tons in either of the fiscal years 1923 or 1924, are listed in the following tabulation:

Commodity.	Fiscal year 1923.	Fiscal year 1924.
Automobiles.....	51,474	110,351
Cement.....	113,726	303,724
Coal and coke.....	280,343	281,935
Cotton.....	122,728	100,925
Manufactured goods:		
Iron and steel.....	1,499,842	1,691,712
Machinery.....	153,031	181,112
Railroad materials.....	173,259	192,537
Textiles and others.....	193,458	208,020
Metals, various.....	270,703	322,896
Oils, various.....	1,065,184	1,122,398
Sulphur.....	117,084	146,712

The above 11 commodity groups make up approximately 60 per cent of the total cargo carried westbound during the fiscal year 1924. It will be noted that all items excepting cotton show considerable increases.

PRINCIPAL COMMODITIES—PACIFIC TO ATLANTIC.

It was possible to classify nearly 96 per cent of all cargo moving from the Pacific to the Atlantic during the fiscal year 1924. Commodities

which aggregated more than 100,000 tons during either of the fiscal years 1923 or 1924, are listed below:

Commodity.	Fiscal year 1923.	Fiscal year 1924.
Barley.....	379,542	266,859
Canned goods (fish, fruit, vegetables, etc.).....	489,461	444,585
Coffee.....	81,654	102,451
Cold storage (meat, butter, fruit, etc.).....	138,090	167,893
Fruit, dried.....	90,187	103,469
Lumber.....	1,539,340	1,824,438
Metals, various.....	347,715	360,823
Nitrates.....	1,664,751	1,744,580
Oils, various.....	4,388,909	9,755,341
Ores, various.....	712,681	1,062,774
Sugar.....	296,471	270,682
Wheat.....	816,392	1,352,388
Wool.....	106,111	84,696

The above 13 commodity groups comprise over 90 per cent of the total cargo moving from Pacific to Atlantic during the fiscal year 1924. It will be noted that all items except barley, canned goods, sugar, and wool, show substantial increases. The increase is especially heavy in the items of oil, lumber, ores, and wheat.

A detailed list of all commodities in transit through the Canal in both directions, classified according to origin and destination, will be found in tables III and IV, on pages 14 to 23.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Two Weeks Ending August 9, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Jamaica.....	Pacific Navigation Co.....	July 27.....	July 27.....	9	.....
Utacarbon.....	Union Oil Co.....	July 27.....	July 28.....	10,100	.....
Anyo Maru.....	Toyo Kisen Kaisha.....	July 27.....	July 28.....	50	51
British Beacon.....	British Admiralty.....	July 28.....	July 28.....	9,101	.....
Bologna.....	La Veloce Line.....	July 29.....	July 29.....	149	.....
Buenos Aires.....	Johnson Line.....	August 1.....	August 1.....	92	.....
				52	.....
Jamaica.....	Pacific Steam Navigation Co.....	August 2.....	August 2.....	.....	21
				.....	5
Atrato.....	Colombian Transport Co.....	August 3.....	August 6.....	34	143
Somme.....	U. S. Army.....	August 4.....	August 4.....	20	40
Takaoka Maru.....	Nippon Yusen Kaisha.....	August 6.....	August 7.....	363	.....
La Placentia.....	Union Oil Co.....	August 8.....	August 9.....	11,000	.....
San Juan.....	Pacific Mail Steamship Co.....	August 8.....	August 8.....	.....	4
				.....	27
Ecuador.....	Pacific Mail Steamship Co.....	August 9.....	August 12.....	103	.....
Los Angeles.....	Union Oil Co.....	August 9.....	August 10.....	10,000	.....
Sirius.....	U. S. Navy.....	August 9.....	August 11.....	27	.....
Mincola.....	Grace Line.....	August 7.....	August 8.....	252	109
Alvarado.....	Pacific Steam Navigation Co.....	August 7.....	August 7.....	.....	6

* Local.

* Transit.

Density of Water in Balboa and Cristobal Harbors.

Place.	Date.	Weight of sea water in ounces per cubic foot.	Average temperature degrees F.	Depth.	Remarks.
				<i>Feet.</i>	
Cristobal (between docks 8 and 9)	Aug. 4 to Aug. 9, incl.	1017 to 1019	84.0	3, 9 & 15	High and low tide.
Balboa (dock 18).....	Aug. 3 to Aug. 9, incl.	1010 to 1013	82.5	12	High and low tide.

(NOTE—The weight of a cubic foot of fresh water at 83° F., is 995 ounces.)

Sample taken at Gatun on August 9 off lower approach wall showed a weight of 1,011 ounces per cubic foot.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending August 9, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Jamaica	Pacific Steam Navigation Co.	July 27.	August 2.	605	1,072
Ashbee	Grace Line.	July 27.	July 27.		88
Heredia	United Fruit Co.	July 27.	July 27.	248	147
Calamares	United Fruit Co.	July 27.	July 27.	4	127
Ucayali	Peruvian Line.		July 28.		885
La Navarre	French Line.	July 28.	July 30.	101	310
Amersfoort	Royal Netherlands W. I. Mail.	July 29.	July 29.		139
Turrialba	United Fruit Co.	July 29.	July 31.	1,087	61
Pastores	United Fruit Co.	July 29.	July 30.	204	28
Crynssen	Royal Netherlands W. I. Mail.	July 29.	July 30.	105	(*)
Sixacola	United Fruit Co.	July 30.	July 31.	219	201
Heredia	United Fruit Co.	July 30.	July 30.	9½	5
Metapan	United Fruit Co.	July 30.	July 31.	1	215
Urubamba	Peruvian Line.	July 30.		1,273	
Santa Olivia	Pacific Mail Steamship Co.	July 30.	August 2.	308	1,782
Antillian	Leyland Line.	July 30.	August 1.	954	47
Tsad	Hamburg-American Line.	July 31.	August 1.	(*)	52
Bologna	Italian Line.	July 31.	August 1.	(*)	1,079
Delft	Royal Netherlands W. I. Mail.	August 1.	August 2.	180	11
Crynssen	Royal Netherlands W. I. Mail.	August 1.	August 2.	1	683
Loreto	Pacific Steam Navigation Co.	August 1.	August 2.	1	403
Panama	Panama Railroad Steamship Line.	August 2.		3,563	
San Juan	Pacific Mail Steamship Co.	August 2.		760	
Arana	Pacific Steam Navigation Co.	August 2.		420	
Gen. W. C. Gorgas	Panama Railroad Steamship Line.		July 29.		2,407
Acajutla	Pacific Steam Navigation Co.		July 29.		1,189
Arana	Pacific Steam Navigation Co.		August 3.		362
Oklahoma	French Line.	August 3.	August 3.	27	(*)
Roland	Roland Line.	August 3.	August 3.	470	(*)
Cartago	United Fruit Co.	August 3.	August 3.	116	80
Pastores	United Fruit Co.	August 3.	August 3.	15	202
Diana Dollar	Dollar Line.	August 3.	August 6.	1,334	(*)
Santa Elisa	Grace Line.	August 4.	August 5.	(*)	625
Lochmonar	Pacific Steam Navigation Co.	August 4.	August 5.	254	446
Abangarez	United Fruit Co.	August 5.	August 5.	900	(*)
Ammon	Kosmos Line.	August 5.	August 5.	(*)	83
Ulua	United Fruit Co.	August 5.	August 6.	125	109
Alvarado	Pacific Steam Navigation Co.	August 6.	August 7.	119	83
Urubamba	Peruvian Line.	August 6.	August 8.	(*)	543
Sixacola	United Fruit Co.	August 6.	August 7.	½	246
Mincola	N. O. & S. A. S. S. Line.	August 6.	August 7.	341	128
Cartago	United Fruit Co.	August 6.	August 6.	5	(*)
Carrillo	United Fruit Co.	August 6.	August 7.	189	182
Ares	Royal Netherlands W. I. Mail.	August 6.	August 7.	44	100
Takooka Maru	Nippon Yusen Kaisha.	August 7.	August 7.	100	(*)
Camden	United Fruit Co.	August 7.	August 8.	8,983	(*)
Panama	Panama Railroad Steamship Line.		August 8.		1,713
San Juan	Pacific Mail Steamship Line.		August 8.		2,013
Venezuela	Pacific Mail Steamship Line.	August 8.	August 9.	349	162
Tongking	Danish East Asiatic Co.	August 8.	August 8.	2	(*)
Salvador	Pacific Steam Navigation Co.	August 8.		361	
Teno	United Fruit Co.	August 8.	August 8.	(*)	81
Coronado	Elders & Fyffes, Ltd.	August 9.	August 9.	8	(*)

* No cargo discharged.

* No cargo laded.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Leave Port-au-Prince	Arrive Cristobal.	Leave Cristobal.	Leave Port-au-Prince	Arrive New York.
Panama	August 5.	August 10.	August 13.	August 8.	August 11.	August 16.
Cristobal *	August 5.	August 10.	August 13.	August 19.	August 22.	August 27.
General W. C. Gorgas	August 15.	August 21.	August 24.	August 29.	September 1.	September 6.
Panama	August 25.	August 30.	September 2.	September 8.	September 11.	September 16.
Cristobal *	September 5.	September 10.	September 13.	September 19.	September 22.	September 27.
General W. C. Gorgas	September 15.	September 21.	September 24.	September 29.	October 2.	October 7.
Panama	September 22.	September 27.	September 30.	October 9.	October 12.	October 17.
Cristobal *	October 4.	October 9.	October 12.	October 19.	October 22.	October 27.
General W. C. Gorgas	October 15.	October 21.	October 24.	October 29.	November 1.	November 6.
Panama	October 25.	October 30.	November 2.	November 9.	November 12.	November 17.

* Sails 3 p. m. from Pier 65, North River, foot of West 25th Street.

Origin and Destination of Cargo Passing Through the Panama Canal from the Atlantic to the Pacific, July, 1924.

(Figures represent tons of 2,240 pounds.)

FROM—	SOUTH AMERICA.					NORTH AMERICA.					ASIA.					AUSTRALASIA.				Grand totals.	Hawaii.	Per cent of total cargo.		
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total South America.	West coast of United States.	Mexico.	West coast of Canada.	West coast of Central America.	Bahoa, C. Z.	West coast of North America. ¹	Total North America.	Japan.	China.	Philippines.	Far East. ²	Total Asia.	New Zealand.				Australia.	Australasia. ²	Total Australasia.
NORTH AMERICA:																								
UNITED STATES—																								
N. Atlantic ports.	11,264	1,320		285	23,508	36,377	145,330		536			7,158	153,024	32,824	29,689	13,312	21,409	97,234	19,057	31,965	850	51,872	1,983	340,490
S. Atlantic ports.							341					341											341	
Gulf ports	7,075				1,444	8,519	23,777					23,777		7,496	6,725	3,316	6,870	24,407	3,227		3,516	6,743	169	63,615
Totals, U. S.	18,339	1,320		285	24,952	44,896	169,448		536			7,158	177,142	40,320	36,414	16,628	28,279	121,641	22,284	31,965	4,366	58,615	2,152	404,446
E. coast of Mexico	16,822				16,892		118		11,500	11,496			23,024											39,826
Cristobal, C. Z.	144	1,077	72	298	2,553	4,144	3,311		2,259			6,080											9,714	
West Indies.	1,053			7,410	9	8,472			1,800			1,800											14,552	
E. coast of Canada.													1,800										10,827	
Totals, N. America	36,338	2,397	727	992	27,514	74,314	172,877		19,916	13,665		7,158	213,616	40,320	36,414	16,628	29,779	123,141	27,761	34,015	4,366	66,142	2,152	479,365
Europe:																								
Belgium.	2,700				2,656	5,356	11,629		1,767			500	13,896											25,152
British Isles.	13,381		317	1,507	12,483	27,691	10,640		2,595			200	13,435											72,774
France.					35	35	5,833		10				5,813											5,848
Germany.	445		8	131	17,714	18,298	173						173											18,471
Holland.	597				270	1,289	2,156		50				9,883											12,039
Italy.			26		2,239	2,265	7,965						7,965											2,265
Norway & Sweden.																								7,150
Norway & Sweden.																								15,115
Spain.	330				330		12,181		1,900				14,081											330
Europe ¹ .					3,049	3,049	12,181		4,422	1,900		700	65,246											17,130
Totals, Europe.	17,456		351	1,508	39,465	50,180	58,224		4,422	1,900		700	65,246											25,9
E. coast S. America.							358						4,117											5,900
Grand totals.	53,794	2,755	423	9,016	67,979	133,852	235,218		24,338	15,565		7,858	282,979	40,320	36,414	16,628	29,779	123,141	59,409	34,015	4,366	67,700	15,202	652,964
Per cent of total cargo:																								
July, 1924.	8.3	0.4		1.5	10.1	20.3	36.2		3.7	2.3		1.2	43.4	6.0	5.7	2.6	4.6	18.9	9.1	5.2	0.7	15.0	2.4	100.0
July, 1923.	5.2	0.2	0.3	0.6	6.0	12.3	52.8	0.4	0.9	0.7	0.4		55.2	6.3	3.7	2.2	4.2	16.4	2.9	2.9	9.1	14.9	1.2	100.0
July, 1922.	9.1		0.7	1.3	3.3	14.4	37.4		2.3	0.7	1.1	1.5	43.0	14.0	8.5	0.9	9.0	32.4	1.6	5.7	2.3	9.6	0.6	100.0

¹ General cargo not routed so as to allow segregation between definite ports.

² Includes both local and transit cargo.

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

(Figures represent tons of 2,240 pounds.)

THE PANAMA CANAL RECORD

From—	North America.										Europe.										Grand totals.	Per cent of total cargo.			
	United States.					North America.					Europe.														
	North Atlantic ports.		South Atlantic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z.*	East coast of Mexico.	North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe. ¹			Total, Europe.	East coast of South America.	Egypt.
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z.*	East coast of Mexico.	North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe. ¹	Total, Europe.			East coast of South America.	Egypt.	
SOUTH AMERICA:																									
Chile	138,247		17,266	155,513		2,949	5		158,467	35,410	3,207	957	9,394	4,110	557	1,285		480	28,620	84,020		29,310	271,797	18.8	
Colombia	1,101			1,101			179		1,280														1,280	0.1	
Ecuador	837			837			1,410		2,247														2,247	0.2	
Peru	29,530	35,818		65,378	18,876		3,329		87,583	10,294	167	4	100			315				175	11,055		98,638	6.8	
W. coast S. Am.	1,185			1,185			4,379		5,564	3,529	33	42				8				7,786	11,398		16,962	1.2	
Totals, S. Am.	170,900	35,848	17,266	224,014	18,876	2,949	9,302		255,141	49,233	3,407	1,003	9,508	4,110	606	1,650		480	36,960	106,957		29,310	391,408	27.1	
NORTH AMERICA:																									
W. coast U. S.	666,819		196	8,217	675,232	29,888	420		746,631	88,979	2,217	341		283		7,727		507	13,558	113,614	6,895		866,960	60.0	
W. coast Can.	18,942			18,942		5,129			24,071	18,484		110		1,030				42	24,738	44,404			68,475	4.7	
W. coast C. Am.	572			572			1,748		2,320	70			22							92			2,412	0.2	
W. coast N. Am. ¹	27,807			27,807					27,807	1,525									12,895	14,420			42,227	2.9	
Hawaii									6,100														6,100	0.4	
W. coast Mexico									1,500														1,500	0.1	
Totals, N. Am.	714,140	196	14,317	728,653	29,888	5,549	1,773	42,586	808,449	109,058	2,237	363	1,313			7,727		549	51,191	172,530	6,895		987,674	68.3	
ASIA:																									
Philippines	19,873		4,432	24,305					24,305														24,305	1.7	
Japan	806			806					806														806	0.06	
China	5,134			5,134					5,134														5,134	0.4	
Far East	518		8,390	8,808		5,500			14,308														14,308	1.0	
Totals, Asia	26,331	12,722	39,053			5,500			44,553														44,553	3.1	
AUSTRALASIA:																									
Australia	909			909					909	3,440										3,440			4,358	0.3	
New Zealand						9			6,600											6,600			6,600	0.5	
Australasia	2,421			2,421					5,319						4,278					4,278			9,597	0.7	
Totals, Aus.	3,330			3,330		9			6,228	10,049					4,278					14,327			20,555	1.5	
Total cargo	914,701	36,044	44,305	995,050	48,773	13,998	11,075	42,586	2,889	1,114,371	168,340	3,409	9,871	5,423	4,884	9,377		1,029	88,151	293,814	6,695	29,310	1,444,190	100.0	
Per cent of total cargo:																									
July, 1924	63.4	2.5	3.0	68.9	3.4	0.9	0.8	3.0	0.2	77.2	11.6	0.2	0.2	0.7	0.4	0.3			6.1	20.2		0.5	100.0		
July, 1923	67.7	2.0	8.5	78.2		1.7	0.8	1.5		82.2	9.2	0.7	1.8	0.3	0.6			0.2		3.4	16.2		1.6	100.0	
July, 1922	46.0	0.0	4.0	50.0	0.1	0.4	1.4		51.9	22.3	2.2	0.3	1.4	4.4	1.6	1.0	1.6	0.9	12.5	46.8		1.0	100.0		

¹ Includes both local and transit cargo.

² General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

* General cargo not routed so as to allow segregation between definite ports.

MOVEMENTS OF OCEAN VESSELS. *Week ending at midnight, August 9, 1924.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Jason ²	2	20.30	3	6.00	3	14.00	5	13.50	American	U. S. Navy.	536.0	65.2	29.6	Hampton R'd	San Diego	Coal, general	7,187		
Toco ¹	2	9.00	3	7.30	3	14.55	3	19.45	British	Chile Steamship Co.	440.0	56.0	25.7	Tampico	Tocopilla	Crude oil	9,200	7,693	4,831
William G.	3	0.45	3	8.27	3	16.07	3	17.14	American	Standard Oil Co.	500.0	68.2	21.0	New York	Los Angeles	Ballast		10,524	7,600
Robert E. Hopkins ¹	3	1.55	3	9.54	3	16.35	3	17.35	American	Tidewater Oil Co.	424.4	58.2	18.6	New York	San Pedro	Ballast		7,333	5,244
Oklahoma	3	6.00	3	10.47	3	18.30	3	19.40	British	French Line	400.3	51.6	16.10	Havre	Valparaiso	General ^(s)	1,191	6,000	4,477
Holger	3	7.22	3	12.10	3	19.12	3	20.13	German	Roland Line	423.0	52.0	22.6	Hamburg	San Pedro	General	3,095	6,431	4,693
Manoa	3	5.30	3	12.25	3	19.45	3	21.20	British	Shaw, Savill & Albion Co.	477.9	63.0	28.10	Liverpool	Auckland	General	8,847	11,053	7,895
Lieut. David Putnam ¹									American	U. S. Army.				Cristobal	Balboa	Ballast			
Liss ¹	3	12.00	4	6.30	4	13.10	4	14.12	Norwegian	Anglo-Saxon Petroleum Co.	400.2	53.0	23.2	Rouen	San Pedro	Ballast		6,147	4,066
Fred R. Kellogg ¹	3	15.35	4	7.45	4	14.09	4	15.16	American	Huasteca Petroleum Co.	425.8	57.0	19.6	New York	San Pedro	Ballast		7,178	4,963
Louise Hensoth	3	17.23	4	9.50	4	17.47	4	19.18	German	Wilhelm Hensoth	407.6	54.4	26.4	Glasgow	Los Angeles	General ^(s)	8,227	6,622	4,885
Ascot	4	12.57	4	13.05	4	20.15	5	0.14	British	Britain Steamship Co.	385.0	50.0	18.0	New York	San Antonio	General	1,584	5,655	4,216
Lochmonar ¹	4	6.10	5	6.05	5	13.34	5	17.50	British	Royal Mail Steam Packet Co.	485.7	62.0	21.2	London	Vancouver	General	4,772	10,766	7,512
Marce	4	14.25	5	7.05	5	14.38	5	15.45	American	Ree Steamship Co.	559.3	72.2	21.0	New York	Cruz Grande	Ballast		15,551	4,297
Emidio ¹	5	7.50	5	8.45	5	15.29	5	16.43	American	General Petroleum Co.	425.0	56.2	19.0	Thameshaven	Los Angeles	Ballast		7,433	5,058
Aguirre ¹	5	9.28	5	9.40	5	16.42	5	17.40	American	Standard Oil Co.	408.0	62.0	20.0	New York	San Pedro	Ballast		9,776	6,903
Diana Dollar	3	12.37	6	6.20	6	14.14	6	15.15	American	Dollar Line	429.0	55.2	18.6	Baltimore	Vancouver	General	2,000	7,382	5,521
Harry Luckenbach	6	3.40	6	9.15	6	17.26	6	18.23	American	Luckenbach Line	448.9	60.0	24.0	Boston	Seattle	General	5,465	9,262	6,853
Calgarolite ¹	6	12.55	6	13.05	6	19.31	6	20.43	British	Imperial Oil Co.	463.3	60.2	18.6	New York	Talara	Ballast		8,491	6,060
Mineola	6	3.00	7	6.00	7	13.13	8	5.24	American	N. O. & S. A. S. S. Line	298.6	40.8	20.11	New Orleans	Talcahuano	General	2,109	2,835	1,805
Alvarado	6	9.50	7	6.00	7	14.05	7	16.52	British	Pacific Steam Navigation Co.	303.0	43.0	17.7	New York	Callao	General	2,163	2,814	1,748
Howick Hall	6	10.20	7	6.30	7	14.57	7	16.15	American	Isthmian Line	400.8	51.5	24.0	Baltimore	Los Angeles	General ⁽⁷⁾	5,366	6,095	4,381
Cerro Azul ¹	6	14.28	7	7.03	7	15.42	7	16.30	American	Huasteca Petroleum Co.	480.5	65.0	22.10	Buenos Aires	San Pedro	Ballast		9,398	6,453
Leeds City	6	18.08	7	7.30	7	16.06	8	17.15	British	W. R. Smith & Sons	411.2	55.0	25.8	Port Arthur	Freemantle	General	6,750	9,924	4,428
Bratland	6	20.30	7	8.30	7	17.21	8	14.16	Norwegian	West India Steamship Co.	282.0	42.6	11.6	Habana	San Lorenzo	Ballast		2,553	1,729
Arantz Mendiz	6	20.30	7	8.30	7	17.21	8	14.16	Norwegian	Sota & Aznar	377.0	48.0	15.0	Barcelona	Guaymas	Ballast		4,834	3,451
Mount Clinton	6	20.20	7	8.30	7	16.54	7	17.50	American	Cutted American Line	440.3	57.2	19.6	Baltimore	Seattle	General	2,488	8,141	5,398
Port Adelaide	7	2.25	7	9.45	7	17.35	7	18.49	British	Commonwealth & Doni. Line	387.0	63.0	26.0	Avonmouth	Brisbane	General	4,360	10,777	8,130
Doomholm	7	8.10	7	10.15	7	20.31	7	21.49	British	American & Australian Line	385.0	49.8	21.0	New York	McBourne	General	6,330	4,885	3,479
Manchuria	7	10.43	7	11.25	7	18.38	8	2.13	American	Panama-Pacific Line	600.0	65.3	26.6	New York	San Francisco	General	1,937	17,044	11,488
Ares ¹	7	8.22	7	12.50	7	19.25	7	20.29	Dutch	Royal Netherlands W. I. Mail	340.0	48.0	17.0	Amsterdam	Buenaventura	General ^(s)	2,424	4,385	3,195
Dalla	2	19.07	8	6.12	8	13.45	8	22.24	Panaman	Isthmian Maritime Supply Co.	30.4			Cristobal	San Francisco	Ballast		6	6
San Juan	2	19.07	8	6.12	8	13.45	8	22.24	American	Pacific Mail Steamship Co.	283.0	37.0	18.0	Cristobal	San Francisco	General	2,100	2,379	1,593

¹ Tanker

² Motor ship.

³ Iron, perfumery, and cement.

⁴ Sand, clay, pig iron and coke.

⁵ Steel products and general.

⁶ Railroad material and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.													
* Tanker.			* Motor ship.			* Launch.			* General, oil, bones, rosin, etc.				
San Pedro.													
7 19 18	8 6 20	8 13 13	8 14 10	American.	Cities Service Transportation Co	435.0	56.0	17.0	Philadelphia.	San Pedro.	Ballast.	7,434	5,093
7 17 10	8 6 25	8 14 15	8 15 05	American.	Standard Oil Co.	503.0	68.2	20.0	London.	Los Angeles.	Ballast.	11,225	7,917
7 18 50	8 7 25	8 15 01	8 16 10	British.	Imperial Oil Co.	500.3	68.0	20.0	Charleston.	San Pedro.	Ballast.	11,043	7,874
7 20 55	8 7 35	8 15 17	8 16 30	Danish.	Standard Oil Co.	525.0	64.0	18.6	Montreal.	San Pedro.	Ballast.	10,550	7,916
8 1 25	8 8 10	8 16 00	8 17 10	Japanese.	Osaka Shosen Kaisha	400.0	51.0	17.8	Buenos Aires.	Kobe.	(*)	507	6,067
8 3 20	8 8 32	8 16 18	8 17 25	American.	Ames-Hawaiian Line	414.0	54.0	21.0	New York.	Portland.	General.	4,054	7,049
8 3 27	8 9 55	8 17 18	8 18 25	French.	French Line	443.0	53.0	27.0	Havre.	Vancouver.	General.	4,787	6,768
8 3 50	8 10 00	8 17 26	8 19 00	Chilean.	Chilean Line	421.8	56.0	22.10	New York.	Valparaiso.	General.	1,814	7,758
8 13 25	8 11 10	8 18 04	8 19 28	Peruvian.	Peruvian Line	381.2	46.1	19.0	Covena.	Callao.	General.	6,332	4,951
8 9 10	8 11 55	8 19 30	8 19 19	American.	Seas Shipping Co.	430.7	54.4	24.10	New York.	San Francisco.	General, cattle.	6,781	7,946
8 12 15	8 12 15	8 19 51	8 20 54	Danish.	East Asiatic Steamship Co.	410.0	55.0	23.8	Copenhagen.	Vancouver.	General, iron, gen	6,879	7,013
8 12 05	8 13 00	8 20 24	8 21 25	American.	Transmarine Corporation.	324.0	46.1	22.7	Port Newark.	San Pedro.	General.	3,800	3,984
8 13 45	8 13 50	8 21 00	8 22 20	American.	Walker & Daly (S. B.)	431.0	53.2	19.0	New York.	San Pedro.	Ballast.	8,097	5,330
8 10 10	8 10 10	8 18 10	8 19 10	Panama.	N. Salazar.				Cristobal.	Gatun Lake.	Ballast.	3	3
8 14 00	8 6 50	8 14 37	8 23 39	American.	Pacific Mail Steamship Co.	380.0	48.7	23.0	Baltimore.	San Francisco.	General.	2,860	6,033
8 10 55	8 6 08	8 13 52	8 14 55	British.	Shaw, Savill & Albion Co.	500.3	63.3	27.7	London.	Wellington.	General.	3,700	12,872
8 7 15	8 7 15	8 15 06	8 19 51	American.	W. R. Chamberlain & Co.	288.8	44.6	19.6	Galveston.	Portland.	Sulphur.	2,900	2,515
8 18 13	8 8 05	8 15 50	8 16 50	British.	Canadian Govt. Mer. Marine.	400.0	52.4	17.5	Brokenhead.	Vancouver.	General.	2,500	6,174
8 21 00	8 9 40	8 16 47	8 18 00	British.	Gibbs & Co.	394.0	52.0	15.5	Baltimore.	Calcutta Colosa.	Ballast.	6,163	4,452
9 4 35	8 11 14	8 17 37	8 18 36	American.	Luckenbach Line.	414.5	53.7	26.6	Mobile.	Seattle.	General.	6,200	7,315
9 7 50	8 11 55	8 19 16	8 20 35	American.	Munson-McCormick Line	401.0	53.0	18.0	Baltimore.	Los Angeles.	General, steel.	2,500	7,082
* Tanker.													
2 15 30	3 6 13	3 13 23	3 13 23	American.	Carolina Co.	333.8	48.0	23.6	Prince Rupert.	New York.	Lumber	4,509	4,171
2 23 00	3 7 25	3 15 42	3 15 42	Dutch.	Furness Shipping Co.	400.0	58.0	23.6	Seattle.	Capetown.	Lumber	6,995	4,706
3 6 00	3 8 30	3 16 25	3 22 43	German.	Roland Line.	260.0	51.0	23.0	Corral.	Premen.	General	5,200	4,791
3 11 00	3 12 52	3 19 45	3 19 45	American.	Munson Line.	370.0	53.0	24.0	Aberdeen.	New York.	Lumber	4,700	5,577
3 12 47	3 13 47	3 21 45	3 21 45	American.	Eurana Line.	435.81	56.3	26.6	San Francisco.	Bayonne.	California tops	9,800	6,989
3 18 30	4 6 16	4 13 40	4 19 45	American.	Sudden & Christenson	410.5	54.3	25.0	Seattle.	Baltimore.	General, lumber	6,000	6,572
3 21 00	4 7 24	4 14 12	4 14 12	American.	Luckenbach Line.	445.0	58.0	23.0	Portland.	Boston.	General, lumber	7,000	8,695
4 1 20	4 8 53	4 16 50	4 16 50	American.	Standard Oil Co. of N. J.	499.2	63.1	30.0	San Pedro.	New York.	Crude oil.	15,000	11,037
4 5 00	4 9 20	4 16 18	5 1 00	American.	Grace Line.	360.3	51.7	24.0	Talcahuano	New York.	General	3,710	5,957
4 6 36	4 13 34	4 19 35	4 20 10	American.	U. S. Army.	448.0	58.0	23.0	San Francisco	New York.	General.	286	
4 16 20	5 6 20	5 13 40	5 17 56	American.	U. S. Navy.	307.0	45.0		Balboa	New York.	General	6,592	7,341
4 16 20	5 7 16	5 14 05	5 19 10	German.	Kosmos Line	438.2	55.3	24.0	Corral	Hamburg.	General	5,200	9,154
4 18 30	5 8 02	5 15 30	5 15 30	American.	American-Hawaiian Line	471.0	57.2	24.0	Seattle.	Boston.	General	3,200	6,903
5 2 10	5 9 04	5 18 00	5 18 06	American.	Standard Oil Co. of N. J.	554.9	75.3	31.10	San Pedro.	New York.	Crude petroleum	19,600	14,785
5	5	5 13 57		American.	U. S. Army				Balboa	Cristobal			
* Tanker.													
* Transport.													
* Launches.													
* General, oil, bones, rosin, etc.													

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Draft.			Nature.	Tons.	Gross.	Net.
Mexico.	4	15.00	6	6.31	6	12.45	8	21.40	Mexican.	Free Port Commission.	310.5	43.2	19.0	San Francisco.	Vera Cruz.	General.	900	2,879	1,999
Scottish Strath.	5	16.30	6	7.10	6	15.25	6	19.15	British.	Tankers, Ltd.	440.8	57.4	26.4	San Pedro.	Lands End.	Gasoline.	8,985	7,557	5,108
William Campton.	6	6.10	6	8.07	6	16.00	6	16.00	American.	Garland Steamship Co.	384.4	51.2	23.6	Grays Harbor.	New York.	Lumber.	6,200	6,327	4,433
Republic.	6	9.10	6	10.50	6	19.05	6	19.05	American.	Chile Steamship Co.	345.1	49.1	23.9	Antofagasta.	Jacksonville.	Nitrate of soda.	5,879	4,333	3,096
Moerdijk.	4	3.30	6	11.17	6	20.10	7	10.30	Dutch.	Holland-American Line.	472.6	61.0	25.0	Seattle.	Antwerp.	General.	9,308	9,165	7,056
Finland.	6	3.05	6	12.10	6	20.05	6	21.10	American.	Panama-Pacific Line.	569.0	60.2	24.3	San Francisco.	New York.	General.	3,550	13,559	9,016
Takaoka Maru.	6	17.00	7	6.18	7	14.54	7	19.00	Japanese.	Nippon Yusen Kaisha.	445.0	58.0	23.7	Yokohama.	Boston.	(17)	7,080	7,989	5,836
Hagood.	6	19.27	7	7.15	7	15.35	7	15.35	American.	Cities Service Refining Co.	453.0	56.0	28.6	San Pedro.	Boston.	Crude oil (bulk).	10,650	7,426	5,094
F. J. Luckenbach.	7	1.59	7	8.05	7	16.10	7	16.10	American.	Luckenbach Line.	446.0	56.1	21.0	Portland.	Mobile.	General, lumber.	3,300	8,508	6,179
Samuel Q. Brown.	7	2.30	7	8.25	7	17.35	7	17.35	American.	Tidewater Oil Co.	424.4	58.2	27.1	San Pedro.	New York.	Crude oil.	10,000	7,333	5,245
Melpomene.	7	6.30	7	11.14	7	18.50	7	23.50	French.	Cia. Auxiliaire de Navigation.	425.8	56.7	27.0	San Pedro.	Portershead.	Gasoline.	8,500	7,085	5,050
Montpelier.	7	11.10	7	12.05	7	19.45	8	9.15	American.	United-American Line.	460.0	57.9	27.0	Seattle.	Antwerp.	General.	8,489	6,308	4,161
Bethelridge.	6	19.25	7	12.58	8	0.15	8	19.00	American.	Walker & Daly.	431.0	59.2	25.0	San Pedro.	Baltimore.	Crude oil.	9,813	7,819	5,856
Ronsdalschern.	7	14.45	8	6.21	8	17.20	8	18.25	Norwegian.	O. G. & T. H. Olsen.	437.0	52.0	27.10	Antofagasta.	United States.	Nitrate of soda.	10,240	6,592	4,733
Aladdin.	7	22.50	8	7.21	8	17.15	8	17.15	American.	Standard Transportation Co.	435.6	56.2	26.6	Los Angeles.	New York.	Crude oil.	9,621	7,408	5,112
Tulsa.	8	3.50	8	8.07	8	18.12	8	20.20	American.	McAllister Brothers.	431.0	59.2	27.0	San Pedro.	Baltimore.	Crude oil.	9,700	7,817	5,049
Salvador.	8	3.40	8	9.34	8	18.15	8	18.15	British.	Pacific Steam Navigation Co.	225.0	35.4	14.6	Champerico.	Cristobal.	General.	361	1,270	735
Iowa.	8	17.00	9	6.12	9	14.10	9	15.10	French.	Cia. Gle Transatlantique.	418.9	53.3	27.0	Talait.	Hull.	General.	8,561	7,469	5,020
Spreewald.	8	21.00	9	7.28	9	15.20	9	15.20	German.	Hamburg-American Line.	399.0	54.0	25.0	Portland.	Hamburg.	Saltpeater.	8,196	6,791	4,997
Charles H. Cramp.	9	8.35	9	9.19	9	16.30	9	16.30	American.	Transmarine Corporation.	324.0	46.3	24.0	Portland.	Port Newark.	(14)	4,103	3,984	2,612
Kemuta.	9	10.25	9	11.48	9	17.30	9	17.30	American.	Argonaut Steamship Line.	404.3	53.9	24.6	Vancouver.	Baltimore.	Lumber, general.	6,066	6,755	4,750
	9	13.10	9	14.04	10	0.40	10	0.40	British.	Pacific Steam Navigation Co.	401.6	52.2	23.9	Colonel.	Liverpool.	General.	6,200	6,420	4,704

* Tanker. ** For orders. ** Sugar, tea, rice, camphor, and general. ** Lumber and manganese ore. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

* ARRIVALS.

* DEPARTURES.

Date.	Vessel.	From—	Date.	Vessel.	Line.	For—
August 3.	Cartago.	New Orleans via Habana.	August 3.	Pastors.	United Fruit Co.	New York via Habana.
August 3.	Pastors.	Port Limon.	August 3.	Cartago.	United Fruit Co.	Bocas del Toro.
August 5.	Ulua.	New York via Habana.	August 4.	Ulysses.	Panama Railroad Steamship Line.	Norfolk.
August 3.	Abangarez.	New Orleans via Habana.	August 6.	Cartago.	United Fruit Co.	New Orleans via Habana.

* Other than ships passing through the Canal.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
August 6.....	Cartago.....	United Fruit Co.....	Bocas del Toro.....	August 6.....	Abangarez.....	United Fruit Co.....	New Orleans via wayports
August 6.....	Carrillo.....	United Fruit Co.....	New York via Kingston.	August 6.....	Ulua.....	United Fruit Co.....	Port Limon.
August 6.....	Sixola.....	United Fruit Co.....	Colombian ports.	August 7.....	Carrillo.....	United Fruit Co.....	Colombian ports
August 7.....	Camden.....	United Fruit Co.....	Baytown.	August 7.....	Sixola.....	United Fruit Co.....	New York via Kingston.
August 9.....	Coronado.....	Elders & Fyfes, Ltd.	Port Limon.	August 8.....	Panama.....	Panama Railroad Steamship Co.	New York via Hdtl.
.....	.....	.....	.....	August 8.....	Camden.....	United Fruit Co.....	Tampico.
.....	.....	.....	.....	August 9.....	Coronado.....	Elders & Fyfes, Ltd.	Bristol via Kingston.
PORT OF BALBOA.				Colombian Transport Co.....			
August 3.....	Atrato.....	Colombian Transport Co.....	Buenaventura.	.....	.....	.....	Buenaventura.
August 8.....	La Placencia.....	Union Oil Co. of California.....	Port San Luis.	.....	.....	.....	San Pedro.

* Other than ships passing through the Canal.

* Tanker.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.90 and \$2.00 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$9 per ton of 2,240 pounds at Cristobal, and \$12 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$9 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$10 per ton at Cristobal, \$13 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Effective September 1, 1924, the price of coal will be reduced to \$8.50 per ton at Cristobal and \$11.50 at Balboa.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Cable Rates.—Dominican Republic.

Effective upon the opening of the Santo Domingo office, probably early in August, the following rates will apply to the Dominican Republic:

To Santo Domingo, 50 cents per word.

To La Romana, 58 cents per word.

To all other places in the Dominican Republic, 53 cents per word.

The deferred rate will be one-half of the above, and accepted only for Santo Domingo.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Table 1.—Origin and Destination of all Commercial Cargo Passing Through the Panama Canal from the Atlantic to the Pacific, Fiscal Year, 1924.
(Figures represent tons of 2,240 pounds.)

	From—										To—											
	East coast of Central America.	West Indies.	South America, east coast.	Canada, east coast.	Mexico, east coast.	Cristobal, C. Z.	Continent of Europe.	British Isles.	East coast, United States.	Totals.	South America, west coast.	United States, west coast.	Far East.	Australasia.	Canada, west coast.	Central America, west coast.	Balboa, C. Z.	Mexico, west coast.	North America, west coast.*	Hawaii.	Philippines.	
1923.																						
July.....	1,567	1,388	6,916	9,847	11,402	7,344	98,813	56,452	497,870	690,032	84,732	363,520	113,226	102,861	6,681	4,779	2,476	3,000	167	8,590		
August.....		17	9,102	11,086	34,529	13,269	82,469	60,332	525,089	738,000	114,203	384,614	132,667	72,254	18,348	6,832	1,022	2,376	31	6,081	192	
September.....			2,519	6,364	20,314	7,919	65,333	50,213	359,057	511,719	83,279	218,143	79,066	86,422	7,817	12,396	10,660	10,657		9,947	2,342	
October.....	437	2,366	9,461	11,525	28,130	6,174	52,244	77,201	435,209	622,747	139,558	218,576	123,899	102,859	5,292	4,460	460	948	3,533	1,028	2,234	
November.....			7,815	10,024	24,247	5,833	68,243	42,655	474,097	632,914	88,733	269,674	140,790	95,334	2,005	11,151	6,421		18	4,116	16,477	
December.....		3,010	8,953	6,416	52,765	8,990	65,868	83,618	504,658	734,278	133,200	242,658	193,970	114,689	12,005	6,287	9,503	1,809	9,972	8,185		
1924.																						
January.....			7,467	16,209	13,357	7,789	82,634	64,392	490,464	682,312	85,843	284,521	201,253	88,720	13,536	4,437				4,002		
February.....		5,253	9,580	7,651	19,133	5,635	88,479	77,495	466,589	679,815	100,726	275,748	161,900	109,303	14,616	5,141			7,436	6,000	9,397	
March.....		5,294	4,024	8,300	20,563	5,022	65,057	64,658	450,030	623,548	115,265	280,013	103,724	83,676	8,448	7,063	7,992		3,917	7,228		
April.....		5,347	8,177	1,355	19,169	7,941	95,902	84,203	412,935	635,029	102,246	295,649	93,401	112,091	12,975	6,824	7,98		12,639	2,521	10,729	
May.....			9,867	10,000	16,939	9,641	105,016	77,726	483,155	712,314	134,232	266,665	122,630	119,091	24,244	12,392	7,201		775	1,392		
June.....		18,531	6,310	11,900	18,100	8,768	78,037	78,250	376,866	596,762	108,191	247,375	87,370	114,585	16,924	8,641	11,509					
Fiscal year 1924	2,004	41,206	90,191	110,677	278,648	94,865	948,045	817,795	5,476,619	7,890,100	1,290,208	3,347,156	1,557,796	1,201,885	141,086	90,403	58,002	18,790	38,488	55,015	61,271	
Fiscal year 1923			36,596	92,939	286,562	89,475	574,684	894,494	5,029,125	7,086,259	1,063,107	3,202,114	1,469,971	962,651	101,588	58,727	43,873	7,333	105,521	56,060	13,314	
Per cent of total cargo:																						
1924.....		0.5	1.1	1.4	3.6	1.2	12.1	10.4	69.7	100.0	16.4	42.6	19.8	15.3	1.8	1.1	0.8	0.2	0.5	0.7	0.8	
1923.....		0.5	1.2	1.3	4.0	1.3	8.1	12.6	71.0	100.0	15.1	45.3	20.7	13.6	1.4	0.7	0.6	0.1	1.5	0.8	0.2	

* Includes cargo for the United States, Canada, or Mexico, that can not be definitely assigned on information furnished.

Table II.—Origin and Destination of all Commercial Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, Fiscal Year, 1924.

(Figures represent tons of 2,240 pounds.)

	From—										To—										
	Miscellaneous.	West coast, Mexico.	West coast, North America.	Hawaiian Islands.	West coast, Central America.	West coast, Canada.	Australasia.	Far East.	West coast, United States.	West coast, South America.	Totals.	East coast, United States.	British Isles.	Continent of Europe.	Cristobal, C. Z.	East coast, Canada.	West Indies.	East coast, South America.	East coast, Mexico.	Miscellaneous.	
1923																					
July.....	22,761	9,592	2,280	7,125	36,000	44,307	17,897	1,129,834	377,956	1,647,752	1,288,965	153,655	113,007	11,657	78	28,033	5,256	25,453	26,904		
August.....	13,854	.....	7,500	1,733	15,295	18,907	28,806	1,112,542	231,513	1,430,150	1,131,525	106,907	79,127	7,362	9,542	4,273	85,357	85,357	301		
September.....	150	6,538	7,122	6,316	13,980	4,568	3,792	1,258,844	355,674	1,656,984	1,208,028	173,052	158,050	19,705	13,310	5,191	39	52,759	26,850		
October.....	4,900	8,394	7,000	5,777	17,234	25,129	11,058	1,155,315	243,110	1,504,820	1,173,185	139,362	111,107	18,479	8,632	9,224	3,213	34,518	7,100		
November.....	.....	2,243	3,027	4,336	71,640	40,815	9,796	1,207,254	245,841	1,585,381	1,141,326	140,173	171,511	15,067	11,917	6,797	.....	92,674	5,916		
December.....	.....	24,458	4,637	4,637	101,881	23,509	13,337	1,140,292	452,242	1,760,356	1,193,452	172,833	267,788	30,960	14,000	8,716	11,322	61,285	.....		
1924																					
January.....	.....	.....	1,505	5,602	124,452	29,381	24,292	1,100,424	457,864	1,745,020	1,230,803	216,935	191,159	32,888	9,446	14,089	500	49,200	.....		
February.....	6,250	.....	4,343	15,076	157,294	35,142	.....	1,001,728	343,958	1,563,801	1,151,766	178,401	210,459	19,082	.....	511	2,095	1,484	.....		
March.....	.....	.....	632	20,447	161,020	41,404	31,406	1,087,664	306,351	1,648,924	1,132,528	199,826	195,067	14,693	27,330	19,363	2,105	58,012	.....		
April.....	29,238	1,622	9,462	9,462	172,629	52,359	26,054	893,308	330,456	1,523,692	1,066,275	225,455	189,092	20,752	.....	15,926	2,803	2,789	.....		
May.....	19,863	.....	.....	12,006	168,556	23,463	15,967	1,014,927	386,860	1,641,642	1,106,898	241,704	163,834	14,968	73,191	8,299	5,243	17,515	9,990		
June.....	18,864	.....	10,015	5,983	183,121	37,763	11,513	882,168	276,661	1,426,088	986,590	221,026	145,684	8,433	29,758	6,930	2,553	23,214	1,400		
Totals, fiscal year:																					
1924.....	115,880	18,798	93,606	32,446	87,317	1,223,102	376,747	193,918	12,984,300	4,008,496	19,134,610	13,811,341	2,169,331	1,996,485	214,546	197,204	127,352	35,129	504,760	78,461	
1923.....	180,106	17,794	.....	22,931	85,666	604,546	398,185	409,301	7,455,582	3,307,505	12,481,616	8,053,926	1,627,811	1,878,571	179,597	125,283	222,708	27,650	300,645	65,393	
Per cent of total cargo:																					
1924.....	0.6	0.1	0.5	0.1	0.5	6.4	2.0	1.0	67.9	20.9	100.0	72.2	11.3	10.4	1.1	1.1	0.7	0.2	2.6	0.4	
1923.....	1.4	0.1	.....	0.2	0.7	4.8	3.2	3.3	59.7	26.6	100.0	64.5	13.1	15.1	1.4	1.0	1.8	0.2	2.4	0.5	

: Includes cargo from the United States, Canada, or Mexico that can not be definitely assigned on information furnished.

Table III.—Classification of Cargo Passing Through the Panama Canal, Showing Origin and Destination of the Same, Fiscal Year Ending June 30, 1924.
ATLANTIC TO PACIFIC.

(Figures represent tons of 2,240 pounds.)

TONS OF CARGO FROM—										TONS OF CARGO TO—										
Miscellaneous.	West Indies.	South America, east coast.	Canada, east coast.	Mexico, east coast.	Cristobal, C. Z.	Other European.	British Isles.	East coast, United States.	Totals.	South America, west coast.	United States, west coast.	Far East.	Australasia.	Canada, west coast.	Central America, west coast.	Balboa, C. Z.	Mexico, west coast.	North America, west coast.	Hawaii.	Philippines.
Aeroplanes.						14		21	35											
Alum.								292	292			292								
Aerated waters			20					65	85					20						
Agricultural implements.		2,167			345	4,933	3,390	29,694	40,526	4,492	12,687	908	21,361	80	956					
Alcohol.								39	39			39								
Ammonia.		1,620				173	120	77,909	79,813		1,700	59,080								
Ammunition.								1,469	1,469			49								
Asbestos.		155				30		402	587		172	260	45	110						
Asphalt.		496			333	5	440	23,855	34,639	1,785	637	12,791	19,356		5				65	
Automobiles.		23,636			310	731	1,905	83,769	110,351	4,774	8,209	6,776	90,126	29	313	4		8	20	92
Auto accessories.					46	79	35	6,562	9,773	181	2,400	1,902	5,093	50	137					10
Bark, Quebracho.		248							348											
Beef.		115			197			258	570	197	373									
Bismuth.						8		1,238	1,246	8	1,238									
Bark, Peru.					231			58	289	231		58								
Beans.		78	309		52	617	724	4,175	5,955	78	4,873	82	491	31	400					
Blood, tankage		6,220							6,220		4,944	1,276								
Bones and bone meal.		5,612	1,844					262	7,718	20	5,932	1,742	24							
Bricks.								486	773	106	480									
Bricks, fire.								1,364	8,270	2,390	4,001	173	34	47			1,582	33	10	
Calcium, carbide.																				
Canned goods.					72	788		964	1,972	622	324	806	148		72					
Fish.		39			143	2,221	522	6,061	8,986	1,508	5,915	20	1,028	163	43			119		190
Fruit.		46			17	265	48	3,885	4,360	234	3,664	27	307	55	79					
Meat.		2,412	15		244	220	162	4,311	7,364	184	3,979	2,061	902	21	217					
Milk.						3		1,368	1,401	1,243	69	59		30						
Vegetables.			60		65	839	10	10,198	11,172	672	9,557	159	570	49	50				85	30
Other.		209			8	60	42	5,673	5,992	519	5,423			15	8				27	
Carbon, black.								1,324	1,324		23	1,409	192							
Cement.	88		50		3,992	246,190	24,572	28,832	303,724	113,512	165,037	730	8,086	2,052	4,926	1,355	430		7,596	
Chalk.						3,761	2,240	8	6,009	282	5,727									617
Chemicals.			84		286	11,939	10,669	17,319.	40,297	10,517	18,162	4,638	5,443	103	451					

[illegible]

Table III.—Classification of Cargo Passing Through the Panama Canal, Showing Origin and Destination of the Same, Fiscal Year Ending June 30, 1924.—Contd.
ATLANTIC TO PACIFIC.—Continued.
 (Figures represent tons of 2,240 pounds.)

TONS OF CARGO FROM—											TONS OF CARGO TO—											
	Miscellaneous.	West Indies.	South America, east coast.	Canada, east coast.	Mexico, east coast.	Cristobal, C. Z.	Other European.	British Isles.	United States, East coast.	Totals.	South America, west coast.	United States, west coast.	Far East.	Australasia.	Canada, west coast.	Central America, west coast.	Balboa, C. Z.	Mexico, west coast.	North America, west coast.	Hawaii.	Philippines.	
Linoleum.								49	652	782												
Liquors.			19		39	1,987	6,952	18,523	440	27,960	4,493	95	230	11,149	10,125	1,832	30	6				
Livestock.	138		1,193		27	8	22	300	169	1,857	1,505	327				9		16				
Lumber.				488		123	20		19,226	19,857	1,726	15,217	239	2,318	167	19	171					
Lithotome.									90	90		90										
Lime.			29						592	621	129	20	472									
Lampblack.									20	20		20										
Malt.									436	436												
Manif. goods.																						
Iron & steel.			3,200		18,417	9,724	104,263	118,979	1,437,129	1,691,712	146,346	1,036,458	324,695	120,723	20,593	10,274	47	536	14,768	9,849	7,423	
Machinery.				3,746		1,689	20,597	30,245	124,835	181,112	41,623	52,299	45,245	35,901	1,056	2,427	3		2,091	142	325	
Railroad.																						
Material.				4,024		170	54,695	19,547	114,101	192,537	55,584	31,287	80,147	17,043	4,920	1,063	110		1,000	332	1,051	
Textiles.				113		3,291	14,777	20,957	51,069	90,207	26,616	33,734	10,230	12,848	1,198	3,536		250	31	1,264	500	
Other.				231		249	7,964	11,660	97,709	117,813	13,246	67,339	18,833	15,985	376	953	420	50		278	333	
Marble.							1,237		353	1,590	641	836			113							
Matches.						2	63		118	183		181			2							
Metals.																						
Aluminum.									720	720												
Copper.				86			529	426	3,275	4,316	561	775	2,407	215	357			1				
Iron.				1		316	19,645	35,186	39,598	94,746	12,366	52,834	17,144	9,634	1,791	357	184	446				
Lead.						3	179		3,785	4,499	540	860	2,898	43	155	3						
Scrap.		3,010						629	3,637	7,276	3,261	1,824	1,502	689								
Gold and silver.																						
Tin.				82		32	3,212	14,275	174,132	191,733	36	30						2				
Zinc.						3	37	393	15,382	15,815	65	13,241	1,944	7	364	3	32			11,535	2,664	
Other.							1,933	494	1,298	3,725	623	2,118	584	390	10					159		
Milk powder.									157	157			30									
Musical instruments.									726	726												
Nitrates.							5,467	559	1,379	7,405	333	5,103	216	748	75	5				1,000		
Nuts.			1,753			200		79	123	2,155		2,080										
Oil.																						
Coconut.									21	21			21									
Cottonseed.							68		757	815	101	649										
Crude.					257,776	7	3	1,270	60,496	319,552	259,387	770	7,999	1,500					4,695	35,312	9,889	

Oils—Contd.														
Lined...	5,149	768	156	251	1,154	1,019	7,347	6,587	6,588	100	2	229	778	3,064
Lubricating...				224	609	109,078	110,835	7,871	20,653	57,185	20,923	132		
Vegetable...			17	1,578	951	695	3,241	2,079	17			17		
Olive...	7,769	29		629,589	70	629,589	648,750	11,675	4,872	394,623	205,954	5,508	15	19,815
Refined...	1,200		5	1,681	689	5,090	8,665	5,870	5,870	150	729	7	5	
Other...			102	150	789	22,131	23,172	2,053	5,338	5,370	10,294	46	26	
Ore:														
Copper...				4,851	9,058	229	229	27	100	102				
Iron...		31		54	1,040	75	14,015	1,299	5,927	6,779		10		
Magnetite...				315	627	293	1,094		1,034		60			
Manganese...				74	850	3,951	1,235	139	996		100			
Tin...							4,875	452	872	2,681		870		
Zinc...				110	155	1,084	7			7				
Other...				1,017		1,267	1,349	10	258	1,081				
Lead...			34	82	1,823	1,404	3,403	494	1,207	181	1,406	45	34	
Paint...						2,024	2,024		1,243	2,024				
Paper roofing...				17,400			17,400	17,400						
Patent fuel...						156	156		156					
Peanuts...				2,539	328	22,608	25,473	64	1,805	21,155	249	200		2,000
Phosphates...				14	14	14	14				14			
Plaster...				752	235	46	1,033		823		210			
Potash...				4,579		2,117	7,102	173	4,335	1,988	406			
Paper pulp...	2,366		767	49,256	6,122	27,797	90,885	21,221	46,764	6,570	11,211	444	100	1,677
Paper...							76		20		56		51	44
Pitch...							45		45					
Pess...														
Quebracho extract...	1,962			11,458			1,962		620	1,342				
Ras...			61	9,018	525	278	11,736		11,621		115			
Rice...		200				5,309	15,113	11,290	2,374	67	25	690	10	
Rope...				13		89	102		89		6			
Rosin...			34	185	115	17,562	17,506	1,895	3,100	9,123	3,309	10		
Rubber mfg...		179				3,988	4,467	271	2,848	310	716	84	15	150
Rubber raw...						362	362		352	10				13
Rubber...						2,580	20,719	3,795	1,708		14,410	806		
Salt...	1,663	510		1,242	14,314	36	381		381					
Salt peter...				26,810	2	5	26,996	179	24,845		1,972			
Sand...	179													
Seeds:														
Canary...	120			50			170		170					
Cotton...	985			260		560	1,855	1,840		5		10		
Grass...	436	40		10			486		446		40			
Other...	110	180		199	183		672		429	231	2	5		
Sunflower...	358						358		358					
Shells...				82	118	137	3,796		3,796					
Silk...				27,694		259	337	118	62	55	102			
Silversand...				6,900	23,025	149	27,953	550	24,669	661	17		2,734	
Skins & hides...	3,616	6				1,817	3,783	2	3,103		29,925			
Slag...				86	253	1,687	2,069	307	1,817		3	24		
Soap...			73	80	731	1,687	2,069	513	1,490		275	5		
Soda ash...			5			2,386	3,202		2,684					

[illegible]

Rubber, mfg.	3	10	684	315	337	1,349	1,110	13	6	45	175
Rubber, raw	9	15	738	28	338	1,128	1,090	15	8	15	
Rye					1,020	8,540			8,540		
Rice	12	7,520	16,603	5,930	241	74,470	20,201	3	90	1,188	50,934
Rosin				13		13				13	
Rubber, scrap				1,111	62	1,207	1,093		112	2	
Salt		5		300		305	300	5			
Saltpeter						3,518			3,518		
Seeds:											
Cotton	37	1,083		3,125	11,283	15,828	192	10,757	4,201	378	
Flower				5		5					
Grass		477		319	704	1,500	944	392	43		121
Hemp				86		86					
Millet				22		22	22				
Mustard											
Other											
Shells	83	62	331	278	174	11	596	111	138		
Silk		942	10	186	8	1,229	346	89	772	22	
Skins		66	235	636	46	983	956			16	
Skins and hides	23	369	1,501	22,097	14,291	51,595	27,707	13,211	8,676	1,506	
Soap				262	2,047	2,309	839	1,470			
Sugar	5,486	300	119,684	95	145,123	270,888	168,432	85,034	9,319	7,883	
Syrup				220		220					
Soda					1,396	1,396					
Seeds, canary				1		1					
Seeds, sunflower				16		16					
Slag				71	410	481					
Talc				1,963		1,963					
Tea	309	20	11,744	1,149		13,222	13,194		9	19	
Tobacco		82	19	308	17	424	363		17		44
Tartar					7	7					
Vegetables				744	1,810	2,554	1,972	7	22	67	493
Waste				442		446					
Walnuts				120		120					129
Wax				476	169	645	509	9		24	103
Wheat	14,030	805		384,424	42,545	1,352,388	68,614	573,155	667,601	20,301	18,812
Wool		4	4,115	22,705	9,699	84,696	45,342	37,885	1,223	59	3,905
Zinc oxide	51	50				50					4

Overhaul of the "R-23."

U. S. S. R-23.

BALBOA, C. Z., 31 July, 1924.

TO THE SUPERINTENDENT, MECHANICAL DIVISION:

The Commanding Officer wishes to thank the superintendent and men of the Balboa Shops for the excellent work done by them during the overhaul period of this vessel. Through the interest and ability shown by the men and their hearty cooperation with the ship's force, all work has been very satisfactorily completed.

R. W. BOUGHTER,

Lieutenant (jg), U. S. N.,

Commanding.

All concerned—It is a source of gratification that the employees carry on the work of the Mechanical Division in such satisfactory manner as to call forth letters of commendation such as the above. This reflects credit upon themselves and upon the organization as a whole.

R. P. SCHLABACH,

Superintendent, Mechanical Division.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective August 5, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.21
Brass, sheet, average.....	Lb.	.50
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.225
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.19
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.16
Waste, cotton, white.....	Lb.	.17

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in nearly 10 years of operation.

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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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., August 20, 1924. No. 2.

Summary of Ten Years of Canal Operation.

The Panama Canal completed 10 years of operation at the close of business on August 14, 1924, having been open to commerce on August 15, 1914. During the 10 years of operation, 25,620 commercial vessels and 2,271 United States Government vessels, exclusive of craft in the service of The Panama Canal, have transited the Canal. The 25,620 commercial craft carried 110,917,951 long tons of cargo through the Canal and paid tolls to the amount of \$100,534,619.73.

A summary of traffic through the Canal during 10 years of operation is shown in the following tabulation, listing the number of vessels, the Panama Canal net tonnage, cargo tonnage, and tolls collected. This tabulation lists only vessels paying tolls:

Period from—	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	Tolls.
August 15, 1914 to August 14, 1915.....	1,311	4,560,774	5,861,785	\$5,171,757.53
August 15, 1915 to August 14, 1916.....	729	2,310,408	2,973,206	2,251,433.60
August 15, 1916 to August 14, 1917.....	1,854	5,904,580	7,132,694	5,753,156.87
August 15, 1917 to August 14, 1918.....	2,051	6,487,214	7,431,495	6,365,203.54
August 15, 1918 to August 14, 1919.....	2,027	6,198,874	6,981,996	6,286,927.82
August 15, 1919 to August 14, 1920.....	2,580	8,905,818	9,839,918	8,965,342.42
August 15, 1920 to August 14, 1921.....	2,860	11,527,138	11,330,400	11,247,739.05
August 15, 1921 to August 14, 1922.....	2,790	11,788,742	11,522,018	11,532,596.85
August 15, 1922 to August 14, 1923.....	4,272	20,283,394	21,210,962	18,975,189.06
August 15, 1923 to August 14, 1924.....	5,146	25,756,132	26,633,477	23,985,272.99
Total, 10 years.....	25,620	103,723,074	110,917,951	100,534,619.73

Of the 25,620 commercial transits during the 10-year period nearly 11,000 were transits of vessels of United States registry. These vessels carried nearly half of the total cargo and paid about 45 per cent of the total tolls.

The average cost of a ton of cargo through the Canal for the 10-year period, total commercial traffic being considered, was about 90 cents per ton.

During the 10 years of operation of the Canal just completed there has been no serious accident to shipping due to the operation of the Canal, nor, since April 15, 1916, when the last serious slide was cleared, has there been any considerable delay in passing vessels through. Since that time the fleets of the United States Navy, many of the large passenger and cargo vessels of various nations, and the largest warship yet constructed have been passed through the Canal without special incident.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Traffic for First Fifteen Days of August.

During the first 15 days of August, 1924, 186 commercial vessels transited the Canal and paid tolls to the amount of \$904,056.08. In addition to the commercial transits there were 3 nonseagoing launches which paid tolls to the amount of \$9.00, making the total transits 189, and the total tolls collections \$904,065.08. This is a smaller number of transits and a smaller tolls collection than during the first 15 days of June, 1924, which was then the lowest record for 15 days for more than a year.

In the following tabulation are given the commercial transits, tolls collections, and daily averages for each month of the calendar year 1924, to August 15, 1924, together with the averages for the $7\frac{1}{2}$ months:

	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,153.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,454.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August (first 15 days).....	186	904,056.08	12.4	60,270.41
Totals.....	3,128	14,669,849.34	13.67	64,341.45

The average amount of tolls paid by each of the commercial transits during the first 15 days of August, 1924, was \$4,860.52.

Board of Health Ordinance.**Keeping of Fowls and Small Animals.**

BALBOA HEIGHTS, C. Z., August 11, 1924.

CIRCULAR NO. 708-5.

The ordinance quoted below, enacted by the Board of Health, is approved, and published for the information of all concerned:

M. L. WALKER,
Acting Governor.

ORDINANCE No. 7 (Amended).

Board of Health Ordinance No. 7, of December 20, 1915, is hereby amended to read as follows:

Be it ordained by the Board of Health of the Canal Zone:

Section 1. Within such areas as the chief health officer may specify from time to time, it shall be unlawful for persons to keep 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 Health Department, or otherwise than in accordance with the terms of said permit and the regulations of the Board of Health.

Sec. 2. Within the areas specified by the chief health officer, the fowls and animals referred to in Section 1 shall not be kept except in a rat-proof coop or building which shall be portable and elevated at least two feet from the ground. All stocks of food for such fowls and animals shall be kept inaccessible to rats, and no such food shall be thrown or scattered on any floor, area, or open space, but shall be placed only in the coops hereinbefore provided for.

Sec. 3. Whether within the areas specified by the chief health officer, or outside them, the keeping of the fowls and other animals referred to in Section 1 must conform to ordinary sanitary requirements.

W. P. CHAMBERLAIN,
Chairman, Board of Health.

Visit of the "Italia" with Commercial Exposition.

The transport *Italia*, of the Italian Navy, arrived at Balboa from Guayaquil on August 13, on a tour of Latin America with a diplomatic mission and a commercial exposition aboard. A stay of two days was made at Balboa, and on the 15th the vessel passed through the Canal to Cristobal, where she stayed for two days, clearing in the afternoon of the 17th for Vera Cruz. The exhibits in the exposition, which embraced a wide variety of items, artistic and industrial, occasioned a great deal of interest and drew crowds to the vessel.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended August 18:

U. S. S. *Curlew*, dock, clean, and paint; repair air pump, bilge suction, fuel oil service pipes, reach rods, ice machine, wrecking pump, after capstan engine, deck winches, fresh water tank, fuel oil tank, and piping; manufacture 4 h. p. piston rings and renew miscellaneous pipe lagging, etc; steamships *Salvador*, manufacture two spindles for ice machine, new butcher's block, and new awnings for bridge and afterdeck; repair gunwales of two lifeboats; renew steam pipe casing on forecastle head and glass in port; *Cristobal*, repair scupper pipe, plumbing, skylight quadrant, leaky rivets, and seams in tank top No. 3 hold, and three hatch strongbacks; make valve holder for bilge pump as sketch; manufacture and install life buoy rack, forward, etc.; motor ship *Glenluce*, repair coil for auxiliary compressor, port exhaust, and indicator gear; manufacture 5 seating tools, 6 copper pipes for thrust water service, 6 copper jointing rings, 1 angle bar, 3 wood blocks, and 21 miscellaneous brass fittings; electric weld crack in water jacket No. 5 cylinder, starboard main motor, etc.; U. S. N. subchaser *No. 285*, dock and clean bottom, renew planking and remake seams as necessary; renew copper sheathing; repair stem and stem band; install new starboard tail shaft; rebabbit strut bearings; straighten propeller blades; steamship *Ulysses*, grind off shoulder in h. p. cylinder; repair turbodynamo governor, and float in filter box; remove drum from towing engine and make portable hatch over same; clean fireroom; manufacture rods for fireroom, 9 dogs for hatches, and 18 bolts with brass nuts, etc.

Minor repairs—Steamships *Bethelridge*, *Strathfillan*, *Parismina*, *General O. H. Ernst*, *Breda*, *Rugia*, and *Ares*. Launches *Gargoyle*, and U. S. A. launch *Wilhelm*, U. S. N. submarine *O-6*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 16, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ulua.....	United Fruit Co.....	August 10....	August 10....	2½	314
Parismina.....	United Fruit Co.....	August 10....	August 10....	169	175
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	August 11....	August 13....	125	(¹)
Rugia.....	Hamburg-American Line.....	August 11....	August 12....	321	125
Gen. O. H. Ernst.....	Panama Railroad Steamship Line.....	August 11....	August 11....	2,500	
Haimon.....	Roland Line.....	August 11....	August 12....	116	(²)
Asian.....	Leyland Line.....	August 11....	August 13....	1,000	46
Ecuador.....	Pacific Mail Steamship Line.....	August 12....	August 12....	634	214
Tolosa.....	United Fruit Co.....	August 12....	August 13....	189	23
Akera.....	Anglo-Saxon Petroleum Co.....	August 12....	August 15....	6,964	(²)
Santa Ana.....	Grace Line.....	August 13....	August 14....	(¹)	1
Santa Marta.....	United Fruit Co.....	August 13....	August 14....	177	229
Carrillo.....	United Fruit Co.....	August 13....	August 14....	(³)	202
Cristobal.....	Panama Railroad Steamship Line.....	August 13....	August 13....	3,598	
Atenas.....	United Fruit Co.....	August 13....	August 14....	1,340	73
Lake Flattery.....	Panama Railroad Steamship Line.....	August 13....	August 15....	636	47
Macoris.....	French Line.....	August 13....	August 16....	135	210
Aconegagua.....	Chilean Line.....	August 14....	August 14....	129	½
Glenluce.....	Glen Line.....	August 14....	August 14....	25	
Lobos.....	Pacific Steam Navigation Co.....	August 14....	August 14....	176	310
Parismina.....	United Fruit Co.....	August 14....	August 14....	½	9
Huallago.....	Peruvian Line.....	August 15....	August 15....	901	(²)
Salvador.....	Pacific Steam Navigation Co.....	August 15....	August 15....		1,087
Manuel Calvo.....	Spanish Line.....	August 15....	August 15....	176	
Oroya.....	Pacific Steam Navigation Co.....	August 15....	August 15....	96	225
Orita.....	Pacific Steam Navigation Co.....	August 16....	August 16....	11	6
Breda.....	Royal Netherlands W. I. Mail.....	August 16....	August 16....	300	50
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	August 16....	August 16....	3	152

¹ No cargo discharged.

² No cargo laded.

³ 700 pounds.

THE PANAMA CANAL RECORD

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, August 16, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
David McKelvy ¹	9	19.58	10	6.15	10	12.15	10	14.50	American.	Tidewater Oil Co.	430.0	59.2	19.0	New York.	Los Angeles.	Ballast.	4,262	7,629	5,393
Rapot ¹	9	20.30	10	6.08	10	13.34	10	15.00	German.	Roland Line.	393.0	54.0	22.0	Hamburg.	Cerral.	General.	6,583	4,660	
Victrolite ¹	10	1.27	10	7.07	10	14.08	10	16.49	British.	Imperial Oil Co.	500.0	68.0	20.0	New York.	Talara.	Ballast.	11,049	7,732	
Monterolite ¹	10	3.31	10	8.15	10	16.45	10	17.51	British.	Imperial Oil Co.	421.5	57.0	25.5	Tampico.	Antofagasta.	Crude oil.	7,378	4,752	
Algonquin ¹	10	6.50	10	9.37	10	17.21	10	18.18	American.	Standard Transportation Co.	435.0	56.0	19.6	New York.	San Pedro.	Ballast.	7,602	5,337	
Orient.	10	7.25	10	10.05	10	18.35	10	19.48	American.	Oriental Transportation Co.	376.0	52.3	24.6	New York.	San Francisco.	Coal.	6,817	5,455	3,879
Louana	10	8.20	10	12.05	10	20.30	10	21.42	British.	Melbourne Steamship Co.	334.0	47.0	20.0	Montreal.	Auckland.	General.	2,682	4,187	2,811
Manari	10	6.15	10	13.35	10	20.40	10	21.42	British.	Shaw, Savill, & Albion.	455.0	56.0	26.5	London.	Auckland.	General.	4,511	8,641	6,017
Elder Branch.	10	17.58	11	6.15	11	13.06	11	15.10	British.	F. and W. Watson.	380.3	49.7	21.6	Liverpool.	Cronel.	General.	4,300	9,951	5,592
Westmeath.	10	19.50	11	6.30	11	14.06	11	15.10	British.	New Zealand Shipping Co.	390.0	54.2	20.0	New York.	Adelaide.	General.	3,481	9,442	6,510
Carraiballe ¹	10	9.35	11	7.10	11	14.53	11	16.05	American.	Cuba Distilling Co.	405.2	52.1	26.0	New York.	San Diego.	Steel, general.	6,589	9,952	5,192
Henderson ¹	9	18.30	11	9.00	11	15.08	10	16.20	American.	U. S. Navy.	460.0	61.1	20.0	New York.	San Pedro.	Ballast.	5,100	7,099	5,015
Crofton Hall.	11	0.35	11	9.45	11	17.19	11	18.15	American.	Isthmian Line.	468.3	62.7	20.0	New York.	Manila.	General.	10,896	7,688	
Arizlake ¹	11	11.23	11	11.35	11	18.32	11	19.35	American.	International Shipping Corp.	420.4	53.9	21.6	New York.	San Pedro.	Ballast.	7,425	5,202	
Glenbank.	11	10.40	11	12.20	11	19.18	11	23.51	British.	Bank Line, Ltd.	500.0	68.0	18.0	New York.	San Pedro.	Ballast.	9,656	7,034	
A. C. Beilford ¹	11	15.30	12	6.15	12	13.24	12	14.35	American.	Standard Oil Co.	434.8	56.2	19.0	New York.	San Pedro.	Ballast.	1,252	4,350	3,117
Cape Henlopen	11	19.00	12	7.25	12	14.40	12	15.50	American.	Cape Steamship Co.	467.6	62.8	17.3	Rio de Janeiro.	San Pedro.	Ballast.	5,988	8,680	4,060
E. L. Doheny	11	22.35	12	11.35	12	18.01	12	19.12	American.	Pan-American Pet. & Trans. Co.	361.0	53.2	19.0	Hamburg.	Champerico.	General.	8,533	8,387	6,354
Haimon.	11	17.25	12	12.25	12	18.58	12	20.00	German.	Roland Line.	386.8	60.0	26.9	Norfolk.	Far East.	General.	7,000	9,294	8,661
Willpolo.	12	16.50	13	6.20	13	13.33	13	18.34	American.	Williams Line.	439.6	56.0	17.6	Port Arthur.	San Pedro.	Ballast.	6,868	8,058	5,743
Ethan Allen.	13	12.35	13	7.05	13	15.33	13	16.40	American.	Tampa Intercean Steamship Co.	435.0	56.0	17.6	Newport News.	San Pedro.	Ballast.	2,211	5,776	4,081
Albert Hill ¹	13	5.30	13	8.37	13	16.30	13	17.25	American.	Atlantic Refining Co.	448.9	60.2	28.2	Boston.	San Francisco.	General.	4,633	7,940	6,068
J. L. Luckenbach.	13	6.27	13	10.00	13	17.15	13	18.05	American.	Luckenbach Line.	445.0	58.0	23.6	New York.	Yokohama.	General.	4,123	7,273	5,105
Toba Maru.	13	6.15	13	10.50	13	18.22	13	18.54	Japanese.	Nippon Yusen Kaisha.	360.0	51.6	22.0	New York.	Tokohuano.	General.	7,013	5,659	4,138
Santa Ana.	13	13.30	14	6.07	14	13.16	14	16.05	American.	Grace Line.	443.0	55.3	25.0	New York.	Shanghai.	General.	9,600	7,592	5,637
City of Ran- goon.	13	15.00	14	7.05	14	14.11	14	15.00	British.	Ellerman-Bucknall Line.	415.0	53.6	21.3	New York.	Portland, Ore.	General.	1,086	1,270	735
Floridan.	14	8.35	14	8.45	14	15.45	14	19.49	American.	American-Hawaiian Line.	380.4	53.0	22.7	New York.	Pearl Harbor.	Navy coal.			
Commercial	14	13.50	14	14.00	14	21.18	15	2.51	American.	Moore & McCormack Co.				Norfolk.	Gamboa.	Ballast.			
Spirit.									American.	U. S. Army.				Cristobal.	Los Angeles.	General.			
Lieut. David Putnam ¹			14	6.50	14				American.					Cristobal.	Champerico.	General.			
Theodore Roosevelt ¹	14	16.40	15	6.19	15	14.12	16	10.00	Norwegian.	Fred Olsen & Co.	425.0	55.6	28.0	Christiansand.		General.	9,600	7,592	5,637
Salvador.	8	18.15	15	6.10	15	14.57	15	18.51	British.	Pacific Steam Navigation Co.	215.0	35.0	16.6	Cristobal.		General.	1,086	1,270	735

¹ Tanker.² Transport.³ Launch.⁴ Motor ship.

Circinus	14	17	50	15	6	30	15	15	44	15	16	40	American	Planet Line	410	0	54	2	23	6	Portland	Honolulu	General, steel	6,865	6,355	4,791
Scotia	15	6	35	15	12	21	15	16	40	15	16	40	American	U. S. Navy	149	0	30	3		Cristobal	Balboa	Ballast				
President Van Buren	15	5	01	15	7	33	15	16	33	16	12	35	American	Dollar Line	502	1	62	2	23	0	New York	Los Angeles	General	2,221	12,023	8,495
Bessener City	14	19	48	15	7	48	15	17	16	15	18	15	American	U. S. Steel Products Co.	424	2	56	0	25	10	Mobile	Yokohama	General	8,089	7,611	5,450
Standard	14	20	15	8	25	15	17	39	15	18	44	15	American	Standard Oil Co.	523	0	68	0	20	0	New York	San Pedro	Ballast	12,171	8,782	
Nirpura	15	6	10	15	9	45	15	18	43	15	19	56	British	Norton, Lilly & Co.	450	0	56	0	22	6	New York	Auckland	General	5,638		
Croya	15	5	55	15	12	55	15	19	37	16	1	35	British	Pacific Steam Navigation Co.	525	3	62	6	24	0	Liverpool	Valparaiso	General	4,212	13,133	9,064
Gypsy	15			15			15	9	58				Panama	Ramon Cabello						Cristobal	Catun Lake	Ballast		3	3	
Canadian																										
Prutsher	15	14	45	16	6	20	16	13	43	16	14	55	British	Canadian Govt. Mer. Marine	400	0	52	0	20	0	Montreal	Auckland	General	3,000	5,906	4,141
Osiris	15	17	20	16	7	25	16	14	31	16	15	35	German	Kosmos Line	376	0	51	0	24	0	Hamburg	Los Angeles	General	6,300	5,788	4,023
Swifarrow	15	17	38	16	8	30	16	15	44	16	16	50	American	C. D. Mallory & Co.	404	0	60	0	22	7	New York	San Pedro	Ballast	8,473	6,056	
W. S. Rheem	16	2	30	16	9	40	16	16	37	17	17	30	American	Standard Oil Co.	500	0	68	2	22	0	Baltimore	San Pedro	Ballast	11,224	7,866	

s Tug.														e Launch.														r Motor ship.													
THROUGH THE CANAL—PACIFIC TO ATLANTIC.																																									
Charles Pratt	9	14	40	10	6	22	10	14	34	10	14	31	American	Standard Oil Co. of N. J.	500	0	68	0	29	0	San Pedro	New York	Crude oil	15,500	10,313	7,492															
Cherry Branch	10	0	35	10	7	11	10	16	00	10	17	55	British	Nautilus Steamship Co.	400	0	51	9	22	6	Crral	Liverpool	Nitrate and gen	6,373	5,403	3,967															
James McGee	10	13	40	10	14	38	10	22	30	10	22	30	American	Standard Oil Co. of N. J.	499	1	68	2	30	0	San Pedro	New York	Crude oil	14,859	10,964	7,909															
Andrea F.	11	5	50	11	6	25	11	14	35	11	14	35	American	Luckenbach Line	496	0	68	0	27	0	Seattle	Boston	Lumber, general	11,200	11,487	8,762															
Scotia	11			11			11	14	30				American	U. S. Navy	155	0	30			Balboa	Cristobal	Ballast																			
Yontohite	11	7	00	11	8	22	11	16	15	11	18	45	British	Imperial Oil Co., Ltd.	420	8	57	0	28	0	Talara, Peru	Charleston	Crude naphtha	9,539	7,240	4,572															
Sirius	9	17	00	11	9	24	11	16	12	11	19	20	American	U. S. Navy	401	0	54	0	15	0	Anapala	Hampton Rds	Navy stores	1,731																	
Agwinex	11	11	15	12	15	11	19	50	11	19	50	American	Atlantic, Gulf & W. I. S. Co.	480	5	60	0	29	0	San Pedro	Baltimore	Crude oil	12,930	9,394	6,306																
Endear	9	21	12	6	19	12	14	00	13	6	05	American	Pacific Mail Steamship Co.	380	6	48	7	22	11	San Francisco	New York	General	3,384	5,926	4,178																
H. M. Storey	11	17	00	12	7	31	12	15	15	12	15	15	American	Standard Oil Co. of California	500	0	68	2	29	6	Los Angeles	New York	Crude oil	15,203	11,221	7,849															
Canadian Win-																																									
ner	11	17	50	12	7	47	12	15	50	12	15	50	British	Canadian Govt. Mer. Marine	399	8	52	2	23	0	Vancouver	Montreal	Lumber, general	5,291	5,885	4,073															
New Jersey	11	20	45	12	8	04	12	16	20	12	16	20	American	The Texas Co.	416	8	56	1	26	6	San Pedro	Philadelphia	Gasoline	8,250	7,130	5,240															
Tuxpanoil	12	2	00	12	8	22	12	17	40	12	22	45	American	McAllister Brothers	431	0	50	2	26	6	San Pedro	New York	Crude oil	10,000	7,862	5,049															
Abertolite	11	23	45	9	16	12	17	35	12	17	35	British	Imperial Oil Co., Ltd.	463	0	60	0	26	6	Talara	Charleston	Peruvian oil	11,623	8,491	5,879																
Capto	12	6	30	12	10	10	12	18	10	12	18	10	Norwegian	B. Stolt-Nielsen & Co.	376	1	52	3	23	1	Vancouver	Boston	Lumber	6,500	5,076	3,647															
Dakotan	12	6	28	12	10	16	12	18	50	12	23	55	American	American-Hawaiian Line	407	7	53	7	23	0	Seattle	Boston	General	5,323	7,156	5,058															
Myrtian	12	18	35	13	6	21	13	14	45	13	23	25	French	Ch. Auxilhare de Navigation	425	0	57	0	26	6	San Francisco	Lands End	Gasoline	9,043	4,178	5,072															
Electrician	12	21	00	13	7	31	13	15	10	13	18	35	British	Charente Steamship Co.	400	0	52	0	22	10	San Francisco	London	General	6,400	5,158	3,674															
Awiceia	13	3	04	13	8	28	13	15	43	13	15	43	American	International Shipping Corp	468	0	62	0	29	0	San Pedro	New York	Crude oil	12,500	9,802	6,961															
Lake Flattery	13	3	25	13	13	52	13	21	19	13	15	22	American	Panama Railroad Steamship Line	251	0	43	0	21	0	Guayaquil	New York	General	2,839	2,873	1,776															
Point Judith	12	23	30	13	14	45	13	21	50	13	21	50	American	Swayne & Hoyt	289	0	41	1	18	6	Seattle	New Orleans	General	2,250	2,895	1,982															
Onikre	13	14	45	13	13	46	14	14	10	14	14	10	American	Ore Steamship Corporation	549	6	72	2	34	0	Crux Grande	Baltimore	Iron ore	19,700	14,538	9,348															
Pear Franch	13	20	35	14	6	21	14	14	40	14	15	15	British	Gulf Line, Ltd.	398	6	53	9	23	8	Antofagasta	Liverpool	Nitrate, cotton	6,356	5,670	3,866															
Willisolo	13	21	35	14	7	10	14	15	00	14	15	00	American	Williams Steamship Line	434	3	57	7	23	3	Portland	New York	Lumber, general	9,000	7,983	5,882															
Dixie Arrow	14	4	56	14	8	27	14	17	00	14	17	00	American	Standard Transportation Co.	408	3	62	7	27	0	San Pedro	New York	Crude oil	12,225	9,744	7,140															
Lobos	14	6	10	14	9	25	14	17	40	15	1	48	British	Pacific Steam Navigation Co.	404	7	54	2	25	6	Talcahuano	London	General	7,930	7,151	4,756															
Turakina	13	24	00	14	10	65	14	17	55	14	17	55	British	New Zealand Shipping Co.	480	0	62	6	21	8	New Zealand	London	Frozen, general	5,217	10,618	7,367															
* Tanker.														* Tug.														** Motor ship.													
* Collier.																																									
*** For orders.																																									

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Aconagua	14	1 30	14	11 11	14	18 38	14	21 48	Chilean	Chilean Line	422 8	56 2	28 8	Valparaiso	New York	General	4 835½	7 758 4 765
Maryland	14	15 30	15	6 13	15	14 45	15	23 15	French	French Line	410 5	54 0	23 4	Colonel	Liverpool	General cargo	6 012	6 234 4 639
Calzadilla	14	23 00	15	7 36	15	15 00	15	15 00	British	Imperial Oil Co.	463 3	60 2	27 3	Talara, Peru	New York	General cargo	11 756	8 421 6 000
Scotch Castle	15	0 45	15	7 54	15	16 45	15	17 55	British	Tankers Ltd.	440 0	57 4	26 10	San Pedro	Lands End	Gasoline	9 133	7 532 5 162
Italia	13	6 15	15	8 20	15	17 00	17	18 21	Italian	Italian Navy	499 3	60 2	21 6	Spezia	Spezia	General	11 095	6 591
El Montecillo	15	1 30	15	8 43	15	17 40	16	13 25	Spanish	Cia. Gle. de Navegacion	330 0	48 9	21 0	Iquique	Bilbao, Spain	Nitrate	5 000	3 645 2 543
Domestic Miller	15	2 35	15	9 12	15	17 38	15	17 38	British	Furness, Withy & Co.	429 0	54 0	25 6	Vancouver	Manchester	Grain, general	7 650	6 996 5 306
Strathgillan	15	4 00	15	10 15	15	18 30	16	6 25	British	Carlisle Steamship Co.	369 8	52 2	22 6	Caleta Buena	Alexandria	Nitrates	6 400	4 671 3 403
Hanley	15	5 00	15	10 31	15	18 47	15	18 47	American	Hanley Steamship Co.	440 0	56 0	26 0	Everett	Baltimore	Lumber	8 854	8 301 5 995
Invincible	15	3 44	15	11 26	15	20 30	16	0 08	American	Tampa Intercoast S. S. Co.	440 0	56 0	19 6	Shanghai	New Orleans	General	5 479	8 339 6 157
Hualaga	15	7 30	15	12 26	15	19 40	17	8 17	Peruvian	Peruvian Line	360 0	44 7	29 0	Callao	Cristobal	General	931	4 514 2 386
Orita	15	9 50	15	13 00	15	20 50	16	8 10	Peruvian	Pacific Steam Navigation Co.	485 4	58 2	27 0	Cronel	Liverpool	General	5 785	9 936 6 561
Aguihavre	15	11 20	15	12 30	15	22 20	15	22 23	American	International Shipping Corp.	480 5	66 0	29 0	Los Angeles	Baltimore	Crude oil	12 676	9 394 6 365
Lio	16	8 10	16	9 32	16	17 45	16	23 45	American	McAllister Brothers	431 0	59 2	26 0	San Pedro	Thameshaven	Gasoline	11 631	7 862 5 177
K. R. Kingsbury	16	8 15	16	10 43	16	18 40	16	18 40	American	Standard Oil Co. of California	440 0	58 2	31 0	San Pedro	New York	Crude oil	10 000	9 603 5 938

: Tanker.

: : Cruiser.

: : For orders.

: : Peruvian crude naplida.

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

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	From—	Line.	Date.	Vessel.	Line.	For—
August 10...	Parismina	New Orleans and Habana.	United Fruit Co.	August 10...	Parismina	United Fruit Co.	Bocas del Toro.
August 10...	Ulua	Port Limon.	United Fruit Co.	August 10...	Ulua	United Fruit Co.	New York via Habana.
August 11...	Gen. O. H. Ernst	New York.	Panama Railroad Steamship Line	August 12...	Converg	Hamburg-American Line.	Port Limon.
August 11...	Rugia	Hamburg via waypoints.	Hamburg-Railroad Steamship Line	August 12...	Converg	Hyatt-Panama Mangnese Co.	Colon.
August 11...	Oranje Nassau	Liverpool and waypoints.	Leyland Line	August 13...	Oranje Nassau	Royal Netherlands W. I. Mail	Port Limon.
August 11...	Oranje Nassau	Amsterdam via waypoints.	Colon	August 13...	Tolca	United Fruit Co.	Port Limon.
August 12...	Converg	New York via Habana.	United Fruit Co.	August 13...	Tolca	Leyland Line	Port Limon.
August 12...	Oranje Nassau	Curacao.	Hyatt-Panama Mangnese Co.	August 14...	Parismina	United Fruit Co.	New Orleans and Habana.
August 13...	Alera	Anglo-Saxon Petroleum Co.	United Fruit Co.	August 14...	Santa Marta	United Fruit Co.	Colombian ports.
August 13...	Cristobal	Panama Railroad Steamship Line	Panama Railroad Steamship Line	August 14...	Atenas	United Fruit Co.	New Orleans via waypoints.
August 13...	Atenas	New York via Haiti.	United Fruit Co.	August 14...	Carrillo	United Fruit Co.	New York via Kingston.

: : Schooner.

* Other than ships passing through the Canal.

(Continued on page 36, column 2.)

Commercial Traffic Through the Panama Canal in July, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
<i>United States intercoastal:</i>							
United States.....	82	368,493	455,290	583,079	367,591	\$375,384.93	161,264
<i>From United States to west coast of South America:</i>							
British.....	7	27,906	33,344	45,030	28,589	28,998.45	18,528
Chilean.....	1	3,512	4,705	7,310	3,976	4,290.00	1,593
Danish.....	1	1,946	2,399	3,135	1,959	1,720.80	.....
Japanese.....	3	12,432	14,802	18,986	12,344	12,616.27	4,620
United States.....	13	44,386	51,909	75,649	44,332	43,487.08	22,413
Totals.....	25	90,182	107,150	150,110	91,200	91,212.69	47,149
<i>From Europe to west coast of South America:</i>							
British.....	6	22,263	27,991	36,228	22,404	27,828.75	22,634
Chilean.....	1	2,008	2,090	2,850	1,675	2,508.00	1,755
Dutch.....	1	12,247	16,346	20,361	12,291	14,319.39	12,403
French.....	2	7,197	8,247	11,499	7,312	8,996.25	1,742
German.....	3	9,567	11,946	15,409	9,674	11,958.75	11,995
Italian.....	2	7,354	9,064	12,521	7,416	9,192.50	2,408
Jugo-Slavic.....	1	2,738	3,954	4,307	2,661	3,422.50	6,203
Spanish.....	3	6,846	9,024	12,046	7,928	7,509.85	330
Totals.....	25	70,220	88,662	115,221	71,361	85,726.99	59,406
<i>From United States to Far East:</i>							
British.....	7	27,793	39,760	43,893	27,776	34,741.25	49,243
Japanese.....	5	22,147	25,975	33,125	21,667	27,322.30	36,680
United States.....	4	16,314	21,989	24,756	16,278	20,392.50	31,378
Totals.....	16	66,254	87,724	101,774	65,721	82,456.05	107,701
<i>From Europe to west coast of United States:</i>							
British.....	5	17,997	23,780	29,537	17,828	18,034.15	10,248
Dutch.....	1	5,763	7,619	9,338	5,808	7,203.75	5,332
French.....	1	4,392	5,072	6,795	4,094	3,651.84	.....
German.....	1	2,971	4,889	4,971	2,957	3,712.75	8,138
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Norwegian.....	2	7,983	9,226	12,098	8,023	7,635.65	6,950
Swedish.....	1	2,259	3,900	3,805	2,833	2,823.75	4,885
United States.....	1	4,158	6,655	6,647	4,129	5,197.50	4,083
Totals.....	13	48,589	64,788	78,279	48,552	50,886.23	39,836
<i>From east coast of United States to Australasia:</i>							
British.....	7	27,953	36,248	44,572	28,177	34,941.25	43,316
United States.....	1	4,445	4,415	5,838	4,493	5,298.00	4,646
Totals.....	8	32,398	40,663	50,410	32,670	40,239.25	47,932
<i>From Europe to Australasia:</i>							
British.....	7	40,216	49,609	63,705	40,473	50,270.00	41,901
<i>From Europe to west coast of Canada:</i>							
British.....	4	16,090	18,522	25,846	16,169	20,112.50	8,990
French.....	1	4,249	4,984	6,713	4,198	5,311.25	7,349
United States.....	1	5,128	5,209	7,157	5,217	6,250.80	8,028
Totals.....	6	25,467	28,715	39,716	25,584	31,674.55	24,277
<i>From Cristobal to west coast of South America:</i>							
British.....	1	614	622	1,138	602	746.40	937
Peruvian.....	2	2,193	4,791	7,708	3,604	2,741.25	1,810
United States.....	1	923	950	1,768	981	1,140.00	.....
Totals.....	4	3,730	6,363	10,614	5,187	4,627.65	2,747
<i>From Cristobal to west coast of Central America:</i>							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	2,259
United States.....	(2)	.....	.....	.....	.....	126.75	.....
Totals.....	2	1,286	1,441	2,298	1,304	1,734.25	2,259

* Includes floating drydock of 3,109 tons displacement.

* Tolls only, June correction.

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
<i>From Europe to Hawaii:</i>							
Danish.....	1	9,093	3,339	3,494	2,075	\$2,616.25	5,900
Norwegian.....	1	3,003	3,886	4,894	3,054	3,753.75	7,150
Totals.....	2	5,096	7,225	8,388	5,129	6,370.00	13,050
<i>Foreign vessels in ballast—</i>							
<i>United States intercoastal:</i>							
British.....	1	9,342	10,751	15,371	9,326	7,740.72	.....
French.....	1	4,356	5,050	7,011	3,989	3,636.00	.....
Totals.....	2	13,698	15,801	22,382	13,315	11,376.72	.....
<i>From Europe to west coast of Central America:</i>							
British.....	1	98	101	276	118	73.50	.....
German.....	1	2,240	2,716	3,927	2,288	2,800.00	1,900
Totals.....	2	2,338	2,817	4,203	2,406	2,873.50	1,900
<i>From east coast of Mexico to west coast of Central America:</i>							
British.....	1	918	1,041	1,487	904	1,147.50	1,406
United States.....	1	5,978	7,995	9,564	5,978	7,472.50	10,000
Totals.....	2	6,896	9,036	11,051	6,882	8,620.00	11,406
<i>From east coast of United States to Hawaii:</i>							
United States.....	2	8,293	11,486	13,284	8,203	10,366.25	14,043
<i>From east coast of Canada to Australasia:</i>							
British.....	2	6,895	9,333	11,183	6,946	8,618.75	7,927
<i>From West Indies to west coast of Canada:</i>							
Panaman.....	1	218	241	352	251	272.50	280
United States.....	1	2,755	3,813	4,430	2,755	3,443.75	5,800
Totals.....	2	2,973	4,054	4,782	3,006	3,716.25	6,080
<i>From east coast of United States to west coast of Canada:</i>							
United States.....	2	8,047	10,539	12,905	8,047	10,058.75	12,571
<i>From West Indies to west coast of United States:</i>							
British.....	1	3,432	4,111	5,545	3,413	2,959.92	.....
<i>From Cristobal to west coast of United States:</i>							
United States.....	1	1,176	1,549	1,974	1,161	1,458.75	2,124
<i>From Cristobal to Gatun Lake:</i>							
United States.....	1	3,618	3,638	4,075	3,700	2,718.50	.....
<i>From West Indies to west coast of South America:</i>							
British.....	1	3,445	4,191	5,590	3,394	4,306.25	7,410
<i>From east coast of South America to west coast of United States:</i>							
United States.....	1	3,524	4,890	5,643	3,523	4,405.00	4,117
<i>From east coast of United States to Philippines:</i>							
United States.....	1	4,727	5,103	6,318	4,727	5,908.75	5,658
<i>Canadian intercoastal:</i>							
British.....	1	1,509	1,671	2,429	1,472	1,886.25	1,800
<i>South American intercoastal:</i>							
Peruvian.....	1	1,515	2,957	4,617	2,427	1,893.75	510
<i>From east coast of Mexico to west coast of South America:</i>							
British.....	2	8,142	9,295	14,450	8,202	10,177.50	16,802
<i>From east coast of Canada to west coast of United States:</i>							
Danzig.....	1	5,485	8,167	8,953	5,119	5,880.24	.....
<i>From east coast of Canada to west coast of South America:</i>							
British.....	1	4,355	5,042	7,259	4,414	3,636.24	.....

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
<i>From east coast of Canada to Far East:</i>							
British.....	1	3,301	4,159	5,497	3,384	\$4,126.25	1,500
<i>From east coast of Mexico to west coast of Canada:</i>							
United States.....	1	5,910	7,909	9,552	5,920	7,387.50	11,500
Totals, July, 1924....	218	851,201	1,063,378	1,365,295	854,493	\$932,946.62	652,964
Totals, July, 1923....	255	967,715	1,207,458	1,535,089	974,045	1,025,510.88	690,032
Totals, July, 1922....	128	454,736	574,231	722,758	453,528	549,218.11	542,412

PACIFIC TO ATLANTIC.

<i>United States intercoastal:</i>							
United States.....	81	349,268	445,456	559,341	349,688	\$434,258.23	657,295
<i>From west coast of South America to United States:</i>							
British.....	9	40,374	45,067	62,137	39,569	49,859.35	87,324
Chilean.....	1	3,479	4,672	7,289	3,886	4,348.75	4,883
Danish.....	2	4,926	6,105	7,073	4,391	5,984.40	11,411
Japanese.....	1	4,086	5,081	6,577	4,044	5,107.50	9,081
Norwegian.....	2	3,156	4,738	5,024	3,109	3,945.00	9,013
United States.....	10	36,466	42,392	62,400	36,742	45,438.85	104,916
Totals.....	25	92,487	108,055	150,500	91,741	114,683.85	226,628
<i>From west coast of South America to Europe:</i>							
British.....	8	30,062	38,265	48,319	30,055	37,577.50	43,185
Chilean.....	1	2,235	2,596	3,581	2,253	2,793.75	4,411
Dutch.....	3	10,989	16,168	17,662	11,008	13,736.25	23,896
French.....	1	3,638	4,170	5,796	3,689	4,547.50	5,473
German.....	3	9,725	14,782	16,140	9,641	12,156.25	22,876
Italian.....	2	6,036	7,749	10,169	5,911	7,545.00	7,414
Spanish.....	1	4,120	5,518	7,518	4,402	5,150.00	552
Totals.....	19	66,805	89,248	109,185	66,959	83,506.25	107,807
<i>From west coast of United States to Europe:</i>							
British.....	5	18,279	23,518	31,478	19,495	22,848.75	38,859
German.....	1	2,624	4,027	4,454	2,618	3,280.00	5,486
Italian.....	1	3,457	4,228	5,859	3,757	4,321.25	7,727
Japanese.....	1	4,349	4,700	5,873	4,254	5,436.25	7,675
Norwegian.....	1	5,054	5,520	7,277	5,034	6,317.50	8,585
United States.....	2	6,292	7,705	10,791	6,269	7,865.00	10,512
Totals.....	11	40,055	49,698	65,732	41,427	50,068.75	78,844
<i>From west coast of Canada to Europe:</i>							
British.....	5	19,836	25,296	32,030	19,988	24,795.00	38,856
Italian.....	1	3,280	3,275	4,311	2,685	3,930.00	5,525
Japanese.....	2	10,046	10,246	13,496	9,877	12,295.20	18,069
Norwegian.....	1	3,177	4,011	5,236	3,270	3,971.25	6,669
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	7,892
United States.....	2	7,308	10,699	11,907	7,294	9,135.00	16,765
Totals.....	12	47,033	58,983	72,538	47,360	58,358.95	93,776
<i>From west coast of Canada to United States:</i>							
British.....	2	6,505	8,212	11,018	6,732	8,131.25	14,092
Norwegian.....	1	2,712	4,232	4,342	2,726	3,390.00	6,327
United States.....	6	23,551	31,228	37,951	23,546	29,438.75	45,094
Totals.....	9	32,768	43,672	53,311	33,004	40,960.00	65,513
<i>From west coast of South America to Cristobal:</i>							
British.....	2	677	694	1,249	702	846.25	624
Peruvian.....	4	5,214	10,701	17,069	8,704	6,517.50	8,163
United States.....	1	923	950	1,168	981	1,140.00	.....
Totals.....	7	6,814	12,345	19,486	10,387	8,503.75	8,787

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
<i>From west coast of United States to West Indies:</i>							
British.....	4	4,134	4,932	6,891	4,065	\$46,498.54	.....
<i>From west coast of South America to Egypt:</i>							
British.....	1	2,970	4,623	4,921	2,961	3,712.50	7,600
Dutch.....	2	7,966	9,198	12,628	8,061	9,957.50	16,270
Norwegian.....	1	3,089	3,107	4,052	3,044	3,728.40	5,440
Totals.....	4	14,025	16,928	21,601	14,066	17,398.40	29,310
<i>From Philippine Islands to United States:</i>							
Japanese.....	1	4,350	5,743	6,995	4,283	5,437.50	5,500
Norwegian.....	1	3,106	3,838	5,014	3,133	3,882.50	4,032
United States.....	2	10,348	12,184	14,635	10,086	12,935.00	16,850
Totals.....	4	17,804	21,765	26,644	17,502	22,255.00	26,382
<i>From Far East to United States:</i>							
Japanese.....	1	3,511	4,769	5,652	3,451	4,388.75	1,884
United States.....	2	10,728	11,592	13,829	10,697	13,410.00	16,307
Totals.....	3	14,239	16,361	19,481	14,148	17,798.75	18,171
<i>From west coast of United States to Mexico:</i>							
British.....	3	21,158	22,821	31,433	21,278	26,121.85	41,086
<i>From Australasia to Europe:</i>							
British.....	2	13,461	16,400	21,109	13,429	16,826.25	10,958
Norwegian.....	1	3,019	3,931	4,917	3,062	3,773.75	4,278
Totals.....	3	16,480	20,331	26,026	16,491	20,600.00	15,236
<i>From Balboa to Cristobal:</i>							
United States.....	3	817	571	1,712	1,062	612.75	.....
<i>From west coast of Central America to Cristobal:</i>							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	1,748
<i>From Australasia to east coast of Canada:</i>							
British.....	2	6,528	8,448	10,843	6,661	8,160.00	4,069
<i>From Australasia to east coast of United States:</i>							
United States.....	2	8,134	9,041	11,656	8,101	9,987.80	1,258
<i>From west coast of South America to Canada:</i>							
British.....	2	8,488	9,794	14,375	8,411	10,610.00	18,876
<i>From west coast of United States to Canada:</i>							
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,731
United States.....	1	5,623	7,604	9,004	5,616	7,028.75	16,157
Totals.....	2	11,043	15,520	17,992	10,789	13,803.75	29,888
<i>Mexican intercoastal:</i>							
Mexican.....	1	1,675	2,292	2,876	1,892	2,093.75	1,500
<i>From west coast of South America to West Indies:</i>							
British.....	1	102	152	524	197	109.44	.....
<i>From Hawaii to United States:</i>							
United States.....	1	3,106	4,265	5,031	3,106	3,882.50	6,100
<i>From west coast of Canada to West Indies:</i>							
British.....	1	2,502	3,011	3,929	2,505	3,127.50	5,129
<i>From west coast of Central America to Europe:</i>							
German.....	1	2,240	2,716	3,927	2,288	2,800.00	92
<i>From west coast of United States to east coast of South America:</i>							
United States.....	1	3,634	4,873	5,867	3,634	4,542.50	6,695
Totals, July, 1924....	204	772,625	972,719	1,243,199	778,066	1,002,349.81	1,444,190
Totals, July, 1923....	219	888,786	1,102,569	1,421,761	890,969	1,099,319.14	1,647,752
Totals, July, 1922....	123	443,034	553,640	696,996	446,871	544,909.31	668,683

* Includes 3 British Naval vessels of 85,895 tons displacement, and tolls of \$42,947.50.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 16, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Seiyō Maru.....	Toyo Kisen Kaisha.....	August 12.....	August 13.....	856	
Regulus.....	A. O. Lindvig.....	August 14.....	August 14.....	109	
Theodore Roosevelt...	Fred Olsen & Co.....	August 15.....	August 16.....	300	
				452	

¹ Local.² Transit.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective August 20, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0 21
Brass, sheet, average.....	Lb.	.44
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.19
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.16
Waste, cotton, white.....	Lb.	.17

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... 72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

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."

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.90 and \$2.00 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$9 per ton of 2,240 pounds at Cristobal, and \$12 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$9 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$10 per ton at Cristobal, \$13 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Effective September 1, 1924, the price of coal will be reduced to \$8.50 per ton at Cristobal and \$11.50 at Balboa.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity, as fast as the ships can take it. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storeshouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective, in the course of handling large traffic through the Canal in nearly 10 years of operation.

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.—Continued from page 30.

PORT OF CRISTOBAL.—continued.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
August 13.....	Santa Marta	United Fruit Co.	New York via Kingston.	August 15.....	Akera.....	Anglo-Saxon Petroleum Co.	Tampico.
August 13.....	Carrillo.....	United Fruit Co.	Colombian ports.	August 16.....	Macoris.....	French Line.....	Hayre via waypoints.
August 13.....	Parismina.....	French Line.....	Hayre via waypoints.	August 16.....	Oranje Nassau	Royal Netherlands W. I. Mail.	Amsterdam via waypoints.
August 14.....	Oranje Nassau	United Fruit Co.	Bocas del Toro.				
August 16.....		Royal Netherlands W. I. Mail.	Port Limon.				
PORT OF BALBOA.							
August 9.....	Los Angeles.....	Union Oil Co. of California.	Los Angeles.	August 10.....	Los Angeles.....	Union Oil Co. of California.	Los Angeles.
August 9.....	Sea Ranger ¹⁶	Ship Owners & Mer. Tugboat Co.	San Francisco.	August 12.....	Sea Ranger ¹⁶	Shipowners & Mer. Tugboat Co.	San Francisco.
August 12.....	Seiyo Maru.....	Toyo Kisen Kaisha.....	Hongkong.	August 13.....	Seiyo Maru.....	Toyo Kisen Kaisha.....	Valparaiso.
August 14.....	Regulus.....	Latin-America Line.....	Iquique.	August 14.....	Regulus.....	Latin-America Line.....	San Francisco.

¹⁶ Tug. * Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., August 27, 1924. No. 3

Kind of Fuel Used by Vessels Transiting the Panama Canal During the Fiscal Year, 1924.

In the following tabulation are shown the total commercial transits of the Canal for the fiscal year, 1924, segregated by the coal or oil burners, motor vessels, and miscellaneous craft. Vessels which indicated that they burn either coal or oil are shown as oil burners. With the motor vessels are included motor schooners, and under the heading miscellaneous craft, tugs, barges, sailing vessels, yachts, etc., are shown:

Month.	Cargo and passenger carrying self-propelling vessels.			Miscellaneous craft.	Total.
	Coal burning.	Oil burning.	Motor vessels.		
July, 1923.....	128	316	22	8	474
August, 1923.....	191	235	19	9	454
September, 1923.....	108	286	17	2	413
October, 1923.....	99	305	19	4	427
November, 1923.....	113	299	23	1	436
December, 1923.....	159	319	23	5	506
January, 1924.....	142	310	24	.....	476
February, 1924.....	122	276	20	.....	418
March, 1924.....	117	285	27	.....	429
April, 1924.....	93	289	21	.....	403
May, 1924.....	113	279	21	4	417
June, 1924.....	102	253	19	3	377
Totals.....	1,487	3,452	255	36	5,230

Of the total transits, 5,230, 28.4 per cent burned coal; 66 per cent burned oil; and 4.8 per cent were motor vessels.

THE PANAMA CANAL RECORD of January 24, 1923, published a statement of motor vessels through the Canal during the calendar year, 1922. Of the 2,997 commercial transits during that year, 161, or 5.3 per cent were motor vessels. The number of transits in the fiscal year, 1924, compared with the number in the calendar year, 1922, shows an increase of nearly 75 per cent. Comparing the number of motor vessels through the Canal in 1924, with those during the calendar year, 1922, an increase of nearly 53 per cent is shown.

Shipment of Mahogany Logs from San Lorenzo, Panama, to Norfolk, Virginia.

The Norwegian steamship *Bratland*, operated by the West India Steamship Co., transited the Canal southbound on August 7, en route from Habana, Cuba, to San Lorenzo, Panama. On August 17 the vessel returned to Balboa laden with 1,100 tons of mahogany logs from San Lorenzo, destined to Norfolk, Va. She transited the Canal northbound on the 18th.

The *Bratland* is a vessel of 2,308 tons registered gross, and 1,772 registered net tonnage. San Lorenzo is in the province of Veraguas, Panama, near the island of Coiba.

CANAL WORK IN JULY.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of July, 1924:

BALBOA HEIGHTS, C. Z., August 18, 1924.

*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, 1924:

NUMBER OF TRANSITS.

During the month of July, 422 commercial vessels and 18 vessels belonging to or chartered by the United States Government passed through the Panama Canal, making the total transits for the month 440. The daily average number of transits was 14.19.

Two outstanding features of the month's transits were the transit of a floating dry dock on the 15th, and the passage through the Canal of the British warships *Hood* and *Repulse* on the 23d and 24th. The latter are the largest vessels that have been through the Canal. These transits were accomplished without unusual incident though the *Hood* had a beam of 105 feet 2½ inches, leaving but 2 feet 4¼ inches clearance on either side in the lock chambers.

The total tolls collection for the month was \$1,935,296.43, or a daily average of \$62,428.92.

The total craft of all kinds transiting the Canal during the month of July, 1924, as compared with the same month in 1923, and 1922, is shown in the following tabulation:

	July, 1924.	July, 1923.	July, 1922.
Commercial vessels.....	422	474	251
Noncommercial vessels (Army and Navy).....	18	18	14
Launches (under 20 tons measurement).....		9	2
Total vessels and craft through Canal.....	440	501	267

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	10	15	25
Pedro Miguel.....	26	31	57
Miraflores.....	25	29	54
Totals.....	61	75	136

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month, from the beginning of the calendar year, 1924, to the end of July, 1924, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Fiscal year.		Fiscal year.		Fiscal year.		Fiscal year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
January.....	352	476	1,610,692	2,400,040	1,591,932	2,427,332	\$1,505,285.55	\$2,216,855.01
February.....	326	418	1,529,547	2,108,879	1,563,278	2,243,616	1,423,954.21	1,964,155.59
March.....	409	429	1,988,192	2,136,079	1,940,928	2,272,472	1,827,718.44	1,997,138.83
April.....	394	403	2,007,690	2,053,171	2,187,145	2,158,721	1,878,938.15	1,903,761.27
May.....	419	417	2,128,414	2,085,670	2,265,083	2,353,983	1,972,216.04	1,955,764.91
June.....	417	377	2,035,902	1,928,039	2,096,446	2,022,850	1,898,259.08	1,792,821.22
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	2,124,830.02	1,935,296.43
Totals...	2,801	2,942	13,610,464	14,747,975	13,982,596	15,576,131	12,631,201.49	13,765,793.26

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The increase in commercial traffic for the first 7 months of the current calendar year, as compared with the calendar year, 1923, has been as follows: Number of transits, 2.1 per cent; Panama Canal net tonnage, 8.4 per cent; tons of cargo carried, 11.4 per cent; and tolls collected, 9 per cent.

The following is a summary of commercial traffic in July, 1924, as compared with the corresponding months in 1922 and 1923, and the average month's traffic for the fiscal year 1924:

	July, 1924.	July, 1923.	July, 1922.	Average per month for fiscal year 1924.
Number of vessels.....	422	474	251	436
United States net tonnage.....	1,623,826	1,856,501	897,770	1,746,436
Panama Canal net tonnage.....	2,036,097	2,310,027	1,127,871	2,179,073
Registered gross tonnage.....	2,608,494	2,956,850	1,419,754	2,784,356
Registered net tonnage.....	1,632,559	1,865,014	900,399	1,744,885
Tolls.....	\$1,935,296.43	\$2,124,830.02	\$1,094,127.42	\$2,024,246.96
Tons of cargo carried.....	2,097,154	2,337,784	1,211,100	2,249,559

The average daily number of transits, tonnage, tolls, and cargo are shown in the following statement in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1924.
	July, 1924.	July, 1923.	July, 1922.	
Number of transits.....	13.61	15.29	8.1	14.29
Panama Canal net tonnage.....	65,680	74,517	36,383	71,446
Tolls.....	\$62,428.92	\$68,529.36	\$35,294.43	\$66,368.75
Tons of cargo carried.....	67,650	75,412	39,068	73,756

From the foregoing it will be seen that the average daily traffic in July, 1924, as compared with the averages for the fiscal year 1924, shows the following decreases: Transits, about 5 per cent; Panama Canal net tonnage, about 8 per cent; tolls, about 6 per cent; tons of cargo carried, about 8 per cent. As compared with July, 1923, the decreases are approximately as follows: Transits, 12 per cent; Panama Canal net tonnage, 12 per cent; tolls, 9 per cent; and tons of cargo carried, 10 per cent.

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of July, 1924, as compared with July, 1923, and July, 1922, are shown in the following tabulation:

	Average per vessel.		
	July, 1924.	July, 1923.	July, 1922.
United States equivalent net tonnage.....	3,848	3,917	3,577
Panama Canal net tonnage.....	4,825	4,874	4,493
Registered gross tonnage.....	6,155	6,238	5,656
Registered net tonnage.....	3,869	3,935	3,587
Tolls.....	\$4,586.01	\$4,481.88	\$4,359.07
Tons of cargo (including vessels in ballast).....	4,970	4,995	4,825
Tons of cargo (laden vessels only).....	6,021	6,369	5,288

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of July, for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Total.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
July, 1921.....	19	101,924	60,997	14	79,477	91,991	33	181,401	152,988
July, 1922.....	31	155,758	150,379	25	126,894	153,052	56	282,652	303,431
July, 1923.....	120	634,141	277,428	108	783,824	997,468	228	1,414,965	1,274,896
July, 1924.....	82	455,290	161,264	81	445,456	657,295	163	900,746	818,559

UNITED STATES SHIPPING BOARD VESSELS.

Twenty-five vessels of the United States Shipping Board transited the Canal during the month of July, 1924. Of these, 13 were employed in the United States intercoastal trade. Of the 25 vessels, 12 were tankships, 12 general cargo carriers, and one a tug.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels through the Canal during the month of July, for the past 3 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Total.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
July, 1922.....	9	48,271	40,739	11	56,504	58,429	20	104,775	99,168
July, 1923.....	14	69,605	36,777	13	65,560	104,641	27	135,165	141,418
July, 1924.....	12	61,960	35,914	13	63,158	91,021	25	125,118	126,935

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of July, 1924, by principal geographical areas, as compared with July, 1923, and July, 1922. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	July, 1924.	July, 1923.	July, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	733,756	913,294	360,012
Europe (including British Isles).....	241,816	214,935	150,518
East coast of Canada.....	28,372	16,705	4,160
East coast of Mexico.....	26,240	14,478	23,293
West Indies.....	12,356	12,001	4,105
Cristobal, C. Z.....	12,991	23,425	23,046
East coast of South America.....	7,847	12,620	4,241
Miscellaneous.....			4,856
Totals.....	1,063,378	1,207,458	574,231
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	573,307	750,468	220,844
West coast of South America.....	223,660	193,425	116,533
Australasia.....	99,605	95,788	56,599
Far East.....	96,986	102,121	122,025
Canada, west coast.....	52,888	44,899	50,923
West coast of Mexico and Central America.....	13,294	20,757	7,307
Miscellaneous.....	3,638		
Totals.....	1,063,378	1,207,458	574,231
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	547,565	658,548	216,403
West coast of South America.....	226,522	262,850	148,207
Australasia.....	37,820	51,827	65,136
Far East.....	38,126	44,554	62,230
Canada, west coast.....	105,666	71,959	54,773
West coast of Mexico and Central America.....	6,449	12,831	6,891
Miscellaneous.....	571		
Totals.....	972,719	1,102,569	553,640
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	648,615	811,738	281,005
Europe (including British Isles).....	220,976	200,966	220,608
East coast of Mexico.....	25,113	23,617	15,542
East coast of Canada.....	33,762	8,229	7,224
Cristobal, C. Z.....	13,786	28,737	20,508
East coast of South America.....	4,873		4,914
Miscellaneous.....	25,594	29,282	3,839
Totals.....	972,719	1,102,569	553,640

TOLLS.

Under the present method of assessing tolls, the revenue from this source during the month of July, 1924, was \$1,935,296.43. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been \$2,312,189.47, a difference of \$376,893.04. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$52,864.71	\$36,302.70	\$89,167.41
Chilean.....	1,256.00	1,579.10	2,835.10
Danish.....	1,390.55	1,341.60	2,732.15
Danzig.....		2,724.20	2,724.20
Dutch.....	5,769.20	6,745.45	12,514.65
French.....	1,569.70	456.50	2,026.20
German.....	5,357.10	7,593.75	12,950.85
Italian.....	1,684.30	2,506.15	4,190.45
Japanese.....	4,102.15	3,981.60	8,083.75
Jugo-Slavic.....	1,322.30		1,322.30
Mexican.....		656.65	656.65
Norwegian.....	1,695.40	6,694.00	8,389.40
Panaman.....	16.70		16.70
Peruvian.....	4,662.60	6,323.70	10,986.30
Spanish.....	821.55	1,471.60	2,293.15
Swedish.....	1,856.25	2,314.70	4,170.95
United States.....	71,355.32	140,477.51	211,832.83
Totals.....	155,723.83	221,169.21	376,893.04

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$44,989.49	\$115,034.40	\$160,023.89
United States foreign trade.....	25,966.78	25,443.11	51,409.89
United States to Canal Zone trade.....	399.05		399.05
Totals.....	71,355.32	140,477.51	211,832.83

Of the additional \$376,893.04 that would have been collected by using exclusively Panama Canal rules of measurement, \$20,424 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement of vessels transiting the Panama Canal in July, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, July, 1924.
British.....	.96	1.51	1.22
Chilean.....	.41	1.28	.90
Danish.....	1.77	1.87	1.83
Danzig.....		1.73	1.73
Dutch.....	1.00	1.58	1.36
French.....	.69	1.31	.84
German.....	1.13	1.32	1.23
Italian.....	.27	1.36	.95
Japanese.....	1.33	1.38	1.36
Jugo-Slavic.....	1.57		1.57
Mexican.....		.65	.65
Norwegian.....	1.86	1.51	1.58
Panaman.....	1.16		1.16
Peruvian.....	.30	.75	.57
Spanish.....	.09	.10	.09
Swedish.....	1.25	1.45	1.37
United States.....	.97	1.54	1.35
Totals, July, 1924.....	.98	1.50	1.29
Totals, July, 1923.....	1.05	1.53	1.35
Totals, July, 1922.....	1.13	1.25	1.19

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.36	1.25	.88
United States and South America.....	.44	2.08	1.26
United States and Europe.....	.61	1.45	1.04
United States and Far East.....	1.24	1.19	1.21
United States and Australasia.....	1.18	.14	1.00
United States and Canada.....	.66	1.63	1.39
Europe and South America.....	.67	1.20	.94
Europe and Canada.....	.86	1.60	1.46
Europe and Australasia.....	.84	.75	.82
Cristobal and South America.....	.43	.67	.61

COMMODITY STATISTICS.

The total cargo through the Canal during the month of July, 1924, was 2,097,154 tons, which is 240,630 tons less than in July, 1923, but is 74,304 tons greater than the tonnage for June, 1924. Mineral oil and nitrate shipments are considerably less than during the same month a year ago but grain and lumber show steady increases.

From the Atlantic to the Pacific the principal commodities were various manufactured articles, mineral oils, coal and coke, and cement; from the Pacific to the Atlantic the principal commodities were mineral oils, lumber, nitrates, wheat, and various ores.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and, while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	July, 1924.	July, 1923.	July, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	1,179	4,028	337
Ammonia.....	9,726	12,396	1,582
Asphalt.....	2,306	4,022	1,768
Automobiles and accessories.....	11,678	8,639	3,351
Cement.....	38,538	38,228	2,446
Coal and coke.....	32,315	13,295	25,267
Cotton.....	869	6,957	5,760
Creosote.....	8,028		
Glassware.....	1,167	4,132	2,356
Manufactured goods:			
Iron and steel.....	115,923	162,437	126,641
Machinery.....	13,859	26,024	17,095
Railroad material.....	10,821	11,009	7,444
Textiles.....	14,579	12,983	3,383
Other.....	1,388	47,777	6,575
Metals, various.....	11,047	15,589	16,115
Mineral oils:			
Crude.....	38,321	21,974	35,043
Lubricating.....	8,148	10,387	8,590
Refined.....	69,483	43,979	69,457
Phosphates.....	6,401		
Paper.....	8,017	11,061	5,109
Rice.....	3,416	568	571
Rosin.....	4,271	529	241
Sand.....	4,262	8,911	
Sugar.....	6,414	1,659	10,300
Sulphur.....	11,250	16,829	
Tobacco.....	5,916	6,225	3,635
Miscellaneous.....	213,642	200,394	189,341
Totals.....	652,964	690,032	542,412
<i>Pacific to Atlantic.</i>			
Barley.....	23,242	16,079	28,600
Beans.....	3,695	3,660	11,990
Borax.....	4,253	4,953	5,333
Canned goods.....	20,958	28,886	29,266
Coffee.....	4,692	6,444	5,647
Cold storage products.....	5,418	11,104	6,820
Copra.....	6,791	9,984	8,185
Cotton.....	7,706	5,818	6,532
Flour.....	1,576	1,994	4,439
Fruit, dried.....	3,882	2,874	2,168
Lumber.....	206,042	137,097	107,181
Metals, various.....	30,731	35,928	29,267
Nitrates.....	141,673	185,080	47,149

Commodity.	July, 1924.	July, 1923.	July, 1922.
<i>Pacific to Atlantic.—Continued.</i>			
Mineral oils:			
Crude.....	545,348	832,517	23,353
Lubricating.....	10,305	27	14,897
Refined.....	80,348	81,704	32,442
Ores, various.....	94,884	107,516	54,378
Phosphates.....			6,000
Rags.....	4,168	106	124
Rice.....	6,282	21,778	1,029
Skins and hides.....	5,893	4,429	3,642
Sugar.....	16,846	28,915	35,411
Syrup.....	6,100		122
Wheat.....	118,890	41,601	137,737
Wool.....	6,572	6,626	13,497
Miscellaneous.....	87,894	72,632	61,879
Totals.....	1,444,190	1,647,752	668,688

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of July, 1924, was published in THE PANAMA CANAL RECORD of August 13, 1924.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes, during the month of July, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	July, 1924.	July, 1923.	July, 1922.	July, 1924.	July, 1923.	July, 1922.
United States intercoastal trade.....	84	120	31	81	108	25
United States and South America.....	25	22	14	26	25	13
Europe and South America.....	25	16	10	19	21	13
United States and Far East.....	16	19	22	7	6	11
Europe and United States.....	13	18	11	11	6	19
Europe and Canada.....	6	5	3	12	9	7
Europe and Australasia.....	7	4	3	3	4	6
Mexico and South America.....	2	1	3		2	3
Cristobal and South America.....	4	7	8	7	11	9
United States and Canada.....	3	2	3	11	5	4
United States and Australasia.....	8	12	5	2	3	5
Miscellaneous.....	25	29	15	25	19	5
Totals.....	218	255	128	204	219	129
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Tons of cargo carried.			Tons of cargo carried.		
	July, 1924.	July, 1923.	July, 1922.	July, 1924.	July, 1923.	July, 1922.
United States intercoastal trade.....	471,091	634,141	155,758	445,546	610,825	126,894
United States and South America.....	112,040	88,564	43,594	112,928	116,085	52,672
Europe and South America.....	88,662	67,317	41,296	89,248	98,924	58,963
United States and Far East.....	87,724	97,839	113,464	38,126	36,430	62,230
Europe and United States.....	64,788	82,840	61,287	49,698	29,523	83,002
Europe and Canada.....	28,715	30,312	27,813	58,983	44,964	38,353
Europe and Australasia.....	49,609	30,942	20,122	20,331	27,532	36,851
Mexico and South America.....	9,295	4,831	15,812		9,554	15,542
Cristobal and South America.....	6,363	12,886	15,831	12,345	19,702	17,191
United States and Canada.....	18,706	7,061	14,149	59,192	26,905	16,418
United States and Australasia.....	40,663	55,873	32,317	9,041	16,045	22,791
Miscellaneous.....	85,722	94,852	32,788	77,281	65,935	22,733
Totals.....	1,063,378	1,207,458	574,231	972,719	1,102,569	553,640
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Tons of cargo carried.			Tons of cargo carried.		
	July, 1924.	July, 1923.	July, 1922.	July, 1924.	July, 1923.	July, 1922.
United States intercoastal trade.....	161,264	277,428	150,379	657,295	997,468	153,052
United States and South America.....	47,149	28,836	19,774	226,628	205,838	86,771
Europe and South America.....	59,400	39,969	27,514	107,807	131,570	76,851
United States and Far East.....	107,701	110,665	163,433	44,553	41,130	57,846
Europe and United States.....	39,836	52,848	41,591	78,844	51,317	138,716
Europe and Canada.....	24,277	30,951	4,913	93,776	69,779	55,084
Europe and Australasia.....	41,901	28,206	15,741	15,236	15,443	36,769
Mexico and South America.....	16,802	9,607	29,590			
Cristobal and South America.....	2,747	2,171	2,744	8,787	7,949	7,068
United States and Canada.....	12,571	11,863	20,291	95,401	27,767	26,892
United States and Australasia.....	47,962	64,908	30,525	1,253	10,121	14,362
Miscellaneous.....	91,354	32,580	35,917	114,605	90,300	20,277
Totals.....	652,964	690,032	542,412	1,444,190	1,647,752	668,688

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of July in the years 1922, 1923, and 1924, and for June, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
July, 1922.....	91	301,858	\$285,244.69	299,095
July, 1923.....	132	545,009	524,261.57	535,869
July, 1924.....	145	632,667	565,029.49	621,129
June, 1924.....	109	450,780	422,897.94	449,040

It is noted that July, 1924, as compared with the same month in the two preceding years, and with June, 1924, shows considerable increase in all respects.

One of the transits in this trade, southbound, was a floating dry dock for Valparaíso, Chile, from Rotterdam.

The principal commodities bound to Latin-America were various manufactured goods, mineral oils, coal and coke, and cement, in the order named.

From Latin-America the principal commodities were nitrates, various ores, mineral oils, grain, and various metals, in the order named.

Nitrate shipments from South America during the month totaled 141,673 tons, as against 46,255 tons in June, 1924, 84,289 tons in May, 1924, and 185,080 tons in July, 1923.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin-America during July, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for July in 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	22	68,104	82,137	112,051	68,930	\$77,845.77	69,971
Chilean.....	2	5,520	6,795	10,160	5,651	6,898.00	3,348
Danish.....	1	1,946	2,390	3,135	1,959	1,720.80	.....
Dutch.....	7	12,247	16,346	20,361	12,291	14,319.39	12,403
French.....	2	7,197	8,247	11,499	7,312	8,996.25	1,742
German.....	4	11,807	14,662	19,336	11,962	14,758.75	13,895
Italian.....	2	7,354	9,064	12,521	7,416	9,182.50	2,408
Japanese.....	3	12,432	14,802	18,986	12,344	12,616.27	4,620
Jugo-Slavic.....	1	2,738	3,954	4,307	2,661	3,422.50	6,203
Panaman.....	1	218	241	352	251	272.50	280
Peruvian.....	3	3,708	7,748	12,325	6,031	4,635.00	2,320
Spanish.....	3	6,846	9,024	12,046	7,928	7,500.85	330
United States.....	20	68,261	82,653	112,655	68,410	71,634.83	55,954
Totals, July, 1924.....	71	208,378	258,063	349,734	213,146	233,813.41	173,474
Totals, July, 1923.....	67	196,208	244,034	324,953	198,337	220,036.64	103,366
Totals, July, 1922.....	46	110,614	140,253	183,059	111,695	132,208.05	109,628
<i>Pacific to Atlantic.</i>							
British.....	33	111,753	130,800	176,076	111,047	\$180,070.43	205,572
Chilean.....	2	5,714	7,268	10,870	6,139	7,142.50	9,294
Danish.....	2	4,926	6,105	7,073	4,391	5,984.40	11,411
Dutch.....	5	18,955	25,366	30,290	19,069	23,693.75	40,166
French.....	1	3,638	4,170	5,796	3,689	4,547.50	5,473
German.....	4	11,965	17,498	20,067	11,929	14,956.25	22,968
Italian.....	2	6,036	7,749	10,169	5,911	7,545.00	7,414
Japanese.....	1	4,086	5,081	6,577	4,044	5,107.50	9,081
Mexican.....	1	1,675	2,292	2,876	1,892	2,093.75	1,500
Norwegian.....	3	6,245	7,845	9,076	6,153	7,073.40	14,453
Peruvian.....	4	5,214	10,701	17,069	8,704	6,517.50	8,163
Spanish.....	1	4,120	5,518	7,518	4,402	5,150.00	552
United States.....	15	41,840	48,786	71,147	42,419	51,734.10	111,611
Totals, July, 1924.....	74	226,167	279,179	374,604	229,789	322,216.08	447,658
Totals, July, 1923.....	75	248,012	300,975	382,813	250,998	304,224.93	432,502
Totals, July, 1922.....	45	127,374	161,605	216,995	131,922	153,036.64	189,467

* Includes floating dry dock of 3,109 tons displacement.

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 54 per cent of the total transits of the Canal during July, 1924; comprised about 58 per cent of the Panama Canal net tonnage; and carried about 57 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in July, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, together with the totals for July, 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	58	223,555	281,012	361,343	224,895	\$261,947.13	225,806
Chilean.....	2	5,520	6,795	10,160	5,651	6,898.00	3,348
Danish.....	2	4,039	5,729	6,629	4,034	4,337.05	5,900
Danzig.....	1	5,485	8,167	8,953	5,119	5,880.24	.....
Dutch.....	8	18,010	23,965	29,699	18,099	21,523.14	17,935
French.....	5	20,194	23,353	32,018	19,593	21,595.34	9,091
German.....	5	14,778	19,551	24,307	14,919	18,472.50	22,033
Italian.....	2	7,354	9,064	12,521	7,416	9,192.50	2,408
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Japanese.....	8	34,579	40,777	52,111	34,011	39,938.57	40,700
Jugo-Slavic.....	1	2,738	3,954	4,307	2,661	3,422.50	6,203
Norwegian.....	3	10,986	13,112	16,992	11,077	11,369.40	14,100
Panamanian.....	1	218	241	352	251	272.50	280
Peruvian.....	3	3,708	7,748	12,325	6,031	4,635.00	2,320
Spanish.....	3	6,846	9,024	12,046	7,928	7,500.85	330
Swedish.....	1	2,259	3,900	3,805	2,853	2,833.75	4,885
United States.....	114	487,866	603,339	772,639	487,086	510,492.31	297,625
Totals, July, 1924.....	218	851,201	1,063,378	1,365,295	854,493	932,946.62	652,964
Totals, July, 1923.....	255	967,715	1,207,458	1,535,089	974,045	1,025,510.88	690,032
Totals, July, 1922.....	128	454,736	574,231	722,758	453,528	549,218.11	542,212
<i>Pacific to Atlantic.</i>							
British.....	49	176,362	212,674	282,554	177,352	260,831.68	312,406
Chilean.....	2	5,714	7,268	10,870	6,139	7,142.50	9,294
Danish.....	2	4,926	6,105	7,073	4,391	5,984.40	11,411
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,731
Dutch.....	5	18,955	25,366	30,290	19,069	23,693.75	40,166
French.....	1	3,638	4,170	5,796	3,689	4,547.50	5,473
German.....	5	14,589	21,525	24,521	14,547	18,236.25	28,454
Italian.....	4	12,773	15,252	20,339	12,353	15,796.25	20,666
Japanese.....	6	26,342	30,539	38,593	25,909	32,665.20	42,189
Norwegian.....	8	23,313	29,377	35,862	23,378	29,098.40	44,344
Mexican.....	1	1,675	2,292	2,876	1,892	2,093.75	1,500
Peruvian.....	4	5,214	10,701	17,069	8,704	6,517.50	8,163
Spanish.....	1	4,120	5,518	7,518	4,402	5,150.00	552
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	7,892
United States.....	114	466,198	588,560	745,292	466,822	579,675.13	897,949
Totals, July, 1924.....	204	772,625	972,719	1,243,199	778,066	1,002,349.81	1,444,190
Totals, July, 1923.....	219	888,786	1,102,569	1,421,761	890,969	1,099,319.14	1,647,752
Totals, July, 1922.....	123	443,034	553,640	696,996	446,871	544,909.31	668,683
<i>Combined traffic.</i>							
British.....	107	399,917	493,686	643,897	402,247	522,778.81	538,212
Chilean.....	4	11,234	14,063	21,030	11,790	14,040.50	12,642
Danish.....	4	8,965	11,834	13,702	8,425	10,321.45	17,311
Danzig.....	2	10,905	16,083	17,941	10,292	12,655.24	13,731
Dutch.....	13	30,965	49,331	59,989	37,168	45,216.89	58,101
French.....	6	23,532	27,523	37,814	23,282	26,142.84	14,564
German.....	10	29,367	41,076	48,828	29,466	36,708.75	50,487
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	6	20,127	24,316	32,860	19,769	24,988.75	23,074
Japanese.....	14	60,921	71,316	90,704	59,920	72,603.77	82,889
Jugo-Slavic.....	1	2,738	3,954	4,307	2,661	3,422.50	6,203
Mexican.....	1	1,675	2,292	2,876	1,892	2,093.75	1,500
Norwegian.....	11	34,299	42,489	52,854	34,455	40,397.80	58,444
Panamanian.....	1	218	241	352	251	272.50	280
Peruvian.....	7	8,922	18,449	29,394	14,735	11,152.50	10,483
Spanish.....	4	10,966	14,542	19,564	12,330	12,650.85	882
Swedish.....	2	5,645	9,356	9,363	7,079	7,056.25	12,777
United States.....	228	954,064	1,191,899	1,517,931	953,908	1,090,167.44	1,195,574
Totals, July, 1924.....	422	1,623,826	2,036,097	2,608,494	1,632,559	1,935,296.43	2,097,154
Totals, July, 1923.....	474	1,856,501	2,310,027	2,956,850	1,865,014	2,124,830.02	2,337,784
Totals, July, 1922.....	251	897,776	1,127,871	1,419,754	900,399	1,094,127.42	1,211,109

* Includes floating dry dock of 3,109 tons displacement, \$1,554.50 tolls.

* Includes 3 naval vessel of 85,895 tons displacement, \$42,947.50 tolls.

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal in ballast is shown in the following tabulation, the vessels being grouped according to nationality and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	8	47,516	\$34,368.48	1	4,932	\$3,551.04
Danzig.....	1	8,167	5,880.24			
French.....	1	5,072	3,651.84			
Irish.....	1	3,647	2,625.84			
Norwegian.....	1	5,520	3,974.40			
United States.....	43	265,528	191,889.45			
General cargo vessels:						
British.....	1	101	73.50	1	152	109.44
Danish.....	1	2,390	1,720.80			
Dutch.....	1	6,512	4,688.64			
French.....	1	5,050	3,636.00			
Japanese.....	2	10,191	7,337.52			
Spanish.....	2	5,180	3,729.60			
United States.....	8	31,961	23,237.31	5	6,747	5,086.23
British cruisers.....				3	(¹)	42,947.50
Dutch floating dry dock.....	1	(²)	1,554.50			
Totals.....	72	396,835	283,368.12	10	11,831	42,947.50

¹ Displacement tonnage 85,895.

² Displacement tonnage 3,109.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of July, 1924, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	8	39,840	\$41,202.05	56	338,573	\$350,883.80
Ballast.....	55	335,450	242,389.25	1	4,932	3,551.04
General cargo ships:						
Laden.....	135	625,532	601,958.20	137	621,365	598,631.80
Ballast.....	20	62,556	47,397.12	10	7,849	49,283.17
Totals.....	218	1,063,378	932,946.62	204	972,719	1,002,349.81
Steamers.....	190	989,035	863,969.62	185	923,917	915,206.62
Motorships.....	15	68,711	62,687.27	10	45,762	41,322.50
Motor yachts.....	2	823	600.48			
Floating dry dock.....	1	(¹)	1,554.50			
Tugs.....	2	221	154.50	3	554	595.44
Barge.....	1	3,638	2,840.25	1	169	126.75
Cable ship.....	1	950	1,140.00	1	950	1,140.00
Cruisers.....				3	(²)	42,947.50
Dredge.....				1	1,367	1,011.00
Totals.....	218	1,063,378	932,946.62	204	972,719	1,002,349.81

¹ Displacement tonnage 3,109. ² Displacement tonnage 85,895. ³ Includes \$126.75 earned in June but collected in July.

Of the 381 steam vessels, 286 were oil burners, 91 coal burners, and 4 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by vessels transiting the Panama Canal free of tolls during the month of July, 1924. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Cruisers.....	3	* 14,873	\$7,436.50	1	* 3,200	\$1,600.00
Gunboat.....	1	* 1,575	787.50			
Submarines.....	3	* 1,535	767.50	1	* 495	246.50
Supply ships.....	3	* 12,757	15,308.40			
Supply ships.....	1	* 4,021	5,026.25			
Transports.....	1	* 3,909	4,886.25			
Tugs.....	1	* 1,000	500.00			
U. S. Army vessels:						
Transports.....	1	* 5,327	6,392.40			
Launches.....	2	* 20	14.40			
Totals.....	16	45,017	41,119.20	2	3,695	1,846.50

* Indicates displacement tonnage. * Indicates Panama Canal net tonnage. * Indicates registered net tonnage.

The foregoing noncommercial vessels transiting the Canal free of tolls during the month of July, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	25,269
Pacific to Atlantic.....	
Totals.....	25,269

There were no small nonseagoing launches paying tolls during the month.

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of July, 1924, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons..	53,309	36,191	89,500
Local cargo shipped..... tons..	4,024	387	4,411
Transit cargo arriving..... tons..	2,115,252	2,097,741	4,212,993
Transit cargo clearing..... tons..	2,103,243	2,097,741	4,200,984
Cargo received for transshipment..... tons..	25,722	434	26,156
Cargo transhipped..... tons..	25,318	8	25,326
Vessels supplied with bunker coal:			
Army and Navy vessels.....	1		1
Commercial, other than Panama Railroad.....	60	1	61
Total vessels supplied with coal.....	61	1	62
Coal supplied to above vessels:			
Army and Navy vessels..... tons..	7		7
Commercial, other than Panama Railroad..... tons..	16,265	538	16,803
Total coal supplied to vessels..... tons..	16,272	538	16,810
Coal issued, miscellaneous:			
Panama Canal departments..... tons..	92	76	168
U. S. Army, excepting vessels..... tons..	316		316
Individuals and companies..... tons..	269	28	297
Panama Railroad, excepting steamships..... tons..	7		7
U. S. Navy (borrowed at Balboa)..... tons..	642		642
Total issues and sales..... tons..	17,598	* 642	18,240
Coal on hand, August 1, 1924..... tons..	96,420		96,420
Coal on hand, July 1, 1924..... tons..	78,969		78,969
Coal received during the month..... tons..	31,341	* 642	31,983
Coal recovered from inventory..... tons..	3,708		3,708
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls..	4,354.95	21,003.43	25,358.38
Panama Railroad Company..... bbls..	1,308.42	479.39	1,787.81
Army and Navy..... bbls..		1,964.28	1,964.28
Individuals and companies..... bbls..		24.65	24.65
Loaned to U. S. Shipping Board..... bbls..	11,036.80		11,036.80
Total issues and sales..... bbls..	16,700.17	23,471.75	40,171.92

* Borrowed from the Navy at Balboa and returned at Cristobal.

	Cristobal.	Balboa.	Total.
Fuel oil received during July, 1924:			
Returned by U. S. Shipping Board.....bbls..	14,600.80		14,600.80
Fuel oil on hand, August 1, 1924.....bbls..	45,247.09	43,266.63	88,513.72
Diesel oil sold during July, 1924.....bbls..	784.95		784.95
Diesel oil on hand, August 1, 1924.....bbls..	564.80	38,765.54	39,330.34
Oil pumped for individuals and companies.....bbls..	542,942.01	508,832.59	1,031,774.60
Miscellaneous transfers.....bbls..	1,838.70	5,852.95	7,691.65
Gasoline pumped for Panama Canal.....bbls..	658.64	1,517.26	2,175.90
Gasoline pumped for individuals and companies.....bbls..		2,705.23	2,705.23
Total fuel oil and gasoline handled.....bbls..	551,887.67	542,379.78	1,093,267.45
Admeasurement of vessels:			
U. S. equivalent certificates issued or made.....	20	6	26
Measured for Panama Canal net tonnage.....	4	3	7
Panama Canal net tonnage corrected.....	16	3	19
Re-measured for Panama Canal net tonnage.....	4	3	7
U. S. equivalent tonnage corrected.....	19	5	24
Services of harbor equipment:			
Tugs, total operating hours.....	429 ¹ / ₂	305 ¹ / ₂	735
Launches, total operating hours.....	1,206 ² / ₂	1,485 ¹ / ₂	2,692
Scows, total operating days.....		5 ¹ / ₂	5 ¹ / ₂
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$12,423.75	\$8,517.50	\$20,941.25
Pilotage.....	15,126.00	6,400.00	21,526.00
Seamen.....	10,440.00	9,648.00	20,088.00
Launch service.....	1,638.50	2,431.00	4,069.50
Wharfage.....	11,218.18	4,079.93	15,298.11
Ships measured.....	135.00	150.00	285.00
Miscellaneous cash collections.....	1,395.98	717.00	2,112.98
Vessels repaired at Panama Canal shops:			
Commercial.....	35	29	64
U. S. Army and Navy.....	5	10	15
Canal equipment.....	5	25	30
Vessels drydocked:			
Commercial.....	5	4	9
U. S. Army and Navy.....	1	3	4
Panama Canal equipment.....	2	6	8
Clearances issued.....	245	225	470
Bills of Health issued.....	248	225	473

ALL VESSELS ENTERING AND CLEARING PORTS.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal..	487	3,047,568	1,934,898	447	2,795,669	1,790,799
Vessels entering port but not transiting Canal	60	308,081	183,015	11	42,461	28,421
Vessels transiting Canal and handling passengers and cargo at terminals.....	73	428,535	261,897	74	433,272	263,270
<i>Ships clearing.</i>						
All vessels, including those transiting Canal..	475	3,012,503	1,912,235	439	2,769,260	1,770,409
Vessels entering port but not transiting Canal	54	297,352	175,736	13	36,461	22,421
Vessels transiting Canal and handling passengers and cargo at terminals.....	68	406,009	247,179	75	440,267	267,553

MOVEMENTS OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Total.	First class.	Others.	Total.
Disembarking:						
From Atlantic ports.....	1,235	1,103	2,338	35	12	47
From Pacific ports.....	130	79	209	153	95	248
Total disembarking.....	1,365	1,182	2,547	188	107	295
Embarking:						
For Atlantic ports.....	1,460	943	2,403	26	18	44
For Pacific ports.....	225	92	317	115	80	195
Total embarking.....	1,685	1,035	2,720	141	98	239

	At Cristobal.			At Balboa.		
	First class.	Others.	Total.	First class.	Others.	Total.
Remaining on board vessels:						
From Atlantic to Pacific ports.....	1,059	2,785	3,844	1,087	2,656	3,743
From Pacific to Atlantic ports.....	737	834	1,571	1,024	1,034	2,058
From Atlantic to Atlantic ports.....	458	108	566			
From Pacific to Pacific ports.....				5	87	92
Total remaining on board.....	2,254	3,727	5,981	2,116	3,777	5,893
Total arriving.....	3,619	4,909	8,528	2,304	3,884	6,188
Total departing.....	3,939	4,762	8,701	2,257	3,875	6,132

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to all vessels during the month of July, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$129.65	\$256.60	\$2,011.21	\$112.39	\$89.88	\$2,599.73
Panama Railroad vessels.....		.34	1,581.23	879.65	456.00	2,917.22
Other commercial vessels.....	1,690.99	8,254.05	17,326.91	150.96	1,963.93	29,386.84
Total sales, July, 1924.....	1,820.64	8,510.99	20,919.35	1,143.00	2,509.81	34,903.79
Total sales, July, 1923.....	2,796.10	7,405.62	23,089.24		2,426.44	35,217.40
Total sales, July, 1922.....	1,747.94	4,081.19	24,832.16		1,978.20	32,639.49
Sales at Balboa to:						
Government vessels.....	255.15	1,525.24	6,776.05	188.41	854.55	9,599.40
Other commercial vessels.....	728.77	2,180.38	13,256.19	560.82	4,869.73	21,595.89
Total sales, July, 1924.....	983.92	3,705.62	20,032.24	749.23	5,724.28	31,195.29
Total sales, July, 1923.....	1,553.21	3,525.64	18,307.10		4,042.12	27,428.07
Total sales, July, 1922.....	466.51	6,697.40	13,527.72	629.99	1,535.72	22,857.34

The aggregate sales to Government vessels during the month was \$12,199.13, to Panama Railroad vessels, \$2,917.22, and to other commercial vessels, \$50,982.73, making the total sales to all vessels \$66,099.08.

LOCK OPERATION.

The following tabulations show the number of lockages and number of vessels passing through the locks during the month of July, 1924, as compared with the corresponding month in 1923 and 1922; and the consumption of water for lockages in July, 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	July, 1924.	July, 1923.	July, 1922.
Gatun.....	193	205	398	4	12	16	414	452	247
Pedro Miguel.....	199	217	416	11	24	35	451	498	274
Miraflores.....	199	216	415	11	23	34	449	489	269
Number of vessels put through locks.									
Gatun.....	202	220	422	15	29	44	466	524	268
Pedro Miguel.....	203	220	423	30	43	73	496	550	297
Miraflores.....	203	220	423	31	42	73	496	549	294

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	19	16	19
Panama Canal equipment.....	25	57	54

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,875,620,000	1,506,820,000	1,377,210,000
Leakage.....	20,000,000	14,000,000	20,000,000
Maintenance.....	1,376,000		3,200,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of July, 1924, are shown in comparative form:

Rainfall for month.	July, 1924.	July, 1923.	July—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	7.40	4.36	12.16	4.36	8.18
Central section.....	10.76	6.04	16.43	5.43	10.44
Atlantic section.....	17.00	10.78	20.40	6.66	14.66
Maximum recorded on any one day.....	4.04	4.00	12.25		
Gatun Lake watershed.....	12.90	7.34	18.21	5.63	10.95
Chagres River watershed above Alhajuela.....	15.24	9.05	20.10	7.92	14.28
Maximum recorded for month at any one point.....	23.60	12.66	34.96		
Minimum recorded for month at any one point.....	3.58	3.15		1.64	
<i>Hydrography.</i>					
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	3,479	1,745	4,420	1,248	2,781
Maximum momentary discharge for the month.....	24,500	8,845	35,600		
Gatun Lake watershed, total yield.....	9,082	3,966	10,967	2,677	6,567
Gatun Lake watershed, net yield.....	8,712	3,452	10,376	1,898	6,800
Draft on Gatun Lake for lockages and power.....	2,778	2,656	2,778	1,244	2,002

¹ This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama are not included in this report.) ² July 5, 1911. ³ Not including July, 1914.

SEISMOLOGY.

Seismic tremors were recorded on the 6th, 8th, 19th, 21st, and 23d of July.

ELECTRICAL POWER AND WORK.

The 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., as compared with the corresponding month in 1923, are shown in the following tabulation:

Item.	July, 1924.	July, 1923.	July, 1922.
Gross output, KWH:			
Gatun hydroelectric station.....	5,657,400	4,573,200	4,234,700
Miraflores steam plant.....	260	80	5,050
Power distributed to consumers..... KWH..	4,411,899	3,977,322	3,577,845
Loss of power in plants, accessories, transmissions and transformers..... KWH..	1,245,761	595,958	661,895
Per cent of loss of power to gross output.....	22.01	13.03	15.61
Water consumption..... cubic feet..	4,257,266,888	3,645,094,708	3,437,939,069
Oil consumption..... barrels.....	309.18	827.05	1,829.99

In addition to the usual operation, maintenance, and repair work, additions to or repairs of electrical installations were made on 34 vessels during the month.

There were 302 work orders issued during the month for work to be performed by the different sections of the Electrical Division, as compared with 287 work orders for the month of June, 1924.

SALVAGE OF THE KOSMOS LINE STEAMER "SISAK."

The Kosmos Line steamer *Sisak*, which went ashore off Bahia de Caraquez, Ecuador, on May 26, 1924, was brought to Balboa in July. The Canal salvage vessel *Favorite* arrived on the scene on June 1. It was found that the salvage contract had been awarded to another concern, and after some time spent in negotiations with the master of the *Sisak* and the local agent for the Kosmos Line, the *Favorite* started to return to Balboa but was recalled and her crew took charge of wrecking operations on

June 7, 1924. After nearly a month of difficult and dangerous work, during which two employees suffered fractured bones, the vessel was floated on July 4. On July 9, the *Sisak* left the scene of the wreck in tow of the tugs *Killerie* and *Favorite*, arriving at Balboa on July 13. On July 15 the *Sisak* was placed in dry dock at Balboa, together with the Pacific Mail steamship *Colombia*, which had been aground off the west coast of Costa Rica.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 45 vessels at Cristobal and 64 at Balboa. Of these, 8 were in dry dock at Cristobal, and 13 at Balboa. The more important work included the following: Periodical overhaul of submarines R-23 and R-27, and change of propeller on submarine R-26. Overhaul of Navy tugs *Quail* and *Sciota* was about completed.

Work was begun on the conversion of the Peruvian cruiser *Almirante Grau* to an oil burner and on the general overhaul of her armament.

Burned-out rotor bearings and Kingsbury thrust shoes on the steamship *Hampton Roads* were remetaled. The shop forces removed, stripped high pressure rotor, cleaned out blading from high pressure to low pressure exhaust, opened up low pressure for examination and made necessary pipe connections to cut out high pressure.

On the 15th of the month the steamships *Sisak* and *Colombia* were placed in the dry dock at Balboa at the same time. This was a difficult job as both vessels had been wrecked, and one was badly down by the head and the other had a bad list. Both ships were full of free water, unstable, and in danger of turning over at the moment of taking the blocks. Both were landed successfully and work was begun on the *Colombia*. Underneath holds Nos. 1 and 2 the entire bottom and inner bottom will require renewal, together with keel, vertical keel, floors, margins, the lower part of the frames and the lower course of the bulkheads. Considerable hull damage abaft of this space is involved as well as rehabilitation of pumps and drainage systems, reconstruction of crew accommodations and renovation of passenger spaces.

The output of the foundry in patterns and castings, as compared with the preceding month was as follows:

	July, 1924.			June, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	10	530	31,277	8	471	28,753½
Steel.....	5	363	76,759	3	422	78,730
Nonferrous.....	8	1,000	9,756½	13	1,901	10,894

There were 529 job orders on hand at the beginning of the month, 641 were authorized during the month, 614 were completed, leaving 556 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month, 3 were authorized during the month, and none completed during the month, leaving 371 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the 3 filtration plants, the amount of water consumed by the cities of Colon and Panama, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	July, 1924.	July, 1923.	July, 1922.
	Gallons.	Gallons.	Gallons.
Pumping stations.....	618,345,500	500,967,000	636,373,500
Filtration plants.....	375,387,000	379,720,000	367,976,000
Water consumed by Panama.....	90,942,000	87,303,000	86,513,000
Water consumed by Colon.....	53,716,250	49,252,500	58,505,000
Sales of water to vessels.....	10,123,393	9,518,341	8,993,941

DREDGING.

Work of removing slide material at Cartagena slide, started the latter part of June, was completed by the dredge *Paraiso*, removing 22,450 cubic yards of material, making a total of 46,250 cubic yards removed from this slide.

West Lirio slide was quiescent during the month. The amount of material removed from this slide during July was 114,950 cubic yards, making a total of 1,368,050 cubic yards of material removed from this slide since October 28, 1923.

A slight general movement was shown by West Culebra slide between stations 1772 and 1794 during the month; all other slides, including Cucaracha and East Culebra, were quiescent. There was no interference with Canal traffic during the month. The total excavation during the month was 303,300 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
22,450	2,250	20,200	Maintenance.....	Gaillard Cut, Cartagena slide.....	<i>Paraíso.</i>
5,550	550	5,000	Maintenance.....	Gaillard Cut, 1797 to 1805 W.	<i>Paraíso.</i>
31,250	3,150	28,100	Maintenance.....	Gaillard Cut, west Culebra slide.....	<i>Paraíso.</i>
19,600	2,650	16,950	Maintenance.....	Gaillard Cut, west Culebra slide.....	<i>Gambua.</i>
28,200		28,200	Maintenance.....	Gaillard Cut, La Pita Point improvement project.	<i>Gambua.</i>
75,450	71,750	3,700	Maintenance.....	Gaillard Cut, west Lirio slide.....	<i>No. 86.</i>
39,500	37,550	1,950	Maintenance.....	Gaillard Cut, west Lirio slide.....	<i>No. 83.</i>
23,500	23,500		Aux. maintenance.....	Balboa inner harbor.....	<i>Cascadas.</i>
57,800	49,300	8,500	Improvement project No. 1.....	Balboa inner harbor.....	<i>Cascadas.</i>

VITAL STATISTICS.

A total of 162 deaths occurred during the month of July, 1924, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 15.57 per 1,000. The leading causes of death were: Pneumonia (broncho and lobar), 27; tuberculosis (various organs), 17; diarrhea and enteritis (including colitis), 14; nephritis (acute and chronic), 14; organic diseases of the heart, 9; and cancer (various organs), 9. Apoplexy caused 5 deaths, and there were 3 deaths from bronchitis. Of the total deaths, 53, or 33 per cent, occurred among children under 5 years of age. There were 16 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 274 live births reported during the month, and 19 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 28.17 per 1,000 population. Deaths among children under 1 year of age numbered 35, giving an infant mortality rate of 127.74 per 1,000 live births.

The total number of malaria cases reported during the month was 201. Of these, 4 cases were reported from Panama City, 4 from Colon, 133 from the Canal Zone, and 60 originated outside of our sanitated area. Of the total, 16 were employees, 56 were nonemployees, 129 were Army and Navy. There were 4 deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters are shown in the following table, as compared with July, 1923, and July, 1922.

	As of July 31, 1924.			Comparative totals.		
	Men.	Women.	Children.	July, 1924.	July, 1923.	July, 1922.
Americans.....	2,440	1,975	2,244	6,659	6,289	5,835.
Europeans.....	77	29	69	175	164	225
West Indians.....	4,081	2,664	6,601	13,346	12,719	12,336.
Totals, July, 1924.....	6,598	4,668	8,914	20,180		
Totals, July, 1923.....	6,349	4,607	8,216		19,172	
Totals, July, 1922.....	6,380	4,398	7,618			18,396.

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of July 16, 1924, as compared with June, 1924, and July, 1923:

	As of July 16, 1924.			Total employees.	
	Gold.	Silver.	Total.	June, 1924.	July, 1923.
Operation and Maintenance:					
Office.....	28	36	64	76	64
Electrical.....	160	174	334	332	315
Municipal Engineering.....	72	495	567	567	554
Lock Operation.....	205	594	799	792	746
Dredging.....	160	891	1,051	1,031	1,016
Mechanical.....	438	800	1,238	1,249	1,051
Marine.....	174	554	728	695	657
Fortifications.....	11	46	57	29	92
Totals.....	1,248	3,590	4,838	4,771	4,495.

	As of July 16, 1924.			Total employees.	
	Gold.	Silver.	Total.	June, 1924.	July, 1923.
Supply Department:					
Quartermaster.....	169	1,139	1,308	1,337	1,089
Subsistence.....	7	85	92	89	88
Commissary.....	189	848	1,037	1,020	930
Cattle Industry, plantations.....	5	110	115	161	192
Hotel Washington.....	7	83	90	94	91
Transportation.....	36	162	198	197	189
Totals.....	413	2,427	2,840	2,898	2,579
Accounting Department.....	198	7	205	204	193
Health Department.....	235	703	938	933	916
Executive Department.....	416	219	635	726	684
Totals.....	849	929	1,778	1,863	1,793
Panama Railroad:					
Superintendent.....	49	221	270	278	262
Transportation.....	64	106	170	165	170
Receiving and Forwarding Agent.....	76	973	1,049	966	848
Coaling stations.....	62	375	437	570	518
Totals.....	251	1,675	1,926	1,979	1,798
Grand totals, July, 1924.....	2,761	8,621	11,382		
Grand totals, June, 1924.....	2,810	8,701		11,511	
Grand totals, July, 1923.....	2,596	8,069			10,665

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month, and with the corresponding month in 1923, were as follows:

	July, 1924.	June, 1924.	July, 1923.
Material received on U. S. requisitions:			
For Department of Operation and Maintenance.....	\$281,368.15	\$585,452.82	\$332,118.29
For other Panama Canal departments.....	13,356.22	2,456.91	2,296.06
Totals.....	294,724.37	587,909.73	334,404.35
Cash sales on the Isthmus:			
Stock.....	25,154.21	21,999.25	19,912.50
Fuel oil.....	1,861.12	277.93	40.70
Scrap.....	603.63	702.42	605.94
Obsolete and second-hand material.....	1,170.78	726.12	1,181.01
Totals.....	28,789.74	23,705.72	21,740.15

Respectfully,

M. L. WALKER,

Acting Governor.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 23, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Atrata.....	Colombian Transport Co.....	August 19.....	August 22.....	32	173
Buenos Aires.....	Spanish Line.....	August 21.....	August 22.....	134	
Newport.....	Pacific Mail Steamship Co.....	August 22.....	August 22.....	35	138
Heluan.....	Kosmos Line.....	August 17.....	August 17.....		17

* Transit.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, August 23, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.	Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.		Net.	
Glenzie ²	14	21 35	17	6 04	17	12 52	17	20 53	British	Glen Line	405.0	54.0	23.5	Hull	Valparaiso.	General	6,270	7,336	5,115
Manuel Calvo.	15	22 05	17	6 10	17	13 20	17	14 20	Spanish	Spanish Line	435.0	48.0	20.9	Barcelona	Valparaiso.	General	336	5,996	3,897
Sydney	16	15 43	17	7 20	17	14 03	17	15 25	Swedish	Dan Brostrom	420.0	54.0	20.0	Grangemouth.	San Antonio.	Coke	3,497	6,771	4,891
John D. Archbold	16	20 10	17	7 35	17	14 40	17	15 45	American	Standard Oil Co.	554.9	75.3	19.0	New York	San Pedro.	Ballast	14,785	10,313	7,604
F. Q. Barstow	17	7 10	17	8 25	17	15 53	17	16 55	American	Standard Oil Co.	500.0	68.2	21.0	Baltimore	San Pedro.	Ballast	10,530	7,604	7,604
Edgar Bowking	17	8 25	17	8 45	17	16 31	17	17 40	American	Garland Line	410.5	54.3	17.0	New York	Seattle	General	2,400	6,567	4,909
Paul H. Harwood	17	9 05	17	10 15	17	17 26	17	18 35	American	Pan-American Pct. & Transp. Co.	435.0	56.0	17.6	Boston	San Pedro	Ballast	7,327	4,947	4,947
Sapareoa	17	4 20	17	11 25	17	18 03	17	19 10	Dutch	Netherland Steamship Co.	420.3	54.7	15.8	Amsterdam	Antofagasta.	Ballast	6,858	4,715	4,715
Breda	16	16 32	18	6 10	18	14 13	18	14 35	Dutch	Royal Netherlands W. I. Mail	400.0	58.0	26.0	Amsterdam	Valparaiso.	General	6,900	7,384	5,226
San Francisco	17	20 30	18	7 25	18	15 12	18	16 20	American	Isthmian Line	405.0	52.0	25.3	New York	Talcahuano.	General	6,559	6,220	4,432
E. T. Bedford	17	8 35	18	8 30	18	16 21	18	17 25	American	Standard Oil Co.	499.2	68.1	19.0	Tampico	San Pedro.	Ballast	11,009	7,997	7,997
Steel Navigator	18	19 38	19	6 15	19	13 41	19	14 55	American	Isthmian Line	424.2	56.2	26.6	Boston	Singapore.	Steel products	8,034	7,611	5,454
Mount Carroll	18	21 40	19	7 40	19	13 41	19	14 55	American	Isthmian Line	440.3	57.2	20.0	New York	Los Angeles.	General	2,317	8,095	5,655
Agwismith	19	2 50	19	8 34	19	16 15	19	17 15	American	United American Line	499.9	68.1	19.6	New York	San Pedro.	Ballast	5,284	6,766	4,809
Santa Malta	18	4 30	19	10 00	19	16 58	19	17 55	American	International Shipping Co.	404.5	53.7	24.0	Wilmington.	San Francisco.	General	4,647	6,824	4,885
Texas	18	19 55	19	10 47	19	18 04	19	19 14	French	French Line	409.8	52.0	23.8	Bordeaux.	Vancouver.	General	8,097	5,532	5,532
Clement Smith	19	15 55	20	6 10	20	13 21	20	14 20	American	Oil Transport Co.	431.0	59.2	19.0	Boston	Los Angeles.	Ballast	4,932	3,468	3,468
Nordlys	19	20 10	20	6 40	20	13 48	20	15 45	Danish	Wessel, Duval & Co.	362.0	51.5	14.6	Habana	Iquique.	Ballast	4,695	5,402	5,402
Agwimoon	19	1 25	20	7 27	20	14 41	20	15 50	American	International Shipping Co.	429.0	59.2	18.0	Providence.	San Pedro.	Ballast	7,695	5,402	5,402
Chuky	20	2 25	20	7 27	20	15 44	20	17 00	British	Sheridan Steamship Co.	440.0	56.0	26.6	Tampico.	Tocopilla.	Crude oil	8,850	7,691	4,723
Horace Luckenbach	20	3 40	20	8 42	20	15 53	20	17 00	American	Luckenbach Line	445.0	58.0	22.9	Boston	Seattle.	General	6,464	8,626	6,290
Agwistone	20	4 35	20	9 45	20	17 03	20	18 00	American	International Shipping Co.	499.9	68.1	21.0	New York	San Pedro.	Ballast	10,853	7,804	7,804
Gargyle	20	9 45	20	10 20	20	17 23	20	18 15	American	Vacuum Oil Co.	425.0	57.2	18.0	Paulsboro.	Richmond.	Oil	1,933	7,510	4,989
H. H. Rogers	20	11 13	20	11 25	20	18 39	20	19 46	American	Standard Oil Co.	500.0	68.0	17.0	New York	San Pedro.	Ballast	10,333	7,475	7,475
Ansaldo VIII.	19	23 05	20	12 45	20	19 45	20	20 46	Italian	Gustavo Bottini	386.0	51.5	20.8	Genoa	Valparaiso.	General	808	5,521	3,599
Independence	19	22 50	20	12 45	20	21 37	20	22 32	American	Barber Line (S. B.)	440.0	56.0	22.6	New York	Yokohama.	General	6,672	8,290	6,063
France Maru.	20	12 50	20	13 05	20	20 59	20	22 14	Japanese	Kokusai Kisen Kaisha	385.0	51.0	28.0	New York	Kobe.	General	7,220	6,209	4,658
Gen. O. H.	11	5 08	20	9 10	20	11 15	20	12 14	American	Panama Railroad Steamship Line	356.0	45.0	14.0	Cristobal	Gatun Lake.	Ballast	4,503	2,764	2,764
Ernst	7-25	14 30	21	6 15	21	15 30	21	16 30	Colombia	Pacific Metals Corporation	95.0	26.0	2.0	Turbo	San Juan Riv.	Ballast	5,573	6,652	4,704
Nitokris	20	16 08	21	6 15	21	14 33	22	2 24	German	Kosmos Line	411.8	50.7	25.6	Hamburg.	Valparaiso.	General	5,573	6,652	4,704
District of Columbia	20	19 50	21	6 15	21	14 45	21	15 55	American	Walker & Daly (S. B.)	431.0	59.2	16.0	New York	San Pedro.	Ballast	8,097	5,431	5,431
J. C. Donnell	20	23 20	21	7 15	21	15 30	21	16 30	American	Atlantic Refining Co.	500.0	68.0	19.0	Philadelphia	Los Angeles.	Ballast	10,435	7,304	7,304
Stockwell	21	8 15	21	8 35	21	16 51	21	18 05	British	T. and J. Brocklebank, Ltd.	425.0	53.6	20.10	New York	Sydney	General	2,458	6,278	4,424

2 Steeple, phosphate, rock.

3 Stern-wheel river steamer.

4 Motor ship.

5 Tanker.

* Steelplate, phosphate, rock.

² Stern-wheel river steamer.

³ Motor ship.

⁴ Tanker.

Kroonland	21	11.20	21	11.40	21	17.31	22	0.49	American	Panama-Pacific Line.	560.0	60.2	25.0	New York	San Francisco	General, paper	1,900	13,514	9,127
Huallaga	19	20.25	21	13.14	21	17.04	21	25.55	Peruvian	Peruvian Line.	360.0	44.7	19.6	Covenas	Callao	General, cattle	977	4,514	2,386
City of Lincoln	20	20.25	21	13.14	21	17.04	21	25.55	British	Ellerman & Bucknall Line.	422.0	53.0	21.0	New York	Sydney	General	5,295	7,010	5,280
Laura C. Hall	7-26	1.20	22	6.03	22	14.42	24	10.24	British	Pacific Metals Corporation.	82.0	54.0	24.0	Torbo	Buenaventura	General	60	132	72
Henry S. Grove	21	5.55	22	7.10	22	14.42	24	13.35	American	Nautilus Steamship Co.	404.0	55.0	9.0	Baltimore	Guaymas	General	6,181	6,755	4,688
Unbe Mendi	22	9.05	22	9.20	22	16.19	22	19.54	Spanish	Sota and Aznar	365.0	50.0	14.0	Newport	San Pedro	Ballast	...	4,634	3,356
Shreveport	22	9.25	22	10.00	22	17.08	22	18.16	American	Cities Service Corporation.	435.0	56.0	17.0	Rosston	San Pedro	Ballast	...	7,411	5,109
Ophele	22	10.15	22	13.26	22	20.52	22	23.00	French	Com. Ann. Navigation	421.6	57.5	18.0	Rouen	San Pedro	Ballast	...	6,709	4,473
Kerrwald	22	13.15	22	13.30	22	20.04	22	22.12	German	Hamburg-American Line	399.0	53.1	12.2	Hamburg	Coral	General	3,119	6,545	4,484
Eurana	22	16.50	23	6.15	23	13.26	23	14.20	American	International Mercantile Marine	419.5	56.5	20.0	New York	San Pedro	Ballast	...	6,989	4,976
Stuart Dollar	23	6.05	23	7.20	23	14.16	23	15.19	American	Dollar Line	429.0	55.2	19.0	New York	Vancouver	General	1,875	7,584	5,538
Steel Scientist	23	9.10	23	9.20	23	16.23	23	24.00	American	Isthmian Line	424.0	56.0	...	Boston	Vancouver	Steel, general	6,916	7,611	5,454
Virginian	23	10.35	23	10.45	23	17.19	23	18.30	American	American-Hawaiian Line	491.5	58.2	21.0	Philadelphia	Portland	General	5,000	10,491	7,546
Swiftlight	23	12.05	23	12.16	23	18.48	23	22.15	American	C. D. Mallory & Co.	464.0	60.0	22.0	Newark	Avon, Cal.	Ballast	...	8,473	6,050

s Motor schooner.

THROUGH THE CANAL--PACIFIC TO ATLANTIC.

* Tanker.

Cerro Ebano	16	24.00	17	7.05	17	14.30	17	14.30	American	Pan-Am. Pet. & Transp. Co.	480.5	66.0	28.8	Los Angeles	New York	Crude oil	13,000	9,389	6,453
La Brea	17	1.25	17	7.42	17	15.00	17	15.00	American	Union Oil Co.	435.0	56.2	25.0	Los Angeles	Philadelphia	Gasoline	8,220	7,150	4,763
Heluan	17	10.00	17	14.07	17	21.25	18	5.36	German	Kosmos Line.	440.0	52.0	24.6	Tachuano	Hamburg	General, nitrate	6,716	7,621	5,313
Lebor	17	4.20	17	15.11	18	15.05	18	15.05	American	Ore Steamship Corporation	549.6	72.2	32.10	Cruz Grande	New York	Iron ore	19,945	14,325	4,635
Bratland	17	19.00	18	6.20	18	16.00	18	16.55	Norwegian	West India Steamship Co.	282.0	42.6	13.10	San Lorenzo	Norfolk	Mahogany	1,100	2,353	1,729
K. J. Luckenbach	17	19.30	18	6.49	18	14.20	18	15.20	American	Luckenbach Line.	468.3	55.1	29.0	Portland	Philadelphia	General	9,000	8,532	6,236
Dunstaffnage	17	22.20	18	7.10	18	15.55	18	15.55	British	Glen & Co.	384.9	52.0	25.0	San Antonio	Baltimore	General	7,100	5,173	3,651
Vistula	17	22.35	18	7.44	18	16.05	18	17.05	Danzig	Standard Oil Co. of N. J.	498.8	64.1	28.5	San Pedro	Montreal	Crude oil	13,629	10,604	8,167
Santa Clara	18	3.18	18	7.59	18	16.05	18	16.05	American	Pacific Mail Steamship Co.	404.6	53.9	21.0	San Francisco	New York	General	3,862	6,790	4,450
Santa Luisa	18	6.50	18	9.10	18	17.25	18	21.35	American	Grace Line	360.2	51.6	25.3	Anfogaasta	New York	General	3,606	5,694	3,975
Elisha Walker	18	6.15	18	9.22	18	18.15	18	18.15	American	Pan-Am. Pet. & Transp. Co.	429.3	59.2	27.6	San Pedro	New York	Fuel oil	10,850	9,798	5,971
Spirilla	18	9.55	18	14.44	18	22.30	18	23.40	British	Anglo-Saxon Petroleum Co.	411.5	53.4	26.0	San Pedro	Lands End	Gasoline	7,735	6,126	4,296
Mundetta	18	13.45	18	14.23	18	21.10	18	21.10	American	Munson Line	370.0	53.2	25.6	Aberdeen	New York	Lumber	6,000	5,608	4,297
Remula	18	14.15	19	6.16	19	13.00	19	13.00	British	New Zealand Shipping Co.	484.0	62.3	25.6	Wellington	London	Frozen, general	4,759	11,717	8,751
West Camargo	18	14.50	19	6.51	19	14.35	19	18.20	American	Swayne & Hoyt	410.5	54.0	23.0	Portland	Buenos Aires	Lumber, general	4,936	6,624	4,910
William H.	18	18.30	19	7.21	19	14.30	19	14.30	American	Pan-Am. Pet. & Transp. Co.	435.0	56.2	27.6	San Pedro	New York	Fuel oil	10,400	7,406	5,111
Doheny	18	18.00	19	7.49	19	15.40	19	15.30	American	Pan-Am. Pet. & Transp. Co.	430.0	58.2	27.6	San Pedro	New York	Fuel oil	10,400	7,406	5,111
J. M. Danziger	18	20.15	19	8.03	19	16.20	19	16.20	Jugo-Slavic	G. Radich & Co.	378.1	52.3	23.6	Anfogaasta	Bilbao, Spain	Nitrate of soda	6,902	5,181	3,713
Maria Ratic	18	20.15	19	8.19	19	16.35	19	16.35	American	Isthmian Lines	380.0	50.0	24.8	Tacoma	Glasgow	General, lumber	5,969	4,945	3,508
Crozier Hall	18	23.35	19	9.22	19	17.25	19	17.25	American	International Shipping Corp.	468.3	62.7	28.0	San Pedro	New York	Crude oil	13,000	9,810	6,965
Agwipond	18	23.35	19	9.22	19	17.25	19	17.25	American	International Shipping Corp.	468.3	62.7	28.0	San Pedro	New York	Crude oil	13,000	9,810	6,965
Maria Petrina	19	6.40	19	9.42	19	18.50	19	21.30	Jugo-Slavic	Baburizza & Co.	399.6	53.0	26.0	Caleta Bueno	Gibraltar	Nitrate of soda	8,400	5,808	4,163
Robin Gray	19	8.40	19	10.18	19	19.10	19	19.10	American	Seas Shipping Co., Inc.	424.8	55.2	25.6	Seattle	Philadelphia	Nitrate, general	6,700	7,472	5,542
Haarlem	19	4.50	19	10.52	19	21.00	20	15.25	Dutch	Royal Netherlands W. I. Mail	366.5	49.10	20.0	Valparaiso	Hamburg	Nitrate, general	5,102	4,759	3,660
Norfolk	19	1.00	19	11.35	19	19.35	19	19.35	British	New Zealand Shipping Co.	518.0	64.0	20.10	Auckland	Glasgow	Frozen, ge. aral.	4,128	12,963	9,337
Sun	19	7.35	19	13.26	19	21.40	19	21.40	American	Sun Oil Co.	382.0	49.9	22.0	San Francisco	Jacksonville	Gasoline	6,500	5,020	3,324
Fogner	19	13.30	19	14.53	19	23.00	20	3.50	Norwegian	Fearnley & Eger	407.1	53.8	27.0	Tecopilla	New York	Copper ore	8,200	7,010	5,310

* Lumber and canned goods.

7 Copper, brass, nitrate.

* For orders.

* 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.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Acajula.....	19	14.55	20	6.24	20	14.25			British	Pacific Steam Navigation Co.	215.7	33.5	13.8	Champerico.	Cristobal	General	207	1,273	706
Santa Fecla.....	19	17.00	20	6.44	20	14.20			American	N. O. & S. A. S. Co.	208.6	40.0	21.0	Liquique.	New Orleans	Nitrate of soda	3,506	2,832	1,803
Victrolite.....	19	16.45	20	7.00	20	17.05			British	The Imperial Oil Co., Ltd	509.4	68.0	30.0	Talara.	Halifax	Crude oil	13,600	11,049	7,732
Atlantic Sun.....	20	1.20	20	7.25	20	18.00			American	Sun Oil Co.	429.3	59.2	25.7	Los Angeles.	Philadelphia	Gasoline	9,009	7,568	5,283
Agwisun.....	20	4.06	20	8.25	20	18.25			American	Atl. Gulf & W. I. S. S. Co.	429.3	59.2	27.0	San Pedro.	New York	Crude oil	11,016	7,612	5,402
Byron D. Benson.....	20	6.40	20	8.35	20	19.40			American	Tidewater Oil Co.	465.4	60.2	27.0	San Pedro.	New York	Crude oil	11,542	8,546	6,095
Hessen.....	20	8.10	20	9.06	20	19.40			German	United American Lines	468.5	58.2	28.0	Seattle.	Hamburg	General	9,149	9,568	6,080
Almagro.....	20	9.45	20	10.26	20	30.23			British	Pacific Steam Navigation Co.	303.4	43.0	17.8	Valparaiso	New York	General	2,244	2,878	1,714
Success.....	20	10.37	20	10.37	20				Panaman	Nathaniel Wickham				Bolivia	Gambou	Ballast			
Bedore.....	20	18.25	20	19.55	21	15.25			American	Ore Steamship Corporation	550.3	72.2	22.8	Cruz Grande.	New York	Iron ore	19,600	15,476	4,354
Belfast.....	19	17.00	21	7.05	21	16.45			Peruvian	Grace Line	273.3	37.4	22.5	Lobos d' Tierra	New York	Guan	2,650	1,996	1,818
Havenside.....	20	17.45	21	8.03	21	16.35			British	Charlton McAlum & Co., Ltd	331.0	48.0	19.6	Seattle	Norfolk	Lumber	3,955	3,522	2,409
Laguna.....	20	19.00	21	9.15	21	16.35			British	Pacific Steam Navigation Co.	440.5	54.2	25.10	Valparaiso	Nuevas	General	7,407	7,083	4,586
Nora.....	21	7.35	21	10.16	21	17.55			American	Pan-American Petroleum Co.	467.6	62.7	30.0	San Pedro.	New York	Fuel oil	13,430	9,918	7,363
William Green.....	22	4.00	22	7.04	22	14.40			American	Hunstock Petroleum Co.	430.0	58.2	27.0	San Pedro.	New York	Fuel oil	10,500	6,973	4,670
Buenos Aires.....	21	16.30	22	8.10	22	14.40			Spanish	Compania Transatlantica	410.10	48.2	25.7	Valparaiso	Barcelona	General	1,949	5,624	3,844
Pacific.....	22	3.45	22	12.05	22	18.25			American	Isthmian Line	399.7	56.2	21.7	Honolulu	Baltimore	General	5,505	6,479	4,709
Jacques Cartier.....	22	12.10	22	13.00	22	21.10			French	Cie. Gle. Transatlantique	473.4	59.8	31.0	Tacoma	Hull	General	10,374	10,068	7,083
Peter Kerr.....	22	12.20	22	13.23	22	21.42			American	United American Lines	417.0	55.7	30.0	Seattle	New York	Lumber, general	9,000	7,704	5,707
Mexican.....	19	10.15	22	14.42	22	22.55			American	American-Hawaiian Line	472.3	57.2	24.0	Seattle	New York	General	6,906	9,258	6,874
Brattingsborg.....	22	13.45	23	6.19	23	14.15			Danish	C. K. Hansen	325.0	47.0	20.9	Passau.	Nykobing	Nitrate	4,722	3,350	2,390
Newport.....	22	6.45	23	7.10	23	14.30			American	Pacific Mail Steamship Co.	326.0	38.2	16.0	San Francisco.	Cristobal	General	336	3,173	2,163
Seakong.....	23	5.45	23	7.10	23	15.45			American	United American Lines	390.0	54.2	23.8	Anacortes.	Baltimore	Lumber, general	5,808	6,162	4,417
Lochgolg.....	23	5.00	23	10.26	23	17.40			British	Pacific Mail Steam Packet Co.	485.6	62.3	29.0	Seattle	Antwerp	General	10,003	10,803	7,606

* Tanker.

* Launch.

* Bark.

* Motor ship.

* Tied up in Gatun Lake.

* Metals, nitrate, coffee, and general.

* Coffee and pineapples.

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

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.	
		From—	Line.	Vessel.	Line.
August 17.....	Heredia.....	New Orleans via Habana.	United Fruit Co.	Heredia.....	United Fruit Co.
August 17.....	Toledo.....	Port Limon.	United Fruit Co.	Toledo.....	United Fruit Co.
August 18.....	Ulysses.....	Panama Railroad Steamship Line.	Panama Railroad Steamship Line.	Cristobal.....	New York via Habana.
August 19.....	Calamares.....	United Fruit Co.	United Fruit Co.	Heredia.....	New Orleans via Habana.

* Collier.

* Other than ships passing through the Canal.

(Continued on page 60, column 2.)

Fire Aboard the "Mexican."

The afternoon of August 18, 1924, a wireless was received from the steamship *Mexican*, of the American-Hawaiian Line, stating that she was proceeding to Balboa with a fire in the cargo in No. 4 hold. The vessel was then about 20 hours out from Balboa. Representatives of the Canal Zone fire department met her at the entrance of the Canal in the morning of the 19th, and, after an inspection, she was allowed to proceed to Dock 16. When the hatch was opened it was found that the fire was out.

Fire had been discovered in No. 4 hold the evening of August 13 by a member of the crew. The hold was sealed up and live steam and water turned in, to extinguish the fire or prevent its spreading.

Spontaneous combustion in a case of oriental goods, consisting largely of articles manufactured of celluloid and located near the engine room bulkhead seems to have been the cause. The cargo near this point, consisting principally of tea, was considerably damaged by fire.

The *Mexican* cleared from Balboa on August 22. She is on a voyage from ports on the west coast of the United States to New York, carrying 6,906 tons of general cargo.

Population of the Canal Zone.

A house-to-house canvass of the civil population of the Canal Zone, taken between June 1 and June 30, 1924, by the Police and Fire Division, shows a total civil population of 27,143. This is an increase of 2,175 over the 24,968 listed in 1923. The population as of June, 1924, was distributed as follows:

	Americans.					All others.					
	Total men.	Em- ployees.	Total women	Em- ployees.	Child- ren.	Total men.	Em- ployees.	Total women	Em- ployees.	Child- ren.	Total.
Balboa District.....	1,763	1,497	1,972	302	2,035	3,270	2,012	2,489	41	4,451	3,852
Cristobal District.....	580	540	664	25	766	3,254	2,148	1,956	74	3,816	2,787
Prisoners.....	25					98		4			127
Total employees.....		2,037		327			4,160		115		6,639
Total persons.....	2,368		2,636		2,801	6,622		4,449		8,267	27,143

* Includes 142 civilian employees of Army and Navy.

The population of the Gatun Lake area outside of the Canal Zone who are dependent on Gatun Lake for transportation, and in addition to the above, was 3,737, of whom 8 are Americans. This includes 784 in the Alhajuela area.

The increase of 2,175 was due principally to the addition of the Alhajuela area and the increased occupation of farming lands under license.

Notice to Mariners.—Aid to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., August 16, 1924.

The following message was received by the Hydrographic office, through the Port Captains office, Cristobal:

"United Fruit Co., Port Limon, Aug. 15.—Light on Grape Cay Island now burning. Notify captains all ships."

M. L. WALKER,
Acting Governor.

First Stern-Wheeler Through the Canal.

The stern-wheel vessel *San Francisco* which passed through the Canal on August 23, was the first stern-wheel vessel to make the transit. The *San Francisco* is of Colombian registry, and is owned and operated by the Pacific Metals Corporation. She is 95 feet long, by 26 feet beam, and had a draft at the time of transit of 2 feet. The *San Francisco* was built in the United States, and assembled in the Cristobal dry dock several years ago, since which time she has been towing and carrying freight on the Atrato River in Colombia.

The *San Francisco* is to be towed from Balboa to the San Juan River, near Buenaventura, Colombia, by the motor schooner *Laura C. Hall*, which is also owned and operated by the Pacific Metals Corporation, which is engaged in mining near Buenaventura.

The *Laura C. Hall* is a motor schooner of British registry, 72 tons Panama Canal measurement, 81 feet long, and 25½ beam. She made 30 transits of the Panama Canal during the fiscal year, 1924. This was the largest number of transits of any single commercial vessel during the year. Her voyages during the year were all between Buenaventura, Colombia, and Cristobal. From Buenaventura she carried the products of the mines, gold and platinum, with an occasional lot of coffee, and on her return trips she carried supplies and machinery for the mines.

Lumber for South Africa.

The Dutch steamship *Driebergen*, owned by the Furness Shipping Co. and chartered to J. J. Moore of San Francisco, passed through the Canal on August 3, en route from Seattle, Wash., to Capetown, South Africa, carrying 5,196,000 board feet of lumber. Of this amount 925,000 board feet was deck cargo.

Cargo of Rice and Pineapples.

The United States Shipping Board vessel *Invincible*, operated by the Tampa Inter-Ocean Steamship Co., transited the Canal on August 15, en route from the Far East to New Orleans and Cuba. She carried 5,479 tons of cargo, 429 tons of which were pineapples from Honolulu to New Orleans, and 5,050 tons of rice from Kohsichang, Siam, to Cuban ports.

Location of Panama Railroad Steamship Ticket Office.

Effective September 1, 1924, the steamship ticket office, Panama Railroad Steamship Line, will be located in the Pacific Steam Navigation Company building, Cristobal, on the ground floor, with entrance opposite the Cristobal post office.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended August 25:

Steamships *Acajulla*, manufacture 6 oil burner strainers, one set of crosshead brasses for refrigerator, stop valve spindle for circulating pump, two scum valves for boiler, two new awnings, and miscellaneous parts for tube stoppers; repair hand tools, rail, eyeplate for derrick guy, and winch exhaust pipe; overhaul donkey feed pump; fit spare gear wheel to barrel shaft of No. 2 winch; renew iron casing over steering rod, etc.; submarine O-2, dock, clean, and paint; repair tail shafts, stern tube bearings, and propellers; overhaul all sea valves and renew zincs; examine and make minor repairs to outside steering and diving gear, shell, torpedo tube muzzle doors, and torpedo tube bow cap and fittings; clean, paint, and test trim, auxiliary, regulator,

ballast, and fuel tanks; electric weld oscillator plates, etc.; steamships *Newport*, repair main engine, circulator, and generator; manufacture 2 snap rings for feed pump and wrench for windlass; renew locking device on port side of windlass and adjust; overhaul main boiler bottom blow valve; straighten stock of port anchor and build up stock of starboard anchor; repair No. 2 and No. 9 lifeboats, etc.; *General W. C. Gorgas*, repair copper pipe for bilge pump discharge, plumbing, and No. 1 tank; manufacture and fit new drum gear and fit spare driving gear to No. 3 port winch; repair fire tools and chisels; *Ebro*, manufacture new cylinder head, patch cylinder and rebore; install liner, turn down piston, and manufacture rings to suit, and reinstall cylinder for hydraulic cargo installation; renew section of sanitary line, etc.; tug *Favorile*, manufacture parts for dynamo, 4 splicing spikes, chain slings, and hooks; install new anchor shackle; waterproof two awnings, etc.

Minor repairs—Steamships *Turrialba*, *Kroonland*, *Independence*, *Rugia*, *Buenos Aires*, U. S. S. *Fulton*, submarines O-8, O-10, and O-1.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 23, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Glenluce.....	Pacific Steam Navigation Co.....	August 17.....	August 17.....	.....	298
Heredia.....	United Fruit Co.....	August 17.....	August 17.....	226	147
Tolosa.....	United Fruit Co.....	August 17.....	August 17.....	7	267
E. T. Bedford.....	Standard Oil Co.....	August 17.....	August 18.....	12,160	(*)
Texas.....	French Line.....	August 18.....	August 19.....	46	99
Santa Malta.....	Pacific Mail Steamship Line.....	August 18.....	August 19.....	530	518
Santa Luisa.....	Grace Line.....	August 18.....	August 18.....	(*)	1
Cristobal.....	Panama Railroad Steamship Line.....	.....	August 19.....	.....	1,226
Calamares.....	United Fruit Co.....	August 19.....	August 20.....	206	17
Haarlem.....	Royal Netherlands W. I. Mail.....	August 19.....	August 20.....	368	(*)
Huallaga.....	Peruvian Line.....	August 19.....	August 21.....	(*)	899
Ansaldo VIII.....	National Navigation Society.....	August 19.....	August 20.....	104	(*)
Santa Marta.....	United Fruit Co.....	August 20.....	August 21.....	2	265
Turrialba.....	United Fruit Co.....	August 20.....	August 21.....	729	(*)
Metapan.....	United Fruit Co.....	August 20.....	August 21.....	205	364
Heredia.....	United Fruit Co.....	August 20.....	August 20.....	½	(*)
Acajutla.....	Pacific Steam Navigation Co.....	August 20.....	.....	207	.....
Almagro.....	Pacific Steam Navigation Co.....	August 20.....	August 22.....	257	68
Ebro.....	Pacific Steam Navigation Co.....	August 21.....	.....	207	.....
Buenos Aires.....	Spanish Line.....	August 22.....	August 23.....	51	721
Cavina.....	Elders & Fyffes, Ltd.....	August 23.....	August 23.....	20	(*)
Newport.....	Pacific Mail Steamship Line.....	August 23.....	.....	336	.....

* No cargo discharged.

* No cargo laded.

* 3 packages.

* 2 packages.

Density of Water in Balboa and Cristobal Harbors.

Place.	Date.	Weight of sea water in ounces per cubic foot.	Average temperature degrees F.	Depth.	Remarks.
				Feet.	
Cristobal (between Docks 8 and 9) ...	Aug. 11 to Aug. 13, incl.	1017 to 1018	83.0	3.9 & 15	Low tide.
Balboa (Dock 18)	Aug. 10 to Aug. 16, incl.	1012 to 1013	82.5	4 to 12	High and low tide.

(NOTE.—The weight of a cubic foot of fresh water at 83° F. is 995 ounces.)

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.90 and \$2.00 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$9 per ton of 2,240 pounds at Cristobal, and \$12 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$9 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$10 per ton at Cristobal, \$13 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Effective September 1, 1924, the price of coal will be reduced to \$8.50 per ton at Cristobal and \$11.50 at Balboa.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity **\$1.20**
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity **.72**
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton **.50**
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton **1.20**
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 56.**PORT OF CRISTOBAL.—continued.**

*ARRIVALS.			*DEPARTURES.		
Date.	Vessel.	From—	Date.	Vessel.	For—
August 20...	Heredia	Bocas del Toro.	August 20...	Calumares	Port Limon.
August 20...	Mekapan	New York via Kingston.	August 21...	Mekapan	Colombian ports.
August 20...	Turrialba	New Orleans via Habana.	August 21...	Santa Marta.	New York via Kingston.
August 20...	Santa Marta	New Orleans ports.	August 22...	Turrialba	New Orleans via wayports.
August 21...	Cavina	Port Limon.	August 22...	Ulysses	Norfolk.
August 22...	Elders & Fyffes, Ltd.	Liverpool via wayports.	August 23...	Cavina	Kingston.
August 23...	Norwegian.				

PORT OF BALBOA.

Date.	Vessel.	From—	Date.	Vessel.	For—
August 19...	Atrato	Buenaventura.	August 22...	Atrato	Buenaventura.
				Colombian Transport Co.	

* Other than ships passing through the Canal.

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Traffic in August.

During the month of August, 1924, there were 372 commercial transits of the Panama Canal. In addition to these there were 5 small non-seagoing launches, and 20 vessels belonging to or chartered by the United States Government passed through, making the total transits for the month 397, or a daily average on all transits of 12.16.

The 372 commercial transits paid tolls to the amount of \$1,769,999.94, and the 5 launches, \$14.25, making a total tolls collection on all traffic of \$1,770,014.19, or a daily average of \$57,097.23

August shows the smallest number of transits and the smallest amount of tolls collected of any month since February, 1923. The total amount of cargo carried through the Canal in commercial vessels fell below 2,000,000 tons for the first month since March, 1923.

Details of the month's traffic segregated by direction are as follows:

Direction.	Com- mercial.	Launches.	Government.	Total.	Tolls.
Atlantic to Pacific.....	191	3	9	203	\$854,665.39
Pacific to Atlantic.....	181	2	11	194	915,348.80
Totals.....	372	5	20	397	1,770,014.19

The average amount of tolls paid by each of the 372 commercial vessels was \$4,758.06, and the average daily number of commercial transits was 12.

In the following tabulation are shown the number of commercial transits, tolls collected, and the daily average for the first 8 months of the current calendar year, with the totals and daily average for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.59
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
Total.....	3,314	15,535,793.20	13.58	63,671.28

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Frequency of Transit of Vessels Through the Panama Canal.

During the fiscal year 1924, 1,481 individual commercial vessels, representing 21 nationalities, passed through the Panama Canal. The number of transits per individual ship varied from 1 to 30, the 1,481 vessels making a total of 5,230 transits, or an average of 3.53 transits per vessel.

The highest number of transits of any vessel during the fiscal year was 30, made by the motorschooner *Laura C. Hall*, 72 net tons, owned and operated by the Pacific Metals Corporation, flying the British flag, and plying between Buenaventura, Colombia, and Cristobal, C. Z. The steamer *Salvador* of British registry, owned and operated by the Pacific Steam Navigation Co., plying between Champerico, Guatemala, and Cristobal, C. Z., was second with 25 transits.

Vessels of United States registry led in aggregate number of transits, though not in number of individual ships; while representing only 35 per cent of the individual vessels passing through the Canal they made up 56 per cent of the total transits. Individual British vessels, while exceeding the number of American ships by 36, represented 24 per cent of the total transits. Vessels of Japanese registry ranked third both in number of individual ships and total transits, though averaging but 1.96 transits per vessel.

In frequency of transit of vessels, by national groups, those of Peruvian registry led with an average of 10 transits per vessel. This high average is due to the fact that 4 of the 7 Peruvian vessels transiting the Canal during the fiscal year made frequent trips between the west coast of South America and Cristobal, the Steamships *Huallaga*, *Mantaro*, and *Urubamba*, making 16 transits each, and the steamer *Ucayali* 14 transits.

The following table shows the number of individual ships, the frequency of transit per vessel, and total transits for the year, segregated by nationalities:

Nationality of vessels.	Vessels making indicated numbers of transits per vessel during fiscal year 1924.																												Total ships.	Total transits.	Average No. of transits.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	20	22	24	25	30								
British....	275	162	35	49	13	7	2	3	1	...	3	...	2	1	...	...	1	...	1	1	1	1	1	559	1,265	2.26					
Chilean....	4	2	...	2	1	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	11	47	4.27					
Colombian....	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	22	7.33					
Danish....	16	8	3	2	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	65	2.10					
Danzig....	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	11	5.50					
Dutch....	25	4	2	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	102	2.27					
Ecuadorian....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1.00					
Finland....	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	1.00					
French....	6	6	6	8	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	83	2.89					
German....	15	6	7	10	10	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	150	3.00					
Greek....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1.00					
Italian....	2	5	1	4	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	43	2.07					
Japanese....	44	23	10	5	1	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	87	171	1.96					
Jugo-Slavic....	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	7	3.50					
Mexican....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1.00					
Norwegian....	49	8	3	4	2	2	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71	136	1.91					
Panamanian....	2	2	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	21	3.00					
Peruvian....	...	2	...	1	...	...	...	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	7	70	10.00					
Spanish....	1	7	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	45	3.21					
Swedish....	11	5	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	39	1.95					
United States....	91	70	43	60	31	42	35	39	19	15	15	10	16	8	13	11	4	1	...	...	...	...	...	523	2,947	5.63					
Totals....	548	310	112	158	72	63	40	45	21	15	18	10	20	10	13	15	5	1	1	1	1	1	1	11,481	5,230	3.53					

From the above it will be noted that 548 vessels, or nearly 30 per cent

of the individual vessels using the Canal during the year, made but one transit; that 35 per cent made 3 or more transits; and that less than 8 per cent made 10 or more transits.

INCREASE IN FREQUENCY OF TRANSITS OF UNITED STATES VESSELS.

As indicating the increasing frequency of transits of United States vessels and the increased volume of traffic carried through the Canal in United States vessels, attention is called to the following table which shows the number of United States vessels using the Canal, the total number of transits, and the average number of transits per vessel, for the calendar years 1922 and 1923, and the fiscal year 1924:

	Calendar year 1922.	Calendar year 1923.	Fiscal year 1924.	Per cent of increase 1924 over 1922.
Individual vessels transiting the Canal.....	345	525	523	51.6
Total number of transits.....	1,288	2,868	2,947	128.8
Average number of transits per vessel.....	3.73	5.46	5.63	50.9

PROPORTION OF TRAFFIC BY FREQUENCY.

The following tabulation shows the numbers of vessels making the various frequencies of transit, the per cent which each class formed of the total number of individual vessels (1,481), their aggregate number of transits, and their per cent of the total commercial transits (5,230):

Number of transits.	Number of vessels.	Per cent of indi- vidual ves- sels, 1,481.	Total number of transits.	Per cent of total Canal transits, 5,230.
1.....	548	37.0	548	10.5
2.....	310	20.9	620	11.8
3.....	112	7.5	336	6.4
4.....	158	10.6	632	12.1
5.....	72	4.9	360	6.9
6.....	63	4.2	378	7.2
7.....	49	2.7	280	5.4
8.....	45	3.1	360	6.9
9.....	21	1.4	189	3.6
10.....	15	1.0	150	2.9
11.....	18	1.2	198	3.8
12.....	10	0.7	120	2.3
13.....	20	1.3	260	5.0
14.....	10	0.7	140	2.7
15.....	13	0.9	195	3.7
16.....	15	1.0	240	4.6
17.....	5	0.3	85	1.6
18.....	1	0.1	18	0.3
20.....	1	0.1	20	0.3
22.....	1	0.1	22	0.4
24.....	1	0.1	24	0.5
25.....	1	0.1	25	0.5
30.....	1	0.1	30	0.6
Totals.....	1,481	100.0	5,230	100.0

The vessels making 4 passages each composed the highest per cent of the total transits, 12.1, followed by those making two transits, and those making one transit, in order. The 112 vessels making 10 or more transits aggregated 1,527 transits, or 29.2 per cent of the total transits during the year.

Ships' Chandlery Supplies.

Panama Canal Storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, August 30, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.	Completed transit.		Cleared for sea.	Nationality.	Operator.	Length.	Beam, water craft.	Salt water.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Sutermco	23	16 30	24	6 15	24	13 45	24	14 50	324.0	46.2	22.0	Newark	San Pedro	General	4,000	3,984 2,612
Samuel Q.	24	3 30	24	6 40	24	13 39	24	14 50	424.0	58.2	20.0	New York	San Pedro	Ballast	7,333	5,246
Proven	24	6 35	24	7 42	24	15 06	25	11 00	395.5	55.0	23.0	Baltimore	Los Angeles	General	6,248	7,830 5,245
Steel Maker	24	7 50	24	8 05	24	15 13	24	16 13	363.0	55.0	17.6	New York	San Pedro	General	2,200	6,993 4,990
William A.	24	7 50	24	10 00	24	17 33	24	18 47	395.0	47.0	14.0	New York	San Pedro	Ballast	4,295	2,939
McKenney	24	7 50	24	10 00	24	17 33	24	18 47	395.0	47.0	14.0	New York	San Pedro	Ballast	10,367	7,995
Navigator	24	7 50	24	10 00	24	17 33	24	18 47	395.0	47.0	14.0	New York	San Pedro	Ballast	10,367	7,995
J. A. Moffett	24	12 25	24	12 35	24	20 00	24	21 16	499.0	68.1	21.0	Philadelphia	Salaverry	Explosives	205	5,680 4,220
Heracles	24	15 15	25	6 30	25	13 54	25	15 08	430.0	54.3	15.0	Baltimore	Toconilla	Ballast	5,160	7,473 5,014
Sagoland	24	16 55	25	7 05	25	15 30	25	16 50	400.0	55.3	20.0	New York	Manila	General	5,160	7,473 5,014
Silverpine	25	1 20	25	9 05	25	15 30	25	16 50	500.0	62.0	21.11	Rotterdam	Vancouver	General	4,020	11,420 8,365
Cardiganshire	24	12 05	25	10 22	25	17 25	26	0 54	450.0	57.0	25.3	New York	Valparaiso	General	2,454	9,291 6,301
Elbro	21	21 23	25	13 05	25	19 47	25	23 55	316.0	46.0	18.0	New York	Guayaquil	General	2,311	3,615 2,560
Evelyn	24	20 00	26	6 05	26	13 17	26	20 00	366.0	48.0	23.0	Mobile	Los Angeles	General	4,938	4,020 3,357
Lydia	25	21 32	26	9 10	26	16 16	26	17 20	461.0	60.0	19.0	Montreal	San Pedro	Ballast	8,450	6,089
H. M. Flagler	26	17 15	27	6 05	27	13 12	27	14 20	420.0	54.6	18.0	Liverpool	Oleum, Calif.	Ballast	6,501	4,459
Gymetic	27	6 25	27	7 10	27	14 12	27	18 15	215.0	35.3	15.10	Cristobal	Champerico	General	1,158	1,273 706
Acapulco	30	14 25	27	13 05	27	20 02	27	21 04	526.0	61.4	21.0	London	Wellington	General	4,000	12,846 9,459
Rotrua	27	20 00	28	6 28	28	13 50	23	23 42	526.0	61.4	21.0	London	Wellington	General	4,000	12,846 9,459
Rondon Im-	28	4 00	28	7 25	28	14 32	28	22 20	450.4	58.1	17.0	Manchester	Vancouver	General	796	8,405 5,903
perter	28	5 30	28	8 10	28	15 15	28	19 30	360.3	51.7	23.0	New York	Talcahuano	General	2,726	5,957 4,325
Santa Elisa	28	5 30	28	8 10	28	15 15	28	19 30	360.3	51.7	23.0	New York	Talcahuano	General	2,726	5,957 4,325
Paul Lucken-	28	6 05	28	9 40	28	17 07	28	18 00	471.1	59.2	21.8	Boston	Seattle	General	6,500	9,027 6,539
bach	28	6 05	28	9 40	28	17 07	28	18 00	471.1	59.2	21.8	Boston	Seattle	General	6,500	9,027 6,539
Canadian	28	8 35	28	10 55	28	18 14	28	19 23	400.0	52.4	18.0	Montreal	Vancouver	General	1,500	5,871 4,094
Spinner	28	8 35	28	10 55	28	18 14	28	19 23	400.0	52.4	18.0	Montreal	Vancouver	General	1,500	5,871 4,094
Somme	28	6 45	29	6 15	29	13 28	29	14 25	448.0	58.0	24.0	Brooklyn	San Francisco	General	400	9,363 6,874
Edward L.	28	18 30	29	7 00	29	14 18	29	15 20	467.6	62.7	18.10	Buenos Aires	San Pedro	Ballast	5,516	8,568 6,565
Doheny, Jr.	28	18 30	29	7 00	29	14 18	29	15 20	467.6	62.7	18.10	Buenos Aires	San Pedro	Ballast	5,516	8,568 6,565
Edgar F. Luck-	28	23 00	29	8 30	29	15 32	29	16 35	425.0	57.3	24.0	Mobile	Los Angeles	General	2,432	12,023 8,443
enbach	28	23 00	29	8 30	29	15 32	29	16 35	425.0	57.3	24.0	Mobile	Los Angeles	General	2,432	12,023 8,443
President Hayes	29	9 05	29	9 40	29	16 39	30	0 11	502.1	62.2	25.0	New York	Los Angeles	General	7,424	5,077
Yorba Linda	29	4 10	29	10 35	29	17 53	29	18 50	435.0	56.2	20.0	Thameshaven	Los Angeles	Ballast	7,408	5,112
Marina	29	12 55	29	13 05	29	19 32	29	20 31	435.6	56.2	18.0	New York	Los Angeles	Ballast	2,192	3,173 2,163
Newport	23	14 30	30	6 28	30	13 30	30	17 00	326.0	53.9	20.7	Cristobal	San Francisco	General	3,588	6,789 4,746
Aladdin	29	16 30	30	6 15	30	14 02	30	15 22	404.6	53.9	20.7	Norfolk	San Francisco	General	3,588	6,789 4,746
Santa Barbara	29	16 30	30	6 15	30	14 02	30	15 22	404.6	53.9	20.7	Norfolk	San Francisco	General	3,588	6,789 4,746
Santiago	24	15 55	30	6 20	30	15 43	9-1	14 15	102.0	21.0	7.0	Cartagena	Buenaventura	General	422	122 87

* Motor schooner.

* Transport.

* Motor ship.

* Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.																		
: Tanker.										: Motor ship.								
William Rockefeller	29	18.05	30	7.25	30	14.52	30	15.50	American.	Standard Oil Co.	554.9	75.3	22.0	New York.	San Pedro.	Ballast.	14,785	10,313
Feller	29	19.00	30	7.35	30	15.43	30	16.40	American.	Standard Transportation Co.	488.3	62.7	21.0	New York.	Los Angeles.	Ballast.	19,084	7,426
Japan Arrow.	30	6.00	30	8.30	30	16.37	30	17.28	American.	International Shipping Co.	480.5	66.2	24.0	Baltimore.	San Pedro.	Ballast.	9,394	6,306
Akwineux	30	7.15	30	9.50	30	17.26	31	2.35	Swedish.	Johanson Line.	427.0	56.2	23.0	Stockholm.	Seattle.	General.	6,388	7,480
Bahoa	30	7.00	30	9.45	30	18.14	30	20.15	American.	Steel Lines	253.4	43.8	24.6	New Orleans.	Portland.	General.	3,518	2,915
Lake Gunn.	29	20.00	30	11.45	30	18.26	30	20.15	British.	Pacific Steam Navigation Co.	465.7	56.0	23.0	Liverpool.	Valparaiso.	General.	2,708	8,820
Osaka	29	17.40	30	13.25	30	20.58	30	22.04	Dutch.	Royal Netherlands W. I. Mail.	400.0	58.0	21.3	Amsterdam.	Valparaiso.	General.	6,860	7,322
Briele.	29	17.40	30	13.25	30	20.58	30	22.04	Dutch.	Royal Netherlands W. I. Mail.	400.0	58.0	21.3	Amsterdam.	Valparaiso.	General.	6,860	7,322
Dorothy Luckenbach	24	2.10	24	7.15	24	13.40	24	13.40	American.	Luckenbach Line.	448.9	60.2	30.0	Portland.	Boston.	General.	8,745	9,294
Ranapo	24	6.00	24	8.15	24	16.30	26	13.05	American.	U. S. Navy.	461.8	60.0	28.4	San Diego.	Norfolk.	Fuel oil.	9,000	8,672
G. Harrison	24	18.30	25	6.12	25	14.30	25	14.30	British.	International Petroleum Co.	550.0	72.3	31.6	Talara, Peru.	New York.	Crude oil.	18,259	15,476
George Washington	24	16.20	25	7.04	25	15.25	25	23.27	Norwegian.	Fred Olsen.	442.5	55.3	28.3	Vancouver.	Christiania.	General.	9,000	7,505
Nassa	24	22.00	25	7.35	25	17.00	25	22.55	British.	Anglo-Saxon Petroleum Co.	427.3	53.4	24.8	San Pedro.	United King.	Benzie.	7,499	6,236
Essequibo.	24	24.00	25	7.50	25	16.23	26	2.30	British.	Pacific Steam Navigation Co.	460.0	67.3	23.0	Talcahuano.	New York.	(*)	1,808	9,099
Teco	25	2.00	25	8.00	25	17.25	25	19.00	British.	Chile Steamship Co., Ltd.	450.0	56.0	26.7	Talara.	Charleston.	Crude oil.	10,061	7,963
Dean Emery	25	3.40	25	9.49	25	18.60	25	18.00	American.	Pan-Am. Pet. & Transp. Co.	429.3	59.2	27.8	San Pedro.	New York.	Topped oil.	11,000	7,709
H. C. Folger	25	9.05	25	10.49	25	19.40	25	19.40	American.	Atlantic Refining Co.	435.0	56.0	28.0	San Pedro.	Philadelphia.	Distillate.	9,000	7,461
Tatsumi Maru.	25	7.50	25	13.49	25	20.30	25	20.30	Japanese.	Nippon Yusen Kaisha, Ltd.	460.0	58.0	23.0	Manila.	Boston.	General.	7,847	8,015
Manchester Exchange.	25	12.30	25	14.15	25	22.40	26	0.14	British.	Manchester Liners Co.	360.0	48.0	25.2	Tocopilla.	Hampton Rds.	Nitrate of soda.	5,943	4,539
Laurel Branch.	25	14.00	25	14.52	25	23.05	26	0.05	British.	F. and W. Rutson.	360.2	46.0	23.6	Coral.	Liverpool.	General.	5,167	4,182
Clare	25	19.25	26	6.14	26	13.20	26	19.30	American.	A. H. Bull Steamship Co.	327.2	46.2	14.3	Pacasmayo.	New York.	General.	973	3,730
Missourian.	26	0.45	26	7.12	26	14.45	26	15.05	American.	American-Hawaiian Line.	445.1	59.8	28.0	Seattle.	Boston.	General.	6,306	5,667
Hoven	26	18.05	27	6.23	27	13.55	27	13.55	American.	McAllister Brothers (S. B.).	434.8	56.2	28.0	Los Angeles.	Baltimore.	Crude oil.	10,341	8,567
William G. Warden	27	2.00	27	7.20	27	15.35	27	15.35	American.	Standard Oil Co. of N. J.	500.0	68.2	28.10	San Pedro.	New York.	Crude oil.	15,211	10,524
Robert E. Hopkins	27	11.15	27	12.13	27	19.25	27	19.25	American.	Tidewater Oil Co.	424.0	58.2	26.3	San Pedro.	New York.	Crude oil.	10,065	7,333
London Shipper	27	10.00	27	14.35	27	21.35	27	21.35	British.	Furness-Pacific Line	450.0	58.0	29.6	Vancouver.	Manchester.	General.	10,067	8,412
Thoth	27	15.40	27	6.12	27	14.40	31	9.30	British.	V. J. Gritz	229.0	33.0	13.6	Bahoa	Colon.	Ballast.	819.1	1,187
Thoth	27	15.40	27	6.12	27	14.40	31	9.30	British.	Pacific Steam Navigation Co.	229.0	33.0	13.6	Guayaquil.	Cristobal.	General.	819.1	1,187
Frederick R. Kellogg	27	17.10	28	7.21	28	14.45	28	18.40	American.	Huasteca Petroleum Co.	425.8	57.0	28.1	San Pedro.	New York.	Fuel oil.	9,917	7,178
Cape May	27	18.15	28	8.50	28	15.45	28	15.45	American.	U. S. & A. Lines	415.0	53.7	16.8	Sydney.	Boston.	General.	195	7,072
La Paz	27	23.00	28	9.17	28	17.00	29	10.45	British.	Pacific Steam Navigation Co.	406.0	54.0	25.0	San Antonio.	London.	Nitrates, cereals.	7,272	7,216
Wido.	27	24.00	28	9.33	28	17.35	28	23.59	German.	Roland Line (A. G.).	393.4	54.3	25.8	Corral.	Hamburg.	General.	7,637	6,585
Rhine Maru.	28	4.00	28	10.08	28	18.20	28	18.20	Japanese.	Kawasaki Dockyard Co.	467.0	53.0	26.10	Iquique.	Norfolk.	Nitrate of soda.	9,040	7,041
Mantaro.	28	8.27	28	10.52	28	18.50	31	9.43	Peruvian.	Peruvian Line.	365.3	46.0	17.9	Callao.	Cristobal.	General.	1,302	4,838
Fuji Maru.	28	10.00	28	11.15	28	19.20	28	20.10	Japanese.	Kawasaki Dockyard Co.	405.0	53.0	27.6	Junin.	European ports.	Nitrate of soda.	8,506	7,959
Willaro	27	24.00	28	12.19	28	19.48	28	19.48	American.	Williams Steamship Line.	368.8	52.2	22.9	Seattle.	Norfolk.	Lumber, general.	5,914	5,084
	27	24.00	28	12.19	28	19.48	28	19.48	American.	Williams Steamship Line.	368.8	52.2	22.9	Seattle.	Norfolk.	Lumber, general.	5,914	5,084
	27	24.00	28	12.19	28	19.48	28	19.48	American.	Williams Steamship Line.	368.8	52.2	22.9	Seattle.	Norfolk.	Lumber, general.	5,914	5,084

• Nitrate copper, etc. and general.

• Copper nitrate, cotton, and general.

• Launch.

• Motor ship.

• Navy tanker.

• Tanker.

1. Nitrate, copper, ore, and general.

Copper nitrate cotton and general.

g I curah

* Watson chin

6 November 1915

15

1. Nitrate, copper, ore, and general.

Copper nitrate cotton and general.

g I curah

* Watson chin

6 November 1915

15

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Belfast ¹¹	19	17	00	21	7	05	28	14	42					Guano.	2,950	1,996
Silver Shell	28	13	20	28	14	14	28	21	29	6	55	Peruvian	Asiatic Petroleum Co.	Gasoline.	7,340	6,213
Moena	28	14	05	28	14	58	28	23	25	29	5	43	Dutch	Nitrate	12,650	9,600
Cerro Azul	28	16	15	29	6	24	29	13	30	29	13	30	American	Gasoline	13,097	9,398
San Teodoro	28	18	20	29	7	19	29	15	07	28	18	30	British	Fuel oil	7,800	6,006
Westwego ¹	28	23	10	29	7	58	29	16	00	29	16	00	Irish	Lubricating oil	6,065	5,382
Tulsa ²	29	10	45	29	17	15	29	17	15	29	17	15	American	Ballast.		
Hesperos	29	17	20	30	6	16	30	14	55	30	16	00	Norwegian	Nitrate of soda	7,876	5,693
Albert Jeffress.	30	1	20	30	7	33	30	15	35	30	15	35	American	Lumber	5,000	6,347
Lina ¹¹	30	4	00	30	11	27	30	18	50	31	9	10	Swedish	Barley, wheat	5,596	5,304
Agway ¹	30	13	50	30	14	34	30	22	45	30	22	45	American	Crude oil	12,090	9,776
Santa Cecilia	30	14	05	30	15	00	30	23	40	30	23	40	American	(¹¹)	5,440	6,745

¹¹ Tanker.¹² Bark, anchored in Gatun Lake from the 21st to the 28th.¹³ For orders.¹⁴ U. S. Gunboat.¹⁵ Motor ship.¹⁶ Lumber, canned goods, and general.

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

PORT OF CRISTOBAL.

Date.	Vessel.	Arrivals.		Departures.	
		Line.	Date.	Vessel.	Line.
August 24.	Cartago.	United Fruit Co.	August 24.	Calamares.	United Fruit Co.
August 24.	Calamares.	United Fruit Co.	August 24.	Cartago.	United Fruit Co.
August 24.	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	August 25.	Rugia.	Hamburg-American Line.
August 24.	Rugia.	Hamburg-American Line.	August 25.	Norwegian.	Levyland Line.
August 26.	Pastores.	United Fruit Co.	August 27.	Cartago.	United Fruit Co.
August 26.	Puerto Rico.	French Line.	August 27.	Pastores.	United Fruit Co.
August 26.	Abangarez.	United Fruit Co.	August 28.	Puerto Rico.	French Line.
August 27.	Metapan.	United Fruit Co.	August 28.	Abangarez.	United Fruit Co.
August 27.	Sivaola.	United Fruit Co.	August 28.	Metapan.	United Fruit Co.
August 28.	El Norte ¹⁵	United Fruit Co.	August 28.	Sivaola.	United Fruit Co.
August 29.	Scottish Bard ¹	Haurtado.			
August 30.	Anglo-Saxon Petroleum Co.				

¹⁵ Motor schooner.

PORT OF BALBOA.

Date.	Vessel.	Arrivals.		Departures.	
		Line.	Date.	Vessel.	Line.
August 21.	St. George ¹⁶	Research Expedition, Ltd.	August 27.	St. George ¹⁶	Research Expedition, Ltd.
August 28.	Dos Hermanos	R. Neuman.	August 29.	Dos Hermanos.	R. Neuman.
August 30.	La Mascota ¹⁷	Carlos Ray.	August 30.	La Mascota ¹⁷	Carlos Ray.

¹⁶ Yacht.¹⁷ Schooner.

* Other than ships passing through the Canal.

Repair Job on the "Tustem."

The following letter has been received by the Superintendent of the Mechanical Division of The Panama Canal from the Marine Superintendent of the Atlantic Refining Company in connection with a recent job on the steamship *Tustem*:

"On behalf of the Atlantic Refining Company, owners of the steamship *Tustem*, we wish to thank you and the men of your organization for the splendid work done in repairing the damage to this vessel caused by the recent accident in the Canal. Due to the special interest taken in this work, your organization has been able to complete these repairs several days in advance of the time originally estimated, which is indeed satisfactory to the owners of this vessel, as she was badly needed at this time."

The accident to the *Tustem* occurred on July 31. While moored at the upper approach wall of Pedro Miguel Lock, awaiting lockage, she was rammed astern by a Navy tug which was approaching in order to be locked through in tandem; orders to the engine room of the tug to go astern were improperly executed, the tug being sent ahead. The hull of the *Tustem* was pierced to a depth of about 3 feet, with attendant damage. The *Tustem* proceeded under her own steam to Balboa for repairs.

Traffic by Trade Routes in Fiscal Year 1924.

Over one-half of the cargo handled through the Panama Canal during the fiscal year ending June 30, 1924, was in the United States intercoastal trade.

Other principal trade routes following in order were: Between the United States and South America with 10.2 per cent of the total; Europe and South America with 7.4 per cent; United States and the Far East with 6.5 per cent; Europe and west coast of United States with 6.2 per cent; and Europe and the west coast of Canada with 5.4 per cent. Of the other routes, none carried as much as 5 per cent of the total.

There were 13,527,555 tons of cargo carried in the United States intercoastal trade as against 8,068,553 tons during the fiscal year 1923, an increase of 5,459,002 tons or over 67 per cent.

Canadian trade is showing large gains also, there having been 219 vessels over the routes in which Canada is mentioned during the last half of the fiscal year, as against 120 for the first half of the year. Wheat shipments from Vancouver, B. C., which were heavy during the last half of the fiscal year, are largely the cause, though heavy lumber shipments eastbound have contributed considerably.

The traffic by trade routes, in directions, showing transits, net tonnage, cargo tonnage, and percentage of total cargo, is given in detail in the following table, arranged in the order of number of transits:

COMMERCIAL TRAFFIC THROUGH THE PANAMA CANAL DURING THE FISCAL YEAR 1924, CLASSIFIED BY LEADING TRADE ROUTES.

	Number of transits.	Panama Canal net tonnage.	Tons of cargo.	Percentage of total cargo.
<i>United States intercoastal trade:</i>				
Atlantic to Pacific.....	1,206	6,689,926	2,719,417	10.1
Pacific to Atlantic.....	1,179	6,618,245	10,808,138	40.0
Totals.....	2,385	13,308,171	13,527,555	50.1
<i>United States and South America:</i>				
Atlantic to Pacific.....	256	1,086,537	416,031	1.6
Pacific to Atlantic.....	290	1,264,749	2,329,281	8.6
Totals.....	546	2,351,286	2,745,312	10.2

	Number of transits.	Panama Canal net tonnage.	Tons of cargo.	Percentage of total cargo.
Europe and South America:				
Atlantic to Pacific.....	213	951,084	627,356	2.3
Pacific to Atlantic.....	227	1,022,248	1,378,501	5.1
Totals.....	440	1,973,332	2,005,857	7.4
United States and Europe:				
Atlantic to Pacific.....	195	943,214	427,992	1.6
Pacific to Atlantic.....	157	782,940	1,231,230	4.6
Totals.....	352	1,726,154	1,659,222	6.2
United States and Far East:				
Atlantic to Pacific.....	220	1,196,118	1,497,373	5.5
Pacific to Atlantic.....	46	273,995	265,246	1.0
Totals.....	266	1,470,113	1,762,619	6.5
Europe and Canada:				
Atlantic to Pacific.....	85	439,542	242,279	1.0
Pacific to Atlantic.....	155	761,289	1,211,535	4.4
Totals.....	240	1,200,831	1,453,814	5.4
Europe and Australasia:				
Atlantic to Pacific.....	84	593,893	509,477	1.9
Pacific to Atlantic.....	56	373,033	304,370	1.1
Totals.....	140	966,926	813,847	3.0
United States and Australasia:				
Atlantic to Pacific.....	113	574,664	587,481	2.2
Pacific to Atlantic.....	25	115,170	47,777	0.2
Totals.....	138	689,834	635,258	2.4
Cristobal and South America:				
Atlantic to Pacific.....	55	72,334	16,669	0.1
Pacific to Atlantic.....	74	126,504	99,277	0.3
Totals.....	129	198,838	115,946	0.4
United States and Canada:				
Atlantic to Pacific.....	43	205,307	130,364	0.5
Pacific to Atlantic.....	56	277,811	356,223	1.3
Totals.....	99	483,118	486,587	1.8
Cristobal and Central America:				
Atlantic to Pacific.....	30	19,034	22,854	0.1
Pacific to Atlantic.....	32	28,925	25,618	0.1
Totals.....	62	47,959	48,472	0.2
United States and Mexico:				
Atlantic to Pacific.....	12	80,563	.....	0.0
Pacific to Atlantic.....	40	274,085	491,357	1.8
Totals.....	52	354,548	491,357	1.8
Cristobal and United States:				
Atlantic to Pacific.....	26	59,011	29,061	0.1
Pacific to Atlantic.....	25	62,556	53,924	0.2
Totals.....	51	121,567	82,985	0.3
Mexico and South America:				
Atlantic to Pacific.....	26	128,139	250,448	1.0
Pacific to Atlantic.....	19	91,506	7,758	0.0
Totals.....	45	219,645	258,206	1.0
Miscellaneous:				
Atlantic to Pacific.....	176	628,683	383,298	1.4
Pacific to Atlantic.....	109	407,773	524,375	1.9
Totals.....	285	1,036,456	907,673	3.3
Totals, Atlantic to Pacific.....	2,740	13,668,049	7,860,100	29.4
Totals, Pacific to Atlantic.....	2,490	12,480,829	19,134,610	70.6
Total commercial traffic through Canal during fiscal year ending June 30, 1924.....	5,230	26,148,878	26,994,710	100.00

THE PANAMA CANAL RECORD

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Round the World Service with Motor Ships.

The motorship *Silverpine*, which transited the Canal on August 25, en route from New York for the Far East with 5,000 tons of general cargo is reported to be the second of a fleet of 6 British motorships which will operate in a service around the world. The first of the fleet to pass through the Canal was the *Silverelm*, which made the transit on July 2, 1924, on the way from New York via Norfolk to west coast ports of North America, Shanghai, and ports beyond, and it has been announced that 4 other vessels are scheduled for this service.

At the time of the transits referred to above the operators of the *Silverelm* were shown on the ship's papers as the Silvercedar Shipping Co., and those of the *Silverpine* as the Mount Steamship Co.

Royal Mail, Holland-America Service to be Increased.

Advice has been received that the 3-weekly service of steamers and motor vessels operated by the Royal Mail Steam Packet Company and the Holland-America Line, between Europe and California and Puget Sound ports will be changed to regular fortnightly sailings, after the sailing of the motor vessel *Loch Goil* from London on October 10. Up to the present, 6 vessels have been used in the 3-weekly service, but in the future 9 vessels will be employed.

Among the ships now employed are the *Loch Katrine*, *Loch Goil*, *Loch Monar*, *Dinteldyk*, and *Drechtldyk*. The vessels of the service are fitted to carry perishable cargo in refrigerated compartments, in addition to general cargo, and can also carry a limited number of passengers.

Record Cargo of Nitrates.

The steamship *Amsterdam* of the Royal Netherlands Steamship Co. passed through the Canal on August 2, carrying 14,000 long tons of nitrates from Mejillones, Chile, to Rotterdam, Holland. This is believed to be the largest cargo of nitrates shipped through the Panama Canal to date.

The *Amsterdam* is a vessel of 11,647 tons gross, 8,217 tons net, Panama Canal measurement, 475 feet in length by 65.6 feet beam. Her salt water draft at time of transit was 32 feet.

Liquor Permits—United States Freight Vessels.

THE PANAMA CANAL, HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., August 30, 1924.

CIRCULAR NO. 194:

Any master of a freight vessel of American registry who desires to obtain liquor for medicinal use at a Canal Zone port shall submit request therefor in triplicate on form PC-8688 to the Quarantine Officer, preferably at the time the ship is boarded.

If the Quarantine Officer is satisfied that such request is proper and the records show that under existing regulations the ship is entitled to the liquor, two copies of the request will be approved by the Quarantine Officer and returned to the ship's master or agent to enable him to purchase the liquor and pass same through the Canal Zone customs.

W. P. CHAMBERLAIN, *Chief Health Officer.*

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, September 6, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
West Notus	31	4 20	31	6 35	31	13 44	31	15 09	American	Swayne & Hoyt (S. B.)	410.5	54.3	22.6	Buenos Aires.	Vancouver.	(*)	5,484	6,583	4,914
Vittorio Veneto.	30	15 28	31	8 10	31	14 48	31	13 53	Italian	La Veloce Line.	303.0	49.0	16.8	Genoa.	Valparaiso.	General.	836	1,854	3,232
Janueta	28	14 20	31	9 30	31	16 40	31	22 34	British	Pacific Steam Navigation Co.	220.0	33.1	12.2	Cristobal.	Tunaco.	General.	770	1,187	622
Manaro.	28	18 50	31	9 43	31	16 06	1	3 00	Peruvian	Peruvian Line.	307.3	46.0	19.8	Cristobal.	Callao.	General.	366	4,838	2,959
San Ubaldo	31	6 22	31	11 05	31	17 28	31	18 28	British	Anglo-Mexican Petroleum Co.	412.0	53.4	18.2	London.	San Pedro.	Ballast.	5,976	4,069	
Georgia.	31	6 35	1	6 09	1	14 34	1	16 45	French	Standard Oil Co.	500.0	52.0	25.0	Havre.	Vancouver.	General.	5,434	6,850	4,622
H. M. Storey	31	17 25	1	7 40	1	15 32	1	16 29	American	French Line	400.0	68.2	21.6	New York.	Los Angeles.	Ballast.	9,394	11,224	7,849
Agulhavre	1	4 50	1	8 30	1	15 52	1	16 55	American	International Shipping Co.	480.0	66.0	19.0	Baltimore.	Los Angeles.	Ballast.	9,184	9,394	6,305
Orari	31	13 19	1	9 50	1	16 51	1	18 05	American	New Zealand Shipping Co.	435.0	60.3	20.7	Liverpool.	Auckland.	General.	9,714	7,983	5,882
Willilo	1	9 25	1	9 40	1	16 57	1	18 55	British	Williams Line.	407.7	57.6	20.0	New York.	Seattle.	General, steel.	6,664	7,091	5,002
Louau	1	4 36	1	11 08	1	18 09	1	18 55	American	American-Hawaiian Line.	429.0	55.7	23.5	Boston.	Portland.	General.	2,159	7,643	5,657
Eastern Knight.	1	11 35	1	11 50	1	18 22	1	19 23	American	Columbia-Pacific Shipping Co.	419.3	56.3	28.0	New York.	Philippines.	General, case oil.	7,352	8,696	6,316
Scottsburg.	1	6 30	1	12 20	1	19 26	1	20 55	American	Barber Line (S. B.)	397.9	50.0	17.4	Havre.	Valparaiso.	General.	3,516	4,402	2,628
Saint Andre.	1	11 55	2	6 10	2	13 55	2	16 35	French	French Line	320.0	40.0	22.5	London.	Seattle.	Cable.	2,100	5,406	4,181
Dellwood	1	21 20	2	6 25	2	14 06	2	17 08	American	Garland Line.	335.0	51.0	18.6	Baltimore.	Vancouver.	General.	14,538	9,348	
Norlita	1	23 59	2	6 20	2	15 26	2	16 25	American	Ore Steamship Co.	500.0	68.0	21.0	New York.	Cruz Grande.	Ballast.	10,313	7,492	
Chloro	2	3 15	2	7 55	2	16 19	2	17 40	American	Standard Oil Co.	435.0	57.0	20.0	New York.	San Pedro.	Ballast.	7,218	5,184	
Charles Pratt	2	3 00	2	8 45	2	17 05	3	1 08	American	Pure Oil Steamship Co.	384.8	51.2	23.0	New York.	Sydney.	General, case oil.	4,080	6,235	4,480
Cape Cod	2	8 12	2	10 00	2	17 31	2	19 02	American	U. S. A. Line (S. B.)	231.0	43.0	21.3	Baltimore.	San Francisco.	General.	3,200	2,653	1,611
Eastern Planet.	1	13 00	2	9 55	2	17 54	2	20 20	British	Lind Navigation Co.	486.7	62.0	26.7	London.	Auckland.	General.	2,929	10,740	7,829
Juigny	2	6 30	2	11 00	2	19 12	2	20 45	British	Commonwealth & Dom. Line.	430.0	53.6	25.0	New York.	Auckland.	General.	5,586	7,101	5,374
Port Caroline.	2	2 40	2	11 20	2	19 45	2	20 55	British	Ellerman & Bucknall Line.	180.0	35.6		Cristobal.	Balboa.	Ballast.			
Karoo	2	6 32	2	9 30	2	17 00	2	19 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
Quail	2		2	9 30	2	17 00	2	19 45	American	U. S. Navy.	180.0	35.6		Cristobal.	Balboa.	Ballast.			
R-24	2		2	9 30	2	17 00	2	19 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
O-6	2		2	9 30	2	17 00	2	19 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
O-9	2		2	9 30	2	17 00	2	19 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
No. 285	2		2	9 30	2	17 00	2	19 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
O-2	2		2	10 35	2	18 40	2	20 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
O-4	2		2	10 35	2	18 40	2	20 45	American	U. S. Navy.	175.0	35.6		Cristobal.	Balboa.	Ballast.			
Fulton	3	6 00	2	10 35	2	18 40	3	7 09	American	U. S. Navy.	216.0	35.0		Cristobal.	Balboa.	Ballast.			
Colorado	3	6 00	2	10 35	2	18 40	3	7 09	American	U. S. Navy.	216.0	35.0		Cristobal.	Balboa.	Ballast.			
Steele	3	6 00	2	10 35	2	18 40	3	7 09	American	U. S. Navy.	216.0	35.0		Cristobal.	Balboa.	Ballast.			
Steele	3	6 00	2	10 35	2	18 40	3	7 09	American	U. S. Navy.	216.0	35.0		Cristobal.	Balboa.	Ballast.			
Steele	3	6 00	2	10 35	2	18 40	3	7 09	American	U. S. Navy.	216.0	35.0		Cristobal.	Balboa.	Ballast.			
Lillian Luckenbach	3	15 05	3	7 10	3	16 45	3	20 50	American	Ore Steamship Co.	556.3	72.2	22.5	Baltimore.	Cruz Grande.	Ballast.	15,551	4,297	
Lillian Luckenbach	3	15 05	3	7 10	3	16 45	3	20 50	American	Ore Steamship Co.	556.3	72.2	22.5	Baltimore.	Cruz Grande.	Ballast.	15,551	4,297	
Fred W. Weller	3	1 00	3	8 45	3	16 29	3	17 35	American	Luckenbach Line.	448.9	60.2	24.0	Boston.	Seattle.	General.	6,000	9,204	6,865
Tulagaz	3	9 07	3	9 40	3	17 16	3	18 23	American	Standard Oil Co.	500.0	68.0	20.0	New York.	San Pedro.	General.	10,928	7,710	
O-7	3	10 18	3	10 40	3	18 25	4	16 22	American	McAlister Brothers (S. B.)	431.0	59.2	18.0	Cristobal.	San Pedro.	Ballast.	7,817	5,049	
O-7	3	10 18	3	10 40	3	18 25	4	16 22	American	McAlister Brothers (S. B.)	431.0	59.2	18.0	Cristobal.	San Pedro.	Ballast.	7,817	5,049	

* Tanker.

* Transport.

* Mine sweeper.

* Submarine.

* Sub tender.

* Battleship.

* Coffee, corn, hides, cocoa, and linseed.

Keemun.....	3	14.50	4	6.20	4	13.34	4	14.40	British.....	Booth-Amcr. Shipping Corp.....	482.0	58.3	29.10	New York.....	Shanghai.....	General.....	9,871	9,032	6,189
Canadian	3	18.00	4	6.08	4	14.36	4	15.43	British.....	Canadian Govt. Mer. Marine	400.0	52.4	18.8	Swansea.....	Vancouver.....	General.....	1,800	6,228	4,491
Transporter.....	3	5.50	4	7.33	4	15.30	4	17.22	American.....	Walker & Daly (S. B.).....	431.0	59.0	18.6	Baltimore.....	San Pedro.....	Ballast.....	1,800	7,819	5,076
Bethbridge.....	4	7.15	4	8.15	4	16.18	4	17.22	American.....	New Zealand Shipping Co.....	449.0	58.0	25.0	New York.....	Brisbane.....	General.....	3,184	8,256	5,470
Oraki.....	4	8.25	4	9.20	4	16.40	4	17.45	German.....	Roland Line.....	369.0	60.0	22.0	Antwerp.....	Valparaiso.....	General.....	5,198	4,899	3,704
Ingram.....	4	9.25	4	10.15	4	17.30	5	9.36	American.....	Panama-Pacific Line.....	500.0	60.0	23.0	New York.....	San Francisco.....	General.....	2,431	13,559	9,016
Finland.....	4	9.25	4	12.00	4	18.35	4	19.34	British.....	Anglo-Saxon Petroleum Co.....	412.0	53.0	19.3	Rotterdam.....	San Pedro.....	Ballast.....	2,431	13,559	9,016
Phedon.....	4	6.25	4	13.00	4	19.30	4	20.58	British.....	Anglo-Saxon Petroleum Co.....	412.0	53.0	20.3	Avonmouth.....	San Pedro.....	Ballast.....	2,431	13,559	9,016
Paulina.....	4	6.25	4	13.40	4	21.00	4	22.16	Japanese.....	Nippon Yusen Kaisha.....	345.0	53.0	20.3	New York.....	Kobe.....	General.....	3,956	6,239	4,312
Nagano Maru.....	4	13.30	4	14.00	4	19.50	4	20.58	German.....	Kosmos Line.....	365.0	50.0	19.10	Hamburg.....	Champerico.....	General.....	1,892	4,119	2,885
Sesostri.....	3	23.25	5	6.18	5	15.14	6	16.20	American.....	Pacific Mail Steamship Co.....	380.0	58.2	18.3	New York.....	San Francisco.....	Pipe, general.....	2,466	7,426	4,178
Ecuador.....	4	10.40	5	6.18	5	15.14	6	16.20	American.....	Cities Service Corporation.....	435.6	56.2	18.3	Baytown.....	San Pedro.....	Ballast.....	1,892	7,426	4,178
Hagad.....	3	16.00	5	5.50	5	12.58	5	14.10	American.....	F. & W. Ritsen.....	390.5	51.0	20.3	Liverpool.....	Corral.....	General.....	4,315	4,927	3,597
Cedar Branch.....	4	14.20	5	7.35	5	16.03	5	17.20	British.....	McAllister Brothers (S. F.).....	416.9	56.2	22.0	Bayonne.....	San Pedro.....	Ballast.....	6,706	4,693	
Baldwin.....	4	14.50	5	7.55	5	16.46	5	18.00	American.....	McAllister Brothers (S. B.).....	431.0	59.2	17.0	New York.....	San Pedro.....	Ballast.....	7,802	5,049	
Tuxpanoil.....	4	16.55	5	8.32	5	15.57	5	18.00	American.....	Dollar Line.....	429.0	55.2	18.3	Baltimore.....	San Pedro.....	General.....	1,900	7,581	5,519
Malville Dol- lar.....	4	17.30	5	8.45	5	16.57	5	19.00	American.....	Canadian Govt. Mer. Marine.....	251.0	43.0	23.3	Galveston.....	Vancouver.....	General.....	3,300	2,552	1,657
Canadian	5	6.45	5	9.55	5	18.12	5	19.56	British.....	Argonaut Steamship Line.....	424.0	62.7	19.0	Baltimore.....	Everett.....	General, steel.....	4,058	7,943	5,872
Coaster.....	5	1.40	5	10.65	5	17.42	5	19.00	American.....	International Shipping Co.....	468.3	67.7	20.0	New York.....	Los Angeles.....	Ballast.....	3,283	9,694	6,732
Lancaster.....	5	6.42	5	10.18	5	18.35	6	8.30	German.....	Hamburg-American Line.....	408.0	58.0	19.6	Hamburg.....	San Francisco.....	General.....	6,239	8,817	6,063
Agwisa.....	5	9.48	5	10.50	5	18.52	6	8.30	American.....	Pacific Steam Navigation Co.....	401.6	59.3	25.0	Full.....	Valparaiso.....	General.....	7,130	4,765	
Sachsen.....	4	1.45	5	11.43	5	19.25	5	20.25	British.....	Union Oil Co.....	435.0	56.2	20.0	Brunswick.....	Los Angeles.....	Ballast.....	7,130	4,765	
Magellan.....	5	11.28	5	12.18	5	19.43	6	2.15	American.....	Chilean Line.....	422.8	56.2	23.6	New York.....	Valparaiso.....	General.....	3,800	3,984	2,612
La Brea.....	5	4.15	5	12.35	5	20.38	5	21.46	Chilean.....	Transmarine Line.....	324.0	46.2	21.8	Newark.....	San Francisco.....	General.....	3,800	3,984	2,612
Aconcagua.....	5	11.15	5	12.55	5	20.44	5	21.46	American.....	Pacific Mail Steamship Co.....	404.6	53.0	20.8	New York.....	San Francisco.....	General, steel.....	3,700	6,734	4,780
Sushierco.....	5	4.20	5	13.27	5	21.04	5	22.10	American.....	U. S. Navy.....	292.0	41.0	18.0	Puerto Cortez.....	Ballboa.....	Ballast.....	7,825	4,870	
Sancta Rosa.....	5	8.20	6	6.10	6	14.29	6	16.22	American.....	Sun Oil Co.....	431.0	59.2	17.6	Philadelphia.....	San Pedro.....	Ballast.....	7,825	4,870	
Miller County.....	4	22.55	6	6.18	6	15.16	6	16.22	American.....	Standard Oil Co.....	440.0	58.2	20.8	New York.....	San Francisco.....	Ballast.....	13,504	12,933	9,314
K. R. Kings- bury.....	5	15.40	6	7.18	6	15.06	6	16.18	American.....	Standard Oil Co.....	440.0	58.2	20.8	New York.....	Auckland.....	General.....	5,810	7,473	5,533
Hertford.....	6	6.45	6	7.25	6	16.05	6	17.35	British.....	Seas Shipping Co.....	320.0	64.0	31.0	Liverpool.....	Vancouver.....	General.....	1,248	2,832	1,803
Robin Hood.....	6	8.50	6	9.05	6	17.14	6	18.20	American.....	N. O. & S. S. Line.....	328.6	40.0	17.4	New York.....	Talcahuano.....	General.....	1,182	2,831	1,697
Santa Teda.....	6	4.55	6	10.50	6	17.01	6	18.23	American.....	Pacific Steam Navigation Co.....	303.4	43.0	16.6	New Orleans.....	Catho.....	General.....	3,644		
Arana.....	4	1.55	6	11.10	6	18.03	7	0.23	British.....	Pacific Steam Navigation Co.....	340.5	47.2	18.0	New York.....	Auckland.....	General.....	3,644		
Allara.....	6	11.25	6	12.43	6	20.12	6	20.46	British.....	Commonwealth & Dom. Line.....	405.0	53.0	25.0	Port Arthur.....	Shanghai.....	General.....	7,034	5,081	
Montreal Maru.....	6	12.40	6	12.50	6	20.02	6	22.44	Japanese.....	Kawasaki Dockyard Co.....	405.0	53.0	25.0	Port Arthur.....	Gatun Lake.....	Ballast.....	6,763		
Beriep G.....	6	12.40	6	12.50	6	20.02	6	22.44	American.....	C. A. Balcar.....	405.0	53.0	25.0	Port Arthur.....	Gatun Lake.....	Ballast.....	6,763		
Spillway.....	6	12.40	6	12.50	6	20.02	6	22.44	American.....	J. A. Walker.....	405.0	53.0	25.0	Port Arthur.....	Gatun Lake.....	Ballast.....	6,763		

Kerosene in cases and oil in barrels.

Launch.

Cruiser.

Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Walter A. Luckenbach.....	30	19.15	31	6.19	31	13.10	31	13.10	American.....	Luckenbach Line.....	446.5	56.1	28.0	Portland.....	Boston.....	General.....	7,327	8,785	6,567
Canadian	31	2.50	31	7.17	31	14.37	31	22.45	British.....	Canadian Government.....	400.0	52.4	25.0	Vancouver.....	Avonmouth.....	Lumber, general.....	6,908	6,192	4,402
Venezuela.....	31	6.45	31	8.04	31	14.50	1	9.24	Italian.....	La Veloce Line.....	420.0	51.6	23.6	Valparaiso.....	Genoa.....	General.....	3,037	7,692	5,051
Hector.....	31	1.50	31	10.04	31	16.55	31	18.05	Dutch.....	Royal Dutch West India Mail.....	322.0	44.2	23.0	Tatal.....	Holland.....	Nitrate of soda.....	4,000	3,677	2,686

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

S' ip.	Arrived at p.r.t.		Entered Canal		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Salt water draft.		From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Draft.			Nature.	Tons.		Net.
Surgulenco.....	31	10 29	31	10 56	31	18 05	31	18 05	American	Transmarine Corporation	324.0	46.2	23.0	Grays Harbor	Port Newark.	Lumber	3,900	3,984 2,612
Suffolk.....	31	10 09	31	12 05	31	19 50	1	5 49	American	Coastwise Transportation Corp.	365.7	50.1	25.0	Seattle	New York.	Lumber	4,353	4,839 3,365
Port runner	31	2 00	31	13 55	31	22 10	1	2 03	British	Commonwealth & Dom. Line	481.2	62.3	26.8	Auckland	London.	General	8,433	10,825 7,968
Mar re	31	21 08	1	5 55	1	18 30	1	21 30	American	Ore Steamship Corporation	550.3	72.3	34.3	Cruz Grande	Baltimore.	Iron ore	19,509	15,531 4,297
Mafrano 12	31	17 33	1	7 15	1	18 35	1	21 30	British	Sarned F. Steadman	129.6	23.5	13.0	Panama Bay	Gatun Lake.	Ballast	283	101
San Teresa.	1	4 11	1	8 05	1	15 27	1	20 55	American	Grace Line	360.2	51.6	23.0	San Antonio	New York.	General	3,080	5,726 4,086
Posidon.....	1	4 03	1	8 25	1	16 30	1	16 30	German	Hamburg-American Line	457.7	57.2	23.9	Valparaiso	Nitrate, general	3,985	7,684 5,234	
Ruspeu.....	1	4 30	1	8 35	1	16 00	1	16 30	British	New Zealand Shipping Co.	437.0	58.2	21.6	Auckland	General	8,985	9,079 6,798	
Halo.....	1	6 30	1	9 14	1	18 35	1	18 35	American	Cities Service Transport Co.	435.0	50.0	20.3	San Pedro	Frozen, general	3,123	9,079 6,798	
Salvador.	31	21 43	1	10 03	1	18 00	1	18 00	British	Pacific Steam Navigation Co.	225.0	35.4	11.2	Champerico	Crude oil	11,106	7,434 5,093	
St. Michel.	31	13 33	2	6 25	2	14 55	2	14 55	American	U. S. Army	448.0	58.0	25.0	San Francisco	Cristobal	Q. M. supplies.	256 1/2	40 1,270 735
Felix Tauzig.	1	16 05	2	6 49	2	15 50	2	16 15	American	Munson Line	395.0	55.1	26.0	Aberdeen	New York.	Lumber	7,450	7,056 4,964
Sunol 1	1	19 05	2	7 09	2	16 15	2	16 15	American	F. and W. Ritson	430.0	58.2	28.6	San Pedro	Bayonne.	Crude oil	10,500	7,439 5,209
Hazel Franch	1	18 25	2	7 48	2	16 40	2	16 40	British	Sunol Co.	400.4	51.2	24.0	Talcahuano	Liverpool.	General	6,341	5,208 3,578
Saint Louis	1	23 00	2	8 10	2	17 45	3	16 15	French	French Line	508.0	64.0	27.10	Penco	Hayre.	General	6,880	5,857 4,163
Baltic 1	2	3 20	2	8 52	2	18 00	2	18 00	Danish	Standard Oil Co. of N. J.	398.0	50.3	25.6	San Pedro	Halifax	Crude oil	13,510	10,550 7,916
San Fernando	2	8 30	2	10 23	2	19 45	2	19 45	British	Eagle Oil Transport Co., Ltd.	530.1	69.4	31.0	San Pedro	Tampico.	Crude oil	17,500	13,266 9,609
Ohioan	1	23 58	2	11 25	2	18 45	2	18 45	American	American-Hawaiian Line	407.7	53.0	23.0	Seattle	Boston.	General	5,289	7,112 4,895
Hudson	2	13 25	2	14 22	2	22 25	3	11 40	French	French Line	396.3	54.7	28.0	Talcahuano	Hayre.	General	6,555	5,970 4,230
Monticello.....	3	3 47	3	7 11	3	16 35	3	16 35	American	United-American Lines	469.5	58.5	24.0	Seattle	Baltimore.	General	9,628	8,460 6,084
David	3	6 00	3	8 09	3	17 12	3	17 12	American	Tidewater Oil Co.	430.0	59.2	27.0	Los Angeles	New York.	Crude oil	11,000	7,629 5,325
McKelvey 1	2	22 20	3	12 12	3	18 40	3	19 25	American	Panama-Pacific Line	600.0	65.3	30.0	San Francisco	New York.	General	5,642	17,041 11,483
Manchuria.....	3	8 10	3	8 10	3	18 40	3	19 25	Panaman	Angel Hernandez	19.0	8.0		Balboa	Gatun Lake.	Ballast		
Patilla	3	18 25	4	6 36	4	14 40	4	23 30	American	U. S. Navy	384.0	64.9	27.0	Balboa	Puerto Cortez.	Ballast		
Rochester 13	3	18 25	4	6 54	4	14 30	7	7 31	Peruvian	Peruvian Line	374.7	46.3	19.0	Callao	Cristobal	General	1,521	4,466 2,405
Ucayali.....	30	18 40	4	7 30	4	15 00	4	15 00	American	Lukenbach Line	425.0	53.8	27.0	Seattle	New Orleans.	Lumber, general	6,500	7,217 5,295
Lena Luckenbach	3	23 40	4	8 07	4	17 10	4	17 10	American	Standard Oil Co. of N. J.	499.2	68.1	30.0	San Pedro	Montreal.	Crude oil	16,000	11,037 7,995
Walter Jennings	3	23 45	4	8 25	4	17 57	5	4 45	American	Walker & Daly	431.0	59.2	26.0	San Pedro	New York.	Crude oil	10,000	8,097 5,330
Cecil County	4	0 05	4	10 10	4	18 10	4	18 10	American	United American Lines	472.0	59.1	27.3	Seattle	Antwerp.	General	9,150	9,032 6,655
Kermit.....	4	9 30	4	11 51	4	20 20	6	15 40	Swedish	Transatlantic Steamship Co.	377.8	54.2	22.9	Makatea	Hampton R'ds	Phosphate	7,700	6,235 4,483
Roxen.....	4	3 20	4	12 37	4	19 35	4	20 40	American	Pacific Mail Steamship Co.	261.0	40.0	14.0	San Francisco	Cristobal	General	869 1/2	1,519
Cernito.....	4	11 05	4	13 17	4	20 44	4	20 40	American	Planet Steamship Line, Inc.	409.8	51.2	22.6	Vancouver	Philadelphia.	Lumber, general	6,082	6,581 4,795
Canadian	4	23 30	5	7 00	5	16 42	5	16 42	British	Canadian Government	400.0	52.0	24.0	Vancouver	Montreal.	Lumber, general	8,609	5,804 4,143
Traveler.....	5	1 00	5	7 35	5	17 30	5	17 30	American	International Shipping Corp.	468.3	62.7	28.10	San Pedro	New York.	Crude oil	12,415	9,812 6,957
Agriklake.....	5	6 05	5	8 33	5	17 45	5	17 45	American	Pacific Mail Steamship Co.	404.6	53.9	20.5	San Francisco	New York.	General	3,663	6,756 4,775
Santa Paula.....	5	6 05	5	8 33	5	17 45	5	17 45	American	Pacific Mail Steamship Co.	404.6	53.9	20.5	San Francisco	New York.	General		
	</																	

1 Tanker.

12 Anchored in Gatun Lake.

13 Cruiser.

14 Coffee, brooms, roots, and blankets.

15 Nitrate, grain, sugar, and metals.

16 General, coffee, hardwood, and hides.

Held	5	7 15	5	8 50	5	18 33	5	20 22	Dutch.	Royal Dutch West India Mail.	365 1	49 8	21 3	Talcahuano	European p'ts.	Nitrate, borax.	5,104	5,117	3,897
Montrolite	5	5 00	5	10 12	5	19 10	5	19 10	British.	Imperial Oil Co., Ltd.	421 2	57 3	26 0	Libitos, Peru.	Halifax	Crude oil	9,226	7,378	4,752
Antinous	5	11 00	5	12 05	5	20 15	6	0 40	French.	Messageries Maritime Co.	445 0	56 0	18 6	Noumea	Dunkirk	(17)	3,950	7,643	5,364
A. C. Bedford	5	10 30	5	12 31	5	21 25	5	21 25	American.	Standard Oil Co. of N. J.	500 0	68 0	30 6	San Pedro	New York.	Crude oil	15,550	10,896	7,688
E. L. Doherty	5	22 30	6	7 18	6	15 05	6	15 05	American.	Pan-Am. Pet. & Transp. Co.	467 6	62 7	29 0	San Pedro	New York.	Fuel oil	13,500	9,666	7,034
Cape Ann	6	1 30	6	8 00	6	16 15	6	16 15	American.	Cape Steamship Co.	425 8	57 0	28 0	San Pedro	New York.	Crude oil	10,747	7,484	5,216
Albert Hill	6	7 20	6	8 58	6	17 00	6	21 20	American.	Atlantic Refining Co.	435 0	56 0	20 0	San Pedro	Philadelphia	Crude oil	10,449	7,682	5,118
Frank Lynch	6	9 45	6	10 37	7	1 35	7	1 00	American.	General Steamship Corporation.	232 0	43 5	18 6	Grays Harbor.	New York.	Lumber, fir	2,000	3,283	1,369
Canadian Mch-ler	6	11 45	6	12 29	6	20 10	7	7 35	Brit sh	Canadian Govt. Mer. Marine	399 6	52 3	16 0	Auckland.	New York.	General	896	5,892	4,186
Palls City	6	12 10	6	14 30	6	23 20	7	8 15	British.	W. R. Smith & Sons	378 5	51 5	25 0	Portland.	Hampton R'ds	Wheat in bulk.	7,266		

* Tanker. 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.	To—
August 31.	Parishina	United Fruit Co.	New Orleans via Habana.	August 31.	Pastores	United Fruit Co.	New York via Habana.
August 31.	Pastores	United Fruit Co.	Port Limon.	August 31.	Parismina	United Fruit Co.	Bocas del Toro.
September 2.	Ulua	United Fruit Co.	New York via Habana.	August 31.	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	New York via Haiti.
September 2.	Atenas	United Fruit Co.	New Orleans via Habana.	September 3.	Parismina	United Fruit Co.	New Orleans via Habana.
September 3.	Parismina	United Fruit Co.	Bocas del Toro.	September 3.	Ulua	United Fruit Co.	New Orleans via wayports.
September 3.	Atenas	United Fruit Co.	New York via Kingston.	September 3.	Atenas	United Fruit Co.	New Orleans via wayports.
September 4.	Carrillo	United Fruit Co.	Colombian ports.	September 4.	Carrillo	United Fruit Co.	Colombian ports.
September 4.	Sixaela	Royal Netherlands W. I. Mail.	Hamburg via wayports.	September 4.	Sixaela	United Fruit Co.	New York via Kingston.
September 4.	Venezuela	Panama Railroad Steamship Line.	New York via Haiti.	September 4.	Venezuela	Royal Netherlands W. I. Mail.	Port Limon.
September 4.	Panama	Elders & Fyffes, Ltd.	Port Limon.	September 6.	Camito	Elders & Fyffes, Ltd.	Eristol via Kingston.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	To—
August 31.	Coalinga	Union Oil Co. of California	Los Angeles.	September 1.	Coalinga	Union Oil Co. of California	San Pedro.
September 2.	La Placenta	Union Oil Co. of California	Los Angeles.	September 3.	La Placenta	Union Oil Co. of California	Los Angeles.

* Other than ships passing through the Canal.

Commercial Traffic Through the Panama Canal in August, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equi alent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal: United States.....	68	326,415	410,147	520,548	324,962	\$337,816.01	133,436
Europe to west coast of South America:							
British.....	6	25,911	32,603	42,909	25,902	32,388.75	23,908
Dutch.....	5	18,106	22,783	28,891	18,141	30,841.05	23,118
German.....	5	17,376	22,917	28,336	17,538	21,720.00	22,680
Italian.....	2	5,746	6,831	9,971	5,858	7,182.50	1,644
Spanish.....	1	3,281	3,897	5,617	3,342	4,105.00	336
Swedish.....	1	4,019	4,891	6,508	5,091	5,023.75	3,497
Totals.....	20	74,442	93,922	122,232	75,782	91,261.05	75,213
United States to west coast of South America:							
British.....	7	29,444	34,499	44,918	28,579	30,198.09	13,064
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,814
Norwegian.....	1	2,710	4,220	4,340	2,724	3,387.50	205
Swedish.....	1	3,338	5,014	5,391	4,048	3,610.08	
United States.....	6	17,038	21,500	28,823	17,149	19,211.00	15,96
Totals.....	16	56,009	69,905	90,782	56,476	60,755.42	31,044
United States to Far East:							
British.....	2	9,344	11,712	11,757	7,357	11,689.00	9,813
Japanese.....	2	8,618	10,401	12,822	8,511	10,772.50	14,088
United States.....	6	23,584	33,314	37,916	23,481	29,489.00	42,108
Totals.....	10	41,546	55,427	62,495	39,349	51,932.50	66,009
Europe to west coast of United States:							
British.....	2	7,127	8,528	12,137	7,522	6,140.16	
Danish.....	1	4,219	5,317	6,645	4,244	5,273.75	6,879
French.....	1	3,914	4,473	6,474	3,716	3,220.56	
German.....	1	2,968	4,885	4,974	2,958	3,710.00	8,227
Norwegian.....	1	3,626	4,066	5,931	3,618	2,927.52	
Swedish.....	2	6,836	11,194	11,196	8,545	8,545.00	11,503
United States.....	4	18,755	23,193	30,725	18,895	16,698.96	
Totals.....	12	47,545	61,656	78,082	49,498	46,515.95	26,608
United States to Australasia:							
British.....	8	33,025	42,110	50,612	32,092	41,190.40	39,382
United States.....	1	4,335	4,321	5,716	4,271	5,185.20	6,300
Totals.....	9	37,360	46,431	56,328	36,363	46,375.60	45,682
Europe to Australasia:							
British.....	5	29,006	37,069	45,959	28,795	36,257.50	24,063
French.....	1	4,357	5,162	6,889	4,446	5,446.25	4,384
Total.....	6	33,363	42,231	52,848	33,241	41,703.75	28,447
Europe to west coast Canada:							
British.....	4	19,970	26,123	32,140	20,048	24,962.50	12,088
French.....	2	8,504	10,448	13,596	8,514	10,630.00	12,134
German.....	2	6,182	8,716	10,099	6,196	7,727.50	9,395
Totals.....	8	34,656	45,287	55,745	34,758	43,320.00	33,617
East coast of United States to west coast of Canada:							
United States.....	6	21,073	28,398	34,471	21,288	26,341.25	27,109
South American intercoastal:							
British.....	1	63	72	111	100	78.75	60
Colombian.....	2	121	125	58		131.76	42
Peruvian.....	2	2,710	5,337	9,147	4,763	3,387.50	1,509
Totals.....	5	2,894	5,534	9,316	4,863	3,598.01	1,611
East coast of South America to west coast of United States:							
British.....	1	2,395	2,939	3,803	2,404	2,116.08	
United States.....	3	15,145	20,361	24,160	14,846	11,659.92	
Totals.....	4	17,540	23,300	27,963	17,250	16,776.00	

ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
East coast of Mexico to west coast South America:							
British.....	3	12,711	14,306	21,788	12,542	\$15,888.75	26,250
Cristobal to west coast South America:							
British.....	2	1,228	1,244	2,276	1,204	1,513.90	1,862
Peruvian.....	1	1,515	2,959	4,617	2,427	1,893.75	366
Totals.....	3	2,743	4,203	6,893	3,631	3,407.65	2,228
Cristobal to west coast United States:							
United States.....	2	2,986	3,756	4,796	2,963	3,732.50	4,292
Europe to west coast Central America:							
German.....	1	2,277	3,117	3,810	2,355	2,846.25	1,262
Spanish.....	1	2,172	3,451	3,721	2,049	2,484.72	
Totals.....	2	4,449	6,568	7,531	4,404	5,330.97	1,262
East coast of Canada to west Coast United States:							
Danish.....	1	5,420	7,916	8,988	5,173	5,699.52	
United States.....	1	6,073	6,089	8,207	6,184	4,554.75	
Totals.....	2	11,493	14,005	17,195	11,357	10,254.27	
Cristobal to west coast Central America:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	2,244
East coast United States to west coast Mexico:							
Spanish.....	1	3,353	3,356	4,324	2,673	2,514.75	
Canadian intercoastal:							
British.....	1	3,255	4,094	5,404	3,331	4,068.75	1,500
East coast South America to west coast Canada:							
United States.....	1	3,522	4,914	5,652	3,522	4,402.50	5,484
East coast Canada to Australasia:							
British.....	1	1,764	2,811	3,021	1,687	2,205.00	2,682
East coast South America to Far East:							
Japanese.....	1	3,645	4,230	5,761	3,556	4,556.25	507
Europe to Hawaii:							
Norwegian.....	1	4,509	5,637	7,116	4,493	5,636.25	9,600
East coast Mexico to Hawaii:							
United States.....	1	3,106	4,265	5,031	3,106	3,070.80	
East coast United States to Hawaii:							
United States.....	1	3,429	4,791	5,568	3,429	4,286.25	6,877
Foreign vessels in ballast United States intercoastal:							
British.....	1	7,774	7,874	10,831	7,530	5,830.50	
East coast Mexico to west coast United States:							
United States.....	1	5,982	7,967	9,564	5,979	5,736.24	
West Indies to west coast of Panama:							
Norwegian.....	1	1,482	1,729	2,308	1,472	1,244.88	
West Indies to west coast South America:							
Danish.....	1	2,256	3,468	3,718	2,397	2,496.96	
Cristobal to Gatun Lake:							
United States.....	1	2,501	2,764	3,565	2,260	1,990.08	
Totals, August, 1924.	191	775,089	984,417	1,243,174	775,376	854,656.39	531,703
Totals, August, 1923.	261	1,019,781	1,270,764	1,619,801	1,018,327	1,083,892.40	738,600
Totals, August, 1922.	141	480,579	611,862	765,642	478,744	576,958.32	556,761

PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	72	332,987	414,136	522,270	330,477	\$415,254.95	677,666
West coast of South America to United States:							
British.....	9	38,214	45,272	65,030	39,924	47,767.50	72,702
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	4,836
Japanese.....	1	4,147	5,136	6,577	4,112	5,183.75	9,040
Norwegian.....	3	10,110	14,273	16,225	10,167	12,637.50	26,316
Peruvian.....	1	1,769	1,818	1,896	1,720	2,181.60	2,950
United States.....	10	35,162	40,813	59,079	35,112	43,806.80	90,638
Totals.....	25	92,914	112,017	156,117	95,011	115,967.15	206,482
West coast of South America to Europe:							
British.....	12	43,475	53,763	69,940	43,233	54,343.75	77,031
Danish.....	1	1,946	2,390	3,135	1,959	2,432.50	4,722
Dutch.....	5	23,624	29,349	38,210	23,696	29,530.00	49,234
French.....	1	4,613	4,639	5,741	3,367	5,535.80	6,012
German.....	5	16,712	23,515	27,620	16,792	20,890.00	34,958
Italian.....	1	4,051	5,051	7,028	4,175	5,063.75	3,033
Japanese.....	1	4,062	5,055	6,571	4,014	5,077.50	8,596
Jugo-Slav.....	2	6,248	7,873	10,683	6,301	7,810.00	15,302
Spanish.....	3	6,846	9,024	12,046	7,928	8,557.50	12,899
Totals.....	31	111,577	140,662	180,974	111,965	139,271.80	211,697
West coast of United States to Europe:							
British.....	5	19,631	23,104	32,491	19,556	24,538.75	40,652
French.....	2	8,748	10,122	14,017	8,409	10,935.00	17,543
German.....	1	4,999	6,680	8,116	4,887	6,136.25	9,149
Irish.....	1	3,066	3,617	5,088	2,889	3,832.50	6,065
Swedish.....	1	2,259	3,900	3,805	2,833	2,823.75	5,597
United States.....	3	10,755	13,681	17,562	10,643	13,443.75	27,460
Totals.....	13	49,368	61,134	81,079	49,217	61,719.00	106,466
West coast of Canada to Europe:							
British.....	5	20,027	26,842	32,432	20,057	25,033.75	41,685
Dutch.....	1	4,547	7,056	7,319	4,495	5,683.75	9,379
French.....	2	19,273	12,103	16,601	9,800	12,811.25	19,011
Norwegian.....	2	10,096	11,236	12,966	7,822	12,620.00	17,983
United States.....	1	2,805	3,508	4,319	2,759	3,506.25	6,107
Totals.....	11	47,748	60,745	73,628	44,933	59,685.00	94,175
West coast of Canada to United States:							
Norwegian.....	1	2,762	3,647	6,442	2,777	3,452.50	7,333
United States.....	2	5,945	7,389	10,116	6,101	7,431.25	10,632
Totals.....	3	8,707	11,036	16,558	8,878	10,883.75	17,965
Australasia to Europe:							
British.....	4	24,493	33,423	39,133	24,728	30,616.25	22,537
West coast of South America to Cristobal:							
British.....	1	614	622	1,138	602	767.50	846
Peruvian.....	2	2,719	5,345	9,020	4,517	3,598.75	2,204
Totals.....	3	3,333	5,967	10,158	5,119	4,166.25	3,050
Far East to United States:							
Japanese.....	2	8,756	11,572	13,968	8,592	10,945.00	15,028
United States.....	1	4,823	6,157	7,889	4,961	6,028.75	5,479
Totals.....	3	13,579	17,729	21,857	13,553	16,973.75	20,507
West coast of United States to Cristobal:							
United States.....	2	2,986	3,756	4,796	2,963	3,732.50	1,006
West coast Central America to Cristobal:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	568
West coast United States to Canada:							
Danzig.....	1	5,485	8,167	8,953	5,119	6,856.25	13,629

PACIFIC TO ATLANTIC—Continue 1.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast United States to east coast South America:							
United States.....	1	3,688	4,910	5,882	3,659	\$4,160.00	5,246
West coast United States to Africa:							
Dutch.....	1	3,157	1,706	5,231	3,148	3,946.25	5,795
West coast South America to Canada:							
British.....	1	7,622	7,732	10,825	7,443	9,278.40	15,609
West coast South America to Egypt:							
British.....	1	2,826	3,493	4,353	2,816	3,532.50	6,400
West coast of Central America to United States:							
Norwegian.....	1	1,482	1,729	2,398	1,472	1,852.50	1,100
Australasia to United States:							
United States.....	1	4,309	4,944	6,848	4,280	5,386.25	195
Hawaii to United States:							
United States.....	1	3,688	4,709	6,034	4,381	4,610.00	5,505
Canadian intercoastal:							
British.....	1	3,258	4,073	5,482	3,375	4,072.50	5,849
West coast United States to West Indies:							
British.....	1	1,889	2,469	3,109	1,899	2,361.25	4,448
West coast United States to east coast of Mexico:							
Mexican.....	1	1,570	1,999	2,559	1,659	1,962.50	900
West coast South America to east coast Mexico:							
Italian.....	1	5,605	6,591	10,844	6,089	7,006.25	.....
Totals, August, 1924.	181	733,567	917,478	1,181,296	733,488	915,343.55	1,426,776
Totals, August, 1923.	193	779,392	961,826	1,239,302	783,029	966,764.57	1,430,150
Totals, August, 1922.	116	377,346	472,271	593,275	374,468	478,378.43	609,189

Cargo Declarations.

THE PANAMA CANAL, MARINE DIVISION,
BALBOA HEIGHTS, C. Z., August 27, 1924.

NOTICE TO LOCAL SHIP AGENTS:

Some confusion has arisen in regard to the delivery by visiting ships of cargo declarations to the Panama Canal, with the result that, recently, several ships have transited the Canal without submitting these declarations.

In order to avoid any future confusion in this matter, your attention is invited to Article 31, Transit Harbor Regulations, which reads, in parts, as follows:

"31. *On arrival*, the following papers must be ready for immediate delivery to the boarding party, for inspection or taking up, as the case may be:

* * * * *

"9. Cargo declaration (P. C. form 4363), or complete manifest * * *

The Boarding Officer is the proper official to whom these declarations should be given by the Master, and the ships using the Canal regularly should have these forms on board prior to arrival here. If a ship arrives at either terminal and has no declaration or manifest ready for delivery and no form on board on which to make the declaration, the Boarding Officer will furnish the Master with the necessary blank form with the request that it be properly filled out and handed to the pilot.

Effort should be made by all ships using the Canal to acquire necessary blank forms beforehand, and the necessity of making out various papers after arrival, avoided. This is particularly true of cargo declarations, the making of which frequently requires considerable time.

All notices and instructions in conflict with the above are hereby rescinded.

Please inform all your principals of the above.

M. E. MANLY,
Acting Marine Superintendent.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Cristobal for Two Weeks Ending September 6, 1924.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo--	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Calamares.....	United Fruit Co.....	August 24.....	August 24.....	29	289
Cartago.....	United Fruit Co.....	August 24.....	August 24.....	211	41
Ebro.....	Pacific Steam Navigation Co.....	August 24.....	August 25.....		11
Rugia.....	Hamburg-American Line.....	August 24.....	August 25.....	23	112
Cardiganshire.....	Pacific Steam Navigation Co.....	August 24.....	August 25.....	273	364
Norwegian.....	Leyland Line.....	August 24.....	August 25.....	1,325	30
Evelyn.....	Grace Line.....	August 24.....	August 26.....	254	295
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	August 24.....	August 24.....	3,053	
Essequibo.....	Pacific Steam Navigation Co.....	August 25.....	August 25.....	23	85
Pastores.....	United Fruit Co.....	August 26.....	August 27.....	202	729
Clare.....	Grace Line.....	August 26.....	August 26.....	238	126
Abangarez.....	United Fruit Co.....	August 26.....	August 28.....	852	64
Puerto Rico.....	French Line.....	August 26.....	August 28.....	124	280
Cartago.....	United Fruit Co.....	August 27.....	August 27.....	5	5
Metapan.....	United Fruit Co.....	August 27.....	August 28.....	1	263
Sixaola.....	United Fruit Co.....	August 27.....	August 28.....	226	2
Mantaro.....	Peruvian Line.....	August 28.....	August 28.....	1,353	
Wido.....	Roland Line.....	August 28.....	August 28.....	147	(²)
La Paz.....	Pacific Steam Navigation Co.....	August 28.....	August 29.....	(¹)	125
Jamaica.....	Pacific Steam Navigation Co.....	August 28.....	August 29.....	819	
Santa Barbara.....	Pacific Mail Steamship Line.....	August 29.....	August 30.....	334	357
Oriana.....	Pacific Steam Navigation Co.....	August 29.....	August 30.....	45	93
Newport.....	Pacific Mail Steamship Co.....	August 29.....	August 30.....		2,116
Brielle.....	Royal Netherlands W. I. Mail.....	August 29.....	August 30.....	208	83
Vettorio Veneto.....	Italian Line.....	August 30.....	August 30.....	137	
Scottish Bard.....	Anglo-Saxon Petroleum Co.....	August 30.....	August 30.....	7,652	
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....		August 31.....		2,055
Mantaro.....	Peruvian Line.....		August 31.....		533
Jamaica.....	Pacific Steam Navigation Co.....		August 31.....		772
Pastores.....	United Fruit Co.....	August 31.....	August 31.....	27	294
Parismina.....	United Fruit Co.....	August 31.....	August 31.....	150	208
Venezuela.....	Italian Line.....	August 31.....	September 1.....	86	553
Georgie.....	French Line.....	August 31.....	September 1.....	(¹)	214
Saint Andre.....	French Line.....	September 1.....	September 2.....	119	(²)
Salvador.....	Pacific Steam Navigation Co.....	September 1.....	September 1.....	40	
Ulua.....	United Fruit Co.....	September 2.....	September 3.....	97	63
Saint Louis.....	French Line.....	September 2.....	September 3.....	(¹)	38
Atenas.....	United Fruit Co.....	September 2.....	September 3.....	700	1
Hudson.....	French Line.....	September 2.....	September 3.....	(¹)	107
Hagood.....	Cities Service Corporation.....	September 2.....	September 4.....	10,527	(²)
Parismina.....	United Fruit Co.....	September 2.....	September 3.....	3	(²)
Carrillo.....	United Fruit Co.....	September 3.....	September 4.....	344	655
Sesostri.....	Kosmos Line.....	September 3.....	September 4.....	145	(²)
Magellan.....	Pacific Steam Navigation Co.....	September 4.....	September 5.....	84	439
Araua.....	Pacific Steam Navigation Co.....	September 4.....	September 6.....	426	900
Venezuela.....	Royal Netherlands W. I. Mail.....	September 4.....	September 4.....	453	(²)
Ucayali.....	Peruvian Line.....	September 4.....	September 4.....	1,521	
Sixaola.....	United Fruit Co.....	September 4.....	September 4.....	3	303
Panama.....	Panama Railroad Steamship Line.....	September 4.....	September 4.....	2,405	
Corinto.....	Pacific Mail Steamship Co.....	September 4.....	September 4.....	800	
Ecuador.....	Pacific Mail Steamship Co.....	September 4.....	September 5.....	136	617
Santa Rosa.....	Pacific Mail Steamship Co.....	September 4.....	September 5.....	11	393
Aconcagua.....	Chilean Line.....	September 5.....	September 5.....	(¹)	51
Camito.....	Elders & Fyffes, Ltd.....	September 6.....	September 6.....	4	(²)
Honduras.....	French Line.....	September 6.....	September 6.....	29	
Santa Tecla.....	Pacific Mail Steamship Co.....	September 6.....	September 6.....	21	45

¹ No cargo discharged.

² No cargo laded.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended September 8:

Submarine R-26, dock, clean, and paint; test and repair all fuel, trim, and ballast tanks; make minor repairs to hull and outside steering and diving gear; swing port crankshaft in lathe, check up alignment, etc.; overhaul two air compressors and other work incident to general overhaul; craneboat *La Valley*, dock, clean, and paint; renew 7 plates in bow; install doubling plates and repair stem; renew part of fender; electric weld leaks; repair capstan engine and cranes, etc.; steamships *Panama*, repair shell of auxiliary condenser, piping, safety valve gauge, boat fall reel, cover plate for port hawse pipe, and bracket for port circulating pump; manufacture cover for ash hopper in fidley and new frame for manhole at No. 3 hatch port side; straighten stanchions, etc.; *Salvador*, lengthen two steering chains; recover two life rings and

one settee cover; repair No. 4 lifeboat, two cargo gin blocks, and scales; manufacture 50 porcupine staynut caps and 12 strainers, etc.; *Jamaica*, repair copper deck steam line, winch guards, and 6 stew pans, etc.; *Steel Ore*, manufacture 3 squeebe rings, 17 segments for Kingsbury thrust, and 4 new pistons rings for oil pump; true up grooves in two pistons.

Minor repairs—Steamships *Scottish Bard*, *Orari*, *Eastern Planet*, *Venezuela*, *Magellan*, *Tuxpanoil*, *Miller County*, *Susherico*, *General O. H. Ernst*, *Arana*, *Roxen*, and *Utua*, schooner *El Norte*, dredge *No. 86*, and launch *Eunice*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending September 6, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
St. Mihiel.....	U. S. Army.....	August 31.....	September 1...	90	278
Coalinga.....	Union Oil Co.....	August 31.....	September 1...	10,000	
Newport.....	Pacific Mail Steamship Co.....	August 30.....	September 1...		23
Lena Luckenbach.....	Luckenbach Line.....	August 31.....	September 1...	1,795	
Jamaica.....	Pacific Steam Navigation Co.....	August 31.....	August 31.....		32
Mantaro.....	Peruvian Line.....	August 21.....	September 1...	37	127
La Placencia.....	Union Oil Co.....	September 2...	September 3...	11,000	
Corinto.....	Pacific Mail Steamship Co.....	September 1...	September 4...	196	
Ecuador.....	Pacific Mail Steamship Co.....	September 5...	September 5...	41	¹ 18 ² 5
Atrato.....	Anglo-Amcr. Steamship Agencies..	September 4...	September 6...	31	163
Arana.....	Pacific Steam Navigation Co.....	September 6...	September 6...		¹ 19 ² 15
Santa Tecla.....	Panama Agencies Co.....	September 6...	September 6...		² 22

¹ Local.

² Transit.

Density of Water in Balboa and Cristobal Harbors.

Place.	Date.	Weight of sea water in ounces per cubic foot.	Average temperature degrees F.	Depth.	Remarks.
				<i>Fect.</i>	
Cristobal (between Docks 8 and 9) ..	Aug. 18 to Aug. 23, incl.	1015 to 1018	84.2	3, 9 & 15	Rising tide.
Balboa (Dock 18)	Aug. 17 to Aug. 23, incl.	*1005 to 1013	81.9	12	High and low tide.
Cristobal (between Docks 8 and 9) ..	Aug. 25 to Aug. 30, incl.	1016 to 1018	84.5	3, 9 & 15	Rising tide.
Balboa (Dock 18)	Aug. 24 to Aug. 30, incl.	1006 to 1011	81.0	12	High and low tide.
Cristobal (between Docks 8 and 9) ..	Sept. 1 to Sept. 6, incl.	1016 to 1018	84.5	3, 9 & 15	Rising tide.
Balboa (Dock 18)	Aug. 31 to Sept. 6, incl.	1007 to 1012	83.1	12	Falling tide and high tide.

* August 19th. Reading taken after rainfall of 2.48 inches.

(NOTE.—The weight of a cubic foot of fresh water at 83° F. is 995 ounces.)

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective September 5, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.21
Brass, sheet, average.....	Lb.	.44
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.19
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.16
Waste, cotton, white.....	Lb.	.17

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.90 and \$2.00 per barrel at Cristobal and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of inter at to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

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."

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., September 17, 1924. No. 6.

Traffic for First Fifteen Days of September.

During the first 15 days of September, 1924, 199 commercial vessel transited the Canal and paid tolls to the amount of \$899,843.46. In addition to the commercial transits there were 8 nonseagoing craft that paid tolls to the amount of \$12.75, making the total tolls collection for the first 15 days of the month \$899,856.31.

During the first 15 days of September, 1923, there were 212 commercial vessels and 3 small launches through the Canal paying tolls to the amount of \$961,147.28. Thus the tolls collection for the first 15 days of the current month is \$61,290.97 less than it was for the same period a year ago.

In the following tabulation are given the commercial transits, tolls collections, and daily averages for each month of the current calendar year, together with the totals and daily averages for the 8½-month period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September (first 15 days).....	199	899,843.56	13.27	59,989.57
Totals.....	3,513	16,435,636.76	13.56	63,458.06

The average amount of tolls paid by each of the commercial transits for the first 15 days of September, 1924, was \$4,521.83.

New Edition of Pamphlet on Steamship Lines.

A new edition of the pamphlet on steamship lines through the Panama Canal and to its terminal ports, and passenger connections from the Panama Canal, with fares, revised to August, 1924, has recently been published, and copies have been distributed to all steamship agents on the Isthmus, the head offices of steamship lines using the Canal, tourist agencies, and travel bureaus. Others interested may obtain copies of this pamphlet by application to The Panama Canal, Balboa Heights, C. Z., or Washington, D. C. The first half of the pamphlet, listing by trade routes the steamship lines maintaining regular services through the Canal, with their itineraries, will be republished in an early issue of THE PANAMA CANAL RECORD.

Tanker Traffic Through Canal in August, 1924.

During the month of August, 1924, 116 tankships transited the Canal and carried 688,956 tons of cargo. Compared with June, 1924, this is an increase of 11 transits and 49,242 tons of cargo; with July, 1924, it is a decrease of 4 transits and 15,177 tons of cargo; and with August, 1923, it is a decrease of 57 transits and 265,711 tons of cargo.

Tankers made up about 31.2 per cent of the total commercial transits during August, 1924; about 37 per cent of the total tonnage, Panama Canal measurement; paid about 35.5 per cent of the total tolls; and carried about 35 per cent of the total cargo in transit.

The following tabulation shows the number, aggregate net tonnage, Panama Canal measurement, tolls, and cargo of tank ships through the Canal during August, 1924, segregated by nationality of vessels and directions of transit, with the totals for the two preceding months, and for the corresponding month in 1923:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	8	44,500	\$37,946.61	26,250
Danzig.....	1	7,916	5,699.52	
French.....	1	4,473	3,220.56	
Norwegian.....	1	4,066	2,927.52	
United States.....	46	293,681	213,902.93	1,933
Totals, August, 1924.....	57	354,636	263,697.14	28,183
Totals, July, 1924.....	63	375,290	283,591.30	62,221
Totals, June, 1924.....	53	312,935	233,757.22	30,714
Totals, August, 1923.....	95	558,087	414,114.74	68,148
<i>Pacific to Atlantic.</i>				
British.....	11	62,929	68,460.90	117,452
Danzig.....	1	8,167	6,856.25	13,629
French.....	2	10,122	10,935.00	17,543
Irish.....	1	3,647	3,832.50	6,065
United States.....	44	265,492	274,461.20	506,084
Totals, August, 1924.....	59	350,537	364,545.85	660,773
Totals, July, 1924.....	57	343,505	354,434.84	641,912
Totals, June, 1924.....	52	331,745	337,912.62	609,000
Totals, August, 1923.....	78	471,268	493,727.78	886,519

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, together with the totals for the two preceding months and for August, 1923:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
August, 1924.....	48	306,775	\$221,705.19	
July, 1924.....	47	294,929	213,057.17	
June, 1924.....	42	251,453	181,112.61	
August, 1923.....	81	482,677	348,840.65	
<i>From Los Angeles.</i>				
August, 1924.....	48	285,346	295,819.95	538,904
July, 1924.....	47	287,835	283,450.14	532,193
June, 1924.....	39	257,142	259,613.50	483,592
August, 1923.....	70	361,388	380,783.17	720,684

Traffic for Fiscal Year 1924, by Nationality of Vessels.

On pages 89, 90 and 91 of this issue is shown a summary of the commercial traffic through the Panama Canal for the first 10 fiscal years of its operation, compiled by nationality of vessels.

VESSELS OF UNITED STATES REGISTRY IN PAST FISCAL YEAR.

During the fiscal year ending June 30, 1924, transits of vessels of nearly all the leading maritime nations showed an increase. The greatest increase, however, was in vessels of United States registry, which, in point of transits, net tonnage, and cargo tonnage, exceeded the total traffic of vessels of all other nationalities combined. Of the total of 5,230 transits, 2,947 were vessels of United States registry.

INCREASE IN UNITED STATES INTERCOASTAL TRADE.

The rapid growth of United States intercoastal trade during the past two fiscal years may be seen from the following table in which the number of transits, Panama Canal net tonnage, and cargo tonnage for the past 4 fiscal years are shown:

	1921.	1922.	1923.	1924.
Number of transits.....	318	555	1,397	2,338
Panama Canal net tonnage	1,415,538	2,782,654	7,533,467	13,048,557
Cargo tonnage.....	1,348,126	2,562,527	8,068,553	13,527,378

It will be noted that the total cargo tonnage in the fiscal year 1924, is over 10 times as great as in the fiscal year 1921. It comprises over one-half of the total cargo through the Canal during the year, which was 26,994,710 tons.

UNITED STATES VESSELS IN FOREIGN TRADE.

In the following table is shown the number of transits, Panama Canal net tonnage, and tons of cargo carried by United States vessels engaged in foreign trade for the fiscal years 1921, 1922, 1923, and 1924:

Fiscal year.	Number of transits.	Panama Canal net tonnage.	Cargo tonnage.
1921.....	892	3,446,223	3,814,899
1922.....	540	2,188,855	2,387,992
1923.....	597	2,675,069	2,986,603
1924.....	609	2,758,342	3,127,057

During the 4 years under comparison the volume of foreign traffic carried through the Canal in vessels of United States registry reached its maximum in the fiscal year 1921, with 892 transits, dropped to 540 transits in 1922, and during the two following years has been increasing but has not yet reached the mark of 1921.

INCREASE IN NUMBER OF GERMAN VESSELS.

As in the fiscal year 1923, German transits show a large increase, the number of transits during 1923 being 90, and during 1924, 150, an increase of 60 or 66 $\frac{2}{3}$ per cent. During the fiscal year ending June 30, 1920, when the first German ships transited the Canal there were 17 transits, and during the fiscal year 1924, 150 transits, nearly 9 times as many as in 1920.

THE PANAMA CANAL RECORD

Origin and Destination of Cargo Passing Through the Panama Canal from the Atlantic to the Pacific, August, 1924.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.				NORTH AMERICA.						ASIA.				AUSTRALASIA.			Grand totals.	Per cent of total cargo.								
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	Balboa, C. Z.	West coast of Mexico.	West coast of North America.	Total, North America.	Japan.	China.	Philippines.	Far East.			Total, Asia.	New Zealand.	Australia.	Australasia.	Total, Australasia.	Hawaii.		
NORTH AMERICA:																											
UNITED STATES—																											
North Atlantic ports.	9,232	149			724	16,699	26,804	126,312	2,322	439	112		8,536	137,721	7,891	5,656	25,934	39,481				36,526	36,526	1,459	241,991	45.5	
South Atlantic ports.																										0.7	
Gulf ports.					12	2,004	2,016	23,802		812				24,614	5,199	1,509	438	14,675	21,821				6,750	6,750		55,201	10.4
Totals, U. S.	9,232	149			736	18,703	28,820	150,114	2,322	1,251	112		8,536	162,335	16,290	7,165	438	41,277	65,170				43,276	43,276	1,459	301,000	56.6
East coast of Mexico.	26,259					26,259														2,406			2,406			28,658	5.5
Cristobal, C. Z.	40	1,087			14	5,877	7,018	2,679		8,306			98	11,083						4,266	500	916	5,682			18,101	3.4
East coast of Canada.								4,000						4,000												9,682	1.8
West Indies.					64	64																				64	
Totals, N. America.	35,522	1,236			750	24,644	62,152	152,793	6,322	9,557	112		8,634	177,418	16,290	7,165	438	41,277	65,170	4,266	2,906	44,192	51,364	1,459	357,563	67.3	
EUROPE:																											
British Isles.	7,170				18,057	25,227	7,170	333					490	7,993						17,063	4,000		21,063			54,283	10.2
France.	7				227	241	3,142	8					1,417	4,567												9,195	1.7
Germany.	1,474		160		397	13,244	15,275	1,250					200	1,450												16,725	3.1
Holland.	608	2,224	204		608	2,224	3,236	31					50	5,079												8,315	1.5
Belgium.	1,095				3	280	1,378	225					13,464													14,842	2.8
Norway and Sweden.							7,862						17,862													18,862	3.5
Italy.	268				187	431	886																			886	0.1
Spain.							336																			336	
Europe.	3,395	1,000			26,200	30,595	6,779			452			6,834	14,065												18,862	3.5
Totals, Europe.	14,017	2,224	1,364		587	58,985	77,177	54,440	597	452			8,991	64,480						17,063	4,000	4,384	25,447	1,000	168,104	31.6	
East coast, So. America.					149		140	5,415	121					5,536	360											6,036	1.1
Grand totals.	49,539	3,460	1,364		1,477	83,629	139,409	212,648	7,040	10,009	112		17,625	247,434	16,650	7,165	438	41,277	65,530	21,329	6,906	48,576	76,811	2,459	531,763	100.0	
Per cent of total cargo:																											
August, 1924.	9.3	0.6	0.2	0.2	16.1	26.4	40.0	1.3	1.9	0.1			3.3	46.5	3.1	1.3	0.1	7.7	12.2	4.0	1.2	9.2	14.4	0.5	100.0	.....	
August, 1923.	10.2	0.7	0.2	0.2	15.6	25.6	52.2	2.2	0.9	0.1	0.3		3.3	56.0	3.0	9.3	0.1	5.2	17.6	3.2	5.5	1.2	9.9	0.9	100.0	.....	
August, 1922.	13.9	0.7	0.2	0.2	3.3	21.9	38.7	0.2	0.5	0.1			0.3	39.7	8.3	15.8	0.3	0.7	25.1	6.6	1.3	4.7	12.6	0.7	100.0	.....	

* Includes both local and transit cargo.

* General cargo not routed so as to allow segregation between definite ports.

(Figures represent tons of 2,240 pounds.)

THE PANAMA CANAL RECORD

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From—	North America.										Europe.										Grand totals.	Per cent of total cargo.							
	United States.					West Indies.					Cristobal, C. Z. ¹	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.			Norway and Sweden.	Denmark.	Europe. ¹	Total, Europe.	East coast of South America.	Egypt.	Africa.
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total, United States.	East coast of Canada.																								
						West Indies.																							
South America:																													
Chile.....	120,288	10,240	3,566	134,034	.....	255	58	.....	134,317	47,368	2,344	695,23	183,19	0,010	19,900	2,050	4,722	56,805	176,077	17,640	316,841	22.2							
Colombia.....	934	.....	.....	934	.....	892	.....	.....	1,826	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,826	0.1							
Ecuador.....	2,954	.....	.....	2,954	.....	581	.....	.....	3,535	.....	.....	.....	62	61	23	673	.....	170	989	.....	4,524	0.3							
Peru.....	31,726	31,185	.....	62,911	15,600	1,498	.....	.....	80,009	15,693	173	.....	16	700	.....	.....	.....	557	17,139	.....	97,145	6.8							
W. Coast S. Am. ¹	5,136	.....	.....	5,136	.....	1,467	.....	.....	6,603	4,318	.....	113	.....	.....	.....	.....	.....	12,955	17,387	.....	23,990	1.7							
Totals, S. Am.	161,033	41,425	3,566	205,969	15,600	255	4,496	.....	226,320	67,379	2,517	880,23	944,19	0,010	19,923	2,723	4,722	70,488	211,592	17,640	444,329	31.1							
North America:																													
W. Coast U. S. ¹	667,243	17,12,259	679,519	13,629	.....	5,530	189	900	699	767	107,429	399	8,455	1,383	.....	.....	1,096	31,357	150,118	5,051	860,731	60.4							
W. Coast Canada	12,317	.....	.....	12,317	5,849	.....	1,385	.....	18,166	26,883	2,566	3,649	.....	.....	.....	.....	.....	33,098	.....	.....	51,264	3.6							
W. Coast C. Am.	1,100	.....	.....	1,100	.....	.....	.....	.....	2,485	.....	.....	.....	.....	.....	.....	.....	.....	13,362	16,315	.....	2,485	0.2							
W. Coast N. Am. ¹	2,908	.....	.....	2,908	.....	2,908	.....	.....	2,908	2,953	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,223	1.3							
Hawaii.....	5,505	.....	429	5,934	.....	.....	.....	.....	5,934	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,934	0.4							
Totals, N. Am.	689,073	17,12,688	701,778	19,478	.....	5,530	1,574	900	729,260	137,264	2,965	12,104	1,383	.....	.....	.....	1,096	44,719	199,531	5,051	939,637	65.9							
Asia:																													
Philippines.....	9,916	.....	.....	9,916	.....	.....	.....	.....	9,916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,916	0.7							
Japan.....	464	.....	.....	464	.....	.....	.....	.....	464	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	464	.....							
China.....	955	.....	.....	955	.....	.....	100	.....	1,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,055	0.1							
Far East.....	3,593	.....	.....	3,593	.....	5,050	100	.....	8,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,643	0.6							
Totals, Asia..	14,928	.....	.....	14,928	.....	5,050	100	.....	29,078	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,078	1.4							
AUSTRALASIA:																													
Australia.....	195	.....	.....	195	.....	.....	.....	.....	195	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	195	.....							
New Zealand ¹	1,181	.....	.....	1,181	.....	.....	.....	.....	1,181	21,356	.....	.....	.....	.....	.....	.....	.....	.....	21,356	.....	22,537	1.6							
Totals, Austral- asia.....	1,376	.....	.....	1,376	.....	.....	.....	.....	1,376	21,356	.....	.....	.....	.....	.....	.....	.....	.....	21,356	.....	22,732	1.6							
Grand totals.	836,415	41,442	16,195	924,051	35,078	19,835	6,170	900	977,014	225,993	5,482	12,900	25,327	19,010	19,923	2,723	1,096	4,722	115,207	432,479	5,086,400	5,735	1,426,776	100.0					
Per cent of total cargo:																													
August, 1924.....	60.8	2.9	1.1	64.8	2.5	0.7	0.4		68.4	15.9	0.4	0.9	1.8	1.3	0.2	0.1	0.3	8.1	30.3	0.4	0.5	0.4	100.0						
August, 1923.....	69.0	1.2	9.0	79.2	0.7	0.2	0.6	6.0	86.7	7.4	.....	1.0	0.7	.....	0.8	.....	.....	3.1	13.0	0.3	.....	100.0							
August, 1922.....	51.2	3.2	1.9	56.3	1.9	1.4	1.2	.....	60.8	19.2	1.8	2.3	2.8	1.8	1.0	.....	.....	9.9	38.8	0.4	.....	100.0							

¹ Includes both local and transit cargo.

¹ General cargo net routed so as to allow segregation between definite ports.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, September 13, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Pacific Shipper ²	5	21 15	7	6 18	7	12 38	7	17 00	British	Furness, Wyly & Co.	420.0	58.0	16.0	Manchester.	San Francisco.	General.	360	7,892
Honduras	6	12 34	7	6 17	7	13 27	7	11 40	French	French Line	389.1	51.0	19.3	Havre.	Quavacuil.	General.	1,080	6,020
Nimrod	6	18 50	7	7 30	7	13 58	7	13 00	American	Nelson-McCormick Line.	376.0	53.1	17.0	Baltimore.	Seattle.	General.	1,600	3,525
General Bolha.	6	20 15	7	7 17	7	14 18	7	16 42	British	W. R. Smith & Sons.	399.6	53.8	26.2	Pert Arthur.	Wellington.	General.	6,400	4,020
W. M. Irish	6	20 45	7	8 30	7	16 10	7	20 00	American	Atlantic Refining Co.	435.0	56.0	20.0	London.	San Pedro.	Ballast.	6,700	5,443
Duane Castle.	7	1 09	7	8 55	7	16 15	7	17 40	British	James Chambers & Co.	490.0	52.4	25.8	New York.	Yokohama.	General.	6,700	5,846
Hagen	7	6 15	7	9 45	7	16 49	7	18 00	American	McAllister Brothers (S. R.)	416.9	56.2	20.0	New York.	Los Angeles.	Ballast.	6,700	4,727
Lebre	7	10 45	7	11 00	7	19 12	7	20 00	American	Gre Steamship Corporation.	550.0	72.0	23.3	Baltimore.	Cruz Grande.	Ballast.	14,325	4,635
Panama	7	10 53	7	11 38	7	19 20	7	20 30	American	International-Hawaiian Line	407.7	53.7	23.6	Rosin.	Portland.	General.	5,600	7,098
Agwionul	7	12 10	7	12 25	7	19 55	7	21 15	American	International Shipping Co.	488.3	63.0	20.0	New York.	San Pedro.	Ballast.	9,810	6,965
Therth									American	V. J. Gritz.				Cristobal.	Balboa.	Ballast.	3	3
Birmingham	7	14 20	8	6 15	8	13 16	8	14 20	American	Isthmian Line.	335.5	55.0	23.0	Baltimore.	Los Angeles.	Ballast.	5,064	6,886
Cubree	7	6 55	8	7 15	8	14 29	8	15 28	American	Ore Steamship Corporation	450.6	57.2	19.0	Baltimore.	Cruz Grande.	Ballast.	2,912	7,956
Havana Maru.	7	22 40	8	8 23	8	15 32	8	16 55	Japanese.	Osaka Shosen Kaisha.	407.0	50.0	18.0	New York.	Japan.	Rail, general.	6,538	4,769
Dixie Arrow.	8	3 15	8	9 35	8	16 25	8	17 34	American	Standard Transportation Co.	468.3	62.7	22.0	New York.	San Pedro.	Ballast.	9,741	7,140
Norway Maru.	8	10 08	8	10 30	8	18 24	8	19 25	Japanese.	Kawasaki Kisen Kaisha.	385.0	51.0	23.9	Baltimore.	Otaru.	Ballast.	7,317	6,254
Robert H. Mer-	7	12 15	9	6 25	9	12 49	9	14 45	British	Frank Waterhouse	150.2	25.2	10.0	Pristol.	Vancouver.	Ballast.	452	225
rick	8	15 00	9	7 05	9	14 24	9	15 23	Irish	Imperial Oil Co.	382.0	49.9	17.8	Halifax.	San Pedro.	Ballast.	11,049	7,732
Victorie	9	9 38	9	12 50	9	20 23	10	4 09	American	Sun Oil Co.	380.0	47.0	24.8	Jacksonville.	San Francisco.	Ballast.	5,020	3,324
Sun	9	7 45	9	13 43	9	21 20	10	14 15	German	Kosmos Line	380.0	47.0	24.8	Hamburg.	Coral.	General.	5,100	4,912
Idames	9		9		9	14 35			Panama	J. Kelly	215.0	35.0	16.5	Cristobal.	Gatun.	Ballast.	1,025	1,270
Marin Louise	1	18 00	10	6 00	10	13 27	10	18 20	Irish	Pacific Steam Navigation Co.	420.2	53.9	15.3	Cristobal.	Champerico.	General.	6,391	4,730
Salvador.	9	21 10	10	6 25	10	14 18	10	17 35	Norwegian.	O. G. Olsen & H. I. Olsen.	416.9	56.2	18.0	Norfolk.	Coquilla.	Ballast.	6,706	4,766
Tithburn.	9	22 20	10	7 15	10	14 44				Cities Service Co.				Boston.	San Pedro.	Ballast.		
Robert Luck-	10	9 20	10	10 45	10	15 56	10	17 50	American	Luckenbach Line.	445.0	58.0	24.3	New York.	Los Angeles.	General.	7,500	8,695
enbach	10	10 45	10	11 30	10	18 44			Irish	Tankers, Ltd.	399.6	52.4	23.0	Curacao.	Balboa.	Fuel oil.	7,469	6,069
Scottish Bard	10	6 08	10	13 05	10	19 29	11	1 40	British	Pacific Steam Navigation Co.	511.6	62.0	24.9	Liverpool.	Valparaiso.	General.	1,908	12,411
Oreona	10	17 35	11	6 10	11	13 57	11	14 32	British	Pacific Steam Navigation Co.	399.1	52.4	19.5	Liverpool.	Coral.	General.	2,826	6,759
Lavaro	10	17 40	11	7 00	11	14 38	11	17 21	American	Grace Line	380.2	51.6	22.0	New York.	Talcahuano.	General.	2,125	5,904
Santa Juana	10	20 50	11	7 25	11	15 14	11	16 30	American	Chile Steamship Co.	345.1	49.1	17.0	New York.	Antofagasta.	General coal.	1,911	4,393
Reubelle	10	20 50	11	8 40	11	15 02	11	17 05	British	T. and J. Harrison	400.3	60.2	17.0	Liverpool.	Los Angeles.	General.	2,200	5,431
Colonial	11	8 15	11	9 38	11	16 46	11	18 09	Irish	Imperial Oil Co.	43.3	40.3	19.11	Covanas.	San Pedro.	Ballast.	540	8,491
Calagorite	11	8 15	11	10 30	11	17 40	11	21 03	Peruvian	Peruvian Line	374.7	45.3	17.0	New York.	San Pedro.	General.	1,779	4,466
Ucayali	9	17 09	11	10 30	11	13 09	12	18 29	American	Pacific Mail Steamship Co.	261.0	40.0	17.0	Cristobal.	San Francisco.	General.	1,779	2,352
Carinto	4	19 35	12	6 06	12	13 09	12	18 29	American	Pacific Mail Steamship Co.	261.0	40.0	17.0	Cristobal.	San Francisco.	General.	1,779	2,352
Wales Maru.	11	22 15	12	6 25	12	13 54	12	16 10	Japanese.	Kawasaki Dockyard Co.	405.0	53.0	16.6	Curacao.	Iquique.	General.	7,043	5,077

¹ Launch.² Motor ship.³ Case oil, rosin, and sulphur.⁴ Steel products and general.⁵ Refined oil, lubricating oil, gasoline, steel, pipes, and general.⁶ 350 head of cattle and general.

Port Bowen.....	12	6.10	12	8.25	12	15.25	12	18.58	British.....	480.7	62.4	24.0	Liverpool.....	3,500.10.745	7,849
Chicago Maru.....	12	10.12	12	10.20	12	17.14	12	18.15	Japanese.....	410.0	51.0	22.0	Buenos Aires.....	1,533	6,123
Lake Flattery.....	11	14.00	12	11.55	12	18.15	12	19.20	American.....	251.0	43.0	18.3	New York.....	1,425	2,873
Spillway.....	9	14.03	12	5.35	12	13.33	13	14.45	American.....	464.0	60.0	19.9	Crescent.....	.....	8,473
Switzerland.....	11	14.03	12	7.17	13	14.35	13	21.30	Dutch.....	449.7	58.0	23.11	Amsterdam.....	6,665	7,849
Benckon.....	12	1.45	13	7.17	13	14.35	13	21.30	Dutch.....	449.7	58.0	23.11	Amsterdam.....	6,665	7,849
Canadian.....	13	2.00	13	8.28	13	15.24	14	1.10	British.....	400.0	52.2	25.0	Montreal.....	2,225	6,142
Challenger.....	13	6.35	13	9.55	13	16.53	13	18.05	American.....	410.5	54.2	23.0	New Orleans.....	5,697	7,496
Jadden.....	13	8.37	13	11.50	13	17.53	13	18.32	American.....	471.0	57.2	21.5	New York.....	5,389	.....
Texas.....	13	8.37	13	11.50	13	17.53	13	18.32	American.....	471.0	57.2	21.5	New York.....	5,389	.....

* Tanker.

* Launch.

* Hoofs, salted hides, bones, cotton, lime, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Kerosene, gasoline, cotton, and general.

Bantu.....	7	8.25	7	9.57	7	18.00	7	20.40	American.....	360.0	47.0	25.0	Iquique.....	6,150	6,407
Julia Lucken- bach.....	7	12.35	7	13.32	7	19.55	7	19.55	American.....	436.6	57.2	29.8	Seattle.....	8,261	8,543
Haimon.....	7	15.00	8	6.27	8	13.35	8	21.15	German.....	361.0	44.8	15.0	Champerico.....	410	4,353
Anglo-Mexican.....	7	16.00	8	6.45	8	14.18	8	14.18	British.....	394.0	52.4	26.0	Iquique.....	7,800	6,163
Cape Hemlock.....	7	14.30	8	7.04	8	14.55	8	14.55	American.....	434.8	56.2	27.8	New York.....	10,614	7,425
Alrich.....	7	16.10	8	7.45	8	16.48	8	20.50	German.....	360.0	51.2	24.0	Vancouver.....	6,300	5,393
Dunham.....	7	19.45	8	8.11	8	16.18	8	16.48	British.....	379.0	50.0	22.0	Antofagasta.....	5,190	5,337
Rhodopis.....	7	21.15	8	8.23	8	16.15	9	4.45	German.....	435.5	53.2	25.2	Coral, Chile.....	6,900	7,525
Benavonch.....	8	7.20	8	9.54	8	17.20	8	18.20	British.....	401.0	52.1	24.0	Cebu.....	3,215	6,583
Stiktestad.....	8	7.15	8	9.50	8	18.33	9	15.25	Norwegian.....	439.9	57.8	24.0	New Weststar.....	3,272	7,447
Governor.....	8	9.10	8	10.14	8	19.00	9	1.15	British.....	410.3	52.5	25.8	Vancouver.....	7,100	6,683
Chucky.....	8	10.00	8	10.58	8	19.00	8	20.00	British.....	410.8	56.1	16.0	Tucupilla.....	7,161	7,691
Arantz Mendia.....	7	21.00	8	12.39	8	19.30	8	19.30	Spanish.....	377.7	48.6	21.0	Guanaymas.....	4,957	4,984
Dryden.....	8	23.10	8	13.38	8	20.00	8	20.30	American.....	434.2	57.0	14.0	New Orleans.....	510	7,983
Standard.....	8	13.25	8	14.35	8	23.05	8	23.05	American.....	523.2	68.6	31.0	New York.....	17,000	12,171
Ansaldio San Giorgio Hill.....	8	14.40	9	6.32	9	14.00	10	2.10	Italian.....	385.0	51.0	22.6	Valparaiso.....	4,312	5,575
Toluna.....	8	22.45	9	7.32	9	16.15	9	17.55	Norwegian.....	417.3	54.4	29.3	Punta Arenas.....	9,977	7,176
Thordis.....	9	10.20	9	11.08	9	18.25	9	23.35	Norwegian.....	376.2	52.6	23.0	Victoria.....	4,643	5,122
Perce.....	9	16.32	10	6.13	10	14.05	12	18.25	Peruvian.....	284.1	39.1	10.8	Callao.....	732	2,168
John D. Arch- bold.....	9	15.40	10	7.29	10	15.40	10	15.40	American.....	554.9	75.3	31.8	San Pedro.....	19,567	14,783
Alkmar.....	10	2.35	10	8.05	10	16.40	10	20.57	Dutch.....	417.2	62.7	25.6	Coral.....	9,607	9,505
Minnesota.....	10	8.30	10	9.15	10	17.00	10	20.40	American.....	407.7	53.7	25.0	Seattle.....	7,177	7,153
Drechtidyk.....	10	11.30	10	12.05	10	19.15	11	0.18	Dutch.....	485.5	62.3	29.0	Rotterdam.....	9,636	10,793
Margaret Dollar.....	10	12.55	10	13.07	10	21.25	11	1.03	American.....	429.0	55.2	25.0	Vancouver.....	8,035	7,579
Galveston.....	10	14.00	10	14.43	10	22.00	11	1.35	American.....	292.0	44.0	17.8	Balboa.....	.....	.....
Paul H. Har- wood.....	10	14.10	11	6.15	11	14.10	11	14.10	American.....	435.0	56.0	28.0	San Pedro.....	10,500	7,327
Sithonia.....	10	15.30	11	6.41	11	15.25	11	17.00	British.....	420.3	56.1	26.0	Balboa.....	7,875	6,753
O-6.....	10	18.46	11	6.55	11	14.55	.....	.....	U. S. Navy.....	.....	.....	.....	Cristobal.....	.....	.....
E. T. Bedford.....	10	15.55	11	7.19	11	17.10	11	17.10	American.....	499.2	68.1	29.10	San Pedro.....	15,500	11,000
Apple Branch.....	10	19.30	11	7.47	11	15.40	11	18.05	British.....	376.0	51.6	24.4	Coronel, Chile.....	6,033	5,112

* Tanker.

* Motor ship.

* Submarine.

* Wheat, barley, general.

* Copper, tin, ore, etc.

* Hemp, copra, machinery.

* Coffee, ore, sheepskins.

* Nitrate, barley, metals, sugar, and cotton.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
F. Q. Bastow ¹	10	21 45	11	8 36	11	17 45	American	Standard Oil Co. of N. J.	500 0	68 2	29 6	San Pedro	New York	Crude oil	15,050	10,530	7,604
Crubamba	11	2 30	11	9 18	11	16 15	Peruvian	Peruvian Line.	381 2	46 1	17 3	Callao	Cristobal	General	4,981	4,838	2,951
Teo	11	1 30	11	11 32	11	21 25	Chilean	United Fruit Co.	421 8	56 0	27 0	Valparaiso	New York	General	5,083	7,758	4,672
William Por-	11	11 15	11	12 22	11	20 35	American	Garland Steamship Co.	409 8	54 2	27 0	Grays Harbor	Philadelphia	Lumber	7,509	6,757	4,919
kins	11	20 00	12	7 18	12	14 15	American	Atlantic Refining Co.	425 0	57 2	29 6	San Pedro	Philadelphia	Crude oil	10,009	7,204	4,768
Thomas P.	12	4 00	12	8 02	12	15 15	American	Argonaut Steamship Co.	394 1	55 1	25 0	Port Angeles	Baltimore	Lumber, general	7,250	7,047	5,100
Beal	12	6 00	12	9 15	12	16 35	American	Pomona Steamship Co.	409 0	53 0	26 0	Everett, Wash	Baltimore	Lumber	10,009	8,309	6,026
Pomona	12	6 50	12	10 06	12	17 25	Danish	Wessel, Duval Co.	351 6	50 0	24 0	Iquique	Peñasco	Nitrate	6,307	4,932	3,468
Nordlys	12	7 40	12	11 19	12	18 05	British	Pacific Steam Navigation Co.	229 0	33 10	13 4	Tumaco	Cristobal	General	653	1,187	622
Janalca	12	10 00	12	13 41	12	21 45	American	C. D. Mallory & Co.	464 6	60 2	25 6	San Pedro	Fall River	Crude oil	11,609	8,300	6,050
R-24 ¹⁸	12	11 32	12	14 18	12	21 45	American	U. S. Navy				Balboa	Coro Solo				
Swiftarrow	12	11 32	12	14 18	12	21 45	American	Olsen Ugelstad & Co.	274 7	40 2	22 6	Callao	E. Coast U. S.	Guano	2,453	2,031	1,834
Hafsfjord	12	12 30	13	6 27	13	17 19	Norwegian	Ando-Saxon Petroleum Co.	400 2	53 0	26 1	San Pedro	Lands End	Gasoline	7,751	6,147	4,056
Liss	12	14 10	13	6 58	13	15 35	Norwegian	Tankers Ltd., London	399 0	52 4	17 6	Balboa	Curacao	Ballast	5,748	4,701	3,392
Scottish Bard	10	19 02	13	7 54	13	15 20	British	Roland Line	360 0	51 0	22 0	Cerral	Hamburg	General	14,500	10,833	7,736
Alda	12	18 00	13	8 13	13	16 40	German	International Shipping Corp.	499 9	68 1	23 0	San Pedro	New York	Crude oil	4,292	4,321	3,120
Agwismith	12	22 03	13	8 32	13	17 17	American	Royal Netherlands W. I. Mail	346 5	48 4	22 0	Cerral	Hamburg	General	6,109	5,274	3,886
Jason	12	22 30	13	9 19	13	18 00	Dutch	Norway-Pacific Line	362 0	51 5	24 0	Seattle	Kristiansund	General			
Bordland ¹⁹	12	23 00	13	9 40	13	18 55	Norwegian	Lieutenant Fuller				Balboa	Gamboa	Ballast			
Arabella ²⁰	12	23 00	13	10 05			American										

¹ Tanker.¹⁸ Submarine.¹⁹ Motor ship.

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

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.	
		Line.	Date.	Vessel.	Line.
September 7.	Heredia	United Fruit Co.	September 7.	Ulua	United Fruit Co.
September 7.	Venezuela	Royal Netherlands W. I. Mail	September 7.	Heredia	United Fruit Co.
September 7.	Ulua	United Fruit Co.	September 7.	Venezuela	Royal Netherlands W. I. Mail
September 7.	Traveller	Harrison Line	September 8.	Traveller	Panama Railroad Steamship Line.
September 8.	Tolca	United Fruit Co.	September 9.	E. Norte ²¹	Harrison Line.
September 9.	Ulysses	Panama Railroad Steamship Line.	September 9.	Hurtado	Colon.
September 9.	Turrialba	United Fruit Co.	September 10.	Heredia	New Orleans via Habana.

²¹ Motor schooner.

• Other than ships passing through the Canal.

(Continued on page 92, column 2.)

(Continued from page 83.)

Statement Showing by Nationality, the Number of Vessels, the Panama Canal Net Tonnage, Tolls Assessed, and Tons of Cargo Carried Through the Panama Canal During the First Ten Years of Occupation.

Nationality and year.	No. of ships.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
United States:				
1915	459	1,700,145	\$2,002,845.77	2,187,994
1916	213	652,989	724,219.01	848,857
1917	404	1,239,492	1,238,322.63	1,475,725
1918	567	1,704,040	1,713,827.23	2,098,277
1919	784	2,257,342	2,327,261.48	2,758,886
1920	1,129	3,791,088	3,805,924.77	4,547,140
1921	1,210	4,861,761	4,784,577.35	5,163,025
1922	1,095	4,971,599	4,867,495.81	4,950,519
1923	1,994	10,208,536	9,474,034.93	11,055,156
1924	2,947	15,806,899	14,483,327.71	16,654,435
Totals	19,802	47,193,801	45,421,836.69	51,739,924
British:				
1915	465	1,630,833	1,847,341.10	2,200,514
1916	358	1,161,097	1,140,395.07	1,570,660
1917	789	2,603,250	2,595,158.60	3,393,750
1918	702	2,529,203	2,498,596.49	2,615,675
1919	607	1,915,744	1,954,715.87	1,876,939
1920	753	2,760,188	2,805,018.50	2,830,268
1921	972	3,978,329	3,989,231.58	3,738,257
1922	935	3,795,526	3,728,007.80	3,329,861
1923	1,065	4,892,338	4,736,221.04	4,929,317
1924	1,265	6,097,611	5,814,983.83	6,051,842
Totals	7,902	31,424,119	31,109,719.88	32,537,083
Norwegian:				
1915	42	130,776	141,066.91	166,522
1916	44	172,459	149,357.56	229,368
1917	145	490,534	448,948.53	597,581
1918	296	876,024	823,748.57	1,090,823
1919	128	497,555	460,057.68	577,679
1920	106	397,632	371,408.79	404,323
1921	140	548,227	523,311.94	637,887
1922	113	385,097	374,870.62	408,268
1923	147	597,319	558,839.74	704,292
1924	136	546,533	496,876.96	539,101
Totals	1,297	4,642,206	4,348,487.30	5,355,844
Japanese:				
1915	6	24,897	30,260.40	42,600
1916	24	81,818	88,229.68	117,780
1917	72	291,500	305,702.63	446,358
1918	54	238,814	248,063.30	407,399
1919	87	341,064	364,622.57	503,427
1920	118	515,243	543,936.93	726,338
1921	136	613,245	655,176.51	758,617
1922	189	872,466	953,949.00	1,044,515
1923	163	753,219	815,638.48	943,400
1924	171	815,468	844,976.31	935,245
Totals	1,020	4,547,734	4,850,555.81	5,925,679
Chilean:				
1915	35	94,638	101,275.95	50,879
1916	33	91,243	80,192.25	53,573
1917	99	265,210	236,588.20	184,446
1918	96	254,841	223,146.30	153,259
1919	93	253,561	212,511.90	161,340
1920	79	212,000	169,472.55	104,738
1921	63	159,727	147,023.75	61,737
1922	53	150,398	115,757.90	46,182
1923	62	201,411	158,182.50	76,670
1924	47	176,472	157,035.25	107,147
Totals	660	1,859,501	1,601,186.55	999,971
Danish:				
1915	24	92,537	110,680.30	116,603
1916	18	68,011	66,938.80	94,950
1917	43	163,882	141,461.44	242,567
1918	100	272,946	249,761.14	420,063
1919	79	213,534	207,404.47	325,277
1920	9	32,221	43,528.35	42,533
1921	60	236,512	241,411.86	322,059

Nationality and year.	No. of ships.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
Danish—Continued:				
1922	53	227,473	\$222,146.65	272,779
1923	65	240,053	221,569.36	307,876
1924	65	245,929	229,205.17	317,274
Totals	516	1,793,098	1,734,107.54	2,461,981
Dutch:				
1915	7	21,075	24,103.58	26,402
1916	15	39,642	43,910.44	61,959
1917	74	260,500	270,321.78	314,203
1918	48	197,627	214,211.46	233,063
1919	19	88,299	97,467.75	119,297
1920	29	152,535	126,868.98	128,442
1921	50	248,801	229,248.94	216,488
1922	66	293,428	260,138.38	230,573
1923	109	510,970	450,356.36	487,957
1924	102	551,761	489,807.54	573,929
Totals	519	2,364,638	2,206,435.21	2,452,313
Peruvian:				
1915	4	9,403	10,034.30	8,202
1916	30	74,429	67,691.30	62,210
1917	86	218,593	199,860.25	159,609
1918	83	208,958	177,732.30	143,344
1919	64	166,956	133,243.12	121,524
1920	75	191,689	161,964.75	119,418
1921	60	157,495	107,160.64	105,322
1922	60	161,930	103,035.30	64,370
1923	80	216,829	152,620.10	111,519
1924	70	189,046	127,183.38	102,136
Totals	612	1,595,328	1,240,525.44	997,654
French:				
1915	3	10,703	12,843.60	13,600
1916	1	4,343	4,782.50	7,176
1917	9	38,889	39,446.42	36,680
1918	52	147,805	152,028.03	159,859
1919	104	253,774	283,971.06	286,812
1920	60	114,664	127,818.17	125,249
1921	44	155,889	164,575.94	132,836
1922	51	190,171	216,475.40	139,463
1923	56	252,333	258,360.69	230,175
1924	83	386,640	428,571.60	407,249
Totals	463	1,555,211	1,688,873.41	1,539,099
German:				
1920	17	52,755	49,953.38	59,239
1921	19	67,334	62,908.95	73,837
1922	37	122,893	120,087.25	121,888
1923	90	336,149	312,395.35	330,134
1924	150	660,156	604,085.65	737,103
Totals	313	1,239,287	1,149,430.58	1,322,201
Swedish:				
1915	17	50,824	58,174.76	53,292
1916	13	41,537	35,892.70	47,236
1917	18	69,202	56,793.78	94,515
1918	26	80,191	74,621.25	132,521
1919	27	95,684	88,572.73	143,516
1920	19	76,825	62,268.74	74,244
1921	25	113,661	93,331.25	128,919
1922	35	124,446	105,939.90	141,448
1923	31	130,361	108,151.33	181,810
1924	39	161,993	130,935.00	220,517
Totals	250	944,724	814,681.44	1,218,018
Spanish:				
1917	20	49,124	47,731.15	71,080
1918	11	24,469	24,032.78	35,394
1919	5	11,066	11,092.29	10,047
1920	41	106,651	98,228.02	101,563
1921	41	117,400	118,548.41	143,076
1922	9	27,264	32,712.88	23,701
1923	14	41,201	38,102.75	32,178
1924	45	172,572	160,336.90	67,903
Totals	189	549,747	530,785.18	484,942

Nationality and year.	No. of ships.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
Italian:				
1915	2	4,158	\$3,992.40	900
1916	1	3,861	2,779.92	
1917	2	6,430	6,029.80	5,700
1918	4	17,218	16,875.70	13,793
1920	26	98,692	98,959.79	63,441
1921	25	102,783	103,206.60	47,988
1922	20	73,393	75,511.30	38,851
1923	29	117,782	119,329.58	75,258
1924	43	164,448	170,565.90	125,156
Totals.....	152	588,765	597,250.99	371,087
Miscellaneous:				
1915	11	22,583	24,931.12	21,036
1916	8	4,733	3,700.39	345
1917	51	41,951	41,097.84	36,349
1918	30	21,937	22,208.60	28,561
1919	27	30,411	31,907.67	31,877
1920	17	43,861	48,581.43	47,563
1921	44	54,712	57,126.19	69,166
1922	20	21,555	21,704.22	12,492
1923	62	107,245	104,612.64	102,133
1924	67	173,250	153,072.34	155,673
Totals.....	337	522,238	508,942.44	505,195
Total traffic:				
1915	1,075	3,792,572	4,367,550.19	4,888,454
1916	758	2,396,162	2,408,089.62	3,094,114
1917	1,803	5,798,557	5,627,463.05	7,058,563
1918	2,069	6,754,073	6,438,853.15	7,532,031
1919	2,024	6,124,990	6,172,828.59	6,916,621
1920	2,478	8,546,044	8,513,933.15	9,374,499
1921	2,892	11,415,876	11,276,889.91	11,599,214
1922	2,736	11,417,459	11,197,832.41	10,884,910
1923	3,967	18,605,786	17,508,414.85	19,567,875
1924	5,230	26,148,878	24,290,963.54	26,994,710
Totals.....	25,032	100,820,397	97,802,818.46	107,910,991

Cable Rates to Santo Domingo.

All-America Cables, Inc., advises that its Santo Domingo office was opened for business on September 16, 1924. The following rates per word are in effect: To Santo Domingo and Puerto Plata, 50 cents; to La Romana, 58 cents; to all other places, 53 cents.

Deferred rates are as follows: To Santo Domingo and Puerto Plata, 25 cents; to La Romana, 33 cents; to all other places, 28 cents.

Whole Cargo of Chick Peas.

The motorship *Arantza Mendi* operated by Hijos de Pedro Basterra, passed through the Canal on September 7, with a whole cargo of chick peas, 4,957 tons. They were shipped from Guaymas, Mexico, direct to Bilbao, Spain. This is the second transit the *Arantza Mendi* has made through the Canal carrying a whole cargo of chick peas, having passed through on October 24, 1923, carrying 4,094 tons bound also from Guaymas, Mexico, to Bilbao.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity.72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton.50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton.1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 88.

PORT OF CRISTOBAL.—continued.

*ARRIVALS.			*DEPARTURES.				
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
September 9	Camden	United Fruit Co.	Houston.	September 10	Tolosa	United Fruit Co	Port Limon.
September 9	Heredia	United Fruit Co.	Bocas del Toro.	September 11	Camden	United Fruit Co.	Baytown.
September 10	Santa Marta	United Fruit Co.	New York via Kingston.	September 11	Santa Marta	United Fruit Co.	Colombian ports.
September 11	Carrillo	United Fruit Co.	Colombian ports.	September 11	Turrialba	United Fruit Co.	New Orleans via wayports.
September 12	Chateau Thierry ²²	U. S. Army.	New York via San Juan.	September 11	Carrillo	United Fruit Co.	New York via Kingston.
September 12	Nellie Moulton ²³	Surgeon Brothers	Bocas del Toro.	September 13	Ulysses	Panama Railroad Steamship Line.	Norfolk.
September 13	Cristobal	Panama Railroad Steamship Line	New York via Haiti.				
September 13	Cartago	United Fruit Co.	New Orleans via Habana.				
PORT OF BALBOA.							
²² Transport.		²³ Schooner.					
September 4	Atrato ²⁴ .	Colombian Transport Co	Buenaventura.	September 7	Arato ²⁴ .	Colombian Transport Co.	Buenaventura.
September 11	Rakuyo Maru.	Toyo Kisen Kaisha, Ltd	Hongkong.	September 12	Rakuyo Maru	Toyo Kisen Kaisha, Ltd	Valparaiso.

* Other than ships passing through the Canal.

²² Motor ship.

²³ Transport. ²⁴ Schooner.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., September 24, 1924. No. 7.

Summary of Passenger Movement at Canal Ports During Fiscal Year, 1924.

During the fiscal year ending June 30, 1924, the number of passengers disembarking at Canal Zone ports was 30,080, and the number of embarkations during the same period was 26,318. Of the total, 33,984, or slightly over 60 per cent, were first class.

The following tabulation shows, by months, the number of passengers embarking and disembarking at Canal Zone ports during the fiscal year, segregated between first class and others:

Month.	Passengers disembarking.			Passengers embarking.		
	First class.	Others.	Total.	First class.	Others.	Total.
July	1,665	387	2,052	1,234	396	1,630
August	1,329	1,022	2,351	1,936	766	2,702
September	1,399	786	2,185	1,190	501	1,691
October	1,639	752	2,391	1,025	1,014	2,039
November	1,479	1,382	2,861	1,018	1,069	2,087
December	1,411	1,054	2,465	1,002	1,100	2,102
January	1,528	1,294	2,822	1,073	920	1,993
February	1,512	1,251	2,763	1,307	497	1,804
March	1,426	781	2,207	1,484	939	2,423
April	1,224	955	2,279	1,419	904	2,323
May	1,247	1,613	2,760	1,651	1,146	2,797
June	1,353	1,591	2,944	1,533	1,194	2,727
Totals	18,112	12,868	30,080	15,872	10,446	26,318

Of the total number of passengers arriving at or departing from Canal Zone ports, over 89 per cent were through the port of Cristobal, the exact figures being given in the following tabulation:

	Port of Cristobal.	Port of Balboa.	Total.
Passengers disembarking	26,139	3,941	30,080
Passengers embarking	24,144	2,174	26,318
Totals	50,283	6,115	56,398

A further segregation of the passenger movement shows that 24,113 incoming and 21,370 outgoing passengers were bound from or destined to Atlantic ports, and 5,967 incoming and 4,362 outgoing passengers were bound from or destined to Pacific ports.

In addition to the figures shown above of passengers arriving and departing, there were 77,859 passengers brought to the Isthmus by vessels calling at Canal Zone ports. Many of these passengers came ashore for a period of 24 to 48 hours, but as they departed on the same vessel as they arrived on they are not taken up in the above tabulation of passengers embarking and disembarking. These 77,859 passengers were made up as follows:

Remaining aboard vessels transiting the Canal	65,502
Remaining aboard vessels entering the port of Cristobal but not transiting the Canal	10,042
Remaining aboard vessels entering the port of Balboa but not transiting the Canal	2,315
Total	77,859

(Continued on page 111.)

CANAL WORK IN AUGUST.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of August, 1924:

BALBOA HEIGHTS, C. Z., September 15, 1924.

*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, 1924:

NUMBER OF TRANSITS.

During the month of August, 372 commercial vessels passed through the Panama Canal. In addition to these there were 5 small nonseagoing launches measuring under 20 tons, and 20 vessels belonging to or chartered by the United States Government, making the total transits, 397, or a daily average for all transits of 12.16.

The 372 commercial transits paid tolls to the amount of \$1,769,999.94, and the 5 launches, \$14.25, making a total tolls collection on all traffic of \$1,770,014.19, or a daily average of \$57,097.23.

August, 1924, shows the smallest number of commercial transits and the smallest amount of tolls collected in any month since February, 1923; and the total amount of cargo carried through the Canal in commercial vessels fell below 2,000,000 tons for the first month since March, 1923.

The total craft of all kinds transiting the Canal during the month of August, 1924, as compared with the same month in 1923 and 1922, is shown in the following tabulation:

	August, 1924.	August, 1923.	August, 1922.
Commercial vessels.....	372	454	257
Noncommercial vessels (Army and Navy).....	20	22	25
Launches (under 20 tons measurement).....	5	7	8
Total vessels and craft through Canal.....	397	483	290

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	16	14	30
Pedro Miguel.....	21	24	45
Miraflores.....	16	18	34
Totals.....	53	56	109

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month, from the beginning of the calendar year 1924, to the end of August, 1924, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Calendar year.		Calendar year.		Calendar year.		Calendar year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924
January...	352	476	1,610,692	2,400,040	1,591,932	2,427,332	\$1,505,285.55	\$2,216,855.01
February...	326	418	1,529,547	2,108,879	1,563,278	2,243,616	1,423,954.21	1,964,155.59
March.....	409	429	1,988,192	2,136,079	1,940,928	2,272,472	1,827,718.44	1,997,138.83
April.....	404	403	2,007,690	2,053,171	2,187,145	2,158,721	1,878,938.15	1,903,761.27
May.....	419	417	2,128,414	2,085,670	2,265,083	2,553,986	1,972,216.04	1,955,764.91
June.....	417	377	2,035,902	1,928,039	2,096,446	2,022,850	1,898,259.08	1,792,821.22
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	2,124,830.02	1,935,296.43
August....	454	372	2,232,590	1,901,895	2,168,750	1,958,479	2,050,656.97	1,769,999.94
Totals.	3,255	3,314	15,843,054	16,649,870	16,151,346	17,534,610	14,681,858.46	15,535,793.20

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The increase in commercial traffic for the first 8 months of the current calendar year, as compared with the calendar year 1923, has been as follows: Number of transits, 1.5 per cent; Panama Canal net tonnage, 5.2 per cent; tons of cargo carried, 8.5 per cent; and tolls collected, 5.8 per cent.

The following is a summary of commercial traffic in August, 1924, as compared with the corresponding months in 1922 and 1923, and the average month's traffic for the fiscal year 1924:

	August, 1924.	August, 1923.	August, 1922.	Average per month for fiscal year 1924.
Number of vessels.....	372	454	257	436
United States net tonnage.....	1,508,656	1,799,173	857,925	1,746,436
Panama Canal net tonnage.....	1,901,895	2,232,590	1,084,133	2,179,073
Registered gross tonnage.....	2,424,470	2,859,103	1,358,917	2,784,356
Registered net tonnage.....	1,508,864	1,801,356	853,212	1,744,885
Tolls.....	\$1,769,999.94	\$2,050,656.97	\$1,055,366.75	\$2,024,246.96
Tons of cargo carried.....	1,958,479	2,168,750	1,165,950	2,249,559

The average daily number of transits, tonnage, tolls, and cargo are shown in the following statement in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1924.
	August, 1924.	August, 1923.	August, 1922.	
Number of transits.....	12.00	14.65	8.29	14.29
Panama Canal net tonnage.....	61,351	72,019	34,972	71,446
Tolls.....	\$57,096.77	\$66,150.22	\$34,043.12	\$66,368.75
Tons of cargo carried.....	63,177	69,959	37,611	73,756

From the foregoing it will be seen that the average daily traffic in August, 1924, as compared with the average for the fiscal year 1924, shows the following decreases: Transits, about 16 per cent; Panama Canal net tonnage, about 14 per cent; tolls, about 11 per cent; and tons of cargo carried, about 14 per cent.

As compared with August, 1923, the decreases are approximately as follows: Transits, 18 per cent; Panama Canal net tonnage, 15 per cent; tolls, 14 per cent; and tons of cargo carried, 9 per cent.

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of August, 1924, as compared with August, 1923, and August, 1922, are shown in the following tabulation:

	Average per vessel.		
	August, 1924.	August, 1923.	August, 1922.
United States equivalent net tonnage.....	4,056	3,963	3,391
Panama Canal net tonnage.....	5,113	4,918	4,285
Registered gross tonnage.....	6,517	6,298	5,371
Registered net tonnage.....	4,056	3,959	3,372
Tolls.....	\$4,758.06	\$4,516.86	\$4,106.37
Tons of cargo (including vessels in ballast).....	5,265	4,777	4,701
Tons of cargo (laden vessels only).....	6,359	6,323	5,228

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of August, for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
August, 1921...	19	86,278	55,387	23	110,899	129,792	42	197,177	185,179
August, 1922...	35	159,982	158,098	25	127,577	164,150	60	287,559	322,248
August, 1923...	123	665,843	301,743	102	569,804	935,407	225	1,235,647	1,237,159
August, 1924...	63	410,147	133,436	72	414,136	677,666	140	824,283	811,102

UNITED STATES SHIPPING BOARD VESSELS.

During the month of August, 1924, 15 vessels of the United States Shipping Board transited the Canal. Of these, 6 were employed in the United States intercoastal trade. Of the 15 vessels, 7 were tank ships and 8 were general cargo carriers.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of August, for the past 3 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Total.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
August, 1922...	7	39,798	27,932	7	32,920	45,532	14	72,718	73,464
August, 1923...	15	75,875	37,482	13	68,553	97,962	28	144,428	135,444
August, 1924...	7	37,391	32,659	8	41,528	62,405	15	78,919	95,064

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of August, 1924, by principal geographical areas, as compared with August, 1923, and August, 1922. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	August, 1924.	August, 1923.	August, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States	626,329	960,989	375,187
Europe (including British Isles)	255,301	212,659	165,342
East coast of Canada	20,910		
East coast of Mexico	26,538	13,897	27,788
West Indies	5,197	9,145	
Cristobal, C. Z.	12,164	18,245	20,963
East coast of South America	37,978	23,772	12,507
Miscellaneous		32,057	10,075
Totals	984,417	1,270,764	611,862
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States	543,398	816,379	231,608
West coast of South America	191,338	202,838	152,917
Australasia	91,473	85,956	87,229
Far East	59,657	101,011	116,154
Canada, west coast	82,693	36,631	21,730
West coast of Mexico and Central America	13,094	22,251	2,067
Miscellaneous	2,764	5,698	157
Totals	984,417	1,270,764	611,862
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States	505,986	677,461	186,496
West coast of South America	276,372	176,003	149,528
Australasia	38,367	37,347	32,317
Far East	17,729	31,635	53,247
Canada, west coast	75,854	27,973	45,994
West coast of Mexico and Central America	3,170	6,191	4,678
Miscellaneous		5,216	11
Totals	917,478	961,826	472,271
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States	566,300	714,680	269,944
Europe (including British Isles)	295,964	148,270	163,885
East coast of Mexico	8,590	51,924	9,865
East coast of Canada	19,972		
Cristobal, C. Z.	11,164	18,452	17,726
East coast of South America	4,910	8,495	4,874
Miscellaneous	10,578	20,005	5,977
Totals	917,478	961,826	472,271

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month was \$1,769,999.91. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$353,057.34. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$38,786.97	\$40,741.15	\$79,528.12
Chilean.....	1,257.65	1,256.00	2,513.65
Danish.....	1,106.65	435.50	1,542.15
Danzig.....		2,944.15	2,944.15
Dutch.....	4,823.35	11,183.60	16,006.95
French.....	2,679.75	2,984.95	5,664.70
German.....	11,918.25	9,207.75	21,126.00
Irish.....		543.90	543.90
Italian.....	1,014.70	1,900.40	2,915.10
Japanese.....	2,228.45	4,909.35	7,137.80
Jugo-Slavic.....		1,641.20	1,641.20
Mexican.....		436.30	436.30
Norwegian.....	2,804.65	8,198.70	11,003.35
Peruvian.....	4,673.95	3,015.25	7,689.20
Spanish.....	472.97	2,271.30	2,744.27
Swedish.....	5,733.25	1,856.25	7,589.50
United States.....	72,682.70	109,348.30	182,031.00
Totals.....	150,183.29	202,874.05	353,057.34

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$48,127.23	\$90,449.85	\$138,577.08
United States foreign trade.....	23,780.77	18,111.75	41,892.52
United States to Canal Zone trade.....	774.70	786.70	1,561.40
Totals.....	72,682.70	109,348.30	182,031.00

Of the additional \$353,057.34 that would have been collected by using exclusively Panama Canal rules of measurement, \$19,134 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in August, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, August, 1924.
British.....	.83	1.43	1.11
Chilean.....	.39	1.00	.71
Colombian.....	.48		.48
Danish.....	1.29	1.98	1.51
Danzig.....		1.67	1.67
Dutch.....	1.23	1.56	1.48
French.....	1.06	1.60	1.39
German.....	1.05	1.47	1.23
Irish.....		1.66	1.66
Italian.....	.24	.26	.25
Japanese.....	1.00	1.52	1.30
Jugo-Slavic.....		1.94	1.94
Mexican.....		.45	.45
Norwegian.....	1.00	1.73	1.53
Peruvian.....	.23	.72	.45
Spanish.....	.09	1.43	1.02
Swedish.....	.93	1.43	1.03
United States.....	.86	1.64	1.37
Totals, August, 1924.....	.87	1.55	1.28
Totals, August, 1923.....	1.07	1.51	1.32
Totals, August, 1922.....	1.03	1.29	1.17

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.32	1.64	.99
United States and South America.....	.30	1.91	1.15
United States and Europe.....	.43	1.74	1.00
United States and Far East.....	1.20	1.18	1.18
United States and Australasia.....	.98	.04	.89
United States and Canada.....	.52	1.63	.95
Europe and South America.....	.81	1.51	1.23
Europe and Canada.....	.73	1.57	1.20
Europe and Australasia.....	.67	.67	.67
Cristobal and South America.....	.53	.51	.51

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of August, 1924, was 1,958,479 tons. This was the first month since March, 1923, in which the total was less than 2,000,000 tons. Mineral oils eastbound through the Canal aggregated 660,808 tons for August, 1924, as against 886,592 tons for August, 1923; while the total cargo through the Canal eastbound was 1,426,776 tons for August, 1924, as against 1,430,100 tons for August, 1923. The total cargo westbound for August, 1924, was 531,703 tons as against 738,660 tons for August, 1923. As will be seen from the following table this decrease seems to be fairly evenly distributed through all the principal items.

From the Atlantic to the Pacific the principal commodities were various manufactured articles, mineral oils, cement, and coal and coke; from the Pacific to the Atlantic the principal commodities were mineral oils, nitrates, lumber, and various ores.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	August, 1924.	August, 1923.	August, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	1,899	3,618	1,573
Ammonia.....	7,117	7,217	4,040
Asphalt.....	3,700	3,064	1,766
Blood and tankage.....		412	4,885
Automobiles and accessories.....	7,381	9,868	2,601
Canned goods, various.....	2,916	5,736	3,339
Cement.....	35,673	42,134	4,909
Chalk.....	1,080	6	2,295
Coal and coke.....	15,950	26,178	41,175
Coffee.....	4,349	5,584	1,703
Corn.....	3,000		
Cotton.....	128	3,030	9,719
Creosote.....	8,028		
Glassware.....	2,062	3,489	1,918
Liquors.....	1,548	3,017	1,322
Lumber.....	1,046	2,717	1,211
Manufactured goods:			
Iron and steel.....	109,469	171,579	111,749
Machinery.....	12,412	17,966	8,242
Railroad material.....	8,421	8,860	20,846
Textiles.....	7,359	10,367	5,693
Other.....	3,122	9,082	14,004
Metals, various.....	8,119	23,542	19,800
Mineral oils:			
Crude.....	26,250	31,536	45,319
Lubricating.....	7,042	7,194	2,567
Refined.....	37,290	82,850	70,911
Ores, various.....	367	2,014	4,935
Phosphates.....	8,630	1,602	
Paper.....	12,823	13,067	6,858
Rice.....	2,488	346	223
Rosin.....	3,206	1,542	973
Salt.....	1,167	836	5,778
Sand.....	1,190		
Shells.....	2,419	1,597	
Silver sand.....	4,020	5,229	632
Sulphur.....	6,900	500	16,402
Tobacco.....	1,586	2,008	1,486
Turpentine.....	1,779	397	10
Wax.....	849	2,145	449
Miscellaneous.....	168,918	228,271	137,428
Totals.....	531,703	738,600	556,761

Commodity.	August, 1924.	August, 1923.	August, 1922.
<i>Pacific to Atlantic.</i>			
Barley.....	35,883	38,018	50,689
Beans.....	2,875	4,094	4,594
Borax.....	2,652	4,097	5,322
Canned goods.....	38,108	26,216	48,453
Coffee.....	3,899	3,554	3,780
Cold storage products.....	18,971	16,092	9,664
Copra.....	393	375	5,847
Cotton.....	5,609	5,623	5,061
Flour.....	2,500	814	4,005
Fruits, dried.....	4,016	3,973	7,588
Lumber.....	155,840	115,759	145,213
Metals, various.....	30,251	32,626	20,498
Nitrates.....	210,765	112,114	97,438
Mineral oils:			
Crude.....	455,484	872,718	17,343
Lubricating.....	6,065	54	11,249
Refined.....	199,259	13,820	8,514
Ores, various.....	86,178	49,700	39,528
Phosphates.....			13,650
Rice.....	6,240	5,942	5,177
Skins and hides.....	2,765	4,033	3,297
Sugar.....	13,096	22,798	33,757
Wheat.....	34,216	9,971	20,355
Wool.....	3,924	3,785	6,637
Miscellaneous.....	107,787	83,974	41,530
Totals.....	1,426,776	1,430,150	609,189

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of August, 1924, was published in THE PANAMA CANAL RECORD of September 10, 1924.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of August, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	August, 1924.	August, 1923.	August, 1922.	August, 1924.	August, 1923.	August, 1922.
United States intercoastal trade.....	68	123	35	72	102	25
United States and South America.....	20	20	16	26	20	21
Europe and South America.....	20	18	11	31	16	12
United States and Far East.....	10	16	21	3	6	9
Europe and United States.....	12	19	12	13	8	8
Europe and Canada.....	8	3	3	11	2	7
Europe and Australasia.....	6	5	7	4	3	6
Mexico and South America.....	3	3	4	1	1	1
Cristobal and South America.....	3	6	11	3	7	9
United States and Canada.....	8	3	1	4	3	2
United States and Australasia.....	9	9	5	1	2	1
Miscellaneous.....	24	36	15	12	23	15
Totals.....	191	261	141	181	193	116
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Number of vessels.			Number of vessels.		
	August, 1924.	August, 1923.	August, 1922.	August, 1924.	August, 1923.	August, 1922.
United States intercoastal trade.....	410,147	665,843	159,892	414,136	569,804	127,577
United States and South America.....	93,205	88,686	59,491	116,927	79,432	78,350
Europe and South America.....	93,992	73,352	47,156	140,662	71,877	52,121
United States and Far East.....	55,427	90,161	111,865	17,729	31,635	48,807
Europe and United States.....	61,656	92,302	53,981	61,134	39,078	40,873
Europe and Canada.....	45,287	16,271	15,303	60,745	13,092	34,919
Europe and Australasia.....	42,231	27,617	47,541	33,423	24,223	28,182
Mexico and South America.....	14,306	13,897	24,831	6,591	4,831	4,822
Cristobal and South America.....	4,263	12,188	18,094	5,967	12,615	14,235
United States and Canada.....	42,403	15,361	6,427	19,203	14,881	11,075
United States and Australasia.....	46,431	48,432	32,241	4,944	9,003	4,135
Miscellaneous.....	75,129	126,654	35,040	36,016	91,355	27,175
Totals.....	984,417	1,270,764	611,862	917,478	961,826	472,271

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Tons of cargo carried.			Tons of cargo carried.		
	August, 1924.	August, 1923.	August, 1922.	August, 1924.	August, 1923.	August, 1922.
United States intercoastal trade	133,436	301,743	158,098	677,666	935,407	164,150
United States and South America	31,044	40,983	28,246	211,728	129,329	127,238
Europe and South America	75,213	45,529	43,968	211,697	89,042	73,800
United States and Far East	66,009	116,525	140,316	20,507	34,595	45,833
Europe and United States	26,609	60,520	33,258	106,466	61,564	62,674
Europe and Canada	33,617	13,719	10,654	94,165	18,465	54,263
Europe and Australasia	28,447	24,622	35,736	22,537	17,414	33,609
Mexico and South America	26,250	26,385	42,800			
Cristobal and South America	2,228	2,616	3,747	3,050	4,331	4,459
United States and Canada	27,109	11,419	6,440	21,594	17,255	11,712
United States and Australasia	45,682	40,533	27,630	195	453	1,465
Miscellaneous	36,059	54,006	25,868	57,171	122,295	29,986
Totals	531,703	738,600	566,761	1,426,776	1,430,150	609,189

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of August in the years 1922, 1923, and 1924, and for July, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
August, 1922	98	327,437	\$308,178.67	338,792
August, 1923	135	498,509	494,581.84	516,844
August, 1924	135	548,344	523,718.91	606,632
July, 1924	145	632,667	565,029.49	621,129

The figures for August, 1924, are slightly under those for the preceding month but are greater than for August in 1922 and 1923.

The principal commodities bound to Latin-America were various manufactured articles, mineral oils, cement, and coal and coke in the order named.

From Latin-America the principal commodities were nitrates, various ores, mineral oils, grain, and various metals, in the order named.

Nitrate shipments from the west coast of South America aggregated 210,740 tons, as against 141,763 in July, 1924, 46,255 tons in June, 1924, and 112,114 tons in August, 1923. Mineral oil shipments from South America aggregated 76,800 tons, as against 23,392 tons in August, 1923, and various ores aggregated 85,668 tons, as against 47,409 tons in August, 1923.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin-America during August, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for August in 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
British	22	73,038	87,104	118,103	72,035	\$83,791.82	67,388
Chilean	1	3,479	4,672	7,310	3,976	4,348.75	1,814
Colombian	2	121	125	58		131.76	42
Danish	1	2,256	3,468	3,718	2,307	2,496.96	
Dutch	5	18,106	22,783	28,891	18,141	20,841.05	23,148
German	6	19,653	26,034	32,146	19,893	24,566.25	23,942
Italian	2	5,746	6,831	9,971	5,858	7,182.50	1,644
Japanese	1	3,645	4,230	5,761	3,556	4,556.25	507
Norwegian	2	4,192	5,949	6,648	4,196	4,632.38	205
Peruvian	3	4,225	8,296	13,764	7,190	5,281.25	1,875
Spanish	3	8,809	10,744	13,662	8,064	9,104.47	336
Swedish	2	7,357	9,905	11,899	9,049	8,633.83	3,497
United States	15	50,280	65,527	81,591	49,825	52,803.04	25,737
Totals, August, 1924	65	200,907	255,668	333,522	204,090	228,370.31	150,135
Totals, August, 1923	71	202,240	252,455	336,127	205,894	225,468.97	138,453
Totals, August, 1922	50	131,907	169,266	225,097	137,484	156,468.95	134,396

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Pacific to Atlantic.</i>							
British.....	27	95,936	114,702	156,693	97,221	\$119,658.40	177,595
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	4,836
Danish.....	1	1,946	2,390	3,135	1,959	2,432.50	4,722
Dutch.....	5	23,624	29,349	38,210	23,696	29,530.00	49,234
French.....	1	4,613	4,639	5,741	3,367	5,566.80	6,612
German.....	5	16,712	23,515	27,620	16,792	20,890.00	34,958
Italian.....	2	9,656	11,642	17,872	10,264	12,070.00	3,033
Japanese.....	2	8,209	10,191	13,148	8,126	10,261.25	17,546
Jugo-Slavic.....	2	6,248	7,876	10,683	6,801	7,810.00	15,302
Mexican.....	1	1,570	1,999	2,559	1,659	1,962.50	900
Norwegian.....	1	11,592	16,002	18,533	11,639	14,490.00	27,416
Peruvian.....	3	4,488	7,163	10,916	6,237	5,580.35	5,154
Spanish.....	3	6,846	9,024	12,046	7,928	8,557.50	12,899
United States.....	13	41,836	49,479	69,757	41,734	52,149.30	96,890
Totals, August, 1924	70	236,788	292,676	394,223	241,399	295,348.60	456,497
Totals, August, 1923	64	194,918	246,054	329,784	201,681	239,112.87	328,391
Totals, August, 1922	48	124,838	158,171	203,835	126,586	151,709.70	204,396

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up nearly 53 per cent of the total commercial transits of the Canal during August, 1924, comprised nearly 58 per cent of the Panama Canal net tonnage, and carried nearly 55 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in August, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, together with the totals for August in 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	46	184,303	227,425	289,964	180,397	\$216 126 63	156,916
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,814
Colombian.....	2	121	125	58		131.76	42
Danish.....	2	6,475	8,785	10,363	6,551	7,770.71	6,879
Danzig.....	1	5,420	7,916	8,988	5,173	5,699.52	
Dutch.....	5	18,106	22,783	28,891	18,141	20,841.05	23,148
French.....	4	16,775	20,083	26,959	16,676	19,296.81	16,518
German.....	9	28,803	39,635	47,129	29,047	36,003.75	41,564
Italian.....	2	5,746	6,831	9,971	5,858	7,182.50	1,644
Japanese.....	3	12,263	14,631	18,583	12,067	15,328.75	14,595
Norwegian.....	4	12,327	15,652	19,695	12,307	13,196.15	9,805
Peruvian.....	3	4,225	8,296	13,764	7,190	5,281.25	1,875
Spanish.....	3	8,809	10,704	13,662	8,064	9,104.47	336
Swedish.....	4	14,193	21,099	23,095	17,594	17,178.83	15,000
United States.....	102	454,044	575,780	724,742	452,335	477,165.46	241,567
Totals, August, 1924.....	191	775,089	984,417	1,243,174	775,376	854,656.39	531,703
Totals, August, 1923.....	261	1,019,781	1,270,764	1,619,801	1,018,327	1,083,892.40	738,600
Totals, August, 1922.....	141	480,579	611,862	765,642	478,744	576,958.32	556,761
<i>Pacific to Atlantic.</i>							
British.....	42	163,345	202,144	266,231	164,937	203,919.65	288,318
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	4,836
Danish.....	1	1,946	2,390	3,135	1,959	2,432.50	4,722
Danzig.....	1	5,485	8,167	8,953	5,119	6,856.25	13,629
Dutch.....	7	31,328	41,111	50,751	31,339	39,160.00	64,408
French.....	5	23,634	26,864	36,359	21,576	29,343.05	42,566
German.....	6	21,621	30,195	35,736	21,679	27,026.25	44,107
Irish.....	1	3,066	3,647	5,088	2,889	3,832.50	6,065
Italian.....	2	9,656	11,642	17,872	10,264	12,070.00	3,033
Japanese.....	4	16,965	21,763	27,116	16,718	21,206.25	32,574
Jugo-Slavic.....	2	6,248	7,876	10,683	6,801	7,810.00	15,302
Mexican.....	1	1,570	1,999	2,559	1,659	1,962.50	900
Norwegian.....	7	24,450	30,885	37,941	22,238	30,562.50	52,732
Peruvian.....	3	4,488	7,163	10,916	6,237	5,580.35	5,154
Spanish.....	3	6,846	9,024	12,046	7,928	8,557.50	12,899

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Pacific to Atlantic.—Contd.</i>							
Swedish.....	1	2,259	3,900	3,805	2,833	\$2,823.75	5,597
United States.....	94	407,148	504,003	644,795	405,336	507,810.50	829,934
Totals, August, 1924.....	181	733,567	917,478	1,181,296	733,488	915,343.55	1,426,776
Totals, August, 1923.....	193	779,392	961,826	1,239,302	783,029	966,764.57	1,430,150
Totals, August, 1922.....	116	377,346	472,271	593,275	374,468	478,378.43	609,189
<i>Combined traffic.</i>							
British.....	88	347,648	429,569	556,195	345,334	420,046.28	445,234
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	6,650
Colombian.....	2	121	125	58		131.76	42
Danish.....	3	8,421	11,175	13,498	8,510	10,203.21	11,601
Danzig.....	2	10,905	16,083	17,941	10,292	12,555.77	13,629
Dutch.....	12	49,434	63,894	79,642	49,480	60,001.05	87,556
French.....	9	40,409	46,947	63,318	38,252	48,639.86	59,084
German.....	15	50,424	69,830	82,865	50,726	63,030.00	85,671
Irish.....	1	3,066	3,647	5,088	2,889	3,832.50	6,065
Italian.....	4	15,402	18,473	27,843	16,122	19,252.50	4,677
Japanese.....	7	29,228	36,394	45,699	28,785	36,535.00	47,169
Jugo-Slavic.....	2	6,248	7,876	10,683	6,801	7,810.00	15,302
Mexican.....	1	1,570	1,999	2,559	1,659	1,962.50	900
Norwegian.....	11	36,777	46,537	57,636	34,545	43,758.65	62,537
Peruvian.....	6	8,713	15,459	24,680	13,427	10,861.60	7,029
Spanish.....	6	15,655	19,728	25,708	15,992	17,661.97	13,235
Swedish.....	5	16,452	24,999	26,900	20,427	20,002.58	20,597
United States.....	196	861,192	1,079,783	1,369,537	857,671	984,975.96	1,071,501
Totals, August, 1924.....	372	1,508,656	1,901,895	2,424,470	1,508,864	1,769,999.94	1,958,479
Totals, August, 1923.....	454	1,799,173	2,232,590	2,859,103	1,801,356	2,050,656.97	2,168,750
Totals, August, 1922.....	257	857,925	1,081,133	1,358,917	853,212	1,055,336.75	1,165,950

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal in ballast is shown in the following tabulation, the vessels being grouped according to nationality and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	5	30,194	\$22,057.86	.....	.....	.....
Danzig.....	1	7,916	5,699.52	.....	.....	.....
French.....	1	4,473	3,220.56	.....	.....	.....
Norwegian.....	1	4,066	2,927.52	.....	.....	.....
United States.....	45	288,692	208,524.18	.....	.....	.....
General cargo vessels:						
British.....	2	7,391	5,321.52	.....	.....	.....
Colombian.....	1	38	27.36	.....	.....	.....
Danish.....	1	3,468	2,496.96	.....	.....	.....
Dutch.....	1	4,715	3,394.80	.....	.....	.....
Norwegian.....	1	1,729	1,244.88	.....	.....	.....
Spanish.....	2	6,807	4,999.47	.....	.....	.....
Swedish.....	1	5,014	3,610.08	.....	.....	.....
United States.....	2	7,061	5,119.83	.....	.....	.....
Totals.....	64	371,564	268,644.54	.....	.....	.....

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of August, 1924, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	4	19,295	\$21,267.50	59	350,357	\$364,545.85
Ballast.....	53	335,341	242,429.64	.....	.....	.....

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
General cargo ships:						
Laden.....	123	593,588	\$564,744.35	122	567,121	\$550,797.70
Ballast.....	11	36,223	26,214.90	.....	.....	.....
Totals.....	191	984,417	854,656.39	181	917,478	915,343.55
Steamers.....	180	935,378	808,686.02	170	863,034	863,238.20
Motorships.....	9	48,880	45,787.22	10	52,576	49,923.75
Motor schooners.....	2	159	183.15	.....	.....	.....
Sailing bark.....	.....	.....	.....	1	1,818	2,181.60
Totals.....	191	984,417	854,656.39	181	917,478	915,343.55

Of the 350 steam vessels, 255 were oil burners, 94 coal burners, and 1 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by vessels transiting the Panama Canal free of tolls during the month of August, 1924. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Collier.....	1	² 6,345	\$7,614.00	.....	.....	.....
Cruiser.....	.....	.....	.....	1	² 3,514	\$1,757.00
Supply ships.....	2	² 8,017	9,620.40	1	² 4,355	5,226.00
Transports.....	1	² 4,944	5,932.80	.....	.....	.....
Tugs.....	1	² 1,000	500.00	2	² 1,250	625.00
Gunboat.....	.....	.....	.....	1	² 1,760	880.00
Tanker.....	.....	.....	.....	1	² 6,424	7,708.80
Submarines.....	.....	.....	.....	2	² 1,360	680.00
Motor sailor.....	.....	.....	.....	1	150	75.00
U. S. Army vessels:						
Launches.....	2	² 500	250.00	1	² 250	125.00
Transports.....	2	² 9,394	11,742.50	1	² 3,908	4,885.00
Totals.....	9	30,200	35,659.70	11	22,971	21,961.80

¹ Indicates displacement tonnage. ² Indicates Panama Canal net tonnage. ³ Indicates registered net tonnage.

The foregoing noncommercial vessels transiting the Canal free of tolls during the month of August, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	27,319
Pacific to Atlantic.....	11,017
Totals.....	38,336

The following statement shows the number of launches transiting the Canal during the month of August, 1924; these launches although paying tolls are excluded from statements concerning commercial traffic:

Direction.	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	3	12	\$9.00
Pacific to Atlantic.....	2	7	5.25
Totals.....	5	19	14.25

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of August, 1924, are shown in the following tabulation:

		Cristobal.	Balboa.	Total.
Local cargo arriving.....	tons..	71,936	34,175	106,111
Local cargo shipped.....	tons..	3,752	244	3,996
Transit cargo arriving.....	tons..	1,984,166	1,983,708	3,967,874
Transit cargo clearing.....	tons..	1,977,857	1,966,948	3,944,805
Cargo received for transshipment.....	tons..	20,563	190	20,753
Cargo transhipped.....	tons..	27,863	296	28,159
Vessels supplied with bunker coal:				
Commercial, other than Panama Railroad.....		52	1	53
Coal supplied to above vessels:				
Commercial, other than Panama Railroad.....	tons..	22,858	32	22,890
Coal issued, miscellaneous:				
Panama Canal departments.....	tons..	162	7	169
U. S. Army, excepting vessels.....	tons..	410		410
Individuals and companies.....	tons..	386	11	397
U. S. Navy (borrowed at Balboa).....	tons..	50		50
Total issues and sales.....	tons..	23,866	* 50	23,916
Coal on hand, September 1, 1924.....	tons..	84,661		84,661
Coal on hand, August 1, 1924.....	tons..	96,449		96,449
Coal received during the month.....	tons..	12,078	* 50	12,128
Fuel oil issued from Panama Canal tanks:				
Panama Canal departments.....	bbls..	6,239.70	15,781.79	22,021.49
Panama Railroad Co.....	bbls..	945.36	1,207.53	2,152.89
Army and Navy.....	bbls..	562.90	309.08	871.98
Individuals and companies.....	bbls..		343.63	343.63
Total issues and sales.....	bbls..	7,747.96	17,642.03	25,389.99
Fuel oil on hand, September 1, 1924.....	bbls..	37,499.13	25,624.60	63,123.73
Diesel oil sold during August, 1924.....	bbls..	88.39	13.10	101.49
Diesel oil on hand, September 1, 1924.....	bbls..	38,677.15	551.70	39,228.85
Oil pumped for individuals and companies.....	bbls..	545,429.76	358 131.84	903,561.60
Miscellaneous transfers.....	bbls..	2,015.10	548.76	2,563.86
Gasoline pumped for Panama Canal.....	bbls..	862.67	1,496.79	2,359.46
Gasoline pumped for individuals and companies.....	bbls..		2,278.60	2,278.60
Total fuel oil and gasoline handled.....	bbls..	556,143.88	380,111.12	936,255.00
Admeasurement of vessels:				
U. S. equivalent certificates issued.....		16	3	19
Measured for Panama Canal net tonnage.....		3	1	4
Remeasured for Panama Canal net tonnage.....		12	4	16
Panama Canal net tonnage corrected.....		4		4
U. S. equivalent tonnage corrected.....		9	5	14
Services of harbor equipment:				
Tugs, total operating hours.....		438½	253½	692½
Launches, total operating hours.....		1,084½	1,304½	2,389
Scows, total operating days.....			6½	6½
Revenues from tug service, pilotage, etc.:				
Tug revenue.....		\$12,502.50	\$7,205.00	\$19,707.50
Pilotage.....		14,463.00	6,402.00	20,865.00
Seamen.....		9,412.00	8,704.00	18,116.00
Launch service.....		1,489.50	2,478.50	3,968.00
Wharfage.....		12,027.89	4,081.72	16,109.61
Ships measured.....		125.00	55.00	180.00
Miscellaneous cash collections.....		1,725.78	310.50	2,036.28
Vessels repaired at Panama Canal shops:				
Commercial.....		37	14	51
U. S. Army and Navy.....		13	14	27
Canal equipment.....		5	19	24
Vessels dry docked:				
U. S. Army and Navy.....		3		3
Commercial.....		4	2	6
Panama Canal equipment.....		1		1
Clearances issued.....		223	205	428
Bills of health issued.....		226	200	426

* Borrowed at Balboa from U. S. Navy, returned at Cristobal.

ALL VESSELS ENTERING AND CLEARING PORTS.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.	422	2,773,800	1,731,059	393	2,544,599	1,583,485
Vessels entering port but not transiting Canal.	50	278,016	166,671	10	34,340	21,853
Vessels transiting Canal and handling passengers or cargo at terminals.	75	488,108	308,824	92	601,551	363,515
<i>Ships clearing.</i>						
All vessel, including those transiting Canal.	433	2,783,325	1,737,254	391	2,537,525	1,580,912
Vessels entering port but not transiting Canal.	55	286,779	171,232	8	26,842	17,058
Vessels transiting Canal and handling passengers or cargo at terminals.	82	515,206	326,264	90	586,279	353,977

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Totals.	First class.	Others.	Totals.
Disembarking:						
From Atlantic ports	1,261	728	1,989	34	10	44
From Pacific ports	117	63	180	181	546	727
Total disembarking	1,378	791	2,169	215	556	771
Embarking:						
For Atlantic ports	1,184	645	1,829	26	17	43
For Pacific ports	186	102	288	65	90	155
Total embarking	1,370	747	2,117	91	107	198
Remaining on board vessels:						
From Atlantic to Pacific ports	1,268	2,717	3,985	1,237	2,837	4,094
From Pacific to Atlantic ports	810	1,380	2,190	1,224	1,577	2,801
From Atlantic to Atlantic ports	543	54	597			
From Pacific to Pacific ports				11	393	404
Total on board	2,621	4,151	6,772	2,472	4,827	7,299
Total arriving	3,999	4,942	8,941	2,387	5,383	8,070
Total departing	3,991	4,898	8,889	2,563	4,934	7,497

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to all vessels during the month of August, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels	\$144.50	\$347.98	\$1,253.42	\$103.80	\$97.76	\$1,947.46
Panama Railroad ships	95.85	24.25	1,924.29	816.99	457.20	3,318.58
Other commercial vessels	1,922.70	7,636.73	17,716.09		1,843.83	29,119.35
Total sales, August, 1924	2,163.05	8,008.96	20,893.80	920.79	2,398.79	34,385.39
Total sales, August, 1923	1,361.37	6,525.96	20,235.91	503.63	2,990.72	31,617.59
Total sales, August, 1922	1,175.13	5,352.69	19,787.72		2,107.52	28,423.06
Sales at Balboa to:						
Government vessels	523.03	2,721.15	12,345.78	69.83	2,317.95	17,977.71
Other commercial vessels	1,348.31	1,194.71	9,440.33	237.73	4,717.73	16,938.81
Total sales, August, 1924	1,871.34	3,915.86	21,786.11	307.56	7,035.65	34,916.52
Total sales, August, 1923	1,131.47	3,400.02	20,710.24		6,085.01	31,326.74
Total sales, August, 1922	400.36	1,146.37	7,199.63	2,003.18	715.11	11,464.65

The aggregate sales to Government vessels during the month were \$19,925.17, to Panama Railroad vessels, \$3,318.58, and to other commercial vessels, \$46,058.16, making the total sales to all vessels, \$69,301.91.

LOCK OPERATIONS.

The following tabulations show the number of lockages and number of vessels passing through the locks during the month of August, 1924, as compared with the corresponding month in 1923 and 1922; and the consumption of water for lockages in August, 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	Aug., 1924.	Aug., 1923.	Aug., 1922.
Gatun.....	180	183	363	6	6	12	375	441	260
Pedro Miguel.....	180	190	370	13	15	28	398	473	280
Miraflores.....	180	190	370	10	12	22	390	468	279
Number of vessels put through locks.									
Gatun.....	186	196	382	27	21	48	430	527	314
Pedro Miguel.....	182	194	376	32	32	64	440	533	318
Miraflores.....	182	194	376	27	26	53	429	533	322

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	18	19	19
Panama Canal equipment.....	30	45	34

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,502,540,000	<i>Cubic feet.</i> 1,336,660,000	<i>Cubic feet.</i> 1,207,240,000
Leakage.....	20,000,000	15,000,000	20,000,000
Maintenance.....	484,000		

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of August, 1924, are shown in comparative form:

Rainfall for month.	August, 1924.	August, 1923.	August—Years of record.		
	Inches.	Inches.	Maximum.	Minimum.	Mean.
Pacific section.....	13.73	6.49	13.73	3.92	8.32
Central section.....	10.83	11.84	15.31	8.22	11.07
Atlantic section.....	8.54	15.41	22.30	6.91	15.55
Maximum recorded on any one day.....	4.60	4.51	12.25		
Gatun Lake watershed.....	10.64	13.12	18.61	8.88	12.00
Chagres River watershed above Alhajuela.....	11.01	15.71	22.20	7.62	14.54
Maximum recorded for month at any one point.....	15.64	19.29	38.31		
Minimum recorded for month at any one point.....	5.74	4.79		1.14	
<i>C. f. s.</i>					
Discharge of Chagres River at Alhajuela.....	3,315	2,576	4,724	1,579	3,012
Maximum momentary discharge for the month.....	29,600	13,238	37,100		
Gatun Lake watershed, total yield.....	9,155	6,181	11,656	4,956	7,675
Gatun Lake watershed, net yield.....	8,777	5,721	11,089	4,437	7,198
Draft on Gatun Lake for lockages and power.....	2,653	2,600	2,658	1,390	2,050

¹ This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (Note—Extreme outlying stations in the Republic of Panama are not included in this report. ² August 21, 1911. ³ Not including August, 1914.

SEISMOLOGY.

Seismic tremors were recorded on the 21st and 29th of August.

ELECTRICAL POWER AND WORK.

The 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.,

as compared with the corresponding month in 1923 and 1922, are shown in the following tabulation:

Item.	August, 1924.	August, 1923.	August, 1922.
Gross output, KWH:			
Gatun hydroelectric station.....	5,692,400	4,581,400	4,297,900
Miraflores steam plant.....			490
Power distributed to consumers..... KWH.	4,423,923	3,979,534	3,620,168
Loss of power in plants, accessories, transmissions, and transformers..... KWH.	1,268,477	601,866	678,022
Per cent of loss of power to gross output.....	22.28	13.13	15.77
Water consumption..... cubic feet.	4,274,714,457	3,628,060,883	3,386,946,550
Oil consumption..... barrels.	284.80	873	1,885

In addition to the usual operation, maintenance, and repair work, additions to or repairs of electrical installations were made on 35 vessels during the month.

There were 284 work orders issued during the month for work to be performed by the different sections of the Electrical Division, as compared with 302 work orders for the month of July, 1924.

SHOPS, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 55 vessels at Cristobal, and 47 at Balboa. The more important work included the following: Periodical overhaul of submarines *O-1* and *O-8* was started and carried forward, and submarine *O-2* was docked, cleaned, and painted, and repairs were made to propellers, tail shafts, and stern tubes.

Extensive repairs were made, including the manufacturing of a new cylinder head on the hydraulic cargo installation of the steamship *Ebro*. Extensive work on the motorship *Glenluce* included the electric welding of a crack in the water jacket of the No. 5 cylinder of the starboard main motor.

The dry dock at Balboa Shops remained in use during the month on account of extensive hull and general repairs to the steamship *Colombia*, the steamship *Sisak* remaining in dock with the *Colombia*. Hull damage and general repairs to the *Colombia* were carried forward during the month, and the ship was approximately 45 per cent complete on August 31.

In preparation for her departure to the United States for general overhaul, the boilers and auxiliaries of the steamship *Ancon* were conditioned. The holds and ship's side plating were scaled, cleaned, and red-leaded.

The output of the foundry in patterns and castings, as compared with the preceding month was as follows:

	August, 1924.			July, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	15	652	48,532	10	530	31,277
Steel.....	2	683	58,619½	5	363	76,759
Nonferrous.....	17	582	16,512	8	1,000	9,756½

There were 556 job orders on hand at the beginning of the month, 637 were authorized during the month, and 637 were completed, leaving 556 on hand at the close of the month.

There were 371 standing orders on hand at the beginning of the month, none were authorized during the month, and 3 were completed, leaving 368 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Colon and Panama, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	August, 1924.	August, 1923.	August, 1922.
Pumping stations.....	Gallons. 665,600,000	Gallons. 643,912,000	Gallons. 629,260,500
Filtration plants.....	404,078,000	370,823,000	360,180,000
Water consumed by Panama.....	93,296,000	89,169,000	88,131,000
Water consumed by Colon.....	52,207,750	46,999,000	56,265,500
Sales of water to vessels.....	11,424,990	9,223,803	9,181,835

DREDGING.

West Lirio slide was quiescent during the month. Suction dredge No. 83 finished maintenance work in the channel fronting this area, station 1,717 to 1,748, and removed 14,400 cubic yards of material during the first part of the month, making the total yardage removed from this slide since October 28, 1923, 1,382,450 cubic yards.

West Culebra slide has shown a slight general movement between stations 1,770 and 1,795, west. This movement amounted to 3.5 feet toward the Canal for the month.

All other slides, including Cartagena, Cucaracha, and East Culebra, were quiescent during the month. There was no interference with Canal traffic.

The total excavation during the month was 313,950 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
27,150	4,350	22,800	Maintenance.....	Gaillard Cut, west Culebra slide.....	<i>Gamboa.</i>
19,700	4,200	15,500	Maintenance.....	Gaillard Cut, east Culebra slide.....	<i>Gamboa.</i>
21,550	4,250	17,300	Maintenance.....	Gaillard Cut, La Pita improvement project.....	<i>Gamboa.</i>
23,000	6,000	17,000	Maintenance.....	Gaillard Cut.....	<i>Gamboa.</i>
14,400	13,700	700	Maintenance.....	Gaillard Cut, west Lirio slide.....	<i>No. 83.</i>
92,550	87,350	5,200	Maintenance.....	Gaillard Cut, Empire reach.....	<i>No. 83.</i>
30,700	30,700		Aux. maintenance.....	Balboa inner harbor.....	<i>Cascadas.</i>
50,900	42,700	8,200	Imp. project No. 1.....	Balboa inner harbor.....	<i>Cascadas.</i>
34,000	34,000		Aux. maintenance.....	France Field.....	<i>No. 86.</i>

VITAL STATISTICS.

A total of 163 deaths occurred during the month of August, 1924, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 15.66 per 1,000. The leading causes of death were: Tuberculosis (various organs), 26; diarrhea and enteritis (including colitis), 22; pneumonia (broncho and lobar), 18; nephritis (acute and chronic), 13; organic diseases of the heart, 13. There were 9 deaths from cancer, 4 from apoplexy, and 3 from bronchitis. Of the total deaths, 60, or 37 per cent, occurred among children under 5 years of age. There were 12 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 258 live births reported during the month, and 22 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 26.91 per 1,000 population. Deaths among children under 1 year of age numbered 39, giving an infant mortality rate of 151.16 per 1,000 live births.

The total number of malaria cases reported during the month was 165. Of these, 9 cases were reported from Panama City, 3 from Colon, 112 from the Canal Zone, and 41 originated outside of our sanitated area. Of the total, 21 were employees, 42 were nonemployees, 102 were Army and Navy. There was 1 death from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters is shown in the following table, as compared with August, 1922, and 1923:

	As of August 31, 1924.			Comparative totals.		
	Men.	Women.	Children.	August, 1924.	August, 1923.	August, 1922.
Americans.....	2,491	1,960	2,228	6,679	5,804	5,667
Europeans.....	81	29	69	179	165	215
West Indians.....	4,244	2,677	6,659	13,580	12,924	12,322
Totals, August, 1924.....	6,816	4,666	8,956	20,438		
Totals, August, 1923.....	6,481	4,341	8,071		18,893	
Totals, August, 1922.....	6,288	4,393	7,523			18,204

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of August 20, 1924, by departments, together with a comparison of the working force for the preceding month and for August, 1923:

	As of August 20, 1924.			Total employees.	
	Gold.	Silver.	Total.	July, 1924.	August, 1923.
Operation and Maintenance:					
Office	28	27	65	64	61
Electrical	162	180	342	334	304
Municipal Engineering	72	477	549	567	477
Lock Operation	205	592	797	799	752
Dredging	170	1,006	1,176	1,051	1,018
Mechanical	485	1,021	1,506	1,238	1,068
Marine	175	618	793	728	723
Fortifications	10	91	101	57	93
Totals	1,307	4,022	5,329	4,838	4,496
Supply Department:					
Quartermaster	167	1,201	1,368	1,308	1,073
Subsistence	36	87	123	92	87
Commissary	182	852	1,034	1,037	942
Cattle Industry, plantations	5	121	126	115	210
Hotel Washington	7	84	91	90	89
Transportation	7	165	172	198	183
Totals	404	2,510	2,914	2,840	2,584
Accounting Department	199	8	207	205	197
Health Department	231	727	958	938	935
Executive Department	464	215	679	635	681
Totals	894	950	1,844	1,778	1,813
Panama Railroad:					
Superintendent	48	200	248	270	290
Transportation	65	105	170	170	180
Receiving and Forwarding Agent	74	887	961	1,049	752
Coaling stations	43	319	362	437	576
Totals	230	1,511	1,741	1,926	1,798
Grand totals, August, 1924	2,835	8,993	11,828		
Grand totals, July, 1924	2,761	8,621		11,382	
Grand totals, August, 1923	2,633	8,058			10,691

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month, and with the corresponding month in 1923, were as follows:

	August, 1924.	July, 1924.	August, 1923.
Material received on United States requisitions:			
For Department of Operation and Maintenance	\$304,613.70	\$281,368.15	\$288,039.74
For other Panama Canal departments	12,951.77	13,356.22	5,886.69
Totals	317,565.47	294,724.37	293,926.43
Cash sales on the Isthmus:			
Stock	25,012.86	25,154.21	19,403.99
Fuel oil	182.43	1,861.12	171.18
Scrap	349.12	603.63	1,917.26
Obsolete and second-hand material	380.36	1,170.78	392.37
Totals	25,924.77	28,789.74	21,884.80

FINANCIAL STATEMENT.

The following statement shows in a condensed form the aggregate revenues and expenditures during the fiscal year to the beginning of the month of August, that is to July 31, inclusive. It is impossible to submit the figures for August, at the time of writing this report, since all of the bills, charges, etc., involved in the accounting have not been completed. As July is the first month in the fiscal year, the tabulation below covers only that month, and at the same time shows the status in the fiscal year; in subsequent reports there will be included, in addition to the figures for the month reported, an adjoining table covering the fiscal year to date:

	Month.	
	July, 1924.	July, 1923.
Transit revenues:		
Tolls.....	\$1,935,272.58	\$2,124,429.57
Other receipts.....	246,532.08	242,726.85
Total transit revenues.....	2,181,804.66	2,367,156.42
Total transit expenses.....	896,091.70	839,151.99
Net transit revenues.....	1,285,712.96	1,528,004.43
Three per cent capital charge (theoretical).....	607,190.13	606,409.71
Transit surplus.....	678,522.83	921,594.72
Business revenues.....	983,114.50	782,040.05
Business expenses.....	875,298.32	701,283.49
Net business revenues.....	107,816.18	80,756.56
Three per cent capital charge (theoretical).....	52,542.06	52,753.54
Business surplus.....	55,274.12	28,003.02
Combined revenues.....	2,931,252.06	2,919,031.80
Combined expenses.....	1,537,722.92	1,310,270.81
Combined net revenues.....	1,393,529.14	1,608,760.99
Three per cent capital charge (theoretical).....	659,732.19	659,163.25
Combined surplus.....	733,796.95	949,597.74

Respectfully,

M. L. WALKER,

Acting Governor.

Recent Hurricanes in the Caribbean Area.

The unsettled conditions in the Caribbean area, where three hurricanes have originated in the past month, have probably been the cause of abnormal rainfall conditions on the Isthmus of Panama. The low barometric pressure which precedes the actual formation of a hurricane draws air from all directions, and in the case of the Isthmus results in a prevalence of winds from areas to the south. These southerly winds cause a heavy precipitation on the southern side of the Continental Divide, and a lessened precipitation on the northern side. At Balboa the August, 1924, rainfall totaled 15.64 inches, the greatest in 26 years of record, as compared with the average of 7.74 inches for August. At Colon, on the Atlantic or north side of the Isthmus, the rainfall for August was 7.42 inches, compared with an average August precipitation of 14.92 inches. The average for Colon is derived from 54 years of record, in only three of which has there been less rainfall than in August of this year. The conditions in the first part of September have been similar, and slightly more pronounced.

The Hydrographic Office at Balboa Heights, has noted that hurricanes in the Caribbean area are frequently preceded, for several days before they are reported, by winds over the Isthmus from the south.

The United States Weather Bureau maintains a weather service over the Caribbean, receiving telegraphic reports from various stations, including the Hydrographic Office on the Canal Zone, and sending out advisory notices and warnings. Its system has been extremely successful in detecting hurricanes and determining their paths. With the frequent notices broadcasted by radio it has been possible for ships to avoid the worst of the disturbances. This one-time terror of the seas is becoming less and less a practical danger, or even source of discomfort.

(Continued from page 93.)

Of the 65,502 passengers transiting the Canal, 40,496 were bound from Atlantic to Pacific ports, and 25,006 were en route from Pacific to Atlantic ports.

The strictly passenger traffic as outlined in the foregoing is exceeded greatly by the aggregate members of the crews of vessels entering Canal Zone waters. During the fiscal year ending June 30, 1924, there were 5,230 commercial transits of the Panama Canal, 616 vessels entered the port of Cristobal but did not transit the Canal, and 123 vessels entered the port of Balboa but did not transit the Canal, making a total of 5,969 commercial vessels which entered Canal Zone waters during the year. Estimating the average crew of these vessels to be 45, a total of 268,605 persons is given. To this figure should be added the passengers and personnel of Government vessels calling at Canal Zone ports or transiting the Canal; during the year, there were 418 transits of Government vessels, on which the total number of persons may be estimated conservatively as 35,000.

A summary of the foregoing figures shows the following:

Total passengers arriving and departing.....	56,398
Passengers remaining aboard vessels.....	77,859
Personnel of vessels entering Canal Zone waters.....	268,605
Personnel and passengers on Government vessels.....	35,000
Total persons entering Canal Zone ports.....	437,862

In the last two items of the above tabulation there are necessarily a number of duplications. The 5,230 commercial transits of the Canal during the year were made by 1,481 vessels; in the 418 transits of Government vessels there are a number of transports, both of the Navy and Army that made several transits; and the Pacific Fleet of the United States Navy made two transits, one northbound and one southbound. The same applies to vessels calling at Balboa or Cristobal, as there are many vessels that made several calls.

A similar résumé of the visitors to the Canal during the calendar year 1923, published in THE PANAMA CANAL RECORD of February 27, 1924, showed a total for that period of 432,088 persons, made up as follows:

Total passengers arriving and departing.....	55,140
Passengers remaining aboard vessels.....	66,948
Personnel of vessels entering Canal Zone ports.....	275,000
Personnel and passengers on Government vessels.....	35,000
Total.....	432,088

Second Full Cargo of Molasses Through Canal in Two Months.

The tankship *Carrabulle* transited the Canal on September 22, carrying 6,543 tons of molasses in bulk from Honolulu to Mobile, Ala. This is the second transit of this vessel with full cargo of molasses in bulk from Hawaii to Mobile in two months, the first having been on July 25 with 6,100 tons. The two westbound transits were in ballast.

The *Carrabulle* is owned and operated by the Cuba Distilling Co., and chartered to G. U. Snyder & Co.

Ships' Chandlery Supplies.

Panama Canal Storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, September 20, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Hanley	13	17 15	14	6 20	14	13 27	14	14 31	440 0	56 0	18 0	Baltimore.	Everett.	Ballast		8 301 5,995
Bethore	14	3 30 14	6 40	14	14 25	14	15 24	American	Ore Steamship Corporation	550 3	72 2	22 3	Cruz Grande.	Ballast		15 476 4,354
H. C. Folger	14	5 30 14	7 25	14	15 16	14	16 12	American	Atlantic Refining Co.	425 0	56 0	21 0	San Pedro.	Ballast		7 461 5,145
Vacoli	14	9 53 14	10 05	14	17 12	14	18 36	American	Vacuum Oil Co.	340 1	49 2	17 0	San Francisco.	Ballast		4 566 2,844
Trafalgar	15	16 25 15	6 25 15	17 12	15	14 35	British	Glen & Co.	385 0	52 0	23 0	New York	San Antonio.	General, coke.	4 850	5 174 3,657
Vinta	14	16 10 15	7 25 15	14 10	15	15 25	American	Sudden & Christensen	410 0	54 0	18 0	New York	Seattle.	General.	3 313	6 572 4,814
Durango	14	20 45 15	8 30 15	15 30	15	16 20	American	C. D. Mallory & Co.	435 0	56 0	18 6	Baltimore.	San Pedro.	Ballast.		7 643 5,301
Imlay	14	21 00 15	9 45 15	16 25	15	17 30	American	C. D. Mallory & Co.	426 0	57 0	20 0	New York	San Pedro.	Ballast.		7 218 4,959
Robert E. Hopkins	14	22 25 15	10 55 15	17 25	15	18 23	American	Tidewater Oil Co.	424 4	58 2	18 6	New York	San Pedro.	Ballast.		7 333 5,244
William G. Warden	15	22 05 16	6 25 16	13 47	16	15 00	American	Standard Oil Co.	500 0	68 2	20 9	New York	San Pedro.	Ballast		10 524 7,600
Ansur	16	1 50 16	7 20 16	14 38	16	16 40	German	Roland Line	393 0	54 1	24 0	Hamburg	Corral.	General	5 749	6 542 4,532
Vistula	16	7 00 16	8 40 16	16 30	16	17 23	Danzig	Standard Oil Co.	498 11	64 1	19 0	Montreal	San Pedro.	Ballast		10 604 8,167
Hoven	16	8 55 16	9 35 16	17 03	16	22 55	American	McAlister Brothers (S. B.)	434 8	56 2	19 0	Baltimore.	San Pedro.	Ballast		7 426 5,166
Orleans.	16	11 30 17	6 05 17	15 28	17	18 15	American	Oriental Navigation Co.	395 0	55 0	19 10	Norfolk.	San Diego.	General	5 000	7 330 5,233
Robin Good-fellow	16	19 18 17	6 50 17	16 29	17	17 30	American	Seas Shipping Co.	424 8	55 2	22 6	Baltimore.	Los Angeles.	General, steel.	6 035	7 473 5,536
Trevithick	17	1 20 17	8 50 17	17 31	17	18 35	British	Edward Hain & Sons	469 8	58 0	24 6	New York	Adelaide.	General	6 200	8 772 6,461
Knoxville City	17	5 05 17	9 55 17	18 05	17	19 00	American	Isthmian Line	425 0	56 0	26 5	New Orleans	Samarang.	(¹)	7 729 7,611	5,450
Lewis Luckenbach	17	10 45 17	12 46 17	19 38	17	20 40	American	Luckenbach Line	496 0	68 2	23 11	Boston	Seattle.	General	7 230 11,487	8,762
Dinteldijk	16	16 22 18	6 07 18	13 37	18	14 35	Dutch	Holland-American Line	485 5	62 2	26 0	Rotterdam	San Francisco.	General	7 810 10,786	7,551
Leon XIII	17	2 20 18	6 50 18	14 19	18	15 25	Spanish	Compania Transatlantica	410 4	46 1	22 0	Barcelona	Valparaiso	General	325 5 521	3,729
Anasis	17	15 00 18	8 22 18	15 02	19	2 39	German	Kosmos Line	438 7	55 0	27 6	Hamburg	Corral.	General	4 972 7,286	5,174
Mazama	17	1 00 18	10 05 18	18 17	18	19 11	American	Enree Steamship Co., Ltd	266 0	46 0	19 6	Philadelphia	Tacoma	General	1 886 2,659	1,600
Urubamba	17	16 15 18	10 53 18	17 39	19	1 37	Peruvian	Peruvian Line.	381 2	46 1	19 3	Cristobal	Callao	General	598 4 803	2,951
Carolyn	17	2 45 18	10 55 18	18 35	19	5 18	American	Grace Line.	313 0	46 0	15 7	New York	San Antonio	General	2 552 3,644	2,566
Moorsir Prince.	18	9 42 18	6 19 19	12 04	19	2 51	British	Prince Line, Ltd	425 5	56 4	25 0	Jacksonville.	Yokohama.	General	6 830 7,629	5,707
Indiana	18	12 08 19	6 19 19	14 11	19	15 20	French	Cie. Cie. Transatlantique.	420 2	56 2	26 3	Havre.	Vancouver.	General	7 279 7,157	4,936
Suralco	19	7 55 19	8 08 19	15 11	19	16 20	American	Transmarine Corporation.	324 0	46 0	20 6	Newark	San Francisco.	General	3 000 3,984	2,612
Indianola	19	7 08 19	9 37 19	17 17	19	22 48	British	J. H. Welsford & Co., Ltd	390 0	52 5	25 6	Norfolk.	Melbourne.	Sulphur.	6 600 6,024	4,482
F. J. Luckenbach	18	17 55 19	11 22 19	18 19	19	19 15	American	Luckenbach Line	446 0	56 0	24 11	Galveston	Seattle.	General	6 700 8,508	6,179
Essequibo	18	18 13 19	11 50 19	18 55	19	20 04	British	Pacific Steam Navigation Co.	450 3	57 8	24 0	New York	Talcahuano	General	2 378 9,099	6,117
Amistion City.	19	18 30 20	6 15 20	13 08	20	14 05	American	Isthmian Steamship Line.	424 2	56 2	26 2	New York	Far East.	(²)	8 039 7,611	8,450
Arawa	19	14 40 20	6 35 20	13 30	20	14 45	British	Shaw, Savill & Albion Co.	439 5	60 5	27 11	London	Wellington.	General	6 000 10,035	7,504
G. Harrison	19	23 35 20	7 15 20	14 34	20	15 40	British	International Petroleum Co.	550 6	72 3	24 0	New York	San Pedro.	Ballast.		15 470 10,751
Smith	19	23 35 20	7 15 20	14 34	20	15 40	British	International Petroleum Co.	550 6	72 3	24 0	New York	San Pedro.	Ballast.		15 470 10,751

¹ General, sulphate of ammonia, and steel.² General, gasoline, rosin, and general.³ Case oil, kerosene, and merchandise.⁴ Gunpowder and merchandise.⁵ General, including 3,300 tons of kerosene.⁶ Motor ship.⁷ Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	20	1.30	20	7.23	20	15.16	20	16.10	American	Tidewater Oil Co.	430.0	59.2	18.0	New York	San Pedro.	Ballast.	7.62 ²
David McKelvey	20	6.05	20	8.35	20	16.10	20	17.15	American	Standard Oil Co.	495.1	68.2	18.0	New York	Talara	Ballast.	10.964
James McGee	20	9.30	20	9.45	20	16.38	20	17.40	British	Ellerman-Bucknall Line.	465.5	58.0	19.0	New York	Yokohama.	General	9.583
City of Oran	20	6.20	20	10.50	20	18.59	20	18.59	Dutch	Vincke & Co.	450.0	56.0	26.0	Rotterdam.	San Francisco.	General	7.190
Aalsum	20	0.20	20	12.05	20	19.58	20	21.15	American	Ore Steamship Co.	520.3	72.2	22.0	Baltimore.	Cruz Grande.	Ballast.	7.450
Marore	20	12.25	20	12.50	20	21.16	20	22.15	American	Isthmian Line	395.5	55.0	28.0	Baltimore.	Kobe.	Steel and timplate	4.297
Mobile City	20																5.241
TANKER.																	
Archbold Russell	12	3.30	14	6.26	14	17.16	16	9.00	Finnish.	Gustaf Erikson	291.4	43.2	22.2	Lobos de Tierra	Savannah.	Guano	3.950
H. H. Rogers	13	18.10	14	7.16	14	15.20	14	15.20	American.	Standard Oil Co.	500.0	68.0	30.0	San Pedro	New York	Crude oil	13,000
San Ugon	14	6.10	14	8.24	14	16.05	15	6.05	Irish	Eagle Oil Transport Co.	413.0	53.4	25.0	Los Angeles.	London	Gasoline	7,531
Agvistone	14	2.45	14	7.47	14	17.15	14	17.15	American	International Shipping Corp	499.9	68.1	28.0	Los Angeles.	New York	Crude oil	15,064
Edward Luckenbach	14	9.10	14	9.49	14	18.30	14	23.06	American	Luckenbach Line	436.6	57.2	29.0	Portland.	Boston	Lumber, general	7,085
Eagle	14	11.30	14	12.16	14	19.38	14	19.38	American	United-American Line	410.0	56.0	24.6	Tacoma	Baltimore.	Lumber, general	7,004
Ares	14	12.30	14	13.18	14	20.50	14	22.45	Dutch	Royal Netherlands W. I. Mail.	340.9	48.0	21.0	Meillones	Rouen, France	Nitrate	4,682
Junin	15	2.00	15	7.17	15	14.30	15	15.35	British	Pacific Steam Navigation Co	391.5	50.2	22.6	Cerral, Chile	Liverpool	General	4,843
Santa Ana	15	4.48	15	8.20	15	14.30	15	21.00	American	Grace Line	360.2	51.6	23.0	Antofagasta.	New York	General	2,053
Mont Berwyn	15	10.00	15	12.08	15	19.05	15	19.05	British	Sethon Steamship Co	400.3	52.3	25.0	Autofagasta.	Wilmington.	Nitrate	7,078
Eurana	15	9.17	15	14.32	15	21.35	15	21.35	American	International Mer. Marine	419.5	56.0	25.5	San Pedro	New York	Crude oil	9,900
Supporto	15	16.45	16	6.19	16	13.35	16	13.35	American	Transmarine Corporation	324.0	46.2	24.0	Grays Harbor	New York	Lumber	4,600
Clement Smith	15	16.50	16	6.53	16	14.55	16	14.55	American	Oil Transport Co.	431.0	59.2	27.0	Los Angeles.	New York	Crude oil	10,300
Ascot	15	17.30	16	7.18	16	15.30	16	17.00	British	Watts, Watts & Co., Ltd.	400.0	50.0	25.0	Iquique.	Baltimore.	Crude oil	6,788
Agwimoon	15	19.50	16	7.33	16	15.55	16	15.55	American	International Shipping Corp	429.3	59.2	28.0	San Pedro	New York	Crude oil	10,880
Orinoco	16	6.00	16	8.11	16	16.25	16	16.25	American	Orinoco Navigation Co	376.4	52.3	24.6	Swanston Bay	New York	Lumber	5,501
J. C. Donnell	16	5.04	16	8.45	16	18.20	16	18.20	American	Atlantic Refining Co	500.0	68.2	28.0	San Pedro	Philadelphia	Crude oil	16,000
Saparoeca	16	12.10	16	13.02	16	19.55	16	22.35	Dutch.	Stoomvart Maats, Nederland.	420.1	54.6	27.0	Caleta Buena	Alexandria.	Nitrate of soda	8,250
District of Columbia	16	2.30	16	14.30	16	21.45	16	21.45	American	Walker & Daly	431.0	59.2	26.0	San Pedro	New York	Crude oil	10,000
Venezuela	16	4.23	17	6.24	17	13.55	17	23.35	American	Pacific Mail Steamship Co	380.0	48.7	22.0	San Francisco	New York	General	2,855
Hayre Maru	16	20.15	17	7.04	17	14.50	17	14.50	Japanese.	Osaka Shosen Kaisha	407.2	48.7	22.0	Hongkong	New York	General	1,406
Pennsylvania	17	3.45	17	8.15	17	16.30	17	21.30	American	American-Hawaiian Line.	407.7	53.7	25.0	Seattle.	Boston	General	6,636
Samuel Q.	17	7.00	17	9.08	17	16.30	17	16.30	American	Tidewater Oil Co.	439.7	58.2	26.8	Los Angeles.	New York	Crude oil	10,000
Erown	17	5.16	17	11.11	17	18.35	17	18.35	American	General Petroleum Co	435.0	56.2	26.0	San Pedro	Thameshaven.	Gasoline	9,000
Kronland	17	3.30	17	12.19	17	19.28	17	20.35	American	Panama-Pacific Line	560.0	60.2	26.0	San Francisco	New York	General	2,536
A. L. Kent	17	14.45	18	6.18	18	13.35	18	13.35	American	Myrtle Steamship Co	394.1	55.1	27.0	Portland	Philadelphia	Lumber, general	7,071
Misty Law.	17	17.45	18	7.05	18	15.20	18	16.10	British	Andrew Weir & Co.	400.0	53.5	23.0	Talbot	Alexandria.	Nitrate of soda	7,200
West Cactus	18	2.40	18	7.57	18	15.33	18	16.20	American	Swayne & Hoyt	410.5	54.0	21.6	Aberdeen	Buenos Aires.	Lumber, general	7,000
No. 285	18	14.13	18	13.18	18	19.45	18	19.45	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
O-2	18	14.13	18	13.18	18	19.45	18	19.45	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
O-9	18	14.25	18	18.20	18	20.45	18	20.45	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
O-10	18	14.25	18	18.20	18	20.45	18	20.45	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
Fulton	19	6.26	19	6.26	19	13.40	19	13.40	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
O-7	19	6.26	19	6.26	19	13.40	19	13.40	American	U. S. Navy				Balboa	Coco Solo.	Ballast	
London Mer-	18	15.45	19	6.38	19	15.00	19	15.00	British	Furness-Pacific Line	450.4	58.1	29.0	Vancouver	Manchester	General	7,500
chant																	8,416
																	5,720

¹ Canned fruit and general.¹⁰ Copper, nitrate, and slabs.⁹ Submarine.⁷ Bark.⁸ Sub chaser.¹ 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Katrina Lock-enbach	18	18.05	19	7.44	19	16.00	19	16.00	American	Luckenbach Line.	446.0	56.1	27.7	Portland, Ore	Mobile.	General	7,079	8,508	6,179
Hartfield	18	19.15	19	7.53	19	16.30	19	16.30	British	Andrew Weir & Co.	400.0	52.1	24.4	Idiague.	Alexandria.	Nitrates	7,200	5,684	4,232
Ophelia	18	23.58	19	8.30	19	17.43	20	0.05	French	Cie. Auxiliaire de Navigation.	420.0	57.5	24.9	San Pedro	Lands End.	Gasoline	7,918	6,759	4,473
Sagoland	19	2.45	19	8.52	19	17.40	19	17.40	Swedish	Azel Bros from & Sons.	430.0	54.0	25.4	Tacopilla.	Falmouth.	Nitrates	9,400	6,840	5,014
Nerbudda	19	8.00	19	9.19	19	18.45	20	7.50	British	Messrs. Gray, Dawes & Co., Ltd.	449.0	58.2	28.0	Sydney	London.	General	8,110	8,248	5,408
Acajutla	19	7.05	19	11.02	19	18.50			British	Pacific Steam Navigation Co.	215.7	33.5	16.4	Champerico.	Cristobal.	General	823	1,273	706
Commercial Traveller	19	13.16	19	13.55	19	21.25	19	21.25	American	Moore-McCormack Co.	396.0	53.0	23.0	Grays Harbor.	Philadelphia.	Lumber	5,985	5,657	4,247
Santa Olivia	19	18.45	20	6.20	20	13.50	20	14.40	American	Pacific Mail Steamship Co.	404.6	53.9	20.0	San Francisco.	New York.	General	3,800	6,779	4,921
Quail	19	21.25	20	6.38	20	13.50			American	U. S. Navy.				Balboa.	Coco Solo.	Ballast			
J. R. Gordon.	19	21.25	20	7.05	20	15.35	20	15.35	American	The Union Sulphur Co.	409.8	54.2	22.0	Westport, Ore	New York.	Lumber	6,800	6,581	4,784
Sydney M. Hauptman	20	0.20	20	8.08	20	16.48	20	16.48	American	Munson-McCormick Line.	417.0	53.0	25.6	Westport, Ore	Boston.	Lumber	7,500	7,082	5,167
Callandia	20	2.00	20	8.59	20	17.50	20	19.25	British	Henry M. Thompson.	400.4	52.1	27.0	Portland.	Queens town.	Wheat	7,489	6,517	4,777
Oroya	20	6.40	20	12.23	20	20.25	20	23.50	British	Pacific Steam Navigation Co.	547.3	62.6	29.0	Coronel.	Liverpool.	General	8,824	13,133	9,064
Avarado.	20	11.45	20	13.31	20	21.33	21	15.06	British	Pacific Steam Navigation Co.	303.0	43.0	14.0	Callao.	New York.	General	760	2,844	1,748

1 Tanker.

12 Tug.

13 Coffee and ivory nuts.

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

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.	
		Line.	From—	Vessel.	Line.
September 14	Toledo	United Fruit Co.	Port Limon.	September 14	United Fruit Co.
September 15	Lake Gadsden.	Black Brothers.	Covenas.	September 14	United Fruit Co.
September 15	Teutonia	Hamburg-American Line.	Hamburg via wayports.	September 15	U. S. Army.
September 16	Calumares	United Fruit Co.	New York via Habana.	September 15	Hamburg-American Line.
September 16	Abangarez.	United Fruit Co.	New Orleans via Habana.	September 16	Black Brothers.
September 17	Cartago.	United Fruit Co.	Bocas del Toro.	September 17	United Fruit Co.
September 17	Metapan.	United Fruit Co.	New York via Kingston.	September 17	United Fruit Co.
September 17	Stuyvesant.	Royal Netherlands W. I. Mail.	Hamburg via wayports.	September 17	Calumares.
September 17	Santa Marta.	United Fruit Co.	Colombian ports.	September 17	Abangarez.
				September 17	Stuyvesant.

14 Transport.

* Other than ships passing through the Canal.

(Continued on page 120, column 2.)

Cost of Tolls per Ton of Cargo Through the Panama Canal.

From the opening of the Panama Canal to commerce on August 15, 1914, to the close of August, 1924, 25,826 commercial vessels were passed through. These vessels carried 111,981,418 tons of cargo, and paid \$101,508,114.83 tolls, an average cost on all commercial traffic of 90.64 cents per cargo ton. In the total tolls are included the tolls for vessels in ballast. Tolls are levied on net tonnage, without reference to the kind of cargo which the ship may be carrying.

In the following tabulation are shown the transits, tolls, tons of cargo carried, and cost of tolls per ton of cargo for each calendar year since the opening of the Canal, segregated by direction of transits:

	No. of transits.	Tolls.	Tons of cargo.	Cost per cargo ton.
<i>Calendar year 1914.</i>				
Atlantic to Pacific.....	176	\$728,378.36	743,795	\$0.9792
Pacific to Atlantic.....	174	780,359.20	1,014,830	.7689
Total for year.....	350	1,508,737.56	1,758,625	.8571
<i>Calendar year 1915.</i>				
Atlantic to Pacific.....	573	2,109,449.90	2,061,979	1.0233
Pacific to Atlantic.....	581	2,188,017.21	2,831,443	.7728
Total for year.....	1,154	4,297,467.11	4,893,422	.8782
<i>Calendar year 1916.</i>				
Atlantic to Pacific.....	608	1,811,105.91	1,984,462	.9127
Pacific to Atlantic.....	609	1,860,056.77	2,790,360	.6666
Total for year.....	1,217	3,671,162.68	4,774,822	.7688
<i>Calendar year 1917.</i>				
Atlantic to Pacific.....	921	2,775,180.86	3,087,507	.8988
Pacific to Atlantic.....	1,039	3,332,515.77	4,356,103	.7649
Total for year.....	1,960	6,107,696.63	7,443,610	.8205
<i>Calendar year 1918.</i>				
Atlantic to Pacific.....	850	2,324,897.28	2,221,174	1.0463
Pacific to Atlantic.....	1,220	3,992,558.11	5,062,985	.7885
Total for year.....	2,070	6,317,455.39	7,284,159	.8673
<i>Calendar year 1919.</i>				
Atlantic to Pacific.....	964	3,318,454.74	3,469,630	.9565
Pacific to Atlantic.....	1,166	3,654,640.56	4,008,315	.9116
Total for year.....	2,130	6,973,095.30	7,477,945	.9325
<i>Calendar year 1920.</i>				
Atlantic to Pacific.....	1,414	5,177,424.79	5,269,350	.9825
Pacific to Atlantic.....	1,400	5,117,937.42	5,966,769	.8576
Total for year.....	2,814	10,295,362.21	11,236,119	.9162
<i>Calendar year 1921.</i>				
Atlantic to Pacific.....	1,451	5,966,567.59	5,065,675	1.1778
Pacific to Atlantic.....	1,332	5,294,531.21	5,641,330	.9384
Total for year.....	2,783	11,261,098.80	10,707,005	1.0517
<i>Calendar year 1922.</i>				
Atlantic to Pacific.....	1,630	6,859,866.61	6,534,456	1.0497
Pacific to Atlantic.....	1,367	5,713,541.16	7,176,100	.7961
Total for year.....	2,997	12,573,407.77	13,710,556	.9171
<i>Calendar year 1923.</i>				
Atlantic to Pacific.....	2,714	11,534,022.61	7,822,669	1.4748
Pacific to Atlantic.....	2,323	11,432,815.57	17,337,876	.6594
Total for year.....	5,037	22,966,838.18	25,160,545	.9128

	No. of transits.	Tolls.	Tons of cargo.	Cost per cargo ton.
<i>January to August, inclusive, 1924.</i>				
Atlantic to Pacific.....	1,697	\$7,414,462.44	5,114,477	\$1.4497
Pacific to Atlantic.....	1,617	8,121,330.76	12,420,133	.6538
Total for 8 months.....	3,314	15,535,793.20	17,534,610	.8860
<i>Total August 14, 1914, to August 31, 1924.</i>				
Atlantic to Pacific.....	12,998	50,019,811.09	43,375,174	1.1532
Pacific to Atlantic.....	12,828	51,488,303.74	68,606,244	.7505
Grand totals.....	25,826	101,508,114.83	111,981,418	.9064

Other things being equal, the cost of tolls per ton of cargo carried is in proportion to the loading of ships. With ships well laden the proportionate charge is less than when cargo offerings are insufficient to fill the vessel; and the figures above are accordingly a rough index of the demand for tonnage.

It will be noted that the cost per ton of cargo on the shipments from the Atlantic to the Pacific has regularly been more than on the shipments from Pacific areas, and during the calendar year, 1924, has been more than twice as great. This is due fundamentally to two factors, the much higher proportion of vessels in ballast in the movement from the Atlantic, and difference in the nature of cargoes. Shipments from the Atlantic are usually mixed cargoes of manufactured goods, though there are a few whole cargoes of lubricating oils, gasoline, coal, Mexican crude oil, sulphur, and other products from time to time; while whole cargoes of oil, nitrates, grain, iron ore, and lumber from the Pacific are frequent. The whole cargoes are shipped with a greater actual dead-weight tonnage in proportion to the net tonnage of the carrier than is usual in the handling of mixed cargoes of various manufactured goods.

In the tabulation below is given the cost per cargo ton on mineral oils, iron ore, lumber, nitrates, and wheat, shipped through the Canal in full ship loads during the 8 months from January to August, 1924, inclusive. The mineral oil and iron ore carriers are special vessels, usually returning to the Pacific in ballast. The other commodities named are handled by general cargo vessels, more often than not laden on their return. Hence it has been practicable to segregate the ballast transits of oil and iron ore carriers but not the others:

Commodity.	Number of transits.		Tolls.	Tons of cargo.	Cost per cargo ton.
	Laden.	Ballast.			
Mineral oil carriers.....	519	.....	\$3,275,092.63	5,855,374	\$0.5593
Mineral oil carriers.....	.....	455	1,987,329.55	.....	.....
Totals.....	519	455	5,262,422.18	5,855,374	.8087
Iron ore carriers.....	39	.....	245,686.55	673,245	.3649
Iron ore carriers.....	.....	39	155,139.21	.....	.....
Totals.....	39	39	400,825.76	673,245	.5953
Lumber.....	90	.....	394,933.25	528,459	.6337
Nitrates.....	100	.....	402,243.00	748,206	.5373
Wheat.....	103	.....	467,651.05	770,154	.6072

The lowest cost of tolls per ton of cargo for any transit recorded is 25.78 cents. This was on the transit of the steamship *Marore* on July 19, 1922, with a cargo of 20,000 tons of iron ore. Her tolls, levied on net tonnage, were \$5,156.40.

UNITED STATES INTERCOASTAL TRADE.

Excepting mineral oil and lumber shipments, and occasional grain shipments from the west coast, the intercoastal traffic is practically all made up of mixed cargoes in both directions. As an example of the tolls cost per ton of cargo in this trade the following is summarized from the transits of one of the principal lines on the intercoastal route during the first 8 months of 1924: The line employed 17 individual vessels, which aggregated 46 transits in each direction. Bound from Atlantic to Pacific they carried 330,521 tons of cargo, and paid \$285,870 in tolls, an average of 86.49 cents per ton. From Pacific to Atlantic they carried 304,614 tons of cargo, and paid \$283,538.75 in tolls, an average of 93.08 cents per ton. For the combined 92 transits, 635,135 tons of cargo, and \$569,408.75 in tolls, the average cost of tolls per ton of cargo was 89.65 cents.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended September 15:

Steamships *Cristobal*, repair deck steam line, chisels, hand rail of ladders, between deck strong backs, firehose rack, lathe fitting, and plumbing; continue calking of upper bridge; build cement box at afterpeak bulkhead; scale and cement wash No. 1 bilge and well, also cement wash afterpeak tank; weld drum of No. 4 winch and manufacture two sets of hardwood lagging, etc.; *Jamaica*, repair rigging screw, winch steam pipe, galley pans, hatch locking bars, gin block, and accommodation ladder platform; renew 4 ash pit dampers, boiler cock, and one chain; *Ulysses*, manufacture 6 H. P. piston rings and 6 pins as sample; renew section of deck line; replace 9 hatch dogs; furnish laborers for fireroom cleaning, etc.

Minor repairs—Steamships *Lake Flattery*, *Bennekom*, *Toloa*, *Lautaro*, *Camden*, *Perene*, and *Cartago*, schooner *Arabia*, and dredge No. 86.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Two Weeks Ending September 20, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Salvador.....	Pacific Steam Navigation Co.....	September 10.	September 10.		6
Rakuyo Maru.....	Toyo Kisen Kaisha.....	September 11.	September 12.	^a 826	$\frac{1}{2}$
				^a 54	
Jamaica.....	Pacific Steam Navigation Co.....	September 12.	September 12.	3	
Scottish Bard.....	Tankers Ltd.....	September 12.	September 13.	^a 7,469	
Corinto.....	Pacific Mail Steamship Co.....	September 12.	September 13.	3	2
Venezuela.....	Pacific Mail Steamship Co.....	September 16.	September 16.	208	115
					^a 659
Amasis.....	Kosmos Line.....	September 18.	September 19.	^a 52	
Acajutla.....	Pacific Steam Navigation Co.....	September 19.	September 19.	2	
Seiyo Maru.....	Toyo Kisen Kaisha.....	September 19.	September 19.		35
Henderson.....	U. S. Navy.....	September 19.	September 23.	^a 46	
Utacarbon.....	Union Oil Co.....	September 20.	September 21.	10,100	
Alvarado.....	Pacific Steam Navigation Co.....	September 20.		16	

^a Local cargo.^a Transit cargo.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending September 20, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Heredia	United Fruit Co.	September 7	September 7	269	445
Venezuela	Royal Netherlands W. I. Mail.	September 7	September 7	3	511
Ulua	United Fruit Co.	September 7	September 7	1	290
Panama	Panama Railroad Steamship Line		September 8		1,742
Traveller	Harrison Line	September 7	September 9	693	(2)
Haimon	Roland Line	September 8	September 9	30	18
Stiklestad	C. K. West & Co., Inc.	September 8	September 9	183	(2)
Rhodopis	Kosmos Line	September 8	September 9	(1)	24
Toloo	United Fruit Co.	September 9	September 10	162	2
Salvador	Pacific Steam Navigation Co.		September 10		1,027
Ansaldo San Giorgio	Transatlantia Italiana	September 9	September 10	(3)	288
Lautaro	Pacific Steam Navigation Co.	September 9	September 11	(1)	392
Ucayali	Peruvian Line	September 9	September 11	9	540
Canden	United Fruit Co.	September 9	September 11	9,009	(2)
Turrialba	United Fruit Co.	September 9	September 11	856	10
Santa Marta	United Fruit Co.	September 10	September 11	111	349
Heredia	United Fruit Co.	September 10	September 11	(1)	5
Santa Luisa	Grace Line	September 10	September 11	(1)	1
Perene	Peruvian Line	September 10	September 12	173	(2)
Alkmaar	Royal Netherlands W. I. Mail.	September 10	September 12	35	(2)
Drechtelijk	Holland-American Line	September 10	September 10	(1)	31
Oreoma	Pacific Steam Navigation Co.	September 10	September 10	160½	(2)
Carrillo	United Fruit Co.	September 11	September 11	(4)	438
Corinto	Pacific Mail Steamship Co.		September 12		2,001
Lake Flattery	Panama Railroad Steamship Line	September 11	September 12	213	(2)
Swiftsure	C. D. Mallory & Co.	September 11	September 13	10,500	(2)
Teno	Chilean Line	September 11	September 11	22	(2)
Urubamba	Peruvian Line	September 11		981½	
Jamaica	Pacific Steam Navigation Co.	September 12		650	
Bennekom	Royal Netherlands W. I. Mail.	September 12	September 13	327	77
Cartago	United Fruit Co.	September 13		200	
Cristobal	Panama Railroad Steamship Line	September 13		2,398	
Jason	Royal Netherlands W. I. Mail.	September 13		313	
Cartago	United Fruit Co.		September 14		80
Toloo	United Fruit Co.	September 14	September 14	2	323
Santa Ana	Grace Line	September 15	September 15	1	106
Lake Gadsden	Lykes Brothers	September 15	September 16	431	(2)
Tentonia	Hamburg-American Line	September 15	September 15	73	25
Abangarez	United Fruit Co.	September 16	September 17	736	(2)
Calamares	United Fruit Co.	September 16	September 17	176	(5)
Dinteldijk	Holland-American Line	September 16	September 18	275	298
Urubamba	Peruvian Line		September 18		598
Leon XIII	Spanish Line	September 17	September 18	204	(2)
Stuyvesant	Royal Netherlands W. I. Mail.	September 17	September 17	75	(2)
Venezuela	Pacific Mail Steamship Co.	September 17	September 17	375	133
Metapan	United Fruit Co.	September 17	September 18	249	290
Carolyn	Grace Line	September 17	September 18	207	230
Cartago	United Fruit Co.	September 17	September 17	5	(6)
Santa Marta	United Fruit Co.	September 17	September 18	1	373
Indiana	French Line	September 18	September 19	(1)	181
Essequibo	Pacific Steam Navigation Co.	September 18	September 19	192	173
F. J. Luckenbach	Luckenbach Line	September 18	September 19	200	(2)
Lake Gadsden	Lykes Brothers	September 19	September 19	385	(2)
Acajutla	Pacific Steam Navigation Co.	September 19		823	
Cristobal	Panama Railroad Steamship Line		September 19		1,844
Alvarado	Pacific Steam Navigation Co.	September 20		653	
Stanley Dollar	Dollar Line	September 20		300	

1 No cargo discharged. 2 No cargo laded. 3 300 pounds. 4 650 pounds. 5 2 packages. 6 7 packages.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective September 5, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.21
Brass, sheet, average.....	Lb.	.44
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.19
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.63
Waste, cotton, colored.....	Lb.	.16
Waste, cotton, white.....	Lb.	.17

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1 20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1 20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Leave Port-au-Prince	Arrive Cristobal.	Leave Cristobal.	Leave Port-au-Prince	Arrive New York.
Cristobal [*]						
General W. C. Gorgas...	September 15	September 21	September 24	September 19	September 22	September 27
Panama.....	September 22	September 27	September 30	September 29	October 2...	October 7.
Cristobal [*]	October 4...	October 9...	October 12...	October 9...	October 12...	October 17.
General W. C. Gorgas...	October 15...	October 21...	October 24...	October 19...	October 22...	October 27.
Panama.....	October 25...	October 30...	November 2.	October 29...	November 1.	November 6.
				November 9.	November 12	November 17

^{*} Sails 3 p. m. from Pier 65, North River, foot of West 25th Street.

Official Circular.

Location of Transiting Ships.

THE PANAMA CANAL.

DEPT. OF OPERATION AND MAINTENANCE.

BALBOA HEIGHTS, C. Z., September 19, 1924.

All concerned—It is becoming increasingly a habit for Canal offices and outside persons to call the Locks and Signal Stations by telephone and inquire as to the location of transiting ships in the Canal, the times they will arrive at various places, etc.

This practice interferes considerably with Canal business as the above points are not especially equipped to furnish this information. The Port Captains' Offices are prepared to furnish all such information promptly and accurately and it is a part of their business to do so.

It is requested, therefore, that all inquiries from whatever source as to the movements of vessels in the Canal be directed to the appropriate Port Captains' Office. Telephone numbers are Balboa, 1035; Cristobal, 697.

W. E. MANLY,

Acting Marine Superintendent.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 114.

PORT OF CRISTOBAL.—continued.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
September 19	Lake Gadsden.	Black Brothers	Covenas	September 18	Metapan	United Fruit Co.	Colombian ports.
September 19	Stuyvesant.	Royal Netherlands W. I. Mail.	Port Limon.	September 18	Santa Marta	United Fruit Co.	New York via Kingston.
September 19	Panama ¹⁵ .	L. Anderson.	Colon.	September 19	Cristobal	Panama Railroad Steamship Line.	New York via Haiti.
September 20	Coronado	Elders & Fyffes, Ltd	Port Limon.	September 19	Panama ¹⁵ .	I. Anderson.	Colon.
.....	.....	.....	.....	September 20	Coronado	Elders & Fyffes, Ltd.	Kingston.
.....	.....	.....	.....	September 20	Stuyvesant.	Royal Netherlands W. I. Mail.	Amsterdam and wayports.
.....	.....	.....	.....	September 20	Lake Gadsden.	Black Brothers	Galveston, Tex.
15 Sloop.				PORT OF BALBOA.			
September 19	Saiyo Maru.	Toyo Kisen Kaisha	Valparaiso.	September 19	Saiyo Maru.	Toyo Kisen Kaisha.	Hongkong.

* Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., October 1, 1924. No. 8.

Traffic in September.

During the month of September, 1924, there were 395 commercial transits of the Panama Canal. In addition to these, 9 small nonseagoing launches passed through, making the total transits on which tolls were paid 404.

The 395 commercial transits paid tolls to the amount of \$1,832,935.-33 and the 9 launches \$16.95, a total tolls collection for the month of \$1,832,952.28, or a daily average for the month of \$61,089.41.

Details of the month's commercial traffic segregated by direction are as follows:

Direction.	Com- mercial.	Launches	Total.	Tolls.
Atlantic to Pacific.....	193	7	200	\$858,965.93
Pacific to Atlantic.....	202	2	204	973,986.35
Total.....	395	9	404	1,832,952.28

The average amount of tolls paid by each of the 395 commercial vessels was \$4,640.34, and the average daily number of commercial transits was 13.17.

In the following tabulation are shown the number of commercial transits, tolls collected, and the daily average for the first 9 months of the current calendar year, with the totals and daily average for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,213,855.01	15.35	\$71,511.45
February.....	418	1,961,155.50	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	433	1,993,761.27	13.43	63,458.71
May.....	417	1,953,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
Total.....	3,709	17,368,728.53	13.54	63,389.52

Fuel Oil from Venezuela.

The tank ship *Scottish Bard* transited the Canal, southbound, September 10, 1924, laden with 7,469 tons of fuel oil from Curacao, Dutch West Indies, to Balboa, C. Z. This is Venezuelan oil, Curacao being less than 100 miles from the Venezuelan mainland, and is the fourth shipment of this oil through the Canal, though there have been several shipments to Cristobal for storage in the tanks there.

The *Scottish Bard* is a tank ship of British registry; owned and operated by the Tankers, Limited, of London.

Heavy Canal Traffic on September 26.

On September 26, 23 ocean-going vessels passed through the Canal, divided as follows: Eleven commercial and 1 Government vessel southbound, and 10 commercial and 1 Government vessel northbound. The 11 commercial vessels southbound paid \$54,731.91 tolls, and the 10 northbound commercial vessels paid \$47,344.05 tolls, a total tolls collection for the day of \$102,075.96.

These figures do not come up to the record for one day's traffic, 25 commercial vessels and \$136,604.77 in tolls, made on May 25, 1923, but are well ahead of the average. The daily average of commercial traffic for the fiscal year ending June 30, 1924, the best year the Canal has known, was 14.29 transits and \$66,368.75 in tolls, and the daily average for the current calendar year to August 31, 1924, was 13.58 transits and \$63,671.28 tolls.

Noncommercial Traffic Through the Panama Canal During the Fiscal Year 1924.

The following is a statement of United States Government vessels, other than Panama Canal equipment, passed through the Panama Canal free of tolls during the fiscal year ending June 30, 1924. In the tonnage figures, displacement tonnage is shown on battleships, cruisers, destroyers, minelayers, etc.; on colliers, tankers, transports, cargo, and supply ships, the net, either Panama Canal or United States, is given. No tonnage is duplicated.

None of the vessels included in this statement paid tolls, but a computation has been made showing the amount of tolls these vessels would have paid, had tolls been assessed at commercial rates:

Month.	Atlantic to Pacific.					Pacific to Atlantic.				
	No. of ships.	Tonnage.		Tolls. †	Tons of cargo carried.	No. of ships.	Tonnage.		Tolls. †	Tons of cargo carried.
		Other.	Displace-ment.				Other.	Displace-ment.		
July.....	13	10,810	46,987	\$31,136.15	13,329	5	3,520	7,027	\$10,192.40	597
August.....	11	21,076	7,670	30,763.90	18,912	11	17,587	28,912	34,639.75	11,206
September.....	15	9,158	36,159	25,069.10	1,500	12	12,347	5,927	18,397.25	15,205
October.....	16	19,804	7,985	28,070.29	13,116	7	11,798	5,240	17,367.30	9,792
November.....	13	6,967	12,248	14,832.75	7,284	12	3,908	27,907	25,845.00	2,542
December.....	14	19,959	4,557	26,671.80	10,392	15	3,908	14,975	12,177.10	9,076
January.....	12	11,734	40,495	34,308.62	16,558	77	26,839	466,030	250,269.30	5,998
February.....	10	9,886	20,225	22,470.00	11,273	12	11,269	75,582	51,877.25	1,913
March.....	18	23,149	17,025	36,291.30	9,625	9	7,627	37,250	27,777.40	469
April.....	73	35,040	465,565	279,550.90	17,695	7	11,590	12,198	25,007.00	1,820
May.....	24	23,900	18,471	38,245.65	13,463	19	18,628	24,770	35,030.55	10,967
June.....	5	5,912	10,400	10,889.60	9,947	8	9,316	26,793	24,566.10	11,239
Totals.....	224	197,395	687,787	578,299.97	143,394	194	138,337	732,611	528,146.40	80,824

RECAPITULATION.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number of vessels.....	224	191	418
Net tonnage.....	197,395	138,337	335,732
Displacement tonnage.....	687,787	732,611	1,420,398
Tolls *.....	\$578,299.97	\$528,146.50	\$1,106,446.47
Tons of cargo carried.....	143,394	80,824	224,218

* Tolls were not charged; figures represent the amount collectible if tolls had been levied.

Small Launches Through Canal During Fiscal Year 1924.

During the fiscal year ending June 30, 1924, there were 138 small nonseagoing launches through the Canal on which tolls to the amount of \$529.25 were charged. These craft, as in the case of the government vessels shown above, were not included in statistics of commercial vessels.

In the following tabulation is shown a summary of this traffic each month, segregated by direction of transit:

	Atlantic to Pacific.			Pacific to Atlantic.		
	Number.	Tonnage.	Tolls.	Number.	Tonnage.	Tolls.
July.....	6	16	\$14.75	3	6	\$4.50
August.....	7	25	25.15			
September.....	7	19	17.45	2	2	1.50
October.....	20	77	88.80			
November.....	9	42	36.00	1	4	3.00
December.....	12	52	51.00	4	13	10.50
January.....	10	20	24.30	4	18	13.50
February.....	6	21	21.20	3	6	5.23
March.....	7	24	19.35	6	17	15.60
April.....	5	32	30.60	12	49	50.35
May.....	11	74	82.50	1	1	.75
June.....	2	14	13.20			
Totals.....	102	416	424.30	36	116	104.95

RECAPITULATION.

	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Number of launches.....	102	36	138
Tonnage.....	416	116	532
Tolls.....	\$424.30	\$104.95	\$529.25

SUMMARY.

During the fiscal year 1924, the regular commercial traffic through the Canal amounted to 5,230 vessels, which carried 26,994,710 tons of cargo, and paid \$24,290,963.54 in tolls. Including the free Government traffic the total traffic of seagoing ships was 5,648 vessels, with 27,218,928 tons of cargo, subject to an aggregate of \$25,397,410.01 in tolls. As the small launches were handled in company with larger vessels, and their aggregate tonnage and tolls were about one-eighth of the tonnage and tolls of one average commercial vessel using the Canal, the launch traffic should not be included with ocean traffic.

Hail.

Hail is reported to have fallen on Gatun Dam on September 16, by golfers who were playing on the Gatun Dam links in the afternoon of that day. The hail occurred during a rainstorm for which the recorded precipitation was 2.98 inches. Hail is a rare occurrence on the Isthmus, only a few falls having been observed during the 20 years of American occupation. Among them were hail storms at Naos Island, June 15, 1912, during a heavy rain squall; at Alhajuela on the afternoon of May 28, 1910, and at Cucaracha in 1908, exact date unknown. On the dates mentioned, the hail stones that fell were small and melted quickly, and in no case was the fall excessive.

The maximum and minimum temperatures recorded at Gatun in the 24 hours beginning at 8 a. m., September 16, were 92 and 72 degrees Fahrenheit, respectively.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, September 27, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arr'd at port.		Entered Canal.		Completed transit.		Cleared for s.a.		Nationality.	Operator.	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.	23	6.50	21	6.20	21	13.14	21	14.19	American.	Dollar Line.	401.4	54.8	16.5	Baltimore.	San Francisco.	Steel, general.	2,577	6,971	5,078
Munara.	23	6.03	21	6.43	21	13.35	21	14.30	American.	Munson Line.	370.0	53.0	17.6	New York.	Los Angeles.	General.	2,388	5,577	4,225
Chit-na.	21	6.15	21	7.35	21	14.34	21	15.15	British.	Anglo-Saxon Petroleum Co.	409.3	52.0	25.0	Tampico.	Bahoa.	Fuel oil.	7,300	6,014	4,107
Eur-na.	21	7.20	21	7.45	21	14.47	21	16.15	American.	Planet Line, Inc.	400.0	56.2	19.6	Baltimore.	Seattle.	Steel, general.	3,770	7,381	5,565
Dak-ton.	23	00.00	21	11.00	21	17.22	21	18.26	American.	Ameri-an-Hawaiian Line.	408.0	53.7	21.6	Boston.	Los Angeles.	General.	5,241	7,156	5,058
Francis E.	21	11.00	21	13.05	21	18.20	21	19.20	American.	Atlantic Refining Co.	431.0	59.2	23.0	Newport News.	Los Angeles.	Ballast.	7,860	5,101	
Kumeric.	21	9.08	21	11.16	21	20.32	21	21.23	British.	Andrew Weir & Co.	460.0	55.0	28.3	New York.	San Francisco.	General.	8,000	8,261	6,980
City of Corinth.	21	16.20	22	6.12	22	13.58	22	14.55	British.	Hall Line.	390.0	54.0	22.0	New York.	Sydney.	General.	4,707	7,103	5,358
Steel Trader.	22	6.00	22	6.28	22	14.31	22	15.50	American.	Isthmian Line.	424.2	56.2	23.6	Baltimore.	Vancouver.	General.	5,505	7,611	5,450
Delaware Sun.	22	6.10	22	7.25	22	15.33	22	16.30	American.	Sun Oil Co.	480.5	63.0	20.0	Cleveland.	San Luis Obis.	Cluster.	9,402	6,586	
Brethbank.	22	9.00	22	9.35	22	17.06	23	3.07	British.	Andrew Weir & Co.	419.6	53.9	11.6	Glasgow.	Iquique.	Ballast.	7,099	5,016	
Mahana.	21	21.45	22	10.55	22	18.05	22	19.00	British.	Shaw, Savill & Albion Co.	499.7	63.5	20.8	Liverpool.	Auckland.	General.	8,600	12,151	8,727
Centarus.	22	12.30	22	12.45	22	20.12	23	6.02	American.	Planet Line, Inc.	409.8	54.2	24.0	New York.	Seattle.	General, steel.	6,017	6,581	4,795
San Domingo.	22	12.55	22	13.10	22	20.49	23	1.37	British.	Anglo-Mexican Petroleum Co.	420.2	51.0	14.0	Boston.	San Pedro.	Ballast.	10,896	4,465	
A. C. Bedford.	22	16.00	23	6.13	23	13.42	23	16.00	American.	Standard Oil Co.	508.0	64.0	13.6	Baltimore.	San Pedro.	Ballast.	10,550	7,916	
Baltic.	22	16.55	23	6.33	23	14.57	23	17.00	Danish.	Sheridan Steamship Co.	439.0	56.1	26.4	Tampico.	Tocopilla.	Crude oil.	8,858	7,691	4,723
Chuky.	23	12.45	23	7.21	23	15.51	23	17.00	British.	Swayne & Hoyt	289.0	44.0	18.4	New Orleans.	San Francisco.	General.	2,227	2,895	1,982
Point Judith.	23	19.10	23	8.45	23	16.10	23	18.25	American.	Norton, Lilly & Co.	400.6	50.0	23.6	Harve.	Apia.	General, oil.	5,936	5,644	4,113
Kasama.	23	7.55	23	9.45	23	17.50	23	18.46	French.	French Line.	388.0	54.2	13.3	New York.	Guayaquil.	Ballast.	1,067	6,394	4,515
Sou-ra.	22	11.30	23	11.10	23	17.50	23	18.46	French.	International Shipping Co.	468.0	63.7	17.9	Boston.	Kobe.	General.	3,079	7,989	5,856
Agwlate.	23	12.13	23	12.20	23	20.12	24	3.01	American.	Nippon Yusen Kaisha	445.0	58.0	17.4	Boston.	Kobe.	General.	550	7,892	5,858
Takooka Maru.	23	12.22	23	13.30	23	21.03	23	22.06	Japanese.	Furness, Withy & Co.	420.0	58.0	13.1	Manchester.	San Francisco.	General, bananas.	9,776	6,903	
Pacific Trader.	21	9.15	23	13.35	23	21.43	24	3.19	British.	U. S. Navy.	292.0	53.0	18.1	La Ceiba.	Bahoa.	Ballast.	3,204	7,766	6,903
Galveston.	23	12.00	24	6.10	24	13.14	24	15.15	American.	International Shipping Co.	408.3	62.7	19.0	New York.	San Francisco.	General.	3,204	7,766	6,903
Arwibay.	24	6.05	24	7.05	24	14.13	24	16.15	American.	Pacific Mail Steamship Co.	404.0	53.9	21.3	Baltimore.	San Francisco.	General.	3,204	7,766	6,903
Sanja Clara.	23	8.35	24	7.57	24	15.10	24	16.15	American.	Garland Steamship Co.	384.4	51.2	20.0	New York.	San Francisco.	General.	3,500	6,327	4,433
William Cam-pion.	24	6.55	24	9.45	24	16.50	24	17.55	American.	Chile Steamship Co.	384.4	51.2	20.0	Texas City.	Antofagasta.	Crude oil.	9,800	7,693	4,831
Toro.	24	9.55	24	11.25	24	19.51	24	23.57	British.	U. S. Navy.	440.8	56.1	25.0	La Ceiba.	Bahoa.	General.	3,102	5,726	4,086
Rochester.	24	6.20	25	6.20	25	11.20	25	8.50	American.	Grace Line.	380.6	64.9	27.6	New York.	Valparaiso.	General.	999	1,243	706
Santa Teresa.	24	16.55	25	6.14	25	15.00	25	16.20	American.	Pacific Steam Navigation Co.	215.0	35.3	15.6	Cristobal.	San Francisco.	General.	2,067	17,044	11,488
Acajutla.	19	48.45	25	6.00	25	15.17	25	19.06	British.	Panama-Pacific Line.	600.0	65.0	25.0	New York.	Pisagua.	Ballast.	4,636	3,262	
Manchuria.	25	5.40	25	7.23	25	16.16	26	1.47	British.	Watts, Watts & Co.	360.0	48.0	15.0	Habana.	San Pedro.	General.	7,000	8,552	6,236
Ilford.	24	16.30	25	8.35	25	16.40	25	17.55	British.	Luckenbach Line.	446.0	56.0	25.6	Boston.	San Francisco.	Ballast.	8,475	6,104	
K. I. Lucken-bach.	24	21.10	25	9.10	25	17.05	25	17.50	American.	C. D. Mallory & Co.	464.0	61.2	20.0	Fall River.	San Francisco.	General.	8,475	6,104	
Swiftsont.	25	9.05	25	10.50	25	18.19	25	23.26	American.	C. D. Mallory & Co.	464.0	61.2	20.0	Fall River.	San Francisco.	General.	8,475	6,104	

Steel sheets, machinery, tobacco leaf, and general.

Iron, cement, and wine.

Cruiser.

Motor ship.

Tanker.

12	18.05	25	12.00	25	19.10	26	1.19	British	Pacific Steam Navigation Co.	220.0	33.1	10.6	Cristobal	Buenaventura.	General	400	1,187	622
24	6.50	25	12.10	25	19.16	25	20.30	British	Pacific Steam Navigation Co.	303.4	40.0	43.3	New York	Callao.	General	1,614	2,878	1,714
25	14.00	26	6.17	26	14.14	26	15.20	British	Norton, Lilly & Co.	400.0	52.3	23.0	Newport News	Sydney	Case oil, general	5,240	5,804	4,066
25	17.03	26	6.17	26	14.43	26	15.50	British	T. & J. Ereck (Leban)	480.2	58.0	22.5	New York	Fremantle	General	3,550	8,247	5,698
26	6.37	26	7.30	26	15.33	27	0.34	American	Dollar Line	592.1	62.2	24.0	New York	San Francisco	General	3,200	12,057	8,457
26	20.48	26	7.40	26	16.16	26	23.00	British	Royal Mail Steam Packet Co.	400.5	58.0	16.0	Newcastle	Seattle	Ballast	8,856	6,359	
25	22.05	26	8.20	26	17.25	26	22.04	British	New Zealand Shipping Co.	430.5	62.0	24.8	London	Auckland	General	6,138	10,618	7,367
26	5.55	26	8.38	26	16.40	26	17.50	American	Cape Steamship Co.	425.8	57.0	20.4	New York	San Pedro	Ballast	7,484	5,216	
26	6.23	26	9.35	26	17.37	26	18.48	British	Federal Steamship Co.	476.8	62.2	24.0	Carliff	Melbourne	General	11,086	9,458	8,867
26	6.50	26	10.00	26	18.00	26	18.51	American	United-American Line	390.0	54.2	18.3	Baltimore	Coal, general	General	2,856	6,162	4,417
26	6.30	26	11.00	26	18.20	26	23.37	British	Stanley & John Thompson, Ltd	375.0	52.6	21.0	Newport News	Yokohama	General	5,650	6,091	4,681
26	9.05	26	11.05	26	18.51	27	1.43	Norwegian	Anglo-Saxon Petroleum Co.	430.4	59.3	18.9	Rotterdam	San Pedro	Ballast	7,780	5,520	
26	5.46	26	12.05	26	19.44	26	20.49	American	Moore & McCormack Co., Inc.	406.7	55.2	26.5	Norfolk	Pearl Harbor.	Coal	8,290	6,597	4,752
26	10.05	26	13.15	26	20.20	26	21.38	American	Beacon Oil Co.	435.0	58.0	16.0	Boston	San Pedro	Ballast	7,482	5,133	
26	12.25	27	6.25	27	14.09	27	15.25	American	Standard Oil Co.	523.0	63.0	20.0	New York	San Pedro	Ballast	12,171	8,782	
23	21.58	27	6.35	27	14.08	28	8.29	Colombian	Colombian Transport Co	94.0	23.0	7.0	Cristobal	Buenaventura.	Electrical mach.	86	160	77

* Tanker.

* Motor ship.

THROUGH THE CANAL—PACIFIC TO ATLANTIC

* Motor schooner.

20	18.30	21	6.20	21	14.30	21	14.30	American	Los Angeles Lumber Co.	253.0	43.5	23.0	Seattle	Philadelphia.	Lumber	2,800	12,739	1,640
20	22.30	21	7.27	21	16.10	23	6.12	American	U. S. Navy	536.0	65.2	20.3	San Diego	Boston	Ballast	7,550	7,322	5,237
20	23.30	21	8.23	21	16.37	22	1.41	French	Isthmian Lines	395.0	55.0	27.0	Vancouver	Liverpool	General	6,933	5,819	4,081
21	2.30	21	9.00	21	17.06	22	0.45	French	Cie. Gle. Transatlantique	396.8	49.11	24.0	Talcahuano	Bordeaux	General	3,638	3,984	2,612
21	2.15	21	9.51	21	17.25	21	17.25	American	Transmarine Lines	324.0	46.2	23.6	Los Angeles	New York	Lumber	3,705	2,835	1,805
21	12.45	21	13.37	21	18.04	21	18.04	American	Standard Oil Co.	500.0	63.2	29.6	San Pedro	New Orleans	Crude oil	15,000	11,224	7,860
21	12.45	21	13.37	21	20.54	22	1.18	American	Nosa Line	298.6	40.0	23.0	Talcahuano	New York	Nitrate of soda	7,742	6,331	5,001
21	13.30	21	14.30	21	22.20	22	12.10	British	Pacific Steam Navigation Co.	406.0	54.2	26.0	Punta Arenas	London	General	6,633	5,977	4,375
21	13.30	21	14.30	21	22.20	22	12.10	British	Western Steam Navigation Co.	375.3	52.3	24.0	Portland	English Chan.	Wheat	2,083	2,629	1,671
21	22.30	22	7.40	22	16.35	25	12.30	British	Kirkwood Line, Ltd	251.0	43.6	22.7	Vancouver	Montreal	(*)	6,642	5,684	4,082
21	1.15	22	7.55	22	16.40	22	16.40	American	Black Diamond Steamship Co.	386.0	52.2	22.6	Portland	Norfolk	Lumber, general	19,609	14,785	10,313
22	5.00	22	8.43	22	17.20	22	17.20	American	Standard Oil Co. of N. J.	554.9	75.3	32.6	San Pedro	New York	Crude oil	6,543	6,181	4,265
22	6.10	22	8.53	22	17.45	22	17.45	American	Cuba Distilling Co., N. Y.	390.0	54.2	26.0	Honolulu	Mobile	Molasses in bulk	8,000	9,262	6,853
22	7.30	22	9.34	22	18.00	22	18.50	American	Luckenbach Line	448.9	60.2	29.0	Portland	Poston	General	10,343	7,510	4,989
22	8.45	22	10.17	22	19.10	22	19.10	American	Vacuum Oil Co.	425.0	57.2	28.0	San Francisco	Panama	Lubricating oil	6,200	5,242	3,706
22	3.15	22	11.28	22	20.15	22	20.15	Norwegian	Norway-Pacific Line	362.4	51.4	26.0	Portland	Azores	Bulk wheat	2,732	2,347	1,589
22	12.30	22	13.38	22	22.25	23	2.05	British	Coombes Marshall & Co.	281.0	43.8	18.0	Vancouver	United King.	Wheat	10,000	8,473	6,050
22	13.30	22	14.47	22	23.00	23	2.55	American	C. D. Mallory & Co.	464.6	60.2	24.2	San Francisco	Fall River	(*)	19,700	14,538	9,394
22	14.45	22	15.58	23	15.25	23	15.25	American	Ore Steamship Corporation	549.6	72.2	33.6	Cruz Grande	Baltimore	Iron ore	6,800	3,622	4,312
19	12.10	23	6.18	23	13.32	23	15.40	American	U. S. Navy	483.0	48.0	22.0	San Diego	Hampior R'ds	Nitrates	7,160	6,285	4,492
22	22.00	23	7.27	23	18.20	23	20.15	Jugo-Slavic	Rafic & Co.	360.0	40.2	24.9	Talcahuano	St. Thomas	(*)	2,225	2,651	1,619
22	23.30	23	7.48	23	17.50	23	21.00	British	Alfred Holt & Co.	430.2	50.2	25.6	Vladivostok	Avonmouth	(*)	13,000	9,394	6,306
22	0.10	23	9.37	23	18.38	23	18.38	American	Lind Navigation Co.	251.0	43.7	19.0	San Pedro	New York	Crude oil			
23	4.15	23	9.55	23	19.28	23	19.28	American	International Shipping Corp	480.5	66.0	28.0	San Pedro	Baltimore	(*)			

* For ordars.

* Transport.

* Motor ship.

* Collier.

* Garbanos (dried beans).

* Household effects and Navy general.

* Soy beans and salmon.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—(continued).

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Huallaga	23	4.00	23	9.50	23	18.41	28	10.12	Peruvian.	Peruvian Line.	360.0	44.7	20.6	Callao, Peru.	Cristobal.	General.	887	4,514	2,386
Canadian Cruiser	23	7.40	23	10.30	23	20.10	24	5.30	British.	Canadian Govt. Mer. Marine.	430.0	56.2	17.11	Auckland.	Montreal.	Hides, general.	975	7,680	5,494
J. A. Moffett, Jr.	23	8.00	23	11.12	23	18.30	23	20.30	American.	Standard Oil Co. of N. J.	499.2	68.1	30.0	San Pedro.	New York.	Crude oil.	15,000	11,037	7,995
Californian ¹¹	23	9.50	23	11.57	23	21.35	23	21.35	American.	American-Hawaiian Line.	445.1	59.8	29.0	Seattle.	Boston.	General.	8,296	8,507	6,020
Atrato ¹¹	22	23.00	23	12.21	23	21.58	27	6.35	Colombian.	Colombian Transport Co.	94.0	20.0	6.6	Buenaventura.	Cristobal.	Coffee.	67	160	77
Point Lobos.	21	14.48	13	13.19	23	22.45	23	22.45	British.	Anglo-Saxon Petroleum Co.	400.3	52.2	13.0	Balboa.	Tampico.	Ballast.	6,014	4,107	
Chonito.	23	14.02	24	6.18	24	13.45	24	14.35	American.	Swayne & Hoyt.	392.3	44.1	18.8	Portland.	New Orleans.	General.	2,971	2,495	1,967
Asayanax.	23	21.30	24	7.09	24	15.05	24	16.30	British.	Alfred Holt & Co.	329.0	49.2	23.6	Victoria.	Glasgow.	General.	5,627	5,165	3,211
Elbro.	24	4.30	24	8.19	24	15.28	25	1.50	British.	Pacific Steam Navigation Co.	450.3	53.8	23.0	Talcahuano.	New York.	General.	1,563	9,291	6,301
Japan Arrow.	23	19.00	24	15.19	24	23.15	24	23.15	American.	J. and W. Rulson.	388.5	53.8	23.0	Corral.	London.	General.	6,276	5,761	3,881
Steelers.	24	11.20	24	16.11	25	16.50	25	20.00	American.	Standard Transportation Co.	550.3	62.7	27.9	Los Angeles.	New York.	Crude oil.	20,000	15,551	4,297
Manuel Calvo.	24	14.00	25	6.20	25	16.45	27	16.05	Spanish.	Ore Steamship Corporation.	385.0	72.2	32.0	Cruz Grande.	New York.	Iron ore.	1,637	5,390	3,897
George Allen.	8-30	4.30	25	7.12	25	17.05	27	17.05	American.	Compania Transatlantica.	385.0	51.2	24.4	Valparaiso.	Barcelona.	General.	6,296	6,224	4,465
H. M. Storey.	24	21.00	25	8.18	25	17.30	27	17.30	American.	Garland Steamship Corp.	500.0	68.3	29.9	Aberdeen.	New York.	Crude oil.	15,092	11,224	7,849
Bundeng.	24	21.25	25	9.10	25	18.00	25	20.00	Dutch.	Standard Oil Co. of California.	420.7	55.1	21.9	Cebu, P. I.	New Orleans.	General.	4,642	6,528	4,491
Clan Macgarg.	25	8.15	25	10.15	25	18.50	26	5.00	British.	Rotterdam Lloyd.	452.7	57.7	25.6	Suva.	English Chan.	Copra and ore.	8,000	8,220	5,596
Santa Malta.	25	13.20	25	14.01	25	20.33	25	20.32	American.	Clan Line, Ltd.	404.5	53.0	22.0	San Francisco.	New York.	General.	2,280	6,766	4,809
Malborough Hill ¹²	25	6.15	26	6.33	26	17.15	27	6.45	Finnish.	Pacific Mail Steamship Co.	300.5	42.0	22.7	Caleta Buena.	Granville.	Nitrates.	3,600	2,598	2,369
Nitro.	23	19.00	26	6.43	26	14.28	28	17.27	American.	Robert Mattsson.	460.6	60.1	20.11	San Diego.	Hampton R d.	General.	1,255		
Mississippi.	25	15.00	26	7.09	26	17.40	27	15.12	French.	U. S. Navy.	410.0	52.0	26.3	Vancouver.	Le Havre.	General.	7,533	7,156	4,984
Gymette.	25	16.01	26	7.39	26	18.45	27	1.37	French.	Cie. Gle. Transatlantique.	420.3	51.6	25.6	San Francisco.	Thameshaven.	Gasoline.	8,690	6,501	4,459
F. H. Hillman.	25	17.31	26	8.13	26	18.40	26	18.40	American.	Andrew Weir & Co.	500.0	68.0	25.0	Los Angeles.	London.	Gasoline.	14,000	12,225	7,913
Anglo Saxon.	25	21.01	26	8.33	26	19.35	26	21.55	American.	Standard Oil Co. of California.	382.0	50.2	25.9	Tocopilla.	Norfolk.	Nitrate of soda.	6,860	5,436	3,939
Sydney.	25	22.25	26	9.08	26	19.52	26	19.52	British.	Lawther Latta & Co.	431.1	54.1	28.2	Bahia.	Azores ¹² .	Nitrate of soda.	9,922	6,671	4,881
Iossiflogu.	26	7.35	26	9.26	26	20.20	27	12.35	Swedish.	Axel Brostrom & Son.	401.8	53.5	25.4	Astoria.	Falmouth.	Bulk wheat.	8,280	6,903	5,185
Baron Ogilvy.	26	7.15	26	10.37	26	21.30	27	23.30	British.	A. Frangopolu & Co., Ltd.	451.4	58.2	25.2	Portland.	Newport News.	Crude oil.	8,030	7,653	5,222
Aguiwhave.	26	9.20	26	11.65	26	22.10	26	22.10	American.	H. Hogarth & Sons.	365.0	66.0	29.0	Los Angeles.	Bilbao, Spain.	Crude oil.	13,560	9,394	6,503
Unbe Mendi.	26	12.05	26	12.16	26	23.27	27	11.03	Spanish.	International Shipping Corp.	480.5	66.0	29.0	Guaymas, Mex.	Baltimore.	Crude oil.	5,873	4,654	3,357
Leborne.	27	1.20	27	5.53	25	15.30	27	15.30	American.	S. L. & Aznar.	345.6	62.2	34.8	Cruz Grande.	New York.	Crude oil.	29,013	14,325	4,635
Charles Pratt.	26	15.35	27	7.14	27	15.42	27	15.42	American.	Ore Steamship Corporation.	549.6	72.0	34.8	San Pedro.	New York.	Crude oil.	15,000	10,313	7,492
San Ubaldio.	26	17.00	27	8.16	27	16.45	27	21.35	British.	Standard Oil Co. of N. J.	500.0	68.0	29.0	Cruz Grande.	New York.	Crude oil.	7,458	5,976	4,069
Atto.	27	2.00	27	8.35	27	17.15	27	22.50	German.	Eagle Oil Transport Co.	412.0	53.4	25.6	San Pedro.	United King.	Gasoline.	5,730	4,805	3,400
Edward L. Debeny, Jr.	27	2.30	27	9.19	27	17.38	27	17.38	American.	Roland Line.	390.6	51.0	22.4	Corral.	English Chan.	Nitrate, cotton.			
Henry, Jr.	27	2.30	27	9.19	27	17.38	27	17.38	American.	Pan-Am. Pet. & Transp. Co.	467.6	62.7	30.9	San Pedro.	New York.	Crude oil.	13,090	9,393	6,784

¹¹ For orders.¹² Bark.¹³ Motor ship.¹⁴ Tanker.

King Howell	27	7 00	27	9 59	27	18 30	27	19 56	British.	King Line, Ltd.	400.2	52.3	24.1	Mojillones.	Channel **	Nitrate.	6,200	5,797	4,078
San Florentina	27	8 00	27	10 19	27	18 55	27	18 55	British.	Anglo-Mexican Line.	534.4	68.6	30.0	San Pedro.	Tampico.	Crude oil	17,275	13,067	9,124
Buenos Aires.	27	9 55	27	10 40	27	19 40	27	17 00	Swedish.	Johnson Line.	440.0	56.0	26.9	San Francisco.	Gothenburg.	General	7,690	7,591	5,661
Sagadahoe.	27	13 00	27	13 47	27	21 05	27	21 05	American.	Argonaut Steamship Co.	420.5	54.2	28.0	Seattle.	Baltimore.	General	8,000	7,348	5,342
H. M. Flagler	27	13 25	27	14 35	27	22 35	27	22 35	American.	Standard Oil Co.	461.6	60.0	29.6	San Pedro.	New York.	Crude oil.	12,000	8,459	6,089

* Tanker.

** For orders.

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

PORT OF CRISTOBAL.

* ARRIVALS.			* DEPARTURES.		
Date.	Vessel.	Line.	Date.	Vessel.	Line.
September 21	Parismina.	United Fruit Co.	September 21	Calamares.	United Fruit Co.
September 21	Calamares.	United Fruit Co.	September 21	Parismina.	United Fruit Co.
September 22	Median.	Leyland Line.	September 24	Parismina.	United Fruit Co.
September 23	Pastores.	United Fruit Co.	September 24	Median.	Leyland Line.
September 23	Atenas.	United Fruit Co.	September 24	Pastores.	United Fruit Co.
September 24	Parismina.	United Fruit Co.	September 25	Sixaola.	United Fruit Co.
September 24	Gen. W. C. Gorzas.	Panama Railroad Steamship Line.	September 25	Atenas.	United Fruit Co.
September 24	Sixaola.	United Fruit Co.	September 25	Metapan.	United Fruit Co.
September 25	Metapan.	United Fruit Co.	September 26	Yuma.	Standard Fruit Co.
September 25	La Navarre.	French Line.	September 27	La Navarre.	French Line.
September 25	Maximo Gomez.	Cuban Government.			
September 26	Yuma.	Standard Fruit Co.			
September 26	Ulysses.	Panama Railroad Steamship Line.			

PORT OF BALBOA.

September 20	James McGee.	Standard Oil Co.	September 22	James McGee.	Standard Oil Co.
September 20	Utacarbon.	Union Oil Co.	September 21	Utacarbon.	Union Oil Co.
September 21	Remus.	Latin-American Line.	September 21	Remus.	Latin-American Line.
September 26	La Placencia.	Union Oil Co. of California.	September 27	La Placencia.	Union Oil Co. of California.
September 25	St. George **	Research Expedition, Ltd.	September 27	St. George **	Research Expedition, Ltd.

** Yacht.

* Other than ships passing through the Canal.

Talara, Peru.
Los Angeles.
San Francisco.
San Pedro.
Gorgona.

Medical Service for Vessels.

THE PANAMA CANAL, HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., September 18, 1924.

CIRCULAR No. 195:

1. Circular No. 193 of August 18, 1924, is hereby revoked.

2. Hereafter, during regular boarding hours (6 a. m. to 10 p. m.), quarantine physicians will attend all persons on arriving vessels who require the services of a Canal Zone physician for illness or injury, performing this duty at the time of their boarding visits. If treatment or medicine is necessary which the quarantine physician is not equipped to furnish, he will see that a dispensary physician is called to attend the case. If any patient should be sent to hospital, the quarantine physician will see that the dispensary is notified to make the transfer. A suitable flag system for transmitting such information is available.

3. For such professional services by quarantine physicians, no charges will be made.

4. On ships which have already passed quarantine, and on ships requiring assistance between 10 p. m. and 6 a. m., calls for a physician will be made on the dispensaries, as heretofore.

5. In the event that the master of a ship is satisfied that any sick or injured person requires removal to hospital, arrangements for such removal may be made by the master or agent prior to the arrival of a quarantine or dispensary physician. If the case is so serious that it is deemed necessary to have a physician assist in the transfer from ship to hospital, then the authorities on shore should be so informed. The actual removal will not be made until the ship has been passed by the quarantine physician or the transfer authorized by him.

W. P. CHAMBERLAIN, *Chief Health Officer.*

Signals for Medical Assistance.

THE PANAMA CANAL, DEPT. OF OPERATION AND MAINTENANCE,
BALBOA HEIGHTS, C. Z., September 23, 1924.

TO ALL CONCERNED:

Subject: Signals for Medical Assistance from ships to shore.

Reference: Health Department Circular No. 195, of September 18, 1924.

The following signals taken from the International Signal Book, will be used from ship to shore to obtain the required medical assistance as laid down in reference:

Signal.	Meaning.	Action.
Y L	Want immediate medical assistance.	Doctor to be sent to ship from nearest dispensary as quickly as possible.
W O	Want a doctor.....	For a Southbound transiting ship, doctor will board at Gatun. For a Northbound transiting ship, doctor will board at Pedro Miguel. For local ship, doctor will board at dock or moorings.
E D Y	Ambulance required to convey a patient to hospital.	Ambulance will meet ship at dock, or locks as the case may be, or, in case of emergency in a transiting ship on entering, boat will be sent to ship for patient and ambulance will meet boat at regular boat landing. (See next signal).
L X E	Emergency.....	When flown in conjunction with E D Y, by entering transiting ship, boat will be sent to ship immediately as above.

If it is necessary for a doctor to go aboard a ship to accompany an ambulance case, signal "W O" will be flown in conjunction with "E D Y."

Rendering of medical assistance to incoming ships will be handled as follows:

The quarantine doctor will look at the patient on quarantine inspection; then whatever action he considers necessary he will give to the pilot immediately, who will request the master to make the appropriate signal. Signal stations will then transmit the signal to the Port Captain's office, where the necessary action will be taken, which will include the notification of the ship's local agent.

If any of the above signals are made by a ship within sight of a signal station in the Cut, they will be reported immediately to the Port Captain, Balboa, who will take the necessary action.

The use of the above signals does not preclude the use of the radio for the same purpose, but is preferable when within signal distance of a signal station.

M. E. MANLY, *Acting Marine Superintendent.*

STEAMSHIP LINES THROUGH THE CANAL AND TO ITS TERMINAL PORTS.

The following are the itineraries of the lines in regular or fairly regular service plying through the Canal, and of those calling at its terminal ports without passing through the Canal. Many vessels other than those employed by these lines pass through the Canal in tramp service. Others are in fairly regular service for oil and mineral companies, etc., but as such vessels are not common carriers their services are not mentioned below.

The name of the line is given first, followed by the ports of its itinerary, given in their order for the outward voyage. Except as otherwise noted the return voyage is made in approximately a reversal of the course for the outward voyage.

In a paragraph which follows the name of the line and the itinerary, are stated the frequency of the service; whether passengers are carried, and, if so, the classes of accommodations offered; the name of the agent on the Isthmus for the line; and the telephone call or calls of the agency. In cases in which the agency has more than one office on the Isthmus the telephone call of the principal office is given first.

The inclusion of Cristobal and/or Balboa in the list of ports of call indicates that the vessels of the line ordinarily discharge or receive cargo and/or passengers at the port named.

The services are classified by principal trade routes, in the following order:

- Between the Atlantic Coast of the United States and the Pacific Coast of South America;*
- Between Europe and the Pacific Coast of South America;*
- Around South America;*
- Between Pacific Coast of North America and Atlantic Coast of South America;*
- Between Europe and the Pacific Coast of Central America;*
- Between Europe and the Pacific Coast of North America;*
- Between the Atlantic Terminus of the Canal and the Pacific Coast of South America;*
- Between the Atlantic Terminus of the Canal and the Pacific Coast of Central and North America;*
- Between the Atlantic Coast of the United States and Japan, China, Siberia, and the Philippine Islands;*
- Between the Atlantic Coast of North America and Australia and New Zealand;*
- Between Europe and Australia and New Zealand;*
- Between Europe and the Far East;*
- Around-the-World Service;*
- United States Intercoastal Trade;*
- Canada Intercoastal Trade;*
- Between Atlantic and Pacific ports of Colombia;*
- Atlantic Services calling at Cristobal but not passing through the Canal;*
- Pacific Services calling at Balboa but not passing through the Canal.*

It should be borne in mind that many of the services change frequently in minor features, and that any may be changed or discontinued without notice.

The summary follows:

Between the Atlantic Coast of the United States and the Pacific Coast of South America.

Grace Line (W. R. Grace & Co.).—New York, Cristobal or Balboa, Talara, Salaverry, Callao, Arica, Iquique, Antofagasta, Valparaiso, Talcahuano, San Antonio.

Fortnightly; *passengers*, 1st class; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

W. R. Grace & Co. (cargo service).—New York, Puerto Colombia, Cartagena, Cristobal, Balboa, Buenaventura, Guayaquil, Callao. Calls at Buenaventura and other minor ports are dependent on cargo offerings.

Three weeks; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

South American Steamship Co. (Compania Sud Americana de Vapores).—New York, Cristobal, Callao, and Chilean ports, Valparaiso.

Monthly; *passengers*, 1st and 3d classes; United Fruit Co., *Cristobal 200, Panama 524.

Pacific Steam Navigation Co. (Pacific Line).—New York, Habana, Cristobal, Balboa, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Monthly; *passengers*, 1st and 3d classes; Pacific Steam Navigation Co., Cristobal 202 and 204, Balboa 145, Panama 505.

Pacific Steam Navigation Co.—New York, Cristobal, Balboa, Buenaventura, Tumaco, Esmeraldas, Bahia, Manta, and Guayaquil.

Monthly; cargo only; Pacific Steam Navigation Co., Cristobal 204, Balboa 145, Panama 505.

Panama Railroad Steamship Line.—New York, Port-au-Prince (at times direct), Cristobal, Balboa, Buenaventura, Esmeraldas, Bahia de Caraquez, Manta, Guayaquil, Port Bolivar, Machalilla.

Every 6 weeks, approximately; *passengers*, 1st and 3d classes (3d class in tropics only); Panama Railroad Co., Cristobal 25, Balboa 278.

Isthmian Steamship Lines (New York-South America Line, United States Steel Products Co.).—New York, Buenaventura, Guayaquil, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Monthly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

New Orleans and South American Line (Nosa Lines, W. R. Grace & Co.).—New Orleans, Cristobal, Balboa, Guayaquil, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Monthly; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

West Coast Line (Wessel, Duval & Co.).—New York, Cristobal, Balboa, Callao, Antofagasta, Valparaiso.

Weekly, approximately; cargo only; American Trade Developing Co., Panama 588, Colon 210-B.

Chile Steamship Co.—New York, Arica, Iquique, Antofagasta, Caldera.

Six weeks, approximately; cargo only, and principally cargo for mining companies which own the line; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

American Metals Transport Co.—Atlantic ports of United States (principally Boston, New York or Philadelphia), Callao, Mollendo, Arica, Iquique, Antofagasta and/or Valparaiso. This service is operated by mining companies and does not ordinarily carry outside cargo.

Monthly; cargo only; Atlantic and Pacific Terminals, Inc., Cristobal 55.

Between Europe and the Pacific Coast of South America.

Pacific Steam Navigation Co.—Fortnightly service of mail and passenger steamers from Liverpool via France, Spain, Habana and the Panama Canal to Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso with

Two vessels each three months outward via the Straits of Magellan, making approximately a

Fortnightly service of mail and passenger steamers from the Pacific coast of South America via the Panama Canal to Habana, Spain, France, and Liverpool. *Passengers* 1st, 2d, and 3d classes; Pacific Steam Navigation Co., Cristobal 204, Balboa 145, Panama 505.

Pacific Steam Navigation Co.—Monthly service of cargo steamers from Glasgow, Liverpool, and Swansea and three-weekly cargo steamers from Hull, London, and Continental ports via the Panama Canal to Guayaquil, Peruvian, and Chilean ports, with a

Monthly service outward from Europe via the Straits of Magellan returning via Panama Canal, making approximately a

Ten-day service from the Pacific Coast of South America to British and Continental ports.

These steamers are provided with limited accommodation for passengers. *Pacific Steam Navigation Co.*, Cristobal 204, Balboa 145, Panama 505.

East Asiatic Co.—Copenhagen, Gothenburg, Christiania, Hamburg, Antwerp, St. Thomas, Cristobal, Balboa, Guayaquil, Callao, Mollendo, Iquique, Antofagasta, Valparaiso, Talcahuano, Corral.

Monthly; *passengers*, 1st class; motorships; *United Fruit Co.*, * Cristobal 200, Panama 524.

Royal Netherlands West India Mail (Koninklijke West-Indische Maildienst).—Hamburg, Amsterdam, Rotterdam, Antwerp, Kingston, Cristobal, Buenaventura, Guayaquil, Peruvian and Chilean ports. Return via Cristobal to ports in either England, France, Holland or Germany.

Fortnightly; *passengers*, 1st and 3d classes; *Royal Netherlands West India Mail*, Cristobal 21; *Sasso, Fuehring & Co.*, Panama 682.

La Veloce Line (Navigazione Italiana a Vapore "La Veloce").—Genoa, Marseilles, Barcelona, Teneriffe, Barbados, Trinidad, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristobal, Guayaquil, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Every 30 days, alternating with a cargo steamer; *passengers*, 1st, 2d, and 3d classes; *La Veloce Line*, Cristobal 51.

"*Transatlantica Italiana*" and "*Societa Nazionale di Navigazione*."—Genoa, Marseilles, Barcelona, Cadiz, Teneriffe, Trinidad, Para, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristobal, Balboa, Guayaquil, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Every 30 days; cargo and limited passenger accommodations; *Panama Railroad Co.*, Cristobal 627, Balboa 610.

Compañia Trasatlantica de Barcelona (Spanish Line).—Barcelona, Malaga, Valencia, Cadiz, Santa Cruz, Las Palmas in the Canary Islands, San Juan de Porto Rico, Habana, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cristobal, Guayaquil, Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso.

Monthly; *passengers* 1st, 2d, and 3d class; *Compañia Trasatlantica de Barcelona*, Colon 257.

Hamburg-American Line.—Hamburg, Bremen, Antwerp, Cristobal, and ports in Ecuador, Peru, and Chile, returning via the Canal either to Europe direct or via United States ports.

Monthly; *passengers*, 1st class; *Fidanque Bros. & Sons*, Panama 666.

Gulf Line (Nautilus Steam Shipping Co., F. and W. Ritson).—British and continental ports to Chile, Peru, and Ecuador. Vessels are routed by the Canal or the Strait of Magellan, outward; all return to Europe by way of the Canal. Ports of call are the principal ports on the route.

Approximately every 3 weeks through the Canal outward; returning, approximately weekly; cargo only; *C. Fernie & Co.*, Cristobal 72, Balboa 1428.

Compagnie Generale Transatlantique (French Line).—Havre, Antwerp, Hamburg, Bordeaux, Cristobal, Guayaquil, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso.

Fortnightly; cargo only; *Cie. Generale Transatlantique (French Line)*, Cristobal 185.

Societe Francaise d'Armement.—Havre, Valparaiso. This is an irregular service, carrying general cargo outward and usually returning with nitrate.

Approximately 8 weeks; cargo only; Cie. Generale Transatlantique (French Line), Cristobal 185.

Societe Edouard Bureau.—Nantes, Valparaiso. This is a sailing ship service, making ports of call according to cargo.

Irregular sailings, approximately every 3 months; Cie. Generale Transatlantique (French Line), Cristobal 185.

Kosmos Line.—Hamburg, Bremen, Callao, Mollendo, Arica, Iquique, Antofagasta, Coquimbo, Valparaiso.

Weekly; passengers and cargo; Panama Agencies Co., Panama 900; Agencia Maritima Kosmos, Colon 176.

Roland Line.—Hamburg, Bremen, Antwerp, Cristobal, Balboa, Buenaventura, Guayaquil, Callao, Mollendo, Arica, Iquique, Tocopilla, Antofagasta, Taltal, Caldera, Coquimbo, Valparaiso, Talcahuano, Coronel, Corral.

Fortnightly; cargo and limited passenger service; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Around South America.

As noted in the foregoing section, the Pacific Steam Navigation Company, and the Natuilus Steam Shipping Co. send some of their vessels around South America making one leg of the voyage through the Strait of Magellan.

Between Pacific Coast of North America and Atlantic Coast of South America.

Pacific-Argentine-Brazil Line (Swayne & Hoyt, Inc.)—Seattle, Tacoma, San Francisco, Balboa, Cristobal, Ponce, San Juan, P. R., Para, Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, Buenos Aires, returning in reverse order.

Five weeks; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Between Europe and the Pacific Coast of Central America.

Kosmos Line.—Hamburg, Cristobal, Puntarenas, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala, Champerico and Salina Cruz.

Weekly; cargo and passengers, 1st and 3d classes; Panama Agencies Co., Panama 900; Agencia Maritima Kosmos, Colon 176.

Hamburg-American Line.—Hamburg, Bremen, Cristobal, Puntarenas, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose, Champerico, Salina Cruz.

Every three months; cargo only; Fidanque Bros. & Sons, Panama 666.

Roland Line.—Hamburg, Bremen, Antwerp, Cristobal, Balboa, Puntarenas, San Juan del Sur, Corinto, Amapala, La Libertad, Acajutla, San Jose de Guatemala, Champerico, Salina Cruz.

Bi-monthly; cargo and passengers; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Between Europe and the Pacific Coast of North America.

East Asiatic Co. (Acties. det Ostasiatiska Kompagni).—Copenhagen, Gothenburg, Christiania, Hamburg, Antwerp, St. Thomas, Cristobal, Balboa, Los Angeles, San Francisco, Portland, Tacoma, Seattle, Vancouver, and Victoria.

Monthly; passengers, 1st class; motorships; United Fruit Co., *Cristobal 200, Panama 524.

Canadian Government Merchant Marine, Ltd.—Avonmouth, Glasgow, various United Kingdom ports, Vancouver.

Monthly; cargo and limited passenger accommodations; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Johnson Line (Rederiaktiebolaget Nordstjernan).—Gothenburg, Christiania, Cristobal, Balboa, San Pedro, San Francisco, Portland, Tacoma, Seattle, Vancouver. Approximately monthly; *passengers*, 1st class; motorships; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

North Pacific Coast Line (Holland-America Line and Royal Mail Steam Packet Co., joint service).—Antwerp, Rotterdam, Liverpool, London, Cristobal, Los Angeles, San Francisco, Portland, Seattle, Tacoma, Vancouver.

Three-weekly, cargo and passengers; Royal Mail Steam Packet Co., Cristobal 202 and 204, Balboa 145, Panama 505. (Fortnightly after Oct. 10, 1924).

Isthmian Steamship Lines (United States Steel Products Co.).—Liverpool, London, Avonmouth, San Diego, Los Angeles, San Francisco, Portland, Seattle, Tacoma, Vancouver.

Three weeks, approximately; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

European-Pacific Line (United American Lines, Inc.).—England (London, Liverpool, etc.), Hamburg, Antwerp, Havre, Los Angeles, San Francisco, Astoria, Portland, Seattle, Tacoma, Vancouver, Victoria.

Fortnightly; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Norway-Pacific Line.—Christiania, Cristobal, Balboa, San Francisco.

Monthly; cargo only; C. Fernie & Co., Cristobal 72, Balboa 1428.

Harrison Direct Line.—Liverpool, Glasgow, Antwerp, London, Cristobal, Balboa, Los Angeles, San Francisco, Tacoma, Seattle, Victoria, Vancouver.

Monthly; cargo only; W. Andrews & Co., Cristobal 55, Balboa 504.

Compagnie Generale Transatlantique (French Line).—Hamburg, Antwerp, Havre, Bordeaux, Cristobal, Corinto, La Union, La Libertad, Acajutla, San Jose de Guatemala, Manzanillo, Mazatlan, Guaymas, San Francisco, Portland, Seattle, Vancouver.

Fortnightly; cargo only; Cie. Generale Transatlantique (French Line), Cristobal 185.

Furness, Withy & Co.—London, Liverpool, Continental ports, Los Angeles, San Francisco, Seattle, Vancouver, Victoria.

Three-weekly; cargo and limited passenger service; W. Andrews & Co., Cristobal 55, Balboa 504 and 506.

Ellerman's Wilson Line, Ltd. (Norton, Lilly & Co., general agents).—London, Hull, Leith, Hamburg, Rotterdam, Antwerp, Havre, San Francisco, Portland, Seattle.

Monthly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Dollar Line.—See Around the World service on page 9. Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Kosmos Line.—Hamburg, Antwerp to Los Angeles, San Francisco, Puget Sound ports, returning to Hamburg and Antwerp and British ports if sufficient cargo is offered.

Approximately every other month, alternated with Hamburg-American Line; Panama Agencies Co., Balboa 1279, Cristobal 97, Panama 900; Agencia Maritima Kosmos, Colon 176.

Hamburg-American Line.—Hamburg, Antwerp to Los Angeles, San Francisco, Puget Sound ports, returning to Hamburg and Antwerp and British ports if sufficient cargo is offered

Approximately every other month, alternating with Kosmos Line; Agents, Panama Agencies Co., Balboa 1279, Cristobal 97, Panama 900.

Between the Atlantic Terminus of the Canal and Pacific Coast of South America.

Pacific Steam Navigation Co.—Cristobal, Balboa, Buenaventura, and Tumaco.

Fortnightly; *passengers*, 1st and 3d classes; *Pacific Steam Navigation Co.*, Cristobal 204, Balboa 145, Panama 505.

Peruvian Steamship Co. (Cia. Peruana de Vapores y Dique de Callao, the Peruvian Line).—Cristobal, Balboa, Buenaventura, Guayaquil, Paita, Eten, Pimentel, Pacasmayo, Salaverry, Chimbote, Callao, Pisco, Mollendo, Ilo.

Weekly; *passengers*, 1st and 3d classes; *Peruvian Line*, Cristobal 123.

Pacific Metals Transportation Co., Ltd.—Cristobal, Balboa, Buenaventura.

Fortnightly; cargo only; *Anglo-American Steamship Agencies, Inc.*, Cristobal 120, Panama 581.

Compania Colombiana de Transportes.—Cristobal, Balboa, Buenaventura, Tumaco, with occasional calls at Puerto Colombia.

Three times a month; first class and deck passengers, and cargo; *Panama Railroad Co.*, Cristobal 627.

Between the Atlantic Terminus of the Canal and Central and North America.

Pacific Mail Steamship Co.—Cristobal, Balboa, Puntarenas, San Juan del Sur, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala, Champerico, Salina Cruz, Acapulco, Manzanillo, San Blas, Mazatlan, Los Angeles, San Francisco.

Every 22 days, approximately; *passengers*, 1st and 3d classes. *Pacific Mail Steamship Co.*, Cristobal 97, Balboa 1279, Panama 900.

Pacific Steam Navigation Co.—Cristobal, Balboa, Puntarenas, San Juan del Sur, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala, Champerico.

Every 14 days; *passengers*, 1st and 3d classes; *Pacific Steam Navigation Co.*, Cristobal 202 and 204, Balboa 145, Panama 505.

Between the Atlantic Coast of the United States and Japan, China, Siberia, and the Philippine Islands.

American and Oriental Line (Andrew Weir & Co.; Houlder, Weir & Boyd, Inc., agents).—New York, Cristobal, Iloilo, Manila, Shanghai, Manchurian ports, Kobe, and Yokohama, returning via Seattle or San Francisco and the Panama Canal to New York.

Monthly, approximately; cargo only; *Payne & Wardlaw*, Balboa 504, Cristobal 55.

Barber Lines.—New York (at times Philadelphia), Cristobal, Yokohama, Kobe, Shanghai, Hongkong, Manila, Cebu, Iloilo, Singapore (ports vary according to cargo).

Fortnightly, approximately; cargo only; *Panama Agencies Co.*; Cristobal 97, Balboa 1279, Panama 900.

American-Manchurian Line (Norton, Lilly & Co., general agents).—New York, Yokohama, Kobe, Dairen, Shanghai, etc., returning via Suez Canal or via west coast of North America and the Panama Canal.

Approximately monthly; cargo only; *Wilford & McKay, Inc.*, Cristobal 60, Balboa 1176.

Osaka Shosen Kaisha.—Yokohama, Kobe, Moji, Hongkong, Singapore, Durban, Cape Town, Santos, Rio de Janeiro, Habana, New Orleans, Habana, Cristobal, Los Angeles, San Francisco, Honolulu, Yokohama, Kobe, Dalny, Shanghai, Hongkong.

Monthly; cargo only; *Panama Agencies Co.*, Cristobal 97, Balboa 1279, Panama 900.

Osaka Shosen Kaisha.—New York, Los Angeles, San Francisco, Yokohama, Kobe, Dairen, Shanghai, Hongkong.

Monthly, approximately; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

"K" Line (*Kokusai Kisen Kaisha, Kawasaki Kisen Kaisha, Kawasaki Dockyard Co., Ltd., Suzuki & Co., general agents*).—New York, Cristobal, Yokohama, Kobe.

Three weeks, from New York; monthly from Mobile via Galveston; cargo only; Panama Railroad Co., Cristobal 627, Balboa 619.

Nippon Yusen Kaisha.—New York, Cristobal, Yokohama, Kobe, Moji, Shanghai, Singapore.

Monthly, approximately; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Nippon Yusen Kaisha.—New Orleans, Cristobal, Balboa, Yokohama, Kobe, Shanghai, other Japanese and Chinese ports, according to cargo.

Six weeks; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Prince Line (Furness, Withy & Co., Ltd.).—New York, Cristobal, Yokohama, Kobe, Shanghai, and varying ports in Sierbia, China, the Philippines, and the Straits.

Monthly, approximately; cargo only; W. Andrews & Co., Cristobal 55, Balboa 504 and 506.

Tampa Interocean Steamship Co.—Baltimore, New Orleans, Cristobal, Yokohama, Kobe, Shanghai, Hongkong, Manila.

Fortnightly, approximately; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Panama-Far East Line (Isthmian Steamship Lines).—New Orleans, Mobile, Cristobal, Yokohama, Kobe, Moji, Shanghai, Hongkong, Manila.

Monthly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Dollar Line.—See Around-the-World Service on page 9.

Mitsui & Co.—New York, Philadelphia, Cristobal, San Francisco, Seattle, Yokohama, Kobe.

Monthly, approximately; cargo only; Panama Railroad Co., Cristobal 627, Balboa 619.

Between the Atlantic Coast of North America and Australia and New Zealand.

United States and Australasia Line.—New York, Cristobal, Auckland, Lyttleton, Timaru, Dunedin, Hobart, Suva, Noumea, Townsville, Rockhampton, Brisbane, Sydney, Melbourne.

Monthly, approximately; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

American and Australian Line (Norton, Lilly & Co., general agents).—New York, Cristobal, Auckland, Dunedin, Hobart, Melbourne, Adelaide, Wellington, Sydney, Brisbane, etc.

Three weeks; cargo only; Wilford & McKay, Inc.; Cristobal 60, Balboa 1176.

Commonwealth and Dominion Line (Cunard Line).—New York, Cristobal, Auckland, Wellington, Lyttleton, Dunedin, Melbourne, Sydney, Adelaide, Fremantle, etc.

Three steamers monthly; cargo only; Pacific Steam Navigation Co., Cristobal 202 and 204, Balboa 145, Panama 505.

Canadian Government Merchant Marine, Ltd.—Canadian ports, via New York to New Zealand and Australia.

Monthly, approximately; cargo and limited passenger service; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Between Europe and Australia and New Zealand.

New Zealand Shipping Co.—London, Southampton, Cristobal, Balboa, Auckland, Wellington, and other New Zealand ports.

Four weeks for mail ships, with *passengers*, 1st, 2d, and 3d classes; intermediate sailings of cargo ships; Wilford & McKay, Inc., Cristobal 60, Panama 1176.

Shaw, Savill, & Albion Co., Ltd., White Star Line (Oceanic Navigation Co., Ltd.) Joint monthly cargo and passenger service.

Monthly for passengers, 1st, 2d, and 3d class. Outward—London, Southampton, Cristobal, New Zealand (Wellington, Auckland, etc.); homeward—either via Cape Horn and Montevideo or Panama Canal.

Monthly for cargo only; outward—Liverpool, London, Cristobal, New Zealand (Auckland, Wellington, etc.), Australia (Sydney and Melbourne); homeward—usually via Cape Horn; W. Andrews & Co., Cristobal 55, Balboa 504 and 506.

Messageries Maritimes.—Dunkirk, Havre, Bordeaux, Marseilles, French West Indies, Cristobal, Papeet (Tahiti), Wellington, Noumea (New Calidonia), Fiji Islands, and Samoa.

Two months; *passengers* and cargo; Compagnie Generale Transatlantique (French Line), Cristobal 185.

Commonwealth and Dominion Line (Cunard Line).—London, Cristobal, Auckland, Wellington, Sydney, Melbourne, Adelaide, etc.

Monthly; cargo only; Pacific Steam Navigation Co., Cristobal 202 and 204, Balboa 145, Panama 505.

Federal Steam Navigation Co.—British ports to New York, thence via Canal to New Zealand and Australia; returning to New York or to Great Britain. (See paragraph in preceding section, headed *American and Australian Line.*)

Between Europe and the Far East.

East Asiatic Co.—This company sends an occasional vessel through the Canal from Scandinavian ports to the Far East, either direct or by way of ports on the west coast of the United States and/or Canada; and occasional vessels return from the Far East to Europe by way of the Panama Canal.

Irregular; *passengers*, 1st class, occasionally; United Fruit Co., *Cristobal 200, Panama 524.

Swedish East Asiatic Co.—This company has an irregular service between Scandinavian ports and the Far East, using both the Suez and the Panama Canals according to conditions.

Irregular; cargo only; Panama Agencies Co.; Cristobal 97, Balboa 1279, Panama 900.

Around-the-World Service.

Dollar Line.—New York, Habana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston, New York.

Fortnightly; *passengers*, 1st class, and cargo; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

In addition, cargo vessels are operated in regular round-the-world and intercoastal service.

Barber Lines.—Some of the vessels of this company, plying from New York, Boston, Philadelphia, or New Orleans to the Orient, continue the voyage into an around-the-world journey, returning to the United States Atlantic Coast through either the Suez or the Panama Canal.

Irregular; cargo only; Panama Agencies Co.; Cristobal 97, Balboa 1279, Panama 900.

United States Intercoastal Trade.

Pacific Mail Steamship Co.—New York, Baltimore, Norfolk, Habana, Cristobal, Balboa, Corinto, La Libertad, San José de Guatemala, Los Angeles, San Francisco. Every 23 days; *passengers*, 1st class and steerage; cargo; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Pacific Mail Steamship Co., freight service.—New York, Philadelphia, Norfolk, Baltimore, Los Angeles Harbor, San Francisco. Every 15 days, approximately; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Isthmian Steamship Lines (United States Steel Products Co.).—New York, San Diego, Los Angeles, San Francisco, Portland, Seattle, Vancouver.

Weekly with approximately a monthly sailing for Honolulu; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Isthmian Steamship Lines (United States Steel Products Co.).—Baltimore, Cristobal, Los Angeles, San Francisco, Portland, Seattle.

Ten days; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Luckenbach Line (Luckenbach Steamship Co.).—New York, Boston, Philadelphia, Cristobal, San Diego, Los Angeles, San Francisco.

Weekly, approximately; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Luckenbach Line (Luckenbach Steamship Co.).—New Orleans, Mobile, Galveston, Cristobal, Los Angeles, San Francisco, Oakland, Astoria, Portland, Seattle, Tacoma. Fortnightly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

American-Hawaiian Line (Panama Canal Line).—Boston, New York, Philadelphia, Cristobal, Los Angeles, San Francisco, Portland, Seattle, Tacoma.

Weekly (fortnightly via Philadelphia); cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

United American Lines, Inc.—Boston, New York, Philadelphia, Cristobal, Los Angeles, San Francisco, Portland, Seattle, Tacoma.

Weekly; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

Argonaut Steamship Co.—New York and other Atlantic ports to Pacific ports.

Fortnightly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Garland Steamship Corp.—New York, Norfolk, and Pacific ports as inducements offer.

Weekly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Transmarine Corp.—Port Newark (New York Harbor) direct to Los Angeles, San Francisco, Oakland, Seattle, Tacoma.

Weekly; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Dollar Line.—See Around-the-World Service on page 9.

Pacific Caribbean Gulf Line (Swayne & Hoyt, agents.).—New Orleans, Mobile, Cristobal, Balboa, Los Angeles, San Francisco, Portland, Tacoma, Seattle.

Monthly, approximately; cargo only; Wilford & McKay, Inc., Cristobal 60, Balboa 1176.

Munson Line (Munson Steamship Co.).—New York, Philadelphia, Baltimore, New Orleans, San Diego, Los Angeles, San Francisco, according to offerings.

Two months, approximately; cargo only; W. Andrews & Co., Cristobal 55, Balboa 504.

Williams Line (Williams Steamship Co., Inc.).—New York, Philadelphia, Baltimore, Norfolk, Cristobal, Los Angeles, San Francisco, Oakland, Portland, Seattle, Tacoma.

Twice monthly; cargo only; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

United States Army Transport Line.—New York, Cristobal, San Francisco, and return. This service transports Army forces and supplies and carries other United States Government employees when accommodations are available, but is not a common carrier.

Occasionally; Department Transportation Officer, *Balboa 1210.

United States Navy Transport Line.—New York, Hampton Roads, San Diego, Los Angeles, San Francisco, Honolulu, Manila. This service transports Navy forces and supplies and carries other Government employees when accommodations are available, but is not a common carrier.

Alternate sailings at about 6 weeks intervals for Far East and for California only, Commandant, 15th Naval District, Balboa 1094.

Canada Intercoastal Trade.

Canadian Government Merchant Marine, Ltd.—Montreal, Vancouver.

Monthly; cargo and limited passenger accommodations; Wilford & McKay, Inc.; Cristobal 60, Balboa 1176.

Between Atlantic and Pacific Ports of Colombia.

Cia. Costanera Colombiana de Transportes.—Puerto Colombia, Cartagena, Cristobal, Buenaventure and Tumaco.

Approximately fortnightly; *passengers* and cargo; Panama Railroad Co., Cristobal 627, Balboa 619.

Atlantic Services Calling at Cristobal but not Passing through the Canal.

United Fruit Co.—New Orleans, Cristobal via Habana returning via Tela (Honduras) and Habana.

Weekly, *passengers*, 1st class (and 3d class to Tela and Habana only); United Fruit Co., *Cristobal 200, Panama 524.

United Fruit Co.—New Orleans, Habana, Cristobal; returning, Cristobal, Habana, New Orleans.

Weekly; *passengers*, 1st class; United Fruit Co., *Cristobal 200, Panama 524.

United Fruit Co.—New York, Kingston, Cristobal, Cartagena, Barranquilla, Puerto Colombia; returning, Cristobal, Kingston, New York.

Weekly; *passengers*, 1st class (and 3d class to Colombian ports and Kingston only); United Fruit Co., *Cristobal 200, Panama 524.

United Fruit Co.—New York, Habana, Cristobal; returning, Cristobal, Habana, New York.

Weekly; *passengers*, 1st and 3d classes (3d class to Limon and Habana only); United Fruit Co., *Cristobal 200, Panama 524.

Summary.—The sailings of the United Fruit Co. from Cristobal are summarized as follows: To New Orleans via Habana, every Wednesday; to New Orleans via Tela and Habana, every Thursday; to New York via Habana, every Sunday; to Cartagena, Puerto Colombia, and Santa Marta, every Thursday; to Port Limon, Costa Rica, every Wednesday; to New York via Kingston, weekly on Thursday.

Panama Railroad Steamship Line.—New York, Port-au-Prince, Cristobal; returning, Cristobal, Port-au-Prince, New York. Occasionally the voyage is made direct.

Every 10 days; *passengers*, 1st and 3d classes (3d class between Cristobal and Haiti); Panama Railroad Co., Cristobal 25, Balboa 278. For cargo, Cristobal 623.

Panama Railroad Steamship Line.—Norfolk to Cristobal direct; returning, Cristobal to Norfolk direct. This is a line of colliers, serving the coaling plants of The Panama Canal.

Fortnightly; cargo only; Panama Railroad Co., Cristobal 623, Balboa 619.

*Royal Netherlands West India Mail (Koninklijke West-Indische Maildienst).—*Hamburg, Amsterdam, Dover, Boulogne sur Mer, Barbados, Trinidad, La Guaira, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristobal, Port Limon, Cristobal, Puerto Colombia, Curaçao, Puerto Cabello, La Guaira, Trinidad, Barbados, Plymouth, Havre, Amsterdam, and Hamburg (Dover, Boulogne sur Mer, and Plymouth for passengers and mail only).

Fortnightly; *passengers*, 1st, 2d, and 3d classes; to intermediate ports also deck passengers are accepted; Royal Netherlands West India Mail, Cristobal 21; Sasso, Fuehring & Co., Panama 682.

*Compagnie Generale Transatlantique (French Line).—*Havre, Plymouth, Saint Nazaire, Bordeaux, Guadeloupe, Martinique, Trinidad, La Guaira, Puerto Colombia, Cartagena, Cristobal; returning in reverse order but omitting Cartagena and Bordeaux and calling at Curaçao, Puerto Cabello, Carupanoo, and Santander.

Fortnightly; *passengers*, 1st, 2d, and 3d classes; Compagnie Generale Transatlantique, Cristobal 185.

*Elders & Fyffes, Ltd.—*Bristol, Kingston, Port Limon, Cristobal; returning, Cristobal, Kingston, Bristol.

Fortnightly, *passengers*, 1st class; United Fruit Co., *Cristobal 200, Panama 524.

*Leyland Line.—*Liverpool, Barbados, Trinidad, Puerto Cabello, La Guaira, Puerto Colombia, Cartagena, Cristobal, New Orleans, or other Gulf or South Atlantic port, Liverpool.

Twice monthly; *passengers*, 1st class; W. Andrews & Co., Cristobal 55, Balboa 504.

*Harrison Line.—*Liverpool, Barbados, Trinidad, Puerto Cabello, La Guaira, Puerto Colombia, Cartagena, Cristobal, New Orleans, or other Gulf or South Atlantic port, Liverpool.

Monthly; cargo only; W. Andrews & Co., Cristobal 55, Balboa 504.

Fortnightly; cargo only; W. Andrews & Co., Cristobal 55, Balboa 504.

*Hamburg-American Line.—*Hamburg, Antwerp, Puerto Plata, La Guayra, Puerto Cabello, Curaçao, Puerto Colombia, Cartagena, Cristobal, Port Limon, Puerto Barrios, Livingston, Port Limon, Cristobal, Puerto Colombia, Curaçao, Puerto Cabello, La Guayra and European ports.

Steamers arrive at Cristobal from Europe about the 16th of the month and returning from Central America about the 30th. Cargo only; Fidanque Bros. & Sons, Panama 666.

*United States Army transport line.—*New York, San Juan, P. R., Cristobal. This service transports Army forces and supplies and carries other United States Government employees when accommodations are available, but is not a common carrier. Itineraries are alternated so that one transport sails from New York directly to Panama and returns to New York via Porto Rico, next transport then sails from New York to Panama via Porto Rico and returns to New York direct.

Monthly; Department Transportation Officer, *Balboa 1210.

Pacific Services Calling at Balboa but Not Passing through the Canal.

*Toyo Kisen Kaisha.—*Hongkong, Moji, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Mollendo, Arica, Iquique, Antofagasta, Huasco, Valparaiso; returning in reverse order.

Five weeks, approximately; *passengers*, 1st, 2d, and 3d classes; Panama Agencies Co., Cristobal 97, Balboa 1279, Panama 900.

*Chungwha Navigation Co.—*Hongkong, Adelaide, Melbourne, Sydney, Wellington, Tahiti, Balboa, Callao, Mollendo, Arica, Iquique, Antofagasta, Valparaiso, Tahiti, Wellington, Sydney, Melbourne, Adelaide, Hongkong.

Two months; *passengers*, 1st, 2nd, and 3d classes; Wilford & McKay, Inc., Cristobal 60, Balboa 504; Fat & Co., Panama 19.

Latin-America Line.—Portland, Seattle, Tacoma, San Francisco, Los Angeles, Balboa, Callao, Valparaiso (intermediate ports according to demand).

Monthly, approximately; cargo only; Anglo-American Steamship Agencies, Inc., Cristobal 120, Panama 581.

General Steamship Corporation.—Vancouver, Seattle, Portland, San Francisco, Los Angeles, Balboa, Buenaventura, Guayaquil, Talara, Paita, Chicama, Salaverry, Callao, Mollendo, Arica, etc. (Ports of call according to demand.)

Monthly; cargo only; Anglo-American Steamship Agencies, Inc., Cristobal 120, Panama 581.

National Navigation Company of Panama.—Panama City to ports of Panama on Pacific Coast. Sailings are usually from Panama but calls for heavy cargo are made at Balboa.

Weekly; *passengers*, 1st and 3d classes; National Navigation Co., Panama 1068.

Soy Beans and Canned Salmon from Russian Asia to British Isles.

The British steamship *Eurybates* passed through the Canal on September 23, 1924, laden with 4,120 tons of canned salmon from Kamchatka, and 3,040 tons of soy beans from Vladivostok, both destined to the British Isles. She called at San Francisco on her way to the Canal, and will stop at Newport News before proceeding to Liverpool.

The *Eurybates* is a vessel of 5,559 tons gross, 3,507 tons net, 430 feet in length, 50 feet 2 inches in beam, and is owned and operated by Alfred Holt & Co.

Ships at Canal Repair Shops.

The following vessels were at Cristobal shops for repairs during the two weeks ended September 29.

General W. C. Gorgas, repair overflow pipe from sanitary line in fidley, scupper strainer in No. 2 between decks, copper whistle pipe, fire tools and chisels; repair and anneal 4 rudder chains; *Acajutla*, repair refrigerator pump, intermediate main stop valves, 12 tube stopper rods, drain valve on observation tank, two hatch locking bars, and glass in windows; manufacture one brass "T" piece for feed pipe line, clip for deck service pipe, sanitary pipe for engine room, and one canvas awning, as sketch, etc.; *Ulysses*, renew staybolt in starboard boiler and furnish 6 laborers to work in fireroom; schooner *Nellie Moulton*, dry-dock, install two shaft logs, two struts, and two stern bearings; renew planks where directed, recalk planking, and butts as directed, etc.

Minor repairs—Steamships *Stuyvesant*, *Arawa*, *Manuel Calvo*, *Van Rensselaer*, *La Navarre*, *Torkanvan*, *Sixaola*, *Achilles*, *Camden*, *Almagro*, and *Chuky*, motorship *Atrato*, U. S. A. steamer *Nones*, U. S. S. *Fulton*, launches *Margarita*, *Clemens*, *Gargoyle*, and *Wilhelm*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending September 27, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Remus.....	A. O. Lindvig.....	September 21.	September 21.	250	.....
Santiago.....	Diego Martinez.....	September 22.	September 22.	23	.....
Atrato.....	Pacific Metals Corporation.....	September 22.	September 23.	3	.....
Chiton.....	Anglo-Saxon Petroleum Co.....	September 21.	September 23.	7,300	.....
Nitro.....	U. S. Navy.....	September 23.	September 26.	21	.....
Jamaica.....	Pacific Steam Navigation Co.....	September 25.	September 25.	.....	128
Acajutla.....	Pacific Steam Navigation Co.....	September 25.	September 25.	.....	36
La Placentia.....	Union Oil Co.....	September 25.	September 27.	11,000	.....
Ling Nam.....	Chungwha Navigation Co.....	September 27.	September 28.	423	
Taketoyo Maru.....	Nippon Yusen Kaisha.....	September 27.	September 28.	175	

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Volume XVIII.

Balboa Heights, C. Z., October 8, 1924.

No. 9.

Tanker Traffic Through the Canal in September, 1924.

During the month of September, 1924, 113 tank ships transited the Canal and carried 709,926 tons of cargo. Compared with July, 1924, this is a decrease of 7 in number of transits, and an increase of 5,793 in tons of cargo; with August, 1924, it is a decrease of 3 in number of transits, and an increase of 20,970 in tons of cargo; and with September, 1923, it is a decrease of 46 transits and 313,394 tons of cargo. The month of September, 1923, with 1,023,320 tons of cargo, was the record month for tons of cargo carried through the Canal by this class of ships, though the number of transits was exceeded in the months of July and August, 1923, with 173 each.

Tankers made up approximately 28.6 per cent of the total commercial transits of the Panama Canal during the month of September, 1924; about 34.6 per cent of the total tonnage, Panama Canal measurement; paid about 33.3 per cent of the total tolls; and carried about 33.6 per cent of the total cargo in transit.

The following tabulation shows the number, aggregate net tonnage, Panama Canal measurement, tolls, and cargo of tank ships through the Canal during September, 1924, segregated by nationality of vessels and direction of transit, with the totals for the two preceding months, and for the corresponding month in 1923:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	12	65,875	\$54,432.44	33,427
Danzig.....	2	16,083	11,579.76	.....
Norwegian.....	1	5,520	3,974.40	.....
United States.....	40	233,582	168,289.17	.....
Totals, September, 1924.....	55	321,060	238,275.77	33,427
Totals, August, 1924.....	57	354,636	263,697.14	28,183
Totals, July, 1924.....	63	375,290	283,591.30	62,221
Totals, September, 1923.....	70	403,550	300,127.25	41,023
<i>Pacific to Atlantic.</i>				
British.....	8	44,935	45,232.91	67,707
Danzig.....	1	7,916	6,775.00	13,510
French.....	1	4,473	4,892.50	7,918
Norwegian.....	1	4,066	4,532.50	7,752
United States.....	47	302,530	307,183.89	579,612
Totals, September, 1924.....	58	363,920	368,616.80	676,499
Totals, August, 1924.....	59	350,537	364,545.85	660,773
Totals, July, 1924.....	57	343,505	354,434.84	641,912
Totals, September, 1923.....	89	521,953	544,243.53	982,297

(Continued on page 149.)

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, October 4, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.	
Celtic Prince.	27	18	30	28	6	20	28	14	40	British	Prince Line, Ltd.	449.0	67	0	27.0	Shanghai	General	7,715	8,699	6,208
Mexican.	27	21	40	28	6	05	28	14	09	American	American-Hawaiian Line	472.3	57	2	23.0	Los Angeles	General	5,238	9,258	6,874
Cape Henlopen	27	22	30	28	7	20	28	14	22	American	Cape Steamship Co.	434.0	56	2	21.6	San Pedro.	Ballast	7,425	5,202	
Montreal.	28	5	10	28	7	35	28	14	53	British	Imperial Oil Co.	421.0	57	0	19.0	Talara	Ballast	7,378	4,752	
Canadian Win-																				
net.	28	7	05	28	8	33	28	15	26	British	Canadian Govt. Mer. Marine.	413.1	52	0	18.6	Vancouver	General	2,000	5,885	4,073
Huallaga	27	14	45	28	10	12	28	16	41	Peruvian	Peruvian Line.	360.0	44	7	21.0	Callao.	General, cattle.	252	4,514	2,386
Leut. David																				
Putnam	28				28	8	23			American	U. S. Army	436.3	60	2	18.0	Cristobal	Ballast		8,491	5,879
Albertolite	29	6	50	29	7	00	29	15	13	German	Imperial Oil Co.	389.0	52	2	19.0	Montreal	Ballast	4,287	5,994	4,057
Enden	29	15	08	30	6	12	30	13	47	German	Hamburg-American Line	324.0	46	2	18.6	Hamburg	General	2,080	3,984	2,612
Sucarcoso	30	4	45	30	7	30	30	14	45	American	Transmarine Line					San Francisco	General, cotton.			
Capetown																				
Maru	30	6	07	30	8	20	30	16	55	Japanese.	Kokusai Kisen Kaisha	385.0	51	0	26.0	New York	Steel, phosphate.	6,953	6,209	4,658
Masilla	30	8	08	30	9	35	30	17	33	British.	British-India Steam Nav. Co.	449.7	58	0	27.9	Pto. Mexico.	(⁶) Hobart	8,065	8,117	5,240
Willsplo	30	16	10	1	6	15	1	13	02	American	Williams Line	434.3	57	7	21.0	Philadelphia	Coal, general.	4,500	7,983	5,882
Naines	30	18	10	1	6	15	1	13	22	German	Roland Line	315.8	46	0	19.6	Hamburg	General	2,485	3,529	2,532
Agnewith	1	6	15	1	7	05	1	14	28	American	International Shipping Co.	499.9	68	1	19.3	New York	Puntarenas	2,778	10,833	7,736
Isis	1	7	32	1	7	55	1	14	55	German	United-American Line	376.0	57	0	20.0	Hamburg	Ballast.	3,022	5,788	4,927
Dorothy Luck-																				
enbach.	1	7	38	1	9	45	1	17	10	American	Luckenbach Line	449.0	60	0	27.1	New York	General	7,520	9,294	6,861
Anglo-Mexican.	1	9	40	1	9	55	1	16	16	British	Lowther Latta & Co.	394.0	52	4	15.0	New Orleans	Ballast	6,163	4,452	
Bordeaux Maru	1	9	50	1	11	02	1	18	00	Japanese.	Kawasaki Dockyard Co.	405.0	53	0	15.11	New York	Iquique.	7,032	5,128	
Easterner	1	12	22	1	12	45	1	19	56	American	U. S. & A. Line (S. B.)	385.0	51	0	22.9	New York	Brisbane.	4,151	5,945	4,561
Sirius	1	3	30	1	12	45	1	21	00	American	U. S. Navy.	401.0	54	0	19.6	New York	San Diego.	2,778		
Cacique	30	21	50	2	6	15	2	13	28	American.	Pacific Mail Steamship Co.	394.2	52	3	17.3	Baltimore.	Naval stores.	2,100		
Chateau																				
Thierry	2	7	00	2	7	20	2	14	09	American	U. S. Army	436.9	58	2	28.0	New York	Military supplies	420	8,407	5,212
Palu Branch.	1	15	59	2	8	30	2	15	36	British	Nautilus Steamship Co.	360.0	45	0	21.11	Liverpool	General	3,977	4,195	3,088
Eurapa	2	8	20	2	9	20	2	16	25	American	International Mer. Marine.	419.5	56	5	22.0	Bayonne.	Ballast.	6,989	4,976	
London Cor-																				
poration	2	8	57	2	10	48	2	17	07	British.	Furness, Withy & Co.	419.0	55	0	19.6	Liverpool	General	640	7,026	4,515
Walzer Jen-																				
nings	2	17	15	3	6	28	3	13	43	American.	Standard Oil Co.	499.2	68	1	20.0	Montreal	Ballast.	11,037	7,995	
Blythmoor.	2	17	20	3	6	35	3	14	43	British	W. Runciman & Co., Ltd.	420.0	54	0	28.0	Cardiff	(⁶) McGillones	8,491	6,903	5,008
Child	2	17	35	3	7	00	3	15	27	Danish.	East Asiatic Co.	425.3	55	2	21.6	Copenhagen.	General	6,197	7,382	5,663
City of Dunes-																				
ed	3	8	07	3	8	20	3	16	23	British.	Ellerman & Bucknall	476.0	60	0	23.0	New York	General	9,541	8,691	6,015
Tanker.																				
										⁵ Transport.	⁶ Asphalt, sulphur, and resin.					⁷ Case oil, machinery, and general.	⁸ Patent fuel, coal, and coke.			

* Launch.

† Motor ship.

‡ Auxiliary.

§ Transport.

¶ Asphalt, sulphur, and resin.

‡ Case oil, machinery, and general.

* Patent fuel, coal, and coke.

Bogota.....	2	18.15	3	11.02	3	18.26	3	19.50	British.	Pacific Steam Navigation Co.	400.0	52.4	23.10	Hull.....	Guayaquil.....	5,156	5,733	4,015
Teno.....	3	7.05	3	13.05	3	20.25	3	21.30	Chile	Chilean Line	421.8	56.0	25.11	New York.....	Valparaiso.....	1,426	7,758	4,672
El Condado.....	3	7.10	4	6.05	4	13.19	4	14.24	Spanish.	Narvaez	330.0	48.0	10.0	Aviles.....	Iquique.....	3,730	2,637	6,239
Wiegand.....	3	14.55	4	6.17	4	13.16	4	14.16	German.	Roland Line	393.0	54.0	22.0	Antwerp.....	Guayaquil.....	4,079	6,573	4,629
Royalstar.....	3	12.50	4	7.05	4	14.31	5	21.20	British.	Blue Star Line, Ltd	450.0	58.0	18.0	Lunningham.....	San Pedro.....	8,561	5,815	5,815
Cecl County ..	3	22.20	4	8.43	4	15.48	5	16.48	American	Walker & Daly (S. B.)	431.0	59.2	19.2	New York.....	San Pedro.....	8,097	5,330	5,330
Akwstone ..	4	1.15	4	9.33	4	16.58	4	18.04	American.	International Shipping Co	499.9	68.1	22.0	New York.....	Los Angeles.....	10,853	7,804	7,804
City of San Francisco ..	22	9.48	4	10.47	4	17.38	4	21.35	Panaman.	Pacific Mail Steamship Co.	300.0	45.9	19.6	Gothenburg.....	San Francisco.....	2,701	3,848	2,606
John D. Archbold ..	4	3.40	4	11.57	4	19.28	4	20.25	American.	Standard Oil Co.	554.9	75.3	21.0	New York.....	San Pedro.....	14,785	10,313	10,313

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Motor ship.

Tanker.

Heracles.....	27	15.55	28	6.08	28	14.01	28	14.01	Norwegian.	E. I. DuPont de Nemours & Co.	389.8	54.1	26.6	Iquique.....	Charleston.....	8,150	5,680	4,220
Benavon.....	27	14.10	28	7.15	28	16.05	28	16.20	British.	William Thomson & Son	360.0	46.3	24.0	Portland.....	Belfast.....	5,370	4,218	3,053
Zabran.....	27	17.15	28	7.40	28	16.05	28	17.10	Jugo-Slavie.	Atlantika Plodiva (T. Raice)	378.0	53.8	26.0	Mejillones.....	Marlinique.....	5,575	5,217	3,954
James B. Duke.....	27	22.25	28	8.08	28	15.10	28	15.10	American.	Garland Steamship Corp.	385.0	51.2	25.6	Gray's Harbor.....	Philadelphia.....	5,450	6,242	4,471
J. L. Luckenbach.....	28	0.36	18	8.34	28	16.20	28	16.20	American	Luckenbach Line.	448.9	60.2	30.0	Portland.....	Boston.....	9,500	9,294	6,861
Taketoyo Maru.....	28	1.15	28	11.30	28	19.09	29	6.10	Japanese.	Nippon Yusen Kaisha	445.0	58.0	19.6	Manila.....	Boston.....	6,938	7,972	5,957
Ipewich.....	28	13.35	28	14.22	28	15.21	28	15.21	American.	Union-American Lines	400.0	51.2	26.11	Seattle.....	Baltimore.....	6,859	6,616	4,614
Tulsagas ..	28	16.15	29	6.20	29	21.35	29	21.35	American.	McAllister Brothers	431.0	59.2	26.0	San Pedro.....	New York.....	9,471	7,817	5,049
Santa Elisa ..	29	1.31	29	7.33	29	14.00	29	14.00	American.	Grace Line	360.3	51.7	21.2	Talcahuano.....	New York.....	1,819	5,957	4,325
Diana Dollar.....	29	6.18	29	7.58	29	16.10	29	16.10	American.	Dollar Line	429.0	55.2	23.0	Seattle.....	Baltimore.....	7,000	7,582	5,521
Utah.....	22	23.15	29	9.25	29	17.55	29	19.00	British.	Cia. Gle. Transatlantique	375.2	51.2	24.6	Vancouver.....	Hull.....	7,233	5,296	3,737
Tuxpanoil ..	29	6.00	29	9.49	29	18.53	29	22.10	American.	McAllister Brothers	431.0	59.2	26.0	San Pedro.....	New York.....	10,000	7,862	5,049
Bethelridge ..	29	12.00	30	12.49	30	21.10	30	0.55	American.	Walker & Daly	430.0	59.0	26.0	Los Angeles.....	New York.....	9,316	7,819	5,076
Akwisae ..	29	17.00	30	6.15	30	13.42	30	13.42	American.	International Shipping Corp	468.3	62.7	28.8	Los Angeles.....	New York.....	11,875	9,802	6,981
Ashbee ..	29	17.50	30	7.13	30	14.40	30	23.25	American.	Grace Line.....	333.8	48.0	21.2	Toconilla.....	New York.....	4,338	4,101	2,857
Sunamo.....	30	10.10	30	10.47	30	18.15	30	18.15	American.	Transmarine Corporation	324.0	46.2	24.0	Aberdeen.....	New York.....	3,567	3,984	2,612
Ruaine.....	30	13.50	1	6.31	1	14.00	1	14.00	British.	New Zealand Shipping Co.	480.0	46.2	25.6	Lydett.....	London.....	5,261	11,292	8,286
Suresyco.....	30	20.00	1	7.12	1	15.55	1	15.55	American.	Transmarine Corporation	324.0	46.2	21.0	San Francisco.....	New York.....	4,200	3,984	2,612
Baldante ..	30	17.30	1	8.43	1	16.25	1	16.25	American.	McAllister Brothers	416.9	56.2	25.9	San Pedro.....	Bayonne.....	9,470	7,706	4,693
Hagood ..	30	17.50	1	9.20	1	17.00	1	17.00	American.	Cities Service Transportation Co	435.6	56.2	28.6	San Pedro.....	Boston.....	10,700	7,426	5,094
Finland.....	30	20.50	1	12.12	1	20.00	1	20.40	American.	Panama-Pacific Line	560.0	60.2	28.6	San Francisco.....	New York.....	6,320	13,559	9,016
Hanover.....	1	13.30	1	14.30	1	21.30	1	21.30	American.	Tampa Intercoastal S. S. Co.	434.2	57.7	17.0	Han Kow.....	Norfolk.....	1,426	7,982	5,911
Canadian In-ventor.....	1	14.15	2	6.10	2	13.49	2	13.49	British.	Canadian Govt. Mer. Marine	400.0	52.1	23.0	Vancouver.....	Montreal.....	5,509	5,916	4,159
Steel Mariner.....	1	24.00	2	7.20	2	14.17	2	14.17	American.	Isthmian Steamship Lines	424.2	56.2	23.0	Honolulu.....	Baltimore.....	5,092	7,611	5,405
Kanuckian.....	2	1.10	2	8.16	2	14.55	2	14.55	American.	American-Hawaiian Line	414.5	53.7	25.0	Seattle.....	Boston.....	5,745	7,049	4,941
Canadian Star-misher.....	2	3.15	2	9.15	2	14.45	3	3.46	American.	Canadian Govt. Mer. Marine	400.0	52.4	24.6	Vancouver.....	Glasgow.....	6,757	6,174	4,233
Cubore.....	2	11.30	2	12.05	2	19.15	2	19.15	American.	Ore Steamship Corporation	450.6	57.2	28.0	Crux Grande.....	Baltimore.....	10,500	7,956	4,866
Salvador.....	2	14.50	3	6.16	3	12.50	3	12.50	British.	Pacific Steam Navigation Co.	225.0	35.4	16.6	Champerico.....	Cristobal.....	776	1,270	735
Loehmonar ..	2	17.45	3	7.15	3	14.35	3	19.18	British.	Royal Mail Steam Packet Co.	484.7	62.3	29.3	Vancouver.....	Antwerp.....	10,500	10,766	7,512
Jacob Van Hemskereck ..	2	21.45	3	7.36	3	14.50	3	14.50	Dutch.	Bureau Wijsmuller	152.0	29.0	11.0	Valparaiso.....	Rotterdam.....	573	195	195
Groninger ..	3	1.00	3	7.41	3	14.55	3	14.55	Dutch.	Bureau Wijsmuller	139.2	25.1	10.11	Valparaiso.....	Rotterdam.....	435	139	139

General and canned goods.

Lumber, canned salmon, and fruit.

Wood oil and earned pineapples.

Coconut oil sugar, tea, and general.

Tug.

Motor ship.

Dyewoods, coffee, etc.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Vietotite ¹	3	3 25	3	9 00	3	17 34	3	17 34	British	Imperial Oil Ltd.	560 0	68 0	29 0	San Pedro	Montreal	Crude oil	15,453	11,049	7,732
Oriana	3	4 00	3	9 12	3	16 00	3	22 25	British	Pacific Steam Navigation Co.	465 7	56 2	25 0	Talcahuano	Liverpool	General	4,925	8,020	5,345
Salina	3	6 10	3	9 16	3	18 30	4	0 03	American	Struthers & Barry	425 8	57 0	26 7	San Pedro	New York	Crude oil	9,955	7,481	5,242
Navigator	3	6 10	3	9 45	3	18 32	4	6 18	British	T. and J. Harrison	365 0	47 0	23 0	San Francisco	Liverpool	General	5,296	4,295	2,939
Santa Barbara	3	5 45	3	10 04	3	18 50	3	19 59	American	Pacific Mail Steamship Co.	494 6	53 9	22 0	San Francisco	New York	General	3,671	6,789	4,746
Dixie Arrow ¹	3	6 40	3	10 51	3	20 45	4	1 15	American	Standard Transportation Co.	468 3	57 2	27 11	San Pedro	New York	Crude oil	12,225	9,744	7,140
Willpolo	3	8 00	3	12 11	3	20 10	4	1 15	American	Williams Steamship Co.	386 8	52 2	24 2	Portland	New York	General	6,043	5,860	4,080
Mount Clinton	3	10 44	3	13 12	3	20 10	4	14 23	American	United-American Lines	440 3	57 8	27 0	Los Angeles	New York	General	10,079	8,141	5,398
Cape Cod ¹	2	4 00	3	14 55	3	23 15	3	23 15	British	Pure Oil Steamship Co.	405 1	54 2	27 0	Talcahuano	Liverpool	Crude oil	7,127	7,221	4,184
Losada ¹	3	18 35	4	6 28	4	14 23	4	15 20	American	Island Steamship Lines	426 1	56 2	24 5	Vancouver	Providence	Lumber, general	7,809	7,698	5,969
Steel Traveler	3	20 35	4	7 12	4	15 20	4	16 05	American	International Shipping Corp.	424 2	62 7	28 0	San Pedro	New York	Crude oil	12,381	9,810	6,995
Akwapond	3	21 40	4	8 09	4	16 05	4	16 05	American	Anglo-Saxon Petroleum Co.	468 3	62 7	28 0	San Pedro	New York	Crude oil	7,543	6,825	4,253
Phedon ¹	4	6 45	4	9 11	4	16 55	4	22 05	British		412 0	53 3	24 0	San Pedro	Lands End ¹	Gasoline			

¹ Tanker.¹ Motor ship.¹ Lumber, canned fruit, and fish.

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—	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—
September 28	Heredia	United Fruit Co.	New Orleans via Habana.	September 28	Pastores	United Fruit Co.	New York via Habana.	September 28	Pastores	United Fruit Co.	New York via Habana.	September 28	Pastores	United Fruit Co.	New York via Habana.	September 28	Pastores	United Fruit Co.	New York via Habana.
September 28	Pastores	United Fruit Co.	Port Limon.	September 28	Heredia	United Fruit Co.	Bocas del Toro.	September 28	Heredia	United Fruit Co.	Bocas del Toro.	September 28	Heredia	United Fruit Co.	Bocas del Toro.	September 28	Heredia	United Fruit Co.	Bocas del Toro.
September 28	Teutonia	Hamburg-American Line	Houston.	September 29	Teutonia	Hamburg-American Line	Cartagena.	September 29	Teutonia	Hamburg-American Line	Cartagena.	September 29	Teutonia	Hamburg-American Line	Cartagena.	September 29	Teutonia	Hamburg-American Line	Cartagena.
September 29	Geo. W. Barnes	Pan-American Petroleum Co.	Puerto Barrios.	September 29	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	New York via Haiti.	September 29	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	New York via Haiti.	September 29	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	New York via Haiti.	September 29	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	New York via Haiti.
September 29	Van Rensselaer	Royal Netherlands W. I. Mail.	Tampico.	September 30	Camden	United Fruit Co.	Baytown via Tampico.	September 30	Camden	United Fruit Co.	Baytown via Tampico.	September 30	Camden	United Fruit Co.	Baytown via Tampico.	September 30	Camden	United Fruit Co.	Baytown via Tampico.
September 29	Van Rensselaer	Royal Netherlands W. I. Mail.	Amsterdam via waypoints.	September 30	Van Rensselaer	Royal Netherlands W. I. Mail.	Port Limon.	September 30	Van Rensselaer	Royal Netherlands W. I. Mail.	Port Limon.	September 30	Van Rensselaer	Royal Netherlands W. I. Mail.	Port Limon.	September 30	Van Rensselaer	Royal Netherlands W. I. Mail.	Port Limon.
September 29	Yuma	Standard Fruit Co.	San Blas.	September 30	Yuma	Standard Fruit Co.	New Orleans.	September 30	Yuma	Standard Fruit Co.	New Orleans.	September 30	Yuma	Standard Fruit Co.	New Orleans.	September 30	Yuma	Standard Fruit Co.	New Orleans.
September 30	Panama	Panama Railroad Steamship Co.	New York via Haiti.	October 1	Ulysses	Panama Railroad Steamship Line.	Norfolk.	October 1	Ulysses	Panama Railroad Steamship Line.	Norfolk.	October 1	Ulysses	Panama Railroad Steamship Line.	Norfolk.	October 1	Ulysses	Panama Railroad Steamship Line.	Norfolk.
September 30	Ulua	United Fruit Co.	New Orleans via Habana.	October 1	Heredia	United Fruit Co.	New Orleans via Habana.	October 1	Heredia	United Fruit Co.	New Orleans via Habana.	October 1	Heredia	United Fruit Co.	New Orleans via Habana.	October 1	Heredia	United Fruit Co.	New Orleans via Habana.
September 30	Turrialba	United Fruit Co.	Bocas del Toro.	October 1	Turrialba	United Fruit Co.	Bocas del Toro.	October 1	Turrialba	United Fruit Co.	Bocas del Toro.	October 1	Turrialba	United Fruit Co.	Bocas del Toro.	October 1	Turrialba	United Fruit Co.	Bocas del Toro.
October 1	Heredia	United Fruit Co.	New Orleans via Habana.	October 1	Geo. W. Barnes	Pan-American Petroleum Co.	Tampico.	October 1	Geo. W. Barnes	Pan-American Petroleum Co.	Tampico.	October 1	Geo. W. Barnes	Pan-American Petroleum Co.	Tampico.	October 1	Geo. W. Barnes	Pan-American Petroleum Co.	Tampico.
October 1	Sixola	United Fruit Co.	Colombia.	October 1	Maximo Gomez	Cuban Government.	Habana.	October 1	Maximo Gomez	Cuban Government.	Habana.	October 1	Maximo Gomez	Cuban Government.	Habana.	October 1	Maximo Gomez	Cuban Government.	Habana.
October 1	Carrillo	United Fruit Co.	Port Limon.	October 1	Carrillo	United Fruit Co.	Port Limon.	October 1	Carrillo	United Fruit Co.	Port Limon.	October 1	Carrillo	United Fruit Co.	Port Limon.	October 1	Carrillo	United Fruit Co.	Port Limon.
October 3	Van Rensselaer	Royal Netherlands W. I. Mail.	Port Limon.	October 2	Sixola	Royal Netherlands W. I. Mail.	New York via Kingston.	October 2	Sixola	Royal Netherlands W. I. Mail.	New York via Kingston.	October 2	Sixola	Royal Netherlands W. I. Mail.	New York via Kingston.	October 2	Sixola	Royal Netherlands W. I. Mail.	New York via Kingston.
October 4	Cavina	Elders & Fyffes, Ltd.	New Orleans via Habana.	October 4	Cavina	Elders & Fyffes, Ltd.	New Orleans via Habana.	October 4	Cavina	Elders & Fyffes, Ltd.	New Orleans via Habana.	October 4	Cavina	Elders & Fyffes, Ltd.	New Orleans via Habana.	October 4	Cavina	Elders & Fyffes, Ltd.	New Orleans via Habana.
October 4	Cartago	United Fruit Co.	Port Limon.	October 4	Cartago	United Fruit Co.	Port Limon.	October 4	Cartago	United Fruit Co.	Port Limon.	October 4	Cartago	United Fruit Co.	Port Limon.	October 4	Cartago	United Fruit Co.	Port Limon.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
September 27	Ling Nam	Chungwha Navigation Co.	Hongkong.	September 28	Ling Nam	Chungwha Navigation Co.	Iquique.
September 28	Coalinga	Union Oil Co.	Port San Luis.	September 28	Coalinga	Union Oil Co.	San Pedro.

¹ Other than ships passing through the Canal.

Commercial Traffic Through the Panama Canal in September, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	75	325,175	412,771	523,535	325,467	\$338,742.68	139,925
United States to west coast of South America:							
British.....	5	14,845	18,016	25,324	15,190	18,556.25	21,133
Chilean.....	1	3,512	4,705	7,310	3,976	4,399.00	1,355
Norwegian.....	1	4,105	4,730	6,583	4,119	3,405.60	.....
United States.....	13	49,236	56,918	84,755	49,502	45,770.06	12,523
Totals.....	20	71,698	84,369	123,972	72,787	72,121.91	35,011
United States to Far East:							
British.....	7	29,287	40,574	47,083	29,738	36,608.75	46,918
Japanese.....	6	22,961	27,964	34,757	22,624	28,701.25	30,987
United States.....	6	27,182	36,600	42,732	26,990	33,977.50	40,287
Totals.....	19	79,430	105,138	124,572	79,352	99,287.50	118,192
Europe to west coast of South America:							
British.....	5	20,386	27,818	33,109	20,570	25,175.27	15,288
Dutch.....	1	3,602	5,806	5,789	3,289	4,592.50	6,685
French.....	3	10,367	12,973	16,413	10,393	12,958.75	3,378
German.....	5	15,440	20,895	25,224	15,412	19,300.00	25,412
Spanish.....	1	2,960	3,729	4,640	2,721	3,700.00	325
Totals.....	15	52,755	71,221	85,175	52,385	65,636.52	51,088
United States to Australia:							
British.....	10	38,115	47,853	59,017	37,076	47,472.15	51,089
United States.....	1	3,604	4,480	5,816	3,604	4,505.00	4,080
Totals.....	11	41,719	52,333	64,833	40,680	51,977.15	55,169
Europe to west coast of Canada:							
British.....	5	11,413	20,206	23,500	14,409	18,016.25	4,910
Dutch.....	1	5,776	7,551	9,399	5,814	7,220.00	7,816
French.....	2	7,604	9,868	12,420	7,779	9,505.00	12,713
Totals.....	8	27,793	37,625	45,319	28,002	34,741.25	25,439
Europe to west coast of United States:							
British.....	4	15,933	19,589	26,204	15,560	14,104.08	.....
Dutch.....	1	5,635	5,430	5,422	3,205	6,293.75	7,190
German.....	1	4,909	6,732	8,109	4,883	6,156.25	3,283
Norwegian.....	1	5,054	5,520	7,277	5,054	3,974.40	.....
United States.....	1	4,487	5,443	7,124	4,496	3,918.96	.....
Totals.....	8	35,483	42,714	54,136	33,198	34,427.44	10,473
Europe to Australasia:							
British.....	8	47,097	62,352	74,800	47,351	58,871.25	60,941
United States to west coast of Canada:							
British.....	1	1,387	1,657	2,422	1,464	1,733.75	3,300
United States.....	3	10,652	15,164	17,098	10,548	13,315.00	13,215
Totals.....	4	12,039	16,821	19,520	12,012	15,048.75	16,515
South American intercoastal:							
Japanese.....	1	4,081	5,077	6,586	4,038	3,655.44	.....
Peruvian.....	2	2,193	4,791	7,708	3,604	2,741.25	792
Totals.....	3	6,274	9,868	14,294	7,642	6,396.69	792
East coast of Canada to west coast of United States:							
British.....	1	7,632	7,732	10,825	7,443	5,724.00	.....
Danish.....	2	10,905	16,083	17,941	10,292	11,579.76	.....
Totals.....	3	18,537	23,815	28,766	17,735	17,303.76	.....

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Cristobal to west coast of South America:							
British	1	614	622	1,138	602	\$746.40	400
Colombian	1	67	77	153	68	83.75	86
Peruvian	1	1,506	2,951	4,734	2,673	1,882.50	598
Totals	3	2,187	3,650	6,035	3,343	2,712.65	1,084
East coast of Canada to west coast South America:							
British	2	9,137	10,631	15,577	9,957	7,654.32	.....
Cristobal to west coast Central America:							
British	2	1,286	1,441	2,298	1,304	1,607.50	2,024
East coast of Mexico to west coast South America:							
British	1	4,248	4,723	7,335	4,259	5,310.00	8,858
East coast of Mexico to Australasia:							
British	1	4,449	5,240	7,261	4,454	5,561.25	8,066
East coast of South America to Balboa:							
British	1	3,688	4,130	5,549	3,480	4,610.00	7,469
East coast of Mexico to Balboa:							
British	1	3,458	4,107	5,540	3,444	4,322.50	7,300
West Indies to west coast of South America:							
British	1	2,731	3,262	4,277	2,713	2,348.64	.....
Canadian intercoastal:							
British	1	3,258	4,073	5,482	3,375	4,072.50	2,000
East coast of Canada to Australasia:							
British	1	3,273	4,354	5,439	3,331	4,091.25	2,295
Cristobal to west coast of United States:							
United States	1	1,167	1,549	1,974	1,161	1,458.75	1,780
East coast of South America to Far East:							
Japanese	1	3,666	4,282	5,848	3,633	4,582.50	1,533
Europe to west coast Central America:							
German	1	2,393	3,381	4,015	2,433	2,991.25	2,466
United States to Hawaii:							
United States	1	4,266	5,536	6,886	4,261	5,332.50	6,035
Foreign vessels in ballast, United States coastwise:							
British	1	9,342	10,751	15,371	9,326	7,740.72	.....
Totals, September, 1924..	193	776,549	990,137	1,257,809	777,085	858,951.23	564,455
Totals, September, 1923..	198	782,467	980,837	1,242,798	775,346	834,714.72	511,719
Totals, September, 1922..	126	460,366	582,416	725,894	453,209	545,856.98	467,836

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States	77	363,003	451,042	576,500	363,935	\$452,541.85	752,292
West coast of South America to United States:							
British	7	21,853	28,516	31,680	20,865	27,104.20	36,532
Chilean	1	3,479	4,672	7,310	3,996	4,348.75	5,084
Danish	1	2,256	3,468	3,718	2,307	2,820.00	6,307
Finnish	1	2,186	2,201	2,385	2,181	2,641.20	3,950
Norwegian	3	9,756	11,273	13,339	9,804	11,851.10	20,877
Peruvian	1	1,483	1,529	1,866	1,169	1,834.80	732
United States	10	36,285	42,593	62,752	36,304	45,114.80	101,295
Totals	24	77,298	94,252	123,050	76,626	95,714.85	174,777
West coast of South American to Europe:							
British	7	26,305	32,485	42,621	26,166	32,881.25	47,454
Dutch	4	10,963	16,766	17,757	10,881	13,703.75	23,699
Finnish	1	2,369	2,369	2,539	2,418	2,842.80	3,600
French	3	11,480	12,477	16,441	10,304	14,072.25	20,373
German	4	13,167	17,180	21,232	13,230	16,458.75	27,338
Italian	1	3,303	4,013	5,493	3,241	4,128.75	4,312
Spanish	1	3,284	3,897	5,617	3,342	4,105.00	1,637
Swedish	2	7,357	9,905	11,899	9,049	9,196.25	19,322
* Totals	23	78,228	99,092	123,599	78,631	97,388.80	147,735

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of United States to Europe:							
British.....	7	24,159	29,695	39,276	24,430	\$30,198.75	51,852
French.....	1	3,914	4,473	6,474	3,716	4,892.50	7,918
Norwegian.....	4	12,968	16,033	19,646	12,126	16,210.00	26,742
Swedish.....	1	3,406	5,661	5,642	4,320	42,57.50	7,630
United States.....	2	10,280	12,971	16,737	10,254	12,850.00	23,000
Totals.....	15	54,727	68,743	87,775	54,846	68,408.75	117,142
West coast of Canada to Europe:							
British.....	6	19,358	23,825	32,152	20,144	24,197.50	38,067
Dutch.....	1	5,763	7,619	9,338	5,808	7,203.75	9,701
French.....	1	4,249	4,984	6,713	4,198	5,311.25	7,878
German.....	1	3,113	3,855	4,981	3,029	3,891.25	6,300
Norwegian.....	1	5,064	5,112	6,351	3,458	6,330.00	10,625
United States.....	2	8,014	11,892	12,728	7,869	10,017.50	16,825
Totals.....	12	45,561	57,287	72,263	44,506	56,951.25	89,396
West coast of Canada to United States:							
Norwegian.....	1	2,801	3,712	4,507	2,828	3,501.25	5,723
United States.....	6	21,649	28,503	35,498	22,654	27,061.25	42,644
Totals.....	7	24,450	32,215	40,005	25,482	30,562.50	48,367
West coast of South America to Cristobal:							
British.....	1	614	622	1,138	602	746.40	650
Colombian.....	1	67	77	153	85	83.75	67
Peruvian.....	3	3,699	7,742	12,452	6,277	4,623.75	3,389
Totals.....	5	4,380	8,441	13,743	6,964	5,453.90	4,106
Australasia to Europe:							
British.....	3	15,360	17,802	24,532	15,502	19,200.00	19,233
French.....	1	4,287	5,364	7,129	4,332	5,358.75	3,950
Totals.....	4	19,647	23,166	31,661	19,834	24,558.75	23,183
Far East to United States:							
Dutch.....	1	3,607	4,491	5,672	3,621	4,508.75	4,642
Japanese.....	2	7,890	10,460	12,617	7,739	9,862.50	8,212
United States.....	1	3,567	5,882	5,816	3,567	4,458.75	510
Totals.....	4	15,064	20,833	24,105	14,927	18,830.00	13,364
West coast of South America to Egypt:							
British.....	2	6,204	8,360	9,872	6,142	7,755.00	14,400
Dutch.....	1	4,149	4,715	6,713	4,225	5,186.25	8,250
Totals.....	3	10,353	13,075	16,585	10,367	12,941.25	22,650
Australasia to United States:							
British.....	1	3,322	4,186	5,439	3,336	4,152.50	896
Swedish.....	1	2,651	4,486	4,585	3,435	3,313.75	7,700
Totals.....	2	5,973	8,672	10,024	6,771	7,466.25	8,596
West coast of United States to east coast of Canada:							
Danzig.....	1	5,220	7,916	8,988	5,173	6,775.00	13,510
United States.....	1	5,978	7,995	9,564	5,978	7,472.50	16,000
Totals.....	2	11,398	15,911	18,552	11,151	14,247.50	29,510
West coast of Central America to Cristobal:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	886
Canadian intercoastal:							
British.....	2	4,843	5,814	7,872	4,735	6,053.75	11,458
West coast of Mexico to Spain:							
Spanish.....	2	4,844	6,808	8,034	4,712	6,055.00	10,830
West coast of South America to West Indies:							
Jugo-Slavic.....	2	5,484	7,366	8,599	5,451	6,855.00	12,375
West coast of United States to east coast of Mexico:							
British.....	2	16,435	18,733	25,898	16,442	20,543.75	34,775

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of United States to Cristobal:							
United States	1	1,167	1,549	1,973	1,161	\$1,458.75	875
Philippines to east coast of United States:							
British	1	4,124	4,763	6,498	4,164	5,155.00	3,215
West coast of South America to east coast Canada:							
British	1	4,133	4,752	7,116	3,997	5,166.25	9,226
West coast of Central America to Europe:							
German	1	2,277	3,117	3,810	2,355	2,846.25	410
West coast of South America to east coast of Mexico:							
British	1	4,248	4,723	7,335	4,259	3,400.56	.....
West coast of United States to West Indies:							
British	1	3,007	5,185	4,867	3,991	3,758.75	8,280
Australasia to east coast of Canada:							
British	1	4,403	5,494	7,178	4,413	5,503.75	975
West coast of Mexico to east coast of United States:							
United States	1	1,434	1,617	2,284	1,429	1,792.50	2,225
Far East to Europe:							
British	1	3,544	4,492	5,559	3,507	4,430.00	7,160
Hawaii to east coast of United States:							
United States	1	3,106	4,265	5,031	3,106	3,882.50	6,543
West coast of United States to east coast of South America:							
United States	1	3,521	4,890	5,643	4,195	4,405.00	7,458
Balboa to east coast of Mexico:							
United States	1	3,458	4,107	5,540	3,444	2,957.04	.....
Balboa to east coast of South America:							
British	1	3,688	4,130	5,549	3,480	2,973.60	.....
Balboa to Gatun Lake:							
British	1	98	101	276	118	73.50	.....
Totals, September, 1924.	202	785,185	986,076	1,259,222	790,303	973,984.10	1,547,809
Totals, September, 1923.	215	862,912	1,033,715	1,371,516	864,211	1,067,738.89	1,656,984
Totals, September, 1922.	114	382,747	487,994	607,207	384,726	474,207.57	670,352

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 4, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Pastores	United Fruit Co.	September 28.	September 28.	10	589
Heredia	United Fruit Co.	September 28.	September 28.	105	145
Teutonia	Hamburg-American Line	September 28.	September 29.	15	128
Taketoyo Maru	Nippon Yusen Kaisha	September 28.	September 29.	133	(²)
Gen. W. C. Gorgas	Panama Railroad Steamship Line	September 28.	September 29.	.....	1,626
Camden	United Fruit Co.	September 28.	September 30.	8,887	(²)
Geo. W. Barnes	Pan-American Petroleum Co.	September 29.	October 2.	9,127	(²)
Yuma	Standard Fruit Co.	September 29.	September 30.	(¹)	130
Van Renselaer	Royal Netherlands W. I. Mail	September 29.	September 30.	116	(²)
Turrialba	United Fruit Co.	September 30.	October 1.	773	(²)
Cacique	Pacific Mail Steamship Line	September 30.	October 2.	287	154
Ashbee	Grace Line	September 30.	September 30.	497	45
Panama	Panama Railroad Steamship Line	September 30.	.....	2,349	.....
Naimes	Roland Line	September 30.	October 1.	385	(²)
Ulua	United Fruit Co.	September 30.	October 1.	135	(²)
Carrillo	United Fruit Co.	October 1.	October 2.	193	178
Heredia	United Fruit Co.	October 1.	October 1.	77	63
Sixola	United Fruit Co.	October 1.	October 2.	1	319
Chile	Danish East Asiatic Co.	October 2.	October 3.	3 ¹	(²)
Bogota	Pacific Steam Navigation Co.	October 2.	October 3.	95 ¹	(²)
Salvador	Pacific Steam Navigation Co.	October 3.	.....	774	.....
Lochmonar	Pacific Steam Navigation Co.	October 3.	October 3.	1 ¹	34
Teno	Chilean Line	October 3.	October 3.	(¹)	178
Van Renselaer	Royal Netherlands W. I. Mail	October 3.	October 4.	4	310
Cartago	United Fruit Co.	October 4.	.....	120	.....

¹ No cargo discharged.² No cargo laded.³ 18 packages.

(Continued from page 141.)

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, together with the totals for the two preceding months and for the corresponding month in 1923:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
September, 1924.....	43	261,825	\$188,781.09	.....
August, 1924.....	48	306,775	221,705.19	.....
July, 1924.....	47	294,929	213,057.17	.....
September, 1923.....	57	341,605	247,448.41	.....
<i>From Los Angeles.</i>				
September, 1924.....	50	326,445	333,763.10	631,697
August, 1924.....	48	285,346	295,819.95	538,904
July, 1924.....	47	287,835	283,450.14	532,103
September, 1923.....	82	481,630	504,616.25	926,479

Completion of Repairs to the Steamship "Colombia."

The Pacific Mail Steamship Company's steamship *Colombia*, on which extensive repairs had been made by the Mechanical Division of The Panama Canal, left the Balboa dry dock on October 3, and cleared from Balboa for San Francisco on October 7.

The *Colombia*, while bound from San Francisco to New York, went ashore on Cano Island, off the Pacific coast of Costa Rica, on June 20, 1924. The 97 passengers on board were transferred on the following day, with their baggage, to the steamship *Robert Luckenbach*, and thence to the naval transport *Chaumont*, which landed them at Balboa on June 22.

The Panama Canal's tug *Gorgona* was sent to the assistance of the *Colombia*, and the salvage steamer *Relief*, belonging to the Merritt-Chapman & Scott Corporation, was ordered from Kingston, Jamaica, to the scene of the wreck, passing through the Canal on the night of June 22-23. The Panama Canal's salvage steamer *Favorite* was unable to assist, as it was then standing by the Kosmos Line steamship *Sisak*, aground on the coast of Ecuador.

After 3 weeks' work the *Colombia* was hauled off the rocks and towed to Balboa, where she entered dry dock on July 15. It was found that underneath the two forward holds the entire bottom and inner bottom would require renewal, together with keel, vertical keel, floors, margins, the lower part of the frames, and the lower coarse of the bulkheads. The underwriters authorized the necessary repairs to be made at Balboa. The preliminary survey and the repairs to date of leaving dry dock occupied 80 days.

The *Colombia* is a steamer of 5,644 gross and 3,448 net tons, with a length of 379.9 feet and a beam of 48.5 feet. She was built in Holland in 1915, and has been employed by the Pacific Mail Steamship Company in the United States intercoastal service, carrying passengers and freight, since 1921.

New Records for Quick Discharge of Tankers and Delivery of Bunker Oil.

The tank ship *Utacarbon*, owned and operated by the Union Oil Co., arrived at the southern entrance to the Panama Canal off Naos Island at 4 p. m., September 20, 1924, laden with 75,853 barrels of fuel oil for the Union Oil Co., Balboa. The necessary port regulations were

complied with, she proceeded to the oil dock, a distance of about 5 miles, her cargo was discharged, and she left port at 9 a. m., September 21, 17 hours after arrival. Of these 17 hours, 15 hours and 30 minutes were spent in actually pumping oil, at a rate of 4,893.74 barrels per hour. The *Utacarbon* spent less time in the port of Balboa for discharge of cargo than any other vessel of record, and the pumping rate for the whole cargo was the highest, although on November 14, 1923, a pumping rate of 5,322.33 barrels per hour was maintained for 3 hours, unloading fuel oil from the tank ship *Solana*.

During the month of September, 1924, 5 tank ships discharged 375,153 barrels of oil at Balboa in a total pumping time of 98 hours and 50 minutes, at an average rate for all 5 of 3,796 barrels per hour. These vessels spent a total of 117 hours in port, or an average of 23 hours and 24 minutes per vessel.

As a contrast to the above instances, and as showing improved facilities, the PANAMA CANAL RECORD of April 5, 1916, shows as a "quick discharge of oil cargo" the tank ship *Lyman Stewart* tied up at the oil dock for 27 hours and 30 minutes, discharging 65,000 barrels of oil, a rate of 2,363.63 barrels per hour.

The PANAMA CANAL RECORD of March 17, 1915, stated that oil could then be delivered to vessels at any rate up to 2,000 barrels per hour. Oil bunkering can now be done practically as fast as a vessel can take the oil, and has been done at the rate of 3,854 barrels per hour on the steamship *Bethore* on June 14, 1923 (see PANAMA CANAL RECORD of July 2, 1924.)

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 4, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Huallaga.....	Peruvian Line.....	September 28.	September 28.		1
Coalinga.....	Union Oil Co.....	September 28.	September 29.	10,000	
Talaralite.....	Imperial Oil Co.....	September 30.		3,450	
Naimes.....	Roland Line.....	October 1.....	October 1.....	151	304
Savador.....	Pacific Steam Navigation Co.....	October 1.....	October 3.....	1	
Chateau Thierry.....	U. S. Government.....	October 2.....	October 2.....	2	
Sirius.....	U. S. Government.....	October 2.....	October 2.....	19	8
Isis.....	Kosmos Line.....	October 1.....	October 2.....		292
City of Dunedin.....	Ellerman-Hall Line.....	October 3.....	October 3.....		1
City of San Francisco.	Pacific Mail Steamship Co.....	October 4.....	October 4.....		19

Ships' Chandlery Supplies.

Panama Canal Storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Official Circular.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., October 3, 1924.

HEADS OF DEPARTMENTS AND DIVISIONS:

Special attention is invited to paragraphs 1 and 9 of Circular 614-2, reading as follows:

GOVERNOR'S CIRCULARS

"1. As far as practicable all circulars covering subjects of a general nature, such as instructions, regulations, or information affecting or of interest to several departments or divisions, or organizations or individuals which are not a part of the Canal organization, shall be issued from the Office of the Governor."

DEPARTMENTAL CIRCULARS

"9. The head of a department may issue

circulars of instruction or information to his organization, and to others concerned, provided such circulars are confined to the work or functions under the jurisdiction of his department; but when departmental circulars are in conflict with higher authority, they should bear the approval of the Governor."

To insure uniformity and in order that the coordination of the Canal departments may be understood by organizations and individuals not a part of the Canal organization, it is desired that all circulars of public interest, as differentiated from strictly departmental business, bear the Governor's approval before being issued and distributed.

As far as practicable, all circulars appointing officials or acting officials should be prepared in the Personnel Bureau of the Executive Office.

M. L. WALKER,
Acting Governor.

THE PANAMA CANAL RECORD

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., October 15, 1924. No. 10.

Resignation of Governor and President of Panama Railroad.

Col. Jay J. Morrow, United States Army, Retired, who has been Governor of The Panama Canal since March 28, 1921, and President of the Panama Railroad Company since April 4, 1921, has resigned, effective October 15, 1924, and Col. Meriwether L. Walker, United States Army, who has been Engineer of Maintenance of The Panama Canal and Second Vice President of the Panama Railroad since July 2, 1921, has been appointed by the President to succeed Colonel Morrow.

Colonel Morrow was in Washington at the time of submitting his resignation. From the Washington Office of The Panama Canal he addressed the following letter to the employees under date of October 3, 1924:

"To EMPLOYEES,

The Panama Canal and Panama Railroad.

"I have persuaded Secretary Weeks to accept my resignation as Governor effective October 15th. I am thus voluntarily separating myself from the service, in advance of the expiration of my term, for purely personal reasons, and I am much pleased that the Administration has seen fit to name the present Engineer of Maintenance as my successor. The future of the Canal is assured by Colonel Walker's promotion. It is further a personal gratification to have been advised by the Secretary of War that there could be no thought of changing the plan of promoting the Engineer of Maintenance.

"It is a source of regret that I shall miss the opportunity of a personal good-bye to so many associates and friends, and it is with the greatest regret also that I leave the command of these two fine organizations. Such success as I have had in the seven and a half years service in the two responsible positions I have occupied is almost entirely due to the loyalty and high efficiency of the employees.

"It is a pleasure therefore to acknowledge my indebtedness to each and every one for his individual share in whatever success the Canal and Railroad administrations have had during the past three and a half years."

JAY J. MORROW,

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

Panama-Pacific Line Schedule for the 1924-1925 Season.

The Panama-Pacific Line, operating the passenger steamers *Finland*, *Kroonland*, and *Manchuria*, has issued a new schedule of proposed sailings covering 19 round voyages by these steamers, the first leaving New York on October 2, 1924, and the last on July 30, 1925. The running time from New York to the first Californian port of call via Havana and the Panama Canal is 15 days.

Commencing with the steamship *Manchuria*, leaving New York on November 6, all the steamers employed in this service will include San Diego in the westbound ports of call.

They will arrive at San Diego 15 days after leaving New York, at Los Angeles Harbor on the 16th day and complete the voyage at San Francisco on the 18th day.

Origin and Destination of Cargo Passing Through the Panama Canal from the Atlantic to the Pacific, September, 1924.

(Figures represent tons of 2,240 pounds.)

FROM—	SOUTH AMERICA.				NORTH AMERICA.								ASIA.				AUSTRALASIA.				Grand totals.	Per cent of total cargo		
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	Mexico.	West coast of Canada.	West coast of Central America.	Balboa, C. Z.	West coast of North America. ¹	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.	Australia.			Australasia. ¹	Total, Australasia.	Hawaii.
NORTH AMERICA:																								
UNITED STATES—																								
North Atlantic ports	8,537	131	198	625	17,321	26,812	140,329	...	200	1,092	...	5,505	147,126	40,635	6,123	9,389	35,943	92,090	9,250	27,710	16,081	53,041	2,544	321,613
South Atlantic ports	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gulf ports	10,798	...	148	76	56	11,048	8,927	...	3,300	300	...	...	12,527	6,590	14,111	1	4,596	25,298	735	...	...	...	85	64,274
Totals, U. S.	19,305	131	346	701	17,377	37,860	149,256	...	3,500	1,392	...	5,505	159,633	47,770	20,424	9,390	40,539	118,123	9,250	27,710	31,397	68,357	2,620	386,622
East coast of Mexico.	8,858	...	...	...	...	8,858	...	...	...	...	...	...	7,300	...	...	...	...	...	...	...	...	5,750	...	21,908
Cristobal, C. Z. ²	4	661	...	544	2,213	3,422	1,610	...	3,804	...	...	177	5,591	...	...	...	...	...	...	...	...	9,013	...	9,013
West Indies.	...	...	...	...	66	66	...	...	2,000	...	...	...	2,000	...	...	...	...	...	...	...	...	...	...	66
East coast of Canada.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,579
Totals, N. America.	28,167	792	346	1,245	19,656	50,206	150,866	...	5,500	5,196	...	5,682	174,544	47,770	20,424	9,390	40,539	118,123	10,270	29,161	38,255	77,086	2,620	423,188
EUROPE:																								
Belgium.	...	...	...	329	1,282	1,611	5,271	227	7	...	...	1,289	6,794	...	...	...	...	...	...	...	...	...	...	8,405
British Isles.	5,150	...	...	100	8,155	13,405	1,454	...	2,954	...	...	550	4,958	...	...	...	...	...	31,617	2,450	14,738	48,805	...	67,168
France.	676	...	255	...	1,320	2,251	5,783	...	397	...	...	...	6,180	...	...	...	...	...	...	...	...	...	...	8,431
Germany.	977	...	...	321	7,318	8,816	3,283	...	...	...	...	...	3,283	...	...	...	...	...	...	...	...	...	...	12,099
Holland.	1,429	...	...	219	3,937	5,585	1,769	...	442	...	...	...	2,211	...	...	...	...	...	...	...	...	...	...	7,796
Italy.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway and Sweden.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spain.	...	...	...	...	325	325	...	...	...	...	...	1,669	13,588	...	...	...	...	...	...	...	...	...	...	325
Europe. ¹	...	...	...	...	15,706	15,706	11,919	...	...	...	...	3,508	37,014	...	...	...	...	...	...	...	...	...	...	29,294
Totals, Europe.	8,232	255	969	38,243	47,699	29,479	227	...	3,358	442	...	3,508	37,014	...	...	...	...	...	...	...	...	...	...	133,518
East coast, So. America.	...	...	...	...	...	...	45	...	...	...	7,469	...	7,514	235	...	...	...	235	...	...	...	...	...	7,749
Grand totals.	36,399	792	601	2,214	57,899	97,905	180,390	227	8,858	5,638	14,769	9,190	219,072	48,005	20,424	9,390	40,539	118,358	41,887	31,611	52,993	126,491	2,620	564,455
Per cent of total cargo:																								
September, 1924.	6.4	0.1	0.1	0.4	10.2	17.2	32.0	0.1	1.5	1.0	2.6	1.7	38.9	8.6	3.6	1.8	7.2	21.2	7.4	5.6	9.2	22.2	0.5	100.0
September, 1923.	9.4	0.2	0.2	1.3	8.2	19.4	42.0	1.5	...	...	...	...	47.7	6.9	6.5	1.6	11.3	16.3	8.2	8.2	16.4	0.2	...	100.0
September, 1922.	4.0	0.1	0.1	1.1	6.7	12.0	44.9	0.1	...	0.4	...	2.5	48.2	5.3	8.1	...	...	25.3	4.0	5.9	4.1	14.0	0.5	100.0

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

(Figures represent tons of 2,240 pounds.)

THE PANAMA CANAL RECORD

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FROM—	NORTH AMERICA.						EUROPE.										Grand totals.	Egypt.	East coast of South America.	Per cent of total cargo.		
	UNITED STATES.			East coast of Canada.	West Indies.	Cristobal, C. Z.	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.					Europe. ¹	Total, Europe.
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.																				Total, United States.
SOUTH AMERICA:																						
Chile.....	135,829	8,150	17,812	151,791	12,588	46		174,425	41,930	602	15,636	3,576	12	1,357	4,312		58,025	125,450	10	22,650		
Colombia.....	548			548		508		1,056														
Ecuador.....	11			11		251		262	81		50	4		237			366	738				
Peru.....	4,976	3,956		8,926	9,226	2,634	21	20,807	12,721	501	6	97	140	12			35	13,512	2			
W. Coast S. Am..	3,324			3,324		857		4,181	6,185			421	112				1,064	7,782				
Totals, S. Am.	144,688	12,106	17,812	174,600	9,226	4,246	21	200,731	60,917	1,103	15,692	4,098	264	1,606	4,312		59,490	147,482	12	22,650		
NORTH AMERICA:																						
W. Coast U. S.	758,184	59	16,633	774,876	20,510	9,491		849,238	120,207	23	4,243	2,759	300			800	37,550	165,882	7,267			
W. Coast Canada	10,337	5,723		16,060	11,458			28,118	27,456	8,593	1,965	410					670	37,814				
W. Coast C. Am.	162			162		1,518		1,680									2,796	2,801				
W. Coast N. Am.	7,633			7,633				7,633	5													
Hawaii.....		7,053		7,053				7,053														
W. Coast Mexico	2,225			2,225				2,225										10,830				
Totals, N. Am.	779,141	5,782	23,086		40,968	9,491	1,923	895,947	147,668	8,616	5,338	3,169	300	10,830		800	41,016	217,737	7,267			
ASIA:																						
Philippines.....	2,452		7,857	10,309				10,309														
Japan.....	283			283				283										283				
China.....	451			451				451														
Far East ¹	5,026			5,026				5,026	7,160													
Totals, Asia.....	8,212		7,857	16,069				16,069	7,160													
AUSTRALASIA:																						
Australia.....	896			896				896														
New Zealand.....	8,675			8,675				8,675			3,950											
Australasia ¹																						
Totals, Austral- asia.....	9,571			9,571				9,571	8,633	2,600	3,950						8,000	23,183				
Grand totals.	941,612	17,882	49,555	1,008,849	50,194	22,079	6,219	34,977	1,122,318	224,378	2,319	24,980	7,267	564	12,436	4,313	800	108,506	335,562	7,279		
Per cent of total cargo:																						
September, 1924.....	60.8	1.1	3.2	65.1	3.3	1.5	0.4	72.5	14.5	0.8	1.6	0.5		0.8	0.3		7.0	25.5	0.5	1.5		
September, 1923.....	63.7	0.4	8.3	72.4	1.5	0.3	1.2	78.6	11.1	0.1	0.6	1.3		1.2	0.3		5.4	20.0		1.4		
September, 1922.....	50.7	1.8	1.9	54.4		5.6	2.3	62.4	15.7	0.2	2.3	0.8	0.6	0.8	0.1		15.6	36.1		1.5		

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, October 11, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Missourian *	4	19.45	5	6.18	5	12.42	5	13.43	American	American-Hawaiian Line.	445.1	59.8	21.0	New York.	Los Angeles.	General.	8,507	6,020
Port Chalmers.	5	2.10	5	6.33	5	14.03	5	15.10	British	Commonwealth & Dom. Line.	450.3	55.3	27.0	Philadelphia.	Newcastle.	General, case oil.	5,400	8,204
Canadian	5	6.45	5	7.00	5	14.50	5	19.20	British	Canadian Govt. Mar. Marine	399.3	52.4	16.2	Glasgow.	Vancouver.	General.	2,730	6,224
Freighter.																		4,487
Samuel Q.																		
Brown *	5	10.30	5	10.45	5	17.55	5	19.20	American	Tide-water Oil Co.	424.5	58.2	19.0	New York.	San Pedro.	Ballast.	7,333	5,246
Santoro *	5	11.20	5	11.45	5	18.47	5	19.50	American	Ore Steamship Co.	419.1	57.2	21.0	Baltimore.	Criz Grande.	Ballast.	7,808	5,139
R-24 *	5	15.15	5	10.00	5	13.55	5	13.55	American	U. S. Navy.	175.0	51.2	17.0	Cristobal.	Balboa.			
Albert Jeffers.	5	14.05	6	6.10	6	12.52	6	13.55	American	Garland Line.	384.6	51.2	17.0	Philadelphia.	Seattle.	General.	2,200	6,347
Illinois.	5	14.05	6	6.10	6	17.10	6	18.25	British	French Line.	400.0	52.6	16.0	Antwerp.	Guayaquil.	General.	1,565	6,028
Mane.	6	14.30	7	6.08	7	13.11	7	14.18	American	Seas Shipping Co.	402.0	54.3	23.0	Baltimore.	Los Angeles.	General.	5,251	6,936
Charles H.																		4,998
Cramp.	7	6.25	7	6.50	7	14.11	7	15.15	American	Argonaut Steamship Line.	404.6	53.0	23.0	Baltimore.	Bellingham.	Steel, general.	5,353	6,755
Patrician.	4	19.50	7	11.20	7	17.34	7	18.30	British	T. and J. Harrison.	423.0	56.0	14.5	Liverpool.	San Francisco.	Ballast.	6,353	4,598
Santa Paula.	7	7.55	7	13.20	7	19.25	7	20.31	American	Pacific Mail Steamship Co.	404.6	53.9	18.10	Norfolk.	Los Angeles.	General.	3,102	6,756
Duendes.	6	0.35	7	13.35	7	20.29	7	21.23	British	Pacific Steam Navigation Co.	390.0	50.0	22.6	Glasgow.	Corral.	General.	4,494	6,006
Deerfield.	7	18.50	8	6.18	8	13.32	9	10.49	American	Elder & Mitnacht.	434.3	57.7	16.0	New York.	Portland.	Ballast.	7,893	5,647
Egmont																		
Castle.	7	20.50	8	6.00	8	14.33	8	15.40	British	James Chambers & Co.	410.0	52.0	24.6	New York.	Hongkong.	General, case oil.	5,380	6,049
J. C. Donnell *	7	21.30	8	7.10	8	15.11	8	17.40	American	Atlantic Refining Co.	500.0	68.2	22.0	Philadelphia.	Los Angeles.	Ballast.	10,435	4,422
District of Columbia *																		7,304
Llanquihue.	7	23.40	8	7.28	8	15.59	8	16.52	American	Walker & Daly (S. B.).	431.0	59.2	19.0	New York.	San Pedro.	Ballast.	8,097	5,431
Felore.	8	0.20	8	8.15	8	16.51	8	17.55	Chilean	Brown & Blanchard.	360.0	43.2	28.0	Newcastle.	Valparaiso.	Coal and coke.	3,884	2,596
Walter A.																		5,139
Luckenbach.	8	3.05	7	9.35	8	17.44	8	18.25	American	Ore Steamship Co.	449.1	57.2	19.1	Baltimore.	Criz Grande.	Ballast.	4,300	7,808
Carolina.	8	8.32	8	9.15	8	17.13	8	18.05	American	Lukenbach Line.	446.5	56.1	27.0	Boston.	Seattle.	General.	7,768	8,785
W. S. Rheem *	8	10.15	8	10.50	8	18.07	8	19.04	American	Steel Steamship Co.	333.8	48.0	22.0	New Orleans.	Los Angeles.	General.	4,100	4,171
F. Q. Barstow *	7	17.50	8	13.15	8	20.36	8	21.32	American	Standard Oil Co.	500.0	68.2	23.0	New York.	San Pedro.	Ballast.	11,224	7,860
Montana.	7	7.02	8	13.05	8	21.02	8	22.07	French	Standard Oil Co.	500.0	68.2	23.0	Baltimore.	San Pedro.	Ballast.	10,530	7,604
Triso.	7	13.45	8	14.35	8	21.34	8	22.47	Italian	French Line.	412.0	51.7	25.11	Havre.	Los Angeles.	General.	4,234	6,497
Santa Ana.	8	18.20	9	6.10	9	13.06	9	16.35	American	Grace Line.	360.2	52.0	19.3	Genoa.	Guayaquil.	General.	1,083	5,870
William Penn *	8	8.55	9	9.10	9	16.06	9	17.00	American	Ad. Gulf & Oriental S. S. Co.	439.6	51.6	23.5	New York.	Talcahuano.	General.	2,863	3,776
Mount Berwyn.	9	9.05	9	9.40	9	16.50	9	17.50	British	Secton Steamship Co.	399.7	52.3	16.0	New York.	Far East.	General, case oil.	7,730	9,019
William Rockefeller *																		3,990
Orita.	8	10.50	9	11.05	9	17.45	9	18.51	American	Standard Oil Co.	554.9	75.3	24.0	New York.	San Pedro.	Ballast.	14,785	10,313
Kronland.	9	11.42	9	12.00	9	18.11	9	19.12	British	Pacific Steam Navigation Co.	485.4	58.2	21.0	Liverpool.	Valparaiso.	General.	3,541	9,496
																		6,561
																		9,127

* Submarine.

* Motor ship.

* Tanker.

	9	2 50	10	6 07	10 13 37	10 14 45	Dutch.....	Royal Netherlands W. I. Mail.....	Amsterdam.....	Corral.....	General.....	7,730	9,403	6,653
Almelo.....	9	19 05	10	6 15	10 14 35	10 15 50	British.....	Ellerman-Bucknall Line.....	New York.....	Sydney.....	General, oil.....	6,451	9,183	6,954
City of Cam- bridge.....	9	11 45	10	6 38	10 13 35	13 2 16	Panaman.....	United Fruit Co.....	Bocas del Toro.....	Darien.....	Ballast.....	89	34	
Inapapina 4, President.....	10	5 50	10	7 14	10 14 55	11 0 20	American.....	Dollar Line.....	New York.....	San Francisco.....	General.....	1,743	12,057	8,509
Garfield.....	10	3 35	10	8 00	10 15 20	10 16 25	American.....	Isthmian Line.....	New York.....	Masampro.....	(s) General.....	7,506	7,611	5,450
Steel Exporter.....	8	23 35	10	8 40	10 16 52	11 0 42	British.....	American Pioneer Line (S. B.).....	New Orleans.....	Far East.....	General.....	7,035	7,983	5,882
Dryden.....	10	9 42	10	10 15	10 17 03	11 0 20	American.....	New Zealand Shipping Co.....	London.....	Wellington.....	General.....	8,370	11,717	8,751
Ranera.....	10	5 05	10	11 25	10 18 04	10 21 38	American.....	N. O. & S. A. S. S. Line.....	New Orleans.....	Talcahuano.....	General.....	1,396	2,835	1,805
Mineda.....	10	9 25	10	12 57	10 19 56	10 20 56	Italian.....	Navigazione Libera Triestina.....	Triest.....	San Francisco.....	General.....	8,000	7,706	5,214
Flave II.....	10	9 25	10	12 57	10 19 56	10 20 56	Italian.....	Kosmos Line.....	Hamburg.....	Seattle.....	General.....	6,566	7,341	5,200
Ammon.....	10	20 40	11	6 10	11 13 14	11 15 15	German.....	United American Line.....	Baltimore.....	Champerico.....	General.....	2,750	7,704	5,707
Peter Kerr.....	11	3 30	11	6 25	11 14 15	11 15 35	British.....	Pacific Steam Navigation Co.....	Cristobal.....		General.....	1,078	1,270	735
Salvador.....	3	12 50	11	6 25	11 14 41	11 15 35	British.....							
Byron D. Ben- son.....	11	4 40	11	7 38	11 14 52	11 15 50	American.....	Tilewater Oil Co.....	New York.....	San Pedro.....	Ballast.....	3,700		
Port Hardy.....	11	0 55	11	8 20	11 15 36	11 17 20	British.....	Commonwealth & Dom. Line.....	New York.....	Brisbane.....	General.....			
Lena Lucken- bach.....	11	8 28	11	8 45	11 15 45	11 16 45	American.....	Luckenbach Line.....	Galveston.....	Seattle.....	General.....	8,848	7,217	5,295
Atholl.....	11	9 30	11	9 55	11 16 45	11 22 09	British.....	New Zealand Shipping Co.....	Montreal.....	Montbournie.....	General.....	3,582	4,830	3,556
Swanano.....	11	11 00	11	11 05	11 18 35	11 19 48	American.....	Transmarine Corporation.....	Port Newark.....	San Pedro.....	General.....	2,800	3,984	2,612
Lio.....	11	3 20	11	12 05	11 18 54	11 20 05	American.....	McAllister Brothers (S. B.).....	Thameshaven.....	San Francisco.....	Ballast.....	7,802	5,177	
Charlton Hall.....	11	10 00	11	13 15	11 20 56	11 22 16	American.....	Isthmian Line.....	New York.....	Vancouver.....	Steel, general.....	5,963	5,714	4,161

* Motor ship.

* Tanker.

* Steel, case oil, tinplate, and drums oil.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Motor ship.

* Tanker.

* Steel, case oil, tinplate, and drums oil.

	5	4 30	5	7 06	5 14 30	5 14 30	American.....	Munson-McCormick Line.....						
Charles R. Mc- Cormick.....	5	4 30	5	7 06	5 14 30	5 14 30	American.....	Grace Line.....	Tacoma.....	Boston.....	Lumber.....	6,200	7,082	5,167
Curaca.....	5	4 30	5	7 06	5 14 30	5 14 30	Panaman.....	Atlantic Refining Co.....	Punta Arenas.....	New York.....	Wool, nitrate.....	9,018	6,804	4,897
W. M. Irish.....	5	7 00	5	9 02	5 16 55	5 16 55	American.....	Kosmos Line.....	San Pedro.....	Philadelphia.....	Gasoline.....	10,000	7,387	5,443
Negada.....	5	11 30	5	12 29	5 20 25	5 20 25	German.....	Nissen, Copenhagen.....	Taltal.....	Hamburg.....	Nitrates.....	6,312	6,402	4,463
Sierra Morena.....	5	6 00	5	12 52	5 21 28	5 21 28	Danish.....	Ore Steamship Corporation.....	Guaymas.....	New York.....	Chick peas.....	5,370	4,910	3,359
Bethore.....	5	13 16	5	14 26	6 13 27	6 13 27	American.....		Cruz Grande.....	New York.....	Iron ore.....	19,800	15,473	4,334
Horace Lucken- bach.....	5	18 00	6	6 13	6 13 38	6 13 38	American.....	Luckenbach Line.....	Portland, Oreg.....	Boston.....	General.....	8,168	8,626	6,290
Schwarzwald.....	5	18 30	6	7 08	6 14 25	6 14 25	German.....	Hamburg-American Line.....	Corral.....	English Chan.....	Nitrate, general.....	7,640	6,571	4,607
Orient.....	6	6 00	6	7 28	6 15 45	6 16 55	American.....	Oriental Navigation Co.....	Victoria.....	Boston.....	Lumber.....	5,250	5,455	3,870
Mantaro.....	6	6 20	6	9 28	6 16 25	6 16 25	Peruvian.....	Peruvian Line.....	Calao.....	Cristobal.....	General.....	7,780	4,838	2,959
Holger.....	6	8 00	6	11 27	6 22 30	6 22 30	German.....	Roland Steamship Line.....	N. Westminister.....	Hamburg.....	General.....	7,100	6,461	4,668
Queen Eleanor.....	6	6 10	6	11 27	6 20 00	6 23 59	British.....	Queen Line, Ltd.....	Iquique.....	Europe.....	Nitrate of soda.....	7,529	5,808	4,054
Tilthorn.....	6	11 35	6	12 17	6 19 50	6 19 50	Norwegian.....	O. G. & I. H. Olsen.....	Tocopilla.....	Savannah.....	Nitrate of soda.....	10,230	6,591	4,730
Janata.....	6	13 35	6	14 29	6 21 34	6 21 34	British.....	Pacific Steam Navigation Co.....	Tumaco.....	Cristobal.....	General.....	623	1,187	622
Tekoa.....	6	19 20	7	6 30	7 13 50	7 13 50	British.....	Tempo Inter-Ocean Steamship Co.....	Auckland.....	London.....	Frozen, general.....	4,545	10,259	7,092
Heffron.....	8	1 45	8	6 53	8 14 10	8 22 55	American.....	Tampa Inter-Ocean Steamship Co.....	Hongkong.....	New Orleans.....	(s) Wheat.....	6,373	8,349	6,201
Portland Maru.....	7	17 00	8	7 25	8 14 45	8 16 00	Japanese.....	Kokusai Kisen Kaisha.....	Portland.....	Norfolk.....	Sugar, cotton.....	7,662	5,914	4,399
Apurimac.....	8	6 40	8	9 21	8 17 45	9 0 03	Peruvian.....	Peruvian Line.....	Callao.....	Liverpool.....	Peruvian oil.....	5,667	4,867	3,544
Albertolite.....	8	9 00	8	9 55	8 18 25	9 4 30	British.....	Imperial Oil, Ltd.....	Tatara, Peru.....	Hamburg.....	Coffee, skins.....	11,396	8,491	5,879
Sesostri.....	8	6 00	8	11 13	8 18 55	9 0 55	German.....	Kosmos Line.....	La Libertad.....	Hamburg.....		37	4,979	3,381

* Rice, lumber, and coconut oil.

* Tanker.

Finnish Sailing Vessels Through the Canal.

During the first 9 months of the calendar year 1924, there were but 4 sailing vessels through the Canal, 1 in August and 3 in September. Of these, 2 were under the flag of Finland, one of Norway, and one of Peru. One of the Finnish vessels carried a cargo of nitrates from Chile to France, and the other 3 carried guano from the west coast of Peru to the United States.

Transits of the Panama Canal by vessels flying the flag of Finland are comparatively rare, there having been but 5 prior to September, 1924. The first of these was in April, 1921, followed by another in June, 1921, and one each in August, September, and October, 1923.

Extra Sailing in American-Hawaiian Intercoastal Service.

The American-Hawaiian Line is supplementing its regular schedule of weekly sailings in the United States intercoastal trade by an extra sailing of the steamship *Alaskan* reported to have left San Francisco on October 11 and expected to arrive at the Canal about October 26 to 28. The *Alaskan* is a vessel of 6,816 tons, Panama Canal measurement, 11,200 tons deadweight cargo capacity, and is bound for Philadelphia, New York, and Boston.

The American-Hawaiian Line is one of the largest and oldest users of the Canal, the first vessel of this line through the Canal having been the *Pennsylvanian*, on August 16, 1914, the second day of commercial operation of the Canal. During the first 7½ months of operation of the Canal, American-Hawaiian Line vessels made 94 transits of the Canal. During the first 9 months of the current calendar year the vessels of the Company have made 84 transits, of which 6 were made by the *Pennsylvanian*, 3 each way in the United States intercoastal trade.

Notice to Mariners.—Aids to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 8, 1924.

The black spar buoy opposite and due north of Pier 6, Cristobal, has been discontinued, effective October 6.

M. L. WALKER,
Acting Governor.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 11, 1924.

The following information has been furnished by the Office of the Secretary of Foreign Relations, Republic of Panama, concerning lights recently established in the Gulf of Darien:

Boca Chica light.—Located on the mainland at extreme western end of Boca Chica channel, approximate position, Lat. 8° 25' 45" North, Long. 78° 8' 45" West. Acetylene light exhibited from the roof of square concrete structure about 10 feet above the ground. Characteristic—Flashing white, period 3 seconds, flash 0.3 second, eclipse 2.7 seconds. Visibility, 12 miles.

Patino Island Light.—Located on hill in center of Patino Island, approximate position, Lat. 8° 16' 15" North, Long. 78° 17' 45" west. Acetylene light exhibited from roof of square concrete structure about 10 feet above the ground. Characteristic—Flashing white, period 3 seconds, flash 0.3 second, eclipse 2.7 seconds. Visibility, 12 miles.

M. L. WALKER,
Acting Governor.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending October 11, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Cartago.....	United Fruit Co.....		October 5.....		183
Uha.....	United Fruit Co.....	October 5.....	October 5.....	6	408
Illinois.....	French Line.....	October 5.....	October 5.....	27	(²)
Negada.....	Kosmos Line.....	October 5.....	October 6.....	(¹)	45
Mantaro.....	Peruvian Line.....	October 6.....	October 9.....	1,780	(²)
Duendes.....	Pacific Steam Navigation Co.....	October 6.....	October 7.....	(¹)	767
Jamaica.....	Pacific Steam Navigation Co.....	October 6.....	October 7.....	623	
Tolosa.....	United Fruit Co.....	October 7.....	October 8.....	229	11
Tirso.....	Italian Lines.....	October 7.....	October 8.....	331	(²)
Perou.....	French Line.....	October 7.....	October 10.....	126	608
Lake Slavi.....	Lykes Brothers.....	October 7.....	October 7.....	300	(²)
Santa Paula.....	Pacific Mail Steamship Line.....	October 7.....	October 7.....	345	2
F. Q. Barstow.....	Standard Oil Co.....	October 7.....	October 8.....	6,399	(²)
Abangarez.....	United Fruit Co.....	October 7.....	October 9.....	632	6
Santa Ana.....	Grace Line.....	October 8.....	October 9.....	37	12
Santa Marta.....	United Fruit Co.....	October 8.....	October 9.....	258	120
Cartago.....	United Fruit Co.....	October 8.....	October 8.....	2½	(²)
Sesostri.....	Kosmos Line.....	October 8.....	October 9.....	37	(²)
Montana.....	French Line.....	October 8.....	October 8.....	9	232
Orita.....	Pacific Steam Navigation Co.....	October 8.....	October 9.....	118	70
Loreto.....	Pacific Steam Navigation Co.....	October 8.....	October 9.....	1	345
Aconcagua.....	Chilean Line.....	October 9.....	October 9.....	1	(²)
Panama.....	Panama Railroad Steamship Line.....		October 9.....		1,784
Almelo.....	Royal Netherlands W. I. Mail.....	October 9.....	October 10.....	306	3
Carrillo.....	United Fruit Co.....	October 9.....	October 9.....	(²)	247½
Lake Flattery.....	Panama Railroad Steamship Line.....	October 10.....		360	
Mineola.....	N. O. & S. A. S. S. Line.....	October 10.....	October 10.....	31	113
Venezuela.....	Pacific Mail Steamship Co.....	October 11.....		202	
Salvador.....	Pacific Steam Navigation Co.....		October 11.....		1,053

* No cargo discharged.

* No cargo laded.

* 209 pounds.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 11, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Jamaica.....	Pacific Steam Navigation Co.....	October 6.....	October 6.....	1	
Atrato.....	Colombian Transport Co.....	October 8.....	October 9.....	43	
Mineola.....	N. O. & S. A. S. S. Co.....	October 10.....	October 10.....		4
Talarahite.....	Imperial Oil Co.....	September 30.....	October 12.....		7

Official Circulars.

Appointment.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 13, 1924.

To all concerned—Effective this date, Commander Walter F. Jacobs, U. S. N., is appointed Captain of the Port, Cristobal, C. Z., and Chairman, Board of Local Inspectors, vice Commander Ross S. Culp, U. S. N., relieved from duty with The Panama Canal.

M. L. WALKER,
Acting Governor.

Vehicle Traffic Regulations—One-way Streets.

THE PANAMA CANAL,
EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., October 7, 1924.

CIRCULAR No. 717-7.

Section 4 of Circular No. 717-3, dated May 18, 1921, is amended effective October 10, 1924, to reverse the present current of traffic on Prospect Street and Quarry Road, Balboa Heights, and as amended will read as follows:

Prospect Street from Quarry Road to Heights Road.
Quarry Road from Heights Road to Prospect Street.

M. L. WALKER,
Acting Governor.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus, of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

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.

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., October 22, 1924.

No. II.

Traffic for First Fifteen Days of October.

During the first 15 days of October, 1924, 198 commercial vessels transited the Canal and paid tolls to the amount of \$912,418.29. In addition to the commercial transits there was one small nonseagoing launch on which \$3.00 in tolls was paid, making the total tolls collection for the period \$912,421.29, or a daily average on all traffic of \$60,828.09.

In the following tabulation are given the commercial transits, tolls collections, and the daily averages for each month of the current calendar year, with the totals and daily averages for the 9½-month period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October (first 15 days).....	198	912,418.29	13.20	60,827.89
Total.....	3,907	18,281,146.82	13.52	63,256.56

The average amount of tolls paid by each of the 198 commercial transits during the first 15 days of October was \$4,608.17.

Traffic Prospects.

A comparison of the traffic through the Canal during the first quarter of the fiscal year 1925, with the first quarter of the fiscal year 1924, shows that westbound cargo has declined by 191,229 tons, or not quite 10 per cent, and that eastbound cargo has declined by 316,111 tons, or approximately 6.6 per cent.

The table below, in which the westbound cargo is segregated by trade routes, shows that the net loss in this direction has been due primarily to a slump in the United States intercoastal trade, and in lesser degree to a similar slump in exports from Europe to the west coast of the United States. There is a small decline in cargo moving from the United States to the Far East and Australasia, but all other trade routes show material gains. The inference appears to be that the recovery of lost ground must wait on the improvement of business conditions in the Pacific coast states. In the meantime the effects of the loss here have been partially offset by gains in other directions.

WESTBOUND CARGO TONNAGE BY TRADE ROUTES FOR THE QUARTER JULY-SEPTEMBER, 1923 AND 1924.

	1923.	1924.	Difference.
United States intercoastal.....	780,961	434,625	-346,336
Europe to west coast of United States.....	138,235	76,918	-61,317
Europe to west coast of Canada.....	55,960	83,333	+27,373
United States to South America.....	90,636	113,204	+22,568
Europe to South America.....	133,410	185,701	+52,291
United States to Far East.....	303,679	291,902	-11,679
United States to Australasia.....	154,338	148,813	-5,525
Europe to Australasia.....	81,728	131,289	+49,561
All other routes.....	201,404	283,337	+81,933
Totals.....	1,940,351	1,749,122	-191,229

Since a short list of commodities, usually shipped in bulk, account for a large proportion of the eastbound cargo, this has been segregated in the table below by principal commodities rather than by trade routes. It will be noted that there has been a decline, which was anticipated, of 1,156,872 tons in California crude oil, but more than two thirds of this loss has been made up by gains in refined oil, lumber, wheat, Peruvian crude oil, Chilean nitrate, and iron ore, and miscellaneous items. California crude oil is still the largest and the most precarious single item, but it is now relatively less important than it was a year ago, and if the tonnage of other commodities continues to increase at anything like the present rate, the gradual loss of the California oil business, as production declines, will not seriously affect the Canal's revenues.

EASTBOUND CARGO BY COMMODITIES FOR THE QUARTER JULY-SEPTEMBER, 1923 AND 1924.

	1923.	1924.	Difference.
Crude oil (California).....	2,550,423	1,393,549	-1,156,874
Refined oil (California).....	132,902	378,421	+245,519
Crude oil (Peru).....	98,942	167,951	+69,009
Nitrate.....	470,518	540,956	+70,438
Lumber.....	372,118	541,756	+169,638
Wheat.....	101,524	232,521	+130,997
Iron ore.....	179,700	228,460	+48,760
Barley.....	98,020	90,298	-7,722
All other commodities.....	730,739	844,863	+114,124
Totals.....	4,734,886	4,418,775	-316,311

One of the uncertain factors in the eastbound traffic of the next 6 months is Canadian wheat. Shipments of wheat via Vancouver and the Panama Canal increased from 340,506 tons during the fiscal year 1923, to 910,584 tons in 1924, and a further increase might have been expected in 1925 except for a partial crop failure in the 3 prairie provinces (Manitoba, Saskatchewan, and Alberta). At the end of July of this year the crop was estimated at 259,032,000 bushels, as compared with 452,260,000 bushels in 1923. In spite of the reduced yield it is possible that exports through Vancouver on account of the additional elevators and loading berths that have been built and the pioneer work that has been done to develop and popularize this route may not fall below the figures for last season.

Oil Handled by Panama Canal Oil Handling Plants.

In the following tabulation is shown the total number of barrels of oil handled by the two terminal oil handling plants of The Panama Canal each month from January, 1922, to September, 1924, inclusive. In these figures all classes of mineral oils handled are included and computed at 42 gallons per barrel. The handling includes deliveries from tankers and to ships' bunkers, and transfers between tanks.

February, 1923, was the first month in which the total exceeded 1,000,000 barrels. Since that month the total has fallen below 1,000,000 barrels but twice, in December, 1923, and in August, 1924. The high record in the period was 1,409,473 barrels, in August, 1923.

Month.	1922.	1923.	1924.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
January.....	452,612	745,738	1,320,330
February.....	569,258	1,041,180	1,188,599
March.....	721,864	1,119,922	1,198,414
April.....	572,429	1,054,824	1,129,161
May.....	733,799	1,187,443	1,029,143
June.....	531,791	1,226,821	1,172,779
July.....	892,289	1,181,515	1,093,267
August.....	701,509	1,409,473	936,255
September.....	579,581	1,161,688	1,259,374
October.....	640,867	1,005,916	.....
November.....	586,874	1,258,862	.....
December.....	564,800	921,132	.....
Totals.....	7,547,673	13,314,514	10,327,322

From the above figures it will be seen that the total amount of oil handled in 1923 was approximately 1.7 times that in 1922, and that the figures for the first 9 months of 1924 are approximately the same as for the first 9 months of 1923. Further, the increase in the amount of oil handled is approximately the same as the increase in Canal traffic, total transits through the Canal in 1923 being about 1.7 times as great as 1922, and the total number of commercial transits for the first 9 months of 1923 being 3,668, as against 3,709 for the first 9 months of 1924.

Of the total number of barrels handled as shown above, the following represents the portion handled for individuals and companies, the remainder being for Panama Canal account:

Month.	1922.	1923.	1924.
	<i>Barrels.</i>	<i>Barrels.</i>	<i>Barrels.</i>
January.....	406,732	712,630	1,215,433
February.....	510,121	1,007,381	1,082,912
March.....	684,938	1,088,251	1,111,671
April.....	541,958	981,405	1,092,962
May.....	694,969	1,160,824	944,697
June.....	421,484	1,104,414	1,072,474
July.....	801,387	1,061,829	1,033,879
August.....	671,486	1,357,102	905,839
September.....	541,779	1,103,518	1,175,032
October.....	603,167	933,828	.....
November.....	457,028	1,206,500	.....
December.....	529,458	823,377	.....
Totals.....	6,864,507	12,541,059	9,634,919

Over 90 per cent of the total oil handled is for individuals and companies.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 18, 1924.

Name or vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Venezuela.....	Pacific Mail Steamship Co.....	October 12.....	October 12.....	16	.....
San Juan.....	Pacific Mail Steamship Co.....	October 13.....	October 14.....	156	.....
Clare.....	A. H. Bull Steamship Co.....	October 14.....	October 14.....	.....	25
William A. McKenney	Munson-McCormick Inter. Co.....	October 14.....	October 15.....	607	.....
Jamaica.....	Pacific Steam Navigation Co.....	October 15.....	October 15.....	.....	3
Vittorio Veneto.....	La Veloce Line.....	October 15.....	October 15.....	263	.....
Somme.....	U. S. Government.....	October 17.....	October 18.....	270	107
San Juan.....	Pacific Mail Steamship Co.....	October 18.....	October 18.....	.....	2

MOVEMENTS OF OCEAN VESSELS. *Week ending at midnight, October 18, 1924.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	To—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Taipei	11	17	05	12	6	30	12	13	30	British	477.8	61.1	28.2	London	New Zealand	General	4,954	10,631	7,606
Jemidji	11	17	06	12	6	30	12	14	08	Dutch	469.7	58.2	21.7	Rotterdam	Portland	General	6,086	8,514	6,066
Venezuela	11	10	42	12	6	55	12	23	18	American	380.0	48.7	22.0	New York	San Francisco	General	2,778	6,033	4,353
Scottish Castle	11	19	10	12	7	38	12	17	00	British	440.8	57.4	22.0	Rotterdam	San Pedro	Ballast	7,532	5,162	7,532
Rangoon Maru	11	21	45	12	8	25	12	17	29	Japanese	500.0	68.2	22.0	New York	Kobe	General	4,657	5,559	4,106
H. M. Storey	9	15	20	12	8	35	12	16	35	American	400.0	68.2	22.0	Baltimore	Los Angeles	Ballast	11,224	7,847	11,224
Atrato	9	8	05	12	8	37	12	16	32	Colombian	94.0	23.0	7.6	Cristobal	Buenaventura	General	108	160	77
Mundaka	12	1	30	12	11	45	12	18	15	American	370.0	53.0	17.0	New York	San Pedro	General	2,565	5,668	4,297
Ohian	12	1	25	12	11	55	12	18	15	American	407.7	53.7	22.7	Boston	Portland	General	4,546	7,112	4,886
Japan Arrow	13	0	40	13	6	34	13	13	35	American	468.3	62.7	20.0	New York	Los Angeles	Ballast	10,084	7,426	10,084
Sheaf Mount	13	7	40	13	8	00	13	16	04	British	420.0	54.1	26.0	Rowley	Seattle	General	6,400	6,555	5,012
Steel Age	13	8	02	13	8	20	13	16	04	American	395.5	55.0	27.0	Baltimore	Yokohama	General	8,133	7,330	8,245
Manaro	13	15	48	13	10	13	17	02	13	Peruvian	367.3	46.0	17.10	Covenas	Callao	Steel, tinplates	938	4,838	2,959
Swiftlight	13	13	32	13	13	45	13	20	54	American	464.0	60.0	19.0	Fall River	Avon	Ballast	8,473	6,050	8,473
Clare	13	7	10	14	6	07	14	6	45	American	327.2	46.2	18.0	New York	Mollendo	General	1,920	3,730	2,725
Canada	13	16	35	14	8	26	14	14	43	Swedish	520.0	64.1	32.0	Liverpool	Auckland	General	8,284	7,476	5,456
Cumberland	14	2	00	14	8	26	14	16	00	British	369.0	47.0	25.0	New York	Buenaventura	General	13,218	12,936	9,346
Bantu	14	6	55	14	11	20	14	18	40	American	425.0	55.0	23.0	Hayre	Vancouver	General	4,528	4,607	3,032
Alaska	14	6	05	14	11	50	14	19	34	French	425.0	55.0	23.0	Hayre	Vancouver	General	4,761	6,990	4,854
Jamat	6	21	34	15	6	18	15	13	54	British	220.0	33.0	12.10	Cristobal	Champerico	General	833	1,187	622
Lebore	14	20	40	15	6	48	15	14	43	American	549.0	72.0	23.0	New York	Cruz Grande	Ballast	14,325	4,635	14,325
Northwestern	15	6	05	15	8	25	15	15	23	British	419.8	53.4	17.0	London	Vancouver	Ballast	7,074	5,052	7,074
Miller	15	6	32	15	9	57	15	16	45	Norwegian	290.0	44.0	12.0	Norfolk	San Miguel	Ballast	2,653	1,795	2,653
Solvang	13	0	25	15	10	45	15	17	13	American	172.0	24.0	12.10	New York	San Diego	Ballast	606	359	606
Onida	13	0	25	15	10	45	15	17	13	American	496.0	68.0	23.5	Boston	Los Angeles	General	7,246	11,487	8,762
Andrea F.	15	10	15	15	12	05	15	18	58	American	496.0	68.0	23.5	Boston	Los Angeles	General	7,246	11,487	8,762
Lukenbach	15	10	05	15	12	05	15	20	15	British	400.0	52.0	24.10	Sabine	Melbourne	Sulphur	6,600	5,470	4,127
Baron Napier	15	10	05	15	12	05	15	20	15	British	624.0	97.33	33.0	New York	San Pedro	Sulphur	1,122	7,510	4,989
West Virginia	16	6	00	16	6	30	16	14	57	American	425.0	57.2	16.0	Paulsboro	San Francisco	Lubricating oil	1,122	7,510	4,989
Gargoye	15	15	25	16	6	50	16	15	13	American	425.0	57.2	16.0	Paulsboro	San Francisco	Lubricating oil	1,122	7,510	4,989
City of	15	15	25	16	6	50	16	15	13	American	425.0	57.2	16.0	Paulsboro	San Francisco	Lubricating oil	1,122	7,510	4,989
Shanghai	15	23	35	16	8	35	16	16	23	British	418.5	55.0	23.0	Newport News	Yokohama	General	2,941	7,073	5,361
Robin Adair	16	6	50	16	9	45	16	17	27	American	424.8	55.2	24.1	Baltimore	Honolulu	General	6,255	7,470	5,529
Chesam	16	8	50	16	10	57	16	18	03	British	364.0	50.0	14.0	Norfolk	Anofagasta	Ballast	4,621	3,386	4,621
Atlanta City	16	17	43	17	6	20	17	13	33	American	424.2	56.2	23.0	Portland	Seattle	Steel, general	5,581	7,611	5,450
Steele	17	4	30	17	7	15	17	15	39	American	550.3	72.2	23.0	Baltimore	Cruz Grande	Ballast	15,551	4,297	15,551
Domion	17	4	30	17	7	15	17	15	39	American	550.3	72.2	23.0	Baltimore	Cruz Grande	Ballast	15,551	4,297	15,551
Miller	17	6	00	17	8	37	17	16	26	British	420.0	54.0	17.4	Manchester	Vancouver	General	514	6,996	5,306

* Tanker. * Motor schooner. * Motor ship. * Yacht. * Battleship. * 938 tons general and 350 heads of cattle. * Railway material and structural steel. * Steel products and sulphate of ammonia.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Tanker.

[illegible]

Tanker. • Motor ship.

Coffee, sugar, logs, and general.

General, lumber, canned goods.

4 4,600 tons of general and 3,050,000 feet of lumber.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Arkansas.....	14	23 00	15	7 51	15	17 30	15	22 35	French	Cie. Gle. Transatlantique.....	448.0	53 0	27 0	Vancouver.	Le Havre.....	General.....	8,335	7,678	5,563
Virginian.....	15	2 30	15	8 11	15	17 20	15	17 20	American	American-Hawaiian Line.....	491.5	58 2	29 6	Seattle.....	Boston.....	General, lumber.	9,200	10,941	7,946
Canadian Constructor	15	5 20	15	9 01	15	18 30	16	2 45	British	Canadian Govt. Mer. Marine.....	445.0	57 0	17 0	Brisbane.....	Montreal.....	General.....	800	7,680	5,494
Toco.....	15	9 00	15	9 50	15	19 05	15	21 50	British	Chile Steamship Co., N. Y.....	450.0	56 0	15 0	Toopilla.....	Tampico.....	Ballast.....	9,921	7,426	4,831
Antietam.....	15	6 22	15	10 13	15	18 30	15	18 30	American	Charles Kurz & Co., Inc.....	435.0	56 2	23 6	Los Angeles.....	New York.....	Crude oil.....	9,921	7,426	5,094
Yayo Maru.....	15	10 50	15	11 18	15	19 50	15	21 40	Japanese	Kokusan Kisen Kaisha.....	425.0	53 6	27 0	Port Alberni.....	Boston.....	Lumber.....	6,000	6,708	5,174
Brenia.....	15	13 30	15	14 53	15	22 15	16	13 40	Italian	Navigazione Libera Triestina.....	404.6	54 1	24 0	Portland.....	Dublin.....	Wheat.....	7,397	5,508	4,049
Vacool.....	15	13 00	16	7 20	16	14 20	16	14 20	American	Vacuum Oil Co.....	340.1	49 2	24 0	San Francisco	Philadelphia	Lubricating oil	5,895	4,506	2,844
Sun.....	15	15 50	16	7 07	16	17 40	16	17 40	American	Sun Oil Co.....	382.0	49 9	22 0	San Francisco	Jacksonville.	Gasoline.....	6,200	5,020	3,324
K. R. Kingsbury	15	16 20	16	8 12	16	18 35	16	18 35	American	Standard Oil Co. of California.	440.0	58 2	31 6	San Pedro.....	New York.....	Crude oil.....	10,000	9,033	5,938
Ugavall.....	15	17 15	16	9 15	16	17 30	20	11 05	Peruvian	Peruvian Line.....	374.7	46 7	18 9	Mollendo.....	Cristobal.....	General.....	675	4,406	2,405
Bakersfield.....	16	5 37	16	9 51	16	19 35	17	15 55	American	Swayne & Hoyt (S. B.).....	410.5	54 3	20 6	Seattle.....	Santos, Brazil	General, lumber	4,300	6,953	4,924
Vittorio Veneto.....	15	14 00	16	11 20	16	19 50	17	19 40	Italian	La Veloce Line.....	381.6	49 3	26 0	Valparaiso.....	Genoa.....	(*)	5,791	4,854	3,232
Orcoma.....	16	17 10	17	6 20	17	13 30	17	15 55	British	Pacific Steam Navigation Co.....	511.6	62 2	26 5	Talcahuano.....	Liverpool.....	General.....	4,900	12,414	8,302
A. C. Bedford.....	16	18 40	17	7 13	17	15 20	17	15 20	American	Standard Oil Co. of N. J.....	506.0	68 0	29 6	San Pedro.....	New York.....	Crude oil.....	15,245	10,896	7,688
Edgar Bowling.....	16	19 30	17	8 13	17	16 25	17	16 25	American	Garland Steamship Corporation	410.5	54 3	24 0	Aberdeen.....	New York.....	Lumber.....	6,800	6,567	4,809
Acajutla.....	16	22 35	17	9 07	17	17 05			British	Pacific Steam Navigation Co.....	215.7	33 5	15 0	Champerico.....	Cristobal.....	General.....	558	1,273	706
Francis E. Powell	17	13 10	17	13 58	17	21 30	17	21 30	American	Atlantic Refining Co.....	431.0	59 2	27 6	Los Angeles.....	Brunswick, Ga.	Gasoline.....	9,649	7,869	5,101
Sutermoo.....	18	3 00	18	7 37	18	15 30	18	15 30	American	Transmarine Corporation.....	324.0	46 2	21 6	San Pedro.....	Newark, N. J.	Lumber.....	3,762	3,984	2,612
Baltic.....	18	4 50	18	8 11	18	16 55	18	16 55	Danzig	Standard Oil Co. of N. J.....	508.0	64 0	28 7	San Pedro.....	Montreal.....	Crude oil.....	13,737	10,550	7,916
Agilway.....	18	7 30	18	9 34	18	17 18	18	17 18	American	International Shipping Corp.....	488.3	62 7	28 11	San Pedro.....	New York.....	Crude oil.....	13,026	9,776	6,903
Agwilake.....	18	10 40	18	11 43	18	19 50	18	19 50	American	International Shipping Corp.....	408.7	62 7	28 4	San Pedro.....	New York.....	Crude oil.....	12,094	9,802	6,966
Somme.....	16	23 58	18	12 18	18	19 30	18	20 25	American	Quartermaster Corps, U. S. A.....	448.0	58 0	24 6	San Francisco	Brooklyn.....	Army stores.....	66		

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

15 Transport. 16 Nitrate, copper, and ivory nuts.

PORT OF CRISTOBAL.

*ARRIVAL.

*DEPARTURES.

Date.	Vessel.	Line.	Date.	Vessel.	Line.	For—
October 12.....	Parissina.....	United Fruit Co.....	October 12.....	Tolosa.....	United Fruit Co.....	New York via Habana.
October 12.....	Tolosa.....	United Fruit Co.....	October 12.....	Parissina.....	United Fruit Co.....	Bocas del Toro.
October 12.....	Parissina.....	United Fruit Co.....	October 13.....	Galicia.....	Hamburg-American Line	Port Limon.
October 12.....	Comus.....	Anglo-Saxon Petroleum Co.....	October 13.....	Comus.....	Anglo-Saxon Petroleum Co.....	New Orleans.
October 12.....	Cristobal.....	Panama Railroad Steamship Line.	October 12.....	Convert ¹⁷	Newell & Ferrari.....	Colon.
October 12.....	Galicia.....	Hamburg-American Line	October 12.....	Parissina.....	United Fruit Co.....	New Orleans via Habana.
October 12.....	Convert ¹⁷	Newell & Ferrari	October 15.....	Parissina.....	United Fruit Co.....	Colon.

17 Schooner.

* Other than ships passing through the Canal.

(Continued on page 163, column 2.)

Ships at Canal Repair Shops.

The following vessels were at Cristobal shops for repairs during the two weeks ending October 13.

Steamships *Panama*, refasten tank top No. 2 hold; install new vegetable press in pantry; repair copper pipe on auxiliary circulating pump, fire tools, rail stanchion, rail gate, drain from stewards ice boxes, plumbing, and all gratings in between-deck ice boxes; renew ash guards for ash buckets in ventilators; patch auxiliary condenser, etc.; *Salvador*, repair gangway ladder platform, ship's side plating, No. 3 life boat, steering engine, and engine room bilge suction; renew two port light glasses, sanitary line in engine room, and settee cushion cover; retin galley pans; manufacture new compressor rod as sample, etc.; *Lake Flattery*, renew joints in plates and pipe lines due to damage; straighten guards in front of boiler, saddle plates under boilers and deck plates as directed; make furnace fronts air tight; reburnt off portion of lead bilge pipe in No. 2 hold; furnish laborers to clean bilges, etc. in fire and engine rooms; repair heater coil, etc.; *Jamaica*, repair gangway stanchion, one gin block, gangway ladder, and two air pipes for No. 1 tank; renew galley stove top, one length of discharge pipe for ballast pump, one length of wash deck pipe in engine room, floor plate in engine room, and 3 floor plates in stokehold; manufacture two baffle plates for furnace fronts and 50 fire bars, etc.; *Cristobal*, renew one section of exhaust steam pipe at No. 4 winch and one at No. 7 hatch; weld steam chest of No. 8 starboard winch; continue calking saloon deck; repair plumbing, etc.; U. S. submarine *O-6*, dry dock, remove and replace stern diving rudder; remove propellers, swing and balance same; remove tail shaft and rebush; remove stern tube bearings, renew lignum vitae, replace and realign, etc.; tug *Tavernilla*, dock, clean, scale, and paint rudder and bottom; repair boiler, air pump, condenser, circulating engine and pipe covering; clean boiler and fire room bilges and apply coatings as directed, etc.

Minor repairs—Steamships *Abangarez*, *Santiago*, *Mantaro*, *Heffron*, *Lio*, *Clare*, yacht *San Blas*, schooners *Arabia* and *Linda S.*, motor ship *Atrato*, U. S. S. *Fulton*, submarine *O-7*, dredge *No. 86*, launches *Activo* and *No. 10*.

Treaty Provisions Relating to Intoxicating Liquors.

The following articles of a convention between the United States and Great Britain relating to the prevention of the smuggling of intoxicating liquors, proclaimed May 22, 1924, are published for the information of all concerned. Conventions have been proclaimed with Norway, Denmark, Germany, and Sweden, which contain identical or similar provisions:

ARTICLE II.

(1) His Britannic Majesty agrees that he will raise no objection to the boarding of private vessels under the British flag outside the limits of territorial waters by the authorities of the United States, its territories or possessions in order that enquiries may be addressed to those on board and an examination be made of the ship's papers for the purpose of ascertaining whether the vessel or those on board are endeavoring to import or have imported alcoholic beverages into the United States, its territories or possessions in violation of the laws there in force. When such enquiries and examination show a reasonable ground for suspicion, a search of the vessel may be instituted.

(2) If there is reasonable cause for belief that the vessel has committed or is committing or attempting to commit an offence against the laws of the United States, its territories or possessions prohibiting the importation of alcoholic beverages, the vessel may be seized and taken into a port of the United States, its territories or possessions for adjudication in accordance with such laws.

(3) The rights conferred by this article shall not be exercised at a greater distance from the coast of the United States, its territories or possessions than can be traversed in one hour by the vessel suspected of endeavoring to commit the offense. In cases, however, in which the liquor is intended to be conveyed to the United States, its territories or possessions by a vessel other than the one boarded and searched, it shall be the speed of such other vessel and not the speed of the vessel boarded, which shall determine the distance from the coast at which the right under this article can be exercised.

ARTICLE III.

No penalty or forfeiture under the laws of the United States shall be applicable or attach to alcoholic liquors or to vessels or persons by reason of the carriage of such

liquors, when such liquors are listed as sea stores or cargo destined for a port foreign to the United States, its territories or possessions on board British vessels voyaging to or from ports of the United States, or its territories or possessions or passing through the territorial waters thereof, and such carriage shall be as now provided by law with respect to the transit of such liquors through the Panama Canal, provided that such liquors shall be kept under seal continuously while the vessel on which they are carried remains within said territorial waters and that no part of such liquors shall at any time or place be unladen within the United States, its territories or possessions.

Lines Using the Panama Canal.

During the first 9 months of the calendar year 1924 there were 3,709 commercial transits of the Panama Canal. The net tonnage, Panama Canal measurement, of these 3,709 transits was 18,626,083, and the total tons of cargo carried was 19,646,874.

In the following tabulation are given the names of the lines whose vessels made 10 or more transits during this period. The name of the operator of the ship at the time of transit is used rather than that of the owner, who might or might not be the operator. Those lines that showed less than 10 transits are grouped under "miscellaneous:"

Line.	Transits.	Panama Canal net.	Cargo.
American-Hawaiian Line.....	89	485,984	485,864
Anglo-Saxon Petroleum Co.....	35	157,256	108,363
Associated Oil Co.....	11	56,953	56,867
Atlantic Refining Co.....	39	234,619	240,629
Barber Steamship Lines.....	31	155,286	228,242
Canadian Government Merchant Marine.....	47	204,571	181,225
Cape Steamship Co.....	20	104,194	103,210
Chile Steamship Co.....	20	93,845	115,982
Cities Service Transportation Co.....	23	117,229	113,003
Commonwealth and Dominion Line.....	25	151,937	127,193
Compagnie General Transatlantique.....	58	272,236	497,443
Compania Peruana de Vapores.....	54	142,191	65,918
Compania Sud Americana de Vapores.....	10	47,050	34,021
Compania Trasatlantica de Barcelona.....	18	74,970	9,859
Dollar, Robert Co.....	43	285,645	173,482
Dupont de Nemours, E. I. & Co.....	17	72,770	73,378
Eagle Oil Transport Co.....	39	240,529	335,803
Ellerman Lines.....	31	185,764	180,864
Federal Steam Navigation Co.....	15	96,944	101,161
Furness Lines.....	44	243,911	253,076
Garland Steamship Co.....	22	97,886	103,671
General Petroleum Corporation.....	18	91,124	82,363
Glen & Co.....	16	71,029	98,986
Grace, W. R. & Co.....	69	249,944	230,322
Hain, Edward & Son.....	22	102,939	118,618
Hamburg-American Line.....	26	123,638	135,010
Harrison, T. & J.....	27	117,381	116,759
Holland-American Line.....	15	105,100	118,729
Holt, A. & Co.....	10	53,107	56,655
Huasteca Petroleum Co.....	16	77,444	88,117
Imperial Oil Co.....	47	299,830	300,085
International Mercantile Marine.....	10	49,760	56,600
International Shipping Co.....	73	494,272	468,644
Isthmian Lines.....	75	384,454	549,909
Johnson Line.....	17	174,784	103,693
Kawasaki Dockyard Co.....	13	63,177	64,812
Kokusai Kisen Kaishiki Kaisha.....	48	223,149	328,247
Kosmos Line.....	34	153,112	152,672
La Veloe.....	14	54,227	23,863
Luckenbach Lines.....	115	745,227	811,950
McAllister Brothers.....	45	227,914	231,573
McCormick, C. R. & Co.....	13	59,122	66,562
Mallory, C. D. & Co.....	54	281,913	264,710
Moore & McCormack Co.....	14	57,435	72,641
Munson Steamship Line.....	28	111,081	129,496
New York & Cuba Mail Steamship Co.....	27	185,234	204,681
New Zealand Shipping Co.....	43	301,652	247,532
Norton, Lilly & Co.....	41	218,485	278,593
Norway-Pacific Line.....	14	64,160	107,165
New Orleans & South American Line.....	18	38,116	51,460
Nippon Yusen Kaishiki Kaisha.....	24	125,751	141,953
Ore Steamship Corporation.....	83	443,804	733,660
Osaka Shosen Kaisha.....	20	92,635	74,075
Pacific Mail Steamship Co.....	93	345,705	305,449
Pacific Steam Navigation Co.....	176	604,084	520,469
Pan-American Petroleum & Transport Co.....	40	240,719	291,827

Line.	Transits.	Panama Canal net.	Cargo.
Panama-Pacific Line.....	34	327,365	109,589
Panama Railroad Steamship Line.....	12	25,792	20,838
Planet Line.....	28	137,015	181,191
Pure Oil Steamship Co.....	21	106,056	108,750
Ritson, F. & W.....	36	215,301	176,644
Roland Line.....	40	155,086	197,638
Royal Mail Steam Packet Co.....	16	122,895	109,703
Royal Netherlands West India Mail.....	47	226,602	281,641
Seas Shipping Co.....	19	103,368	141,225
Shaw, Savill & Albion Co.....	24	202,493	148,139
Sheridan Steamship Co.....	12	56,676	75,125
Smith, Sir William Reardon & Sons.....	20	86,880	121,745
Standard Oil Co.....	248	1,878,061	1,823,909
Standard Transportation Co.....	48	291,024	257,302
Sun Oil Co.....	38	200,089	217,000
Swayne & Hoyt.....	25	92,002	98,301
Tampa Inter Ocean Steamship Co.....	27	162,199	201,631
Thomson, Wm. & Co.....	13	48,208	81,058
Tidewater Oil Co.....	55	306,357	279,241
Transmarine Corporation.....	59	154,108	232,131
Union Oil Co.....	22	109,152	104,190
United American Lines.....	67	352,364	387,160
United States and Australasia Line.....	16	72,632	53,835
United Fruit Co.....	10	46,720	35,293
Vacuum Oil Co.....	10	47,745	56,796
Walker & Daly.....	51	274,806	261,875
Weir, A. & Co.....	25	115,026	151,137
Wessel, Duval & Co.....	15	57,306	70,419
Williams Steamship Co.....	27	133,928	158,542
Miscellaneous.....	555	1,964,549	2,284,692
Totals, 9 months.....	3,709	18,626,083	19,646,874

Location of Patients, and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 6, Foreign, male and female, private rooms, American girls.....	
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.; 6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	
Ward 17, Colored children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m. } Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.

Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

THE PANAMA CANAL RECORD

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., October 29, 1924. No. 12.

Whaling Vessels Through Canal.

Two Norwegian whaling tugs, the *Anadyr* and *Celina*, transited the Canal southbound on October 22, 1924, en route from St. Thomas, Virgin Islands, to Salina Cruz, Mexico. These vessels are on a whaling cruise and are to be followed in a few days by another.

Their papers designate them as whaling tugs, owned and operated by Christensen-Sandefjord. The *Anadyr* is 111 feet long, 20 feet beam, 49 tons net, Panama Canal measurement, and the *Celina* 101 feet long, 20 feet beam, 39 tons net, Panama Canal measurement.

Cruises of this nature through the Panama Canal are comparatively rare. A fleet of 4 whaling vessels, the *Capella I*, *Hidalgo*, *Juarez*, and *Morelos*, made the transit on September 28, 1914, en route from Magdalena Bay, Mexico, to Sandefjord, Norway, laden with 3,400 tons, about 20,000 barrels of whale oil, the result of 8 months of hunting.

Transit of the Yacht Oneida.

The yacht *Oneida* arrived at Cristobal on the 13th of October, 1924, and transited the Canal on the 15th, en route from New York to San Diego, Calif. The *Oneida* is a vessel 172 feet long, 24 feet beam, 359 tons net, Panama Canal measurement, and is owned and operated by the International Film Corporation. It was reported at the Canal that she would take a motion picture troupe from San Diego to Tahiti.

Supplement No. 13.—Tariff No. 7.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., October 18, 1924.

ITEM 21—COAL.

(Effective October 20, 1924.)

9. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the charge will be only \$5 per ton additional. If delivery is made other than at the reloading side of the coaling plant, the extra cost of such special delivery will be charged in addition.
11. For "run of mine" coal required for ships' use in excess of bunker capacity, to be determined by the Superintendent of the Coal Plant, delivered in sacks for stowing on deck, additional charge per ton of \$8. If delivery is made other than at the reloading side of the coaling plant, the extra cost of such special delivery will be charged in addition.

M. L. WALKER,

Governor, The Panama Canal,

President, Panama Railroad Company.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

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, 1924:

BALBOA HEIGHTS, C. Z., October 10, 1924.

*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, 1924:

NUMBER OF TRANSITS.

During the month of September, 1924, 395 commercial vessels passed through the Panama Canal. In addition to these there were 9 small nonseagoing launches, measuring under 20 tons, and 31 vessels belonging to or chartered by the United States Government, making the total number of transits for the month 435, or a daily average on all transits of 14.5.

The 395 commercial transits paid tolls to the amount of \$1,832,935.33, and the 9 launches \$16.95, making the total tolls collection for the month \$1,832,952.28, or a daily average of \$61,098.41.

Commercial traffic in September was much less than in the corresponding month of the year 1923, as has been the case every month this year since March. However, September showed an increase over August, and the cargo passing through in September was 97.4 per cent of the quantity carried through the Canal in September, 1923. For the calendar year to date the total traffic has exceeded that during the first 9 months of 1923. It was distinctly greater during the first 3 months, but since March the traffic this year has been less than in the corresponding period of last year. Details are shown in the tabulation under the heading of "Commercial Traffic."

The total craft of all kinds transiting the Canal during the month of September, 1924, as compared with the same month in 1923 and 1922, is shown in the following tabulation:

	September, 1924.	September, 1923.	September, 1922.
Commercial vessels.....	395	413	240
Noncommercial vessels (Army and Navy).....	31	27	18
Launches (under 20 tons measurement).....	9	9	11
Total vessels and craft through Canal.....	435	449	269

In addition to craft listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	25	8	33
Pedro Miguel.....	23	23	46
Miraflores.....	16	17	33
Totals.....	64	48	112

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month, from the beginning of the calendar year 1924, to the end of September, 1924, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Calendar year.		Calendar year.		Calendar year.		Calendar year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924
January...	352	476	1,610,692	2,409,040	1,591,932	2,427,332	\$1,505,285.55	\$2,216,855.01
February...	326	418	1,529,547	2,168,879	1,563,278	2,243,616	1,423,954.21	1,964,155.59
March.....	409	429	1,988,192	2,136,079	1,940,928	2,272,472	1,827,718.44	1,997,138.83
April.....	404	403	2,007,690	2,053,171	2,187,145	2,158,721	1,878,938.15	1,903,761.27
May.....	419	417	2,128,414	2,085,670	2,265,083	2,353,986	1,972,216.04	1,955,764.91
June.....	417	377	2,035,962	1,928,039	2,096,446	2,022,850	1,898,250.08	1,792,821.22
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	2,124,830.02	1,935,296.45
August.....	454	372	2,232,590	1,901,895	2,168,750	1,958,479	2,059,056.97	1,769,999.94
September.	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
Totals...	3,668	3,709	17,887,606	18,626,083	18,320,049	19,646,874	16,584,312.07	17,368,728.53

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The total figures for the year show slight increases over the same months in the preceding years, as follows: Number of transits, slightly over 1 per cent; Panama Canal net tonnage, 4.1 per cent; tons of cargo carried, 7.2 per cent; and tolls collected, 4.7 per cent.

The following is a summary of commercial traffic in September, 1924, as compared with the same month in 1922 and 1923, and the average month's traffic for the fiscal year 1924:

	September, 1924.	September, 1923.	September, 1922.	Average per month for fiscal year 1924.
Number of vessels.....	395	413	240	436
United States net tonnage.....	1,561,734	1,645,379	843,113	1,746,436
Panama Canal net tonnage.....	1,976,213	2,044,552	1,070,410	2,179,073
Registered gross tonnage.....	2,517,031	2,614,314	1,533,101	2,784,356
Registered net tonnage.....	1,567,388	1,639,557	837,935	1,744,885
Tolls.....	\$1,832,935.33	\$1,902,453.61	\$1,020,064.55	\$2,024,246.96
Tons of cargo carried.....	2,112,264	2,168,703	1,138,188	2,249,559

The average daily number of transits, tonnage, tolls, and cargo are shown in the following statement in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1924.
	September, 1924.	September, 1923.	September, 1922.	
Number of transits.....	13.17	13.77	8.97	14.29
Panama Canal net tonnage.....	65,873	54,846	39,814	71,446
Tolls.....	\$61,097.84	\$63,415.12	\$34,002.15	\$66,368.75
Tons of cargo carried.....	70,499	72,290	37,939	73,756

From the foregoing it will be seen that the average daily traffic in September, 1924, as compared with the average of the fiscal year, 1924, shows the following decreases: Transits, about 7.8 per cent; Panama Canal net tonnage, about 7.8 per cent; tolls, about 7.9 per cent; and tons of cargo carried, about 4.5 per cent.

As compared with September, 1923, the differences are approximately as follows: Transits, a decrease of 4.5 per cent; Panama Canal net tonnage, an increase of 22 per cents; tolls, a decrease of 3.6 per cent; and tons of cargo carried, a decrease of 2.6 per cent.

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of September, 1924, as compared with September, 1923, and September, 1922, are shown in the following tabulation:

	Average per vessel.		
	September, 1924.	September, 1923.	September, 1922.
United States equivalent net tonnage.....	3,954	3,984	3,513
Panama Canal net tonnage.....	5,003	4,950	4,460
Registered gross tonnage.....	6,372	6,330	5,555
Registered net tonnage.....	3,968	3,970	3,491
Tolls.....	\$4,640.34	\$4,606.43	\$4,250.27
Tons of cargo (including vessels in ballast).....	5,347	5,251	4,742
Tons of cargo (laden vessels only).....	6,490	6,552	5,221

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of September, for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo. tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
Sept., 1921.....	25	134,239	72,620	15	88,011	104,642	40	222,250	177,262
Sept., 1922.....	34	175,211	162,955	29	144,281	192,300	63	319,492	355,255
Sept., 1923.....	90	502,173	183,017	108	603,748	1,022,999	198	1,105,921	1,206,016
Sept., 1924.....	75	412,771	139,925	77	451,042	752,292	152	863,813	892,217

UNITED STATES SHIPPING BOARD VESSELS.

During the month of September, 1924, 15 vessels of the United States Shipping Board transited the Canal. Of these, 11 were employed in the United States inter-coastal trade. Four of the 15 vessels were general cargo carriers, and 11 were tank ships.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of September, for the past three years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
Sept., 1921	10	53,816	38,368	16	84,433	109,610	26	138,249	147,978
Sept., 1922	8	43,796	33,559	5	24,116	36,935	13	67,912	70,494
Sept., 1923	7	34,825	57,454	7	36,758	13,779	14	72,583	71,233
Sept., 1924	8	40,556	11,432	7	36,707	56,755	15	77,263	68,187

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of September, 1924, by principal geographical areas, as compared with the same month in 1923 and 1922. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	September, 1924.	September, 1923.	September, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States	687,719	729,012	369,756
Europe (including British Isles)	217,293	190,565	170,003
East coast of Canada	42,873	8,235	3,441
East coast of Mexico	14,070	5,798	4,382
West Indies	3,262	8,961	8,544
Cristobal, C. Z.	6,640	14,249	17,271
East coast of South America	18,280	14,462	9,019
Miscellaneous		9,554	
Totals	990,137	980,837	582,416
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States	473,321	616,200	257,780
West coast of South America	187,724	155,577	122,215
Australasia	124,279	90,609	36,135
Far East	109,420	73,264	139,896
West coast of Canada	82,334	31,229	24,021
West coast of Mexico and Central America	13,059	13,958	2,369
Totals	990,137	980,837	582,416
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States	570,318	760,918	244,463
West coast of South America	231,701	243,118	143,762
Australasia	37,332	16,680	27,451
Far East	30,088	10,194	32,903
West coast of Canada	95,316	23,678	37,993
West coast of Mexico and Central America	21,321	9,127	1,422
Totals	986,076	1,063,715	487,994
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States	617,659	735,284	263,987
Europe, including British Isles	262,705	229,343	165,132
East coast of Mexico	27,563	38,939	10,868
East coast of Canada	31,971	20,894	4,103
Cristobal, C. Z.	11,431	21,720	21,782
East coast of South America	9,020	2,740	
West Indies	12,551	2,390	16,776
Egypt	13,075	12,405	5,346
Miscellaneous	101		
Totals	986,076	1,063,715	487,994

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month was \$1,832,935.33. Had the net tonnage as deter-

mined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$375,212.99. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$55,120.69	\$37,793.67	\$92,914.36
Chilean.....	1,256.00	1,257.65	2,513.65
Colombian.....	8.65	8.65	17.30
Danish.....		1,341.60	1,341.60
Danzig.....		2,724.20	2,724.20
Dutch.....	4,559.35	9,796.70	14,356.05
French.....	4,945.45	3,542.85	8,488.30
German.....	8,909.30	5,786.15	14,695.45
Italian.....		686.85	686.85
Japanese.....	5,419.85	2,689.50	8,109.35
Jugo-Slavic.....		1,984.20	1,984.20
Norwegian.....		7,644.05	7,644.05
Peruvian.....	4,666.65	4,666.65	9,333.30
Spanish.....	774.80	2,686.00	3,460.80
Swedish.....		7,294.90	7,294.90
United States.....	69,077.23	130,571.40	199,648.63
Totals.....	154,737.97	220,475.02	375,212.99

The additional revenues that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$49,299.22	\$100,265.45	\$149,564.67
United States foreign trade.....	19,377.96	29,887.90	49,265.86
United States to Canal Zone trade.....	400.05	418.05	818.10
Totals.....	69,077.23	130,571.40	199,648.63

Of the additional \$375,212.99 that would have been collected by using exclusively Panama Canal rules of measurement, \$18,500.40 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement of vessels transiting the Panama Canal in September, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, September, 1924.
British.....	1.02	1.45	1.22
Chilean.....	.29	1.09	.69
Colombian.....	1.12	.87	1.00
Danish.....		1.82	1.82
Danzig.....		1.71	1.71
Dutch.....	1.16	1.38	1.30
Finnish.....		1.65	1.65
French.....	.73	1.48	1.12
German.....	1.00	1.41	1.18
Italian.....		1.07	1.07
Japanese.....	1.00	.79	.95
Jugo-Slavic.....		1.68	1.68
Norwegian.....		1.77	1.77
Peruvian.....	.18	.44	.32
Spanish.....	.09	1.16	.88
Swedish.....		1.73	1.73
United States.....	.81	1.69	1.40
Totals, September, 1924.....	.91	1.59	1.32
Totals, September, 1923.....	.94	1.58	1.36
Totals, September, 1922.....	.95	1.40	1.17

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.33	1.67	1.02
United States and South America.....	.41	1.84	1.18
United States and Europe.....	.24	1.72	1.14
United States and Far East.....	1.12	.64	1.04
United States and Australasia.....	1.05	1.00	1.04
United States and Canada.....	.41	1.62	1.06
Europe and South America.....	.72	1.49	1.15
Europe and Canada.....	.68	1.56	1.21
Europe and Australasia.....	.98	1.00	.99
Cristobal and South America.....	.30	.49	.47

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of September, 1924, was 2,112,264 long tons, as compared with 2,168,703 during September, 1923. Outside of mineral oils eastbound, which show a tonnage of 670,309 for September, 1924, as against 982,416 tons in September, 1923, a decrease of 312,107 tons, practically all the principal items show considerable increases.

From the Atlantic to the Pacific the principal commodities were various manufactured articles, mineral oils, cement, and coal and coke; from the Pacific to the Atlantic, the principal commodities were mineral oils, nitrates, lumber, various ores, and wheat.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds.

Commodity.	September, 1924.	September, 1923.	September, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	5,373	3,847	3,038
Ammonia.....	9,377	4,645	4,795
Asphalt.....	6,819	1,520	.....
Automobiles and accessories.....	11,185	6,266	2,213
Canned goods, various.....	2,935	2,409	4,236
Cement.....	20,290	22,534	7,863
Chemicals.....	1,456	1,311	3,054
Coal and coke.....	16,895	21,430	8,371
Cotton.....	2,566	2,060	4,562
Manufactured goods:			
Iron and steel.....	105,846	90,289	79,036
Machinery.....	10,593	11,916	7,174
Railroad material.....	11,240	5,481	16,056
Textiles.....	5,211	4,155	4,470
Other.....	1,323	11,322	13,570
Metals, various.....	7,231	15,768	6,033
Mineral oils.....	108,302	75,030	73,345
Paper.....	5,485	7,013	5,227
Phosphates.....	3,380	90	5,253
Rice.....	2,815	430	979
Rosin.....	3,013	342	425
Salt.....	2,886	925	1,942
Shells.....	50	48	1,466
Sulphur.....	9,600	19,222	12
Tobacco.....	6,382	2,170	2,504
Miscellaneous.....	204,202	201,496	212,212
Totals.....	564,455	511,719	467,836
<i>Pacific to Atlantic.</i>			
Barley.....	31,172	43,923	59,730
Beans.....	13,770	1,613	2,735
Borax.....	4,025	3,665	2,389
Cocoa.....	632	2,407	2,070
Canned goods, various.....	61,095	45,407	58,904
Coffee.....	2,781	2,435	3,631
Copra.....	16,296	2,758	5,632
Cold storage, various.....	3,795	55	3,135
Cotton.....	5,995	8,495	4,027
Flour.....	2,471	1,445	3,321
Fruits, dried and fresh.....	8,835	2,445	1,964
Guano.....	6,900	6,386	3,200
Hemp.....	3,489	6,155	1,162
Ivory nuts.....	961	3,562	2,587
Lumber.....	179,874	119,262	88,111
Metals, various.....	39,764	26,162	28,777
Nitrates.....	188,518	173,324	94,556

Commodity.	September, 1924.	September, 1923.	September, 1922.
<i>Pacific to Atlantic.—Continued.</i>			
Oil, coconut.....	1,347	104	7,741
Oils, mineral.....	670,309	982,416	83,226
Ores, various.....	107,310	75,789	52,446
Phosphates.....	7,700	.....	14,050
Rice.....	1,725	203	10,275
Skins and hides.....	3,649	3,242	3,958
Sugar.....	9,832	11,049	11,883
Syrup.....	6,543	.....	.....
Tea.....	815	589	3,754
Wheat.....	79,415	49,952	43,711
Wool.....	3,270	1,255	7,121
Miscellaneous.....	85,521	82,885	66,256
Totals.....	1,547,809	1,656,984	670,352

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of September, 1924, was published in THE PANAMA CANAL RECORD of October 8, 1924.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of September, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	September, 1924.	September, 1923.	September, 1922.	September, 1924.	September, 1923.	September, 1922.
United States intercoastal trade.....	75	94	36	77	108	29
United States and South America.....	20	19	15	24	22	17
Europe and South America.....	15	12	11	23	24	11
United States and Far East.....	19	13	19	4	1	5
Europe and United States.....	8	12	13	15	20	15
Europe and Canada.....	8	3	4	12	2	4
Europe and Australasia.....	8	6	5	4	2	4
Mexico and South America.....	1	.....	1	1	2	.....
Cristobal and South America.....	3	5	7	5	7	10
United States and Canada.....	7	3	.....	7	4	3
United States and Australasia.....	11	8	7	2	1	1
Miscellaneous.....	18	23	8	28	22	15
Totals.....	193	198	126	202	215	114
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Tons of cargo carried.			Tons of cargo carried.		
	September, 1924.	September, 1923.	September, 1922.	September, 1924.	September, 1923.	September, 1922.
United States intercoastal trade.....	412,771	523,447	185,485	451,042	603,748	144,321
United States and South America.....	84,369	79,477	53,304	94,252	90,007	69,217
Europe and South America.....	71,221	56,949	51,429	99,092	105,112	44,709
United States and Far East.....	105,138	69,023	95,710	20,833	5,063	29,946
Europe and United States.....	42,714	61,143	60,888	68,743	99,720	75,988
Europe and Canada.....	16,821	15,243	24,021	57,287	13,437	22,272
Europe and Australasia.....	62,352	44,050	32,694	23,166	7,550	18,906
Mexico and South America.....	4,723	.....	4,382	4,723	9,554	.....
Cristobal and South America.....	3,650	9,666	13,667	8,441	14,819	17,291
United States and Canada.....	40,636	15,986	.....	32,215	20,858	15,721
United States and Australasia.....	52,333	38,150	40,068	8,672	4,944	4,442
Miscellaneous.....	93,409	67,703	20,768	117,610	88,903	45,181
Totals.....	990,137	980,837	582,416	986,076	1,063,715	487,994
Route.	Tons of cargo carried.			Tons of cargo carried.		
	Tons of cargo carried.			Tons of cargo carried.		
	September, 1924.	September, 1923.	September, 1922.	September, 1924.	September, 1923.	September, 1922.
United States intercoastal trade.....	139,925	183,017	162,955	752,292	1,022,999	192,300
United States and South America.....	35,011	29,817	23,495	174,777	147,390	111,293
Europe and South America.....	51,088	47,912	27,932	147,735	145,916	64,206
United States and Far East.....	118,192	76,489	118,483	13,364	3,280	43,119
Europe and United States.....	10,473	24,867	38,003	117,142	159,247	119,258
Europe and Canada.....	25,439	11,290	16,700	89,396	12,703	30,693
Europe and Australasia.....	60,941	28,900	20,505	23,183	3,688	23,106
Mexico and South America.....	8,858	.....	7,823	.....	.....	.....
Cristobal and South America.....	1,084	1,304	2,540	4,106	11,111	6,941
United States and Canada.....	16,515	15,873	.....	48,367	25,484	19,679
United States and Australasia.....	55,160	48,897	40,650	8,596	350	3,000
Miscellaneous.....	41,760	52,353	8,750	168,851	124,816	56,727
Totals.....	564,455	511,719	467,836	1,547,809	1,656,984	670,325

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of September in the years 1922, 1923, and 1924, and for August, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
September, 1922.....	92	309,537	\$287,956.53	298,198
September, 1923.....	125	474,802	466,235.11	522,315
September, 1924.....	125	495,132	462,633.23	564,079
August, 1924.....	135	548,344	523,718.91	606,632

The totals for September, 1924, are less than those for August, 1924; equal in number of transits, greater in Panama Canal net tonnage and cargo, and less in amount of tolls collected, as compared with September, 1923; and greater in all respects than for September, 1922.

The principal commodities bound to Latin America were various manufactured goods, mineral oils, cement, and coal and coke in the order named.

From Latin America the principal commodities were nitrates, various ores, various metals, grain, and sugar in the order named.

Nitrate shipments from the west coast of South America aggregated 188,518 tons, as against 210,740 tons in August, 141,763 tons in July, and 173,324 tons in September, 1923.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during September, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for September in 1923 and 1922.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	20	64,842	79,990	107,408	65,973	\$75,892.13	70,538
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	1,355
Colombian.....	1	67	77	153	68	83.75	86
Dutch.....	1	3,602	5,806	5,789	3,289	4,502.50	6,685
French.....	3	10,367	12,973	16,413	10,393	12,958.75	3,378
German.....	6	17,833	24,276	29,239	17,845	22,291.25	27,878
Japanese.....	2	7,747	9,359	12,434	7,671	8,237.94	1,533
Norwegian.....	1	4,105	4,730	6,583	4,119	3,405.60	.....
Peruvian.....	3	3,699	7,742	12,452	6,277	4,623.75	1,390
Spanish.....	1	2,960	3,729	4,640	2,721	3,700.00	325
United States.....	14	50,403	58,467	86,729	50,663	47,228.81	14,303
Totals, September, 1924..	53	169,137	211,854	289,150	172,995	187,314.48	127,471
Totals, September, 1923..	52	151,519	186,976	251,105	152,234	170,277.03	106,726
Totals, September, 1922..	41	109,177	140,109	180,317	109,738	126,068.01	66,758
<i>Pacific to Atlantic.</i>							
British.....	25	87,773	108,947	138,374	87,248	105,937.26	152,203
Chilean.....	1	3,479	4,672	7,310	3,996	4,348.75	5,084
Colombian.....	1	67	77	153	85	83.75	67
Danish.....	1	2,256	3,468	3,718	2,307	2,820.00	6,307
Dutch.....	5	15,112	21,481	24,470	15,106	18,890.00	31,949
Finnish.....	2	4,555	4,570	4,924	4,599	5,484.00	7,550
French.....	3	11,480	12,477	16,441	10,304	14,072.25	20,373
German.....	5	15,444	20,297	25,042	15,585	19,305.00	27,748
Italian.....	1	3,303	4,013	5,493	3,241	4,128.75	4,312
Jugo-Slavic.....	2	5,484	7,366	8,599	5,451	6,855.00	12,375
Norwegian.....	3	9,756	11,273	13,339	9,804	11,851.10	20,877
Peruvian.....	4	5,182	9,271	14,318	7,446	6,458.55	4,121
Spanish.....	3	8,128	10,705	13,651	8,054	10,160.00	12,467
Swedish.....	2	7,357	9,905	11,899	9,049	9,196.25	19,322
United States.....	14	45,868	54,756	78,192	46,533	55,728.09	111,853
Totals, September, 1924..	72	225,244	283,278	365,923	228,808	275,318.75	436,608
Totals, September, 1923..	73	234,964	287,826	380,970	234,341	295,958.08	415,589
Totals, September, 1922..	51	121,308	169,428	218,320	132,480	161,884.52	221,140

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up nearly 52 per cent of the total commercial transits of the Canal during the month of September, 1924, comprised approximately 56 per cent of the Panama Canal net tonnage, and carried about 56 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in September, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, together with the totals for September in 1923 and 1922.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	59	234,644	299,131	377,551	235,046	\$274,326.83	241,991
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	1,355
Colombian.....	1	67	77	153	68	83.75	86
Danzig.....	2	10,905	16,083	17,941	10,292	11,579.76	.....
Dutch.....	3	14,413	18,787	20,610	12,308	18,016.25	21,691
French.....	5	17,971	22,841	28,833	18,172	22,463.75	16,091
German.....	7	22,742	31,008	37,348	22,728	28,427.50	31,161
Japanese.....	8	30,708	37,323	47,191	30,295	36,939.19	32,520
Norwegian.....	2	9,159	10,250	13,860	9,173	7,380.00	.....
Peruvian.....	3	3,699	7,742	12,452	6,277	4,623.75	1,390
Spanish.....	1	2,960	3,729	4,640	2,721	3,700.00	325
United States.....	101	425,769	538,461	689,920	426,029	447,020.45	217,845
Totals, September, 1924.....	193	776,549	990,137	1,257,809	777,085	858,951.23	564,455
Totals, September, 1923.....	198	782,467	980,837	1,242,798	775,346	834,714.72	511,719
Totals, September, 1922.....	126	460,366	582,416	725,894	453,209	545,856.98	467,836
<i>Pacific to Atlantic.</i>							
British.....	48	166,984	205,029	267,156	167,597	204,902.01	285,059
Chilean.....	1	3,479	4,672	7,310	3,996	4,348.75	5,084
Colombian.....	1	67	77	153	85	83.75	67
Danish.....	1	2,256	3,468	3,718	2,307	2,820.00	6,307
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,510
Dutch.....	7	24,482	33,591	39,480	24,535	30,602.50	46,292
Finnish.....	2	4,555	4,570	4,924	4,599	5,484.00	7,550
French.....	6	23,930	27,298	36,757	22,550	29,634.75	40,119
German.....	6	18,557	24,152	30,023	18,614	23,196.25	34,048
Italian.....	1	3,303	4,013	5,493	3,241	4,128.75	4,312
Japanese.....	2	7,890	10,460	12,617	7,739	9,862.50	8,212
Jugo-Slavic.....	2	5,484	7,366	8,599	5,451	6,855.00	12,375
Norwegian.....	9	30,589	36,130	43,842	28,216	37,892.35	63,967
Peruvian.....	4	5,182	9,271	14,318	7,446	6,458.55	4,121
Spanish.....	3	8,128	10,705	13,651	8,054	10,160.00	12,467
Swedish.....	4	13,414	20,052	22,126	16,804	16,767.50	34,652
United States.....	104	461,465	577,306	740,066	463,896	574,012.44	969,667
Totals, September, 1924.....	202	785,185	986,076	1,259,222	790,303	973,984.10	1,547,809
Totals, September, 1923.....	215	862,912	1,063,715	1,371,516	864,211	1,067,738.89	1,656,984
Totals, September, 1922.....	114	382,747	487,994	607,207	384,726	414,207.57	670,352
<i>Combined traffic.</i>							
British.....	107	401,628	504,160	644,707	402,643	479,228.84	527,050
Chilean.....	2	6,991	9,377	14,620	7,972	8,738.75	6,439
Colombian.....	2	134	154	306	153	167.50	153
Danish.....	1	2,256	3,468	3,718	2,307	2,820.00	6,307
Danzig.....	3	16,325	23,999	26,929	15,465	18,354.76	13,510
Dutch.....	10	38,895	52,378	60,090	36,843	48,618.75	67,983
Finnish.....	2	4,555	4,570	4,924	4,599	5,484.00	7,550
French.....	11	41,901	50,139	65,590	40,722	52,098.50	56,210
German.....	13	41,299	55,160	67,371	41,342	51,623.75	65,209
Italian.....	1	3,303	4,013	5,493	3,241	4,128.75	4,312
Japanese.....	10	38,598	47,783	59,808	38,034	46,801.69	40,732
Jugo-Slavic.....	2	5,484	7,366	8,599	5,451	6,855.00	12,375
Norwegian.....	11	39,748	46,380	57,703	37,389	45,272.35	63,967
Peruvian.....	7	8,881	17,013	26,770	13,723	11,082.30	5,511
Spanish.....	4	11,088	14,434	18,291	10,775	13,860.00	12,792
Swedish.....	4	13,414	20,052	22,126	16,804	16,767.50	34,652
United States.....	205	887,234	1,115,767	1,429,986	889,925	1,021,032.89	1,187,512
Totals, September, 1924.....	395	1,561,734	1,976,213	2,517,031	1,567,388	1,832,935.33	2,112,264
Totals, September, 1923.....	413	1,645,379	2,044,552	2,614,314	1,639,557	1,902,463.61	2,168,703
Totals, September, 1922.....	240	843,113	1,070,410	1,333,101	837,935	960,064.55	1,138,188

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal in ballast is shown in the following tabulation, the vessels being grouped according to nationality and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	8	48,084	\$34,777.44	2	8,853	\$6,374.16
Danzig.....	2	16,083	11,579.76			
Norwegian.....	1	5,520	3,974.40			
United States.....	40	233,582	168,289.17	1	4,107	2,957.04
General cargo ships:						
British.....	4	15,062	10,937.64	1	101	73.50
Japanese.....	1	5,077	3,655.44			
Norwegian.....	1	4,730	3,405.60			
United States.....	7	37,792	27,369.48			
Totals.....	64	365,930	263,988.93	4	13,061	9,404.70

* Includes one vessel that paid laden rate account excess bunkers; P. C. net, 225; tolls, \$255.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of September, 1924, is as follows:

Class	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	4	17,791	\$19,655.00	58	363,920	\$368,616.80
Ballast.....	51	303,269	218,620.77			
General cargo ships:						
Laden.....	125	606,416	575,307.30	143	618,049	602,410.26
Ballast.....	13	62,661	45,368.16	1	4,107	2,957.04
Totals.....	193	990,137	858,951.23	202	986,076	973,984.10
Steamers.....	184	946,973	822,706.19	191	950,741	938,099.30
Motor ships.....	9	43,161	36,245.04	7	28,854	28,116.25
Motor schooners.....				1	77	83.75
Sailing bark.....				3	6,404	7,604.80
Totals.....	193	990,137	858,951.23	202	986,076	973,984.10

Of the 375 steam vessels, 366 were oil burners, 109 coal burners, and 4 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 31 vessels which transited the Panama Canal free of tolls during the month of September, 1924. If tolls had been assessed against these vessels at commercial rates, the amounts would have been approximately as indicated, with a total of \$60,522:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Cruisers.....	3	14,873	\$7,436.50	2	6,400	\$3,200.00
Collier.....	1	4,752	5,702.40	1	6,250	7,500.00
Battleship.....	1	32,600	16,300.00			
Submarines.....	6	3,095	1,547.50	6	3,129	1,560.00
Sub-tender.....	1	1,400	700.00	1	1,400	700.00
Mine sweeper.....	1	950	475.00			
Sub-chaser.....	1	77	38.50	1	77	38.50
Transport.....	1	2,628	3,153.60	1	2,425	2,910.00
Supply ships.....				1	2,750	3,300.00
Tug.....				1	950	475.00
U. S. Army vessels:						
Launch.....	1	10	5.00			
Transport.....				1	4,650	5,580.00
Totals.....	16	60,385	35,258.50	15	28,022	25,263.50

* Indicates displacement tonnage.

* Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal free of tolls during the month of September, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	11,806
Pacific to Atlantic.....	1,509
Totals.....	13,315

The following statement shows the number of launches transiting the Canal during the month of September, 1924; these launches although paying tolls are excluded from statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	7	19	\$14.50
Pacific to Atlantic.....	2	3	2.25
Totals.....	9	22	16.75

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of September, 1924, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons.	60,642	62,403	123,045
Local cargo shipped..... tons.	5,375	559	5,934
Transit cargo arriving..... tons.	2,120,895	2,085,329	4,206,224
Transit cargo clearing..... tons.	2,144,052	2,056,197	4,200,249
Cargo received for transshipment..... tons.	19,846	754	20,600
Cargo transshipped..... tons.	21,875		
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	61	4	65
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons.	19,150	35	19,220
Coal issued, miscellaneous:			
Panama Canal departments..... tons.	57	6	63
U. S. Army, excepting vessels..... tons.	448		448
Individuals and companies..... tons.	407		407
U. S. Navy (borrowed at Balboa)..... tons.	41		41
Total issues and sales..... tons.	20,138	41	20,179
Coal on hand, October 1, 1924..... tons.	88,237		88,237
Coal on hand, September 1, 1924..... tons.	84,675		84,675
Coal received during the month..... tons.	23,700	41	23,741
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls.	7,521.90	18,556.65	26,078.55
Panama Railroad Company..... bbls.	1,263.13		1,263.13
Army and Navy..... bbls.		88.03	88.03
Individuals and companies..... bbls.		699.72	699.72
Total issues and sales..... bbls.	8,785.03	19,344.40	28,129.43
Fuel oil received during September, 1924..... bbls.		50,285.55	50,285.55
Fuel oil on hand, October 1, 1924..... bbls.	28,714.10	56,565.75	85,279.85
Diesel oil sold during September, 1924..... bbls.	64.35	14.29	78.64
Diesel oil on hand, October 1, 1924..... bbls.	38,612.80	537.41	39,150.21
Oil pumped for individuals and companies..... bbls.	561,835.44	609,746.66	1,171,582.10
Miscellaneous transfers..... bbls.		4,924.49	4,924.49
Gasoline pumped for Panama Canal..... bbls.	677.14	1,216.76	1,923.90
Gasoline pumped for individuals and companies..... bbls.		2,450.04	2,450.04
Total fuel oil and gasoline handled..... bbls.	571,361.96	688,012.19	1,259,374.15
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	14	11	25
Measured for P. C. net tonnage.....	1	5	6
Remeasured for P. C. net tonnage.....	11	7	18
Panama Canal net tonnage corrected.....	5	2	7
U. S. equivalent tonnage corrected.....	10	9	19
Services of harbor equipment:			
Tugs, total operating hours.....	472½	248¾	721½
Launches, total operating hours.....	1,209½	1,367½	2,576½
Scows, total operating days.....		4	4

½ Borrowed from U. S. Navy at Balboa, returned at Cristobal.

	Cristobal.	Balboa.	Total.
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$14,257.50	\$7,691.30	\$21,948.80
Pilotage.....	15,347.00	5,724.00	21,071.00
Seamen.....	9,272.00	9,744.00	19,016.00
Launch service.....	1,818.50	2,661.50	4,480.00
Wharfage.....	12,105.59	4,523.88	16,629.47
Ships measured.....	50.00	200.00	250.00
Miscellaneous cash collections.....	1,289.35	578.75	1,868.10
Vessels repaired at Panama Canal shops:			
Commercial.....	37	22	59
U. S. Army and Navy.....	9	9	18
Canal equipment.....	9	16	25
Vessels dry docked:			
U. S. Army and Navy.....	2		2
Commercial.....	2	2	4
Panama Canal equipment.....	1		1
Clearances issued.....	242	205	447
Bills of health issued.....	246	207	453

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.....	458	2,932,530	1,840,477	416	2,670,947	1,683,614
Vessels entering port but not transiting Canal.....	58	316,380	189,848	12	67,111	41,729
Vessels transiting Canal and handling passengers or cargo at terminals.....	80	472,066	289,615	45	252,767	153,104
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.....	456	2,937,857	1,843,553	415	2,660,268	1,677,052
Vessel entering port but not transiting Canal.....	52	283,994	170,049	12	71,867	45,030
Vessels transiting Canal and handling passengers and cargo at terminals.....	79	470,397	288,433	46	256,098	155,590

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Totals.	First class.	Others.	Totals.
Disembarking:						
From Atlantic ports.....	1,512	1,486	2,998	25	25	50
From Pacific ports.....	115	96	211	153	371	524
Total disembarking.....	1,627	1,582	3,209	178	396	574
Embarking:						
For Atlantic ports.....	1,088	1,121	2,209	12	29	41
For Pacific ports.....	190	52	242	64	99	163
Total embarking.....	1,278	1,173	2,451	76	128	204
Remaining on board vessels:						
From Atlantic to Pacific ports.....	698	1,068	1,766	666	1,017	1,683
From Pacific to Atlantic ports.....	850	999	1,849	1,037	1,314	2,351
From Atlantic to Atlantic ports.....	504	190	694			
From Pacific to Pacific ports.....				17	390	407
Total on board.....	2,052	2,257	4,309	1,720	2,721	4,441
Total arriving.....	3,679	3,839	7,518	1,898	3,117	5,015
Total departing.....	3,330	3,430	6,760	1,796	2,849	4,645

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of September, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$202.73	\$1,144.71	\$10,058.42	\$188.12	\$729.53	\$12,323.51
Panama Railroad vessels.....	36.98	36.98	1,580.52	805.98	500.33	2,923.81
Other commercial vessels.....	1,720.55	6,130.87	17,515.25	411.39	1,538.73	27,016.79
Total sales, September, 1924.....	1,923.28	7,312.56	29,154.19	1,105.49	2,768.59	42,264.11
Total sales, September, 1923.....	1,492.04	6,470.39	17,279.38	867.33	3,157.51	29,266.65
Total sales, September, 1922.....	1,215.96	4,925.06	26,011.97	.....	3,002.97	35,155.96
Sales at Balboa to:						
Government vessels.....	252.29	626.70	2,957.08	156.54	590.76	4,583.37
Commercial vessels.....	784.07	1,898.03	8,952.38	169.84	5,520.94	17,325.26
Total sales, September, 1924.....	1,036.36	2,254.73	11,909.46	326.38	6,111.70	21,908.63
Total sales, September, 1923.....	808.10	3,393.44	16,933.12	.....	5,029.61	26,164.27
Total sales, September, 1922.....	382.16	1,110.46	6,865.29	663.22	884.60	9,905.93

The aggregate sales to government vessels during the month was \$16,906.88; to Panama Railroad vessels, \$2,923.81; and to other commercial vessels, \$4,342.05; making the total sales to all vessels \$64,172.74.

LOCK OPERATIONS.

The following tabulations show the number of lockages and number of vessels passing through the locks during the month of September, 1924, as compared with the corresponding month in 1923 and 1922; and the consumption of water for lockages in September, 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.			Sept., 1924.	Sept., 1923.	Sept., 1922.
	North.	South.	Total.	North.	South.	Total.			
Gatun.....	197	185	382	12	6	18	400	414	251
Pedro Miguel.....	202	192	394	14	16	30	424	440	270
Miraflores.....	201	192	393	13	13	26	419	437	269
	Number of vessels put through locks.								
Gatun.....	205	199	404	42	23	65	469	485	295
Pedro Miguel.....	204	195	399	38	37	75	474	487	332
Miraflores.....	204	195	399	34	35	69	468	492	334

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	32	14	36
Panama Canal equipment.....	33	23	33

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	Cubic feet. 1,536,810,000	Cubic feet. 1,372,110,000	Cubic feet. 1,287,410,000
Leakage.....	20,000,000	15,000,000	20,000,000
Maintenance.....	11,720,000	.....	9,220,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation, the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of September, 1924, are shown in comparative form:

Rainfall for month.	September, 1924.	September, 1923.	September—Years of record.		
	Maximum.	Minimum.	Mean.		
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	12.48	4.91	12.48	4.91	8.58
Central section.....	10.56	11.02	15.16	6.56	11.19
Atlantic section.....	9.58	12.49	15.03	7.94	11.96
Maximum recorded on any one day.....	4.53	4.50	* 12.25		
Gatun Lake watershed.....	10.97	11.62	16.14	8.88	11.69
Chagres River watershed above Alhajuela.....	8.43	14.62	18.62	7.25	12.53
Maximum recorded for month at any one point.....	17.03	20.01	28.92		
Minimum recorded for month at any one point.....	6.33	2.96		1.12	
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	2,633	2,885	4,732	1,722	3,169
Maximum momentary discharge for the month.....	10,190	13,655	* 36,735		
Gatun Lake watershed, total yield.....	8,878	7,740	11,946	4,703	8,658
Gatun Lake watershed, net yield.....	8,459	7,300	11,238	4,620	8,143
Draft on Gatun Lake for lockages and power.....	2,743	2,543	2,743	* 1,322	* 2,054

* This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation, recorded at Gatun on October 23 and 24, 1924. (Note—Extreme outlying stations in the Republic of Panama not included in this report.) * September 6, 1917. * Not including September, 1914.

SEISMOLOGY.

Seismic tremors were recorded on the 6th and 20th of September.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1923 and 1922, are shown in the following tabulation:

Item.	September, 1924.	September, 1923.	September, 1922.
Gross output, KWH:			
Gatun hydroelectric station.....	5,611,400	4,350,700	4,179,600
Power distributed to consumers..... KWH.	4,352,650	3,778,833	3,560,193
Loss of power in plants, accessories, transmissions, and transformers..... KWH.	1,258,750	571,867	804,172
Per cent of loss of power to gross output.....	22.43	13.1	13.81
Water consumption..... cubic feet.	4,188,949,893	3,452,034,342	3,373,754,811
Oil consumption..... barrels.	228.75	86,339	1,658

In addition to the usual operation, maintenance, and repair work, additions to or repairs of electrical installations were made on 27 vessels during the month.

There were 298 work orders issued during the month for work performed by the different sections of the Electrical Division, as compared with 284 work orders issued for the month of August, 1924.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 55 vessels at Cristobal and 47 at Balboa. The more important work included the following: Work on the overhaul of the submarine O-3 was about 80 per cent completed; overhaul of submarine R-26 was begun; and the routine overhaul of submarines O-1 and O-8 was carried forward. The overhaul of the U. S. S. *Curlew* was completed during the latter part of the month.

The steamships *Colombia* and *Sisak* remained in the dry dock at Balboa during the entire month. The *Sisak* was ready to be towed to still water at the end of the month, and repairs on the *Colombia* were 93 per cent completed.

Seven plates were renewed on the bow of the crane boat *La Valley*. The vessel being dry docked, cleaned, and painted, and minor repairs were made.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	September, 1924.			August, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	7	469	28,351	15	652	48,532
Steel.....	2	272	55,726½	2	683	58,619½
Nonferrous.....	13	754	17,305	17	582	16,512

There were 556 job orders on hand at the beginning of the month; 599 were authorized during the month; and 585 were completed, leaving 570 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month, none were authorized and none were completed during the month, leaving 368 standing orders on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	September, 1924.	September, 1923.	September, 1922.
	Gallons.	Gallons.	Gallons.
Pumping stations.....	651,239,500	620,942,250	626,139,750
Filtration plants.....	393,841,000	358,431,000	357,076,000
Water consumed by Panama.....	97,197,000	84,279,000	80,414,000
Water consumed by Colon.....	48,383,750	46,976,750	56,265,500
Sales of water to vessels.....	10,628,302	9,545,249	7,678,082

Work on the installation of fresh-water cooling system at the Balboa cold storage plant was 85 per cent completed. A parking space for 5 automobiles was completed at Gatun, and one for 16 cars at Ancon clubhouse was 75 per cent completed.

DREDGING.

West Culebra slide has continued to show a slight general movement between stations 1770 and 1794. This movement amounted to 3.5 feet toward the Canal for the month. A settlement in the high bank between stations 1838.50 and 1842 occurred on the 22d of the month. This is an old slide which had shown no activity for 13 years. Only a very small quantity of material entered the Canal prism. All other slides, including West Lirio, Cartagena, Cucuracha, and East Culebra, were quiescent during the month. There was no interference with Canal traffic due to slides during the month.

The total excavation during the month was 320,834 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
46,750	11,850	34,900	Maintenance.....	Gaillard Cut, La Pita Point improvement project	<i>Gamboa.</i>
4,450	1,100	3,350	Maintenance.....	Gaillard Cut.....	<i>Gamboa.</i>
21,150	2,550	18,600	Maintenance.....	Gaillard Cut, west Culebra slide.....	<i>Gamboa.</i>
7,500	1,150	6,350	Maintenance.....	Gaillard Cut, east Culebra slide.....	<i>Gamboa.</i>
92,350	92,350	.....	Maintenance.....	Gaillard Cut, Empire reach.....	<i>No. 83.</i>
45,900	35,100	10,800	Imp. project No. 1.....	Balboa inner harbor.....	<i>Cascadas.</i>
25,800	25,800	.....	Aux. maintenance.....	Balboa inner harbor.....	<i>Cascadas.</i>
76,000	76,000	.....	Aux. maintenance.....	France Field.....	<i>No. 86.</i>
934	934	.....	Aux. maintenance.....	Dredging sand at Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 144 deaths occurred during the month of September, 1924, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 13.77 per 1,000. The leading causes of death were: Tuberculosis (various organs), 24; pneumonia (broncho and lobar), 15; nephritis (acute and chronic), 14; organic diseases of the heart, 10; diarrhea and enteritis (including colitis), 7. There were 5 deaths from cancer, and 4 deaths from apoplexy. Of the total deaths 42, or 29 per cent, occurred among children under 5 years of age. There were 19 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 293 live births reported during the month, and 17 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 29.64 per 1,000 population. Deaths among children under one year of age numbered 29, giving an infant mortality rate of 98.98 per 1,000 live births.

The total number of malaria cases reported during the month was 93. Of these, 6 were reported from Panama City, 7 from Colon, 52 from Canal Zone sanitated areas, and 28 originated outside of our sanitated areas. Of the total, 15 were employees, 29 were nonemployees, and 49 were Army and Navy personnel. There were 2 deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters is shown in the following table as compared with September, 1923 and 1922:

	As of September, 1924.			Comparative totals.		
	Men.	Women.	Children.	September, 1924.	September, 1923.	September, 1922.
Americans.....	2,610	2,027	2,299	6,936	5,551	5,658
Europeans.....	83	29	69	181	164	216
West Indians.....	4,194	2,668	6,654	13,516	12,944	12,630
Totals, September, 1924.....	6,887	4,724	9,022	20,633	.....	.....
Totals, September, 1923.....	6,339	4,417	7,912	.....	18,659	.....
Totals, September, 1922.....	6,362	4,412	7,730	.....	.....	18,504

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of September 17, 1924, by departments, together with a comparison of the working force for the preceding month and for September, 1923:

	As of September 17, 1924.			Total employees.	
	Gold.	Silver.	Total.	August, 1924.	September, 1923.
Operation and maintenance:					
Office.....	27	39	66	65	61
Electrical.....	164	159	323	342	314
Municipal engineering.....	72	535	607	549	489
Lock Operation.....	203	583	786	797	773
Dredging.....	166	907	1,073	1,176	1,016
Mechanical.....	540	973	1,513	1,506	1,147
Marine.....	177	517	694	793	655
Fortifications.....	12	50	62	101	83
Totals.....	1,361	3,763	5,124	5,329	4,538
Supply Department:					
Quartermaster.....	169	1,221	1,390	1,368	1,115
Subsistence.....	7	88	95	123	87
Commissary.....	184	857	1,041	1,034	940
Cattle Industry, plantations.....	5	126	131	126	180
Hotel Washington.....	7	85	92	91	93
Transportation.....	37	159	196	172	188
Totals.....	409	2,536	2,945	2,914	2,603
Accounting Department.....	197	7	204	207	196
Health Department.....	229	709	938	958	919
Executive Department.....	460	215	675	679	669
Totals.....	886	931	1,817	1,844	1,784
Panama Railroad:					
Superintendent.....	46	203	249	248	288
Transportation.....	64	106	170	170	170
Receiving and forwarding agent.....	75	850	925	961	992
Coaling stations.....	45	314	359	362	633
Totals.....	230	1,473	1,703	1,741	2,083
Grand totals, September, 1924.....	2,886	8,703	11,589	.....	.....
Grand totals, August, 1924.....	2,835	8,993	.....	11,828	.....
Grand totals, September, 1923.....	2,634	8,374	.....	.....	11,008

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month and with the corresponding month in 1923, were as follows:

	September, 1924.	August, 1924.	September, 1923.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$436,949.17	\$304,613.70	\$302,009.43
For other Panama Canal departments.....	24,438.23	12,951.77	8,952.97
Totals.....	461,387.40	317,656.47	310,962.40
Cash sales on the Isthmus:			
Stock.....	24,061.90	25,012.86	16,955.84
Fuel oil.....	599.14	182.43	2,536.85
Scrap.....	474.86	349.12	911.05
Obsolete and second-hand material.....	346.69	380.36	2,376.65
Totals.....	25,482.59	25,924.77	22,780.39

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures during the fiscal year to the beginning of September, that is, to August 31, inclusive. It is impossible to submit the figures for the month of September at the time of writing this report, since all of the bills, charges, etc., involved in the accounting, have not been completed.

Transit revenues.	Month.		Fiscal year.	
	August, 1924.	August, 1923.	This year.	Last year.
Tolls.....	\$1,769,236.69	\$2,050,682.12	\$3,704,509.27	\$4,175,111.69
Other receipts.....	14,572.54	12,565.14	27,437.52	25,127.32
Total transit revenues.....	1,783,809.23	2,063,247.26	3,731,946.79	4,200,239.01
Total transit expenses.....	663,241.74	640,918.03	1,325,666.34	1,249,905.35
Net transit revenues.....	1,120,567.49	1,422,329.23	2,406,280.45	2,950,333.66
Three per cent capital charge (theoretical)	606,957.81	607,265.35	1,214,147.94	1,213,675.06
Transit surplus.....	513,609.68	815,063.88	1,192,132.51	1,736,658.60
Business revenues.....	1,151,394.21	861,296.05	2,134,508.71	1,643,336.10
Business expenses.....	1,050,844.83	758,805.53	1,926,143.15	1,460,089.62
Net business revenues.....	100,549.38	102,490.52	208,365.56	183,247.08
Three per cent capital charge (theoretical).	52,527.89	52,968.23	105,075.89	105,721.77
Business surplus.....	48,021.49	49,522.29	103,289.67	77,525.31
Combined revenues.....	2,935,203.44	2,924,543.31	5,866,455.50	5,843,575.11
Combined expenses.....	1,714,086.57	1,399,723.56	3,251,809.49	2,709,994.37
Combined net revenues.....	1,221,116.87	1,524,819.75	2,614,646.01	3,133,580.74
Three per cent capital charge (theoretical)	659,485.70	660,233.58	1,319,223.83	1,319,396.83
Combined surplus.....	561,631.17	864,586.17	1,295,422.18	1,814,183.91

Respectfully,

M. L. WALKER,

Governor.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending October 25, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Alvarado.....	Pacific Steam Navigation Co.....	October 19....	October 19....	.....	34
Ecuador.....	Pacific Mail Steamship Co.....	October 20....	October 21....	198	2
Droche.....	Union Oil Co.....	October 20....	October 21....	11,000	.....
Leon XIII.....	Spanish Line.....	October 23....	October 23....	144	.....
El Lobo.....	Lobitos Oil Fields Co.....	October 24....	October 25....	5,873	.....
Santiago.....	Diego Martinez.....	August 30....	October 24....	129	.....
Laura C. Hall.....	Pacific Metals Corporation.....	August 25....	October 25....	72	.....

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, October 25, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Manuel Armas.	17	16.05	19	6.05	19	13.11	19	14.10	Spanish.	Spanish Line	435.0	56.0	22.6	Barcelona.	Valparaiso.	General.	347	7,732	5,518
El Montecello.	18	9.43	19	6.10	19	13.38	19	15.10	Spanish.	Cia. Gen. de Navegacion.	330.0	48.0	13.6	Aviles.	Iquique.	Ballast.	3,645	2,543	
Denham.	18	16.17	19	6.22	19	14.30	19	15.40	British.	Armstrong Coal & Steamship Co.	379.5	50.5	22.4	New York.	San Antonio.	(s)	4,071	5,337	3,870
Anglo-Chilean.	18	17.28	19	7.35	19	16.25	19	17.35	British.	Lawther, Latia & Co.	470.0	58.3	20.6	North Shields.	Vancouver.	Ballast.	9,302	6,615	
Chilore.	19	4.05	19	7.35	19	16.15	19	17.35	American.	Ore Steamship Corporation.	550.0	72.0	22.6	New York.	Cruz Grande.	Ballast.	14,538	9,348	
Minesota.	18	22.20	19	11.00	19	17.11	19	18.12	American.	Ore Steamship Corporation.	407.0	53.7	22.3	Boston.	Cruz Grande.	General.	5,065	7,150	4,913
Tuxpan.	18	22.30	19	13.07	19	19.35	20	1.32	American.	McAllister Brothers (S. B.)	431.0	59.2	18.3	New York.	San Pedro.	Ballast.	7,862	5,049	
Alvarado.	18	0.50	19	13.05	19	20.50	20	1.10	British.	Pacific Steam Navigation Co.	303.0	49.0	17.3	New York.	Callao.	General.	1,676	2,844	1,748
Kentucky.	19	16.40	20	6.28	20	13.46	20	14.50	British.	Ellerman-Bucknall Lines	412.3	56.0	23.10	New York.	Callao.	General.	5,295	7,823	5,921
H. H. Rogers.	19	22.55	20	7.06	20	15.20	20	16.20	American.	Standard Oil Co.	500.0	68.0	19.3	New York.	San Pedro.	Ballast.	10,333	7,475	
Bethelridge.	20	1.00	20	8.20	20	16.07	20	17.20	American.	Walker & Daly (S. B.)	431.0	59.2	19.0	New York.	San Pedro.	Ballast.	6,027	7,819	5,076
Willard.	20	4.45	20	9.40	20	17.22	20	22.05	American.	Williams Line.	386.8	52.2	22.2	Philadelphia.	Seattle.	(s)	3,906	6,479	4,709
Pacific.	20	5.20	20	10.12	20	17.54	20	22.05	American.	Argonaut Steamship Co.	399.7	56.2	17.6	New York.	Seattle.	Steel products.	4,028	7,056	4,964
Ugvali.	16	17.30	20	11.05	20	18.35	20	17.30	Peruvian.	Peruvian Line.	374.7	46.3	18.0	Cristobal.	Callao.	General.	312	4,466	2,405
Felix Taussig.	20	10.30	20	11.50	20	19.23	20	20.32	American.	Munson Line.	395.0	55.1	20.0	Hull.	Los Angeles.	General.	4,777	5,885	4,252
Huandacazo.	20	6.42	21	6.06	21	13.13	21	14.10	British.	Pacific Steam Navigation Co.	390.6	50.1	24.0	Hull.	Valparaiso.	General.	6,828	9,139	6,759
Slavic Prince.	21	6.25	21	7.25	21	14.25	22	7.39	British.	Prince Line, Ltd.	448.5	57.2	23.0	New York.	Shanghai.	General.	8,016	7,611	54.50
Steel Inventor.	21	11.18	21	11.30	21	18.34	22	12.06	American.	U. S. Steel Products Co.	424.2	56.2	27.0	Philadelphia.	Dutch E. I.	(s)	3,000	6,624	4,999
Margaret.	21	6.50	21	12.10	21	19.31	21	20.49	British.	Ocean Carriers Co.	411.5	54.2	17.0	Montreal.	Vancouver.	Ballast.	9,802	6,961	
Argwisa.	21	20.50	22	6.25	22	13.12	22	14.17	American.	International Shipping Co.	468.3	62.7	20.0	New York.	Los Angeles.	(s)	2,326	7,579	5,527
Dollar.	22	5.10	22	7.20	22	14.11	22	18.34	American.	Robert Dollar Co.	429.0	55.2	19.0	Baltimore.	San Francisco.	General.	5,354	8,015	5,716
Westwego.	22	7.35	22	8.30	22	16.57	22	19.50	Irish F. S.	Anglo-American Oil Co.	387.7	51.7	19.0	Liverpool.	San Francisco.	Ballast.	3,094	5,571	4,033
Tatsuno Maru.	21	23.15	22	9.55	22	15.26	22	18.05	Japanese.	Nippon Yusen Kaisha	445.0	58.0	20.2	Boston.	Yokohama.	Cotton, general.	4,249	7,984	5,472
Sudbury.	22	10.32	22	10.45	22	17.41	22	18.33	American.	United-American Lines	384.8	51.2	18.0	Baltimore.	Noumea.	General.	5,497	8,538	4,095
Andromede.	22	11.06	22	11.25	22	19.22	22	19.50	French.	Messageries Maritimes	450.0	56.0	24.10	Dunkerque.	Sydney.	(s)	6,631	8,543	6,427
Knoekierma.	21	23.50	22	11.55	22	20.12	22	21.30	British.	Andrew Weir & Co.	400.1	52.0	24.6	Newcastle.	Seattle.	General.	1,903	3,368	4,161
Edwar-I Luck-enbach.	22	10.52	22	12.45	22	19.41	22	23.30	American.	Luckenbach Line	436.0	57.0	25.6	Boston.	Portland.	General.	2,535	5,957	4,325
Montpelier.	22	12.52	22	13.25	22	20.45	23	12.35	American.	United-American Line	460.0	57.9	17.0	Liverpool.	Tatamano.	General.	178	158	39
Santa Elisa.	22	18.00	23	6.18	23	13.25	23	17.10	American.	Grace Line	360.3	51.7	24.0	New York.	Salina Cruz.	Ballast.	158	158	39
Anadyr.	22	6.43	23	6.10	23	13.25	23	14.40	Norwegian.	Christensen	111.1	20.1	12.0	St. Thomas.	Salina Cruz.	Ballast.	158	158	39
Celina.	22	6.43	23	6.10	23	13.27	23	14.40	Norwegian.	Christensen	101.1	20.1	11.6	St. Thomas.	Salina Cruz.	Ballast.	158	158	39
O-2.	22	6.43	23	6.10	23	13.27	23	14.40	Norwegian.	Christensen	101.1	20.1	11.6	St. Thomas.	Salina Cruz.	Ballast.	158	158	39
O-10.	22	6.43	23	6.10	23	13.27	23	14.40	Norwegian.	Christensen	101.1	20.1	11.6	St. Thomas.	Salina Cruz.	Ballast.	158	158	39
O-10.	22	6.43	23	6.10	23	13.27	23	14.40	Norwegian.	Christensen	101.1	20.1	11.6	St. Thomas.	Salina Cruz.	Ballast.	158	158	39
Cubore.	22	21.00	23	7.25	23	14.38	23	15.25	American.	U. S. Navy	172.4	18.0	18.0	Cristobal.	Balboa.	Ballast.	7,956	4,866	
Gothic Star.	23	2.30	23	7.25	23	14.31	23	15.25	American.	Ore Steamship Co.	450.6	57.2	25.0	Baltimore.	Cruz Grande.	Ballast.	7,521	5,852	
	23	2.30	23	8.37	23	15.35	23	20.25	British.	Blue Star Line	420.5	54.7	13.0	Newcastle.	Seattle.	Ballast.	7,521	5,852	

¹ Tanker. ² Tug-whaler. ³ Submarine. ⁴ Motor ship. ⁵ Coke and mining machinery. ⁶ Steel and general merchandise. ⁷ Sulphate of ammonia and general. ⁸ General, gasoline, and kerosene.

	23	9.30	23	9.55	23	17.30	23	23.35	Panama-Pacific Line.	569.0	60.2	24.0	New York	San Francisco	General	3,050	13.559	9,016
Finland	23	7.26	23	11.00	23	18.19	23	23.07	Andrew Weir & Co.	405.0	52.0	26.0	New York	Hongkong	General	6,273	6.189	4,698
Mineic.	22	7.45	23	11.50	23	19.16	23	20.25	Navigazione Gen. Italiana	384.0	46.0	21.1	Genoa	Guayaquil	General	535	5.531	3,774
Bologna	22	7.45	23	11.50	23	19.16	23	20.25	J. A. Walker	425.0	56.0	21.6	Cristobal	Guatun Lake	Unknown	4		4
Switzerland	24	6.15	24	7.18	24	14.33	24	17.15	Lawler, Latta & Co.	483.0	62.0	23.0	South Shields	Vancouver	Ballast	5,979	10.483	5,262
Anglo-Egyptian	23	5.30	24	8.15	24	16.33	24	17.25	Royal Netherlands W. I. Mail	425.0	62.0	23.0	Hamburg	Guayaquil	General	5,979	10.483	5,262
Amsfoort.	24	6.32	24	9.52	24	16.41	24	17.35	Commonwealth & Dom. Line	469.2	58.2	22.0	Philadelphia	Brisbane	General	4,054	8.250	5,631
Malakand	24	6.32	24	9.52	24	16.41	24	17.35	T. & J. Harrison	395.7	51.5	14.6	Natal	Vancouver	Ballast	5,253	3.731	
Matador	24	6.32	24	9.52	24	16.41	24	17.35	Garland Steamship Corporation	409.8	54.0	20.0	New York	San Francisco	General	2,800	6.757	4,919
William Perkins	24	9.08	24	12.20	24	18.56	24	19.48	Cie. Gle. Transatlantique	420.2	56.2	24.0	Hayre	Vancouver	General	4,651	7.900	5,196
Nevada	24	8.35	24	13.35	24	20.24	24	21.41	U. S. Navy	180.0	35.0		Cristobal	Gambou	Ballast			
Quail	24	14.05	25	6.00	25	13.24			U. S. Navy	308.0	44.0	16.10	Puerto Cortez	Ballou	Ballast			
Denver	24	14.05	25	6.00	25	13.24			August Nanku	339.0	48.0	25.9	Reval	Honolulu	Cement	5,603	4.531	3,427
Hercules	20	20.25	25	7.25	25	13.58	26	14.55	Osaka Shosen Kaisha	407.9	49.7	25.0	Buenos Aires	Kobe	General	3,117	5.999	4,101
Canada Maru	25	12.00	25	7.23	25	14.47	25	16.00	Ore Steamship Corporation	550.3	72.2	25.0	New York	Cruz Grande	Ballast	15,476	4.354	
Bethore	25	11.10	25	11.10	25	18.44	25	17.50	Julio Martinez				Cristobal	Catun Lake	Unknown	1		1
No. 3063	25	11.10	25	11.10	25	18.44	25	17.50										

15 Cement, pipes, iron, and general.

15 Kerosene oil, gasoline, and general.

15 Cayuca.

15 Cruiser.

15 Mine sweeper.

15 Launch

15 Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	18	18.45	19	6.20	19	13.50	19	13.52	Argonaut Steamship Co	410.5	53.4	26.0	Iquique	Baltimore	Nitrate	7.871	6.567	4,917
Atlantic	18	22.30	19	7.20	19	15.05	20	1.15	Kosmos Line	410.9	50.6	25.4	Talcahuano	Antwerp	General	5,870	6.652	4,704
Nitakis	19	1.30	19	8.02	19	16.25	19	16.25	B. Stolt Nielsen	409.6	54.0	23.0	New W'm'ster	Liverpool	Lumber, general	7,509	6.800	5,049
Hanna Nielsen	19	8.45	19	9.23	19	16.45	19	16.45	Luckenbach Line	448.9	60.2	31.6	Portland	Boston	Lumber, general	8,500	9.294	6,865
Lillian Luckenbach	19	11.30	19	12.15	19	20.12	20	12.82	Gustavo Bottini	382.6	49.5	23.3	Valparaiso	Genoa	General	5,476	5.521	3,599
Arsaldo Ottavio	19	12.55	19	13.51	19	21.33	19	23.15	Trafikabodagat Grangsborg	418.8	52.1	29.0	San Francisco	Hull	Grain, general	8,615	7.265	5,199
Nuola	19	15.45	20	6.18	20	14.40	21	2.20	Nautis Steamship Co.	380.3	49.7	24.2	Iquique	Liverpool	General	6,118	4.954	3,592
Elder Branch	18	22.30	20	6.22	20	14.25	21	2.35	United Fruit Co.	110.0	15.0	6.0	La Palma	Cristobal	Ballast	89	54	
Inapangua	18	22.30	20	6.22	20	14.25	21	2.35	A. P. Moller, Copenhagen	301.4	44.0	16.0	Anacortes	Puerto Mexico		2,018	3.212	2,166
Re-24	20	1.00	20	7.11	20	15.20	20	15.20	U. S. Navy	450.3	57.9	24.6	Talcahuano	Coco Solo	General	3,324	9.099	6,177
Essequibo	20	4.05	20	9.03	20	16.05	20	21.20	Pacific Steam Navigation Co.	298.6	40.0	21.9	Caleta Colosa	New York	Nitrates, hides	3,506	2.832	1,803
Santa Tecla	15	15.15	20	14.30	20	22.10	20	22.10	N. O. & S. A. S. Co.	410.6	54.1	24.0	Portland	New Orleans	Wheat	6,903	6.221	4,927
Bencluth	19	23.03	21	6.23	21	13.50	22	6.05	Ben Line, Ltd	380.6	48.7	23.0	San Francisco	New York		2,121	5.926	4,178
Encador	20	16.30	21	7.09	21	15.45	21	18.40	Pacific Mail Steamship Co	420.2	54.5	26.3	San Pedro	London	Gasoline	8,288	6.370	4,465
San Dunstano	20	16.30	21	7.09	21	15.45	21	18.40	Anglo-Mexican Petroleum Co	303.4	43.0	15.0	Callao	New York	General	891	2.851	1,697
Arena	21	5.40	21	8.16	21	15.45	21	22.15	Pacific Steam Navigation Co	400.3	51.6	25.0	Corral	Liverpool	General	7,263	5.991	4,477
Oklatoma	21	6.35	21	9.18	21	17.00	22	13.30	Brown, Jenkinson Co., Ltd.	434.3	57.7	19.0	Tientsin	New Orleans	General	2,633	7.993	5,871
Radnor	21	7.00	22	6.12	22	14.00	22	14.00	Tampa Intercean Steamship Co	407.7	53.7	25.0	Seattle	Boston	General	7,400	7.091	5,002
Iowan	22	7.35	22	7.59	22	17.30	22	17.30	Standard Oil Co. of N. J.	523.8	68.6	29.6	San Pedro	New York	Crude oil	16,706	12.171	8,782
Standard	22	11.45	22	10.22	22	18.30	22	19.35	Standard Oil Co. of N. J.	600.0	65.3	30.0	San Francisco	New York	General	6,012	17.044	11,488
Texas	19	15.25	22	11.14	22	19.20	22	19.20	Cia. Gle. Transatlantique	409.8	52.5	25.3	Vancouver	Have	General	7,318	6.821	4,865
Steel Scientist	22	10.26	22	12.37	22	19.40	22	19.40	Isthmian Steamship Co.	424.1	56.2	26.0	Vancouver	Baltimore	General	8,088	7.611	5,454
Comeric	22	17.30	23	6.17	23	14.00	23	16.10	Andrew Weir & Co.	412.1	53.5	25.0	Mejillones	Delaware	Nitrate of soda	10,294	7.186	5,335
Faldenford	22	22.30	23	7.11	23	16.00	23	16.00	Anglo-Saxon Petroleum Co.	430.4	59.3	28.0	San Pedro	Lands End	Gasoline	8,665	7.780	5,250
Rio Claro	23	3.00	23	8.18	23	16.20	23	16.20	Peterson & Co., Ltd	363.1	53.2	24.6	Makatea	Landskrona	Phosphates	6,600	5.067	3,481
B. Beaumont	23	5.30	23	8.59	23	17.45	23	20.15	Beacon Oil Co.	435.0	56.0	27.3	San Pedro	Boston	Crude oil	10,400	7.482	5,133

17 Rice, lumber, and general.

17 Copper, beans, and canned goods.

17 Book shocks and dunnage.

17 For orders.

17 Submarine.

17 Motor ship.

17 Tanker.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	To—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Urubamba.	23	6 10	23	10 19	23	17 55	26	16 00	381.0	46.1	16.9	Callao	Cristobal.	General	891	4,803	2,951
Liberty Land.	23	7 30	23	11 14	23	19 20	23	19 20	290.0	54.2	16.0	San Francisco	Galveston.	Ballast		6,155	4,291
Cape Ann.	23	1 30	23	12 18	23	22 00	23	22 00	425.8	57.0	17.8	San Pedro	New York.	Crude oil	10,692	7,484	5,216
Leon XIII.	23	6 00	23	13 15	23	20 45	24	16 05	410.0	46.0	23.0	Valparaiso	Barcelona.	General	1,376	5,521	3,729
Cardiganshire.	24	1 30	24	7 05	24	14 50	24	20 50	500.3	62.4	30.3	Vancouver	Antwerp.	General	8,696	11,420	8,385
O-8 ²²			24	8 02	24	17 40						Balboa	Coco Solo.	General			
O-8 ²²			24	8 02	24	17 40						Balboa	Coco Solo.	General			
Glenlue ²¹	24	3 00	24	8 19	24	15 55	24	17 05	405.9	54.2	25.6	Corral.	Liverpool.	General	6,720	7,336	5,115
Jacob Lucken- bach.	24	10 40	24	11 25	24	18 15	24	18 15	414.5	53.7	26.0	Seattle.	Mobile.	(²³)	5,531	7,315	5,270
Quail ²⁴	24	15 10	25	6 25	25	15 05	25	16 45	405.0	52.0	25.0	Tocopilla	Baltimore.	Nitrate	7,731	6,220	4,432
San Francisco	24	15 55	25	7 26	25	15 00	25	15 00	345.1	49.1	23.0	Antofagasta.	New York.	Copper ore.	5,703	4,393	3,006
Republic.	24	22 50	25	8 16	25	16 25	25	20 25	412.5	53.8	24.11	San Francisco.	Lands End ²⁷	Lubricating oil.	7,297	6,242	4,320
Ampullaria ¹	24	22 50	25	8 16	25	16 25	25	20 25									
Canadian	25	6 00	25	9 08	25	16 40	25	16 40	399.9	52.2	23.9	New W'min't'r	Montreal.	Lumber, general.	5,567		
Scottish ²⁵	25	6 00	25	10 20	25	17 50	26	0 40	398.3	53.1	26.7	Corral.	English Chan ²⁷	General	7,721	6,545	4,483
Kellerwald.	25	7 00	25	10 20	25	17 50	26	0 40	366.0	48.6	23.6	Tacoma.	New York.	Lumber	4,900	4,620	3,337
Lydia.	23	15 30	25	13 06	25	20 45	25	20 45									

²¹ Tanker. ²² Submarine. ²³ Motor ship.²⁴ Mine sweeper.²⁵ New ship. Panama Canal tonnage measurement not completed. ²⁶ Return south after reaching La Pita. ²⁷ For orders.

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

PORT OF CRISTOBAL.

ARRIVALS.				DEPARTURES.			
Date.	Vessel.	From—	Line.	Date.	Vessel.	Line.	For—
October 19.	Calamares.	Port Limon.	United Fruit Co.	October 19.	Ulysses.	Panama Railroad Steamship Line.	Norfolk.
October 19.	Convert ²⁹	Mandingo, R. P.	Newell and Ferrari.	October 19.	Cristobal.	Panama Railroad Steamship Line.	New York via Haiti.
October 20.	Lake Florian.	Houston via Cartagena.	Lykes Brothers.	October 19.	Calamares.	United Fruit Co.	New York via Habana.
October 21.	Puerto Rico.	St. Nazaire via wayports.	French Line.	October 19.	Camden.	United Fruit Co.	Port Arthur via Tampico.
October 21.	Turrialba.	New Orleans via Habana.	United Fruit Co.	October 19.	Convert ²⁹	Newell & Ferrari	Colon.
October 22.	Sixola.	New York via wayports.	United Fruit Co.	October 20.	Lake Florian.	Lykes Brothers	Covenas.
October 22.	Pastores.	New York via Habana.	United Fruit Co.	October 20.	Turrialba.	United Fruit Co.	New Orleans via wayports.
October 23.	Heredia.	New Orleans via Habana.	United Fruit Co.	October 23.	Sixola.	United Fruit Co.	Colombian ports.
October 23.	Alexandrian.	Liverpool via wayports.	Leyland Line.	October 23.	Heredia.	United Fruit Co.	New Orleans via wayports.
October 23.	Metapan.	Colombian ports.	United Fruit Co.	October 23.	Pastores.	United Fruit Co.	Port Limon.

²⁹ Schooner.

* Other than ships passing through the Canal.

(Continued on page 192, column 2.)

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending October 24, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Venezuela	Pacific Mail Steamship Co.		October 12.		281
Tolosa	United Fruit Co.	October 12.	October 12.	14	425
Parismina	United Fruit Co.	October 12.	October 12.	103	179
Convert	Newell & Ferrari	October 12.	October 12.	35	(¹)
Cristobal	Panama Railroad Steamship Line	October 12.		3,081	
Conus	Anglo-Saxon Petroleum Co.	October 12.	October 13.	7,447	(¹)
Galicia	Hamburg-American Line	October 12.	October 13.	102	35½
Evelyn	Grace Line	October 13.	October 13.	196	(¹)
Santa Luisa	Grace Line	October 13.	October 14.	20	¾
Clare	Grace Line	October 13.	October 14.	266½	20
Canada	Johnson Line	October 13.	October 14.	274	(¹)
Delft	Royal Netherlands W. I. Mail.	October 14.	October 14.	68	69
Alaska	French Line	October 14.	October 14.	23	1
Crynssen	Royal Netherlands W. I. Mail.	October 14.	October 15.	70	(¹)
Atenas	United Fruit Co.	October 14.	October 15.	266	(¹)
Calamares	United Fruit Co.	October 14.	October 15.	194	124
San Juan	Pacific Mail Steamship Co.	October 14.	October 18.	442	1,296
Parismina	United Fruit Co.	October 15.	October 15.	¾	5
Jamaica	Pacific Steam Navigation Co.		October 15.		833
Metapan	United Fruit Co.	October 15.	October 16.	239	177
Vittorio Veneto	La Veloce Line	October 16.	October 17.	7¾	440
Bakersfield	Swayne & Hoyt.	October 16.	October 16.	555	(¹)
Santa Marta	United Fruit Co.	October 16.	October 16.	12	16
Ucayali	Peruvian Line	October 16.		674	
Ebro	Pacific Steam Navigation Co.	October 16.	October 17.	115	26
Acajutla	Pacific Steam Navigation Co.	October 17.		585	
Orcona	Pacific Steam Navigation Co.	October 17.	October 17.	7	1
Manuel Arnus	Spanish Line	October 17.		272	
Occidental	Texas Steamship Line.	October 17.	October 18.	8,571	(¹)
Camito	Elders & Fyffes, Ltd.	October 18.	October 18.	¾	(¹)
Alvarado	Pacific Steam Navigation Co.	October 18.		122	
Crynssen	Royal Netherlands W. I. Mail.	October 18.	October 18.	1	183
Camden	United Fruit Co.	October 18.		8,949	
Cristobal	Panama Railroad Steamship Line.		October 19.		1,288
Alvarado	Pacific Steam Navigation Co.		October 19.		571
Calamares	United Fruit Co.	October 19.	October 19.	5	363
Nitokris	Kosmos Line	October 19.	October 20.	(¹)	62
Convert	Newell & Ferrari	October 19.	October 19.	20	(¹)
Ucayali	Peruvian Line		October 20.		344
Essequibo	Pacific Steam Navigation Co.	October 20.	October 20.	38	(¹)
Lake Florian	Lykes Bros.	October 20.	October 20.	375	(¹)
Huanchaco	Pacific Steam Navigation Co.	October 20.	October 21.	47	106
Ecuador	Pacific Mail Steamship Co.	October 21.	October 21.	471	330
Arana	Pacific Steam Navigation Co.	October 21.	October 21.	237	105
Puerto Rico	French Line	October 21.	October 23.	17	304
Oklahoma	French Line	October 21.	October 22.	(¹)	292
Turrialba	United Fruit Co.	October 22.	October 23.	801	113
Sixaola	United Fruit Co.	October 22.	October 23.	187	148
Santa Elisa	Grace Line	October 22.	October 23.	(¹)	2
Bologna	Italian Line	October 22.	October 23.	191	(¹)
Urubamba	Peruvian Line	October 23.		891	
Amersfoort	Royal Netherlands W. I. Mail.	October 23.	October 24.	312	18
Leon XIII.	Spanish Line	October 23.	October 24.	12	302
Alexandrian	Leyland Line	October 23.	October 24.	877	37
Lake Florian	Lykes Brothers	October 23.	October 24.	400	(¹)
Heredia	United Fruit Co.	October 23.	October 23.	122	303
Pastores	United Fruit Co.	October 23.	October 23.	97	41
Metapan	United Fruit Co.	October 23.	October 23.	(¹)	57
Gen. W. C. Gorgas	Panama Railroad Steamship Line.	October 24.		1,890	
Nevada	French Line	October 24.	October 24.	54	39
Cardiganshire	Pacific Steam Navigation Co.	October 24.	October 24.	(¹)	33
Santa Olivia	Pacific Mail Steamship Co.	October 25.		360	

¹ No cargo laded.² 10 cases.³ No cargo discharged.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended October 27:

Steamship *Ulysses*, manufacture 4 H. P. piston rings for main engine, castings for pistons and piston rings, and 12 air cone rods, repair shuttle valve for main feed pump, internal feed pipe, baker's stove pipe, and top of galley sink; furnish laborers for fire room cleaning, etc.; U. S. submarine *O-9*, dock, clean, and paint; repair hull, propellers, stern tubes, etc.; overhaul all sea valves and renew zincs; make minor repairs to outside steering and diving gear, shell, torpedo tubes, etc.; clean, paint.

and test trim, ballast and fuel tanks, and other work incident to overhaul; tug *Porto Bello*, dock, clean, and paint; repair rudder, ventilator, steering gear sheaves, boiler mountings, oil heaters, air pump, gauges, and steam line to reverse engine; overhaul sea valves; scale boilers, etc.; steamship *Gen. W. C. Gorgas*, install new winch drum and shaft; electric weld staybolts and seams in boilers; repair copper steam whistle pipe; tug *Supply No. 2*, dock, scale entire bottom, clean and paint; renew zincs and strainers; steamship *Acajulla*, manufacture coupling for steam hose, lever for windlass brake, 18 springs for dynamo brushes, and 2 plugs for water gauge cocks; repair water service pipe, rail stanchions and bottom of hot water boiler; retin 6 containers, etc.

Minor repairs: Steamships *Greylock*, *Crynssen*, *Hercules*, *Toco*, *Tuxpanoil*, *Ebro*, *Gothic Star*, *Amersfoort*, *Huanchaco*, *Urubamba*, *Kellerwald*, *Glenluce*, *Pastores*, *Loch Goil*, yacht *San Blas* and *Oneida*, schooner *Impco*, launch *Clemens*, and U. S. S. *Fulton*.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective September 5, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.44
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.19
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.16
Waste, cotton, white.....	Lb.	.17

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature, Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus, of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Official Circular.

President and Second Vice-President, Panama Railroad Company.

THE PANAMA CANAL,
EXECUTIVE OFFICE.

BALBOA HEIGHTS, C. Z., October 22, 1924.

To all concerned—Col. Meriwether L. Walker, U. S. A., Governor, The Panama Canal, has been unanimously elected by the Board of Directors of the Panama Railroad Company, as president of the Company, *vice* Col. Jay J. Morrow, U. S. A., resigned.

Col. Harry Burgess, U. S. A., has been elected director and second vice-president, *vice* Colonel Walker.

M. L. WALKER,
Governor, The Panama Canal.
President, Panama Railroad Company.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.90 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

Sale of Surplus Equipment and Material.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 188.

PORT OF CRISTOBAL.—Continued.

*ARRIVALS.			*DEPARTURES.		
Date.	Vessel.	Line.	Date.	Vessel.	Line.
October 23.	Lake Florian.	Lykes Brothers Colon Import & Export Co. Panama Railroad Steamship Line. United Fruit Co.	October 23.	Metapan.	United Fruit Co. French Line Lykes Brothers. Leyland Line. Colon Import & Export Co.
October 21.	Impco 10.		October 23.	Puerto Rico.	
October 24.	Gen. W. C. Gorras.		October 24.	Lake Florian.	
October 25.	Cariego.		October 24.	Alexandria.	
			October 24.	Impco 10.	
PORT OF BALBOA.					
October 20.	Deroche.	Union Oil Co. of California. Toyo Kisen Kaisha. Diego Martinez. C. T. Bowring & Co.	October 21.	Deroche.	Union Oil Co. of California. Toyo Kisen Kaisha. Diego Martinez. C. T. Bowring & Co.
October 22.	Rakuyo Maru.		October 22.	Rakuyo Maru.	
September 21.	Santiago.		October 25.	Santiago.	
October 24.	El Lobo.		October 25.	El Lobo.	

10 Motor schooner.

* Other than ships passing through the Canal.

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.

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., November 5, 1924. No. 13.

Transit and Harbor Regulations.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., October 28, 1924.

To all concerned—The following addition to Transit and Harbor Regulations will become effective immediately:

91 (a). When Canal floating equipment is moored or working in the Canal channel and ships are approaching from opposite directions approximately equidistant from such equipment, the ship belonging on the opposite side of the channel from the piece of equipment shall have the right of way and the other vessel shall hold back until the vessel having the right of way has passed.

M. L. WALKER,
Governor.

Traffic in October.

During the month of October, 1924, there were 393 commercial transits of the Panama Canal. In addition to these, 4 small launches and 13 Government vessels passed through, making the total transits of all kinds for the month 410, or a daily average on all transits of 13.22.

The 393 commercial transits paid tolls to the amount of \$1,796,255.-77, and the 4 small launches \$8.40, making the total tolls collection for the month \$1,796,264.17, or a daily average on all traffic of \$57,944.

Details of the month's traffic segregated by direction are as follows:

Direction.	Com- mercial.	Launches.	Govern- ment.	Total.	Tolls.
Atlantic to Pacific.....	198	4	8	210	\$856,497.75
Pacific to Atlantic.....	195	.....	5	200	939,766.42
Totals.....	393	4	13	410	1,796,264.17

In the following tabulation are shown the number of commercial transits, tolls collected, and the daily averages for the first 10 months of the current calendar year, with the total and daily average for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,957,138.83	13.84	64,423.83
April.....	403	1,503,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
Totals.....	4,102	19,164,984.30	13.45	62,836.01

Taking the average daily transits and tolls collections for the first 10 months of the current calendar year as an indication, the total transits for the year will be slightly less than for the calendar year 1923, and the total tolls collection approximately the same. The total number of commercial transits for the calendar year 1923 was 5,037, and the total tolls collection, \$22,966,838.18. However, December, 1923, with 506 commercial transits and \$2,335,729.81 in tolls was the heaviest month the Canal has yet known, November, 1923, not being nearly so heavy.

The average amount of tolls paid by each of the 393 commercial transits during October, 1924, was \$4,570.63.

Customs Regulations of the Canal Zone.

The attention of local steamship agents and of masters of vessels arriving at ports in the Canal Zone is invited to the following sections of the Executive Order of August 8, 1914, relating to the Customs Service, which have been violated on several recent occasions:

"2. If any merchandise be found on board any vessel arriving in the Canal Zone from a foreign port which is not included in her manifest, the master of such vessel shall be liable to a penalty equal in amount to the value of the merchandise not manifested, and all such merchandise belonging to or consigned to the officers or crew of the vessel, shall be forfeited, provided, however, that the penalty authorized by this section shall not be imposed if it should be made to appear to the chief customs officer at the port of entry, or to the court in which the trial shall be held, that no part of the cargo has been unladen, except as accounted for in the master's report, and that the errors and omissions in the manifest were made without fraud or collusion; in such case the master may be allowed to correct his manifest by means of a post-entry. It shall not be unlawful to grant a permit to unload any such merchandise, so omitted from the manifest, before such post-entry or addition to report or manifest has been made.

"3. If sea stores are found on board a vessel arriving at the Canal Zone from a foreign port which are not specified in the list furnished the boarding officer, or if a greater quantity of such articles is found than that specified in such list, or if any of the articles are landed without a permit being first obtained from the customs officer for that purpose, all of such articles omitted from the list or manifest, or so landed, shall be seized and forfeited, and the master of the vessel shall be liable to a penalty of treble the value of the articles so omitted or landed."

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 1, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Acajutla.....	Pacific Steam Navigation Co.....	October 26....	October 26....	.....	63
Mayebashi Maru.....	Nippon Yusen Kaisha.....	October 27....	October 28....	81	.....
Vega.....	U. S. Navy.....	October 27....	October 29....	2	.....
Atrato.....	Colombian Transport Co.....	October 30....	.....	45	.....
Heluan.....	Kosmos Line.....	October 31....	November 1..	142	.....
Garfield.....	Grace Line.....	November 1..	November 2..	599	.....
Theodore Roosevelt..	Norway-Pacific Line.....	November 1..	November 2..	13	3

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Ships at Canal Repair shops.

The following vessels were at the Cristobal shops for repairs during the week ended November 3:

Tug *Engineer*, dock, clean, and paint bottom; repair main engine, injection line to condenser, oil heater, oil lines, steering wheel shaft, reversing engine piping, boiler mountings, smoke stack, galley stack, leaks in hull on port quarter, and leaks in oil tanks; manufacture and fit new brasses for crosshead of dynamo engine and for circulating pump crosshead; renew packing stern gland, broken bitt on anchor windlass, and stem post; overhaul condenser, bell pulls; remove corrugated iron between engine and boiler room and replace with 3/16" steel; install awning on pilot house; rebush rudder post; calk deck and renew fender on port side, etc.; barge *No. 194*, dock, clean, scale, and paint bottom; install wood fenders all around; remove concrete and install patches; fair up deck; test tanks and stop all leaks; install open chock on end of barge; install one new bitt with doubling plate under same and install doubling plates under three bitts; make deck watertight, etc.; tug *Favorite*, repair main and reversing engines; overhaul both dynamos, bilge pump, deck pump and tackle blocks from davits; repair circulating pump discharge, exhaust pipe from steering engine, plumbing, and miscellaneous piping; renew suction pipe from tank to fresh water pump, copper exhaust pipe from main engine to condenser; and ballast pump discharge; calk boiler rivets and circumferential seams; renew approximately 15 plates on tank tops, etc.; dredge *No. 86*, roll and bead 156 tubes on boiler C-138, also renew one boiler tube and 52 staybolt nuts; manufacture 8 studs, 4 strainers, 24 springs, and 2 brass pump plungers; repair crankshaft for cutter engine; reshroud runner; install elbow on pump intake on relay barge, etc.

Minor repairs—Steamships *Ortega*, *Kentucky*, *Silver Larch*, *Yuma*, and schooner *Arabia*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 1, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cartago.....	United Fruit Co.....	.....	October 26.....	.....	230
Santa Olivia.....	Pacific Mail Steamship Line.....	.....	October 26.....	.....	289
Pastores.....	United Fruit Co.....	.....	October 26.....	.....	365
Garfield.....	Grace Line.....	October 26.....	October 26.....	2	221
Ansaldo San Giorgio..	National Navigation Society.....	October 26.....	October 27.....	170	(¹)
Convert.....	Newell & Ferrari.....	October 26.....	October 26.....	25	(¹)
Santa Teresa.....	Grace Line.....	October 27.....	October 27.....	4½	1
Galicia.....	Hamburg-American Line.....	October 27.....	October 28.....	27	92
Lochgoil.....	Pacific Steam Navigation Co.....	October 27.....	October 28.....	440	166
London Shipper.....	Furness Withy & Co.....	October 27.....	October 27.....	(²)	197
Mayebashi Maru.....	Nippon Yusen Kaisha.....	October 28.....	October 28.....	125	(¹)
Abangarez.....	United Fruit Co.....	October 28.....	October 29.....	510	29
Rapot.....	Roland Line.....	October 28.....	October 29.....	269	(¹)
Ulua.....	United Fruit Co.....	October 28.....	October 29.....	261	88
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	October 29.....	October 29.....	142	(¹)
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	.....	October 29.....	.....	1,693
Urubamba.....	Peruvian Line.....	October 29.....	October 30.....	(²)	1,234½
Newport.....	Pacific Mail Steamship Line.....	October 29.....	October 30.....	434	(¹)
Cartago.....	United Fruit Co.....	October 29.....	October 29.....	76	330
Zacapa.....	United Fruit Co.....	October 29.....	October 30.....	221	271
Amassia.....	Hamburg-American Line.....	October 29.....	October 30.....	150	(¹)
Heluan.....	Kosmos Line.....	October 30.....	October 31.....	159	(¹)
Amsterdam.....	Royal Netherlands W. I. Mail.....	October 30.....	October 31.....	446	74
Sixaoia.....	United Fruit Co.....	October 30.....	October 30.....	63	78
Kentucky.....	French Line.....	October 31.....	November 1.....	99	(¹)
Aconcagua.....	Chilean Line.....	October 31.....	October 31.....	(²)	270
Peru.....	Danish East Asiatic Co.....	October 31.....	October 31.....	34	(¹)
Ortega.....	Pacific Steam Navigation Co.....	October 31.....	November 1.....	5	1
Coronado.....	Elders & Fyffes, Ltd.....	November 1.....	November 1.....	8	(¹)
Oranje Nassau.....	Royal Netherlands W. I. Mail.....	November 1.....	November 1.....	(¹)	173

¹ No cargo laded.

² No cargo discharged.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, November 1, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Acajutla.....	17	17 05	26	6 05	26	13 08	26	18 05	British	Pacific Steam Navigation Co.	215 0	35 3	16 9	Cristobal.	Champerico.	General.	1,004	1,273	706
Frank Lynch ²	26	7 03	26	7 35	26	14 50	27	3 51	American	W. J. Gray & Co.	252 0	43 8	21 0	New Orleans.	Seattle.	General.	2,300	2,283	1,369
Cruz Arrow ²	26	7 15	26	8 10	26	15 26	27	3 51	American	Standard Transportation Co.	368 3	62 7	19 0	New York.	San Pedro.	Ballast.	6,435	9,744	7,140
Dixie ²	26	6 58	26	9 08	26	16 04	26	20 04	Norwegian	Norway-Pacific Line.	407 3	51 5	23 5	Brevik.	San Francisco.	General.	6,030	6,427	4,113
Santa Olivia.....	25	4 30	26	11 05	26	17 36	26	18 38	American	Pacific Mail Steamship Co.	404 6	53 9	27 6	Baltimore.	San Francisco.	General.	6,030	6,779	4,921
Quebec City.....	25	17 32	26	11 30	26	18 08	26	19 30	British	St. Just Steamship Co.	403 6	54 2	24 9	Port Arthur.	Auckland.	(³)	6,030	6,542	4,867
Pennsylvania.....	25	22 35	26	11 30	26	18 30	26	19 30	American	American-Hawaiian Line.	407 7	53 7	23 0	New York.	Portland.	General.	5,139	7,107	4,916
Cordelia ²	26	11 42	26	11 55	26	19 34	26	21 36	British	C. T. Bowring.	420 3	54 0	19 0	Curacao.	Los Angeles.	Ballast.	6,837	7,043	5,043
Garfield.....	26	4 30	26	13 05	26	19 58	26	21 36	American	Grace Line.	299 4	45 0	18 3	New York.	Pto. Chicama.	General.	1,223	3,256	2,010
Salina ²	26	23 20	27	6 25	27	13 19	27	17 25	American	Siruthers & Barry (S. B.).	425 8	57 0	19 0	New York.	San Francisco.	Ballast.	7,484	5,242	4,979
W. M. Irish ²	27	4 30	27	7 00	27	14 45	27	19 55	German	Kosmos Line.	399 6	54 0	27 5	Hamburg.	Coral.	General.	4,757	6,808	4,979
Odense ²	27	5 50	27	7 30	27	15 38	27	16 45	American	Atlantic Refining Co.	435 0	56 0	29 6	Philadelphia.	San Pedro.	Ballast.	7,387	5,443	
Ansaldo San Giorgio II ²	26	14 40	27	9 40	27	19 15	28	20 40	Italian	Soc. Nac. di Navigazione.	391 2	51 0	15 9	Genoa.	Valparaiso.	General.	700	5,591	3,975
Supotico.....	27	10 20	27	10 36	27	18 17	27	19 50	American	Transmarine Line.	324 0	46 1	20 0	Newark.	Los Angeles.	General.	3,500	3,984	2,612
London Shipper	27	6 20	27	13 43	27	20 05	28	1 30	British	Furness-Pacific Line.	450 4	58 0	15 5	Manchester.	Vancouver.	General, bananas	5,429	8,412	5,854
Kommandoren.....	27	10 23	27	14 30	28	11 33	28	18 43	Norwegian	H. A. Christensen.	450 0	52 0	25 0	Cardiff.	Magd. ena Bay	Coal.	5,054	6,848	4,816
Begna.....	27	12 47	28	6 30	28	15 13	28	16 15	Norwegian	Hans Hansen.	270 7	38 2	15 0	Christiania.	Arica.	Paper, dynamite.	1,175	2,183	1,476
Marl.....	27	14 40	28	6 40	28	14 48	28	19 12	Peruvian	Compania Naviera.	350 4	50 0	21 9	Port Talbot.	Pacasmayo	Patent fuel.	4,700	4,345	3,084
Lech Goll ²	27	8 52	28	12 10	28	18 16	28	23 21	British	Royal Mail Steam Packet Co.	485 6	62 3	22 5	Rotterdam.	Vancouver.	General.	4,287	10,803	7,606
Robin Gray.....	28	12 32	28	12 40	28	20 06	28	21 04	American	Seas Shipping Co.	424 8	55 2	25 0	Portland.	Vancouver.	Steel, general.	6,098	7,472	5,542
Tithorn.....	29	6 23	29	6 40	29	13 18	29	14 35	Norwegian	Jacob R. Olsen.	420 2	53 9	15 0	Newport News.	Tocopilla.	Ballast.	6,501	4,730	
West Mahwah.....	29	8 00	29	8 15	29	16 32	29	20 55	American	Swayne & Hoyt (S. B.).	410 0	54 0	20 0	Buenos Aires.	San Pedro.	General.	5,325	6,588	4,833
Cherry Branch.....	29	6 15	29	9 30	29	17 15	29	18 10	British	F. and W. Risken.	400 0	51 0	20 4	Liverpool.	Valparaiso.	General.	3,175	5,403	3,967
Cambridge.....	29	11 25	29	11 55	29	19 00	29	23 28	British	Norton Lilly & Co.	522 0	65 3	27 2	Falmouth.	Sydney.	General.	6,967	11,936	8,340
Harry Luckenbach.....	29	11 10	29	13 20	29	20 16	29	21 26	American	Luckenbach Line.	448 9	60 2	24 10	Boston.	Seattle.	General.	6,900	9,262	6,853
Hofuku Maru.....	29	13 40	29	13 55	29	21 14	29	22 28	Japanese	Kawasaki Dockyard Co.	385 0	51 0	23 0	New York.	Yokohama.	(⁶)	4,037	6,212	4,719
No. 1522 ²	29	13 40	29	13 55	29	21 14	29	22 28	Panama.	John Shade.	385 0	51 0	23 0	Cristobal.	Gatun Lake.	Unknown.	1	1	1
Agwipond ²	30	6 15	30	6 38	30	14 07	30	15 15	American	International Shipping Co.	468 0	62 7	18 10	New York.	San Pedro.	Ballast.	9,810	9,810	6,965
Artemisia.....	30	7 02	30	7 20	30	17 22	30	17 24	British	H. M. Thomson.	458 0	52 0	24 7	Port Arthur.	Wallington.	(⁷)	6,041	7,828	5,728
Amassia.....	29	22 25	30	12 15	30	19 28	30	20 26	German	Hamburg-American Line.	338 1	48 2	19 7	Hamburg.	Champerico.	General.	2,030	4,261	3,029
Urubamba.....	29	6 10	30	12 23	30	18 42	31	0 56	Peruvian	Peruvian Line.	381 2	46 1	18 2	Covenas.	Callao.	(⁸)	1,231	4,803	2,951
Katrina Luckenbach.....	30	13 05	30	13 15	30	20 43	30	21 43	American	Luckenbach Line.	446 0	56 0	31 0	Galveston.	Tacoma.	General.	6,688	8,508	6,179
Rimutaka.....	30	7 30	30	14 00	30	22 15	31	2 05	British	New Zealand Shipping Co.	457 0	58 0	29 3	Liverpool.	Auckland.	General.	7,018	9,201	6,961
Hoban.....	30	8 17	31	6 08	31	13 46	11	12 30	German	Kosmos Line.	440 0	52 0	25 3	Hamburg.	Valparaiso.	General.	4,901	7,623	5,313
Biomed ²	30	19 15	31	10 25	31	16 42	31	18 15	Norwegian	H. Christensen.	100 4	19 7	8 0	St. Thomas.	Magd. ena Bay	Ballast.	1	168	43

² Tanker. ³ Motor ship. ⁴ Cayueta. ⁵ Petroleum products and ash. ⁶ Steel material and raw cotton. ⁷ Case oil and products. ⁸ 1,231 tons general and 350 heads cattle.

	30	8 05	31	11 20	31	17 52	31	18 50	Dutch.	Royal Netherlands W. I. Mail.	474.0	65.0	22.2	Amsterdam.	Corral.	(11)	5,980 11,617	8,217
Amsterdam	31	6 42	31	12 40	31	18 49	31	19 40	Chilean.	Chilean Line.	425.6	56.2	24.6	New York.	Valparaiso.	General	2,106 7,758	4,706
Aconagua	31	11 05	31	13 25	31	20 50	31	22 00	East Asiatic Steamship Co.	Imperial Oil Co.	500.0	68.0	22.0	Copenhagen.	Vancouver.	General	6,571 7,407	5,660
Peru	31	18 50	1	6 32	1	13 14	1	14 25	British.	Kawasaki Kisen Kaisha	385.0	51.0	11.6	Montreal.	San Pedro.	Ballast	11,049	7,732
Spain Maru.	31	23 35	1	6 32	1	13 42	2	16 38	Japanese.	Kawasaki Dockyard Co.	405.0	53.2	23.0	St. Lucia.	Arica.	Ballast	5,924	4,392
Ithine Maru.	31	17 05	1	7 30	1	14 32	2	2 15	Japanese.	Standard Oil Co.	440.0	58.2	21.0	New York.	Yokohama.	General	4,420	5,136
K. R. Kingsbury	31	19 35	1	7 42	1	15 05	1	16 25	American.	Osaka Shosen Kaisha.	440.0	58.2	21.0	Baltimore.	San Pedro.	Ballast	9,033	5,938
Havre Maru	1	4 00	1	8 30	1	16 05	1	17 10	Japanese.	Panama Steamship Co.	407.0	50.0	23.6	New York.	Yokohama.	(12)	5,183	6,539
Pomona	1	9 30	1	9 50	1	16 58	1	18 10	American.	Lind Navigation Corporation.	440.0	56.0	20.0	Portland, Me.	Los Angeles.	General	4,656	8,300
Romagne	1	9 50	1	10 00	1	17 55	1	19 44	American.	General Petroleum Corporation.	251.0	43.7	21.0	Baltimore.	San Francisco.	General	2,940	2,651
Kenilworth	1	11 54	1	12 10	1	18 41	1	19 54	American.	French Line.	435.0	56.2	19.6	London.	San Pedro.	Ballast	7,433	5,058
Kentucky	31	22 20	1	12 37	1	19 23	1	20 44	French.	American-Hawaiian Line.	397.0	53.0	17.6	Havre.	Talcahuano.	Sundries	326	
Spillway	1	12 30	1	12 48	1	20 14	1	21 16	American.	J. A. Walker.	445.0	59.8	20 11	Boston.	Portland.	General	5,700	8,567
														Cristobal	Gatun Lake.	Unknown	4	4

* Tanker.

° Motor ship.

° Launch.

° Cement, iron work, rice, and general.

° Refined petroleum, ear couplers, wire rod, steel sheets, machinery, and general cargo.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	25	4 00	26	6 30	26	15 10	26	19 37	Dutch.	Royal Dutch West India Mail	402.6	58.3	27.0	Valparaiso.	Hamburg.	General, nitrate.	8,000	7,384	5,226
Breda	25	10 45	26	6 50	26	16 00	26	16 00	British.	Andrew Weir & Co., London.	420.4	53.9	25.0	Pisagua.	Alexandria.	Nitrate of soda.	8,300	7,137	5,054
Brebank	25	14 20	26	7 08	26	17 10	26	17 10	American.	Cape Steamship Co.	434.9	56.2	29.7	San Pedro.	Boston.	Crude oil	10,481	7,425	5,202
Cape Hemlock	25	17 05	26	7 45	26	16 30	26	16 30	American.	International Mer. Marine.	419.5	56.5	26.0	San Pedro.	New York.	Crude oil	9,300	6,989	4,976
Eurona	26	2 00	26	8 14	26	17 55	26	17 55	American.	Transmarine Shipping Corp.	499.9	68.1	29.0	San Pedro.	New York.	Crude oil	14,500	10,853	7,736
Arwsmith	26	3 15	26	8 43	26	18 20	26	18 20	American.	Transmarine Corporation.	324.0	46.2	23.6	Taeoua.	Newark.	Lumber.	3,848	3,984	2,612
Susheteo	26	10 39	26	11 20	26	18 50	26	18 50	American.	Pacific Mail Steamship Co.	404.6	53.9	26.0	San Francisco.	New York.	General.	7,070	6,760	4,450
Santa Clara	26																		
Robert Luckenbach	26	11 00	26	11 46	26	19 15	26	20 40	American.	Lukenbach Line.	445.0	58.9	23.6	Portland.	Philadelphia.	General.	7,500	8,695	6,375
Rainku Maru.	26	11 30	26	12 53	26	20 35	26	20 35	Japanese.	Kokusa Kisen Kaisha.	385.0	51.0	26.4	Portland.	Norfolk.	Wheat.	7,706	5,933	4,559
Adair & euter	26	22 00	26	7 48	27	21 25	27	23 30	American.	U. S. Army.	449.1	57.2	28.6	Criz Grande.	Cristobal.	Iron ore.	11,000	7,808	5,139
Santore	27	1 30	27	8 13	27	16 55	27	16 55	British.	Lawler Latta & Co., London.	394.0	52.4	27 10	Imiquique.	Baltimore.	Nitrate of soda.	7,800	6,163	4,452
Anglo-Mexican	27	7 00	27	9 35	27	18 05	27	18 05	American.	Grace Line.	360.2	51.6	24.6	Talcahuano.	Panama.	General.	3,830	5,726	4,086
Santa Teresa.	27	7 00	27	9 35	27	18 05	27	18 05	American.	Williams Steamship Line.	434.3	57.7	25.0	Seattle.	New York.	Lumber, general.	8,508	7,983	5,882
Willho	27	2 00	27	9 07	27	18 30	27	18 30	British.	Dalghesh Shipping Co.	400.0	52.3	24.6	Portland.	Hampton Rds.	Wheat.	7,443	5,732	3,991
Ashworth	27	6 45	27	9 58	27	19 45	27	20 40	British.	Dalghesh Shipping Co.	434.3	57.7	25.0	San Pedro.	Tampico.	Crude petroleum	15,824	12,136	9,063
San Gregorio	27	9 30	27	10 40	27	21 20	27	21 20	British.	Rednet Off. line.	527.0	66.5	30.6	San Pedro.	Europe.	Wheat.	8,925	7,039	5,242
Hallgrim	27	10 00	27	11 46	27	21 35	27	22 40	Norwegian.	C. D. Mallory & Co.	320.0	54.0	28.0	Portland.	Fall River.	Gasoline.	10,000	8,473	6,104
Spiffscout	26	23 00	27	13 05	27	22 55	27	22 55	American.	Standard Oil Co. of N. J.	464.6	60.2	25.6	San Francisco.	New York.	Crude oil.	19,441	14,788	10,313
John D. Archbold	27	15 20	28	6 18	28	16 00	28	16 00	American.		554.9	75.3	31.0	San Pedro.	Boston.	General	5,840	8,012	5,749
Mayebashi Maru.	27	14 45	28	7 25	28	14 25	28	21 15	Japanese.	Nippon Yusen Kaisha.	445.0	58.0	19.4	Manila.	Hamburg.	General	6,753	8,012	4,660
Rapot	28	9 01	28	8 12	28	17 12	29	2 00	German.	Roland Line.	393.4	54.3	25.0	Portland, Chile.	Baltimore.	Lumber.	5,700	5,525	4,097
Munindes	28	3 12	28	9 00	28	17 05	28	17 05	American.	Munson-McCormick Line.	370.0	53.0	22.0	Corral.	Baltimore.	Nitrate.	9,200	7,032	5,128
Bordeaux Maru	28	9 50	28	10 43	28	19 10	28	21 10	Japanese.	Kawasaki Steamship Co.	405.0	53.0	28.5	Iquique, Chile.	New Orleans.	General.	5,200	9,250	6,816
Alaskan	28	11 22	28	12 10	28	19 55	28	19 55	American.	American-Hawaiian Line.	470.1	57.2	24.0	San Francisco.	Boston.	General.	1,300	9,250	6,816
Vega	27	20 00	29	6 18	29	13 45	30	12 55	American.	U. S. Navy.	390.0	54.2	17.0	San Francisco.	Brooklyn.	Naval stores.	1,300	9,250	6,816
Panaman	29	5 00	29	7 10	29	15 30	29	19 30	American.	American-Hawaiian Line.	407.0	53.7	24.0	Seattle.	Boston.	General.	6,300	7,098	5,029

° Supply ship.

° 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Net.
Newport.	29	6.00	29	8.19	29	17.00	30	9.55	American.	Pacific Mail Steamship Co.	326.0	38.2	15.0	San Francisco.	Pto. Colombia	General.	883	3,173
Sachsen.	29	14.00	29	14.43	29	22.54	30	7.15	German.	United-American Lines.	468.5	58.2	27.3	Seattle.	Hamburg.	General.	9,485	9,624
Aewistone ¹ .	29	14.00	30	6.17	30	15.45	30	15.45	American.	International Shipping Corp.	499.9	68.1	28.0	Los Angeles.	New York.	Crude oil.	15,000	10,853
Canadian.	29	14.40	30	6.59	30	17.35	30	17.35	British.	Canadian Govt. Mer. Marine.	400.0	52.4	24.0	Vancouver.	Southampton.	(17)	6,494	6,228
Magellan.	29	18.10	30	8.07	30	18.10	30	19.12	British.	Pacific Steam Navigation Co.	461.6	59.3	27.0	Caldera.	Liverpool.	General.	8,757	8,817
Samuel Q.	29	21.00	30	9.23	30	18.55	30	18.55	American.	Tidewater Oil Co.	439.7	58.2	26.11	Los Angeles.	New York.	Crude oil.	10,135	7,333
Brown.	30	2.00	30	10.25	30	19.25	30	23.08	French.	French Line.	397.9	50.2	26.0	Talcahuano.	La Havre.	General.	6,900	5,917
Saint Andre.	30	5.00	30	11.10	30	20.30	30	20.35	American.	Line Navigation Corporation.	251.0	43.6	19.0	San Francisco.	English Chan ⁶	Garbanzos.	2,800	2,653
Juvinny.	30	12.00	30	12.34	30	20.43	30	20.43	German.	Roland Line.	410.0	48.1	24.0	Taltal, Chile.	Nitrates.	5,832	5,103	
Gertrid.	30	21.05	31	6.39	31	13.45	1	0.50	British.	Pacific Steam Navigation Co.	465.0	56.3	27.2	Valparaiso.	Liverpool.	General.	5,837	5,345
Ortega.	30	22.05	31	7.13	31	15.10	31	15.20	British.	Glen & Co.	385.0	52.0	23.6	San Antonio.	Jacksonville.	Copper, nitrates.	7,170	5,174
Trafalgar.	30	23.30	31	7.36	31	16.45	31	20.50	American.	Dollar Line.	429.0	55.2	24.10	Vancouver.	Pittsburg.	Lumber, general.	8,000	7,581
Mcville Dollar.	30	23.30	31	8.16	31	18.22	31	21.05	American.	Ore Steamship Corporation.	449.1	57.2	28.0	Cruz Grande.	Baltimore.	Iron ore.	11,000	7,808
Feltore.	31	5.00	31	8.47	31	17.20	31	17.20	Japanese.	Kawasaki Kisen Kaisha.	385.0	51.0	26.0	Portland.	Norfolk ¹⁶	Wheat.	7,695	5,919
Scotland Maru.	31	6.15	31	9.30	31	19.10	1	6.15	British.	Canadian-American S. S. Co.	411.5	54.1	25.0	Vancouver.	London.	Wheat.	7,451	6,612
City of Victoria.	31	6.15	31	9.30	31	19.10	1	6.15	British.	Canadian-American S. S. Co.	411.5	54.1	25.0	Vancouver.	London.	Wheat.	7,451	6,612
Hanley.	31	9.12	31	10.08	31	19.00	31	19.00	American.	Hanley Steamship Co.	440.0	56.0	26.0	Everett.	Baltimore.	Lumber.	9,500	8,301
Consitore.	31	10.30	31	11.40	31	20.40	31	22.45	British.	C. Radcliffe & Co.	400.0	53.0	25.0	Portland.	Hull.	Wheat, barley.	8,334	6,613
Vanadis ¹⁴ .	30	7.50	31	12.18	31	19.40	3	11.40	American.	E. H. G. Billings.	240.0	35.0	16.0	Los Angeles.	Jacksonville.	Ballast.	8,334	6,613
Pacific Shipper ¹⁵ .	31	12.15	31	13.00	31	21.25	31	21.25	British.	Furness, Withy & Co.	420.0	58.0	27.0	Vancouver.	London.	General.	8,164	7,892
G. Harrison.	31	22.06	1	5.51	1	14.10	1	14.10	British.	International Petroleum Co.	550.6	72.2	31.0	Talara, Peru.	New York.	Crude oil.	18,075	15,476
Smith ¹⁷ .	1	2.00	1	8.30	1	16.35	1	16.35	British.	Watts, Watts & Co., Ltd.	360.0	48.0	24.5	Iquique.	Gibraltar ¹⁶ .	Nitrates.	6,355	4,636
Ilford.	1	9.00	1	9.23	1	16.55	1	16.55	Norwegian.	John Aug. Knudsen.	290.0	44.0	18.2	Rio Congo.	Mobile.	Lumber.	2,928	2,655
Solvang.	1	9.00	1	9.23	1	16.55	1	16.55	Norwegian.	John Aug. Knudsen.	290.0	44.0	18.2	Rio Congo.	Mobile.	Lumber.	2,928	2,655

¹⁴ Yacht.

¹⁵ Motor ship.

¹⁶ For orders on the 24-hour basis and all hours greater than 12 are postmeridian.

¹⁷ Grain, lumber, salmon, and oil.

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

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		From—	Date.	Vessel.	*DEPARTURES.		Line.	For—
		Line.	Line.				Line.	Line.		
October 25.....	Pastores	United Fruit Co.	United Fruit Co.	Port Limon.	October 26.	Pastores	United Fruit Co.	United Fruit Co.	New York via Habana.	
October 26.....	Florence B. Phillips ¹⁸	United Fruit Co.	United Fruit Co.	Ruaton, Honduras.	October 26.	Cartago	United Fruit Co.	United Fruit Co.	Bocas del Toro.	
October 27.....	Galicia.	Hamburg-American Line.	Hamburg-American Line.	Puerto Barrios.	October 28.	Galicia.	Hamburg-American Line.	Hamburg-American Line.	Cartagena.	
October 28.....	Ulua.	United Fruit Co.	United Fruit Co.	New York via Habana.	October 28.	Yuma.	Standard Fruit Co.	Standard Fruit Co.	San Blas.	
October 28.....	Yuma.	Standard Fruit Co.	Standard Fruit Co.	New Orleans via waypoints.	October 29.	Cartago	United Fruit Co.	United Fruit Co.	New Orleans via Habana.	

¹⁸ Schooner.

* Other than ships passing through the Canal.

(Continued on page 200, column 2.)

Supplement No. 14.—Tariff No. 7.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., October 30, 1924.

ITEM 21—COAL.

(Effective October 20, 1924.)

(Superseding Supplement No. 13.)

9. For lump coal for galley use, delivered in sacks, additional charge per ton, \$10. Should the vessel furnish satisfactory sacks, the charge will be only \$5 per ton additional. If delivery is made other than at the reloading side of the coaling plant, the extra cost of such special delivery will be charged in addition.
11. For "run of mine" coal required for ships' use in excess of bunker capacity, to be determined by the Superintendent of the Coal Plant, delivered in sacks for stowing on deck, additional charge per ton of \$8. Should the vessel furnish satisfactory sacks, the charge will be only \$3 per ton additional. If delivery is made other than at the reloading side of the coaling plant, the extra cost of such special delivery will be charged in addition.

M. L. WALKER,

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

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective September 5, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.375
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.20
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.08
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus, of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.90 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1 20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity. 7
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton. 50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton. 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose c. having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 198.

PORT OF CRISTOBAL.—Continued.					
*ARRIVALS.			*DEPARTURES.		
Date.	Vessel.	Line.	From—	Date.	Vessel.
October 28.....	Abangarez.....	United Fruit Co.....	New Orleans via Habana.	October 29.....	Abangarez.....
" " " "	Cartago.....	United Fruit Co.....	Bocas del Toro.	October 29.....	Uhua.....
October 29.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	Ansterdam via wayports.	October 29.....	Gen. W. C. Gorgas....
October 29.....	Zacapa.....	United Fruit Co.....	New York via Kingston.	October 29.....	Oranje Nassau.....
October 30.....	Sixola.....	United Fruit Co.....	Cardagena.	October 30.....	Zacapa.....
October 31.....	Yuna.....	Standard Fruit Co.....	San Blas.	October 30.....	Sixola.....
November 1.....	Coronado.....	Elders & Fyffes, Ltd.	Port Limon.	November 1.....	Coronado.....
November 1.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	Port Limon.	November 1.....	Oranje Nassau.....
PORT OF BALBOA.					
s. Motor schooner.					
August 24.....	Laura C. Hall.....	Pacific Metals Corporation..	Sea.	October 26.....	Laura C. Hall.....
October 23.....	Tuxpanoil.....	McAllister Brothers.....	Sea.	October 28.....	Tuxpanoil.....
October 23.....	Salvador.....	Pacific Steam Navigation Co.	Champerico.	October 28.....	Salvador.....
					Pacific Metals Corporation..
					McAllister Brothers.....
					Pacific Steam Navigation Co.
					Buenaventura.
					San Pedro.
					Buenaventura.
					Amsterdam via wayports.

* Other than ships passing through the Canal.

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OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal, Washington, D. C.

Entered as second-class matter February 6, 1918, at the Post Office

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



Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., November 12, 1924. No. 14.

Tanker Traffic in October Lowest in Year and One-Half.

During the month of October, 1924, 80 tank ships transited the Canal and carried 520,569 tons of cargo. This is the lowest record in this class of traffic since the month of March, 1923, during which month 119 tank ships transited the Canal, carrying 571,644 tons of cargo.

The heaviest cargo tonnage in tank ships through the Canal was 1,023,320 tons, in September, 1923. The tanker cargo for October, 1924, is 502,751 tons less, and slightly less than 51 per cent of the maximum of record.

Tankers made up approximately 19.6 per cent of the total commercial transits of the Canal during the month of October, 1924; comprised about 25.5 per cent of the Panama Canal net tonnage; paid about 24.7 per cent of the total tolls; and carried about 25.8 per cent of the total cargo in transit through the Canal.

In the following tabulation are shown the number, aggregate net tonnage, Panama Canal measurement, tolls, and cargo of tank ships through the Canal during October, 1924, segregated by nationality of vessels and direction of transits, with the totals for the two preceding months and for the corresponding month in 1923:

Nationality.	Number of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	2	10,205	\$7,347.60	.....
Irish.....	1	3,647	2,625.84	.....
United States.....	29	192,388	140,667.73	1,122
Totals, October, 1924.....	32	206,240	150,641.17	1,122
Totals, September, 1924.....	55	321,060	238,275.77	33,427
Totals, August, 1924.....	57	354,636	263,697.14	28,183
Totals, October, 1923.....	83	500,686	373,769.67	67,738
<i>Pacific to Atlantic.</i>				
British.....	10	57,892	61,436.68	90,479
Danzig.....	1	7,916	6,775.00	13,737
Norwegian.....	1	5,520	6,317.50	8,666
United States.....	36	212,432	218,219.75	406,565
Totals, October, 1924.....	48	283,760	292,748.93	519,447
Totals, September, 1924.....	58	363,920	368,616.80	676,499
Totals, August, 1924.....	59	350,537	364,545.85	660,773
Totals, October, 1923.....	71	424,846	448,672.42	803,194

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, together with the totals for the two preceding months and for the same month in 1923:

	Number of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
October, 1924.....	27	181,135	\$130,788.90	.....
September, 1924.....	43	261,825	188,781.09	.....
August, 1924.....	48	306,775	221,705.19	.....
October, 1923.....	71	438,156	316,678.35	.....
<i>From Los Angeles.</i>				
October, 1924.....	41	239,524	249,195.05	454,954
September, 1924.....	50	326,445	333,763.10	631,697
August, 1924.....	48	285,346	295,819.95	538,904
October, 1923.....	67	407,398	421,704.10	780,082

Proportion of Tanker and General Cargo Traffic from January, 1923, to October, 1924, Inclusive.

During the 22 months, January, 1923, to October, 1924, inclusive, there were 9,139 commercial transits of the Panama Canal, carrying 46,825,399 tons of cargo. Of these, 2,870 or 31.4 per cent, were tank ships carrying 16,710,680 tons of cargo or 35.7 per cent of the total cargo.

With the opening of the calendar year 1923, tanker traffic commenced to be the most important single class of traffic through the Canal. This traffic reached its maximum for number of transits during the summer months of 1923, and for cargo during September, 1923, during which month 1,023,320 tons of cargo passed through the Canal in tank ships. Since then there has been a slow decline in volume month by month until with the month of October, 1924, the lowest point since March, 1923, in both cargo and number of transits has been reached.

The tanker traffic from January, 1923, to October, 1924, inclusive, is shown in the following tabulation, in comparison with the aggregate of all other commercial traffic making up the total:

Month.	Total transits.	Tankers.	Other.	Per cent of tanker transits.	Total cargo.	Tons of cargo carried in—		Per cent, tanker car- go of total.
						Tank ships.	Other vessels.	
1923.								
January.....	352	51	301	14.5	1,591,932	195,392	1,396,540	12.2
February.....	326	73	253	22.3	1,563,278	334,369	1,228,909	21.4
March.....	409	119	290	29.1	1,940,928	571,644	1,369,284	29.4
April.....	404	148	256	36.6	2,187,145	856,212	1,330,933	39.1
May.....	419	173	246	41.3	2,265,083	987,218	1,277,865	43.6
June.....	417	173	244	41.5	2,096,446	980,561	1,115,885	46.8
July.....	474	171	303	36.1	2,337,784	927,516	1,410,268	39.7
August.....	454	173	281	38.1	2,168,750	954,767	1,213,983	44.0
September.....	413	159	254	38.5	2,168,703	1,023,320	1,145,383	47.2
October.....	427	154	273	33.5	2,127,567	870,932	1,256,635	40.9
November.....	436	145	291	33.2	2,218,295	947,819	1,270,476	42.7
December.....	506	164	342	32.4	2,494,634	975,061	1,519,573	39.1
1924.								
January.....	476	142	334	29.9	2,427,332	854,773	1,572,559	35.2
February.....	418	120	298	28.7	2,243,616	740,464	1,503,152	33.0
March.....	429	132	297	30.8	2,272,472	817,338	1,455,134	35.9
April.....	403	118	285	29.3	2,158,721	599,586	1,559,135	27.7
May.....	417	121	296	29.0	2,353,986	810,410	1,543,576	34.4
June.....	377	105	272	27.9	2,022,850	639,714	1,383,136	31.6
July.....	422	120	302	28.4	2,097,154	704,133	1,393,021	33.6
August.....	372	116	256	31.2	1,958,479	688,956	1,269,523	35.1
September.....	395	113	282	28.6	2,112,264	709,926	1,402,338	33.6
October.....	393	80	313	20.3	2,017,980	520,569	1,497,411	25.8
Totals...	9,139	2,870	6,269	31.4	46,825,399	16,710,680	30,114,719	35.7

The low month for cargo other than that in tank ships was June, 1923, with 1,115,885 tons, and the month of high record was January, 1924, with 1,572,559 tons.

In the calendar year 1923, the average per month of cargo passing through the Canal in vessels other than tankers was 1,294,594 tons; for the 10 months of 1924, ending with October, the average was 1,457,898 tons.

The figures show that the traffic in general cargo vessels, while varying, has been generally on the increase. With the exception of July, every month in 1924 has shown an increase in cargo, other than tanker, over the corresponding month in 1923.

Executive Order.

By authority of the provisions of Section 2 of the Act of Congress approved September 21, 1922, I designate Judge James W. Blackburn as Special Judge of the Canal Zone until January 1, 1926, to act during the absence or illness of the District Judge of the Canal Zone and in all cases where said District Judge may be disqualified.

CALVIN COOLIDGE

THE WHITE HOUSE,
October 17, 1924.

[No. 4087.]

Dangerous Cases in Ship Repair Work.

A pamphlet has been issued from the Panama Canal Press containing the rules and regulations for repairs to ships and structures containing gases which may be flammable, explosive, or asphyxiating. This pamphlet contains the Acting Governor's circular of September 25, 1924, prohibiting structural repairs to oil tanks, bunkers, etc., until after the spaces in question have been inspected and certified safe by a chemist in the employ of the Panama Canal; the regulations issued pursuant to this circular to cover the inspection and repair of oil tanks, bunkers, etc.; and extracts from the regulations of the National Fire Protection Association for freeing oil tanks, bunkers, and compartments of flammable and explosive vapors previous to entering for any purpose or making repairs on oil burning or oil tank vessels.

Revision of Telephone Directory.

The copy for a revised telephone directory, to be issued as of January 1, 1925, will go to the printer December 1, 1924. All changes or corrections in the present directory should be forwarded to the Telephone Supervisor, Balboa Heights, not later than November 20, 1924. Proof corrections will be made to December 8, 1924.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Cristobal.	Leave Cristobal.	Arrive New York.
Panama.....	October 25.....	November 2.....	November 9.....	November 17.....
*Cristobal.....	November 5.....	November 13.....	November 19.....	November 27.....
General W. C. Gorgas.....	November 15.....	November 24.....	November 29.....	December 7.....
Panama.....	November 25.....	December 3.....	December 9.....	December 17.....
*Cristobal.....	December 5.....	December 13.....	December 19.....	December 27.....
General W. C. Gorgas.....	December 13.....	December 22.....	December 29.....	January 6.....
Panama.....	December 24.....	January 1.....	January 9.....	January 17.....
*Cristobal.....	January 5.....	January 13.....	January 19.....	January 27.....
General W. C. Gorgas.....	January 15.....	January 24.....	January 29.....	February 6.....
Panama.....	January 24.....	February 1.....	February 9.....	February 17.....
*Cristobal.....	February 5.....	February 13.....	February 18.....	February 26.....
General W. C. Gorgas.....	February 14.....	February 23.....	February 28.....	March 8.....
Panama.....	February 25.....	March 5.....	March 9.....	March 17.....

Steamers sail at 3 p.m. from Pier 67, North River, foot of West 27th Street, N. Y.

*Sails 3 p.m. from Pier 65, North River, foot of West 25th Street.

Steady Progress in Sanitation.

The Report of the Health Department for the year 1923, about to be issued from the Panama Canal Press, contains interesting data and descriptions regarding the work of protecting the Canal from disease.

The Division of Sanitation is chiefly concerned at present with preventing the introduction of bubonic plague from nearby South or Central American ports, where it is frequently prevalent, and with eliminating malaria and mosquito annoyances in Panama, Colon, and the Zone towns.

Plague is transmitted to man almost solely from infected rats through the agency of fleas which these rodents harbor; therefore antiplague measures, both as regards maritime quarantine and within the Canal Zone, are directed exclusively against the rat. As a result of painstaking work by the sanitary forces and of splendid cooperative efforts made by other departments or divisions of The Panama Canal, the terminal cities and towns are approaching a condition which would render the spread of plague most unlikely, even if a human case or an infected rat were introduced from some vessel. Many thousands of rats are caught each year and examined in the Health Department laboratory to determine if the germ of plague is present. Rat-proofing of structures is steadily progressing. No case of human plague and no infected rat has been known to exist in the Zone since 1905, in which year two colored laborers contracted the disease at La Boca (then almost an island) and died. A thorough antirodent campaign in the infected area wiped out the focus of infection. With the Canal now in operation, it is important to remember that the development of a single case of plague locally, or the finding of a plague infected rat, would cost the Canal and commerce an almost unlimited sum of money in quarantine restrictions and efforts at eradication.

Malaria among employees was at the rate of 19 cases per 1,000 employees for the year 1923. The average rate for the first 10 years of American occupation was about 293 per 1,000 employees, and the rate for the second 10-year period, just ended, was about 28 per 1,000. The rate of 19 for the year 1923 is an indication of the continued efficiency of the Health Department in this direction. The greater part of the present-day malaria among employees occurs in colored laborers, including the transient, the occasionally employed, and those whose work requires residence or exposure in unsanitated areas. Dr. Henry R. Carter, Assistant Surgeon General, U. S. P. H. S., who took such an important part in the sanitary campaign under Colonel Gorgas during construction days, was a recent visitor to the Zone, and expressed himself as astonished and delighted at the results now obtained in malaria control. He stated that at the time of his service here (1904 to 1909) an admission rate of two per cent of employees *per week* (over 100 per cent a year) was considered, a fair standard of malaria control for this locality, and that the present rate of less than two per cent a *year* was not then considered a possibility.

To the casual observer the present work of malaria prevention is not as apparent as it was in the years when the efforts were confined to a small area around residential sections. About 5 years ago the Health Department intensified its program for eliminating malaria by permanent filling or draining of nearby mosquito breeding areas, thus

doing away with the necessity for much oft-repeated work of a temporary nature, such as cleaning ditches, oiling puddles and cutting grass immediately about the houses. The drain, often buried in the earth and unnoticed by the passerby, took the place of the oil or larvacide man and the black smear along the roadside. Water which stood only for a few days was no menace and so was disregarded. At the same time similar methods of permanent control by filling and draining were adopted in other more distant sections, with the result that extensive breeding areas, which were formerly entirely neglected, have now been completely eliminated. Within a general radius of one mile from the borders of the Zone towns and the terminal cities no mosquito breeding whatever is tolerated. Where danger appears to threaten from areas as far as two miles distant (and even further in case of the large swamps on the Atlantic coast) drainage is being instituted to control the development of mosquitoes.

At certain times mosquitoes belonging to species which do not carry any disease, and which merely produce annoyance, are found in some of our towns. These insects fly from great distances and the control of their breeding places beyond one or two miles from the town sites is not attempted by the Health Department, and never has been; it probably never will be undertaken because of the prohibitive cost. But it should be emphasized that these mosquitoes do not convey malaria.

The sanitary forces are being gradually reduced in numbers, a step which has been made possible by the change from temporary to permanent measures of control. The cost of sanitation is being correspondingly reduced. There is no foundation for the occasionally heard statement that sanitation is being neglected or that the physical welfare of the Zone inhabitants is less regarded than formerly.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 8, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Huallaga	Peruvian Line	November 5 ..	November 5 ..	1	
Sisak	Boston Iron & Metals Co.	July 13	November 6 ..		3,342
Romulus	A. O. Lindvig	November 6 ..	November 6 ..	326	
Ginyo Maru	Toyo Kisen Kaisha	November 6 ..	November 7 ..	700	
Santa Barbara	Grace Line	November 5 ..	November 5 ..	341	245
President Monroe	Dollar Line	November 7 ..	November 7 ..		1
Jamaica	Pacific Steam Navigation Co.	November 7 ..	November 7 ..	154	
Salvador	Pacific Steam Navigation Co.	November 8 ..	November 8 ..		112
Edgemoor	U. S. Army	November 8 ..	November 9 ..	924	607
Cacique	Pacific Mail Steamship Co.	November 8 ..	November 9 ..		341

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus, of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, November 8, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Athenic	1	10.12	2	6.07	2	13.52	2	15.06	British	Shaw, Savill & Albion Co.	500.0	63.0	29.0	London	Auckland	General	6,000	12,896	9,571
Wm. G. Ward	1	15.10	2	6.23	2	14.50	2	16.00	American	Standard Oil Co.	500.0	68.2	19.0	New York	San Pedro	Ballast	4,029	10,524	7,600
City of Tokio	1	16.50	2	7.25	2	15.40	2	16.42	British	Ellerman & Bucknall	412.5	59.0	24.6	New York	Shanghai	General	3,038	9,085	6,933
Point Lobos	1	17.25	2	7.15	2	16.24	2	17.33	American	Swayne & Hoyt	289.0	44.0	19.9	New Orleans	San Francisco	General	4,670	2,895	1,967
Sidney M.	2	0.25	2	8.20	2	17.10	2	18.02	American	Munson-McCormick Line.	417.0	52.0	20.0	New York	San Francisco	(*)			
Hauptman	2	3.05	2	8.42	2	17.55	2	18.53	American	Tidewater Oil Co.	424.0	58.2	19.6	New York	San Pedro	Ballast	7,333	7,082	5,167
Robert E. Hopkins	2	6.05	2	9.30	2	18.16	2	21.40	American	Union Sulphur Co.	409.8	54.2	23.0	Sabine	San Pedro	Sulphur	7,500	6,581	4,784
J. R. Gordon	2	4.40	2	11.20	2	18.40	2	20.03	American	American Pioneer Line (S.B.)	440.0	56.0	21.3	New York	Honolulu	Case oil, general	4,389	8,315	6,100
Archer	2	6.19	2	11.55	2	19.32	2	20.23	French	French Line	403.0	52.0	17.2	Antwerp	Honolulu	General	1,505	5,822	4,122
Vermont	2	9.20	3	6.25	3	13.21	3	14.40	British	Barber Line	424.0	53.0	26.4	New York	Yokohama	Case oil, general	6,574	6,489	4,869
Bolton Castle	2	15.35	3	6.30	3	14.27	3	15.49	Norwegian	E. I. DuPont de Nemours & Co	390.0	54.0	23.0	Philadelphia	Salaverry	(s)	5,500	3,680	4,290
Herales	3	2.05	3	7.10	3	14.49	3	15.56	American	Planet Line	404.6	53.0	26.0	New York	San Francisco	Steel, general	6,115	6,745	4,562
Santa Cecilia	3	9.10	3	9.15	3	15.56	3	20.38	British	Roosevelt Steamship Co.	399.3	55.3	23.6	Galveston	San Francisco	General	7,000	7,476	5,689
F. H. Hillman	31	20.30	3	10.05	3	17.15	3	19.25	British	U. S. & A. Line (S. B.)	415.0	53.7	25.6	New York	San Francisco	Case oil, general	4,525	7,072	4,944
Silverlarch	2	23.00	3	10.53	3	18.11	3	19.25	American	C. D. Mallory & Co.	464.0	60.0	21.6	Fall River	San Francisco	Ballast	8,473	6,017	
Cape May	3	15.35	4	6.20	4	14.26	4	15.50	American	Canadian Govt. Mar. Marine	400.3	52.0	22.0	Montreal	China	General	3,509	5,892	4,186
Swissair	4	9.25	4	9.40	4	16.40	4	17.45	British	Isthmian Line	424.2	56.2	26.0	New Orleans	Keelung	General	7,746	7,611	5,450
Canadian Mil-ler	4	9.30	4	10.15	4	17.05	4	18.20	American	Williams Steamship Co.	386.8	52.2	20.2	Philadelphia	Tacoma	General	3,949	5,684	4,082
Memphis City	4	1.30	4	11.10	4	17.46	5	18.53	British	Sheridan Steamship Co.	440.0	55.0	27.0	Port Arthur	Antogasta	Fuel oil	9,748	7,691	4,723
New Britain	4	1.05	4	11.25	4	18.45	5	18.54	British	Canterbury Steamship Co.	180.6	29.4	10.0	Goole (Hull)	Lyttelton	Ballast		730	337
Chuky	4	1.50	4	13.00	4	19.30	5	7.59	British	Pacific Mail Steamship Co.	296.9	45.0	19.10	Gothemborg	San Francisco	General	2,300	3,848	2,606
City of Panama	26	16.30	5	6.08	5	13.07	5	17.05	Panamanian	McAllister Brothers (S. B.)	434.8	56.2	20.0	New York	San Pedro	Ballast	7,426	5,166	
Hoven	4	17.52	5	7.00	5	14.15	5	15.45	Norwegian	H. Christensen	91.6	18.0	10.10	St. Thomas	Magdalena Bay	Ballast	109	26	
Bering	30	19.50	5	7.25	5	14.14	5	15.50	American	Garland S. S. Corporation	385.3	51.2	17.0	New York	Seattle	General	2,137	6,224	4,465
George Allen	4	23.55	5	8.20	5	15.15	5	16.30	American	Nippon Yusen Kaisha	404.6	53.9	22.7	Baltimore	San Francisco	General	3,782	6,789	4,746
Santa Barbara	4	17.10	5	10.05	5	16.09	6	12.17	American	Grace Line	400.0	54.5	23.7	Newport News	Yokohama	General	5,534	6,827	4,125
Benzal Maru	5	5.55	5	10.25	5	17.54	6	16.35	Japanese	Naviera Baehi	360.2	48.5	24.0	New York	Talcahuano	General	2,530	5,694	3,975
Santa Luisa	5	18.45	6	6.12	6	12.48	6	15.45	American	Anglo-Saxon Petroleum Co.	330.8	51.0	11.0	Cardiff	Pisagua	Ballast	3,491	2,316	
Manchu	5	19.35	6	6.19	6	14.25	6	15.45	Spanish	Lukenbach Line	400.2	53.0	10.7	Rotterdam	San Pedro	Ballast	6,147	4,066	
Liss	5	14.07	6	6.20	6	13.48	6	15.00	Norwegian	T. & J. Harrison	448.9	60.2	26.11	Boston	San Pedro	General	6,400	9,294	6,861
J. L. Luckenbach	5	15.45	6	7.22	6	15.00	6	16.00	American		400.0	52.0	18.0	Liverpool	Los Angeles	General	1,694	5,158	3,674
Electrician	5	16.30	6	8.15	6	15.50	6	17.00	British										

* Motor ship.

† Tug-whaler.

‡ Steel, machinery, and general.

§ Coal and explosives.

6	6.07	6	9.38	6	16.49	6	18.05	Norwegian	E. I. DuPont de Nemours & Co.	389.8	54.1	15.0	Norfolk.	Iquique	5,693	4,230
6	11.17	6	11.18	6	18.15	6	19.18	British	Commonwealth & Dom. Line.	481.2	62.3	23.3	London.	Auckland	7,500	10,825
6	13.12	6	13.40	6	20.53	6	23.24	British	W. Ruutemann	375.0	52.6	25.6	Newcastle	San Pedro	7,200	6,104
6	14.17	6	14.22	6	13.19	6	13.19	British	Charles Parker	440.8	56.0	27.2	Cristobal	Tacoma	9,900	7,693
6	21.40	7	6.15	7	14.62	7	17.40	British	Chile Steamship Co.	468.0	62.7	17.0	Port Arthur	Toconilla	8,831	1
7	5.00	7	6.30	7	15.37	7	16.35	American.	International Shipping Co.	502.1	62.2	17.0	New York.	San Pedro	9,776	6,993
7	6.05	7	7.23	7	16.25	7	17.40	American.	Dollar Line	425.0	54.0	26.6	New York.	San Francisco	3,248	12,023
7	6.50	7	8.45	7	16.30	7	18.13	British	Commonwealth & Dom. Line.	425.0	54.0	20.6	New York.	Port Perry	3,637	6,126
7	8.27	7	9.50	7	17.11	7	21.40	American.	United-American Line	410.0	56.0	24.6	Baltimore	Seattle	6,793	8,243
7	6.23	7	10.40	7	17.40	7	18.43	American.	American-Hawaiian Line.	386.8	52.2	16.7	Philadelphia	General	2,763	5,719
7	8.33	7	10.55	7	18.24	7	19.34	British	Imperial Oil Co.	499.9	68.0	20.0	Hallifax	Portland	4,023	7,874
7	8.27	7	8.13	8	13.17	8	14.45	British	Anglo-Saxon Petroleum Co.	412.0	53.4	17.5	Liverpool	Talara	11,043	7,874
7	15.27	8	6.13	8	13.47	8	14.45	British	Anglo-Saxon Petroleum Co.	412.0	53.4	17.5	Liverpool	San Pedro	6,279	4,361
7	24.08	8	6.25	8	13.47	8	16.30	American.	N. O. & S. A. Line.	298.6	40.0	19.0	New Orleans	Talcahuano	2,136	1,803
7	22.35	8	7.25	8	14.38	8	15.50	Norwegian	J. Fulkman	330.8	48.8	24.0	New York.	San Antonio	3,960	5,517
7	8.25	8	16.09	8	17.35	8	17.35	American.	Isthmian Line	424.2	56.2	25.6	Baltimore.	Shanghai	7,800	7,611
5	14.15	8	9.23	8	16.41	9	0.24	British	Pacific Steam Navigation Co.	215.0	35.0	13.9	Cristobal	Champerico	260	1,270
8	10.23	8	10.45	8	17.32	8	19.12	American	Isthmian Line	424.2	56.2	20.0	Falmouth	San Diego	5,006	5,450
7	23.10	8	13.30	8	20.41	8	21.56	American.	Dollar Line	429.0	55.2	20.0	Baltimore.	Vancouver.	3,100	7,582
7	22.53	8	8.25	8	16.09	8	17.35	American.	Isthmian Line	424.2	56.2	25.6	Baltimore.	Shanghai	7,800	7,611
5	14.15	8	9.23	8	16.41	9	0.24	British	Pacific Steam Navigation Co.	215.0	35.0	13.9	Cristobal	Champerico	260	1,270
8	10.23	8	10.45	8	17.32	8	19.12	American	Isthmian Line	424.2	56.2	20.0	Falmouth	San Diego	5,006	5,450
7	23.10	8	13.30	8	20.41	8	21.56	American.	Dollar Line	429.0	55.2	20.0	Baltimore.	Vancouver.	3,100	7,582

Steel products and general.

⁸ General and explosives.

7 Launch No. 3,039.

⁷ Launch No. 3,039.

1	15	15	2	6	11	2	13	45	2	18	35	Spanish.	Alexander Navajas	330	6	48	9	21	0	Iquique	Malaga	Nitrate.	4,963	3,730	2,637									
1	18	00	2	6	49	2	14	35	2	14	35	Norwegian.	Norway-Pacific Line	425	4	55	2	28	2	Seattle	Christiania	General	8,840	7,593	5,637									
1	23	00	2	7	16	2	16	00	2	16	00	American.	Standard Oil Co. of N. J.	554	9	75	3	31	6	Los Angeles.	New York.	Crude oil	19,561	14,785	10,313									
2	5	40	2	7	44	2	17	08	2	17	08	German.	Rolland Line (A. G.)	330	0	45	11	13	0	San Jose.	Galveston	Ballast	3,529	2,532										
2	6	00	2	7	58	2	16	35	6	16	40	British.	Pacific Steam Navigation Co.	303	4	43	0	20	0	Callao.	New York.	General	2,071	2,878	1,714									
2	7	00	2	8	54	2	17	25	2	17	25	American.	Standard Oil Co. of N. J.	499	2	68	1	30	0	San Pedro.	New York.	Crude oil	14,000	11,037	7,995									
2	7	30	2	9	27	2	17	55	2	17	55	American.	Planet Line, Inc.	410	0	54	2	23	6	Honolulu	Baltimore.	General, lumber	5,945	6,585	4,791									
2	8	45	2	10	16	2	19	15	2	19	15	American.	Standard Oil Co. of California.	500	0	63	2	29	6	Los Angeles.	Baltimore.	Crude oil	15,000	11,224	7,860									
2	11	30	2	12	40	2	20	15	2	20	15	American.	Columbia Pacific Shipping Co.	415	0	55	7	28	6	Portland.	Baltimore.	(*)	8,877	7,643	5,657									
2	12	15	2	13	12	2	21	24	2	22	15	Japanese.	Kokusai Kisen Kaisha	385	0	51	0	28	0	Seattle	Groenester	Wheat in bulk.	7,645	5,919	4,289									
2	18	30	2	14	40	2	22	30	2	22	30	Norwegian.	B. Stoll Nielsen & Co.	341	2	48	3	21	0	N. Westminster	Liverpool	Lumber, general.	3,817	4,369	3,180									
2	18	00	2	14	35	2	22	30	3	9	15	British.	H. Hogarth & Sons	270	5	61	9	23	0	Vancouver	United King.	Wheat	8,764	8,618	6,160									
1	17	30	3	6	26	3	14	50	4	17	50	American.	Washington Tug & Barge Co.	266	8	46	2	24	3	Seattle	Philadelphia	Lumber	2,320	2,251	2,127									
2	23	30	3	7	33	3	15	45	3	15	45	Japanese.	Kokusai Kisen Kaishiki Kaisha	425	0	53	6	26	6	Vancouver	Boston.	Lumber	6,675	6,909	5,147									
3	1	52	3	8	06	3	15	55	3	15	55	American.	G. S. & A. Lines, Inc.	384	0	51	1	13	0	Sydney	New York.	General, wool	4,354	5,924	4,415									
3	2	30	3	8	25	3	16	10	3	16	10	American.	Gardland Steamship Corp.	385	0	51	1	23	8	Grays Harbor	Philadelphia	Lumber	4,540	5,466	4,181									
3	3	30	3	8	36	3	18	00	3	18	00	American.	Standard Oil Co. of N. J.	500	0	68	2	29	10	San Pedro.	High seas.	Crude oil	15,920	10,530	7,604									
3	3	30	3	9	17	3	18	44	4	1	40	Norwegian.	Wadden & Co.	420	0	54	0	28	8	Portland.	High seas.	Wheat	9,500	6,979	5,131									
2	23	00	3	9	52	3	19	05	3	19	05	American.	Atlantic Redning Co.	500	0	68	2	27	9	San Pedro.	Philadelphia	Crude oil	16,000	10,435	7,304									
4	0	40	4	6	06	4	15	15	4	15	15	American.	Ore Steamship Corporation.	550	0	72	2	32	10	Cruz Grande.	New York.	Iron ore.	20,000	14,325	4,635									
																							* Tanker.			** Riggered schooner.			*** Barge.			**** Iron ore, copper, and lead.		

13 Lumber, copper, and lead.

12 Barge,

11 Rigged schooner.

1. Motor ship.

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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Lancaster.....	3	19 15	4	7 18	4	16 25	4	16 25	American.	Argonaut Steamship Co.	435.0	57.6	26.0	Seattle.....	London.....	General.....	8,989	7,943	5,872
El Abato.....	1	17 30	4	8 17	4	16 45	4	17 50	American.	Los Angeles Lumber Products.	253.4	43.7	22.5	Seattle.....	Philadelphia.....	Lumber.....	2,560	2,898	1,697
Cedar Branch.....	3	22 30	4	9 11	4	17 00	4	18 00	British.	F. & W. Ritson.....	380.0	51.0	22.0	Corral.....	Liverpool.....	General.....	3,202	4,927	3,597
Lewis Luckenbach.....	4	11 00	4	10 22	4	18 00	3	18 00	American.	Luckenbach Line.....	495.0	68.2	30.0	Portland, Oreg.....	Boston.....	Lumber, general.....	11,517	11,487	8,762
Robin Hood.....	4	3 00	4	11 56	4	19 25	4	19 25	American.	Seas Shipping Co.....	424.8	55.2	26.0	Vancouver.....	Philadelphia.....	Lumber, general.....	7,607	7,374	5,553
District of Columbia.....	3	24 00	4	13 47	4	21 25	4	21 25	American.	Walker & Daly.....	431.0	59.2	25.4	San Pedro.....	New York.....	Crude oil.....	9,738	8,097	5,431
Balboa.....	4	11 45	5	13 55	6	11 30	5	11 30	Swedish.	Johnson Line.....	425.0	56.0	26.10	Seattle.....	Stockholm.....	Fruit, grain.....	7,607	7,480	5,533
Salvador.....	4	16 35	5	7 19	5	14 15	8	9 23	British.	Pacific Steam Navigation Co.	225.0	35.4	16.3	Tumaco.....	Cristobal.....	General.....	7,774	1,270	735
Texas.....	4	18 45	5	8 10	5	15 10	5	15 10	American.	American-Hawaiian Line.	471.0	57.0	26.6	Los Angeles.....	Charleston.....	General.....	8,200	9,154	6,903
Mamari.....	4	17 30	5	9 10	5	17 05	5	19 20	British.	Shaw, Savill, & Albion Co.	455.4	56.4	23.2	Auckland.....	London.....	Frozen, general.....	4,200	8,641	6,017
Hualaga.....	5	2 45	5	10 16	5	18 28	5	19 06	Peruvian.	Peruvian Line.....	360.0	44.7	23.6	Callao.....	Cristobal.....	General.....	3,373	4,514	3,386
Mount Berwyn.....	5	4 30	5	11 23	5	19 04	5	19 04	British.	Sefton Steamship Co.	400.3	52.3	26.3	Antofagasta.....	New York.....	Nitrate, sugar.....	7,670	5,783	3,990
Kroonland.....	5	12 45	6	6 13	6	13 35	6	14 15	American.	Panama-Pacific Line.	560.0	60.2	27.0	San Francisco.....	New York.....	(¹⁶).....	5,169	13,514	9,127
Maridal.....	5	22 00	6	7 24	6	15 15	6	18 00	Norwegian.	Alf. Mohr.....	344.0	49.1	23.0	N. West ster.....	Boston.....	Lumber.....	4,700	4,206	3,885
Byron D. Benson.....	5	22 00	6	8 10	6	16 20	6	16 30	American.	Tidewater Oil Co.....	465.4	60.2	27.6	San Pedro.....	New York.....	Crude oil.....	11,844	8,546	5,974
Teno.....	6	1 00	6	9 10	6	17 53	6	20 12	Chilean.	Chilean Line.....	421.8	56.0	30.0	Valparaiso.....	New York.....	General.....	5,532	7,758	4,672
Steele.....	6	20 00	6	22 36	7	15 19	7	19 35	American.	Ore Steamship Corporation	550.3	72.2	34.0	Cruz Grande.....	Baltimore.....	Iron ore.....	20,000	15,551	4,297
Atlantic Maru.....	6	18 20	7	7 37	7	16 45	7	20 30	Japanese.	Kabushiki Kaisha Kawasaki	385.0	57.0	28.0	Portland.....	Cork.....	Wheat.....	7,698	6,251	4,700
Lake Gunai.....	6	22 45	7	7 59	7	16 30	7	16 30	American.	Steel Steamship Co.	253.4	43.8	22.6	Portland.....	New Orleans.....	(¹⁷).....	3,200	2,915	2,005
Washington Maru.....	7	0 39	7	8 21	7	17 00	7	17 00	Japanese.	Kokusai Kisen Kaisha.....	385.0	51.0	26.7	Seattle.....	Belfast.....	Bulk wheat.....	7,700	5,919	4,400
Sisak.....	7-13	10 15	7	8 44	7	19 48	9	7 26	American.	Boston Iron & Metal Co.	399.0	52.0	19.0	Bahia de Carz.....	Baltimore.....	Scrap iron.....	3,343	6,086	4,349
F. J. Luckenbach.....	7	1 00	7	9 31	7	17 20	7	17 20	American.	Luckenbach Line.....	446.0	56.9	29.0	Portland.....	Mobile.....	General.....	7,350	8,505	6,179
Taiho Maru.....	7	2 40	7	9 39	7	19 05	7	23 00	Japanese.	Kokusai Kisen Kaisha.....	407.2	50.8	25.4	Seattle.....	Norfolk.....	Wheat.....	7,200	6,199	4,524
Japan Arrow.....	7	7 15	7	9 56	7	19 30	7	19 30	British.	Standard Transportation Co.	468.3	62.7	28.0	Los Angeles.....	New York.....	Crude oil.....	12,100	10,084	7,426
Colonial.....	7	9 20	7	10 38	7	20 35	8	7 10	British.	Thos. & James Harrison	400.0	48.5	24.7	Victoria.....	Liverpool.....	General.....	6,175	5,461	4,524
Rotorua.....	6	23 00	7	13 23	7	21 30	7	21 30	British.	New Zealand Shipping Co.	526.4	61.4	26.0	Wellington.....	London.....	Frozen, general.....	6,870	12,846	9,439
Idemitsu.....	7	14 20	8	6 28	8	13 45	8	13 45	British.	Pacific Steam Navigation Co.	229.0	33.1	10.8	Champerico.....	Cristobal.....	General.....	742	1,187	622
La Brea.....	7	17 45	8	7 21	8	14 45	8	16 20	American.	Union Oil Co. of California	435.0	56.2	28.0	Los Angeles.....	Lands End ¹⁸	Gasoline in bulk.....	8,246	7,150	4,765
Georgie.....	8	1 00	8	8 07	8	16 30	8	20 00	French.	Cie. Gle. Transatlantique.	410.0	52.7	25.0	Vancouver.....	Le Havre.....	General.....	7,315	6,830	4,852
Yone Maru.....	8	1 05	8	9 12	8	17 00	8	17 00	Japanese.	Kokusai Kisen Kabushiki Kaisha	425.0	52.6	25.0	Port Albani.....	Boston.....	Lumber.....	6,509	6,323	5,186

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

¹⁷ Lumber and canned goods.¹⁸ Motor ship. ¹⁹ For orders. ²⁰ Canned fruit and general.²¹ Tanker.

PORT OF CRISTOBAL

*ARRIVALS.

*DEPARTURES.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
November 2	Parismina	United Fruit Co.	New Orleans via Habana.	November 2	Convert ¹⁹	Newell and Ferrari	Colon.
November 2	Panama	Panama Railroad Steamship Line.	New York via Haiti.	November 2	Parismina	United Fruit Co.	Bocas del Toro.
November 2	Ulua	United Fruit Co.	Port Limon.	November 2	Ulua	United Fruit Co.	New York via Habana.
November 2	Akera	Anglo-Saxon Petroleum Co.	Tuxpan.	November 4	Akera	Anglo-Saxon Petroleum Co.	Tampico.
November 2	Orion ¹⁸	U. S. Navy	Hampton Roads.	November 2	Orion ¹⁸	U. S. Navy	Norfolk.
November 2	Convert ¹⁹	Newell & Ferrari	Colon.	November 2	Parismina	United Fruit Co.	New Orleans via Habana.
November 3	Ulysses ¹⁸	Panama Railroad Steamship Line.	Norfolk.	November 3	Tolca	United Fruit Co.	Port Limon.
November 4	Dean Emery	United Fruit Co.	New York via Habana.	November 5	Dean Emery	Pan-American Petroleum Co.	Tampico.
November 5	Parismina	Pan-American Petroleum Co.	Tampico.	November 6	Atenas	United Fruit Co.	New Orleans via wayports.
November 5	United Fruit Co.	United Fruit Co.	Bocas del Toro.	November 6	Santa Marta	United Fruit Co.	Columbian ports.
November 5	Atenas	United Fruit Co.	New Orleans via Habana.	November 6	Yuma	Standard Fruit Co.	New Orleans via wayports.
November 5	Santa Marta	United Fruit Co.	New York via Kingston.	November 8	Pellerin de La Touche	French Line.	Havre via wayports.
November 7	Pellerin de La Touche	French Line	Havre via wayports.				
November 7	Crescent ²⁰	Boddin	Colon.				
November 8	Tango	S. and J. Lotie.	Barahona.				

PORT OF BALBOA.

*ARRIVALS.

*DEPARTURES.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
November 1	Garfield	Grace Line.	Buenaventura.	November 2	Garfield	Grace Line	Guayaquil.
October 29	Atrato ²¹	Columbian Transport Co.	Buenaventura.	November 6	Atrato ²¹	Columbian Transport Co.	Buenaventura.
November 6	Romulus	A. O. Lindvig	Iquique.	November 7	Romulus	A. O. Lindvig	San Francisco.
November 6	Ginyo Maru	Toyo Kisen Kaisha	Hongkong.	November 7	Ginyo Maru	Toyo Kisen Kaisha	Valparaiso.

¹⁸ Collier.¹⁹ Motor schooner.²⁰ Schooner.²¹ Motor ship.

* Other than ships passing through the Canal.

Commercial Traffic Through the Panama Canal in October, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	62	287,140	357,672	456,893	287,467	\$301,568.23	155,019
United States to west coast of South America:							
British.....	6	19,055	23,747	29,378	18,157	20,993.91	7,453
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	3,532
Japanese.....	1	4,142	5,128	6,567	4,104	3,692.16	.....
Norwegian.....	1	4,105	4,730	6,583	4,119	3,405.60	.....
United States.....	13	48,278	55,756	81,728	48,234	44,558.49	14,550
Totals.....	23	82,571	98,738	138,876	82,566	81,388.91	25,535
Europe to west coast of South America:							
British.....	9	30,951	39,507	49,278	30,932	38,688.75	38,627
Chilean.....	1	2,235	2,596	3,581	2,253	2,793.75	4,300
Dutch.....	3	15,660	21,753	25,506	15,662	19,575.00	19,422
German.....	5	18,620	24,544	27,329	16,415	23,030.10	24,340
Italian.....	3	10,276	11,937	15,566	9,160	12,570.60	2,318
Norwegian.....	1	1,305	1,476	2,121	1,310	1,631.25	1,175
Peruvian.....	1	2,516	3,084	3,829	2,441	3,145.00	4,700
Spanish.....	3	7,949	10,698	14,861	9,405	8,879.60	347
Totals.....	26	89,512	115,595	142,071	87,578	110,314.05	95,229
Europe to west coast Canada:							
British.....	8	34,575	44,697	57,567	34,802	37,320.13	8,600
Danish.....	2	10,421	11,323	12,497	8,717	13,026.25	12,768
Dutch.....	1	4,863	6,066	7,655	4,799	6,078.75	6,126
French.....	2	6,573	10,050	11,069	6,697	8,216.25	9,412
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	8,284
Totals.....	14	59,818	77,592	94,346	59,261	68,873.88	45,190
Europe to west coast of United States:							
British.....	5	21,842	26,439	31,896	19,890	19,407.44	6,400
French.....	1	3,252	4,317	5,351	3,339	4,065.00	4,234
German.....	1	2,624	4,027	4,454	2,618	3,280.00	3,022
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	1	4,609	5,214	7,434	4,662	5,761.25	8,000
Norwegian.....	1	2,270	4,113	3,828	2,299	2,837.50	6,435
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	2,701
United States.....	2	7,231	9,338	11,957	7,213	7,276.19	1,905
Totals.....	13	46,278	59,701	73,652	45,504	46,983.22	32,697
United States to Far East:							
British.....	4	15,341	21,240	24,447	15,449	19,176.25	21,452
Japanese.....	3	12,411	14,532	17,879	12,154	15,513.75	14,048
United States.....	6	25,511	36,762	41,552	25,327	31,888.75	40,223
Totals.....	13	53,263	72,534	83,878	52,930	66,578.75	75,723
United States to Australasia:							
British.....	10	40,955	57,589	65,298	41,156	51,193.75	58,889
United States.....	1	4,530	4,561	5,840	4,497	5,473.20	4,151
Totals.....	11	45,485	62,150	71,138	45,653	56,666.95	63,040
Europe to Australasia:							
British.....	6	32,933	41,283	52,572	33,228	41,166.25	40,527
French.....	1	4,777	5,472	7,499	4,776	5,971.25	4,249
Totals.....	7	37,710	46,755	60,071	38,004	47,137.50	44,776
East coast of United States to west coast of Canada:							
United States.....	3	11,593	15,230	18,712	11,565	14,491.25	14,387
Cristobal to west coast of South America:							
British.....	3	1,900	2,063	3,436	1,906	2,353.90	2,915
West Indies to west coast of Mexico:							
Norwegian.....	3	84	131	490	174	104.10	.....

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
East coast of South America to west coast United States:							
British	1	4,306	5,043	6,533	4,178	\$3,630.96	.....
United States	1	3,467	4,833	5,587	3,467	4,333.75	5,325
Totals	2	7,773	9,876	12,120	7,645	7,964.71	5,325
South American intercoastal:							
Peruvian	2	3,021	5,910	9,361	5,100	3,776.25	2,169
Cristobal to west coast South America:							
Colombian	1	67	77	153	68	83.75	108
Peruvian	1	989	2,405	3,305	1,514	1,236.25	312
Totals	2	1,056	2,482	3,458	1,582	1,320.00	420
Europe to west coast Central America:							
German	2	3,339	5,561	5,687	3,339	4,173.75	4,515
Norwegian	1	4,012	4,816	6,547	4,028	5,015.00	5,054
Totals	3	7,351	10,377	12,234	7,367	9,188.75	9,569
East coast Canada to Australasia:							
British	2	6,313	7,699	10,102	6,392	7,891.25	7,247
East coast Canada to west coast United States:							
United States	1	5,978	7,995	9,564	5,979	5,756.40	.....
Europe to Hawaii:							
Norwegian	1	3,379	3,427	3,790	2,439	4,112.40	5,603
East coast United States to Hawaii:							
United States	1	4,268	5,529	6,895	4,268	5,335.00	6,255
Cristobal to west coast United States:							
United States	1	1,332	1,593	2,153	1,309	1,665.00	1,189
Canadian intercoastal:							
British	1	3,611	4,999	5,704	3,531	4,513.75	3,000
Panamanian intercoastal:							
Panamanian	1	51	54	86	50	38.88	.....
East coast United States to west coast Central America:							
Norwegian	1	1,560	1,795	2,332	1,401	1,292.40	.....
East coast South America to Far East:							
Japanese	1	3,590	4,101	5,770	3,547	4,487.50	3,117
East coast South America to Canada:							
British	1	2,967	3,731	4,761	2,950	2,686.32	.....
Totals, October, 1924	198	767,604	977,729	1,231,893	766,168	856,489.35	598,405
Totals, October, 1923	229	950,752	1,178,739	1,502,481	944,771	1,023,749.27	622,747
Totals, October, 1922	159	566,856	712,452	899,040	565,986	657,837.91	565,075

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States	73	318,144	403,462	512,131	321,191	\$398,115.52	635,503
West coast of South America to Europe:							
British	11	46,319	57,679	99,143	47,453	57,898.75	77,692
Dutch	4	7,219	9,943	12,186	7,234	9,023.75	14,417
French	1	3,600	4,146	5,765	3,681	4,500.00	6,908
German	6	20,324	26,518	33,077	20,496	25,405.00	41,028
Italian	2	5,746	6,831	9,971	5,858	7,182.50	11,035
Peruvian	1	3,510	3,544	4,763	3,089	4,252.80	5,667
Spanish	1	2,960	3,729	5,087	3,000	3,700.00	1,373
Totals	26	89,678	112,390	149,992	90,811	111,962.80	158,120

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast South America to east coast of United States:							
British.....	6	20,466	25,981	34,365	20,796	\$23,673.06	29,487
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,011
Japanese.....	2	8,223	10,205	13,153	8,142	10,278.75	18,020
Norwegian.....	2	5,587	6,218	8,227	5,635	6,916.85	12,530
Panaman.....	1	4,014	4,897	6,386	4,067	5,017.50	9,018
United States.....	13	42,010	50,349	70,333	42,130	52,428.70	109,192
Totals.....	25	83,812	102,355	139,774	84,746	102,704.86	183,258
West coast United States to Europe:							
British.....	6	20,169	24,352	33,001	20,214	25,211.25	44,201
German.....	1	4,909	6,732	8,109	4,883	6,136.25	9,485
Italian.....	1	4,025	4,049	5,400	3,319	4,858.80	7,597
Japanese.....	4	17,612	17,773	23,440	17,041	21,327.60	30,762
Norwegian.....	2	9,202	10,762	13,675	9,221	11,502.50	17,591
Swedish.....	1	4,148	5,199	6,864	4,997	5,185.00	8,615
United States.....	2	7,684	10,269	12,675	7,912	9,605.00	17,017
Totals.....	17	67,749	79,136	103,164	67,587	83,826.40	135,268
West coast Canada to Europe:							
British.....	8	35,866	47,730	56,328	35,126	44,832.50	65,951
Danish.....	1	4,219	5,317	6,045	4,244	5,273.75	6,966
French.....	2	8,504	10,448	13,596	8,514	10,639.00	15,724
German.....	2	6,182	8,716	10,009	6,196	7,727.50	13,195
Norwegian.....	1	4,613	5,049	5,748	4,269	5,766.25	8,257
Totals.....	14	59,384	77,260	91,726	58,349	74,230.00	110,093
West coast South America to Cristobal:							
British.....	1	614	622	1,138	602	746.40	628
Colombian.....	1	67	77	153	85	55.44	
Panaman.....	1	51	54	86	50	38.88	
Peruvian.....	3	4,010	8,315	12,666	6,615	5,012.50	3,346
Totals.....	6	4,742	9,068	14,043	7,352	5,853.22	3,974
West coast Canada to east coast United States:							
Japanese.....	1	5,129	5,174	6,781	5,054	6,411.25	6,000
Norwegian.....	1	3,267	3,879	4,854	2,950	4,083.75	6,310
United States.....	4	15,578	19,624	25,285	15,544	19,472.50	27,624
Totals.....	6	23,974	28,677	36,920	23,548	29,967.50	39,934
Canadian intercoastal:							
British.....	2	6,792	8,288	10,831	6,626	8,490.00	12,169
Australasia to Europe:							
British.....	3	14,437	18,842	23,332	14,640	18,046.25	16,406
West coast Mexico to east coast United States:							
Danish.....	1	2,093	3,339	3,494	2,075	2,616.25	5,370
United States.....	1	1,434	1,611	2,310	1,440	1,792.50	2,800
Totals.....	2	3,527	4,950	5,804	3,515	4,408.75	8,170
Far East to east coast United States:							
Japanese.....	1	4,393	5,749	7,005	4,321	5,491.25	5,840
United States.....	3	14,766	17,983	21,128	14,052	18,457.50	10,432
Totals.....	4	19,159	23,732	28,133	18,373	23,948.75	16,272
West coast United States to east coast Canada:							
British.....	2	15,406	15,606	21,656	14,973	18,727.20	30,859
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,737
Totals.....	3	20,826	23,522	30,644	20,146	25,502.20	44,596
West coast United States to east coast Mexico:							
British.....	1	8,961	9,063	12,093	9,075	10,875.60	15,824
Danish.....	1	1,715	2,166	2,925	1,748	2,143.75	2,115
Totals.....	2	10,676	11,229	15,018	10,823	13,019.35	17,939

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast United States to east coast South America:							
United States.....	2	5,112	7,087	8,189	5,112	\$6,390.00	5,583
West coast Central America to Cristobal:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	1,356
Hawaii to east coast of United States:							
United States.....	1	3,465	5,450	5,687	3,450	4,331.25	5,092
West coast Central America to east coast United States:							
German.....	1	2,774	3,381	4,015	2,434	3,467.50	37
Australasia to east coast of Canada:							
British.....	1	4,403	5,494	7,178	4,413	5,503.75	800
West coast South America to Egypt:							
British.....	1	3,135	5,054	5,151	3,162	3,918.75	8,300
West coast South America to east coast Canada:							
British.....	1	4,133	4,752	7,116	3,997	5,166.25	9,272
West coast South America to east coast Mexico:							
British.....	1	4,330	4,831	7,338	4,286	3,478.32	.....
West coast United States to Cristobal:							
United States.....	1	1,332	1,593	2,153	1,309	1,665.00	530
West coast United States to West Indies:							
British.....	1	3,330	4,227	5,562	3,294	4,162.50	6,903
Totals, October, 1924	195	756,200	946,221	1,216,199	760,468	939,766.42	1,419,575
Totals, October, 1923	198	774,243	960,736	1,241,904	776,065	964,858.42	1,504,820
Totals, October, 1922	135	482,402	597,940	753,395	476,980	597,670.09	880,788

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective November 7, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.20
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Supplement No. 15.—Tariff No. 7.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., NOVEMBER 11, 1924.

ITEM 13—QUARANTINE.

(Effective December 1, 1924.)

1. Subsistence, lodging, etc., in quarantine or detention, per day:
 - For cabin passengers..... \$3.00
 - For steerage passengers, seamen, etc..... 1.50
 2. Guards for ships passing through the Canal in quarantine:
 - For each quarantine guard..... 40.00
 - For each quarantine officer..... 50.00
 3. Fumigation of vessels:
 - Actual cost of labor and materials, plus 20% surcharge, to which will be added a charge for supervision and depreciation of equipment, as follows:
 - For vessels under 1,000 tons..... 10.00
 - For vessels between 1,000 tons and 3,000 tons..... 15.00
 - For vessels over 3,000 tons..... 20.00
 - (Net U. S. Registered Tonnage)
 - When fumigation service is rendered at the request of the vessel on Sundays or holidays, the total charge will be increased 50 per cent.
 4. Night quarantine service:
 - For inspection after sunset on night of arrival if vessel arrives prior to 10 p. m. from ports not subject to yellow fever quarantine:
 - Passenger vessels..... 25.00
 - Other vessels..... 15.00
- (This service will be rendered only on request of vessel concerned.)

M. L. WALKER,
*Governor, The Panama Canal,
President, Panama Railroad Company.*

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.85 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for

galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

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Volume XVIII. Balboa Heights, C. Z., November 19, 1924. No. 15.

Traffic for First Fifteen Days of November.

During the first 15 days of November, 1924, 199 commercial vessels and 2 small nonseagoing launches transited the Canal, paying tolls to the amount of \$935,311.65, or a daily average tolls collection of \$62,354.11.

In the following tabulation are given the commercial transits, tolls collections, and the daily average for each month of the current calendar year, together with the total and daily average for the 10½-month period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.63	57,943.73
November (first 15 days).....	199	935,307.90	13.27	62,353.86
Totals.....	4,301	20,100,292.20	13.44	62,813.41

Steamship *Invincible* Returns to Balboa for Repairs.

The steamship *Invincible*, owned by the United States Shipping Board, and operated by the American Pioneer Line, transited the Canal on November 9, 1924, en route from the Gulf ports of the United States to the Far East, laden with 6,867 tons of general cargo. Off Cape Mala an electric motor burned out necessitating her return to Balboa for repairs. She arrived at Balboa in the afternoon of the 17th and will be repaired by the Mechanical and Electrical Divisions during the following 8 or 10 days.

The *Invincible* is a vessel of 6,157 net tons, Panama Canal measurement, equipped with steam turbine and electric motor.

Notice to Mariners.—Aids to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., November 19, 1924.

Capt. A. W. Haynes, of the steamship *Cristobal*, reports:

Light established about October 10, 1924, on St. Marc Point, Haiti, approximate position, lat. 19° 04' 20" north, long. 72° 49' 45" west. Flashing white light on white tower about 50 feet above sea level. Characteristic, 16 flashes per minute, visible about nine miles, but has been seen a distance of about fifteen miles. The light is acetylene gas and unwatched.

M. L. WALKER,
Governor.

Transit of the Aircraft Carrier "Langley."

The United States Navy aircraft carrier *Langley* arrived at Cristobal on the morning of November 16 from Pensacola, Fla., and transited the Canal to Balboa the same day. She tied up at Balboa docks, scheduled to proceed on November 19, on her voyage to San Diego, Calif.

Originally built as a Navy collier during the war and named the *Jupiter*, she was later converted into an aircraft carrier at the Norfolk Navy Yard, commissioned on March 20, 1922, and renamed the *Langley* in memory of Prof. Samuel Pierpont Langley, distinguished American astronomer and physicist, and one of the pioneers in his conceptions of the possibilities of aviation.

The *Langley* is 542 feet in length with a beam of 65 feet and has a displacement tonnage of 12,700 tons. She carries a personnel of 36 officers and 431 enlisted men.

The *Langley* is equipped with the latest type of catapults for launching seaplanes from the flying deck, has all facilities for storing, fueling, and repairing both land and sea planes, and is unusually complete in radio equipment. An aerological laboratory is maintained below the flying deck for weather forecasting.

This is the third visit of the *Langley* to Canal waters, she having been here during the fleet maneuvers in the spring of 1923. She transited the Canal southbound to Balboa on March 17, 1923, and returned northbound on March 30, 1923 with the Atlantic fleet. Despite the fact that she has been here before, the novelty of the craft attracted many visitors to the docks at Balboa to see her.

Notice to Mariners.—Aids to Navigation.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., November 18, 1924.

The following paragraphs appeared in the publication *Notice to Mariners* issued by the Hydrographic Office of the United States Navy under date of November 1, 1924:

"Information has been received that the S. S. *James B. Duke* touched bottom at 10.01 a. m. on September 27, 1924, off Morro Puercos, in latitude 7° 14' 00" north, longitude 80° 22' 45" west.

"NOTE—The master of the steamer *Commercial Spirit* reported that on June 6, 1924, he observed a heavy break at or slightly northward of the 5-fathom spot shown on the charts 3 miles 106° from Morro Puercos, and that when viewed from the southward this break appeared to be continuous all the way to the shore.

"Approximate position: 7° 13' 30" north, 80° 22' 30" west."

M. L. WALKER,
Governor.

Repairs to the Steamship "Colombia."

The Superintendent of the Mechanical Division of The Panama Canal has received a letter from the Assistant General Manager of the Pacific Mail Steamship Company expressing the latter's satisfaction with the extensive repairs made to the steamship *Colombia* at the Balboa Shops. The letter, which is dated at San Francisco on October 21, reads, in part, as follows:

" * * * I have just spend a large part of the day in going over her (steamship *Colombia*) after her arrival at this port. We are very much pleased with the way the work has been handled at the Canal Zone and wish to express our appreciation of the very thorough way in which the repair job has been carried out. We believe it a credit to your plant to turn out such a satisfactory job and are highly pleased that you have had the opportunity of doing the work, rather than having it

done elsewhere. Captain Wallis, Chief Engineer Fortune, and our Port Steward, Mr. Gunthorpe, as well as all other hands, have expressed their appreciation of the thorough cooperation they received from you and your staff."

The steamship *Colombia* passed through the Canal on November 17, bound from San Francisco to New York. This is the first voyage the ship has made in the Pacific Mail Steamship Company's inter-coastal service since the repairs were completed.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending November 15, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Ulua.....	United Fruit Co.....	November 2..	November 2..	2	350
Vermont.....	French Line.....	November 2..	November 2..	170	(²)
Convert.....	Newell & Ferrari.....	November 2..	November 2..	30	(²)
Parismina.....	United Fruit Co.....	November 2..	November 2..	197	315
Panama.....	Panama Railroad Steamship Line.....	November 2..	November 2..	2,805	
Akera.....	Anglo-Saxon Petroleum Co.....	November 2..	November 4..	7,000	(²)
Almagro.....	Pacific Steam Navigation Co.....	November 2..	November 5..	969	160
Dean Emery.....	Pan-American Petroleum Co.....	November 2..	November 6..	10,600	(²)
Santa Barbara.....	Pacific Mail Steamship Line.....	November 4..	November 5..	558	67
Tolosa.....	United Fruit Co.....	November 4..	November 5..	145	132
Parismina.....	United Fruit Co.....	November 5..	November 5..	100	210
Atenas.....	United Fruit Co.....	November 5..	November 6..	564	(²)
Santa Marta.....	United Fruit Co.....	November 5..	November 6..	227	231
Balboa.....	Johnson Line.....	November 5..	November 5..	(¹)	131
Santa Luisa.....	Grace Line.....	November 5..	November 6..	(¹)	3
Pellerin de Latouche.....	French Line.....	November 5..	November 8..	73	822
Huallaga.....	Peruvian Line.....	November 5..	November 9..	3,373	(²)
Salvador.....	Pacific Steam Navigation Co.....	November 5..	November 8..	774	(²)
Teno.....	Chilean Line.....	November 6..	November 6..	16	(²)
Santa Tecla.....	N. O. & S. A. S. S. Line.....	November 7..	November 8..	16	2
Diana Dollar.....	Dollar Line.....	November 7..	November 8..	178	(²)
Jamaica.....	Pacific Steam Navigation Co.....	November 8..	November 8..	242	
Lake Flattery.....	Panama Railroad Steamship Line.....	November 8..	November 8..	1,002	
Heredia.....	United Fruit Co.....	November 9..	November 9..	275	145
Tolosa.....	United Fruit Co.....	November 9..	November 9..	51	407
Kermit.....	United-American Line.....	November 9..	November 10..	(¹)	186
Lake Flattery.....	Panama Railroad Steamship Line.....	November 9..	November 10..		82
Laguna.....	Pacific Steam Navigation Co.....	November 9..	November 10..	3	206
Dosina.....	Anglo-Saxon Petroleum Co.....	November 10..	November 11..	7,786	(²)
Ingram.....	Roland Line.....	November 10..	November 10..	286	(²)
Calamares.....	United Fruit Co.....	November 11..	November 12..	278	40
Turrialba.....	United Fruit Co.....	November 11..	November 12..	442	(²)
Lobos.....	Pacific Steam Navigation Co.....	November 11..	November 12..	42	(²)
Heredia.....	United Fruit Co.....	November 12..	November 12..	47	231
Huallaga.....	Peruvian Line.....	November 12..	November 13..		519½
Essequibo.....	Pacific Steam Navigation Co.....	November 13..	November 14..	105	38
Amassia.....	Hamburg-American Line.....	November 13..	November 14..	(¹)	125
Santa Marta.....	United Fruit Co.....	November 13..	November 14..	(¹)	45½
Cristobal.....	Panama Railroad Steamship Line.....	November 13..	November 13..	2,183	
Metapan.....	United Fruit Co.....	November 13..	November 13..	137	196
Ucayali.....	Peruvian Line.....	November 14..	November 14..	1,982½	
Moerdijk.....	Holland-American Line.....	November 14..	November 15..	128	165
Oroya.....	Pacific Steam Navigation Co.....	November 14..	November 15..	163	3
Dinteldijk.....	Holland-American Line.....	November 15..	November 15..	(¹)	135
Dakotian.....	Leyland Line.....	November 15..	November 15..	988	
Cavina.....	Elders & Fyffes, Ltd.....	November 15..	November 15..	10	(²)

¹ No cargo discharged.

² No cargo laded.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 15, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Cacique.....	Grace Line.....	November 9..	November 10..		341
Hagan.....	United States Shipping Board.....	November 10..	November 11..	8,800	
Munaires.....	Munson Line.....	November 11..	November 12..	284	
Somme.....	U. S. Government.....	November 13..	November 15..	16	20

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, October, 1924.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.					NORTH AMERICA.						ASIA.					AUSTRALASIA.			Grand totals.	Per cent of total cargo.					
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West coast of Mexico.	West coast of North America. ¹	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.	Australia.			Australasia. ¹	Total, Australasia.	Hawaii.		
NORTH AMERICA:																										
UNITED STATES—																										
N. Atlantic ports	5,777				1,650	13,823	21,250	144,586	670	3,064	100	1,597	150,017	14,484	11,599	5,984	17,231	49,298	14,941	30,628		45,569	2,586	41.9		
South Atlantic ports					1,920	1,920	700					700	135					135						0.5		
Gulf ports	67				1,335	1,402	24,286					24,286	13,287	180			14,361	27,828	6,041		18,397	24,438		13.0		
Totals, United States	5,844				1,650	17,078	24,572	169,572	670	3,064	100	1,597	175,003	27,906	11,779	5,984	31,592	77,261	20,982	30,628	18,397	70,007	2,586	58.4		
Cristobal, C. Z. ²	40				2,769	2,809	3,043		3,432			6,475							3,665	3,782		7,447		1.5		
East coast of Canada							3,000					3,000												1.8		
West Indies	2				2	4	22					22														
Totals, North America	5,886				1,652	19,847	27,385	172,637	6,496		100	1,597	184,500	27,906	11,779	5,984	31,592	77,261	24,647	34,410	18,397	77,454	2,586	61.7		
EUROPE:																										
British Isles	13,548				4,700	24,810	43,058	6,865	3,882			277	16,078						25,542			8,018	33,560		15.8	
France					33	33	4,061			5,054		134	4,195									4,249	4,249		1.4	
Germany	4,995				600	11,099	16,694	3,629	4,015				7,614									24,338	4,1		4.1	
Holland	41				20	24	85	841				149	990									1,075	0.2		0.2	
Belgium	240				1,137	1,377	20,725	1				4,825	25,551									26,928	4.1		4.1	
Norway and Sweden	1,175					1,175	12,283					2,436	14,719									15,894	2.7		2.7	
Italy	131				20	432	595															595	0.1		0.1	
Spain	60					15	75					6,014	8,883									75	0.1		0.1	
Europe ¹					37,448	37,448	2,299		570													5,602	50,990	8.6		8.6
Totals, Europe	20,190				125,340	74,978	100,520	50,703	3,883	4,585	5,054	13,835	78,060					25,542			12,267	37,809	5,603	221,992	37.0	37.0
East coast of S. America						1,249	5,357					104	5,461	517			517								1.3	1.3
Grand totals	26,076				126,992	96,074	129,154	228,697	7,553	11,081	5,154	15,536	268,021	28,423	11,779	5,984	31,592	77,778	50,189	34,410	30,661	115,263	8,189		100.0	100.0
Per cent of total cargo:																										
October, 1924	4.4				1.2	16.0	21.6	38.2	1.3	1.9	0.8	2.6	44.8	4.8	2.0	1.0	5.3	13.1	8.4	5.8	5.1	19.3	1.2		100.0	100.0
October, 1923	14.6	0.2	0.8	6.4	22.0	34.8	33.8	0.9	0.7	0.1	1.5	38.0	0.8	4.8	3.6	8.1	23.3	3.5	7.9	3.1	16.5	0.2			100.0	100.0
October, 1922	8.6	0.4	0.2	2.3	8.4	19.9	33.8	0.9	0.6	0.1	4.0	44.4	7.7	3.6	0.0	8.2	19.5	3.8	4.2	7.3	15.3	0.9			100.0	100.0

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, October, 1924.

(Figures represent tons of 2,240 pounds.)

THE PANAMA CANAL RECORD

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From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.		
	UNITED STATES.					Other North America.					Europe.													
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z.	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe.	Total, Europe.			East coast of South America.	Egypt.
SOUTH AMERICA:																								
Chile.....	121,423	19,050	27,676	168,149		50	24	1,818	3,579	30,415	6,097	949	7,893	694	1,352	208			67,776	115,264	28,300	291,789	20.7	
Colombia.....	1,761			1,761			1,818		3,579													3,579	0.2	
Ecuador.....	98			98																				
Peru.....	4,654		2,300	6,954	9,272		1,841		17,567	28,887		93	133			688			12,421	42,222	9	59,798	4.2	
W. coast, S. America.....	5,197			5,197			1,810		7,007													7,007	0.5	
Totals, S. America.....	133,133	19,050	29,976	182,159	9,272	50	5,027		196,508	59,302	6,007	1,042	8,002	694	1,352	966			80,730	158,095	118,300	362,914	25.6	
NORTH AMERICA:																								
W. coast of U. S.....	603,003	9,890	25,309	638,202	44,596	7,073	658	17,939	708,468	87,360	4,100	2,520	4,513	956					81,227	180,825	4,374	893,467	62.9	
West coast of Canada.....	18,298			18,298	12,169				30,437	27,073	3,157	428	700	65					15,451	46,874		27,311	5.1	
W. coast, Cen. America.....	17		37	54		68	2,306		2,438													2,438	0.2	
W. coast, N. America.....	18,843			18,843					18,843	16,508									1,361	17,872		36,715	2.6	
Hawaii.....	5,092		899	5,991					5,991													5,991	0.4	
West coast of Mexico.....	8,170			8,170					8,170													8,170	0.6	
Totals, N. America.....	653,393	9,890	26,245	689,528	56,765	7,141	2,964	17,939	774,337	130,941	7,257	2,948	5,213	970					98,042	245,371	4,374	1,024,082	72.1	
ASIA:																								
Philippines.....	2,028		641	2,669					2,669													2,669	0.2	
Japan.....	109			109					109													109		
China.....	67			67			250		317													317		
Far East.....	4,882		520	5,402		6,876			12,278													12,278	0.9	
Totals, Asia.....	7,086		1,161	8,247		6,876	250		15,373													15,373	1.1	
AUSTRALASIA:																								
Australia.....	70				10				80													80		
New Zealand.....	616				104				720	9,806											9,806	0.8		
Australasia.....																					6,600	0.4		
Totals, Australasia.....	686			686	114				800	9,806											16,406		17,296	1.2
Grand totals.....	794,298	28,940	57,382	880,620	66,151	14,067	8,241	17,939	987,018	200,049	13,264	3,999	13,215	1,664	1,352	966	6,609		178,772	419,872	4,365	3,091,419	575,100.0	
Per cent of total cargo:																								
October, 1924.....	56.0	2.0	4.0	62.0	4.7	1.0	0.6	1.2	69.5	14.4	0.9	0.2	0.9	0.1	0.1	...	0.4		12.6	29.6	0.3	0.6	100.0	
October, 1923.....	65.7	1.3	10.9	77.9	0.6	0.6	1.2	2.3	82.6	9.2	0.8	0.2	0.4	0.3	1.1	...			3.6	16.6	0.2	0.6	100.0	
October, 1922.....	41.8	5.6	2.4	49.8	1.6	2.2	1.3		54.9	18.9	1.1	1.4	0.7	0.6	2.7	...			16.4	41.8	0.1	3.2	100.0	

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, November 15, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Silver Shell	8	18 10	9	6 20	9	13 15	9	14 25	American	Asiatic Petroleum Co.	411.6	53.4	17.0	Curacao	San Pedro	Ballast	6,213	4,343
David McKel-	9	0 45	9	6 28	9	14 00	9	15 05	American	Tidewater Oil Co.	430.0	59.2	20.0	New York	Los Angeles	Ballast	7,029	5,325
Gen. Wm. M. Graham	9	4 30	9	6 35	9	14 52	9	16 05	American	U. S. Army	156.0	32.0		Cristobal	Balboa	General	4,500	5,667
Australind	9	5 15	9	7 50	9	15 30	9	16 40	British	New Zealand Shipping Co.	384.1	50.1	28.0	Montreal	Melbourne	General	3,529	4,941
Kentuckian	9	5 15	9	7 50	9	15 30	9	16 40	American	American-Hawaiian Line	414.5	53.7	20.9	Boston	San Pedro	General	6,867	8,329
Invincible	9	5 55	9	8 30	9	16 26	9	15 10	American	American Pioneer Line (S. B.)	449.0	55.0	26.0	New Orleans	Far East	General	11,037	7,945
J. A. Moffett	9	11 25	9	11 40	9	18 31	9	19 45	American	Standard Oil Co.	499.2	68.1	22.0	Curacao	San Pedro	Ballast	5,357	7,478
Edenton	9	13 00	9	13 10	9	20 41	10	2 35	American	American Pioneer Line (S. B.)	499.6	54.2	26.0	New York	Haiiphong	General	4,444	9,032
Kermit	9	8 25	10	6 12	10	13 09	10	17 15	American	United-American Line	471.1	59.1	18.2	Glasgow	Vancouver	General	5,153	7,130
Laguna	9	11 10	10	6 05	10	14 05	10	20 20	British	Pacific Steam Navigation Co.	419.5	51.2	21.6	Glasgow	Valparaiso	General	7,148	9,600
City of Pitts-	9	20 50	10	7 19	10	14 51	10	16 15	American	Ellerman & Bucknall Line	465.7	58.6	25.0	New York	Brisbane	General	9,802	6,957
Agawilake	10	4 10	10	7 35	10	15 18	10	16 30	American	International Shipping Corp.	468.3	62.7	18.0	New York	San Pedro	Ballast	4,566	2,844
Vacell	10	5 05	10	8 35	10	15 57	10	17 05	American	Vacuum Oil Co.	340.0	49.0	17.6	New York	San Francisco	General	3,984	2,612
Superseco	10	8 25	10	8 40	10	16 37	10	17 45	American	Transmarine Corporation	324.0	46.0	20.0	Newark	San Pedro	General	6,706	4,766
Watertown	10	10 00	10	10 10	10	17 20	10	18 20	American	Cities Service Corporation	416.9	56.2	19.0	New York	San Pedro	Ballast	2,643	2,873
Lake Platteau	10	13 30	10	12 13	10	18 20	10	19 28	American	Panama Railroad Steamship Line	251.0	43.0	21.4	New York	Guayaquil	General	7,860	5,101
Francis E. Powell	10	12 35	10	12 45	10	19 12	10	19 55	American	Atlantic Refining Co.	431.0	59.2	23.6	Prunswick	San Pedro	Ballast	8,874	6,558
Netheroy	10	15 10	11	6 30	11	13 39	11	19 55	British	Royal Mail Steam Packet Co.	433.0	58.3	15.6	Liverpool	Seattle	Ballast	6,476	8,872
China	10	15 59	11	7 00	11	13 37	11	15 37	American	Island Line	433.0	52.3	26.8	New York	San Diego	General	15,551	4,297
Marre	11	10 15	11	10 25	11	17 20	11	18 22	American	Ore Steamship Corporation	530.9	72.0	21.0	New York	Cruz Grande	General	5,575	7,151
Lobos	11	15 40	12	6 55	12	14 08	12	20 33	British	Pacific Steam Navigation Co.	494.7	54.2	20.5	Hull	Valparaiso	General	5,834	9,150
Pakipaki	12	6 10	12	7 47	12	15 10	12	23 35	British	Norton, Lilly & Co.	472.0	69.9	24.2	New York	Melbourne	(S)	971	1,070
Pibro	12	6 28	12	8 55	12	16 11	12	23 35	Norwegian	Garrison Line	206.9	33.7	14.0	Santa Marta	Tumaco	General salt	7,903	4,983
Illingworth	12	9 07	12	12 30	12	19 18	12	20 57	British	R. S. Dalziel & Co.	330.0	55.0	26.10	Galveston	Geelong	Sulphur	6,674	8,626
Horace Luck-	12	11 35	12	13 35	12	20 14	12	21 26	American	Lockenbach Line	445.0	58.0	22.3	Boston	Seattle	General	766	8,407
enbach	13	4 40	13	6 25	13	13 17	13	14 35	American	U. S. Army	600.0	65.3	28.0	Franklyn	San Francisco	(S)	1,889	17,041
Somme	13	6 32	13	8 15	13	14 55	13	16 03	American	Panama-Pacific Line	360.0	41.7	20.6	New York	San Francisco	(S)	515	4,514
Mancharia	13	15 25	13	12 38	13	17 53	13	18 25	Peruvian	Peruvian Line	410.0	52.0	20.9	Cayenas	Callao	(S)	3,509	5,019
Hualala	13	15 43	13	12 05	13	18 54	13	19 53	British	F. and W. Ritten	100.0	58.0	30.11	Liverpool	Cruel	General	7,762	9,678
Maple Branch	13	21 25	13	12 29	13	23 12	13	2 30	British	New Zealand Shipping Co.	437.0	57.8	25.3	Liverpool	Duncin	General	2,657	9,099
Ruapehu	13	14 27	14	5 58	14	13 52	14	14 50	British	Pacific Steam Navigation Co.	436.3	57.8	25.3	New York	Valparaiso	General	7,722	8,606
Isequebo	13	14 29	14	6 13	14	14 14	14	15 45	British	Ellerman & Bucknall Line	473.0	57.4	27.0	Philadelpia	Shanghai	General	9,606	6,774
Colorado	13	14 29	14	6 13	14	14 14	14	15 45	British	Ellerman & Bucknall Line	473.0	57.4	27.0	Philadelpia	Shanghai	General	9,606	6,774

* General and 300 cattle.

* Candy, paper, drugs, and sundries.

* Case oil and general.

* Transport.

* Motor ship.

* Mine planter.

* Tanker.

	13	23	25	14	7	13	14	15	35	14	16	40	American	International Shipping Co.	499.9	68.1	22.0	New York	San Pedro	Ballast	
Agwsmith	13	23	25	14	7	13	14	15	35	14	16	40	American	International Shipping Co.	499.9	68.1	22.0	New York	San Pedro	Ballast	10,853 7,736
Canadian	14	4	50	14	8	35	14	16	24	15	1	46	British	Canadian Govt. Mer. Marine	430.0	56.0	19.0	Montreal	Auckland	General, autos.	3,887 7,680 5,494
Cruiser	11	15	20	14	9	35	14	16	24	15	1	46	German	Dan. Line	383.0	54.0	21.5	Hamburg	Valparaiso	General	4,258 6,385 4,631
Wido	14	7	37	14	10	38	14	17	23	14	19	06	Swedish	Rud. Erstrom	430.0	54.0	17.0	Newcastle	Chile	Ballast	6,840 5,014
Sagland	14	8	45	14	13	36	14	20	30	14	22	00	German	Kosmos Line	435.0	53.0	23.4	Hamburg	Valparaiso	General	3,984 7,525 5,154
Rhodops	14	8	45	14	13	36	14	20	30	14	22	00	German	Kosmos Line	435.0	53.0	23.4	Hamburg	Valparaiso	General	3,984 7,525 5,154
Lieut. David	14	8	45	14	13	36	14	20	30	14	22	00	German	Kosmos Line	435.0	53.0	23.4	Hamburg	Valparaiso	General	3,984 7,525 5,154
Putnam	14	19	33	15	6	12	15	13	46	15	14	45	American	U. S. Army	525.0	62.0	25.3	Liverpool	Gatun	Ballast	4,205 13,133 9,064
Oroya	14	19	33	15	6	12	15	13	46	15	14	45	American	U. S. Army	525.0	62.0	25.3	Liverpool	Gatun	Ballast	4,205 13,133 9,064
Moerdijk	14	13	00	15	7	20	15	15	07	15	16	05	Dutch	Holland-American Line	472.8	61.0	20.3	Rotterdam	San Francisco	General	3,980 9,165 7,056
Canadian High-	15	7	40	15	8	05	15	16	25	15	19	28	British	Canadian Govt. Mer. Marine	400.0	52.4	15.6	Glasgow	Concepcion	General	2,240 6,192 4,402
lander	15	10	27	15	10	35	15	17	40	15	19	28	American	Ore Steamship Corporation	449.1	57.2	21.0	Baltimore	Cruz Grande	Ballast	7,808 5,139
Santore	15	9	05	15	12	50	15	19	12	15	20	16	American	American-Hawaiian Line	415.0	53.7	21.6	Boston	Portland	General	4,468 7,273 5,105
Floridan	15	9	05	15	12	50	15	19	12	15	20	16	American	American-Hawaiian Line	415.0	53.7	21.6	Boston	Portland	General	4,468 7,273 5,105

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	8	18	30	9	6	18	9	15	30	9	14	55	Japanese	Kawasaki Josenjo	385.0	56.0	27.0	Portland, Oreg	United King	Wheat	
Kifuka Maru	8	18	30	9	6	18	9	15	30	9	14	55	Japanese	Kawasaki Josenjo	385.0	56.0	27.0	Portland, Oreg	United King	Wheat	7,690 5,919 4,389
Victoria Maru	8	18	30	9	6	18	9	15	30	9	14	55	Japanese	Kawasaki Josenjo	385.0	56.0	27.0	Portland, Oreg	United King	Wheat	7,690 5,919 4,389
Commercial	9	1	24	9	7	32	9	16	28	9	16	28	American	Moore & McCormack Co	380.4	53.1	24.0	Raymond	New York	Lumber	7,400 6,259 4,691
Birmingham	8	22	30	9	8	00	9	16	46	9	16	40	American	Isthmian Lines	395.9	55.0	27.0	Tacoma	Providence	(14)	5,888 5,659 4,138
City	9	5	00	9	8	12	9	17	50	9	21	40	German	Kosmos Line	380.7	47.0	23.6	Corral	Antwerp	Nitrate, general	7,464 6,886 3,428
Radames	9	6	30	9	8	43	9	18	20	9	20	50	British	Hunting & Sons	349.0	50.1	20.6	San Francisco	Hull	Barley	5,260 4,912 3,428
Duffield	9	6	10	9	9	05	9	18	10	9	18	10	American	Transmarine Corporation	324.0	46.3	25.0	Raymond	Fort Newark	Lumber, general	3,625 3,984 2,612
Swailco	9	8	30	9	9	38	9	18	45	9	19	45	Japanese	Kokusa Kisen Kaishiki Kaisha	415.0	55.6	25.6	Vancover	New York	Lumber	6,611 7,215 5,339
Ena Maru	9	9	10	9	9	58	9	19	20	9	19	20	American	International Shipping Corp.	480.5	66.0	30.0	Los Angeles	Baltimore	Crude oil	13,200 9,394 6,305
Aguiharu	8	23	15	9	10	30	9	22	40	9	22	40	American	U. S. Army Transport Service	409.6	54.2	20.0	San Francisco	Brooklyn	Army supplies	7,486 5,872
Edgemoor	8	23	15	9	10	30	9	22	40	9	22	40	American	U. S. Army Transport Service	409.6	54.2	20.0	San Francisco	Brooklyn	Army supplies	7,486 5,872
Cacque	8	23	15	9	10	30	9	22	40	9	22	40	American	U. S. Army Transport Service	409.6	54.2	20.0	San Francisco	Brooklyn	Army supplies	7,486 5,872
Argon	9	14	15	10	7	16	10	15	35	10	15	35	American	Standard Transport Co.	435.6	56.2	27.0	Los Angeles	New York	Crude oil	4,670 6,652 4,874
Laponia	9	23	30	10	8	15	10	16	05	10	16	05	Swedish	G. Dillner (Manager)	399.0	53.5	25.2	Portland	England	Wheat	8,000 7,385 5,183
Kinkasaw Maru	10	5	00	10	9	30	10	17	20	10	17	20	Japanese	Mitsui Bussan Kaishiki Kaisha	380.0	53.2	22.7	Vancover	Norfolk	Wheat	5,900 5,870 3,979
Ingram	10	6	30	10	10	08	10	18	10	11	3	10	German	Roland Line	378.0	53.0	22.7	Vancover	Hamburg	Nitrate, general	6,199 4,890 3,704
Sania Ana	10	7	50	10	11	50	10	18	05	10	21	00	American	Grace Line	360.2	51.6	25.0	Corral	New York	(14)	4,263 5,576 4,081
Chilre	10	5	00	10	15	37	11	13	55	11	13	55	American	Ore Steamship Corporation	553.0	72.2	33.7	Cruz Grande	New York	Iron ore	20,000 14,538 9,948
Scottish Castle	11	7	10	11	8	07	11	16	10	11	20	25	British	Tankers, Ltd., London	440.0	57.4	27.0	San Pedro	Lands End	Gasoline	9,166 7,532 5,162
Bendora	11	8	00	11	9	18	11	17	15	11	19	15	British	William Thomson & Co	360.0	49.6	23.6	Portland	Queenstown	Bulk wheat	5,256 4,232 3,096
K. I. Lucken-	10	23	30	11	10	18	11	18	05	11	18	05	American	Luckenbach Line	446.0	56.1	29.0	Portland	New York	General	8,000 8,552 6,226
bech	10	23	30	11	10	18	11	18	05	11	18	05	American	Luckenbach Line	446.0	56.1	29.0	Portland	New York	General	8,000 8,552 6,226
Agwimex	11	11	00	11	11	50	11	19	14	11	19	15	American	International Shipping Corp.	480.5	66.0	30.0	Los Angeles	Baltimore	Crude oil	13,500 9,391 6,306
Amazonas	11	16	40	12	6	19	12	14	00	12	17	10	Peruvian	Peruvian Line	350.1	42.5	24.0	Salaverry	Baltimore	Sugar	3,565 3,545 2,382
Munares	11	17	10	12	7	10	12	14	35	12	14	35	American	Munson Line	370.0	53.1	22.6	Seattle	New York	Lumber, general	5,800 5,577 4,225
Cecil County	11	19	10	12	8	02	12	17	50	12	17	50	American	Walker & Daly	431.0	59.2	25.5	San Pedro	New York	Crude oil	9,800 8,097 5,330
Naranta	11	20	30	12	9	15	12	16	40	12	16	40	British	Royal Mail Steam Packet Co	462.5	58.0	23.0	Seattle	Rotterdam	General	4,825 8,856 6,559
H. M. Storey	12	4	10	12	10	10	12	18	15	12	18	15	American	Standard Oil Co. of California	500.0	68.2	29.6	Los Angeles	New York	Crude oil	15,088 11,224 7,849
Taihu Maru	12	7	10	12	11	18	12	19	00	12	19	00	Japanese	Kokusa Kisen Kaishiki Kaisha	407.2	50.8	25.6	Vancover	Boston	Lumber	5,674 6,170 4,537
Santiago	12	3	00	12	11	24	12	21	00	12	21	00	Colombian	Pacific Metals Corporation	96.0	19.9	7.0	Buenaventura	Cartagena	Ballast	121 87

13 Motor schooner.

14 Motor ship.

15 Transport.

16 General, nitrate, sugar, cotton, vanadium, wool.

17 Copper, canned goods, and lumber.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Water draft.			Nature.	Tons.	Gross.	Net.
Dakotan.....	12	15.40	13	6.12	13	13.35	American.	American-Hawaiian Line	407.7	53.7	25.0	Seattle.	New York.....	General.	5,509	7,156	5,059
Tulsa gas.....	12	15.30	13	7.01	13	15.55	American.	McAllister Brothers	431.0	50.2	25.0	San Pedro.	New York.....	Crude oil.	9,614	7,817	5,049
Orient City.....	12	20.00	13	8.00	13	18.00	British.	St. Just Steamship Co., Ltd.	390.0	53.5	25.0	Portland, Ore.	United King.	Wheat in bulk.	7,884	5,682	3,919
Santa Paula.....	13	1.14	13	9.07	13	16.50	American.	Pacific Mail Steamship Co.	404.6	53.9	23.6	San Francisco.	New York.....	General.	4,939	6,756	4,775
Cuba re.....	13	2.40	13	10.27	13	17.30	American.	Ore Steamship Corporation	450.6	57.2	28.6	Cruz Grande.	Baltimore....	Iron ore.	10,500	7,956	4,866
Asia.....	13	1.00	13	11.13	13	18.30	Danish.	East Asiatic Steamship Co.	413.0	53.8	29.0	Vancouver.	Copenhagen..	General.	9,385	7,396	5,588
Amasis.....	13	13.20	13	13.59	13	21.00	German.	Kosmos Line.....	438.7	55.3	23.6	Coral, Chile.	Hamburg.....	General.	6,258	7,286	5,174
Swiftlight.....	13	17.10	14	6.34	14	14.05	American.	C. D. Mallory & Co., Inc.	464.6	60.2	27.6	San Francisco	Fall River....	Refinery tops.	10,164	8,473	6,050
Orleans.....	13	19.45	14	7.10	14	14.40	American.	Oriental Navigation Co.	395.5	55.0	24.0	Seattle.	Norfolk.....	Lumber, general.	6,500	7,350	5,233
Benlawers.....	13	20.10	14	8.01	14	16.05	British.	William Thomson & Co.	378.0	46.10	22.6	Astoria.....	Dublin.....	Wheat in bulk.	5,000	4,243	3,088
West Katon.....	14	3.17	14	9.16	14	17.05	American.	A. J. Hammond	410.5	54.3	24.2	Aberdeen.	Washington..	Lumber.	6,870	6,573	4,901
Pacific Trader.....	14	5.00	14	10.02	14	17.55	British.	Furness, Withly & Co	420.0	58.0	26.5	Vancouver.	Glasgow.....	General.	8,278	7,892	5,898
Ucayali.....	14	8.00	14	11.00	14	18.45	Peruvian.	Peruvian Line.	374.7	46.3	21.6	Callao.....	Cristobal....	General.	1,982	4,666	2,405
Bethelridge.....	14	4.00	14	13.17	14	20.45	American.	Walker & Daly (S. B.)	431.0	59.2	26.9	Los Angeles.	New York.....	Crude oil.	9,994	7,819	5,076
El Montecillo.....	14	9.00	14	13.17	14	20.05	Spanish.	Cia. Gle. de Navegacion	330.0	48.9	21.0	Iquique.....	Bilbao, Spain.	Nitrates	5,126	3,645	2,543
Martha Hem- soth.....	14	18.40	15	6.14	15	14.35	German.	Wilhelm Hensoth, Ltd	400.0	54.0	24.6	Seattle.	Capetown....	Lumber, general.	6,280	6,620	4,880
Bengoe.....	14	19.40	15	7.14	15	15.15	British.	Ben Line, Ltd.	405.1	52.6	23.11	Vancouver.	Kingsston....	Wheat.	7,449	5,870	4,359
Orita.....	15	0.15	15	8.27	15	16.10	British.	Pacific Steam Navigation Co.	485.4	52.8	29.10	Cronen....	Liverpool....	General.	6,606	9,096	6,561
Dinteldijk.....	15	8.05	15	9.21	15	16.30	Dutch.	Holland-American Line	501.0	62.0	29.8	Vancouver.	Rotterdam....	General.	9,965	10,786	7,551
Bethore.....	15	10.30	15	13.36	16	14.40	American.	Ore Steamship Corporation	550.3	72.2	33.6	Cruz Grande.	New York.....	Iron ore.	19,800	15,476	4,354

* Motor ship.

* Tanker, tied up at Pedro Miguel until the following day.

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

PORT OF CRISTOBAL.

Date.	Vessel.	From—		Date.	Vessel.	Line.		For—
November 9.....	Tolosa.....	Port Limon.	November 9	Ulysses.....	Panama Railroad Steamship Line	Norfolk.		
November 9.....	Heredia.....	New Orleans via Habana.	November 9	Tolosa.....	United Fruit Co.	New York via Habana.		
November 10.....	Dosina.....	Curacao.	November 9	Heredia.....	United Fruit Co.	Bocas del Toro.		
November 11.....	Calamares.....	New York via Habana.	November 9	Panama.....	Panama Railroad Steamship Line	New York via Haiti.		
November 11.....	Turrialba.....	New Orleans via Habana.	November 11	Dosina.....	Anglo-Saxon Petroleum Co.	Curacao.		
November 12.....	Heredia.....	Bocas del Toro.	November 11	Heredia.....	United Fruit Co.	New Orleans and Habana.		
November 13.....	Santa Marta.....	Colombian ports.	November 12	Turrialba.....	United Fruit Co.	New Orleans via waypoints.		

* Other than ships passing through the Canal.

(Continued on page 224, column 2.)

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended November 17:

Steamship *Jamaica*, repair gangway stanchion, hand tools, and lifeboat blocks; renew 3 lengths water pipe in engine room, 1 length of deck water pipe, 1 length suction pipe for donkey feed pump, and fusible plugs in boiler; retin 4 galley pans; scow No. 141, install side fenders, and one plate for hanging off doors when wound up; make bulkhead watertight; test tanks and stop all leaks; straighten cover over sheathing on deck, etc.; steamships *Ulysses*, manufacture plug casting, 6 diaphragm valves, and manufacture and install fire extinguisher piping, as directed; repair copper discharge pipe from auxiliary condenser; furnish 6 laborers for fire room cleaning; install drum on towing machine; renew gasket on forecastle hatch, etc.; *Panama*, repair deck-house plating at purser's room, stanchion and sheathing on tunnel top in No. 3 hold, and plumbing; recalk new plate at No. 3 cargo port; manufacture 12 scrapers from files and repair fire tools, etc.; *Cristobal*, weld around studs on gear wheel main turning gear, and on gear wheel on anchor engine; repair scupper pipe, motor boat hull, and plumbing; calk saloon deck, port side; scale, wire brush and coat with oil, main deck aft, etc.; *Newport*, repair dynamo, ice machine, boiler feed check valve, and oil heater "U's.," renew 5 staybolts in boiler and calk flues and seams; manufacture 1 piston rod and 2 keys for feed pump; take cut-off of main journal parting pieces, etc.

Minor repairs—Steamships *Essequibo*, *Ebro*, *Amazonas*, *El Monticello*, *Salvador*, *Wido*, *Cauca*, *Docina*, and *M. S. Lobos*, barge *Dacula*, coast guard cutter *Cauca*, yacht *Nueva Espana*, and steamship *Lake Flattery*, U. S. A. M. P. *Graham*, launches *Coco Solo*, *Noro*, and *Goodwill*.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective November 7, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.20
Oil, marine engine.....	Gal.	.675
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.85 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

- Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1.20
- Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity 72
 - Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton 50
 - Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton 1.20
 - Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
 - Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
 - Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 222.

PORT OF CRISTOBAL.—continued.				* DEPARTURES.			
* ARRIVALS.							
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
November 13.	Cristobal.	Panama Railroad Steamship Line	New York via Haiti.	November 12.	Calumares.	United Fruit Co.	Port Limon.
November 13.	Metapan.	United Fruit Co.	New York via Kingston.	November 13.	Santa Marta.	United Fruit Co.	New York via Kingston.
November 14.	Envoy ¹⁹ .	A. K. Wilson.	Colon.	November 13.	Metapan.	United Fruit Co.	Colombian ports.
November 15.	Cavina.	Elders & Fyffes, Ltd	Port Limon.	November 15.	Cavina.	Elders & Fyffes, Ltd	Kingston.
November 15.	Dakotian.	Leyland Line.	Liverpool via waypoints.				
PORT OF BALBOA.							
¹⁹ Schooner.							
November 10.	Hagan ²⁰ .	McAllister Brothers (S. B.)	Los Angeles.	November 11.	Hagan ²⁰ .	McAllister Brothers (S. B.)	Los Angeles.
October 30.	St. George ²⁰ .	Research Expedition, Ltd.	Gorgona Island.	November 15.	St. George ²⁰ .	Research Expedition, Ltd.	Tahiti, etc.
* Tanker.				* Other than ships passing through the Canal.			

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Low Day in Canal Traffic.

Traffic through the Panama Canal reached a very low mark on November 18, 1924 with a total of four transits; two commercial, the *Acajulla* and the *Newport*; and two Government, the Army transport *Chateau Thierry*, and the Navy mine sweeper *Quail*. Tolls on the *Acajulla* and the *Newport* totaled \$2,865 as the aggregate tolls collection for the day. This is less than the average payment of a single commercial transit, which to the end of October was approximately \$4,672 on the 4,102 commercial transits during the first ten months of the calendar year 1924.

This is thought to be the smallest tolls collection for the Canal during its time of full operation. The low mark for the 18th was preceded by 9 commercial transits on the 17th, and followed by 17 commercial transits on the 19th. Traffic for the first 15 days of November was about equal to the average for the preceding months of the calendar year, and the total traffic for the month should compare favorably with preceding months of the year.

Pilots and Movements of Vessels.

The Transit and Harbor Regulations of the Panama Canal provide, in Article 17:

17. Except when exempted in each case by the Governor of The Panama Canal, no vessel will be allowed to pass through the Canal, enter or leave a terminal port, maneuver, shift berth, go alongside or leave any wharf or dock in Canal waters without having a regularly authorized Government pilot on board and specific authority from the Port Captain. The fact that the master or any officer of any vessel holds a pilot's license for any of the waters of the Canal Zone will not authorize the vessel to enter or move without taking a Government pilot. No vessel in danger or distress will be prohibited from entering a terminal port at any time in case of necessity or emergency; but such vessel should, when practicable, give due notice in advance, by radio or otherwise, and obtain a pilot, if possible; nor shall this be interpreted to prevent a vessel from anchoring in the anchorages described in Article 21.

The following rules to cover the exemptions mentioned in Article 17 have been issued in a circular dated October 29, 1924:

1. Ordinarily local small craft such as Army, Navy, and Panama Canal tugs, subchasers, and submarines will not be required to take pilots. Port Captains may assign pilots to these small vessels when, for any reason, they consider a pilot necessary. If no pilots are assigned, Lock Superintendents may require such craft to use locomotives if they consider it desirable.

2. Destroyers will take pilots but the Port Captain concerned may assign one pilot to a pair of destroyers when pressure of transit makes this desirable. The pair of destroyers will be lashed together and locked as one ship.

3. Port Captains will assign pilots to Canal floating equipment when considered necessary. When pilots are not assigned to such equipment, Lock Superintendents will decide whether locomotives shall be used in lockages.

4. When pilots are not available for *visiting* small craft, Port Captains may allow them to follow closely vessels carrying a pilot and lock through with that vessel.

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, 1924:

BALBOA HEIGHTS, C. Z., November 15, 1924.

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, 1924:

NUMBER OF TRANSITS.

During the month of October, 1924, 393 commercial vessels passed through the Panama Canal. In addition to these there were 4 small nonseagoing launches, measuring under 20 tons, and 13 vessels belonging to or chartered by the United States Government, making the total transits for the month 410, or a daily average on all transits of 13.2.

The 393 commercial transits paid tolls to the amount of \$1,796,255.77, and the 4 small launches \$8.40, making the total tolls collections for the month \$1,796,264.17, or a daily average tolls collection on all traffic of \$57,944.01.

As in other months of this year since March, October had fewer commercial transits than the corresponding month in 1923, but more than in 1922. The October, 1924, vessels were 2 less than the 395 in September of this year and the tolls from commercial traffic were \$36,679.56 less.

A new low mark in the decline of the traffic of tank ships, which are principally in the California oil trade, was reached in October. The total of transits of this class of vessels was 80, the lowest number since March, 1923. In September, 1924, the tanker transits were 113.

October showed a gain over September in general cargo vessels; and the previous predictions that increased general cargo movement would largely offset the decline of the oil traffic continue to be confirmed. A comparison of the two classes of traffic from January 1, 1923, to the end of October, 1924, was published in THE PANAMA CANAL RECORD of November 12.

For the first ten months of the calendar year the daily average commercial transits was 13.45, and the daily tolls collections thereon \$62,836.01. If this average should be maintained to the end of the year the total commercial transits for the year would be 4,923, and the total tolls collection on commercial traffic approximately \$22,997,980, as against total transits for the calendar year 1923 of 5,037, and a total tolls collection for 1923 of \$22,966,838.18. The figures will presumably be considerably below those for the fiscal year ending June 30, 1924, the highest of record, which were 5,230 vessels and \$24,290,963.54 in tolls.

The total craft of all kinds transiting the Canal during the month of October, 1924, as compared with the same month in 1923 and 1922 is shown in the following tabulation:

	October, 1924.	October, 1923.	October, 1922.
Commercial vessels.....	393	427	294
Noncommercial vessels (Army and Navy).....	13	23	5
Launches (under 20 tons measurement).....	4	20	20
Total vessels and craft through Canal.....	410	470	319

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North-bound.	South-bound.	Total.
Gatun.....	9	10	19
Pedro Miguel.....	21	26	47
Miraflores.....	19	20	39
Totals.....	49	56	105

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month, from the beginning of the calendar year 1924, to the end of October, 1924, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Calendar year.		Calendar year.		Calendar year.		Calendar year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
January...	352	476	1,610,692	2,400,040	1,591,932	2,427,332	\$1,505,285.55	\$2,216,855.01
February...	326	418	1,529,547	2,108,879	1,563,278	2,243,616	1,423,954.21	1,964,155.59
March.....	409	429	1,988,192	2,136,079	1,940,928	2,272,472	1,827,718.44	1,997,138.83
April.....	404	403	2,007,690	2,053,171	2,187,145	2,158,721	1,878,938.15	1,903,761.27
May.....	419	417	2,128,414	2,085,670	2,265,083	2,353,986	1,972,216.04	1,955,764.91
June.....	417	377	2,035,902	1,928,039	2,096,446	2,022,850	1,898,259.08	1,792,821.22
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	2,124,830.02	1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,750	1,958,479	2,050,656.97	1,769,999.94
September.	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
Totals.	4,095	4,102	20,027,081	20,550,033	20,447,616	21,664,854	18,572,919.76	19,164,984.30

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The total figures for the first ten months of the current calendar year show slight increases over the same months in the preceding year, as follows: Number of transits, approximately 0.2 per cent; Panama Canal net tonnage, 2.5 per cent; tons of cargo carried, slightly over 6 per cent; and tolls collected, approximately 3.2 per cent.

The following is a summary of commercial traffic in October, 1924, as compared with the same month in 1923 and 1922, and the average month's traffic for the fiscal year 1924:

	October, 1924.	October, 1923.	October, 1922.	Average per month for fiscal year 1924.
Number of vessels.....	393	427	294	436
United States net tonnage.....	1,523,804	1,724,995	1,049,256	1,746,436
Panama Canal net tonnage.....	1,923,950	2,139,475	1,310,392	2,179,073
Registered gross tonnage.....	2,448,092	2,744,385	1,652,435	2,784,356
Registered net tonnage.....	1,526,636	1,720,836	1,042,966	1,744,885
Tolls.....	\$1,796,255.77	\$1,988,607.69	\$1,255,508.00	\$2,024,246.96
Tons of cargo carried.....	2,017,980	2,127,567	1,445,863	2,249,559

The average daily number of transits, tonnage, tolls, and cargo, are shown in the following statement in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1924.
	October, 1924.	October, 1923.	October, 1922.	
Number of transits.....	12.68	13.77	9.48	14.29
Panama Canal net tonnage.....	62,063	59,015	41,948	71,446
Tolls.....	\$57,943.73	\$64,148.63	\$40,500.26	\$66,368.75
Tons of cargo carried.....	65,096	68,631	46,641	73,756

From the foregoing it will be seen that the average daily traffic in October, 1924, as compared with the average of the fiscal year 1924, shows the following decreases: Transits, about 11.3 per cent; Panama Canal net tonnage, about 13.1 per cent; tolls, about 12.6 per cent; and tons of cargo carried, about 11.7 per cent.

As compared with October, 1923, the decreases are approximately as follows: Number of transits, 7.1 per cent; Panama Canal net tonnage, 10.1 per cent; tolls, 9.7 per cent; and tons of cargo carried, 5.2 per cent.

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of October, 1924, as compared with October, 1923, and October, 1922, are shown in the following tabulation:

	Average per vessel.		
	October, 1924.	October, 1923.	October, 1922.
United States equivalent net tonnage.....	3,877	4,039	3,593
Panama Canal net tonnage.....	4,895	5,010	4,453
Registered gross tonnage.....	6,229	6,427	5,658
Registered net tonnage.....	3,885	4,030	3,572
Tolls.....	\$4,570.63	\$4,657.16	\$4,270.43
Tons of cargo (including vessels in ballast).....	5,135	4,982	4,951
Tons of cargo (laden vessels only).....	6,209	6,408	5,497

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of October for the past four years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
October, 1921..	22	113,712	86,442	19	96,731	105,951	41	210,443	192,393
October, 1922..	44	218,319	176,911	29	156,722	235,728	73	375,041	412,639
October, 1923..	109	617,389	187,533	104	576,366	963,778	213	1,193,755	1,151,311
October, 1924..	62	357,672	155,019	73	403,462	635,503	135	759,134	790,522

UNITED STATES SHIPPING BOARD VESSELS.

During the month of October, 1924, 18 vessels of the United States Shipping Board transited the Canal. Of these, 10 were employed in the United States intercoastal trade. Eight of the 18 vessels were general cargo vessels and 10 were tank ships. Of the 18 vessels one was a motor ship.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of October, for the past three years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
October, 1922..	6	30,872	29,742	6	27,656	39,240	12	58,528	58,982
October, 1923..	16	84,984	53,721	10	53,958	73,239	26	138,942	126,960
October, 1924..	11	57,856	24,241	7	37,375	39,830	18	95,231	64,071

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of October, 1924, by principal geographical areas, as compared with October, 1923, and October, 1922. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	October, 1924.	October, 1923.	October, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	613,648	836,200	433,864
Europe (including British Isles).....	313,447	250,364	196,618
East coast of Canada.....	20,693		
East coast of Mexico.....		34,082	14,170
West Indies.....	131	67	4,244
Cristobal, C. Z.....	6,138	7,648	19,665
East coast of South America.....	23,618	13,409	
Miscellaneous.....	54	36,969	43,891
Totals.....	977,729	1,178,739	712,452
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	445,793	738,752	281,857
West coast of South America.....	222,306	169,799	194,282
Australasia.....	116,604	125,734	82,250
Far East.....	76,635	98,482	106,467
Canada, west coast.....	101,552	33,765	
West coast of Mexico and Central America.....	14,785	1,441	
Miscellaneous.....	54	10,766	47,596
Totals.....	977,729	1,178,739	712,452

Areas.	October, 1924.	October, 1923.	October, 1922.
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	535,706	683,141	287,606
West coast of South America.....	238,450	152,242	201,071
Australasia.....	24,336	23,860	8,022
Far East.....	23,732	16,661	20,232
Canada, west coast.....	114,225	57,214	.....
West coast of Mexico and Central America.....	9,772	7,253	.....
Miscellaneous.....	.....	20,365	81,009
Totals.....	946,221	960,736	597,940
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	572,007	713,237	278,764
Europe (including British Isles).....	287,628	176,397	246,239
East coast of Mexico.....	16,060	21,866	9,346
East coast of Canada.....	42,056	.....	.....
Cristobal, C. Z.....	12,102	17,260	15,667
East coast of South America.....	7,087	8,778	.....
Miscellaneous.....	9,281	23,198	47,924
Totals.....	946,221	960,736	597,940

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month was \$1,796,255.77. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$373,140.71. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$56,969.90	\$45,754.00	\$102,723.90
Chilean.....	2,835.10	1,256.00	4,091.10
Colombian.....	8.65	.....	8.65
Danish.....	561.35	3,033.05	3,594.40
Danish.....	.....	2,724.20	2,724.20
Dutch.....	7,777.05	2,783.53	10,560.58
French.....	5,554.30	2,477.60	8,031.90
German.....	10,606.55	11,680.15	22,286.70
Italian.....	2,249.35	1,011.70	3,264.05
Japanese.....	2,358.35	3,172.35	5,530.70
Norwegian.....	3,055.35	4,377.85	7,433.20
Panamanian.....	1,397.20	858.90	2,256.10
Peruvian.....	5,521.30	4,965.50	10,486.80
Spanish.....	1,471.60	774.80	2,246.40
Swedish.....	2,314.70	1,053.80	3,368.50
United States.....	66,642.70	117,890.83	184,533.53
Totals.....	\$169,323.45	\$203,817.26	\$373,140.71

The additional revenue that would have been assessed against vessels of United States registry would have been made up, with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$43,464.73	\$93,057.68	\$136,522.41
United States foreign trade.....	23,177.97	24,586.55	47,764.52
United States to Canal Zone trade.....	.....	246.60	246.60
Totals.....	66,642.70	117,890.83	184,533.53

Of the additional \$373,140.71 that would have been collected by using exclusively Panama Canal rules of measurement, \$16,939.20 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in October, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, October, 1924.
British.....	.89	1.38	1.16
Chilean.....	.65	1.08	.77
Colombian.....	1.43	.....	1.43
Danish.....	1.13	1.33	1.23
Danzig.....	.....	1.73	1.73
Dutch.....	.94	1.50	1.07
French.....	.90	1.57	1.18
German.....	.93	1.40	1.20
Italian.....	.60	1.72	1.06
Japanese.....	.92	1.56	1.35
Norwegian.....	1.31	1.72	1.57
Panaman.....	1.04	1.84	1.56
Peruvian.....	.63	.76	.69
Spanish.....	.06	.37	.19
Swedish.....	1.52	1.67	1.59
United States.....	.90	1.58	1.35
Totals, October, 1924.....	.90	1.53	1.26
Totals, October, 1923.....	.95	1.58	1.32
Totals, October, 1922.....	1.00	1.48	1.25

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total, 1924.
United States intercoastal trade.....	.43	1.57	1.04
United States and South America.....	.28	1.72	1.01
United States and Europe.....	.55	1.71	1.21
United States and Far East.....	1.04	.68	.95
United States and Australasia.....	1.01	.....	1.01
United States and Canada.....	.62	1.62	1.31
Europe and South America.....	.83	1.32	1.11
Europe and Canada.....	.58	1.43	1.01
Europe and Australasia.....	.96	.87	.93
Cristobal and South America.....	.17	.44	.38

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of October, 1924, was 2,017,980 long tons, as compared with 2,127,567 for October, 1923, a decrease of 109,587. Mineral oils eastbound show 520,354 tons as against 807,595 for October, 1923, a decrease of 287,241 tons. The decrease in total cargo tonnage is smaller than the decrease in mineral oils alone, thus indicating an increase outside of that one item.

From the Atlantic to the Pacific the principal items were various manufactured articles, mineral oils, cement, and coal and coke; from the Pacific to the Atlantic the principal items were mineral oils, nitrates, lumber and grain.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	October, 1924.	October, 1923.	October, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	5,923	2,479	1,666
Ammonia.....	7,240	7,093	2,526
Asphalt.....	9,949	1,520	1,761
Automobiles and accessories.....	9,641	7,045	5,545
Blood and tankage.....	.....	3,316	.....
Canned goods.....	3,865	3,562	2,830
Cement.....	36,091	12,724	9,404
Chemicals.....	3,937	4,273	830
Coal and coke.....	18,936	23,232	35,203
Coffee.....	4,554	3,629	1,901
Cotton.....	11,402	9,074	10,179
Cresote.....	.....	.....	8,523
Fertilizer.....	582	1,233	2,599
Glass.....	1,098	1,431	3,619
Liquors.....	2,543	3,231	456
Lumber.....	2,319	458	3,042

Commodity.	October, 1924.	October, 1923.	October, 1922.
<i>Atlantic to Pacific.</i> —Continued.			
Manufactured goods:			
Iron and steel.....	110,131	140,171	107,389
Machinery.....	17,302	16,673	9,047
Railroad material.....	13,760	17,121	18,002
Textiles.....	4,998	9,508	3,030
Other.....	1,901	6,414	13,842
Metals, various.....	13,330	15,436	9,288
Mineral oils.....	50,045	141,513	105,427
Ores, various.....	2,674	3,428	379
Paper.....	13,036	11,326	7,237
Patent fuel.....	12,700	8,100	1,153
Phosphates.....	701	3,000	100
Rice.....	5,355	31	462
Salt.....	3,213	2,049	1,684
Silver sand.....	11,285	1,635	.....
Sugar.....	226	125	3,100
Sulphur.....	6,620	3,300	7,507
Tobacco.....	5,402	3,955	1,438
Wax.....	1,554	1,071	140
Miscellaneous.....	205,062	153,591	177,452
Totals.....	598,405	622,747	556,761
<i>Pacific to Atlantic.</i>			
Barley.....	29,230	32,659	66,288
Beans and peas.....	15,396	11,768	4,365
Borax.....	4,467	5,580	2,879
Cocoa.....	1,005	1,798	4,289
Canned goods.....	99,037	76,812	75,660
Coffee.....	4,827	2,959	2,652
Copra.....	254	6,428	4,883
Cold storage products.....	7,250	9,820	640
Cotton.....	5,288	4,167	5,759
Flour.....	5,795	1,875	2,643
Fruits, dried and fresh.....	24,758	6,807	13,366
Guano.....	2,301	4,400	.....
Hay.....	472	3,920	84
Hemp.....	2,278	1,062	3,336
Ivory nuts.....	3,234	1,585	2,918
Lumber.....	158,557	144,054	105,108
Metals, various.....	35,810	25,757	25,512
Nitrates.....	170,074	81,188	72,037
Mineral oils.....	520,354	807,595	110,074
Oats.....	8,974	1,735	300
Ores, various.....	89,674	82,705	63,598
Phosphates.....	6,600	7,882	.....
Rice.....	8,803	120	3,440
Sugar.....	22,220	28,009	31,707
Tea.....	392	3,392	1,876
Wheat.....	94,732	70,219	119,535
Wool.....	3,155	2,566	7,450
Miscellaneous.....	94,638	77,958	150,389
Totals.....	1,419,575	1,504,820	880,788

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of October, 1924, was published in THE PANAMA CANAL RECORD of November 12, 1924.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of October, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	October, 1924.	October, 1923.	October, 1922.	October, 1924.	October, 1923.	October, 1922.
United States intercoastal trade.....	62	109	44	73	104	29
United States and South America.....	25	14	21	27	20	23
Europe and South America.....	26	19	16	26	14	18
United States and Far East.....	13	14	19	4	3	3
Europe and United States.....	13	13	11	17	14	23
Europe and Canada.....	14	5	5	14	5	9
Europe and Australasia.....	7	9	7	3	4	1
Mexico and South America.....	.....	5	3	1	1	1
Cristobal and South America.....	2	3	8	6	5	7
United States and Canada.....	4	1	1	9	7	4
United States and Australasia.....	11	9	7	.....	.....	.....
Miscellaneous.....	21	28	17	15	21	17
Totals.....	198	229	159	195	198	135

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Panama Canal net tonnage.			Panama Canal net tonnage.		
	October, 1924.	October, 1923.	October, 1922.	October, 1924.	October, 1923.	October, 1922.
United States intercoastal trade.....	357,562	617,389	218,319	403,462	576,366	156,772
United States and South America.....	108,614	51,593	83,636	109,432	79,114	91,440
Europe and South America.....	115,595	81,895	68,936	112,390	55,282	72,953
United States and Far East.....	72,534	75,628	100,000	23,732	16,661	14,776
Europe and United States.....	59,701	66,486	54,505	79,136	69,763	114,484
Europe and Canada.....	77,592	29,384	31,036	77,260	21,920	48,055
Europe and Australasia.....	46,755	64,919	42,141	18,842	23,860	3,930
Mexico and South America.....	.....	26,394	14,170	4,831	4,831	4,382
Cristobal and South America.....	2,482	3,915	14,511	9,068	9,252	12,106
United States and Canada.....	23,225	4,381	4,381	52,199	30,295	15,826
United States and Australasia.....	62,150	44,955	27,528	.....	.....	.....
Miscellaneous.....	52,419	111,800	53,289	55,869	73,392	63,216
Totals.....	977,729	1,178,739	712,452	946,221	960,736	597,940
Route.	Tons of cargo carried.			Tons of cargo carried.		
	Tons of cargo carried.			Tons of cargo carried.		
	October, 1924.	October, 1923.	October, 1922.	October, 1924.	October, 1923.	October, 1922.
United States intercoastal trade.....	155,019	187,533	176,911	635,503	963,778	235,728
United States and South America.....	30,860	30,957	19,476	188,841	147,964	156,491
Europe and South America.....	95,229	53,244	61,376	158,120	73,769	100,131
United States and Far East.....	75,723	102,386	107,568	16,272	11,058	22,214
Europe and United States.....	32,697	19,916	34,915	135,268	111,369	184,094
Europe and Canada.....	45,190	18,205	21,848	110,093	34,397	71,151
Europe and Australasia.....	44,776	51,425	34,314	16,406	23,475	4,514
Mexico and South America.....	.....	51,030	25,885	.....	.....	.....
Cristobal and South America.....	420	559	2,134	3,974	10,179	5,328
United States and Canada.....	14,387	6,731	5,900	84,530	37,929	23,522
United States and Australasia.....	63,040	39,174	40,002	.....	.....	.....
Miscellaneous.....	41,064	61,587	34,746	70,568	90,902	77,615
Totals.....	598,405	622,747	565,075	1,419,575	1,504,820	880,788

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of October in the years 1922, 1923, and 1924, and for the month of September, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
October, 1922.....	120	437,821	\$410,882.92	436,979
October, 1923.....	109	391,136	381,256.87	450,313
October, 1924.....	133	507,533	474,666.92	531,045
September, 1924.....	125	495,132	462,633.23	564,079

The totals for October, 1924, show substantial increases over the same month in 1922 and 1923, and also an increase over the month of September, 1924.

The principal commodities bound to Latin America were various manufactured goods, cement, and coal and coke; from Latin America the principal commodities were nitrates, various ores, various metals and grain.

Nitrate shipments from the west coast of South America totaled 170,074 tons as against 188,518 tons in September, 1924, 210,740 tons in August, 1924, and 81,188 tons in October, 1923.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during October, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for October in 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	20	59,179	74,091	93,386	58,123	\$68,353.84	48,995
Chilean.....	3	9,226	11,973	18,201	10,205	11,532.50	7,832
Colombian.....	1	67	77	153	68	83.75	108
Dutch.....	3	15,660	21,753	25,506	15,662	19,575.00	19,422
German.....	5	18,620	24,544	27,329	16,415	23,080.10	24,340
Italian.....	3	10,276	11,937	15,566	9,160	12,570.60	2,318
Japanese.....	2	7,732	9,229	12,337	7,651	8,179.66	3,117
Norwegian.....	5	5,494	6,337	9,194	5,603	5,140.95	1,175

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.—Contd.</i>							
Panamanian.....	1	51	54	86	50	\$38.88	
Peruvian.....	4	6,526	11,399	16,495	9,055	8,157.50	7,181
Spanish.....	3	7,949	10,698	14,861	9,405	8,879.60	347
United States.....	15	53,077	62,182	89,468	53,010	50,557.24	21,064
Totals, October, 1924.....	65	193,857	244,274	322,582	194,407	216,099.62	135,899
Totals, October, 1923.....	54	155,517	194,629	259,217	156,385	185,688.25	148,677
Totals, October, 1922.....	60	177,275	221,961	292,347	178,022	201,623.48	131,617
<i>Pacific to Atlantic.</i>							
British.....	22	87,958	107,982	146,344	89,371	105,757.13	141,203
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,011
Colombian.....	1	67	77	153	85	55.44	
Danish.....	2	3,808	5,505	6,419	3,823	4,760.00	7,485
Dutch.....	4	7,219	9,943	12,186	7,234	9,023.75	14,417
French.....	1	3,600	4,146	5,765	3,681	4,500.00	6,908
German.....	6	20,324	26,518	33,077	20,496	25,405.00	41,028
Italian.....	2	5,746	6,831	9,971	5,858	7,182.50	11,035
Japanese.....	2	8,223	10,205	13,153	8,142	10,278.75	18,020
Norwegian.....	2	5,587	6,218	8,227	5,635	6,916.85	12,530
Panamanian.....	2	4,065	4,951	6,472	4,117	5,056.38	9,018
Peruvian.....	4	7,520	11,859	17,429	9,704	9,265.30	9,013
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	1,373
United States.....	17	49,888	60,640	82,985	49,991	62,276.20	118,105
Totals, October, 1924.....	68	210,477	263,309	354,578	215,113	258,567.30	395,146
Totals, October, 1923.....	55	157,461	196,507	266,315	160,567	195,568.62	301,646
Totals, October, 1922.....	60	169,753	215,860	279,319	170,634	209,259.44	305,362

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 49 per cent of the total commercial transits of the Canal during the month of October, 1924, comprised about 53 per cent of the Panama Canal net tonnage, and carried about 52 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in October, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, together with the totals for October in 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	56	214,749	278,037	340,972	212,571	\$249,022.66	195,110
Chilean.....	3	9,226	11,973	18,201	10,205	11,532.50	7,832
Colombian.....	1	67	77	153	68	83.75	108
Danish.....	2	10,421	11,323	12,497	8,717	13,026.25	12,768
Dutch.....	4	20,523	27,819	33,161	20,461	25,653.75	25,548
French.....	4	14,602	19,839	23,919	14,812	18,252.50	17,895
German.....	8	24,583	34,132	37,470	22,372	30,483.85	31,877
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	4	14,885	17,151	23,000	13,822	18,331.85	10,318
Japanese.....	5	20,143	23,761	30,216	19,805	23,693.41	17,165
Norwegian.....	9	16,715	20,488	25,691	15,770	18,398.25	18,267
Panamanian.....	2	1,435	2,660	3,720	2,644	1,768.88	2,701
Peruvian.....	4	6,526	11,399	16,495	9,055	8,157.50	7,181
Spanish.....	3	7,949	10,698	14,861	9,405	8,879.60	347
Swedish.....	1	3,386	5,456	5,568	4,246	4,232.50	8,284
United States.....	91	399,328	499,269	640,881	399,326	422,346.26	243,004
Totals, October, 1924.....	198	767,604	977,729	1,231,893	766,168	856,489.35	598,405
Totals, October, 1923.....	229	950,752	1,178,739	1,502,481	944,771	1,023,749.27	622,747
Totals, October, 1922.....	159	566,856	712,452	899,040	565,986	657,837.91	565,075
<i>Pacific to Atlantic.</i>							
British.....	47	189,647	233,962	306,530	189,961	232,338.08	319,848
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,011
Colombian.....	1	67	77	153	85	55.44	.....

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Pacific to Atlantic.—Contd.</i>							
Danish.....	3	8,027	10,822	12,464	8,067	\$10,033.75	14,451
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,737
Dutch.....	4	7,219	9,943	12,186	7,234	9,023.75	14,417
French.....	3	12,104	14,594	19,361	12,195	15,130.00	22,632
German.....	10	34,189	45,347	55,210	34,009	42,736.25	63,745
Italian.....	3	9,771	10,880	15,371	9,177	1,241.30	18,632
Japanese.....	8	35,357	38,901	50,379	34,558	43,508.85	60,622
Norwegian.....	6	22,669	25,908	32,504	22,075	28,269.35	44,688
Panaman.....	2	4,065	4,951	6,472	4,117	5,056.38	9,018
Peruvian.....	4	7,520	11,859	17,429	9,704	9,265.30	9,013
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	1,373
Swedish.....	1	4,148	5,199	6,864	4,997	5,185.00	8,615
United States.....	100	409,525	517,428	659,891	412,140	512,257.97	813,773
Totals, October, 1924.....	195	756,200	946,221	1,216,199	760,468	939,766.42	1,419,575
Totals, October, 1923.....	198	774,243	960,736	1,241,904	776,065	964,858.42	1,504,820
Totals, October, 1922.....	135	482,402	597,940	753,395	476,980	597,670.09	880,788
<i>Combined traffic.</i>							
British.....	103	404,396	511,999	647,502	402,532	481,360.74	514,958
Chilean.....	4	12,738	16,678	25,511	14,181	15,922.50	12,843
Colombian.....	2	134	154	306	153	139.19	108
Danish.....	5	18,448	22,145	24,961	16,784	23,060.00	27,219
Danzig.....	1	5,420	7,916	8,988	5,173	6,775.00	13,737
Dutch.....	8	27,742	37,762	45,347	27,695	34,677.50	39,966
French.....	7	26,706	34,423	43,280	27,007	33,382.50	40,527
German.....	18	58,772	79,479	92,680	56,381	73,220.10	95,622
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	7	24,656	28,031	38,371	22,999	30,373.15	28,950
Japanese.....	13	55,500	62,662	80,595	54,363	67,202.26	77,787
Norwegian.....	15	39,384	46,396	58,195	37,845	46,667.60	62,955
Panaman.....	4	5,500	7,611	10,202	6,761	6,825.26	11,719
Peruvian.....	8	14,046	23,258	33,924	18,759	17,422.80	16,194
Spanish.....	4	10,909	14,427	19,948	12,405	12,579.60	1,720
Swedish.....	2	7,534	10,655	12,422	9,243	9,417.50	16,899
United States.....	191	808,853	1,016,697	1,300,772	811,466	934,604.23	1,056,777
Totals, October, 1924.....	393	1,523,804	1,923,950	2,448,092	1,526,636	1,796,255.77	2,017,980
Totals, October, 1923.....	427	1,724,995	2,139,475	2,744,385	1,720,836	1,988,607.69	2,127,567
Totals, October, 1922.....	294	1,049,258	1,310,392	1,652,435	1,042,966	1,255,508.00	1,445,863

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal in ballast is shown in the following tabulation, the vessels being grouped according to nationality and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	2	10,205	\$7,347.60	2	9,554	\$6,878.88
Irish.....	1	3,647	2,625.84	.....	.....	.....
United States.....	28	187,399	135,288.98	.....	.....	.....
General cargo ships:						
British.....	11	49,032	35,412.16	.....	.....	.....
Colombian.....	.....	.....	.....	1	77	55.44
Dutch.....	.....	.....	.....	2	324	152.50
Japanese.....	1	5,128	3,692.16	.....	.....	.....
Norwegian.....	5	6,656	4,802.10	.....	.....	.....
Panaman.....	1	54	38.88	1	54	38.88
Spanish.....	2	5,180	3,729.60	.....	.....	.....
United States.....	9	43,784	31,691.58	2	4,905	3,539.52
Totals.....	60	311,085	224,628.90	8	14,914	10,665.22

¹ Includes 1 vessel that paid laden rate on account of excess bunkers, 279 Panama Canal net tonnage, \$310 in tolls.

² Includes 3 vessels that paid laden rate account excess bunkers, 131 Panama Canal net tonnage, \$104.10 tolls.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of October, 1924, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	1	4,989	\$5,378.75	46	274,206	\$285,870.05
Ballast.....	31	201,251	145,262.42	2	9,554	6,878.88
General cargo ships:						
Laden.....	127	661,655	626,481.70	141	657,101	643,231.15
Ballast.....	29	109,834	79,366.48	6	5,360	3,786.34
Totals.....	198	977,729	856,489.35	195	946,221	939,766.42
Steamers.....	178	909,236	794,495.60	178	888,700	889,521.50
Motor ships.....	14	67,872	61,464.77	11	54,964	47,762.50
Motor schooners.....	1	77	83.75	1	77	55.44
Motor yachts.....	2	413	341.13	2	668	488.88
Sailing vessel.....				1	1,488	1,785.60
Tugs.....	3	131	104.10	2	324	152.50
Totals.....	198	977,729	856,489.35	195	946,221	939,766.42

Of the 356 steam vessels, 242 were oil burners, 110 coal burners, and 4 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 13 vessels which transited the Panama Canal free of tolls during the month of October, 1924. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated, with a total of \$39,805.15:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Battleship.....	1	32,600	\$16,300.00			
Cruiser.....	1	3,340	1,670.00			
Mine sweeper.....	1	950	475.00			
Submarines.....	3	1,535	767.50	3	1,535	\$767.50
Transport.....	1	3,513	4,391.25	1	3,434	4,292.50
U. S. Army vessels:						
Transport.....	1	5,212	6,256.40	1	3,908	4,885.00
Totals.....	8	47,150	29,860.15	5	8,877	9,945.00

¹ Indicates displacement tonnage.

² Indicates Panama Canal net tonnage.

³ Indicates registered net tonnage.

The foregoing noncommercial vessels transiting the Canal free of tolls during the month of October, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	3,198
Pacific to Atlantic.....	1,366
Totals.....	4,564

The following statement shows the number of launches transiting the Canal during the month of October, 1924; these launches although paying tolls, are excluded from statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	4	10	\$8.40
Pacific to Atlantic.....			
Totals.....	4	10	\$8.40

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of October, 1924, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons.	40,907	19,020	59,927
Local cargo shipped..... tons.	4,935	369	5,304
Transit cargo arriving..... tons.	2,016,067	1,957,188	3,973,255
Transit cargo clearing..... tons.	2,001,004	1,981,308	3,982,312
Cargo received for transshipment..... tons.	18,393	6	18,399
Cargo transhipped..... tons.	22,518	622	23,140
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	53	1	54
Panama Railroad vessels.....	1		1
Total vessels supplied with coal.....	54	1	55
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons.	20,940	275	21,215
Panama Railroad vessels.....	100		100
Total coal supplied to vessels.....	21,041	275	21,315
Coal issued, miscellaneous:			
Panama Canal departments..... tons.	297	63	360
U. S. Army, excepting vessels..... tons.	386		386
Individuals and companies..... tons.	398		398
U. S. Navy (borrowed at Balboa)..... tons.	57		57
Panama Railroad, excepting vessels..... tons.	25	10	35
Total issues and sales..... tons.	22,203	348	22,551
Coal on hand, November 1, 1924..... tons.	78,092	455	78,547
Coal on hand, October 1, 1924..... tons.	88,237		88,237
Coal received during the month..... tons.	12,058	803	12,861
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls.	8,272.48	13,515.80	21,788.28
Panama Railroad Company..... bbls.	1,454.00	398.17	1,852.17
Army and Navy..... bbls.	523.50	130.01	653.51
Individuals and companies..... bbls.		130.65	130.65
Total issues and sales..... bbls.	10,249.98	14,174.63	24,424.61
Fuel oil on hand, November 1, 1924..... bbls.	18,464.12	42,391.12	60,855.24
Diesel oil sold during October, 1924..... bbls.	215.02		215.02
Diesel oil on hand, November 1, 1924..... bbls.	38,367.78	537.41	38,935.19
Oil pumped for individuals and companies..... bbls.	509,400.53	309,816.28	819,216.81
Miscellaneous transfers..... bbls.		567.10	567.10
Gasoline pumped for Panama Canal..... bbls.	940.05	1,517.62	2,457.67
Gasoline pumped for individuals and companies..... bbls.		2,484.55	2,484.55
Total fuel oil and gasoline handled..... bbls.	520,805.58	328,560.18	849,365.76
Admeasurement of vessels:			
United States equivalent certificates issued.....	18	5	23
Measured for Panama Canal net tonnage.....	6	1	7
Remeasured for Panama Canal net tonnage.....	11	2	13
Panama Canal net tonnage corrected.....	3	3	6
United States equivalent tonnage corrected.....	11	5	16
Services of harbor equipment:			
Tugs, total operating hours.....	394½	336½	731
Launches, total operating hours.....	1,139	1,290½	2,429½
Scows, total operating days.....		14½	14½
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$11,998.75	\$8,517.50	\$20,516.25
Pilotage.....	15,184.00	6,304.00	21,488.00
Seamen.....	9,284.00	9,248.00	18,532.00
Launch service.....	1,795.50	2,645.00	4,441.50
Wharfage.....	12,169.80	4,008.46	16,178.26
Ships measured.....	310.00	50.00	360.00
Miscellaneous cash collections.....	786.75	871.50	1,658.25
Vessels repaired at Panama Canal shops:			
Commercial.....	35	25	60
United States Army and Navy.....	7	12	19
Canal equipment.....	14	15	29
Vessels dry docked:			
United States Army and Navy.....	3	4	7
Commercial.....	3	4	7
Panama Canal equipment.....	4	2	6
Clearances issued.....	236	208	444
Bills of health issued.....	242	210	452

* Borrowed 57 tons from U. S. Navy at Balboa, returned at Cristobal.

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.	454	2,801,754	1,756,803	401	2,507,293	1,563,169
Vessels entering port but not transiting Canal.	56	279,614	167,943	8	34,609	21,047
Vessels transiting Canal and handling passengers or cargo at terminals.	86	529,934	330,345	48	255,809	152,534
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.	452	2,794,492	1,751,493	406	2,541,162	1,584,482
Vessels entering port but not transiting Canal.	61	315,704	190,196	9	37,193	22,469
Vessels transiting Canal and handling passengers or cargo at terminals.	85	520,300	324,555	48	260,488	155,069

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Totals.	First class.	Others.	Totals.
Disembarking:						
From Atlantic ports.	1,091	664	1,755	33	72	105
From Pacific ports.	102	104	205	215	80	295
Total disembarking	1,193	768	1,961	248	152	400
Embarking:						
For Atlantic ports.	855	649	1,505	24	201	225
For Pacific ports.	278	118	396	92	58	150
Total embarking.	1,133	767	1,900	116	259	375
Remaining on board vessels:						
From Atlantic to Pacific ports.	1,163	3,514	4,677	1,238	3,480	4,718
From Pacific to Atlantic ports.	757	745	1,502	702	600	1,302
From Atlantic to Atlantic ports.	446	55	501			
From Pacific to Pacific ports.				6	35	41
Total on board	2,366	4,314	6,680	1,946	4,115	6,061
Total arriving.	3,559	5,082	8,641	2,194	4,267	6,461
Total departing.	3,499	5,081	8,580	2,062	4,374	6,436

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of October, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.*
Sales at Cristobal to:						
Government vessels.	\$99.50	\$208.80	\$2,057.44	\$89.05	\$182.02	\$2,636.81
Panama Railroad vessels.	6.75	.16	1,280.66	851.04	390.20	2,528.81
Other commercial vessels.	1,624.93	6,922.23	17,030.68	120.27	1,775.95	27,474.06
Total sales, October, 1924.	1,731.18	7,131.19	20,368.48	1,060.36	2,348.17	32,639.68
Total sales, October, 1923.	1,219.90	5,456.62	17,208.67	587.89	2,981.61	27,454.69
Total sales, October, 1922.	1,095.83	4,375.96	15,693.18		1,420.17	22,585.14
Sales at Balboa to:						
Government vessels.	294.85	2,185.94	11,771.26	171.57	990.00	15,413.62
Other commercial vessels.	855.17	1,572.40	10,761.72	333.24	3,517.65	17,040.18
Total sales, October, 1924.	1,150.02	3,758.34	22,532.98	504.81	4,507.65	32,453.80
Total sales, October, 1923.	810.63	2,874.58	19,118.12	435.39	4,162.64	27,401.36
Total sales, October, 1922.	534.06	5,914.93	15,854.09	379.80	1,105.04	23,787.92

The aggregate sales to government vessels during the month were \$18,050.43; to Panama Railroad vessels, \$2,528.81; and to other commercial vessels, \$44,514.24; making the total sales to all vessels, \$65,093.48.

LOCK OPERATIONS.

The following tabulations show the number of lockages and number of vessels passing through the locks during the month of October, 1924, as compared with the corresponding month in 1923 and 1922; and the consumption of water for lockages in October, 1924:

Locks.	NUMBER OF LOCKAGES.						Comparative grand totals.		
	Commercial.			Noncommercial.			Oct., 1924.	Oct., 1923.	Oct., 1924.
	North.	South.	Total.	North.	South.	Total.			
Gatun.....	192	188	380	5	4	9	389	423	297
Pedro Miguel.....	193	193	386	8	15	23	409	452	319
Miraflores.....	193	193	386	8	11	19	405	446	317
Number of vessels put through locks.									
Gatun.....	198	201	399	16	18	34	433	516	344
Pedro Miguel.....	195	197	392	28	34	62	454	501	357
Miraflores.....	195	197	392	26	28	54	446	494	357

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	15	15	15
Panama Canal equipment.....	19	47	39

The total consumption of water for lockages, maintenance and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,541,220,000	<i>Cubic feet.</i> 1,307,210,000	<i>Cubic feet.</i> 1,231,120,000
Leakage.....	20,000,000	12,300,000	20,000,000
Maintenance.....			

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of October, 1924, are shown in comparative form:

Rainfall for month.	October, 1924.	October, 1923.	October—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	10.19	16.18	16.18	6.28	11.44
Central section.....	12.95	28.23	28.23	9.37	15.24
Atlantic section.....	18.84	37.85	37.85	7.92	16.54
Maximum recorded on any one day.....	4.53	12.25	12.25		
Gatun Lake watershed.....	13.80	30.21	30.21	8.72	16.63
Chagres River watershed above Alhajuela.....	16.50	28.59	28.59	8.26	15.73
Maximum recorded for month at any one point.....	21.56	44.35	44.35		
Minimum recorded for month at any one point.....	6.44	12.69		1.62	
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	2,653	8,126	8,126	2,031	3,630
Maximum momentary discharge for the month.....	12,400	108,800	108,800		
Gatun Lake watershed, total yield.....	9,659	27,260	27,260	7,868	12,892
Gatun Lake watershed, net yield.....	9,216	26,805	26,805	7,798	12,396
Draft on Gatun Lake for lockages and power.....	2,658	2,537	2,658	1,191	2,076

¹ This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama are not included in this report.) ² October 22, 1923. ³ Not including October, 1914.

SEISMOLOGY.

Seismic tremors were recorded on the 11th, 18th and 27th of October.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as com-

pared with the corresponding month in 1923 and 1922, are shown in the following tabulation:

Item.	October, 1924.	October, 1923.	October, 1922.
Gross output, KWH:			
Gatun hydroelectric station.....	5,717,900	4,428,430	4,359,800
Mirafleres steam plant.....	90	26,830	70
Power distributed to consumers..... KWH..	4,342,951	3,885,166	3,739,916
Loss of power in plants, accessories, transmissions, and transformers..... KWH..	1,375,039	543,264	619,954
Per cent of loss of power to gross output.....	24.04	12.25	14.21
Water consumption..... cubic feet.	4,270,812.383	3,534,556.678	3,455,426.514
Oil consumption..... barrels.	231.06	1,553.87	1,381.00

In addition to the usual operation, maintenance and repair work, additions to or repairs of electrical installations were made on 25 vessels during the month.

There were 327 work orders issued during the month for work performed by different sections of the Electrical Division, as compared with 296 work orders issued for the month of September, 1924.

SHOP, FOUNDRY AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 56 vessels at Cristobal and 52 at Balboa. The more important work included the following:

U. S. Submarine *O-6* was scaled and painted in addition to renewal of tail shaft, stern tube bearings and balancing of propellers. Overhaul of submarines *O-1*, *O-3*, *O-8*, *O-6* and *R-24* was completed and overhaul was begun on submarines *O-2*, *O-9*, and *O-10*.

Repairs to the steamship *Colombia* were completed and the vessel left for San Francisco on October 7, fully repaired and rehabilitated and ready for routine passenger service.

Damage due to fire in fire room of steamship *Lake Flattery* was repaired consisting, mainly of remaking joints, repairing fire fronts and braces and cleaning in fire room, engine room and bilges.

The steamship *Sisak* was removed from dry dock and towed to outer anchorage at Balboa to await disposition by the interests concerned.

The Peruvian cruiser *Almirante Grau* was dry docked for underwater work incidental to reconstruction.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	October, 1924.			September, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	11	727	34,999 $\frac{1}{2}$	7	469	28,351
Steel.....	2	586	57,251 $\frac{3}{4}$	2	272	55,726 $\frac{1}{2}$
Nonferrous.....	6	560	23,642 $\frac{1}{2}$	13	754	17,305

There were 570 job orders on hand at the beginning of the month; 631 were authorized during the month; and 626 were completed, leaving 575 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month, none were authorized and none completed during the month, leaving 368 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	October, 1924.	October, 1923.	October, 1922.
	Gallons.	Gallons.	Gallons.
Pumping stations.....	669,924,750	608,456,250	655,199,000
Filtration plants.....	403,905,000	364,951,000	374,462,000
Water consumed by Panama.....	93,603,000	85,622,000	85,529,000
Water consumed by Colon.....	50,215,500	48,057,000	59,548,750
Sales of water to vessels.....	10,934,550	9,720,980	7,983,967

Work was continued on installation of fresh water cooling system at the Balboa cold storage plant; the work was 95 per cent completed at the close of the month. Work was completed on parking space for 16 cars at Ancon clubhouse. An additional drain at the Balboa School annex was completed during the month.

DREDGING.

West Culebra slide has continued to show a slight general movement between stations 1770 and 1794. This movement amounted to 4.3 feet toward the Canal for the month. All other slides were quiescent during the month.

There was no interference with Canal traffic due to slides during the month.

The total excavation during the month was 351,782 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
33,550		33,550	Maintenance.....	Gaillard Cut, La Pita point improvement project	<i>Gamboa.</i>
9,500	9,500		Maintenance.....	Gaillard Cut, La Pita bend.....	<i>Gamboa.</i>
27,900	1,850	26,050	Maintenance.....	Gaillard Cut, west Culebra slide.....	<i>Gamboa.</i>
7,050	650	6,400	Maintenance.....	Gaillard Cut, east Culebra slide.....	<i>Gamboa.</i>
20,900	3,700	17,200	Maintenance.....	Gaillard Cut, Empire reach.....	<i>Gamboa.</i>
50,050	50,050		Maintenance.....	Gaillard Cut, Empire reach.....	<i>No. 85.</i>
64,900	64,900		Maintenance.....	Gaillard Cut, Bas Obispo reach.....	<i>No. 85.</i>
11,600	8,600	3,000	Aux. maintenance.....	Balboa inner harbor.....	<i>Cascadas.</i>
27,000	7,400	19,600	Aux. maintenance.....	Balboa inner harbor.....	<i>Cascadas.</i>
1,300	1,300		Aux. maintenance.....	Balboa inner harbor.....	<i>Paraiso.</i>
4,000	4,000		Aux. maintenance.....	Balboa inner harbor.....	<i>Paraiso.</i>
92,000	92,000		Aux. maintenance.....	France Field.....	<i>No. 86.</i>
2,032	2,032		Aux. maintenance.....	Dredging sand at Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 174 deaths occurred during the month of October, 1924, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 16.32 per thousand. The leading causes of death were: Tuberculosis (various organs), 31; pneumonia (broncho and lobar), 19; organic diseases of the heart, 12; cancer (various organs), 12; nephritis (acute and chronic), 9. There were 8 deaths from diarrhea and enteritis and 5 deaths from apoplexy. Of the total deaths, 52, or 30 per cent occurred among children under 5 years of age. There were 12 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 317 live births reported during the month, and 17 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 31.34 per thousand population. Deaths among children under one year of age numbered 40, giving an infant mortality rate of 126.18 per thousand live births.

The total number of malaria cases reported during the month was 85. Of these, 6 were reported from Panama City, 3 from Colon, 43 from the Canal Zone sanitated areas, and 33 originated outside of our sanitated areas. Of the total, 7 were employees, 40 were nonemployees, and 38 were Army and Navy personnel. There were 4 deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters is shown in the following table as compared with October, 1923 and 1922:

	As of October 31, 1924.			Comparative totals.		
	Men.	Women.	Children.	October, 1924.	October, 1923.	October, 1922.
Americans.....	2,511	2,062	2,248	6,821	6,438	5,771
Europeans.....	81	29	69	179	167	215
West Indians.....	4,172	2,663	6,661	13,496	12,819	12,539
Totals, October, 1924.....	6,764	4,754	8,978	20,496		
Totals, October, 1923.....	6,586	4,639	8,199		19,424	
Totals, October, 1922.....	6,301	4,458	7,766			18,525

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of October 15, 1924, by departments, together with a comparison of the working force for the preceding month and for October, 1923:

	As of October 15, 1924.			Total employees.	
	Gold.	Silver.	Total.	September, 1924.	October, 1923.
Operation and maintenance:					
Office.....	29	52	81	66	63
Electrical.....	165	158	323	323	312
Municipal Engineering.....	73	409	482	607	524
Lock Operation.....	204	584	788	786	881
Dredging.....	165	901	1,066	1,073	1,004
Mechanical.....	523	923	1,446	1,513	1,129
Marine.....	178	578	756	694	607
Fortifications.....	12	58	70	62	67
Totals.....	1,349	3,663	5,012	5,124	4,587
Supply Department:					
Quartermaster.....	168	1,145	1,313	1,390	1,127
Subsistence.....	7	86	93	95	87
Commissary.....	185	885	1,070	1,041	941
Cattle Industry, plantations.....	5	128	133	131	177
Hotel Washington.....	7	85	92	92	91
Transportation.....	39	152	191	196	190
Totals.....	411	2,481	2,892	2,945	2,613
Accounting Department.....	196	7	203	204	193
Health Department.....	227	693	920	938	921
Executive Department.....	503	253	756	675	735
Totals.....	926	953	1,879	1,817	1,849
Panama Railroad:					
Superintendent.....	45	206	251	249	287
Transportation.....	63	113	176	170	170
Receiving and Forwarding Agent.....	77	747	824	925	986
Coaling stations.....	44	270	314	359	431
Totals.....	229	1,336	1,565	1,703	1,874
Grand totals, October, 1924.....	2,915	8,433	11,348		
Grand totals, September, 1924.....	2,886	8,703		11,589	
Grand totals, October, 1923.....	2,746	8,177			10,923

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month and with the corresponding month in 1923, were as follows:

	October, 1924.	September, 1924.	October, 1923.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$199,893.88	\$436,949.17	\$274,979.29
For other Panama Canal departments.....	11,628.10	24,438.23	9,625.49
Totals.....	211,521.98	461,387.40	284,604.78
Cash sales on the Isthmus:			
Stock.....	22,210.44	24,061.90	17,626.50
Fuel oil.....	669.62	599.14	517.08
Scrap.....	749.30	474.86	648.86
Obsolete and second-hand material.....	1,104.41	346.69	697.87
Totals.....	24,733.77	25,482.59	19,490.31

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures during the fiscal year to September 30, inclusive. It is impossible to submit the figures for the month of October at the time of writing this report, since all of the bills, charges, etc., involved in the accounting have not been completed.

	Month.		Fiscal year.	
	September, 1924.	September, 1923.	This year.	Last year
Tolls.....	\$1,832,952.28	\$1,902,892.26	\$5,537,461.55	\$6,078,003.95
Other receipts.....	316,510.88	219,812.91	804,834.19	689,931.36
Total transit revenues.....	2,149,463.16	2,122,705.17	6,342,295.74	6,767,935.31
Total transit expenses.....	907,442.15	864,784.91	2,693,994.28	2,559,681.39
Net transit revenues.....	1,242,021.01	1,257,920.26	3,648,301.46	4,208,253.92
Three per cent capital charge (theoretical)	607,001.46	607,294.81	1,821,149.40	1,820,969.87
Transit surplus.....	635,019.55	650,625.45	1,827,152.06	2,387,284.05
Business revenues.....	1,096,229.91	880,695.22	3,320,786.33	2,609,353.79
Business expenses.....	989,829.19	812,187.78	2,991,749.13	2,343,193.04
Net business revenues.....	106,400.72	68,507.44	329,037.20	266,160.75
Three per cent capital charge (theoretical)	53,080.13	52,935.59	172,426.94	173,063.59
Business surplus.....	53,320.59	15,571.85	156,610.26	93,097.16
Combined revenues.....	2,942,801.60	2,795,420.13	8,899,304.81	8,724,317.71
Combined expenses.....	1,594,379.87	1,468,992.43	4,921,966.15	4,249,903.04
Combined net revenues.....	1,348,421.73	1,326,427.70	3,977,338.66	4,474,414.67
Three per cent capital charge (theoretical)	660,081.59	660,230.40	1,993,576.34	1,994,033.46
Combined surplus.....	688,340.14	666,197.30	1,983,762.32	2,480,381.21

Respectfully,

M. L. WALKER,

Governor.

Dock Trials of Main Propelling Machinery.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., November 19, 1924.

To all concerned—Dock trials of main propelling machinery of vessels, other than launches and light harbor craft, will not be held under any circumstances while moored to the entrance piers of the Balboa dry dock (piers 7 and 9). Vessels moored to these piers will be required to shift to another berth at owner's expense where dock trials are required.

M. L. WALKER,

Governor.

Lumber for South Africa.

The German steamship *Martha Hemsoth*, owned by Robert M. Sloman & Co., and operated by Wm. Homsoth, Ltd., passed through the Canal on November 15, en route from Seattle, Wash., to Capetown, South Africa. She carried 6,820 tons of cargo, of which 6,707 tons was lumber. The last shipment of lumber through the Canal for South Africa was on August 3, 1924, when the Dutch steamship *Driebergen*, passed through the Canal en route from Seattle, Wash., to Capetown, carrying 5,196,000 board feet.

Large Shipment of Fresh Fruit through the Canal.

On November 12, 1924, the steamship *Narenta* of the Royal Mail Steam Packet Co., transited the Panama Canal carrying 4,825 tons of cargo from north Pacific ports to Holland and the British Isles.

Comprising the larger part of this cargo was 2,696 tons of fresh apples from the west coast of the United States to the British Isles; 820 tons of fresh apples from the west coast of United States to Holland; and 167 tons of fresh apples from Vancouver to the British Isles. The balance of the cargo was of a general nature, the largest item of which was 573 tons of canned fish.

The *Narenta* has 25 insulated cargo chambers with a total refrigerating capacity of 435,060 cubic feet.

Supplement No. 16.—Tariff No. 7.

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., November 11, 1924.

ITEM 13.—QUARANTINE.
(Effective December 1, 1924.)

(Superseding Supplement No. 15.)

1. Subsistence, lodging, etc., in quarantine or detention, per day:

For cabin passengers.....	\$3.00
For steerage passengers, seamen, etc.....	1.50
2. Guards for ships passing through the Canal in quarantine:

For each quarantine guard.....	40.00
For each quarantine officer.....	50.00
3. Fumigation of vessels:

Actual cost of labor and materials, plus 20 per cent surcharge, to which will be added a charge for supervision and depreciation of equipment, as follows:

For vessels under 1,000 tons.....	10.00
For vessels between 1,000 tons and 3,000 tons.....	15.00
For vessels over 3,000 tons.....	20.00

(Net U. S. Registered Tonnage.)

When fumigation service is rendered at the request of the vessel on Sundays or holidays, the total charge will be increased 50 per cent.

4. Night quarantine service:

For inspection after sunset on night of arrival if vessel arrives prior to 10 p. m., from ports not subject to yellow fever quarantine:

Passenger vessels.....	25.00
Other vessels.....	15.00

(Regular hours for quarantine inspection without charge are from sunrise to sunset. Night quarantine service will be administered as follows: Vessels passing the breakwater at Cristobal harbor before 10 p. m., or 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 master or agent prior to arrival of the vessel at one of the points mentioned above.*)

M. L. WALKER,
Governor, The Panama Canal.
President, Panama Railroad Company.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Balboa for Week Ending November 22, 1924.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Chateau Thierry.....	U. S. Army.....	November 17.	November 18.	18	52
George Washington.....	Peter Olsen.....	November 17.	November 18.	782	.....
Colombia.....	Pacific Mail Steamship Co.....	November 17.	November 17.	234	1
Ecuador.....	Pacific Mail Steamship Co.....	November 17.	November 18.	135	72
Newport.....	Pacific Mail Steamship Co.....	November 18.	November 18.	.....	24
Atrato.....	Colombian Transport Co.....	November 20.	.....	20	.....
Jamaica.....	Pacific Steam Navigation Co.....	November 21.	November 21.	.....	19
President Harrison.....	Robert Dollar Line.....	November 21.	November 21.	.....	2
Arana.....	Pacific Steam Navigation Co.....	November 22.	November 22.	.....	46
Mantaro.....	Peruvian Line.....	November 22.	November 22.	52	.....

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, November 22, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.				
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.		
John D. Archbold	15	15	16	6	20	16	13	20	16	14	30	American.	Standard Oil Co.	554.9	75.3	22.0	New York	San Pedro.	Ballast.	14,785	10,313	
Langley	16	7	57	16	8	10	16	14	33	19	9	20	American.	U. S. Navy.	520.2	65.0	23.4	Pensacola.	San Diego.	Ballast.	783	375
Sunhill.	16	0	30	16	10	10	16	17	01	18	10	10	British.	Richardson & Co.	180.0	28.0	14.9	Newcastle.	Napier.	Ballast.	1,888	5,926
Endor.	15	4	25	17	6	00	17	13	28	18	15	45	American.	Pacific Mail Steamship Co.	380.6	48.7	25.5	Baltimore.	San Francisco.	(?)	4,176	3,205
El Centro.	17	1	50	17	6	25	17	14	11	18	16	05	American.	L. A. Lumber Products Co.	253.0	43.5	23.0	Texas City.	San Francisco.	Sulphur.	3,205	2,739
London Merchant.	16	11	18	17	7	13	17	14	56	17	21	00	British.	Furness, Withy & Co.	450.4	58.1	15.10	Manchester.	San Francisco.	General, bananas.	834	8,416
Charles R. McCormick.	17	0	30	17	8	18	17	16	04	17	17	10	American.	Munson-McCormick Line.	401.0	53.0	20.0	Baltimore.	Los Angeles.	General.	3,800	7,082
City of Florence.	17	7	45	17	9	35	17	16	52	17	18	05	British.	Hall Line, Ltd.	448.8	56.2	20.0	Rotterdam.	Vancouver.	Ballast.	8,742	6,831
George Washington.	17	9	45	17	11	08	17	17	54	18	15	10	Norwegian.	Peter Olson.	425.5	55.3	27.0	Christiania.	Los Angeles.	General.	8,230	7,505
Curlow.	17	8	45	17	15	54	18	15	54	18	15	10	American.	U. S. Navy.	326.0	38.2	19.4	Cristobal.	Balboa.	General.	2,194	3,173
Newport.	5	8	30	18	6	10	18	13	24	18	19	00	American.	Pacific Mail Steamship Co.	180.0	35.6	35.6	Cristobal.	San Francisco.	General, coffee.	2,194	3,173
Quail.	18	6	55	18	11	55	19	14	10	19	14	10	Spanish.	U. S. Navy.	407.0	47.0	22.3	Barcelona.	Balboa.	General.	176	5,624
Buenos Aires.	17	20	00	19	6	16	19	13	12	19	14	10	Spanish.	Spanish Line.	407.0	47.0	22.3	Barcelona.	Valparaiso.	General.	176	5,624
Edgar F. Luckenbach.	18	22	20	19	6	30	19	14	12	19	15	15	American.	Lockenbach Line.	425.0	57.3	30.0	Galveston.	Tacoma.	General.	8,193	8,568
Agavestone.	19	6	00	19	7	18	19	15	02	19	16	20	American.	International Shipping Corp.	499.9	68.1	22.0	New York.	Los Angeles.	General.	10,853	7,804
Ipawich.	19	6	10	19	7	22	19	15	50	19	17	05	American.	United-American Lines, Inc.	400.7	54.2	22.7	Baltimore.	Portland.	General.	4,077	6,616
Julia Luckenbach.	19	2	30	19	8	25	19	16	39	19	17	35	American.	Lockenbach Line.	436.0	57.0	26.0	Boston.	Seattle.	General.	6,950	8,543
W. S. Rheem.	19	6	10	19	8	30	19	17	11	19	18	10	American.	Standard Oil Co.	500.0	68.2	23.0	Baltimore.	San Pedro.	Ballast.	11,224	7,860
Saradach.	19	6	20	19	9	30	19	17	32	19	21	57	American.	Argonaut Steamship Line.	420.5	54.2	23.0	Baltimore.	Bellingham.	General.	5,350	7,340
Feltre.	19	7	20	19	10	10	19	17	39	19	19	00	American.	Ore Steamship Corporation.	449.0	57.2	18.0	Baltimore.	Cruz Grande.	Ballast.	7,808	5,139
Venezuela.	17	15	57	19	11	00	19	18	30	19	20	16	Italian.	Navigazione Gen. Italiana.	420.0	51.6	24.7	Genoa.	Valparaiso.	General.	550	7,622
Broompark.	19	6	40	19	11	40	19	18	46	19	19	50	British.	Munson Line.	294.4	43.7	15.0	Newport News.	Valparaiso.	General.	1,163	2,813
Jacques Cartier.	19	6	25	19	14	05	19	20	50	19	22	02	French.	Cie. Gle. Transatlantique.	472.0	59.7	24.3	Havre.	La Union.	General.	4,150	10,068
Rochester.	18	19	10	20	6	29	20	14	15	19	20	15	American.	U. S. Navy.	380.6	64.9	28.0	Cristobal.	Balboa.	General.	2,806	5,726
Santa Teresa.	19	17	00	20	6	10	20	13	00	20	16	55	American.	Grace Line.	360.2	51.6	23.9	Cristobal.	Balboa.	General.	2,806	5,726
Hessou.	19	13	00	20	7	30	20	15	58	20	16	06	German.	United-American Line.	468.0	58.0	20.6	New York.	Tacahuano.	General.	3,683	9,568
Taroma Maru.	20	6	09	20	7	20	20	15	19	20	16	20	Japanese.	Otsuka Shosen Kaisha.	410.0	51.0	26.0	Hamburg.	Seattle.	General.	2,701	6,146
California.	19	9	30	20	8	45	20	16	07	20	17	25	French.	Cie. Gle. Transatlantique.	369.9	47.5	24.3	Buenos Aires.	Kobe.	General.	7,800	6,989
Eurana.	20	9	05	20	9	50	20	17	11	21	21	01	American.	International Mer. Marine.	419.5	56.5	25.0	Havre.	Valparaiso.	General.	7,800	6,989
Tuscanstar.	20	9	30	20	10	37	20	18	21	21	01	British.	Blue Star Line.	420.0	54.0	16.0	New York.	San Pedro.	Crude oil.	7,365	5,867	
Steel Traveler.	20	11	35	20	12	07	20	19	08	20	19	08	American.	Isthmian Line.	424.2	56.2	28.0	Newcastle.	Seattle.	Ballast.	8,713	7,698
Casaregis.	20	17	40	20	13	35	20	20	16	20	21	48	Italian.	Transatlantica Italiana.	408.0	52.0	17.6	Baltimore.	Valparaiso.	General.	1,033	6,567

¹ Tanker.

² Airplane carrier.

³ Motor ship.

⁴ Tug.

⁵ Mine sweeper.

⁶ Cruiser.

⁷ Tobacco, steel, automobiles, and general.

⁸ Tinplate, sheet steel, and general.

20	13.50	20	14.05	20	21.04	21	4.25	American.	C. D. Mallory & Co.	464.0	60.2	20.0	New York.	Avon.	Ballast.	8,473.6
20	13.50	20	14.05	20	21.04	21	4.25	American.	Williams Line.	386.8	32.2	21.6	Norfolk.	San Diego.	General.	5,319
20	13.50	20	14.05	20	21.04	21	4.25	American.	Pacific Steam Navigation Co.	220.0	53.0	23.5	Cristofol.	Champerno.	General.	1,187.622
8	13.45	21	6.30	21	13.52	21	17.30	British.	Anchor Brocksbank Line.	446.4	53.0	24.0	New York.	Sydney.	General.	5,733.6,873.4,690
20	14.15	21	6.30	21	14.46	21	15.50	British.								
21	5.40	21	7.30	21	15.45	22	0.25	American.	Dollar Line.	502.0	62.2	25.0	New York.	San Francisco.	General.	3,532.12,031.8,495
20	22.25	21	7.30	21	16.12	21	17.20	American.	Atlantic Refining Co.	435.0	56.0	27.0	New York.	San Pedro.	Ballast.	7,461.5,145
21	9.40	21	10.20	21	16.34	21	17.30	American.	Gartland Line.	385.0	51.2	19.0	New York.	Seattle.	General.	6,242.4,471
21	6.35	21	10.45	21	17.34	22	00.00	Norwegian.	Mexico A/C, Ltd.	249.8	45.4	12.0	Sandjford.	Magdalena Bay.	Ballast.	2,350.1,410
21	6.55	21	10.45	21	17.39	24	22.00	Norwegian.	Mexico A/C, Ltd.	85.6	17.5	8.0	Sandjford.	Magdalena Bay.	Ballast.	105.24
21	6.55	21	10.45	21	17.39	24	22.00	Norwegian.	Mexico A/C, Ltd.	111.3	20.1	9.0	Sandjford.	Magdalena Bay.	Ballast.	178.49
21	6.50	21	11.07	21	19.31	22	6.51	American.	Sun Ship Building Co.	410.0	56.2	29.10	Boston.	Honolulu.	General.	10,353.7,780.5,811
21	11.40	21	11.55	21	20.02	22	4.15	American.	A. G. & Oriental S. S. Co. (S.R.)	434.3	67.0	27.5	New York.	Manila.	General.	6,218.7,982.5,911
21	17.13	22	6.04	22	13.31	22	19.04	British.	New Zealand Shipping Co.	480.0	60.0	25.0	London.	Wellington.	General.	7,824.11,292.8,266
20	13.35	22	6.13	22	14.20	22	20.26	British.	Pacific Steam Navigation Co.	303.4	43.0	17.8	New York.	Callao.	General.	2,754.2,851.1,697
21	23.10	22	7.20	22	15.13	22	16.25	British.	International Petroleum Co.	550.0	72.0	23.0	New York.	San Pedro.	Ballast.	15,476.10,751
22	0.15	22	8.35	22	16.29	22	17.20	American.	Ore Steamship Corporation	549.0	72.0	23.6	New York.	Cruz Grande.	Ballast.	14,325.4,635
21	05.05	22	9.35	22	17.23	22	18.25	British.	Watts, Watts & Co.	330.1	47.1	14.0	Norfolk.	Eten.	Ballast.	5,376
21	1.15	22	11.50	22	18.34	22	19.35	Swedish.	Johnson Line.	367.0	51.3	22.10	Göteborg.	San Francisco.	General.	5,304.3,900
19	15.13	22	12.05	22	19.22	22	23.52	Peruvian.	Peruvian Line.	374.7	46.3	21.2	Covanas.	Callao.	(11)	1,000.4,460.2,405
22	13.15	22	13.25	22	20.33	22	21.26	American.	American-Hawaiian Line.	491.5	58.2	21.0	Philadelphia.	Portland.	General.	5,00.10,491.7,546

or 1,000 tons general cargo and 300 head cattle.

1 Tanker.	2 Whaler.	3 Motor ship.			THROUGH THE CANAL—PACIFIC TO ATLANTIC.										4 1,000 tons general cargo and 300 head cattle.									
Bethore	15	10	30	15	13	35	16	13	35	16	14	40	American.	Ore Steamship Corporation.	550.3	72.2	33.6	Cruz Grande.	New York.	Iron ore.	19,800	15,476	4,354	
Langton Hall.	19	35	16	6	15	16	14	15	17	6	17	British.	Norton, Lilly & Co.	403.5	54.2	27.0	New West star	Hull.	General.	8,300	7,340	5,554		
Briele	15	17	50	16	6	28	16	14	50	18	4	20	Dutch.	Royal Netherlands S. S. Co.	402.4	58.2	23.0	Corral	Hamburg.	General.	8,122	7,322	5,254	
Rozan Maru	15	18	45	16	7	21	16	14	35	16	17	15	Japanese.	Kokusai Kisen Kaisha	400.0	53.0		Vancouver	New York.	Lumber, shingles	6,000	5,914	4,295	
Arwisea	16	3	17	6	7	37	16	10	16	10	16	10	American.	International Shipping Corp.	468.3	62.7	28.3	Los Angeles.	New York.	Cruise oil	12,236	9,892	6,966	
West Notus.	16	3	16	6	8	10	15	15	55	16	20	10	American.	Swayden & Hoyt (S. B.)	427.0	54.0	19.0	Seattle.	Buenos Aires.	Cruise oil	2,321	6,583	4,914	
Vinita.	16	5	00	13	8	36	16	16	40	16	16	40	American.	Sudden & Christenson	410.5	54.3	23.6	Seattle.	Baltimore.	Lumber, general	8,000	6,572	4,788	
Dorothy Luck- cubagh	16	6	27	16	9	12	16	17	15	16	17	15	American.	Luckenbach Line.	448.9	60.2	29.6	Portland.	Boston.	General	8,745	9,294	6,861	
Port Judith	16	7	00	16	14	30	16	20	40	16	21	30	American.	Swayne & Hoyt.	289.0	44.1	19.0	Portland.	Galveston.	Lumber, general	2,259	2,895	1,952	
Rochester	17	6	30	17	6	30	17	6	20	16	6	29	American.	U. S. Navy.	384.0	61.9	26.6	Balboa.	Cristobal	General	3,836	9,291	6,301	
Eluro	17	2	40	17	7	58	17	11	55	18	0	14	British.	Pacific Steam Navigation Co.	450.3	57.8	27.7	Talcahuano.	New York.	General	7,754	6,542	4,532	
Angier	16	20	07	9	37	17	17	30	17	20	30	16	American.	Roland Line.	393.1	54.0	25.0	Talcahuano.	Premen.	General	1,680	6,015	4,281	
Colombia	16	16	10	17	12	33	17	19	40	18	16	45	American.	Pacific Mail Steamship Co.	380.1	48.0	22.5	San Francisco.	New York.	General	1,680	6,015	4,281	
Lieut. David	17	17		17			17						American.	U. S. Army.	215.7	23.5	14.2	Balboa.	Cristobal	General	615	1,273	706	
Pyram	17	23	45	18	7	15	18	13	37				British.	Pacific Steam Navigation Co.	448.0	60.0	20.0	Champerico.	Cristobal	General	223	6,859	4,840	
Acapulco	17	6	40	18	13	17	18	19	55	18	55	19	American.	U. S. Army.	399.1	52.3	27.6	San Francisco.	New York.	Military supplies	7,962	6,994	4,840	
Chateau	18	16	10	19	6	20	19	16	08	20	19	45	British.	Pacific Steam Navigation Co.	225.0	25.4	15.6	Talcahuano.	London.	General.	1,270	7,510	4,989	
Therry	19	3	30	19	7	35	19	14	12				British.	Pacific Steam Navigation Co.	425.0	57.2	27.0	Tumaco.	Cristobal	(17)	10,157	7,510	4,989	
Lautaro	19	10	00	19	10	45	19	18	55	19	18	55	American.	Vacuum Oil Co.	560.0	60.0	29.2	San Francisco.	Philadelphia	Lubricating oil	5,766	13,559	9,016	
Salvador	19	10	00	19	10	45	19	18	55	19	18	55	American.	Panama-Pacific Line.	560.0	60.0	29.2	San Francisco.	New York.	General	5,766	13,559	9,016	
Gargyle	19	2	05	19	12	23	19	20	40	19	20	40	American.	Panama-Pacific Line.	560.0	60.0	29.2	San Francisco.	New York.	General	5,766	13,559	9,016	
Finland	19	2	05	19	12	23																		

5 Ivory nuts, coffee, hides and spice, valued at \$20,693.

6 Lumber, machinery, general.

7 Motor ship.

8 Transport.

9 Launch.

10 Cruiser.

11 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.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.			
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Tons.	Gross.			Net.					
Faxon.....	19	10	20	19	13	11	19	22	00	20	0	50	Swedish	Transatlantic Steamship Co.	358	1	50	7	23	3	
Mexican.....	19	12	38	19	14	02	19	23	00	20	2	45	American	American-Hawaiian Line	472	3	57	2	27	6	
William Cam- pon.....	19	20	00	20	7	33	20	14	45	20	14	45	American	Garland Steamship Co.	384	4	51	2	25	0	
Honduras.....	19	23	30	20	8	13	20	17	30	21	1	50	French	Cie. Cie. Transatlantique	387	1	51	3	25	5	
Dixie Arrow.....	20	2	38	20	9	18	20	17	35	20	17	35	American	Standard Transportation Co.	408	3	62	7	28	6	
Vancouver.....	20	3	15	20	10	15	20	18	30	21	68	0	30	Peruvian	Imperial Oil Co., Ltd.	500	0	68	0	30	0
Stanley Dollar.....	20	4	57	20	11	19	20	18	50	20	23	05	American	Robert Dollar Line	401	4	54	0	28	0	
England Maru.....	20	10	30	20	12	09	20	20	26	21	6	00	Japanese	Kokusaiki Kisen Kabushiki Kaisha	385	0	51	0	26	6	
Valeto 11.....	19	21	40	21	6	33	21	12	00	20	125	0	7	American	G. Allan Hancock	125	0	20	0	7	6
Quail 19.....	21	3	37	21	7	11	21	15	15	21	15	15	American	U. S. Navy	180	0	35	6			
Seokong 26.....	21	9	30	21	10	15	21	17	35	21	15	15	American	United-American Line	390	0	54	2	25	6	
Anassia.....	21	9	36	21	13	29	21	20	00	21	20	00	German	Hamburg-American Line	338	0	48	2	12	3	
Royal Star.....	21	5	26	21	13	29	21	20	00	21	20	00	British	Blue Star Line	430	0	58	6	25	8	
Sonora.....	21	16	40	22	6	31	22	13	45	22	15	05	French	Cie. Cie. Transatlantique	388	0	54	0	28	0	
Chesman.....	21	16	50	22	7	15	22	15	05	22	15	05	British	Watts, Watts & Co.	364	0	50	0	28	0	
Elveric.....	21	23	00	22	7	28	22	16	50	22	16	10	British	Andrew Weir & Co.	398	9	53	0	26	0	
Tuxenol.....	21	23	00	22	8	05	22	17	40	22	20	34	American	McAllister Brothers (S. B.)	431	0	59	2	26	6	
Isis.....	21	23	00	22	8	42	22	17	35	22	19	55	German	United-American Line	392	9	51	6	26	6	
San Felix 1.....	22	7	25	22	9	14	22	18	30	22	18	40	British	Eagle Oil Transport Co.	385	0	69	4	20	6	
Italy Maru.....	22	7	30	22	9	14	22	18	30	22	18	40	British	Eagle Oil Transport Co.	385	0	69	4	20	6	
Italy Maru.....	22	7	45	22	9	33	22	18	55	22	18	55	Japanese	Kawasaki Kisen K. Kaisha	385	0	51	0	25	6	
Laboratory.....	22	5	30	22	11	26	22	19	40	22	19	40	British	Furness, Withy Co.	419	0	55	0	26	6	
Mantaro.....	22	5	45	22	12	16	22	20	30	24	11	21	Peruvian	Peruvian Line	367	3	46	0	18	0	
Sucraseco.....	22	14	15	22	15	02	22	22	40	22	22	40	American	Transmarine Corporation	324	0	46	2	23	0	

21 Panama Canal tonnage is being corrected and is not yet completed.

22 For orders.

* Tanker.

* Motor ship.

* Mine sweeper.

* Yacht.

* Panama Canal tonnage is being corrected and is not yet completed.

* For orders.

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

PORT OF CRISTOBAL.

Date.	Vessel.	*ARRIVALS.		*DEPARTURES.	
		From—	Date.	Vessel.	Line.
November 16	Cartago.....	United Fruit Co.	November 16	Calamares.....	United Fruit Co.
November 16	Calamares.....	New Orleans via Habana.	November 16	Cartago.....	United Fruit Co.
November 16	Convert.....	Port Limon.	November 16	Dakotan.....	Leyland Line.
November 16	La Navarre.....	Colon.	November 16	Convert.....	Novell & Ferrari.
November 17	Pastores.....	St. Nazaire via waypoints.	November 17	Envy.....	A. K. Wilson.
November 17	United Fruit Co.	New York via Habana.	November 17	Envy.....	Colon.
November 18	Abangarez.....	New Orleans via Habana.	November 18	Crescent.....	Colon.
November 18	United Fruit Co.	New Orleans via Habana.	November 18	Bodden.....	Colon.

* Schooner.

* Other than ships passing through the Canal.

(Continued on page 248, column 2.)

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended November 24:

U. S. submarine *O-7*, dock, clean and paint; align all main shafting from propellers to clutches; renew lignum vitae in stern tubes, and repair stern tube bearings; regrind sea valves, main ballast Kingstons and vent valves; renew outside zincs; clean, test and repair all ballast, trim and fuel tanks; inspect shell and make minor structural repairs; renew tail superstructure plating and "A" frames, also plating at bow rudder and conning tower shears; prepare surface and renew bitumastic inside of superstructure and other miscellaneous work incidental to overhaul; steamships *Cauca*, dock, clean and paint; remove propeller and draw tail shaft for inspection; renew 8 stays with turnbuckles; repair boiler mountings, ballast pump suction, tube brushes, and manifolds; cut holes in between deck in No. 2 hold and remove plate from bulkhead to allow additional space for coal, etc.; *Gen. W. C. Gorgas*, weld ends on two piston rods for winches; repair fire tools, steam pipe guard covering, hatch cross beam and plumbing; *Acajulla*, dock, clean and paint; manufacture two L. P. rings, main engine, impeller shaft for circulating pump, 6 rings for sanitary pump, stop valve for steering engine; repair refrigerator engine, hand tools, steering gear, winch, piping, stanchion from No. 2 hold, steam pipe casing on forecastle head and main deck, galley coal bunker, chain block and scales; cut out tubes in port boiler and install tubes furnished by ship; fit shoe to after keel plate; repair refrigerating chambers, etc.; tug *Coco Solo*, dry dock, remove copper at leaks, calk and replace copper.

Minor repairs: Steamships *Venezuela* (Italian Line), *Arana*, *Salvador*, *La Navarre*, *Venezuela* (Dutch Line), *Carolyn*, *Elder*, and auxiliary schooner *Talamanca*; barge *Darien*, *Dredge No. 86*, U. S. A. D. B., *L-53*; launches *Helen*, *Francis*, and *Helen Louise*.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective November 7, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.225
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.20
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.85 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Hours of Departure of Passenger Trains.

Following are the hours of departure of the passenger trains of the Panama Railroad running between the Atlantic and the Pacific:

From Colon: 9.10 a. m., 12.15 p. m., 4 p. m.

From Panama: 7 a. m., 12.15 p. m., 6.10 p. m.

The trains leaving at 12.15 p. m. do not run on Sundays and holidays; the others are daily.

Sale of Surplus Equipment and Material.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometric comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 246.

PORT OF CRISTOBAL.—continued.

*ARRIVALS.

Date.	Vessel.	Line.
November 19	Cartago	United Fruit Co.
November 19	Sixola	United Fruit Co.
November 19	Speaker	Harrison Line
November 20	Venezuela	Royal Netherlands W. I. Mail
November 20	Metapan	United Fruit Co.
November 20	Talamanca	United Fruit Co.
November 21	Rugia	Hamburg-American Line
November 22	Venezuela	Royal Netherlands W. I. Mail
November 22	Speaker	Harrison Line
November 22	Rugia	Hamburg-American Line

²⁴ Schooner.

November 15¹ Bering ²⁵ H. Christensen

Los Morros

November 21¹ Bering ²⁵ H. Christensen

H. Christensen

Magdalena Bay.

²⁵ Whaling tug.

* Other than ships passing through the Canal.

*DEPARTURES.

Date.	Vessel.	Line.	For—
November 19	La Navarre	French Line	St. Nazaire and wayports.
November 19	Cartago	United Fruit Co.	New Orleans via Habana.
November 19	Pastores	United Fruit Co.	Port Limon.
November 20	Cristobal	Panama Railroad Steamship Line	New York via Haiti.
November 20	Sixola	United Fruit Co.	Colombian ports.
November 20	Abangarez	United Fruit Co.	New Orleans via wayports.
November 20	Metapan	United Fruit Co.	New York via Kingston.
November 20	Venezuela	Royal Netherlands W. I. Mail	Port Limon.
November 20	Tango	S. & J. Lothe	New York.
November 21	Speaker	Harrison Line	Galveston.
November 22	Rugia	Hamburg-American Line	Port Limon.

PORT OF BALBOA.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., December 3, 1924. No. 17.

Traffic in November, 1924.

During the month of November, 384 commercial vessels, 6 small nonseagoing launches, and 16 Government vessels passed through the Panama Canal, making the total transits for the month 406, or a daily average on all transits of 13.53.

The 384 commercial transits paid tolls to the amount of \$1,750,937 and the 6 launches \$8.25, or a total tolls collection of \$1,750,945.25, making a daily average tolls collection on all transits of \$58,364.84.

The total number of commercial transits for the first 11 months of the calendar year 1924, and the tolls collection thereon are 4,486 and \$20,915,921.30. For the first 11 months of the calendar year 1923 the figures were, transits 4,531 and tolls \$20,631,108.37. Thus the first 11 months of the current calendar year are 45 commercial transits behind 1923, and \$284,812.93 ahead in tolls collected.

Details of the month's traffic segregated by direction are as follows:

Direction.	Com- mercial.	Launches.	Government.	Total.	Tolls.
Atlantic to Pacific.....	198	4	9	211	\$868,636.03
Pacific to Atlantic.....	186	2	7	195	882,309.22
Totals.....	384	6	16	406	1,750,945.25

In the following tabulation are shown the number of commercial transits, tolls collected, and the daily averages for the first 11 months of the current calendar year, with the total and daily average for the same period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
Totals.....	4,486	20,915,921.30	13.39	62,435.59

The average amount of tolls paid by each of the 384 commercial transits during the month was \$4,559.73, and the average amount paid by all transits excepting Government vessels was \$4,489.60.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, November 29, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.	
Stuart Dollar	22	17 20	23	6 40	23	13 31	23	14 40	American	Dollar Line.	429 0	55 2	17 0	Baltimore.	San Francisco.	General.	2,100	7,584	5,538	
Talamanca	22	18 35	23	6 40	23	16 16	23	18 15	Panaman.	United Fruit Co.	58 3	16 0		Cristobal.	S. Miguel Bay.	Ballast.	7,40	40	27	
Eastern Prince.	23	6 37	23	12 30	23	10 14	23	21 09	British	Furness & Withy & Co.	469 5	58 5	28 1	New York.	Hongkong.	General.	8,539	8,413	5,971	
West Jappa.	23	12 38	23	12 45	23	19 30	24	0 20	American	Swayne & Hoyt (S. B.)	410 5	54 2	24 0	Rosario.	San Francisco.	General.	6,494	6,755	4,873	
Pakha.	23	7 25	23	13 35	23	20 47	24	7 30	British	Shaw, Savill, & Albion	477 0	63 0	25 0	London.	Auckland.	General.	4,053	10,995	8,173	
Veleiro II.	23	8 00	23	13 35	23	20 47	24	7 30	British	G. Allien Hancock.	125 0	20 0	7 6	Gatun Lake.	Los Angeles.	Ballast.	4,880			
Nitro.	23	20 10	24	6 20	24	13 50	28	7 14	American	U. S. Navy.	460 0	60 11	27 8	Hampton R'ds	San Francisco.	Naval cargo.	4,880	4,277	2,988	
Harside.	23	13 05	24	6 20	24	14 27	24	15 25	British	Charlton McKellan	363 8	50 11	21 8	New York.	Yokohama.	General.	4,393	7,424	5,077	
Yorba Linda.	23	13 20	24	7 20	24	15 17	24	16 05	American	General Petroleum Co.	435 0	56 2	20 6	Thameshaven.	Ballast.					
Hanka.	23	15 50	24	7 36	24	15 23	24	22 00	Norwegian.	Lars Thorsen.	96 0	18 6	9 5	St. Thomas.	Magdalena Bay	Ballast.		113	26	
City of Edinburgh.	24	7 07	24	9 55	24	17 19	24	21 00	British	Ellerman Lines, Ltd.	459 0	52 5	23 0	New York.	Melbourne.	Gasoline, general.	8,372	7,980	5,466	
Suternco.	24	10 37	24	10 53	24	17 35	24	18 50	American	Transmarine Line.	324 0	46 2	20 6	Newark.	San Francisco.	General.	2,984	3,984	2,612	
Iowa.	23	22 10	24	12 55	24	19 57	24	21 00	French	Cie. Gle. Transatlantique	448 9	53 3	18 3	Havre.	Vancouver.	General.	2,939	7,469	5,020	
Nora.	24	13 55	24	14 05	24	20 50	24	22 00	American	Pan-American Petroleum Co.	467 6	62 7	22 0	Providence.	San Pedro.	Ballast.	9,918	7,963		
Lochkatrine.	24	6 00	25	6 08	25	12 54	25	18 30	British	Royal Mail Steam Packet Co.	485 0	62 0	24 3	Rotterdam.	Vancouver.	General.	4,078	10,802	7,595	
Greylock.	24	15 30	25	7 10	25	15 43	25	14 45	American	Seas Shipping Co.	430 7	54 3	27 4	New York.	San Diego.	General.	8,421	7,946	5,698	
Spreewald.	24	16 30	25	8 45	25	16 22	26	0 03	German	Hamburg-American Line.	399 0	54 0	21 0	Hamburg.	San Antonio.	General.	3,311	6,791	4,997	
Corvus.	25	4 10	25	9 40	25	17 23	25	18 30	American	Planet Line, Inc.	410 0	54 0	21 0	Baltimore.	Los Angeles.	Steel, general.	5,116	6,604	4,655	
Helder.	22	12 55	23	13 37	23	20 10	23	21 15	Dutch.	Royal Netherlands W. I. Mail.	362 0	50 0	16 8	Hamburg.	Chile.	General.	2,725	5,117	3,807	
Taketoyo Maru.	25	16 35	26	6 15	26	13 21	26	14 35	Japanese.	Nippon Yusen Kaisha.	415 0	58 0	26 0	New York.	Yokohama.	General.	7,988	7,972	5,687	
J. C. Donnell.	25	21 12	26	6 45	26	14 20	26	15 20	American	Atlantic Refining Co.	500 0	68 2	20 0	Philadelphia.	Los Angeles.	Ballast.		10,435	7,304	
Lillian Luckenbach.	26	2 25	26	8 13	26	15 25	26	16 20	American	Luckenbach Line.	448 9	60 2	24 8	New York.	Seattle.	General.	6,590	9,294	6,865	
City of Bedford.	25	22 05	26	9 35	26	17 10	26	18 00	British	Ellerman-Hall Line.	430 0	55 1	26 6	New York.	Yokohama.	General.	5,752	8,025	5,846	
Steedore.	26	7 10	26	10 55	26	18 45	26	19 50	American	Ore Steamship Corp.	550 3	72 2	22 0	Baltimore.	Cruz Grande.	Ballast.	15,551	4,297		
Aguiavivre.	26	12 25	26	12 35	26	19 37	26	20 50	American	International Shipping Corp.	480 5	66 0	22 0	Baltimore.	Los Angeles.	Ballast.	9,394	6,365		
Riol.	26	18 45	27	6 25	27	13 36	27	14 50	British	W. R. Smith & Sons, Ltd.	420 5	64 5	25 0	Port Arthur.	Aldahide.	Case oil, general.	6,079	6,362	4,722	
Laura C. Hall.	25	16 45	27	6 17	27	14 36	28	9 49	British	Pacific Metals Corporation.	82 0	25 6	9 0	Cristobal.	Buenaventura.	General.	76	132	72	
Pear Branch.	27	3 50	27	7 30	27	17 27	27	15 55	British	F. & W. Rison.	398 6	53 6	21 0	Liverpool.	Valparaiso.	General.	3,184	5,760	3,866	
Solen.	27	10 20	27	10 55	27	16 48	27	21 37	British	Anglo-Saxon Petroleum Co.	411 5	53 4	20 0	London.	San Francisco.	Ballast.	6,129	4,281		
Kronland.	27	14 03	27	14 15	27	20 28	28	2 48	American	Panama-Pacific Line.	560 0	60 2	26 0	New York.	Gatun Lake.	General.	1,992	13,514	9,127	
Clifton.	27		27		27	9 40			American	Shildner.				Cristobal.		Ballast.		1		
William Rockefeller.	27	20 50	28	6 25	28	13 27	28	12 25	American	Standard Oil Co.	554 9	75 3	22 0	New York.	Los Angeles.	Ballast.		14,785	10,313	
Jacob Luckenbach.	28	2 35	28	6 55	28	14 24	28	15 22	American	Luckenbach Line.	414 5	53 7	27 0	Galveston.	Seattle.	General.	5,955	7,315	5,270	
Tanker.										Ammunition ship.	Whaler.			Motor ship.	Launch.	Steel products and general.				

* Motor schooner.

* Ammunition ship.

* Whaler.

* Motor ship.

* Launch.

* Steel products and general.

Salvador.....	19	14.12	28	10.12	28	16.56	28	19.12	British	Pacific Steam Navigation Co.	215.0	35.0	17.1	Cristobal	Champanico.....	General	1,122	1,270	735
Mantaro.....	26	22.10	28	10.25	28	17.00	28	19.12	Peruvian	Peruvian Line.....	367.3	46.0	18.10	Covenas.....	Callao.....	(10)	595	4,838	2,959
Teno.....	28	7.05	28	12.22	28	18.08	28	20.58	Chilean	Chilean Line.....	421.8	56.0	24.9	New York.....	Valparaiso.....	General	1,803	7,758	4,672
Arwinex.....	28	12.25	28	12.35	28	19.02	28	19.58	American	International Shipping Corp.	490.0	66.0	22.0	Baltimore.....	Los Angeles.....	Ballast	.....	9,394	6,306
Fingal.....	27	9.35	28	13.30	28	13.27	28	21.24	German	Paulsen and Ivers.....	392.0	47.0	21.1	Hamburg.....	Sydney.....	(11)	2,550	8,826	3,361
Castlemoor.....	28	15.40	29	6.25	29	13.27	29	12.25	British	W. Runciman, Ltd.....	450.0	54.0	15.6	Newport.....	Vancouver.....	Ballast	.....	6,624	4,685
Commercial.....	28	23.00	29	7.35	29	15.00	29	16.15	American	Moore and McCormick Co.	380.0	53.2	24.0	Galveston.....	Seattle.....	General, sulphur.	6,800	5,657	4,247
Traveler.....	29	6.28	29	8.15	29	15.52	29	16.37	British	Norton, Lilly & Co.....	450.5	56.5	24.8	New York.....	Freemantle.....	General	9,133	7,699	5,888
Nirvana.....	29	7.20	29	9.40	29	16.33	29	17.35	American	Mystic Steamship Co.....	394.1	55.1	18.0	New York.....	Tacoma.....	General	2,493	7,047	5,030
A. L. Kent.....	29	11.40	29	11.50	29	18.30	29	19.38	American	Ore Steamship Co.....	349.0	72.0	23.0	New York.....	Cruz Grande.....	Ballast	.....	14,538	9,348
Chilore.....	29	11.40	29	11.50	29	18.30	29	19.38	Dutch	Royal Netherlands W. I. Mail.	346.4	48.0	18.0	Hamburg.....	San Antonio.....	General	2,016	4,321	3,120
Jason.....	28	21.50	29	13.12	29	19.40	30	1.44	American	U. S. Navy.....	510.0	88.2	25.0	New York.....	Callao.....	General	.....	.....	.....
Utah.....	29	8.55	29	16.30	29	16.30	29	16.30	American	U. S. Navy.....	510.0	88.2	25.0	New York.....	Callao.....	General	.....	.....	.....

: Tanker.

: Battleship.

: 595 tons general cargo and 300 head of cattle.

: Sulphate of potash.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Mineola.....	22	17.45	23	6.22	23	13.35	23	13.35	American	N. O. & S. A. S. S. Co.	298.6	40.0	22.0	Talcahuano	New Orleans.....	Nitrate of soda	3,605	2,835	1,805
Gen. G. W. Getty.....	22	15.30	23	7.13	23	16.45	23	16.45	American	U. S. Army.....	98.0	22.0	.....	Balboa.....	Cristobal.....	Gasoline	10,000	7,387	5,443
W. M. Irish.....	22	19.30	23	7.40	23	17.25	23	17.25	American	Atlantic Refining Co.	435.0	56.0	27.0	San Pedro.....	Philadelphia.....	Crude oil	15,000	10,333	7,475
H. H. Rogers.....	22	19.30	23	7.40	23	17.25	23	17.25	American	Standard Oil Co. of N. J.	500.0	60.0	29.6	San Pedro.....	New York.....	Barley, general	7,891	7,381	5,595
Eurana.....	23	4.30	23	8.19	23	18.21	24	1.15	American	Planet Line, Inc.....	399.7	56.2	25.6	San Diego.....	London.....	Nitrates	8,400	7,025	5,065
Baltimore Maru.....	23	10.15	23	11.35	23	19.10	23	22.30	Japanese	Kawasaki Dockyard Co.	405.0	53.0	27.2	Iniquite.....	Azores.....	(12)	7,805	7,849	5,806
Benetcom.....	23	2.45	23	13.02	23	21.02	24	15.45	Dutch	Royal Netherlands S. S. Co.	466.0	58.3	25.0	Antofagasta.....	Hamburg.....	General	3,865	3,644	2,566
Carobyn.....	23	9.00	23	13.14	23	22.00	24	11.00	American	Grace Line.....	313.6	46.1	19.8	Talca.....	New York.....	Nitrate of soda	10,220	9,591	4,730
Tiltorn.....	23	12.15	23	13.53	23	23.00	23	23.00	Norwegian	O. G. & H. I. Olsen (A. S.)	430.2	53.9	20.7	Toopilla.....	Atlantic ports	Lubricating oil	6,221	5,382	3,647
Westwego.....	23	13.00	23	14.07	23	24.20	23	3.07	Irish	Anglo-American Oil Co., Ltd.	387.7	31.7	25.0	San Francisco	Liverpool.....	General	2,517	7,732	5,518
Manual Arms.....	23	7.00	24	6.30	24	14.20	24	25.39	Spanish	Compania Trasatlantica	434.3	56.0	22.0	Valparaiso.....	Barcelona.....	Crude oil	11,000	9,033	5,938
K. R. Kingsbury.....	23	23.00	24	7.24	24	16.10	24	16.10	American	Standard Oil Co. of Calif	440.0	58.0	31.0	San Pedro.....	New York.....	Nitrate of soda	10,005	6,963	5,008
Blythmoor.....	24	2.30	24	8.13	24	18.20	24	20.30	British	Walter Runciman & Co., Ltd.	430.0	54.0	28.6	Mejillones.....	Faya.....	Copra and hemp	5,023	5,782	4,038
Kalypso Ver-gottin.....	24	3.00	24	9.14	24	18.20	24	21.30	Greek	Vergottis & Co.....	400.0	52.0	23.0	Manila.....	New Orleans.....	General	5,756	8,785	6,567
Walter A. Luckenbach.....	24	4.15	24	10.00	24	18.45	24	18.45	American	Luckenbach Line.....	469.3	56.1	29.6	Portland.....	Boston.....	General	4,006	5,957	4,325
Santa Elisa.....	24	6.00	24	10.50	24	19.40	24	21.10	American	Grace Line.....	360.3	51.7	25.6	Talcahuano	New York.....	General	7,568	7,157	4,936
Indiana.....	24	12.20	24	13.09	24	21.10	24	22.35	French	Cie. Gie. Transatlantique	435.0	56.0	26.0	Vancouver.....	Havre.....	General	6,153	4,799	3,623
Strathorne.....	24	13.35	24	14.45	24	22.20	25	6.18	British	Andrew Weir & Co.....	376.5	52.2	22.6	San Francisco	Hull.....	General	5,003	7,473	5,536
Robin Good-fellow.....	24	14.05	24	15.06	24	23.10	24	23.10	American	Seas Shipping Co.....	424.8	55.2	22.6	Honolulu.....	Baltimore.....	Crude oil	13,000	9,810	6,965
Agwipond.....	24	23.15	25	7.41	25	15.25	25	15.25	American	International Shipping Corp.	408.3	62.7	28.6	San Pedro.....	New York.....	(14)	8,279	6,837	5,043
Laura C. Hall.....	25	23.00	25	7.49	25	16.45	27	6.17	British	Pacific Metals Transport Co.	81.0	25.6	10.0	Buenaventura	Cristobal.....	Gasoline	6,300	5,531	3,921
Cordelia.....	25	6.15	25	8.18	25	16.50	25	22.10	British	Anglo-Saxon Petroleum Co.	419.5	54.6	26.6	San Pedro.....	Lands End.....	Nitrate	7,412	8,567	6,020
Schouwen.....	25	7.15	25	9.12	25	17.55	25	19.25	Dutch	S. S. Navigation Triton Co.	376.0	60.0	26.0	Antofagasta.....	Newport News.....	General	7,757	7,611	5,450
Missouri.....	25	19.30	26	7.02	26	14.20	26	14.20	American	American-Hawaiian Line	462.0	56.0	25.0	Seattle.....	Philadelphia.....	General	7,757	7,611	5,450
Steel Trader.....	25	22.15	26	7.57	26	15.50	26	15.50	American	Isthmian Lines.....	424.0	56.0	25.0	Vancouver.....	Baltimore.....	General	7,757	7,611	5,450
Tyne Maru.....	26	7.40	26	9.03	26	17.05	26	19.50	Japanese	Kawasaki Dockyard Co.	385.0	51.0	26.0	Vancouver.....	Faya.....	Wheat	7,642	6,251	4,700

: Tanker.

: For orders.

: Grain, nitrate, borate, general.

: Specie, value \$30,000.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Curlew ¹⁵	26	9.35	26	9.32	26	16.30	26	17.30	American.	U. S. Navy.	187.0	35.6		Balboa.	Cristobal.	General.	6,713	8,338	6,036
Victorious	26	9.30	26	10.33	26	17.30	26	17.30	American.	Tampa Intercean S. S. Co. (S.B.)	440.0	56.0	23.0	Saloon, China.	New York.	General.	1,922	5,531	3,774
Bologna	26	9.30	26	11.23	26	18.15	27	17.47	Italian.	Navigation Gle, Italiana	384.9	56.0	21.6	Valparaiso.	Genoa.	General.			
Robert E. Hopkins ¹	26	10.28	26	12.00	26	19.50	26	19.50	American.	Tidewater Oil Co.	424.0	58.2	27.0	San Pedro.	New York.	Crude oil.	10,025	7,333	5,182
Chukly	26	0.30	26	13.23	26	20.55	26	23.08	British.	Sheridan S. S. Co. of London.	440.0	56.0	20.0	Talara.	Tampico.	Ballast.	7,691	4,723	
Louisa	26	9.00	27	7.09	27	14.40	28	17.51	French.	Messageries Maritimes	447.3	58.0	25.0	Noumea.	Dunkirk.	General.	3,761	7,487	5,162
Anglo Chilean.	26	24.00	27	7.40	27	14.55	27	20.2	British.	Lawther, Latta & Co.	469.5	58.3	30.0	Vancouver.	English Chan ¹⁷	Wheat.	11,200	9,302	6,615
Serstad.	27	6.30	27	8.18	27	15.30	27	18.06	Norwegian.	A. F. Klavensness Co.	454.6	60.3	27.2	Vancouver.	Antwerp.	Zinc, ore, lumber	11,884	9,690	7,148
Dalworth.	27	6.15	27	8.36	27	16.10	27	18.06	British.	Dalglish Steamship Co.	399.6	52.5	26.0	Calcutta Colosa.	English Chan ¹⁷	Nitrate.	7,350	6,524	4,686
Patrician.	27	7.30	27	9.11	27	17.20	27	23.40	British.	T. and J. Harrison	421.0	56.0	25.6	Vancouver.	London.	General.	8,122	6,353	4,598
Ebro ¹⁶	28	16.15	29	6.20	29	13.50	29	13.50	Norwegian.	Gorissen & Co., A. S.	206.9	33.7	12.6	Tunaco.	New York.	Ballast.	2,845	1,070	646
Alvarado	28	17.00	29	8.01	29	15.15	30	16.14	British.	Pacific Steam Navigation Co.	303.0	43.0	19.4	Manila.	Boston.	Sugar, coffee, etc	2,845	1,748	
Malta Maru.	28	0.20	29	8.06	29	16.10	29	17.00	Japanese.	Kokusa Kisen Kaisha, Ltd.	400.0	53.0	23.3	Vancouver.	Boston.	Lumber, shingles	5,696	5,907	4,304
Lompoe ¹	28	10.08	29	9.10	29	16.50	29	16.50	British.	C. T. Bowring & Co.	435.3	55.8	28.0	Los Angeles.	Thameshaven.	Diesel oil (bulk).	7,498	7,496	5,423
Chile Maru.	29	5.30	29	9.58	29	17.55	29	17.55	Japanese.	Kokusa Kisen Kaisha.	385.0	51.0	25.6	Vancouver.	United King.	Wheat.	7,442	5,923	4,409
Chilekaoura.	29	8.00	29	11.15	29	18.50	30	2.05	British.	New Zealand Shipping Co.	400.0	58.0	22.0	Auckland.	London.	Frozen, general.	4,982	9,057	6,438
Bogota.	29	10.10	29	12.11	29	20.10	30	12.35	British.	Pacific Steam Navigation Co.	415.0	52.5	23.0	Talcahuano.	Antwerp.	General.	6,339	5,733	4,015
Clare.	29	10.10	29	12.57	29	21.05	30	13.25	American.	Grace Line.	327.2	46.2	19.11	Pisco, Peru.	New York.	General.	3,414	3,730	2,725
Aladdin ¹	29	11.25	29	13.50	29	21.45	29	23.35	American.	Standard Transportation Co.	435.6	56.2	27.0	San Francisco.	New York.	Crude oil.	9,616	7,408	5,112

¹ Tanker.¹⁵ Tug.¹⁶ Awaiting orders at Cristobal.

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

¹⁷ For orders.

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	From—	Line.	Date.	Vessel.	Line.	For—
November 23.	Parissina.	New Orleans via Habana.	United Fruit Co.	November 23.	Venezuela.	Royal Netherlands W. I. Mail.	Amsterdam via waypoints.
November 23.	Pastores.	Port Limon.	United Fruit Co.	November 23.	Pastores.	United Fruit Co.	New York via Habana.
November 23.	Gen. W. C. Gorgas.	New York via Haiti.	Panama Railroad Steamship Line	November 23.	Parissina.	United Fruit Co.	Bocas del Toro.
November 25.	Ulua.	New York via Habana.	United Fruit Co.	November 25.	Parissina.	United Fruit Co.	New Orleans via Habana.
November 25.	Atenas.	New Orleans via Habana.	United Fruit Co.	November 25.	Atenas.	United Fruit Co.	New Orleans via waypoints.
November 26.	Parissina.	Bocas del Toro.	United Fruit Co.	November 26.	Ulua.	United Fruit Co.	Port Limon.
November 26.	Carrillo.	New York via Kingston.	United Fruit Co.	November 26.	Carrillo.	United Fruit Co.	Colombian ports.
November 26.	Ulysses.	Norfolk.	Panama Railroad Steamship Line	November 27.	Sixaloa.	United Fruit Co.	New York via Kingston.
November 27.	Sixaloa.	Colombian ports.	United Fruit Co.	November 27.	Yuma.	Standard Fruit Co.	San Blas.
November 27.	Antillan.	New Orleans via waypoints.	Standard Fruit Co.	November 27.	Camito.	Flders & Fyffes, Ltd.	Kingston and Bristol.
November 28.	Camito.	Liverpool via waypoints.	Port Limon.	November 28.	Gen. W. C. Gorgas.	Panama Railroad Steamship Line	New York via Haiti.
November 28.	Antillan.	Elders & Fyffes, Ltd.	Port Limon.	November 29.	Yuma.	Standard Fruit Co.	New Orleans via waypoints.
November 29.	Yuma.	Standard Fruit Co.	Standard Fruit Co.	November 29.	Yuma.	Standard Fruit Co.	New Orleans via waypoints.

* Other than ships passing through the Canal.

Whaling Vessels Through the Canal in Magdalena Bay.

Two whaling vessels transited the Canal on October 22, 1924, bound for Salina Cruz, Mexico. Since that date, 7 others have followed, making 9 vessels in all bound for the region between Salina Cruz and Magdalena Bay. All of these vessels fly the Norwegian flag and show as their home port Sandefjord, Norway.

The aggregate Panama Canal net tonnage of 7 of these vessels is 256, the other two being of 1,410 and 4,816 tons, respectively. The 7 small vessels range from 24 tons for the smallest to 49 tons for the largest, about the size of the smaller vessels used by Christopher Columbus on his first voyage to America.

All of the vessels were in ballast except the largest, which carried 5,054 tons of coal from Cardiff, destined to Magdalena Bay, and probably intended as a supply for the others, which are all coal-burning vessels.

Slide on the Panama Railroad.

On the morning of November 23, traffic on the Panama Railroad was temporarily interrupted by a small slide between track spans 34-1 and 34-2 near Summit, which carried away 100 feet of track. About 1,200 cubic yards of material were involved. The morning train from Colon was unable to get through, but passengers were transferred, and by 5 o'clock in the afternoon the roadbed had been cleared and a new section of track laid. Some of the material has been left for removal during the dry season, when it can be handled more economically.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 22, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Dakotian.....	Leyland Line.....		November 16.		12
Cartago.....	United Fruit Co.....	November 16.	November 16.	150	38
Calamares.....	United Fruit Co.....	November 16.	November 16.	28	500
Convert.....	Newell & Ferrari.....	November 16.	November 16.	40	(¹)
Ecuador.....	Pacific Mail Steamship Co.....	November 16.	November 17.	412	337
Brielle.....	Royal Netherlands W. I. Mail.....	November 16.	November 17.	1	23
London Merchant.....	Furness, Withy & Co.....	November 16.	November 17.	(¹)	203
Colombia.....	Pacific Mail Steamship Line.....	November 17.	November 18.	280	223
Venezuela.....	Italian Line.....	November 17.	November 19.	282	(²)
La Navarre.....	French Line.....	November 17.	November 19.	137	356
Buenos Aires.....	Spanish Line.....	November 17.	November 19.	265	(²)
Pastores.....	United Fruit Co.....	November 18.	November 19.	462	17
Cristobal.....	Panama Railroad Steamship Line.....		November 19.		3,413
Abangarez.....	United Fruit Co.....	November 18.	November 20.	711	42
Acajutla.....	Pacific Steam Navigation Co.....	November 18.		615	
Santa Teresa.....	Grace Line.....	November 19.	November 20.	(¹)	2
Sixaola.....	United Fruit Co.....	November 19.	November 20.	108	430
Cartago.....	United Fruit Co.....	November 19.	November 19.	75	140
Hessen.....	United American Line.....	November 19.	November 20.	(¹)	185
Casaregis.....	Transatlantica Italiana.....	November 19.	November 20.	90	(¹)
Ucayali.....	Peruvian Line.....	November 19.	November 22.	(¹)	1,003
Californie.....	French Line.....	November 19.	November 20.	90	(²)
Jacques Cartier.....	French Line.....	November 19.	November 19.	58	157
Speaker.....	Leyland Line.....	November 19.	November 21.	904	(²)
Salvador.....	Pacific Steam Navigation Co.....	November 19.		694	
Lautaro.....	Pacific Steam Navigation Co.....	November 19.	November 20.	220	241
Venezuela.....	Royal Netherlands W. I. Mail.....	November 20.	November 20.	79	2½
Arana.....	Pacific Steam Navigation Co.....	November 20.	November 22.	126	446
Honduras.....	French Line.....	November 20.	November 21.	157	33
Rugia.....	Hamburg-American Line.....	November 21.	November 22.	301	102
Venezuela.....	Royal Netherlands W. I. Mail.....	November 22.		52	
Helder.....	Royal Netherlands W. I. Mail.....	November 22.		1,098	
Mantaro.....	Peruvian Line.....	November 22.		837	
Lima.....	Johnson Line.....	November 22.	November 22.	42	(²)

² No cargo discharged.

² No cargo laded.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended December 1:

Steamships *Port Melbourne*, calk and electric weld landing of 16 furnaces; calk rivets in furnace landings; cut out and electric weld cracks in combustion chamber wrapper plates; weld up defective stay nuts, etc.; *Ulysses*, face up seats and make new valves for fuel pump; remetal 4 turbine bearings; manufacture new hook for chain sling; repair section of main feed line and burner air cone; manufacture and install clamps on doors leading into the forecstle and alleyways aft, as directed; furnish 6 laborers for fireroom cleaning, etc.; dredge *No. 86*, manufacture 3 truss rods, 1 nipple, and 3 eccentric rods as sample; remetal eccentric sheave and bore to 10"; repair and calibrate steam gauge; steamship *Ebro*, renew 2 sections of super-heater pipe; true 4 line pump plungers, rebush 4 glands and manufacture 4 new neck bushings; weld port wire winch; repair steering gear, windlass, ventilator, and wire reel on forecstle head; manufacture 2 safety valve stems, and 2 plates for openings under bridge deck.

Minor repairs—Steamship *Karetu*, launches *Gargoyle* and *Goodwill*, and U. S. A. steamer *Nones*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending November 29, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Laura C. Hall	Pacific Metals Transport Co.	November 23.	November 24.	23	.....
Manuel Arnus	Compania Trasatlantica	November 23.	November 23.	160	.....
Laura C. Hall	Pacific Metals Transport Co.	November 27.	November 27.	.....	7

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 1, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.08
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.66
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.675
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.08
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.;
Ward 6, Foreign, male and female, private rooms, American girls.....	6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.;
Ward 16, American, male, medical, eye and ear.....	6.30 to 7.30 p. m.
Ward 17, Colored children.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m.
Ward 18, White children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m.
Ward 20, Colored, female, surgical, obstetrical.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.
Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Cristobal.	Leave Cristobal.	Arrive New York.
General W. C. Gorgas.....	November 15....	November 24....	November 29....	December 7....
Panama.....	November 25....	December 3....	December 9....	December 17....
*Cristobal.....	December 5....	December 13....	December 19....	December 27....
General W. C. Gorgas.....	December 13....	December 22....	December 29....	January 6....
Panama.....	December 24....	January 1....	January 9....	January 17....
*Cristobal.....	January 5....	January 13....	January 19....	January 27....
General W. C. Gorgas.....	January 15....	January 24....	January 29....	February 6....
Panama.....	January 24....	February 1....	February 9....	February 17....
*Cristobal.....	February 5....	February 13....	February 18....	February 26....
General W. C. Gorgas.....	February 14....	February 23....	February 28....	March 8....
Panama.....	February 25....	March 5....	March 9....	March 17....

Steamers sail at 3 p. m. from Pier 67, North River, foot of West 27th Street, N. Y.

*Sails 3 p. m. from Pier 65, North River, foot of West 25th Street.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80, \$1.85 and \$2.00 per barrel at Cristobal and \$1.80 and \$2.00 per barrel at Balboa; Diesel oil, Balboa only, \$2.35 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

- | | |
|--|--------|
| Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity | \$1.20 |
| 2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity... | .72 |
| 3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... | .50 |
| 4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... | 1.20 |
| 5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton. | |
| 6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only. | |
| 7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff | |

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity, as fast as the ships can take it. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective, in the course of handling large traffic through the Canal in nearly 10 years of operation.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff, of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometric comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Sale of Surplus Equipment and Material.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

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."

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., December 10, 1924. No. 18.

Tanker Traffic in November.

During the month of November, 1924, 74 tank ships transited the Canal and carried 436,056 tons of cargo. This is a smaller number of tankers through the Canal than during October, which in its turn, was the lowest month for tanker traffic since March, 1923.

Tankers made up approximately 19.3 per cent of the total commercial transits during the month of November, 1924; comprised about 24.9 per cent of the Panama Canal net tonnage; paid about 23.4 per cent of the total tolls, and carried about 22.2 per cent of the total cargo in transit through the Canal.

In the following tabulation are shown the number, aggregate tonnage, Panama Canal measurement, tolls, and cargo of tank ships through the Canal during November, 1924, segregated by direction of transit and nationality of vessels, with the totals for the two preceding months and the corresponding month in 1923:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	8	14,950	\$36,706 21	19,648
Norwegian.....	1	4,066	2,927 52	
United States.....	30	193,560	141,477 69	7,890
Totals, November, 1924.....	39	242,576	181,111 42	27,448
Totals, October, 1924.....	32	206,240	150,641 17	1,122
Totals, September, 1924.....	55	321,060	238,275 77	33,427
Totals, November, 1923.....	62	352,216	262,248 94	38,826
<i>Pacific to Atlantic.</i>				
British.....	7	48,569	51,856 86	77,884
Irish.....	1	3,647	3,832 50	6,221
United States.....	27	172,074	173,221 05	324,503
Totals, November, 1924.....	35	224,290	228,910 41	408,608
Totals, October, 1924.....	48	283,760	292,748 93	519,447
Totals, September, 1924.....	58	363,920	368,616 80	676,499
Totals, November, 1923.....	83	496,236	511,846 52	908,993

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, with the totals for the two preceding months and for the corresponding month in 1923:

(Continued on page 262)

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, December 6, 1924.

THROUGH THE CANAL—AT*ANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.	Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.		Gross.	Net.
Tonkin.	6-24	16	30	6	10	30	13	17	30	13	17	30	13	17	30	13	17	1,018
Kareu.	29	7	50	30	6	50	30	13	48	30	16	10	British	Union Indo-Chinoise de Nav.	Ballast.	3,500	1,589	
H. M. Storey.	30	5	00	30	7	25	30	14	38	30	15	55	American.	Com. Steamship Co. of N. Z.	Salt.	3,647	2,215	
Swiftwind.	30	6	30	30	8	30	16	40	30	20	50	50	American.	Standard Oil Co.	Ballast.	11,224	7,849	
Trafalgar.	30	7	30	30	9	30	16	40	30	20	50	50	American.	C. D. Mallory & Co.	Ballast.	8,473	5,997	
Bennett.	30	10	17	30	9	45	30	17	10	30	17	10	British.	Glen & Co.	Ballast.	5,174	3,657	
La Paz.	30	10	17	30	10	40	30	17	55	30	19	10	British.	William Thomson & Co.	Autofagasta.	5,205	3,889	
Bennett.	30	5	50	30	11	13	30	18	01	1	0	42	British.	Pacific Steam Navigation Co.	Freemantle.	4,800	3,879	
Golden Gate.	30	12	30	30	12	35	30	19	13	30	22	32	Norwegian.	R. S. Silva & Co.	Valparaiso.	3,122	7,216	
Wales Mar.	30	14	00	30	14	15	30	20	59	1	3	26	Japanese.	R. S. Silva & Co.	Phosphates, gen.	6,200	5,616	
Oriana.	30	4	55	30	14	10	30	22	10	1	0	42	British.	Kawasaki Dockyard Co.	Ballast.	7,043	5,077	
Byron D. Ben-son.	30	14	25	1	6	20	1	13	35	1	14	40	American.	Pacific Steam Navigation Co.	General mdse.	4,187	8,620	
Tulsa.	30	15	22	1	6	15	1	14	30	1	14	30	American.	Tidewater Oil Co.	Ballast.	8,546	5,870	
Tusitola.	30	15	22	1	7	33	1	16	49	3	19	10	American.	U. S. Navy.	Balboa.	2,200	1,802	
Kazembe.	30	17	41	1	7	35	1	16	45	3	19	10	American.	Arzonant Steamship Co.	Honolulu.	3,322	5,611	
Silverfir.	1	6	48	1	8	00	1	17	35	1	18	50	British.	Ellerman & Bucknall Line.	Sydney.	5,089	6,085	
Alda.	1	2	40	1	10	50	1	17	44	1	18	50	German.	Stanley & John Thompson, Ltd.	Kobe.	4,277	4,791	
Iowan.	1	4	35	1	11	55	1	19	05	1	20	07	American.	Roland Line.	Hamburg.	5,012	7,091	
Mesopotamia.	1	9	45	1	12	40	1	20	25	1	21	30	British.	American-Hawaiian Line.	Guayquil.	5,508	5,502	
No. 285.	1	9	45	1	12	40	1	20	25	1	21	30	British.	British Invicta Co.	Toopila.	5,508	5,502	
Quail.	1	9	45	1	6	25	1	15	00	1	15	55	American.	U. S. Navy.	Balboa.	3,322	5,611	
O-1.	1	9	45	1	6	25	1	15	00	1	15	55	American.	U. S. Navy.	Cristobal.	5,089	6,085	
O-3.	1	9	45	1	6	25	1	15	00	1	15	55	American.	U. S. Navy.	Balboa.	4,277	4,791	
O-6.	1	9	45	1	6	25	1	15	00	1	15	55	American.	U. S. Navy.	Balboa.	5,012	7,091	
O-8.	1	9	45	1	6	25	1	15	00	1	15	55	American.	U. S. Navy.	Coal and coke.	5,508	5,502	
Fulton.	26	6	55	2	10	15	2	18	16	2	15	20	British.	U. S. Navy.	Balboa.	11,134	11,861	
Port Melbourne.	1	14	35	2	6	20	2	14	06	2	15	20	British.	Commonwealth & Dom. Line.	Auckland.	6,500	5,349	
Herman Frasch.	2	3	05	2	7	30	2	15	00	2	16	00	American.	Union Sulphur Co.	San Francisco.	6,116	7,654	
Henry S. Grove.	2	3	05	2	8	10	2	15	47	2	16	50	American.	Arzonant Line.	Seattle.	7,624	5,310	
Agaworld.	2	3	15	2	9	42	2	16	40	2	16	40	American.	International Shipping Corp.	Los Angeles.	7,624	5,310	
District of Columbia.	30	16	45	2	10	45	2	17	57	2	18	55	American.	Walker & Daly (S. B.).	Balboa.	8,097	5,431	
Asabee.	1	23	56	2	11	50	2	18	48	2	20	45	American.	Gravo Line.	San Pedro.	2,339	4,101	
Balboa.	2	12	15	2	16	15	4	15	04	6	12	01	Norwegian.	A. F. Christensen.	San Antonio.	2,342	1,415	
Paul Luckenbach.	3	5	30	3	6	25	3	13	42	3	14	35	American.	Luckenbach Line.	Magdalena Bay.	7,000	9,027	
Tymric.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Dunedin.	3,400	6,102	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Motor ship.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Dunedin.	3,400	6,102	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17	35	British.	Andrew Wear & Co.	Seattle.	7,000	9,027	
Tanker.	3	2	35	3	7	23	3	15	09	3	17							

* Motor ship.

† Gun boat.

‡ Sailing ship.

§ Sub chaser.

¶ Mine sweeper.

7 Submarine.

8 Sub tender.

9 Gasoline, kerosene, rosin, etc.

10 Iron, cement, and glass.

11 Sulphate of ammonia.

Ship	Tonnage	Date	Type	Flag	Company	Agent	Port of Origin	Port of Destination	Remarks
Cedarbank ¹²	3	0.45	3	16.11	3	20.50	British	Bank Line, Ltd.	
Westmoor ¹²	3	6.45	3	17.08	3	18.18	British	Moor Line, Ltd.	
Director	3	7.45	3	20.05	3	21.22	British	T. & J. Harrison	
Samuel Q.	1	23.10	3	12.15	3	20.53	American	Tide Water Oil Co.	
Brown ¹	3	15.20	3	15.25	3	21.49	American	Grace Line	
Santa Ana	3	11.05	4	6.20	4	13.33	French	Cie des Chargeurs Francaise	
Pasteur	3	20.41	4	7.22	4	14.25	American	Ore Steamship Corp.	
Cubore ¹²	3	21.30	4	8.20	4	16.22	British	Commonwealth & Dom. Line	
Alabama	3	21.30	4	8.20	4	16.22	British	Walker & Daly (S. B.)	
Bethelridge ¹	4	9.20	4	9.30	4	17.13	American	Armstrong Coal & S. S. Co.	
Romera	4	7.20	4	10.40	4	18.01	British	United American Line	
Tortamvan	3	22.05	4	11.20	4	19.03	American	Kirkwood Line, Ltd.	
Mount Carroll	4	11.27	4	12.18	4	20.18	American	F. Olson	
Borgland ¹²	5	5.35	5	6.45	5	13.32	Norwegian	Dollar Line	
President Van Buren	5	6.00	5	6.55	5	14.11	American	Ore Steamship Corp.	
Bethore	5	6.25	5	7.50	5	15.10	American	Kokusaiki Kisen Kaisha	
Kofuku Maru	5	8.18	5	8.35	5	16.27	Japanese	International Shipping Corp.	
Agawards ¹	5	8.28	5	9.45	5	16.25	American	International Shipping Corp.	
Agawisa	5	8.35	5	10.05	5	17.19	American	Pacific Mail Steamship Co.	
Santa Malta	3	17.30	5	10.58	5	17.33	American	Pacific Mail Steamship Co.	
Beulah ¹²	3	20.45	5	11.00	5	19.06	Norwegian	Sun Oil Co.	
Sun ¹	5	6.29	5	12.22	5	19.30	American	Pacific Steam Navigation Co.	
Acajutla	18	13.37	5	12.30	5	20.21	British	J. A. Walker	
Spillway ¹²	5	17.46	6	6.14	6	13.38	Dutch	Anglo-Saxon Petroleum Co.	
Scopas ¹	5	16.17	6	9.20	6	16.24	Dutch	Royal Netherlands W. I. Mail	
Ares	5	22.40	6	10.35	6	17.25	British	Hall Line	
City of Dunkirk	5	22.40	6	10.35	6	17.25	British	Anglo-Mexican Petroleum Co.	
San Dunstano ¹	6	11.47	6	12.00	6	18.40	British	Anglo-Mexican Petroleum Co.	
Javigny	5	14.20	6	12.45	6	19.38	American	Lind Navigation Co.	

1 Tanker.

12 Motor ship.

13 Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

14 Coke and pig iron.

15 Cotton, tinplates, and iron sheets.

Ship	Tonnage	Date	Type	Flag	Company	Agent	Port of Origin	Port of Destination	Remarks
Hesperos	29	15.30	30	6.33	30	15.00	Norwegian	Dupont De Nemours & Co.	
Chile ¹⁶	29	22.25	30	7.41	30	16.05	Danish	East Asiatic Line	
Duendes	30	4.25	30	7.32	30	19.25	British	Pacific Steam Navigation Co.	
Samona ¹	26	13.45	30	8.03	30	18.27	American	W. J. Hole	
Santa Olivia	30	8.05	30	8.43	30	17.50	American	Pacific Mail Steamship Co.	
Vamp ¹⁶	30	15.00	30	15.00	30	15.00	American	G. M. Stork	
ARK ¹⁶	30	16.30	1	6.26	1	13.45	American	S. O. Barden and L. J. Wiess	
San Valerio ¹	1	1.00	1	7.13	1	15.15	Japanese	Anglo-Mexican Petroleum Co.	
Lisbon Maru	1	1.00	1	7.13	1	15.15	Japanese	Nippon Yusen Kaisha	
Charles H.	1	3.00	1	7.54	1	16.10	American	Argonaut Steamship Line	
Cramp	1	1.30	1	8.22	1	16.50	American	International Shipping Corp.	
Agwibay ¹	1	3.00	1	8.39	1	17.35	British	Canadian Govt. Mer. Marine	
Freighter	1	2.20	1	8.39	1	17.35	British	Canadian Govt. Mer. Marine	

16 Motor ship.

17 Yacht anchored in Gatun Lake.

18 Commercial launch.

19 Grain, lumber, and general.

15 Cotton, tinplates, and iron sheets.

14 Coke and pig iron.

13 Launch.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

12 Motor ship.

1 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Andrea F. Luckenbach.	1	8 10	1	9 16	1	18 05	1	18 05	American.	Luckenbach Line.	496 0	68 0	30 0	Los Angeles.	Boston.	Lumber, general.	12,630	11,487	8,762
Miller County.	1	8 50	1	10 19	1	18 30	1	18 30	American.	San Oil Co.	431 0	59 2	27 3	San Pedro.	New York.	Crude oil.	10,627	7,825	4,870
Deerfield.	1	9 30	1	10 25	1	19 20	1	19 20	American.	Eller & Mittnacht.	434 3	57 7	23 0	Seattle.	Copenhagen.	General.	4,150	7,893	5,647
Asalam.	1	9 50	1	11 07	1	20 35	2	10 35	Dutch.	C. D. Vinke.	420 0	56 0	25 0	Vancouver.	Queensdown.	Wheat.	7,942	5,430	
King Gruffydd.	1	10 15	1	12 05	1	20 55	1	23 00	British.	King Line, Ltd.	400 9	52 4	23 9	Vancouver.	Norfolk.	Wheat.	6,767	5,779	4,970
Marore.	1	11 00	1	14 45	2	14 10	2	14 10	American.	Ore Steamship Corp.	550 3	72 2	33 11	Cruz Grande.	New York.	Iron ore.	19,500	15,551	4,297
Darien.	1		1		1				American.	U. S. Navy.				Balboa.	Pedro Miguel.				
Lena Luckenbach.	1	18 45	2	7 09	2	15 12	2	15 12	American.	Luckenbach Line.	425 0	53 8	25 0	Seattle.	Mobile.	General.	8,150	7,217	5,295
San Francisco Maru.	1	23 55	2	8 00	2	16 08	2	18 35	Japanese.	Kokosai Kisen K. Kaisha.	385 0	51 0	26 6	Portland.	High seas.	Wheat.	7,604	6,245	4,704
Hoven.	2	6 28	2	9 11	2	17 25	2	22 36	American.	McAllister Brothers (S. B.).	434 8	56 2	26 10	San Pedro.	New York.	Crude oil.	9,904	7,426	5,166
Eastern Moon.	2	7 30	2	10 02	2	17 30	2	17 00	American.	U. S. & A. Lines (S. B.).	384 8	51 2	16 9	Brisbane.	New York.	(22)	1,150	5,904	4,321
Illinois.	2	12 00	2	13 00	2	21 20	2	23 00	British.	Cie. Gle. Transatlantique.	400 3	51 6	26 0	Valparaiso.	Havre.	General.	8,323	6,028	4,294
Tirso.	2	11 00	3	6 47	3	14 18	3	16 50	Italian.	Navigazione Gle. Italiana.	400 0	56 0	25 0	Valparaiso.	Genoa.	(23)	6,736	5,870	4,188
David Mc-Kerry.	2	15 45	3	6 52	3	15 25	3	16 10	American.	Tidewater Oil Co.	430 0	59 0	27 5	Los Angeles.	New York.	Crude oil.	11,000	7,629	5,325
Swamino.	2	15 30	3	7 01	3	15 50	3	15 50	American.	Transmarine Line.	324 0	46 2	22 10	Raymond.	Newark.	Lumber.	4,000	3,984	2,612
Willisolo.	2	19 00	3	7 45	3	16 30	3	18 25	American.	Williams Steamship Co.	434 3	57 5	26 0	Seattle.	New York.	Lumber, general.	9,000	7,983	5,882
Wegand.	2	21 40	3	8 21	3	17 50	4	9 55	German.	Roland Line.	393 1	54 3	26 0	Corral.	Hamburg.	General.	8,230	6,373	4,629
Denham.	3	3 30	3	8 51	3	19 00	3	19 55	British.	Arndore Coal Steamship Co.	379 5	50 0	24 8	San Antonio.	Baltimore.	Copper, nitrate.	6,613	5,337	3,870
Ohioan.	3	6 35	3	9 30	3	18 50	3	23 05	American.	American-Hawaiian Line.	407 7	53 7	25 9	Seattle.	Boston.	General.	6,496	7,112	4,896
J. A. Moffett, Jr.	3	6 30	3	9 47	3	20 00	3	20 00	American.	Standard Oil Co. of N. J.	499 2	68 1	30 0	San Pedro.	New York.	Crude oil.	15,000	11,037	7,965
Alaska Maru.	3	7 20	3	10 20	3	20 05	3	21 05	Japanese.	Osaka Shosen Kaisha.	420 0	56 0	16 7	Shanghai.	New York.	General.	1,048	1,775	5,641
Canadian Prospector.	3	8 50	3	10 52	3	20 55	3	20 55	British.	Canadian Govt. Mer. Marine.	400 0	52 4	21 0	N. Westminster.	Halifax.	Lumber, general.	5,404	5,893	4,068
China Maru.	3	9 30	3	11 10	3	22 40	4	2 10	Japanese.	Kawasaki Kisen K. Kaisha.	385 0	51 0	25 6	Vancouver.	Norfolk.	Wheat.	7,504	5,924	4,395
City of San Francisco.	3	5 50	3	12 10	3	22 05	3	23 50	Panaman.	Pacific Mail Steamship Co.	300 0	45 9	16 0	San Francisco.	Cristobal.	General.	1,043	3,848	2,606
Cepowl.	3	1 23 30	3	13 26	3	23 15	3	23 50	British.	Anglo-Saxon Petroleum Co.	422 8	52 2	15 11	San Pedro.	Tempro.	Ballast.	6,035	3,917	
Crowl.	4	3 00	4	7 33	4	14 40	4	20 30	Chilean.	Cia. Sud Americana de Vapores.	400 8	56 2	27 4	Pedro Miguel.	Gatun Lake.	General.	3,760	7,758	4,705
Aconagua.	4	11 00	4	11 52	4	19 10	4	20 15	Chilean.	Munson Steamship Line.	295 4	43 7	14 6	La Union.	New York.	Ballast.	2,813	1,878	
Broompark.	4	15 45	5	6 25	5	14 40	5	20 00	Norwegian.	Balfour, Guthrie & Co.	380 0	53 2	23 0	Tacoma.	Bluefields.	Wheat.	6,113	5,342	3,826
Storviken.	4	17 45	5	6 25	5	15 50	5	17 40	Norwegian.	Anglo-Saxon Petroleum Co.	413 6	53 0	26 0	San Pedro.	United King.	Benzine.	7,552	6,147	4,066
Liss.	4	17 45	5	8 00	5	16 05	5	16 05	Japanese.	Kawasaki Dockyard Co.	385 0	51 0	26 8	Faya.	Landed End.	Wheat.	7,552	6,147	4,066
Pacific Maru.	4	18 15	5	8 00	5	16 05	5	16 05	Japanese.	Kawasaki Dockyard Co.	385 0	51 0	26 8	San Pedro.	Faya.	Crude oil.	12,726	9,251	4,736
Agwila.	4	22 50	5	9 09	5	17 28	5	17 28	American.	International Shipping Corp.	468 3	62 7	28 8	San Pedro.	New York.	Crude oil.	12,726	9,802	6,957

22 For orders.

23 Wool, skins, and general.

24 Tanker.

25 Launch.

26 Nitrate, ivory nuts, and hides.

Spain Maru.....	5	2 30	5 10 15	5 18 00	3 18 00	Japanese.....	Kawasaki Kisen Kaisha	385.0	51.0	27.2	Caleta Colosa	Azores ²⁵	Nitrate in bags.....	8,104	5,924	4,392
Casiana ²⁴	5	9 45	5 14 05	5 19 28	6 1 25	American.....	E. L. Doheny Jr.	254.0	33.0	15.6	San Pedro.....	Washington.....	Ballast.....	1,197	477	
Francis E.....																
Powell ¹	5	20 50	6 6 32	6 15 25	6 15 25	American.....	Atlantic Refining Co.	431.10	59.2	27.6	Los Angeles.....	Philadelphia.....	Gasoline.....	9,995	7,86	5,101
Murex ¹	5	21 45	6 7 13	6 16 23	6 21 15	British.....	Anglo-Saxon Petroleum Co.	412.0	53.0	25.6	San Pedro.....	Lands End.....	Benzine.....	7,380	6,27	4,361
Onespa.....	5	23 20	6 8 39	6 17 07	6 22 40	British.....	Pacific Steam Navigation Co.	552.0	66.0	29.10	Punta Arenas.....	Liverpool.....	General.....	9,404	14,824	19,627
Clan Mac.....																
William.....	5	2 30	6 9 15	6 17 40	7 5 17	British.....	Cayzer Irvine & Co., Ltd.	440.0	56.0	26.2	Panama.....	English Chan ²⁵	(²⁶)	8,700	7,838	5,865
Watertown.....	6	2 37	6 9 48	6 18 36	6 18 30	American.....	Cities Service Trans. Co.	416.9	56.2	28.0	San Pedro.....	Boston.....	Crude oil.....	9,000	6,706	4,766
Emden.....	6	4 00	6 10 11	6 17 55	6 17 55	German.....	Hamburg-American Line	389.0	52.2	29.0	Talcahuano.....	Hamburg.....	General, nitrate.....	8,235	5,994	4,057
Edmond.....	6	3 00	6 10 43	6 19 43	6 23 25	Dutch.....	Holland-American Line	479.0	58.3	26.6	Vancouver.....	Rotterdam.....	General.....	9,074	8,514	6,068
Garfield.....	6	4 00	6 11 06	6 17 40	7 2 05	American.....	Grube Line.....	299.4	45.0	19.6	Panama.....	New York.....	General.....	2,306	3,256	2,010

²⁴ Tanker.²⁵ Yacht.²⁶ For orders.²⁷ Chrome ore, copra, 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—
November 30	Heredia.....	United Fruit Co.	New Orleans via Habana.	December 30	Heredia.....	United Fruit Co.	Bocas del Toro.
November 30	Ulúa.....	United Fruit Co.	Port Limon.	December 30	Ulúa.....	United Fruit Co.	New York via Habana.
December 2.	Tolua.....	United Fruit Co.	New York via Habana.	December 2.	Antillan.....	Leyland Line.....	Port Limon.
December 2.	Turrialba.....	United Fruit Co.	New Orleans via Habana.	December 2.	Ulysses towing Darien	Panama Railroad Steamship Line.	Norfolk.
December 3.	Rugia.....	Hamburg-American Line	Livingston.	December 3.	Heredia.....	United Fruit Co.	New Orleans and Habana.
December 3.	Panama.....	Panama Railroad Steamship Line.	New York via Haiti.	December 3.	Tolua.....	United Fruit Co.	Port Limon.
December 3.	Flandre.....	French Line.....	St. Nazaire via wayports.	December 3.	Stuyvesant.....	Royal Netherlands W. I. Mail.	Port Limon.
December 3.	Stuyvesant.....	Royal Netherlands W. I. Mail.	Hamburg via wayports.	December 3.	Rugia.....	Hamburg-American Line.....	Hamburg via wayports.
December 3.	Heredia.....	United Fruit Co.	Bocas del Toro.	December 4.	Santa Marta.....	United Fruit Co.	Colombian ports.
December 3.	Santa Marta.....	United Fruit Co.	New York via Kingston.	December 4.	Turrialba.....	United Fruit Co.	New Orleans via wayports.
December 4.	Carrillo.....	United Fruit Co.	Colombian ports.	December 4.	Carrillo.....	United Fruit Co.	New York via Kingston.
December 4.	Deerfield.....	Elder & Mitnacht	High seas.	December 6.	Flandre.....	French Line.....	Havre via wayports.
December 6.	Stuyvesant.....	Royal Netherlands W. I. Mail.	Port Limon.	December 6.	Stuyvesant.....	Royal Netherlands W. I. Mail.....	Amsterdam and wayports.

PORT OF BALBOA.

November 17	Invincible.....	American Pioneer Line (S. B.).....	High Seas (off Cape Mala)	December 2	Invincible.....	American Pioneer Line (S. B.).....	San Pedro.
December 1.	Utacarbon.....	Union Oil Co. of California.....	San Francisco.	December 2	Utacarbon.....	Union Oil Co. of California.....	San Pedro.
December 3.	Remus.....	Latin-American Line.....	Seattle.	December 3.	Remus.....	Latin-American Line.....	Antofagasta.

* Other than ships passing through the Canal.

(Continued from page 257)

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
November, 1924.....	29	194,533	\$140,730.96	
October, 1924.....	27	181,135	130,788.90	
September, 1924.....	43	261,825	188,781.09	
November, 1923.....	55	322,453	234,590.95	8,329
<i>From Los Angeles.</i>				
November, 1924.....	27	181,144	183,493.55	329,283
October, 1924.....	41	239,524	249,195.05	454,954
September, 1924.....	50	326,445	333,763.19	631,697
November, 1923.....	75	457,676	479,966.05	870,855

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended December 8:

Steamship *Panama*, repair between deck drain pipe, rail stanchion at No. 1 hatch, steam coil in kitchen boiler, and boat tripper handle, etc.; launch *Paja*, remove launch from water and remove all copper sheathing from bottom; renew shaft log, dead wood, and rotted planking; remove and straighten shaft; install new stern casting and manufacture and install new stern bearing; recalk bottom and sheath with copper; barge *No. 29*, dock, clean, and paint bottom; steam and clean tanks; renew two plates and approximately 50 rivets in bottom; tug *Supply No. 2*, dry dock; renew 3 broken frames and 2 plates; fair one plate in place, also fore and aft stringer angles and small set in plate; fair forepeak bulkhead; caulk rivets and seams; renew all woodwork in way of damage; remove oil and clean tanks; steamship *Stuyvesant*, manufacture new feed pump valve and new copper evaporator coil; repair sanitary line.

Minor repairs—Steamships *Turrialba*, *Deerfield*, *Tritonia*, *Clan MacWilliam*, *Liss*, launch *Activo*, U. S. S. *Ramapo*, and submarines *O-1* and *O-8*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending November 29, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged ¹	Laded.
				Tons.	Tons.
Venezuela.....	Royal Netherlands W. I. Mail.....	November 23	November 23.		964
Pastores.....	United Fruit Co.....	November 23	November 23.	15	96
Parismina.....	United Fruit Co.....	November 23.	November 23.	252	196
Beunekom.....	Royal Netherlands W. I. Mail.....	November 23.	November 24.	125	64
Carolyn.....	Grace Line.....	November 23.	November 24.	324	54
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	November 23.	November 29.	2,102	1,296
Iowa.....	French Line.....	November 23.	November 24.	82	(¹)
Santa Elisa.....	Grace Line.....	November 24.	November 24.	2	(¹)
Lochkatrine.....	Pacific Steam Navigation Co.....	November 24.	November 25.	190	267
Helder.....	Royal Netherlands W. I. Mail.....	.....	November 25.	.....	145
Manuel Arnus.....	Spanish Line.....	November 24.	November 25.	117	677
Atenas.....	United Fruit Co.....	November 25.	November 26.	817	1
Utua.....	United Fruit Co.....	November 25.	November 26.	245	86
Laura C. Hall.....	Pacific Metals Corporation.....	November 25.	November 27.	(¹)	76
Bologna.....	Italian Line.....	November 26.	November 27.	61	406
Mantaro.....	Peruvian Line.....	November 26.	November 28.	¹ / ₄	601 ¹ / ₂
Carrillo.....	United Fruit Co.....	November 26.	November 27.	136	321
Parismina.....	United Fruit Co.....	November 26.	November 26.	70	289
Sixaoia.....	United Fruit Co.....	November 27.	November 27.	(¹)	266
Antillian.....	Leyland Line.....	November 28.	November 30.	763	(¹)
Teno.....	Chilean Line.....	November 28.	November 28.	(²)	210
Salvador.....	Pacific Steam Navigation Co.....	.....	November 28.	.....	1,126
Jason.....	Royal Netherlands W. I. Mail.....	November 28.	November 29.	211	31
Yuma.....	Standard Fruit Co.....	November 29.	November 29.	(²)	292
Alvarado.....	Pacific Steam Navigation Co.....	November 29.	.....	520	.....
Bogota.....	Pacific Steam Navigation Co.....	November 29.	.....	258	.....
Canito.....	Elders & Fyffes, Ltd.....	November 29.	November 29.	11 ¹ / ₂	(¹)

¹ No cargo laded.² No cargo discharged.³ 2 packages.⁴ 400 pounds.

Commercial Traffic Through the Panama Canal in November, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	64	294,792	370,709	470,065	295,064	\$315,918 52	182,152
United States to Far East:							
British.....	8	30,436	44,003	48,384	30,348	38,045 00	52,577
Japanese.....	5	19,040	23,962	30,440	18,724	23,800 00	25,826
Norwegian.....	1	3,267	3,879	4,854	2,950	4,083 75	6,200
United States.....	8	36,718	46,294	54,294	35,884	45,664 45	57,473
Totals.....	22	89,461	118,138	137,972	87,906	111,593 20	142,076
Europe to west coast of South America:							
British.....	7	30,123	36,699	49,502	30,068	37,653 75	28,976
Dutch.....	2	4,204	6,927	6,832	4,218	5,255 00	4,741
French.....	3	10,534	12,837	16,958	10,550	13,167 50	2,623
German.....	3	11,104	14,782	18,072	11,158	13,880 00	11,563
Italian.....	2	8,711	9,980	13,513	8,083	10,888 75	1,883
Spanish.....	2	4,923	6,160	8,323	5,208	5,438 77	176
Swedish.....	1	3,338	5,014	5,391	4,048	3,610 08	.....
Totals.....	20	72,937	92,399	118,591	73,333	89,893 85	49,962
United States to west coast of South America:							
British.....	6	19,981	23,796	33,963	20,348	23,128 16	25,059
Chilean.....	1	3,479	4,672	7,310	3,976	4,348 75	1,803
Norwegian.....	3	7,286	10,718	11,805	7,314	8,756 85	8,600
United States.....	10	39,110	44,495	66,918	39,157	34,885 47	10,192
Totals.....	20	69,856	83,681	119,996	70,795	71,119 23	45,654
Europe to west coast of United States:							
British.....	5	20,084	25,762	29,875	18,170	18,494 49	7,200
Dutch.....	1	4,547	7,056	7,310	4,495	5,683 75	4,144
Norwegian.....	2	8,149	9,693	13,024	8,097	8,581 27	8,230
Swedish.....	1	2,259	3,900	3,805	2,833	2,823 75	5,376
United States.....	3	14,530	18,048	23,638	14,506	12,994 56	.....
Totals.....	12	49,569	64,459	77,652	48,101	48,577 82	24,950
Europe to west coast of Canada:							
British.....	6	25,271	32,907	40,686	25,364	29,868 20	8,846
French.....	2	10,273	12,103	16,600	9,800	12,841 25	7,089
German.....	1	4,909	6,680	8,116	4,887	6,136 25	3,683
United States.....	1	4,158	6,655	6,647	4,120	5,197 50	4,444
Totals.....	10	44,611	58,345	72,049	44,171	54,043 20	24,062
Europe to Australasia:							
British.....	8	35,806	43,763	53,100	33,045	44,538 85	36,730
German.....	1	2,793	3,361	4,367	2,736	3,491 25	2,550
Totals.....	9	38,599	47,124	57,467	35,781	48,030 10	39,280
United States to Australasia:							
British.....	8	31,820	43,461	48,533	30,691	39,484 25	50,778
United States.....	1	4,309	4,944	6,848	4,280	5,386 25	4,525
Totals.....	9	36,129	48,405	55,381	34,971	44,870 50	55,303
West Indies to west coast of Mexico:							
Norwegian.....	5	1,452	1,535	2,735	1,567	1,782 00	.....
South American intercoastal:							
Japanese.....	1	4,081	5,077	6,586	4,038	3,655 44	.....
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635 00	2,113
Norwegian.....	1	585	646	899	509	731 25	974
Totals.....	5	8,374	13,473	19,810	10,578	9,021 69	3,087
East coast of South America to west coast of United States:							
United States.....	4	14,790	19,374	23,679	14,697	15,493 36	8,688

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Cristobal to west coast of Central America:							
British.....	2	1,262	1,357	2,266 ¹	1,252	\$1,556.40	1,879
Panaman.....	1	24	27	40	19	19.44	.....
Totals.....	3	1,286	1,384	2,306	1,271	1,575.84	1,879
Cristobal to west coast South America:							
British.....	2	711	807	1,239	750	888.75	332
United States to west coast of Canada:							
United States.....	2	8,348	10,494	13,381	8,304	10,435.00	9,576
East coast of Canada to Australasia:							
British.....	2	7,104	9,637	11,570	7,146	8,880.00	8,387
Cristobal to Far East:							
French.....	1	857	1,018	1,448	890	1,071.25	.....
United States to west coast of Central America:							
British.....	1	1,442	1,878	2,464	1,439	1,802.50	1,163
East coast of Mexico to west coast South America:							
United States.....	1	4,149	4,976	6,651	4,160	5,186.25	7,800
East coast of Canada to west coast South America:							
British.....	1	7,774	7,874	10,831	7,530	5,830.50	.....
Europe to west coast Central America:							
Panama.....	1	1,384	2,606	3,644	2,591	1,730.00	2,300
East coast Canada to Far East:							
British.....	1	3,322	4,186	5,439	3,336	4,152.50	3,509
West Indies to west coast of South America:							
Japanese.....	1	4,360	4,392	5,865	4,263	3,270.00	.....
East coast of Canada to west coast of United States:							
British.....	1	7,632	7,732	10,825	7,443	5,724.00	.....
Foreign vessels in ballast, U. S. intercoastal:							
British.....	1	9,342	10,751	15,371	9,326	7,740.72	.....
Totals, Nov., 1924 ..	198	778,281	985,377	1,246,431	775,416	868,630.78	610,160
Totals, Nov., 1923 ..	231	933,720	1,164,295	1,486,242	934,098	1,017,841.39	632,914
Totals, Nov., 1922....	148	552,805	694,963	863,193	539,277	636,330.48	501,378

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States.....	59	257,413	329,072	418,159	263,870	\$325,285.85	509,379
West coast Canada to Europe:							
British.....	9	36,821	49,448	61,627	37,487	46,026.25	69,214
Danish.....	2	9,661	11,251	13,927	9,688	12,076.25	18,725
Dutch.....	1	5,776	7,551	9,399	5,814	7,220.00	9,965
French.....	2	7,604	9,868	12,420	7,779	9,505.00	14,883
German.....	1	2,624	4,027	4,454	2,618	3,280.00	6,219
Japanese.....	4	16,157	17,379	22,593	15,384	20,032.05	28,675
Norwegian.....	2	6,390	10,328	10,512	6,146	7,987.50	16,212
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	7,607
United States.....	2	7,166	11,467	11,560	7,046	8,957.50	16,880
Totals.....	24	95,629	126,852	152,046	96,187	119,372.05	188,380
West coast South America to Europe:							
British.....	10	33,588	44,139	54,581	33,852	41,985.00	70,050
Danish.....	1	3,602	5,806	5,789	3,289	4,502.50	7,805
French.....	2	6,767	8,827	10,634	6,655	8,458.75	13,828
Dutch.....	1	4,366	5,254	6,915	4,393	5,457.50	9,172
German.....	4	11,849	16,738	19,463	11,818	14,811.25	24,999
Italian.....	1	2,705	3,774	4,676	2,636	3,381.25	1,921
Japanese.....	1	4,097	5,055	6,571	4,013	5,121.25	8,400
Spanish.....	3	7,949	10,698	14,419	9,024	9,936.25	12,606
Totals.....	23	74,923	100,291	123,048	75,680	93,653.75	148,781

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast South America to east coast of United States:							
British.....	5	20,259	24,504	32,034	20,606	\$25,323 75	34,685
Chilean.....	1	3,479	4,672	7,310	3,996	4,348 75	5,532
Dutch.....	1	3,858	3,921	4,693	2,789	4,705 20	6,300
Norwegian.....	2	6,822	8,960	10,924	6,842	8,527 50	17,929
Peruvian.....	1	2,060	2,382	3,287	1,993	2,575 00	3,565
United States.....	10	37,295	43,002	63,756	37,428	46,313 20	109,328
Totals.....	20	73,773	87,441	122,004	73,654	91,793 40	177,339
West coast United States to Europe:							
British.....	8	27,516	32,268	43,033	27,115	34,395 00	57,030
Irish.....	1	3,066	3,647	5,088	2,889	3,832 50	6,221
Japanese.....	6	26,243	26,790	35,414	25,743	31,943 00	45,278
Norwegian.....	2	8,617	10,768	13,668	8,615	10,771 25	18,340
Swedish.....	1	3,326	3,979	5,673	4,161	4,157 50	5,900
United States.....	1	4,158	4,765	6,666	4,157	5,197 50	8,246
Totals.....	19	72,926	82,217	109,542	72,680	90,296 75	141,015
West coast of Canada to east coast United States:							
Japanese.....	7	31,134	33,473	43,527	30,848	38,917 50	46,769
Norwegian.....	1	2,415	3,029	3,861	2,416	3,018 75	5,339
United States.....	3	11,471	16,061	18,503	11,456	14,338 75	23,913
Totals.....	11	45,020	52,563	65,891	44,720	56,275 00	76,021
West coast of South America to Cristobal:							
British.....	3	1,359	1,542	2,367	1,400	1,698 75	1,469
Colombian.....	1	87	87	120	87	65 25	
Norwegian.....	1	585	646	899	509	465 12	
Peruvian.....	3	3,708	7,750	12,325	6,331	4,635 00	6,264
Totals.....	8	5,739	10,025	15,711	8,327	6,861 12	7,733
Australasia to Europe:							
British.....	3	18,544	21,894	28,957	17,627	23,176 25	16,052
French.....	1	4,357	5,162	6,889	4,446	5,446 25	3,761
Swedish.....	1	2,707	2,807	4,126	2,958	3,368 40	6,315
Totals.....	5	25,605	29,863	39,972	25,031	31,990 90	26,128
West coast Central America to east coast United States:							
German.....	1	1,462	2,532	2,452	1,469	1,823 04	
Norwegian.....	1	1,443	1,795	2,332	1,401	1,803 75	3,026
Totals.....	2	2,905	4,327	4,784	2,870	3,626 79	3,026
West coast Central America to Cristobal:							
British.....	2	1,252	1,328	2,308	1,256	1,547 50	861
West coast Central America to Europe:							
German.....	1	1,877	3,029	3,235	1,870	2,346 25	282
Hawaii to east coast United States:							
United States.....	1	3,429	4,791	5,642	3,479	4,286 25	6,024
Balboa to east coast of United States:							
United States.....	1	2,909	4,427	4,630	2,925	3,636 25	3,342
Philippines to east coast of United States:							
Greek.....	1	3,516	4,038	5,686	3,196	4,395 00	5,023
Far East to West Indies:							
United States.....	1	4,828	6,036	7,597	4,753	6,035 00	6,713
Australasia to east coast of United States:							
United States.....	1	4,445	4,415	5,838	4,493	5,298 00	435
West coast of South America to east coast Mexico:							
British.....	1	4,248	4,723	7,335	4,259	3,400 56	
West coast South America to east coast Canada:							
British.....	1	7,774	7,874	10,831	7,530	9,448 80	15,092

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast Canada to West Indies:							
British	1	3,403	4,359	5,318	3,425	\$4,253.75	7,449
West coast United States to Gatun Lake:							
United States	1	102	87	195	164	76.50	.....
West coast United States to east coast South America:							
United States	1	3,522	4,914	5,652	3,522	4,402.50	3,321
West coast United States to South Africa:							
German	1	2,971	4,889	4,971	2,957	3,713.75	7,615
West coast United States to east coast Mexico:							
British	1	8,246	9,593	13,037	8,207	10,307.50	17,474
Totals, Nov., 1924 ..	186	766,455	887,154	1,133,432	715,055	882,306.22	1,351,433
Totals, Nov., 1923 ..	205	840,630	1,029,570	1,334,178	838,197	1,040,347.22	1,585,381
Totals, Nov., 1922 ..	146	509,920	642,317	806,293	505,556	628,106.06	925,482

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 6, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Oriana	Pacific Steam Navigation Co	November 30	November 30	.....	2
Utacarbon	Union Oil Co. of California	December 1 ..	December 1 ..	10,122	2
Tirso	Navigazione Generale Italiana	December 2 ..	December 3 ..	59	100
Remus	Latin-American Line	December 3 ..	December 3 ..	123	.....
City of San Francisco	Pacific Mail Steamship Co	December 3 ..	December 3 ..	44	.....
President Van Buren	Dollar Line	December 5 ..	December 5 ..	.....	16
Mericos H. Whittier	Associated Oil Co.	December 6 ..	December 7 ..	10,300	.....

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 1, 1924:

Commodities.	Unit.	Price.
Brass, bar, average	Lb.	\$0.20
Brass, sheet, average	Lb.	.275
Bronze, Tobin, average	Lb.	.25
Gasolins, motor grade	Gal.	.18
Metal, yellow	Lb.	.19
Oakum, Navy, spun	Lb.	.125
Oakum, Navy, unspun	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder	Gal.	.36
Oil, burning	Gal.	1.06
Oil, engine, gas, in drums	Gal.	.46
Oil, engine, gas, extra heavy, in cases	Gal.	.66
Oil, engine, gas, extra heavy, in drums	Gal.	.66
Oil, kerosene, in drums	Gal.	.15
Oil, marine engine	Gal.	.575
Paint, lead, white, dry	Lb.	.14
Paint, lead, white, in oil	Lb.	.13
Paint, zinc oxide, dry	Lb.	.125
Paint, zinc oxide, in oil	Lb.	.135
Grease, gear, chain and wire rope, lubricating	Lb.	.06
Grease, yellow, cup, No. 3	Lb.	.09
Grease, yellow, cup, No. 5	Lb.	.10
Soda, ash	Lb.	.03
Waste, cotton, colored	Lb.	.19
Waste, cotton, white	Lb.	.24

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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

The Panama Canal, Washington, D. C.

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



Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., December 17, 1924. No. 19.

Traffic During the First Fifteen Days of December.

During the first 15 days of December, 1924, 205 commercial vessels and 5 nonseagoing launches transited the Canal. Tolls on the 205 commercial vessels were \$944,262.93, and on the launches \$27.45, or a total tolls collection of \$944,290.38 for the 15 days.

The daily averages on the commercial traffic were, transits 13.67 and tolls \$62,950.86. The daily average transits, 13.67, is higher than that for any month since March, and the daily average tolls collections, \$62,950.86, is higher than the daily average for any month since May. Both the average transits and tolls are higher than the averages for the current calendar year to date.

As compared with the same period in 1923, the figures are considerably less. Commercial transits for the first 15 days of December, 1923, numbered 245, and the tolls collection amounted to \$1,140,291.35. December, 1923, was however the month of the heaviest traffic the Canal has known, with 506 transits and \$2,335,729.81 in tolls.

In the following tabulation are given the commercial transits and tolls collection for each month of the current calendar year and for the first 15 days of December, together with the daily averages for each and the average for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December (first 15 days).....	205	944,262.93	13.67	62,950.86
Totals.....	4,691	21,860,184.23	13.40	62,457.67

The average amount of tolls paid by each of the 205 commercial transits during the first 15 days of December was \$4,606.16.

Transit of the "Belgenland" on a Tour Around the World.

The steamship *Belgenland* of the Red Star Line transited the Canal on December 12 on a cruise around the world, with a party of 391 tourists on board. This is the first of the large tours of the 1924-25 tourist season to reach the Isthmus, and was under the management of the American Express Co., which has handled around-the-world tours through the Canal for the past 2 years.

The *Belgenland*, formerly the *Belgic*, is said to be the world's ninth

largest ocean liner and in some respects is the largest commercial vessel to transit the Canal to date. The *Belgenland* is 670 feet long as against the 675 feet 4 inch length of the *Mount Vernon*, which transited on October 29, 1919; was 78 feet in beam as against 77.9 feet for the *Empress of Canada*, transiting on January 17, 1924; was of 27,132 tons registered gross, 15,352 tons registered net, 18,874 tons Panama Canal net, and paid \$16,412.50 in tolls as against 22,622 tons registered gross, 13,637 registered net, 16,959 Panama Canal net, and \$16,855 tolls for the steamship *America* which transited the Canal on February 6, 1920. Thus the *Belgenland*, while not paying the greatest amount of tolls, established new records for commercial vessels for beam, registered gross and net, and Panama Canal net tonnage. Her net measurement under United States rules, which determined the amount of tolls, was 13,130 tons. The United States net of the *America* was 13,484 tons.

After visiting California ports, the *Belgenland* will proceed to the Far East and return to New York via the Suez Canal and European ports, having been on the trip $4\frac{1}{2}$ months, steamed 28,000 miles, and visited some 14 countries and 60 cities.

Foot and Mouth Disease.

THE PANAMA CANAL, HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., December 11, 1924.

To all concerned—In view of the information that foot and mouth disease is prevalent in all countries of South America except Colombia, Venezuela, Dutch Guiana, and British Guiana, the following regulations regarding shipments therefrom are published:

Entry of the following into the Canal Zone or into the cities of Panama and Colon from any South American country except Colombia, Venezuela, Dutch Guiana, or British Guiana, is prohibited:

(a) Hay, grain, straw, or goods packed in grass, hay, or straw.

(b) Chickens, or any other domesticated fowls.

(c) Horses, mules, asses, cattle, sheep, swine, or goats, unless accompanied by American Consular certificate that they have come from a locality where foot and mouth disease does not prevail.

This prohibition applies to animals or articles, whether intended for final disposition in the Canal Zone or the cities of Panama and Colon, or for transshipment to other points.

In special instances, at the discretion of the Chief Quarantine Officer, the provisions of paragraph (c) may be waived upon written application from the shippers made prior to shipment, provided the animals in question are subjected before entry to such disinfection as he deems suitable.

Other articles of cargo or baggage, and ships carrying same, will be disinfected at the discretion of the Chief Quarantine Officer. Hides and skins must be accompanied by an American Consular certificate of disinfection or of nonexistence of foot and mouth disease.

These regulations will become effective with regard to any shipments clearing later than January 1, 1925, from ports in South American countries other than those excepted by the first paragraph of these instructions.

C. P. KNIGHT,
Chief Quarantine Officer.

Approved:

H. BURGESS,
Acting Governor.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending December 13, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Alvarado	Pacific Steam Navigation Co		November 30.		589
Bogata	Pacific Steam Navigation Co		November 30.		22
Ulúa	United Fruit Co.	November 30	November 30.	70½	306
La Paz	Pacific Steam Navigation Co.	November 30	November 30.	23½	29
Oriana	Pacific Steam Navigation Co.	November 30	November 30.	146	63
District of Columbia	Standard Oil Co.	November 30		9,167	
Heredia	United Fruit Co.	November 30	November 30.	140	101
Ashbee	Grace Line.	December 1.	December 2.	121	54
Samuel Q. Brown	Tidewater Oil Co.	December 1.	December 3.	5,855	
Lisbon Maru	Nippon Yusen Kaisha S. S. Line.	December 1.	December 1.	89	1
Tolosa	United Fruit Co.	December 2.	December 3.	223	77
Turrialba	United Fruit Co.	December 2.	December 4.	692	16
Heredia	United Fruit Co.	December 3.	December 3.	78	270
Santa Marta	United Fruit Co.	December 3.	December 4.	162	134
Santa Malta	Pacific Mail Steamship Line.	December 3.	December 5.	983	353
Acajutala	Pacific Steam Navigation Co.		December 5.		1,184
Flandre	French Line.	December 3.	December 6.	59	316
Wiegand	Roland Steamship Line	December 3.	December 4.	130	
Rugia	Hamburg-American Line.	December 2.	December 4.	1	445
City of San Francisco	Pacific Mail Steamship Line.	December 3.		843	
Stuyvesant	Royal Netherlands W. I. Mail.	December 3.	December 3.	25	10
Carrillo	United Fruit Co.	December 3.	December 4.	1	178
Aconagua	Chilean Line	December 4.	December 4.	51	2
Ares	Royal Netherlands W. I. Mail.	December 5.	December 6.	56	26
Garfield	Grace Line.	December 6.	December 6.	289	
Lubeck	Kosmos Line	December 6.	December 6.	68	11½
Oropesa	Pacific Steam Navigation Co.	December 6.	December 6.	3	118
Stuyvesant	Royal Netherlands W. I. Mail.	December 6.	December 6.		879
Panama	Panama Railroad Steamship Line	December 3.	December 9.	2,868	3,698
City of San Francisco	Pacific Mail Steamship Line.	December 31.	December 11.		3,777
Fort Morgan	Ocean Carrier Steamship Co.	December 4.	December 9.		163
Garfield	Grace Line.	December 6.	December 7.		2,017
Tolosa	United Fruit Co.	December 7.	December 7.	49	389
Almagro	Pacific Steam Navigation Co.	December 7.	December 8.	133	652
Urubamba	Peruvian Line	December 7.	December 10.	3,371	
Ammon	Kosmos Line	December 7.	December 8.		82
Lake Florian	Lykes Brothers Steamship Co	December 7.	December 8.	283	
Cartago	United Fruit Co	December 7.	December 7.	130	116
Venezuela	Pacific Mail Steamship Co.	December 8.	December 8.	951	96
Lake Flattery	Panama Railroad Steamship Line	December 8.	December 9.	296	351
Santa Luisa	Grace Line.	December 8.	December 8.	1½	12
U. S. A. T. St. Mihiel	U. S. Army.	December 8.	December 10.	415	85
Calamares	United Fruit Co.	December 9.	December 10.	218	18
Abangarez	United Fruit Co.	December 9.	December 11.	522	
Sirius	U. S. Navy.	December 9.	December 11.	7½	
Elcano	Spanish Line	December 9.	December 11.	6,826	
Drechtijk	Holland-American Line	December 9.	December 10.	267	164
Cartago	United Fruit Co	December 10.	December 11.	48	32
Tivives	United Fruit Co	December 10.	December 11.	235	264
Laura C. Hall	Pacific Metals Corp	December 10.	December 11.		½
Chuky	Chile Steamship Co.	December 10.	December 10.		260
Canada	Johnson Steamship Line	December 10.	December 10.		82
U. S. A. T. Edgemoor.	U. S. Army	December 10.	December 11.	147	
Santa Marta	United Fruit Co	December 11.	December 12.		48
Mineola	N. O. & S. A. S. S. Co	December 12.	December 12.	202	168
Lake Floridan	Lykes Brothers Steamship Co.	December 11.	December 11.	300	
Ebro	Pacific Steam Navigation Co.	December 11.	December 11.	103	1
Oreoma	Pacific Steam Navigation Co.	December 11.	December 12.	140	20
Urubamba	Peruvian Line.	December 12.	December 13.		509
Cristobal	Panama Railroad Steamship Line.	December 13.		2,530	
Coronado	Elders & Fyffes, Ltd.	December 13.	December 13.	2,000	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 13, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Venezuela	Pacific Mail Steamship Co.	December 7.	December 8.	146	1
Almagro	Pacific Steam Navigation Co	December 8.	December 8.		9
Borga	Fred Olsen & Co.	December 9.	December 10.	851	
Sirius	U. S. Navy.	December 9.	December 9.	4	
Dos Hermanos	R. Neuman	December 9.	December 9.		17
L. C. Hall	Pacific Metals Corp	December 10.	December 10.	7½	
L. C. Hall	Pacific Metals Corp	December 11.	December 12.		75
Anyo Maru	Toyo Kisen Kaisha	December 11.	December 12.	477	49
City of San Francisco	Pacific Mail Steamship Co.	December 12.	December 12.		2
Mineola	Pacific Mail Steamship Co.	December 12.	December 12.		2

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, November, 1924.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.					NORTH AMERICA.							ASIA.					AUSTRALASIA.			Grand totals.	Per cent of total cargo.			
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West coast of Mexico.	West coast of North America. ²	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.	Australia. ¹	Australasia.			Total, Australasia.	Hawaii.	
NORTH AMERICA:																									
UNITED STATES—																									
North Atlantic ports.....	4,652			1,089	5,540	10,961	22,242	152,573	135	66		2,400	155,174	28,553	5,906	369	49,177	84,015	2,457	15,043	20,882	38,382	299,813	49.0	
South Atlantic ports.....								175		1,163			1,338	3,823	3,475		921	8,219			2,067	2,067	11,624	1.8	
Gulf ports.....	27,448			100	2,036	29,584	36,129		400				36,529	21,082		176	19,670	41,528		60	18,829	18,889	14,126	544	20.6
Totals, United States.....	32,100			1,089	5,640	12,997	51,826	188,877	135	1,629		2,400	193,041	54,068	9,381	545	69,768	133,762	2,457	17,170	39,711	59,338	14,437	981	71.4
Cristobal, C. Z. ²	275	72		5	4,024	4,376	984		4,199		164	5,347											9,723	1.5	
East coast of Canada.....									2,080			2,080	1,399			30	1,429				6,320	6,320	9,819	1.5	
West Indies.....																							66		
Mexico.....	7,800						7,800																7,800	1.2	
Totals, North America.....	40,175	72	1,089	5,645	17,087	64,068	189,861	135	7,908		2,564	200,468	55,467	9,381	545	69,798	135,191	2,457	17,170	40,031	65,658	14,465	399	75.6	
EUROPE:																									
British Isles.....	3,563			100	18,660	22,323	9,366	2,422			168	11,956							29,177		7,553	36,730	71,009	11.6	
France.....	83		20		267	370	2,067				140	2,207											2,577	0.4	
Germany.....	423			1,132	4,150	5,705	1,403	278				1,681										2,550	9,936	1.6	
Holland.....	64			52	400	516	4,142	476				4,618											5,134	0.8	
Belgium.....	360			105	202	667	6,402	246			929	7,577											8,244	1.3	
Norway and Sweden.....							2,956																2,956	0.5	
Norway.....																									
Italy.....	80		5	640	394	1,119																	1,119	0.2	
Spain.....							176																176		
Europe ¹	2,216			262	15,737	18,215	15,878	51	925		247	17,101											35,316	5.8	
Totals, Europe.....	6,789		252	291	39,986	49,091	42,214	3,473	925		1,484	48,096						29,177		7,553	36,730	136,467	22.2		
East coast, South America.....							6,907					6,907	382				382							8,295	2.2
Grand totals.....	46,954	76	1,114	7,936	58,075	114,165	238,992	3,608	8,833		4,048	255,471	55,849	9,381	545	69,798	135,573	31,634	17,170	53,584	102,388	2,564	610,161	100.0	
Per cent of total cargo:																									
November, 1924.....	7.5		0.2	1.3	9.5	18.5	39.0	0.5	1.3		0.7	41.5	9.0	1.5		11.4	21.9	5.2	2.8	8.7	16.7	1.4		100.0	
November, 1923.....	5.3			0.4	8.9	14.6	44.9		1.8			47.7	6.6	0.5	2.2	12.4	21.7	5.5	6.8	3.0	15.3	0.7		100.0	
November, 1922.....	9.9	0.4	1.1	2.8	2.6	16.8	43.1	2.0	0.8	0.1	1.3	4.8	9.4	9.3	1.1	0.8	20.6	7.7	6.0	13.7	0.9		100.0		

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, November, 1924.

(Figures represent tons of 2,240 pounds.)

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	UNITED STATES.					West Indies.					Cristobal, C. Z. ¹	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.			Norway and Sweden.	Denmark.	Europe. ¹	Total, Europe.	East coast of South America.	Egypt.	South Africa.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Chile.....	123,568	7,700	3,605	134,873		73	10	134,956	28,435	10,750	3,149	7,778	462	10,089	6,500																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, December 13, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Ramapo ¹	6	7 05	7	6 09	7	13 32	8	16 05	American.	U. S. Navy.	461	60	24 7	Baytown.	San Diego.	Ballast.	2,496	8,672	6,499
Lubeck.	6	10 05	7	7 05	7	14 24	8	16 25	German.	Kosmos Line.	338	47	23 21	Hamburg.	Champerico.	General.	4,429	2,753	
Panama.	7	8 55	7	12 41	7	18 20	7	19 13	American.	American-Hawaiian Line.	407	53	23 0	Boston.	Portland.	General.	4,998	7,098	5,029
Beaconlight ¹	7	12 30	7	13 10	7	19 58	7	23 22	American.	Beacon Oil Co.	435	56	21 0	Boston.	San Pedro.	Ballast.		7,482	5,183
Nebaska.	8	6 55	8	7 18	8	14 17	8	19 50	British.	Royal Mail Steam Packet Co.	450	58	17 0	Liverpool.	Seattle.	Ballast.		8,878	6,588
Idol.	8	7 55	8	11 05	8	17 54	8	19 39	German.	Roland Line.	369	37	12 9	Hamburg.	Vancouver.	General.	3,460	4,899	3,704
Amagro.	8	7 05	8	11 47	8	18 14	8	21 22	British.	Pacific Steam Navigation Co.	303	43	18 3	New York.	Callao.	General.	1,436	2,878	1,714
Hanley.	8	12 34	8	12 50	8	19 45	8	20 50	American.	Norton, Lilly & Co.	440	56	27 0	Baltimore.	Seattle.	General.	8,120	8,301	5,995
Irene II.	8	13 35	8	14 17	8	14 17	8	14 17	American.	J. F. McCort.	468	52	21 0	Gatun Lake.	Balboa.	Ballast.		3	3
Dixie Arrow ¹	8	18 35	9	6 30	9	13 18	9	14 20	American.	Standard Transportation Co.	397	64	20 6	New York.	Los Angeles.	General.	9,744	7,140	4,331
Trevelan.	8	21 52	9	6 40	9	14 13	9	15 35	British.	Hain Steamship Co.	398	54	20 6	New York.	Melbourne.	General.	4,000	6,102	4,331
E. T. Bedford ¹	8	23 05	9	7 10	9	14 59	9	16 10	American.	Standard Oil Co.	499	62	18 0	Baton Rouge.	San Pedro.	Ballast.	11,009	7,967	
Borga.	8	23 10	9	7 45	9	15 45	10	18 00	Norwegian.	Fred Olsen & Co.	361	52	0 25	Christiana.	Los Angeles.	General.	6,500	5,242	3,706
Elkton.	9	1 50	9	8 20	9	17 22	9	18 35	American.	American Pioneer Line (S. B.).	402	54	24 8	New York.	Far East.	General.	7,104	6,929	5,216
Steel Voyager.	9	3 45	9	8 30	9	17 10	9	18 10	American.	Isthmian Lines.	395	53	0 23	New York.	San Diego.	General steel.	5,718	7,285	5,256
Fort Morgan.	5	16 00	9	9 00	9	16 34	9	17 45	Norwegian.	N. Olsen.	225	30	13 8	Norfolk.	Buenaventura.	General.	164	1,159	665
Canadian Con- structor.	8	17 45	9	9 43	9	18 03	9	19 20	British.	Canadian Govt. Mar. Marine.	430	56	20 4	Montreal.	Auckland.	General.	4,200	7,680	5,494
City of Bagdad.	8	21 58	9	10 55	9	18 22	9	19 55	British.	Norton, Lilly & Co.	470	58	22 3	New York.	Brisbane.	General.	5,402	8,497	5,984
Sushierco.	9	11 55	9	12 05	9	18 35	9	19 55	American.	Transmarine Line.	324	46	21 0	Newark.	San Francisco.	General.	3,100	3,984	2,612
America ²	9		9		9	14 03	9		American.	J. H. Stilson.				Cristobal.	Gatun Lake.	Ballast.	19	6	6
No. 3073 ²	9		9		9	14 03	9		American.	J. H. Stilson.				Cristobal.	Gatun Lake.	Ballast.	19	19	19
Drechtidijk ¹	9	12 03	10	6 09	10	13 48	10	15 01	Dutch.	Holland-American Line.	485	62	21 9	Rotterdam.	Vancouver.	General.	5,143	10,793	7,619
Foldenford ¹	9	18 50	10	6 15	10	14 36	10	15 37	Norwegian.	Anglo-Saxon Petroleum Co.	430	59	19 6	Liverpool.	San Pedro.	Ballast.	7,780	5,520	
Sydlund.	9	23 45	10	7 20	10	15 03	10	16 35	Swedish.	Dan. Brostrom.	431	54	13 0	Barry.	Iquique.	Ballast.	6,771	4,891	
Rio Blanco.	10	6 53	10	8 20	10	15 54	10	17 01	British.	Thomson Steamship Co.	363	53	14 0	Philadelphia.	Vancouver.	Ballast.		5,034	3,466
Lewis Lucken- bach.	10	7 55	10	10 00	10	16 54	10	18 00	American.	Luckenbach Line.	496	68	22 8	Boston.	Seattle.	General.	6,082	11,487	8,762
Willibio.	10	7 48	10	10 57	10	17 55	10	23 20	American.	Williams Line.	434	57	22 9	New York.	Seattle.	General.	5,844	7,983	5,882
Volunteer.	10	10 35	10	11 55	10	19 19	10	20 26	American.	American Pioneer Line (S. B.).	410	56	28 0	Galveston.	Yokohama.	General.	7,060	8,214	6,207
Edgar Bowling.	10	12 45	10	13 00	10	20 03	10	21 00	American.	Cardland Steamship Corporation.	410	54	18 6	New York.	Arcuden.	General.	3,500	6,567	4,909
O-4 ³	10		10	6 25	10	13 48	10		American.	U. S. Navy.	172	4	18 0	Cristobal.	Balboa.	General.			
Dorset.	10	12 18	11	6 08	11	13 55	11	15 00	British.	New Zealand Shipping Co.	469	58	30 6	Liverpool.	Auckland.	General.	4,020	9,189	6,561
Maria Raete.	10	15 35	11	6 20	11	14 38	11	15 50	Junge-Slavic.	Raete & Co.	378	52	21 6	Newcastle.	Antofagasta.	General.	5,500	5,181	3,713
Kina.	10	16 45	11	7 15	11	15 33	11	16 35	Danish.	Orient Steamship Co.	385	51	23 5	Galveston.	Yokohama.	General.	5,859	6,080	4,618
Denmark Maru.	10	21 45	11	7 15	11	16 15	11	17 25	Japanese.	Kawasaki Kisen Kaisha	385	51	24 6	Philadelphia.	Yokohama.	General.	5,859	5,925	4,398
Chuky ¹	10	12 05	11	8 08	11	16 35	11	18 00	British.	Sheridan Steamship Co.	440	56	26 8	Tampico.	Tocopilla.	Oil.	9,822	7,691	4,723
Firmore.	11	0 40	11	8 30	11	17 06	11	18 20	American.	Ore Steamship Corporation.	449	57	2 18	Baltimore.	Crus Grande.	Ballast.		7,847	5,185

¹ Tanker.

² Launch.

³ Motor ship.

⁴ Barge.

⁵ Submarine.

⁶ Sand, cast iron, rails, and general.

⁷ General, and steel products.

⁸ Cement, paper, and general.

⁹ Refined oil, gasoline, resin, steel, cotton, and general.

¹⁰ Cotton, phosphate, and rosin.

¹¹ Towing barge No. 3073.

	10	22	00	11	9	05	11	17	04	12	14	05	British	Pacific Metals Corporation.	25	5	25	0	9	0	Cristobal	Buenaventura.	(16)	1	132	72
Laura C. Hall ¹²																										
K. R. Kingsbury ¹³	11	4	00	11	9	40	11	17	17	11	18	20	American.	Standard Oil Co.	440	0	58	2	21	0	New York	San Pedro	Ballast	9,083	5,938	
Eastern Sea.	11	5	55	11	9	45	11	17	55	12	7	38	American	U. S. & American Lines (S. B.).	384	0	51	1	23	3	New York	Sydney	General	4,568	4,415	
Epidauru.	11	10	00	11	11	00	11	18	16	11	19	38	Jugo-Slavic	Bacuriza & Co.	360	0	48	0	23	0	Grangemouth	Antofagasta.	Coke	3,502	4,622	
Melville Dollar.	11	13	10	11	13	15	11	19	31	11	21	00	American.	Robert Dollar Line	429	0	55	2	17	7	Newport News	Los Angeles.	General, coal.	1,900	7,581	
Finland.	11	14	25	11	14	35	11	21	39	12	2	45	American.	Panama-Pacific Line	560	0	60	0	25	7	New York	San Francisco	General	2,029	13,559	
Enriquez ¹³				11			11	12	31				American	H. A. Archer	20	0	5	0			Cristobal	Gatun Lake.	Ballast	1	1	
Belgianland.	12	5	45	12	6	25	12	15	12	13	0	11	British	Red Star Line	670	0	78	0	31	0	New York	World's cruise.	Passengers only	28	913	
Oreoma.	11	15	12	12	6	15	12	12	50	12	14	05	British	Pacific Steam Navigation Co.	511	5	62	0	25	8	Liverpool.	Valparaiso.	General	3,732	12,414	
City of San Francisco ¹⁴	4	22	05	12	7	35	12	16	10	12	17	17	Panaman.	Pacific Mail Steamship Co.	300	0	45	9	22	0	Cristobal	San Francisco	General	3,534	3,848	
Mincola.	11	11	10	12	7	55	12	16	19	12	17	20	American	N. O. & S. S. Line	298	6	40	0	22	0	New Orleans	Talcahuano	General	2,228	1,805	
Kenda Castle.	11	12	00	12	8	30	12	15	47	12	16	40	British	Lancashire Steamship Co.	418	5	55	5	27	1	New York	Iloilo	General	6,912	6,773	
The Lambs	11	14	42	12	9	45	12	17	30	12	18	32	American	American Pioneer Line (S. B.).	395	5	55	0	23	6	Norfolk	Manila	Coal, general.	5,851	7,285	
Enley City.	12	6	30	12	10	33	12	18	50	12	19	30	American	U. S. Steel Products Co.	395	0	55	0	26	0	Charleston	Yokohama.	General	7,932	7,350	
Etrro.	11	21	47	12	11	57	12	18	50	12	20	15	British	Pacific Steam Navigation Co.	430	0	57	0	25	5	New York	Cronel	General	1,563	2,291	
Nrdlarer.	12	11	33	12	12	50	12	21	25	12	22	26	Danish.	Wessel, Duval & Co.	364	2	47	4	15	0	Norfolk.	Iquique.	Ballast	4,289	3,092	
Sally Maersk ¹⁴	12	12	12	13	12	13	12	20	13	1	1	47	Danish	A. P. Moller	332	1	44	2	20	6	Puerto Mexico	Singapore.	Asphalt (barrels)	4,070	3,518	
Howick Hall	12	10	47	12	13	05	12	21	59	13	1	00	American	Isthmian Steamship Line.	400	8	52	0	26	7	Baltimore.	Hawaiian Is.	General	7,240	6,095	
Catque.	13	6	45	13	7	55	13	14	40	13	17	45	American.	Grace Line	334	0	52	0	15	0	New York	Antofagasta.	Ballast.	6,652	4,874	
Atland.	13	8	00	13	8	32	13	15	40	13	16	30	Swedish	Axel Proström & Son.	390	0	52	0	21	0	Grangemouth	San Antonio.	Coke	3,506	5,631	
Edgemoor ¹⁵	11	21	20	13	9	08	13	15	54				American.	U. S. Army (S. B.).	409	6	51	2	19	8	Brooklyn	Salboa	(17)	3,412	7,486	
Gargoyl ¹	13	8	10	13	9	55	13	16	50	13	17	45	American	Vacuum Oil Co.	425	0	57	2	15	0	Philadelphia	San Francisco.	Ballast.	7,510	4,989	
Canadian In-ventor.	13	8	35	13	10	48	13	18	00	13	19	08	British.	Canadian Govt. Mer. Marine.	401	0	52	0	20	0	Montreal	Japan.	General	4,000	5,916	
F. J. Luckenbach.	13	9	03	13	10	55	13	18	40	13	19	40	American.	Lukenbach Line	446	0	56	0	30	0	Galveston.	Seattle	General	9,300	8,508	
Urubamba.	12	13	40	13	12	07	13	19	09	13	21	45	Peruvian.	Peruvian Line	381	2	46	1	13	3	Covinas	Callao	(18)	514	4,803	
Ontario.	13	2	45	13	13	20	13	20	30	13	21	30	French.	Cie Gle Transatlantique..	410	0	54	0	19	1	Haere	Vancouver	General	3,017		

1 Tanker. 12 Motor schooner. 13 Launch. 14 Motor ship. 15 Transport. 16 Steel plates and fruits. 17 Supplies and explosives. 18 514 tons general cargo and 300 head of cattle.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Galveston ¹⁹	6	14	14	7	6	24	7	13	10	9	7	00	American	U. S. Navy	292	0	44	0	16	6	Balboa	Cristobal	Crude oil	10,000	8,473	6,017
Swifsure ¹⁹	7	8	01	7	6	40	7	14	15	7	14	15	American	C. D. Mallory, Inc	464	6	60	2	25	6	San Francisco	Fall River	Lumber, general	6,374	5,608	4,297
Mundetta.	6	18	00	7	7	28	7	15	25	7	15	25	American	Munson Line	370	0	53	2	23	0	Seattle	Boston.	Iron ore	11,000	7,808	5,139
Santore.	7	0	21	7	7	53	7	17	00	7	19	15	American	Ore Steamship Corp	449	1	57	2	29	6	Cruz Grande	Baltimore.	General	3,371	4,803	2,951
Urubamba	7	6	50	7	8	45	7	17	25	13	12	07	Peruvian	Peruvian Line	381	2	46	1	22	6	Callao	Covinas	General	7,692	6,890	4,854
Alaska.	7	10	45	7	12	24	7	19	27	8	0	55	French	French Line	425	0	55	0	26	4	Vancouver	Haere	General	7,692	6,890	4,854
Annon.	7	13	30	7	14	06	7	21	00	8	11	32	German	Kosmos Line	438	2	55	3	23	0	Corral	Hamburg	Nitrate, general	6,639	7,341	5,200
Northwestern	7	8	00	7	14	37	7	21	40	7	21	40	British	Furness, Withy & Co	420	0	53	6	28	6	Vancouver	Leith	Grain, general	7,876	7,074	5,052
Miller	7	8	01	8	6	33	8	13	30	9	6	14	American	Pacific Mail Steamship Co.	380	0	48	7	24	1	San Francisco	New York	General, coffee	2,958	4,033	4,553
Venezuela.	7	14	50	8	7	04	8	15	40	8	15	40	American	Standard Oil Co.	500	0	68	2	29	6	Los Angeles	London	Gasoline	13,700	11,225	7,913
T. H. Hillman	7	21	10	8	8	15	8	16	10	9	2	02	British	Donaldson Brothers	400	3	52	3	25	3	Calcutta Colosa	Charleston.	Nitrate	7,500	5,984	4,287
Tronita	7	21	10	8	8	15	8	16	10	9	2	02	British	Donaldson Brothers	400	3	52	3	25	3	Calcutta Colosa	Charleston.	Nitrate	7,500	5,984	4,287
Bentley	8	7	30	8	9	15	8	17	00	8	21	15	British	William Thomson & Son	379	0	46	0	23	0	Portland	United King	Wheat	5,228	4,179	3,067
Santa Luisa.	8	9	38	8	12	12	8	18	15	8	21	27	American	Grace Line	360	2	51	6	26	7	Talcahuano	New York	General	4,131	5,694	3,975

19 Cruiser.

1 Tanker.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared f.r sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Lake Flattery	8	11 30	8	12 44	8	19 27	9	17 05	American	Panama Railroad Steamship Line	251 0	43 0	17 8	Guayaquil.	New York	General	1,719	2,873	1,776
Koban Maru.	8	21 00	9	7 15	9	15 00	9	16 45	Japanese	Sanshi Kabushiki Kaisha	400 0	54 6	23 2	Vancouver	Colon	Wheat, barley	6,646	8,820	4,175
Eleano ¹	8	21 00	9	8 00	9	16 55			Spanish	Anglo-Saxon Petroleum Co.	400 0	52 4	26 0	San Pedro	Colon	Fuel oil	6,826	6,086	4,470
John D. Archbold ²	9	6 46	9	8 57	9	17 40	9	22 00	American	Standard Oil Co. of N. J.	500 0	75 3	31 0	San Pedro	New York	Crude oil	19,445	14,785	10,313
Montana	9	12 15	9	13 02	9	20 18	9	20 18	French	Cie Gle Transatlantique.	419 0	51 0	27 9	Seattle	Hampton R'ds	General	6,218	6,497	4,317
Sirius ²⁰	9	10 20	9	14 46	9	21 20	10	12 45	American	U. S. Navy	401 0	54 0	16 9	San Diego	Cristobal	Naval store.	317½		
Rochester ²¹	9	10 20	10	7 00	10	13 50	12	0 01	American	U. S. Navy	384 0	64 9	28 0	Balboa	Cristobal				
Welch City	9	16 15	10	7 11	10	15 40	10	21 15	British	St. Just Steamship Co., Ltd.	411 3	54 3	28 0	Vancouver	Marseilles.	Wheat in bulk	8,900	6,957	5,133
Edward Luckbach	9	16 30	10	8 20	10	16 28	10	16 28	American	Luckenbach Line	457 0	57 2	28 6	Portland	Boston	Lumber, general	7,728	8,543	6,427
Agawisith ¹	9	20 00	10	9 14	10	17 50	10	17 50	American	International Shipping Corp	499 9	68 1	29 0	San Pedro	New York	Crude oil	14,500	10,853	7,736
Beville.	9	20 12	10	9 59	10	17 10	10	17 10	American	Todd Construction Corporation	426 9	57 0	22 6	Bellevue	New York	General	2,600	9,323	6,919
Manchuria	9	16 15	10	10 28	10	18 20	10	19 05	American	Panama-Pacific Line	600 0	65 3	30 0	San Francisco	New York	General	5,500	17,044	11,448
Canada ²²	10	5 00	10	10 39	10	19 55	10	22 50	Swedish	Johnson Line	426 9	56 2	25 1	Vancouver	Stockholm	General	7,790	7,476	5,456
Minnesota	10	8 25	10	14 02	10	21 03	10	21 00	American	American-Hawaiian Line	407 0	53 7	23 6	Seattle	Boston	General	6,826	7,150	4,899
Laura C. Hall.	9	19 00	10	14 00	10	22 00	11	9 05	British	Pacific Metals Transp. Co	81 0	25 6	9 0	Buenaventura.	Cristobal	(*)			72
Crowl ²³	10	15 10	10	6 21	11	14 15	11	16 20	American	U. S. Army	499 1	68 2	30 0	San Pedro	Gatun Lake	Crude oil	14,300	10,964	7,909
James McGee	10	15 10	11	6 21	11	14 15	11	16 20	American	Standard Oil Co. of N. J.	499 1	68 2	30 0	San Pedro	New York	Ballast			40
Talamanca.	6	11 11	6	7 20	11	15 00	11	15 00	Panama	United Fruit Co.	358 3	16 6		Balboa	Bocas del Toro	Nitrate of soda	9,400	6,840	5,014
Sagoland.	10	15 30	11	7 20	11	14 50	11	15 00	Swedish	Axel Prostrom & Son.	450 0	54 0	27 6	Tocopilla	Europe	General	6,700	5,353	3,721
Matador.	10	19 50	11	8 11	11	17 10	11	23 00	British	T. and J. Harrison.	395 7	51 3	23 6	Vancouver	Liverpool	General	8,185	6,936	4,998
Maine.	11	1 20	11	9 04	11	18 10	11	18 10	American	Isthmian Lines	402 0	54 2	29 0	Port Angeles.	Philadelphia.	General, lumber			
Canadian	11	6 00	11	10 21	11	18 55	11	20 50	British	Canadian Govt. Mer. Marine	400 3	52 2	16 0	Brisbane.	Halifax, N. S.	General	1,400	5,906	4,141
Britisher	11	7 30	11	10 56	11	20 00	11	21 34	American	Ore Steamship Corporation	440 0	57 2	29 0	Cruc Grande.	Baltimore.	Iron ore.	11,000	7,808	5,139
Feltre	11	15 45	12	6 19	12	14 00	12	14 00	Japanese	Kokusai Kisen Kaisha.	385 0	51 0	26 4	Vancouver	Baltimore.	Wheat	7,433	9,919	4,400
Ryufuku Maru.	11	17 45	12	7 12	12	15 15	12	15 15	American	Kokusai Kisen Kaisha.	416 9	56 2	25 4	San Francisco.	Norfolk	Crude oil	8,940	6,728	4,727
Hagan	11	19 35	12	8 26	12	17 30	12	17 30	American	McAllister Brothers (S. B.)	340 1	49 2	24 3	Los Angeles.	New York	Crude oil	5,799	7,611	5,450
Vacoll ¹	11	19 35	12	8 26	12	17 30	12	17 30	American	Vacuum Oil Co.	330 1	47 0	23 6	San Francisco.	Philadelphia.	Lubricating oil.	5,450	3,934	2,771
Houslow.	11	23 30	12	9 17	12	18 45	12	19 30	British	Watts, Watts & Co.	424 2	56 2	25 6	Seattle	Marseilles.	Crude oil	7,582	7,611	5,450
Atlantic City	12	4 00	12	10 17	12	19 05	13	0 25	American	E. C. Evans & Sons	435 0	56 2	26 9	San Pedro	London.	Crude oil	10,609	7,433	5,058
Emidio ¹	12	7 20	12	14 12	12	21 20	12	21 20	American	General Petroleum Corporation.	404 0	53 9	22 6	San Francisco	Thameshaven	Gasoline	4,086	6,789	4,746
Santa Barbara.	12	13 40	12	14 12	12	21 20	12	21 20	American	Grace Line	349 6	72 2	32 1	Cruc Grande	Baltimore.	General	20,000	14,325	4,635
Lebere	12	4 00	12	14 12	12	21 20	12	21 20	American	Ore Steamship Corporation.	360 0	47 0	26 0	Valparaiso	Mobile.	Nitrate of soda	6,170	4,607	3,032
Bantu	12	17 10	13	6 17	13	17 45	13	19 10	American	Isthmian Line	333 0	48 0	21 0	Aberdeen.	New York	Lumber	4,200	4,171	2,827
Carolinus	12	19 00	13	7 26	13	17 30	13	17 30	American	Carolinus Steamship Corp	331 0	48 0	21 0	Taital, Chile	Puerto Espanol	Nitrate	4,385	3,401	2,316
Manchu	13	5 30	13	8 28	13	17 35	13	17 35	Spanish	Hijos de Asignatura	367 5	51 9	21 0	Taital, Chile	Christiana	Grain, general	5,955	5,427	4,113
Cruz ²²	13	1 15	13	11 18	13	18 25	13	18 25	Danish	Norway-Pacific Line	384 6	51 3	25 0	San Francisco	Philadelphia.	Lumber	7,000	6,347	4,453
Albert Jeffress.	13	14 00	13	14 54	13	21 45	13	21 45	American	Garland Steamship Corp.	384 6	51 3	25 0	Aberdeen.	Philadelphia.	Lumber	7,000	6,347	4,453

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

* Platinum, value \$43,830.

* Launch.

* Motor ship.

* Supply ship.

* Cruiser.

* Tanker.

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
December 7.	Cartago	United Fruit Co.	New Orleans via Habana.	December 7	Cartago	United Fruit Co	Bocas del Toro.
December 7.	Tofoa	United Fruit Co	Port Limon.	December 7	Tofoa	United Fruit Co	New York via Habana
December 7.	Lake Florian	Lykes Brothers Steamship Co.	Covenas.	December 7	Suyvesant	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
December 8.	St. Michel ²⁵	U. S. Army.	New York via Galveston.	December 8	Lake Florian	Lykes Brothers Steamship Co	Covenas.
December 9.	Calamares	United Fruit Co.	New York via Habana.	December 10	Albarguez	United Fruit Co	New Orleans via wayports.
December 9.	Albarguez	United Fruit Co	New Orleans via Habana	December 10	St. Michel ²⁵	U. S. Army	New York via San Juan.
December 10.	Cartago	United Fruit Co	Bocas del Toro.	December 10	Cartago	United Fruit Co	New Orleans via Habana.
December 10.	Trives	United Fruit Co.	New York via Kingston.	December 10	Calamares	United Fruit Co	Port Limon.
December 10.	Santa Marta	United Fruit Co.	Colombian ports.	December 10	Panama	Panama Railroad Steamship Line	New York via Haiti.
December 11.	Lake Florian	Lykes Brothers Steamship Co.	Covenas.	December 11	Trives	United Fruit Co.	Colombian ports.
December 13.	Cristobal	Panama Railroad Steamship Line.	New York via Haiti.	December 11	Santa Marta	United Fruit Co	New York via Kingston.
December 13.	Coronado	Elders & Fyffes, Ltd	Port Limon.	December 11	Lake Florian	Lykes Brothers Steamship Co.	Covenas.
December 13.				December 13	Coronado	Elders & Fyffes, Ltd	Kingst n and Bristol.

²⁵ Transport.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
December 6.	Mericos H. Whittier	Associated Oil Co.	San Pedro.	December 7.	Mericos H. Whittier	Associated Oil Co.	San Pedro.
December 8.	Dos Hermanos	R. Neuman	Chame.	December 9.	Dos Hermanos	R. Neuman	Chame.
December 11.	Anyo Maru	Toyo Kisen Kaisha	Hongkong, China.	December 12.	Anyo Maru	Toyo Kisen Kaisha	Valparaiso.

* Other than ships passing through the Canal.

Ships at Canal Repair Shops.

The following is a report of repairs to vessels at Cristobal Shops for the week ending December 15, 1924:

Steamship *Cristobal*, true up dynamo crank shaft and fly wheel; repair fuel oil tank sounding pipe, No. 2 hatch bar, 4 cargo hooks, No. 4 winch guard, and fire line leading through room 64; renew wire gauge over vents from fuel oil tanks, ladders from saloon to boat deck at No. 5 hatch, and refasten collar of hawse pipe on port chain locker; continue scaling of main deck forward and calking wood saloon deck; remove guard on bow from windlass engine exhaust, etc.; dredge No. 86, dock, clean, and paint hull below water line; manufacture new thrust shaft for cutter engine, line up cutter shaft and remetal bearings; overhaul sea valves and underwater suction; machine front pump head and manufacture new thrust ring; renew all loose rivets in ladder; change ladder head bearing, renew bolts, and water line to same; install new suction pipe and 2 suction nipples; paint stacks; repair boilers and boiler feed pump, etc.

Minor repairs—Steamships *Van Rensselaer*, *Tuxpanoil*, *Lake Flattery*, *Arana*, *Chuky*, and *Ebro*; schooner *Arabia*, yacht *San Blas*, tug *Porto Bello*, and launch *Francis*.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 1, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.38
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.48
Oil, engine, gas, extra heavy, in cases.....	Gal.	.68
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chsin and wire rope, lubricating.....	Lb.	.08
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$1.85 per barrel at Cristobal and \$1.85 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for

galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., December 24, 1924. No. 20.

Holiday Greetings.

BALBOA HEIGHTS, C. Z., December 20, 1924.

The Panama Canal Administration extends to its employees, patrons, and friends cordial wishes for a Merry Christmas and a Happy New Year. We hope that our service to the world will grow increasingly more valuable and we wish for all an era of prosperity, happiness, and peace.

Very cordially,

H. BURGESS,

Acting Governor.

Speedy Transfer of Cargo at Cristobal Docks.

The steamship *Huallaga* of the Peruvian Line arrived at Cristobal at 6.45 p. m., December 16 with 3,362 tons of cargo, principally slabs of copper and sacks of raw sugar, for the Panama Railroad steamship *Cristobal*.

The *Huallaga* completed discharge at midnight of December 18, and at 7 a. m., December 19 there remained for loading aboard the *Cristobal*, scheduled to sail at 3 p. m., 1,400 tons of cargo. This quantity was put aboard by 12.30 p. m., in 5½ working hours, the average per hour being nearly 255 tons, or 36½ tons per hatch, per hour. Seven gangs were used.

About 1,000 tons of this cargo was discharged at pier 6, and had to be trucked approximately 800 feet to the *Cristobal* at dock 7. This was done rapidly and economically by making up the sling loads on skids at dock 6, putting the loaded skids on trailers by means of elevating platform trucks, and then towing trains of trailers with two tractors (one electric and one gasoline), to a spot directly under the ship's boom, where no time was lost "making the up sling," as the "drafts" were ready to hook on when they arrived. The only limit to speed of loading was the ability of the ship gangs to stow the cargo.

Heavy Lifts in Discharging Cargo.

Thirty-five pieces of heavy steel plate having an aggregate weight of 950,240 pounds were discharged from a vessel at the Balboa docks between 8 a. m. and 5.30 p. m. on December 16. The heaviest of these plates weighed 42,300 pounds, and the lightest 2,100, with an average weight of 27,150 pounds or 13½ tons for the 35. Two-inch threaded eyebolts were screwed into the plates and the slings shackled to them. The plates were then lifted from the hold and placed on cars on the dock by the Mechanical Division traveling crane.

The handling of heavy pieces of cargo like these tests the ability of the equipment and personnel of the Panama Railroad Company to do heavy and difficult stevedoring. It is performed at the Canal docks in a manner that compares favorably with the work done in the United States, according to statements of ships' officers.

CANAL WORK IN NOVEMBER.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of November, 1924:

BALBOA HEIGHTS, C. Z., December 15, 1924.

*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, 1924:

NUMBER OF TRANSITS.

During the month of November, 1924, 384 commercial vessels passed through the Panama Canal. In addition to these, 6 small nonseagoing launches, measuring under 20 tons, and 16 vessels belonging to or chartered by the United States Government made the transit, making the total transits for the month 406, or a daily average on all transits of 13.53.

Tolls on the 384 commercial vessels amounted to \$1,750,937, and on the launches to \$8.25, making the total tolls collection for the month \$1,750,945.25, or a daily average on all traffic of \$58,364.84.

An incident in the traffic history of the Canal was the traffic on November 18. On that day there were but 4 transits of the Canal, 2 commercial and 2 Government. The tolls on the 2 commercial vessels totaled \$2,865 as a total tolls collection for the day. This amount is less than is usually paid by one commercial transit and is believed to establish a low record for any day during the time the Canal has been in full operation. As a comparison, our maximum commercial traffic in one day has been 25 vessels, paying \$136,604.77 tolls, on May 25, 1923; and the maximum day for all traffic was on January 17, 1924, when 57 vessels, made up of 35 Government and 22 commercial, were passed through the Canal.

The total craft of all kinds transiting the Canal during the month of November, 1924, as compared with the same month in 1923 and 1922, is shown in the following tabulation:

	November, 1924.	November, 1923.	November, 1922.
Commercial vessels.....	384	436	294
Noncommercial vessels (Army and Navy).....	16	25	21
Launches (under 20 tons measurement).....	6	10	5
Total vessels and craft through Canal.....	406	471	320

In addition to craft listed above, Panama Canal equipment, consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North-bound.	South-bound.	Total.
Gatun.....	5	5	10
Pedro Miguel.....	22	22	44
Miraflores.....	22	22	44
Totals.....	49	49	98

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month from the beginning of the calendar year 1924, to the end of November, 1924, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Calendar year		Calendar year.		Calendar year.		Calendar year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
January...	352	476	1,610,692	2,400,040	1,591,932	2,427,332	\$1,505,285.55	\$2,216,855.01
February...	326	418	1,529,547	2,108,879	1,563,278	2,243,616	1,423,954.21	1,964,155.59
March.....	409	429	1,988,192	2,136,079	1,940,928	2,272,472	1,827,718.44	1,997,138.83

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	Calendar year.		Calendar year.		Calendar year.		Calendar year.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
April.....	404	403	2,007,690	2,053,171	2,187,145	2,158,721	\$1,878,938.15	1,903,761.27
May.....	419	417	2,128,414	2,085,670	2,265,083	2,353,986	1,972,216.04	1,955,764.91
June.....	417	377	2,035,902	1,928,039	2,096,446	2,022,850	1,898,259.08	1,792,821.22
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	2,124,830.02	1,935,296.43
August.....	454	372	2,232,599	1,901,895	2,168,750	1,958,479	2,059,656.97	1,769,999.94
September.....	413	395	2,041,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November.....	436	384	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
Totals...	4,531	4,486	22,220,946	22,422,564	22,665,911	23,626,447	20,631,108.37	20,915,921.30

The total figures for the first 11 months of the calendar year show slight increases over the same period in the preceding year, with the exception of total number of transits. The differences, in percentage, are as follows: Transits, a decrease of 0.1 per cent; Panama Canal net tonnage, an increase of 0.9 per cent; tons of cargo carried, an increase of 4.1 per cent; and tolls collected, an increase of nearly 1.4 per cent.

The following is a summary of commercial traffic in November, 1924, as compared with the same months in 1923 and 1922, and the average month's traffic for the fiscal year 1924:

	November, 1924.	November, 1923.	November, 1922.	Average per month for fiscal year 1924.
Number of vessels.....	384	436	294	436
United States net tonnage.....	1,484,736	1,774,350	1,062,725	1,746,436
Panama Canal net tonnage.....	1,872,531	2,193,865	1,337,280	2,179,073
Registered gross tonnage.....	2,379,863	2,820,420	1,669,486	2,784,356
Registered net tonnage.....	1,490,471	1,772,295	1,044,833	1,744,885
Tolls.....	\$1,750,937.00	\$2,058,188.61	\$1,264,436.54	\$2,024,246.96
Tons of cargo carried.....	1,961,593	2,218,295	1,426,860	2,249,559

The average daily number of transits, tonnage, tolls, and cargo, is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1924.
	November, 1924.	November, 1923.	November, 1922.	
Number of transits.....	12.8	14.53	9.8	14.29
Panama Canal net tonnage.....	62,418	73,129	44,576	71,446
Tolls.....	\$58,364.57	\$68,606.29	\$42,147.88	\$66,368.75
Tons of cargo carried.....	65,286	73,943	47,562	73,756

From the foregoing it will be seen that the average daily traffic in November, 1924, as compared with the average of the fiscal year 1924, shows the following decreases: Transits, about 10 per cent; Panama Canal net tonnage, about 12.6 per cent; and tons of cargo carried, about 10.1 per cent.

As compared with November, 1923, the decreases are approximately as follows: Transits, 12 per cent; Panama Canal net tonnage, 14.6 per cent; tolls, 14.9 per cent; and tons of cargo carried, 11.7 per cent.

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of November, 1924, as compared with November, 1923, and November, 1922, are shown in the following tabulation:

	Average per vessel.		
	November, 1924.	November, 1923.	November, 1922.
United States equivalent net tonnage.....	3,866	4,068	3,614
Panama Canal net tonnage.....	4,877	5,032	4,548
Registered gross tonnage.....	6,197	6,538	5,678
Registered net tonnage.....	3,881	4,066	3,554
Tolls.....	\$4,559.62	\$4,720.62	\$4,300.80
Tons of cargo (including vessels in ballast).....	5,108	5,088	4,853
Tons of cargo (laden vessels only).....	6,188	6,505	5,595

THE PANAMA CANAL RECORD

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of November for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
November, 1921	24	136,349	91,067	17	86,958	101,460	41	223,307	192,257
November, 1922	43	225,442	164,680	31	162,615	263,422	74	388,057	428,102
November, 1923	91	502,114	225,250	106	598,239	976,973	197	1,100,353	1,202,223
November, 1924	64	370,709	182,152	59	329,072	509,379	123	699,781	691,531

UNITED STATES SHIPPING BOARD VESSELS.

During the month of November, 1924, 13 vessels of the United States Shipping Board transited the Canal. Of these, 5 were employed in the United States intercoastal trade. Eight of the 13 vessels were general cargo carriers and 5 were tank ships.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of November for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
November, 1921	12	74,635	44,975	5	29,949	28,865	17	104,584	73,830
November, 1922	5	25,556	20,002	5	24,020	31,931	10	49,586	51,933
November, 1923	14	73,304	57,642	5	24,667	38,239	19	97,971	95,881
November, 1924	7	39,057	33,865	6	30,215	42,902	13	69,272	76,767

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of November, 1924, by principal geographical areas, as compared with the same month in 1923 and 1922. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	November, 1924.	November, 1923.	November, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	644,056	788,313	449,080
Europe (including British Isles).....	264,933	292,625	174,504
East coast of Canada.....	29,420		
East coast of Mexico.....	4,976	35,838	13,035
West Indies.....	5,927		
Cristobal, C. Z.....	3,209	9,314	17,692
East coast of South America.....	32,847	21,119	7,927
Miscellaneous.....		17,086	32,725
Totals.....	985,377	1,164,295	694,963
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	473,025	682,188	274,095
West coast of South America.....	207,602	183,782	167,963
Australasia.....	105,166	109,885	73,004
Far East.....	123,342	112,522	98,280
West coast of Canada.....	68,839	62,994	53,434
West coast of Mexico and Central America.....	7,403	12,924	6,764
Miscellaneous.....			21,423
Totals.....	985,377	1,164,295	694,963
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	435,563	741,357	244,902
West coast of South America.....	210,354	173,116	237,497
Australasia.....	34,278	44,145	22,547
Far East.....	10,074	11,273	43,148
West coast of Canada.....	183,774	55,177	86,035
West coast of Mexico and Central America.....	13,111	4,502	8,188
Totals.....	887,154	1,029,570	642,317

Areas.	November, 1924.	November, 1923.	November, 1922.
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	491,074	699,490	333,867
Europe, including British Isles.....	342,252	229,655	254,212
East coast of Mexico.....	14,316	69,249	15,223
East coast of Canada.....	7,874		
Cristobal, C. Z.....	11,440	14,459	13,389
East coast of South America.....	4,914	950	490
West Indies.....	10,395		
Miscellaneous.....	4,889	15,767	20,136
Totals.....	887,154	1,029,570	642,317

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month of November, 1924, was \$1,750,937. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$363,341.56. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$57,700.17	\$38,405.45	\$96,165.62
Chilean.....	1,257.65	1,257.65	2,515.30
Colombian.....		2.61	2.61
Danish.....		3,889.65	3,889.65
Dutch.....	5,840.85	2,998.10	8,838.95
French.....	4,105.60	5,248.40	9,354.00
German.....	6,292.10	11,222.35	17,514.45
Greek.....		450.60	450.60
Irish.....		543.90	543.90
Italian.....	1,087.25	1,147.55	2,234.80
Japanese.....	4,846.64	6,892.20	11,738.84
Norwegian.....	3,836.00	11,244.85	15,080.85
Panamanian.....	1,397.20		1,397.20
Peruvian.....	4,665.00	5,038.60	9,698.60
Spanish.....	841.55	2,901.35	3,742.90
Swedish.....	1,856.25	2,969.40	4,825.65
United States.....	74,772.72	100,580.14	175,352.86
Totals.....	168,558.98	194,782.58	363,341.56

* Indicates gain.

The additional revenue that would have been assessed against vessels of United States registry would have been made up, with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$54,193.64	\$80,826.50	\$135,020.14
United States foreign trade.....	20,579.08	18,091.35	38,670.43
United States to Canal Zone trade.....		1,662.29	1,662.29
Totals.....	74,772.72	100,580.14	175,352.86

Of the additional \$363,341.56 that would have been collected by using exclusively Panama Canal rules of measurement, \$17,667.60 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in November, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, November, 1924.
British.....	.95	1.47	1.19
Chilean.....	.42	1.18	.78
Danish.....		1.55	1.55
Dutch.....	.64	1.52	1.11
French.....	.34	1.36	.85
German.....	.71	1.37	1.06
Greek.....		1.24	1.24
Irish.....		1.71	1.71
Italian.....	.19	.51	.28
Japanese.....	1.08	1.56	1.46

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, November, 1924.
Norwegian.....	1.33	1.74	1.60
Panaman.....	.88		.88
Peruvian.....	.27	.99	.68
Spanish.....	.05	1.02	.88
Swedish.....	1.38	1.60	1.56
United States.....	.94	1.60	1.33
Totals, November, 1924.....	.90	1.54	1.26
Totals, November, 1923.....	.91	1.57	1.30
Totals, November, 1922.....	.95	1.50	1.24

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.48	1.54	.98
United States and South America.....	.52	1.96	1.20
United States and Europe.....	.39	1.71	1.13
United States and Far East.....	1.20	1.24	1.20
United States and Australasia.....	1.14	.10	1.06
United States and Canada.....	.91		.52
Europe and South America.....	.54	1.48	1.03
Europe and Canada.....	.41	1.48	1.15
Europe and Australasia.....	.83	.87	.84
Cristobal and South America.....	.41	.77	.77

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of November, 1924, was 1,961,593 long tons. The cargo was below 2,000,000 tons per month for the second time since March, 1923, the other time having been in August, 1924, with 1,958,479 tons. During November, 1923, there were 2,218,295 tons of cargo. Thus November, 1924, as compared with the same month in 1923, shows a decrease of approximately 11.5 per cent. The difference was due primarily to a decrease of 500,476 tons in the mineral oil shipments from the Pacific; these amounted to 909,406 tons in November, 1923, and to 408,660 tons in November, 1924.

From the Atlantic to the Pacific the principal commodities were various manufactured goods, mineral oils, cement, sulphur, coal and coke, various metals, cotton, and automobiles and accessories, in the order named. The principal commodities from the Pacific to the Atlantic were mineral oils, grain, lumber, nitrates, and various ores in the order named.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	November, 1924.	November, 1923.	November, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	4,152	3,259	1,720
Ammonia.....	12,625	6,102	2,312
Asphalt.....	1,806	5,242	
Automobiles and accessories.....	12,218	10,532	3,336
Canned goods, various.....	6,441	4,005	6,448
Cement.....	25,709	13,353	6,796
Chemicals.....	1,469	3,395	1,327
Coal and coke.....	15,498	18,427	11,949
Coffee.....	3,041	4,529	403
Corn.....	3,293	24	11,517
Copra.....	62	3,588	2,778
Cotton.....	13,331	19,360	11,617
Crescote.....		8,358	
Fertilizer.....	440	4,010	500
Glass.....	1,072	400	1,163
Manufactured goods:			
Iron and steel.....	112,396	147,989	91,740
Machinery.....	10,146	11,889	10,673
Railroad material.....	7,885	11,027	5,134
Textiles.....	7,086	5,600	4,065
Other.....	11,727	9,135	3,603
Metals, various.....	24,024	25,980	13,056

Commodity.	November, 1924.	November, 1923.	November, 1922.
Mineral oils.....	88,207	69,014	78,574
Ores, various.....	426	1,972	5,281
Paper.....	7,321	10,308	7,831
Patent fuel.....	100	.....	1,932
Potash.....	4,659	514	11
Phosphates.....	77	129	2,010
Rice.....	8,127	910	1,221
Rosin.....	3,587	1,534	690
Salt.....	4,758	2,021	2,554
Sand.....	2,485	6,649	2,050
Sugar.....	10	104	3,350
Sulphur.....	24,669	20,870	16,825
Tobacco.....	7,721	4,183	4,263
Miscellaneous.....	184,192	198,502	184,549
Totals.....	610,160	632,914	501,378
<i>Pacific to Atlantic.</i>			
Barley.....	37,835	16,901	50,676
Beans.....	5,271	10,549	7,189
Borax.....	3,807	2,163	5,163
Canned goods, various.....	64,202	51,242	57,783
Coffee.....	4,676	5,455	2,202
Coyra.....	6,781	3,382	8,800
Cold storage products.....	16,570	11,553	4,185
Cotton.....	6,868	5,679	4,703
Flour.....	6,953	2,415	5,779
Fruits, dried and fresh.....	41,139	15,623	30,127
Guano.....	.....	80	2,500
Lumber.....	172,554	108,583	85,676
Metals, various.....	29,852	22,972	29,658
Nitrates.....	146,610	88,504	213,574
Oats.....	8,434	2,070	468
Oils, mineral.....	408,660	900,406	114,329
Oil, coconut.....	776	580	4,700
Ores, various.....	107,583	77,890	62,388
Phosphates.....	6,315	15,590	.....
Rice.....	6,089	3,447	12,521
Saltpetre.....	.....	.....	4,582
Skins and hides.....	3,348	4,799	3,097
Sugar.....	18,875	21,840	41,499
Tea.....	168	3,231	3,050
Wheat.....	179,747	95,591	83,073
Wool.....	3,142	1,766	6,233
Miscellaneous.....	65,178	104,357	81,577
Totals.....	1,351,433	1,585,381	925,482

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of November, 1924, was published in THE PANAMA CANAL RECORD of December 10, 1924.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of November, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	November, 1924.	November, 1923.	November, 1922.	November, 1924.	November, 1923.	November, 1922.
United States intercoastal trade.....	64	91	43	59	106	31
United States and South America.....	20	15	17	29	19	25
Europe and South America.....	20	21	14	23	15	24
United States and Far East.....	22	18	19	1	2	8
Europe and United States.....	12	18	8	19	17	14
Europe and Canada.....	10	9	5	24	9	13
Europe and Australasia.....	9	8	6	5	6	3
Mexico and South America.....	1	2	3	1	3	3
Cristobal and South America.....	2	6	6	8	6	7
United States and Canada.....	3	4	5	11	2	4
United States and Australasia.....	9	9	4	1	1	3
Miscellaneous.....	26	30	18	14	19	13
Totals.....	198	231	148	186	205	146

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Panama Canal net tonnage.			Panama Canal net tonnage.		
	November, 1924.	November, 1923.	November, 1922.	November, 1924.	November, 1923.	November, 1922.
United States intercoastal trade.....	370,709	502,114	225,442	329,072	598,239	162,615
United States and South America.....	83,681	63,056	69,259	87,441	75,638	101,309
Europe and South America.....	92,399	98,331	59,087	100,291	67,405	96,781
United States and Far East.....	118,138	99,519	94,050	4,038	11,273	43,148
Europe and United States.....	64,459	81,613	38,246	82,217	83,863	69,603
Europe and Canada.....	58,345	48,931	25,226	126,852	44,151	67,815
Europe and Australasia.....	47,124	50,783	48,828	29,863	34,236	13,972
Mexico and South America.....	4,876	10,106	13,035	4,723	15,551	13,719
Cristobal and South America.....	807	1,513	13,964	10,025	4,400	14,036
United States and Canada.....	18,226	20,150	24,511	52,563	9,905	18,220
United States and Australasia.....	48,405	50,820	20,106	4,415	4,415	8,575
Miscellaneous.....	28,208	137,359	63,209	55,654	80,494	32,524
Totals.....	935,377	1,164,295	694,963	887,154	1,029,570	642,317
	Tons of cargo carried.			Tons of cargo carried.		
United States intercoastal trade.....	182,152	225,250	164,680	509,379	976,973	263,422
United States and South America.....	45,654	27,239	14,081	177,339	145,034	173,157
Europe and South America.....	49,962	41,094	44,210	148,781	80,524	156,950
United States and Far East.....	142,076	132,956	102,237	5,023	10,051	42,710
Europe and United States.....	24,950	17,740	24,638	141,015	124,754	102,215
Europe and Canada.....	24,062	24,842	16,913	188,380	67,933	99,718
Europe and Australasia.....	39,280	37,576	45,119	26,128	39,325	13,900
Mexico and South America.....	7,800	19,559	22,005			
Cristobal and South America.....	332	446	3,789	7,733	4,833	6,021
United States and Canada.....	9,576	10,180	26,604	76,021	13,145	23,244
United States and Australasia.....	55,303	51,415	21,986	435	590	6,100
Miscellaneous.....	29,013	44,617	15,111	71,199	122,219	38,045
Totals.....	610,160	632,914	501,378	1,351,433	1,585,381	925,482

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of November, in the years 1922, 1923, and 1924, and for the month of October, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
November, 1922.....	124	442,336	\$409,320.35	463,940
November, 1923.....	122	476,380	455,302.08	466,258
November, 1924.....	129	483,851	450,057.89	512,278
October, 1924.....	133	507,583	474,666.92	531,045

The totals for November, 1924, show increases in Panama Canal net tonnage and tons of cargo carried over November, 1923, and decreases in number of transits and tolls collected. As compared with October, 1924, the totals for November, 1924, are somewhat smaller in all respects.

The principal commodities bound to Latin America were various manufactured goods, mineral oils, cement, and coal and coke; from Latin America the principal commodities were nitrates, various ores, various metals, mineral oils, and grain.

Nitrate shipments from the west coast of South America totaled 146,610 tons, as against 170,074 in October, 1924, 188,518 in September, 1924, and 88,504 tons in November, 1923.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during November, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for November in 1922 and 1923:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	19	61,293	72,411	100,265	61,387	\$70,860.06	57,409
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,803
Dutch.....	2	4,204	6,927	6,832	4,218	5,255.00	4,741
French.....	4	11,391	13,855	18,406	11,440	14,238.75	2,623
German.....	3	11,104	14,782	18,072	11,158	13,880.00	11,563
Italian.....	2	8,711	9,980	13,513	8,083	10,888.75	1,883

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.—Contd.</i>							
Japanese.....	2	8,441	9,469	12,451	8,301	\$6,925.44	.....
Norwegian.....	9	9,323	12,899	15,439	9,390	11,270.10	9,574
Panamanian.....	2	1,408	2,633	3,684	2,613	1,749.44	2,300
Peruvian.....	3	3,703	7,750	12,325	6,031	4,635.00	2,113
Spanish.....	2	4,923	6,160	8,323	5,208	5,438.77	176
Swedish.....	1	3,338	5,014	5,391	4,048	3,610.08	.....
United States.....	15	58,049	68,845	97,248	58,014	55,565.08	26,680
Totals, November, 1924..	65	189,372	235,397	319,259	193,867	208,665.22	120,865
Totals, November, 1923..	62	192,807	239,506	319,031	197,955	215,785.56	115,981
Totals, November, 1922..	54	143,788	188,040	243,161	145,921	162,524.41	97,163
<i>Pacific to Atlantic.</i>							
British.....	24	80,129	98,062	127,811	80,535	97,965.61	147,080
Chilean.....	1	3,479	4,672	7,310	3,996	4,348.75	5,532
Colombian.....	1	87	87	120	87	65.25	.....
Danish.....	1	3,602	5,806	5,789	3,289	4,502.50	7,805
Dutch.....	2	8,224	9,175	11,608	7,182	10,162.70	15,472
French.....	2	6,767	8,827	10,634	6,655	8,458.75	13,828
German.....	6	15,188	22,299	25,150	15,157	18,980.54	25,281
Italian.....	1	2,765	3,774	4,676	2,636	3,381.25	1,921
Japanese.....	1	4,097	5,055	6,571	4,013	5,121.25	8,400
Norwegian.....	4	8,850	11,401	14,155	8,752	10,796.37	20,955
Peruvian.....	4	5,768	10,132	15,612	8,324	7,210.00	9,829
Spanish.....	3	7,949	10,698	14,419	9,024	9,936.25	12,606
United States.....	14	48,656	58,466	81,830	48,792	60,463.45	122,704
Totals, November, 1924..	64	195,501	248,454	315,051	198,442	241,392.67	391,413
Totals, November, 1923..	60	198,085	236,873	325,207	199,072	239,516.52	350,227
Totals, November, 1922..	70	203,399	254,296	328,803	203,130	246,795.94	366,777

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 46 per cent of the total commercial transits of the Canal during the month of November, 1924, comprised about 51 per cent of the Panama Canal net tonnage, and carried about 50 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in November, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, with the total for November, 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	59	232,110	294,613	364,048	225,256	\$267,788.07	225,423
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,803
Dutch.....	3	8,751	13,983	14,142	8,713	10,938.75	8,885
French.....	6	21,664	25,958	35,006	21,240	27,080.00	9,712
German.....	5	18,896	24,823	30,555	18,781	23,507.50	17,796
Italian.....	2	8,711	9,950	13,513	8,083	10,888.75	1,833
Japanese.....	7	27,481	33,431	42,891	27,025	30,725.44	25,826
Norwegian.....	12	20,739	26,471	33,317	20,437	23,935.12	24,004
Panamanian.....	2	1,408	2,633	3,684	2,613	1,749.44	2,300
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	2,113
Spanish.....	2	4,923	6,160	8,323	5,208	5,438.77	176
Swedish.....	2	5,397	8,914	9,196	6,881	6,433.83	5,376
United States.....	94	420,904	525,989	672,121	420,172	451,161.36	284,850
Totals, November, 1924..	198	778,281	985,377	1,246,431	775,416	868,630.78	610,160
Totals, November, 1923..	231	933,720	1,164,295	1,486,242	934,098	1,017,841.39	632,914
Totals, November, 1922..	148	552,805	694,963	863,193	539,277	636,330.48	501,378
<i>Pacific to Atlantic.</i>							
British.....	44	163,007	201,672	261,428	162,764	201,563.11	289,376
Chilean.....	1	3,479	4,672	7,310	3,996	4,348.75	5,532
Colombian.....	1	87	87	120	87	65.25	.....
Danish.....	3	13,263	17,057	19,716	12,977	16,578.75	26,530
Dutch.....	3	14,000	16,726	21,007	12,996	17,382.70	25,437
French.....	5	18,728	23,857	29,943	18,880	23,410.00	32,472
German.....	8	20,783	31,215	34,575	20,732	25,974.29	39,115

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Pacific to Atlantic.—Contd.</i>							
Greek.....	1	3,516	4,038	5,686	3,196	\$4,395.00	5,023
Irish.....	1	3,056	3,647	5,088	2,889	3,832.50	6,221
Italian.....	1	2,705	3,774	4,676	2,636	3,381.25	1,921
Japanese.....	18	77,631	82,697	108,105	75,988	96,013.80	129,122
Norwegian.....	9	26,272	35,526	42,196	25,929	32,573.87	60,846
Peruvian.....	4	5,768	10,132	15,612	8,324	7,210.00	9,829
Spanish.....	3	7,949	10,698	14,419	9,024	9,936.25	12,606
Swedish.....	3	9,463	12,319	15,353	11,344	11,813.40	19,822
United States.....	81	336,738	429,037	548,198	343,293	423,827.30	687,581
Totals, November, 1924..	186	706,455	887,154	1,133,432	715,055	882,306.22	1,351,433
Totals, November, 1923..	205	840,630	1,029,570	1,334,178	838,197	1,040,347.22	1,585,381
Totals, November, 1922..	146	509,920	642,317	806,293	505,556	628,106.06	925,482
<i>Combined traffic.</i>							
British.....	103	395,117	496,285	625,476	389,020	469,351.18	514,812
Chilean.....	2	6,958	9,344	14,620	7,972	8,697.50	7,335
Colombian.....	1	87	87	120	87	65.25	.....
Danish.....	3	13,263	17,957	19,716	12,977	16,578.75	23,530
Dutch.....	6	22,751	30,709	35,149	21,709	28,321.45	34,322
French.....	11	40,392	49,815	64,949	40,120	50,490.00	42,184
German.....	13	39,589	50,038	65,130	39,513	49,481.79	56,911
Greek.....	1	3,516	4,038	5,686	3,196	4,395.00	5,023
Irish.....	1	3,066	3,647	5,088	2,889	3,832.50	6,221
Italian.....	3	11,416	13,754	18,189	10,719	14,270.00	3,804
Japanese.....	25	105,112	116,128	150,996	103,013	126,739.24	154,948
Norwegian.....	21	47,011	61,997	75,513	46,366	56,508.99	84,850
Panamanian.....	2	1,408	2,633	3,684	2,613	1,749.44	2,300
Peruvian.....	7	9,476	17,882	27,937	14,355	11,845.00	11,942
Spanish.....	5	12,872	16,858	22,742	14,232	15,375.02	12,782
Swedish.....	5	15,060	21,233	24,549	18,225	18,247.23	25,198
United States.....	175	757,642	955,026	1,220,319	763,465	874,988.66	972,431
Totals, November, 1924..	384	1,484,736	1,872,531	2,379,863	1,490,471	1,750,937.00	1,961,593
Totals, November, 1923..	436	1,774,350	2,193,865	2,820,420	1,772,295	2,058,188.61	2,218,295
Totals, November, 1922..	294	1,062,725	1,337,280	1,669,486	1,044,833	1,264,436.54	1,426,860

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal during the month of November, 1924, in ballast, is shown in the following tabulation, the vessels being grouped according to class, nationality and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	6	35,396	\$5,983.71	1	4,723	\$3,400.56
Norwegian.....	1	4,066	2,927.52	.....	.....	.....
United States.....	29	188,584	136,291.04	.....	.....	.....
General cargo ships:						
British.....	7	30,744	22,861.11	.....	.....	.....
Colombian.....	.....	.....	.....	1	87	65.25
French.....	1	1,018	1,071.25	.....	.....	.....
German.....	.....	.....	.....	1	2,532	1,823.04
Japanese.....	2	9,469	6,925.49	.....	.....	.....
Norwegian.....	6	5,765	4,927.60	1	646	465.12
Panamanian.....	1	27	19.44	.....	.....	.....
Swedish.....	1	5,014	3,610.08	.....	.....	.....
Spanish.....	1	2,316	1,667.52	.....	.....	.....
United States.....	6	32,855	23,800.47	2	177	141.30
Totals ¹	61	315,254	230,085.23	6	8,165	5,895.27

¹ In the above are included the following ships that paid laden rate on account of excess bunkers, all bound from the Atlantic to the Pacific: 1 British tank ship, Panama Canal net, 397, tolls \$166.25; 2 British cargo ships, Panama Canal net, 7,206, tolls, 6,913.75; 1 French cargo ship, Panama Canal net 1,018, tolls, 1,018.25; 1 Norwegian cargo ship, Panama Canal net, 1,410, tolls, 1,692.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of November is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	3	14,530	\$15,908.75	34	219,567	\$225,509.85
Ballast.....	36	228,046	165,202.67	1	4,723	3,400.56
General cargo ships:						
Laden.....	134	655,593	622,636.40	146	659,422	650,900.10
Ballast.....	25	87,208	64,882.96	5	3,442	2,495.71
Totals.....	198	985,377	868,630.78	186	887,154	882,306.22
Steamers.....	179	920,785	809,381.64	172	834,576	829,880.92
Motor ships.....	13	64,368	59,060.95	9	50,115	49,475.00
Motor schooners.....	2	99	98.19	2	159	144.00
Motor yachts.....				2	177	141.30
Barge.....				1	2,127	2,665.00
Whaling vessels.....	4	125	90.00			
Totals.....	198	985,377	868,630.78	186	887,154	882,306.22

Of the 351 steam vessels, 227 were oil burners, 121 coal burners, and 3 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 16 Government vessels which transited the Panama Canal free of tolls during the month of November, 1924. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated with a total of \$53,285.70:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Ammunition ship.....	1	10,690	\$5,030.00			
Aeroplane carrier.....	1	12,700	6,350.00			
Battleship.....	1	21,825	10,912.50			
Cruiser.....	1	8,473	4,236.50	1	8,473	\$4,236.50
Mine sweeper.....	1	950	475.00	1	950	475.00
Tug.....	1	950	475.00	1	950	475.00
U. S. Army vessels:						
Launch.....	1	10	5.00	1	10	5.00
Mine planter.....	1	1,208	604.00	1	950	475.00
Transport.....	1	5,212	6,254.40	2	11,064	13,276.80
Totals.....	9	61,928	34,342.40	7	22,397	18,943.30

* Indicates displacement tonnage.

* Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of November, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	5,646
Pacific to Atlantic.....	799
Totals.....	6,445

The following statement shows the number of launches transiting the Canal during the month of November, 1924; these launches although paying tolls are excluded from the statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	4	7	\$5.25
Pacific to Atlantic.....	2	4	3.00
Totals.....	6	11	8.25

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of November, 1924, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons	43,856	12,838	56,694
Local cargo shipped..... tons	5,308	864	6,172
Transit cargo arriving..... tons	1,967,089	1,950,041	3,917,130
Transit cargo clearing..... tons	1,982,790	1,955,011	3,937,801
Cargo received for transshipment..... tons	23,552	762	24,314
Cargo transshipped..... tons	24,485	652	25,137
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	63	4	67
U. S. Government vessels.....		1	1
Total vessels supplied with coal.....	63	5	68
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons	25,011	280	25,291
U. S. Government vessels..... tons		40	40
Total coal supplied to vessels..... tons	25,011	320	25,331
Coal issued, miscellaneous:			
Panama Canal departments..... tons	214	68	282
U. S. Army, excepting vessels..... tons	562		562
Individuals and companies..... tons	307		307
Panama Railroad, excepting vessels..... tons	18		18
Total issues and sales..... tons	26,112	388	26,500
Coal on hand, December 1, 1924..... tons	76,020	67	76,087
Coal on hand, November 1, 1924..... tons	78,092	455	78,547
Coal received during the month..... tons	24,040		24,040
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls	7,845.86	13,911.32	21,757.18
Panama Railroad Co..... bbls	1,130.19	504.37	1,634.56
Army and Navy..... bbls	579.00	86.00	665.00
Individuals and companies..... bbls		357.06	357.06
Loaned to U. S. Shipping Board..... bbls		47.28	47.28
Total issues and sales..... bbls	9,555.05	14,906.03	24,461.08
Fuel oil borrowed from U. S. Navy..... bbls	503.80		503.80
Less due to break in pipe line..... bbls		110.30	110.30
Fuel oil on hand, December 1, 1924..... bbls	27,374.79	9,412.87	36,787.66
Diesel oil sold during November, 1924..... bbls	66.47	13.10	79.57
Diesel oil on hand, December 1, 1924..... bbls	38,331.31	524.31	38,855.62
Miscellaneous transfers..... bbls	1,511.20	294.57	1,805.77
Gasoline pumped for Panama Canal..... bbls	690.45	1,436.95	2,127.40
Gasoline pumped for individuals and companies..... bbls	2,164.31		2,164.31
Oil pumped for individuals and companies..... bbls	380,665.38	286,796.34	661,461.72
Total fuel oil and gasoline handled..... bbls	392,488.55	299,564.29	692,052.57
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	21	7	28
Measured for Panama Canal net tonnage.....	7	3	10
Re-measured for Panama Canal net tonnage.....	11	2	13
Panama Canal net tonnage corrected.....	4	4	8
U. S. equivalent tonnage corrected.....	8	9	17
Services of harbor equipment:			
Tugs, total operating hours.....	478	345	823
Launches, total operating hours.....	1,149	1,272½	2,421½
Scows, total operating days.....		18	18
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$12,907.50	\$11,401.65	\$24,308.15
Pilotage.....	14,723.00	6,902.00	21,625.00
Seamen.....	9,328.00	8,800.00	18,128.00
Launch service.....	1,792.50	2,620.50	4,413.00
Wharfage.....	13,192.57	4,368.14	17,560.71
Ships measured.....	325.00	100.00	425.00
Miscellaneous cash collections.....	976.37	788.00	1,764.37
Vessels repaired at Panama Canal shops:			
Commercial.....	33	27	60
U. S. Army and Navy.....	7	9	16
Canal equipment.....	14	16	30
Vessels dry docked:			
U. S. Army and Navy.....	1		1
Commercial.....	2	3	5
Panama Canal equipment.....	3	1	4
Clearances issues.....	230	214	444
Bills of Health issued.....	236	217	450

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.	438	2,732,926	1,713,424	397	2,476,989	1,569,201
Vessels entering port but not transiting Canal.	56	309,162	184,463	6	23,178	15,026
Vessels transiting Canal and handling passengers or cargo at terminals.	73	443,353	278,623	54	318,268	191,796
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.	442	2,751,257	1,725,012	398	2,459,245	1,549,646
Vessels entering port but not transiting Canal.	56	300,019	179,411	5	15,290	10,066
Vessels transiting Canal and handling passengers or cargo at terminals.	75	454,321	285,327	54	325,372	196,241

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Totals.	First class.	Others.	Totals.
<i>Disembarking:</i>						
From Atlantic ports.	1,270	625	1,895	63	209	272
From Pacific ports.	105	53	158	168	161	329
Total disembarking.	1,375	678	2,053	231	370	601
<i>Embarking:</i>						
For Atlantic ports.	929	770	1,699	31	209	240
For Pacific ports.	234	31	265	123	89	212
Total embarking.	1,163	801	1,964	154	298	452
<i>Remaining on board vessels:</i>						
From Atlantic to Pacific ports.	1,434	4,147	5,581	1,473	3,859	5,332
From Pacific to Atlantic ports.	426	840	1,266	524	876	1,400
From Atlantic to Atlantic ports.	441	56	497			
From Pacific to Pacific ports.				14	147	161
Total on board.	2,301	5,043	7,344	2,011	4,882	6,893
Total arriving.	3,676	5,721	9,397	2,242	5,252	7,494
Total departing.	3,464	5,844	9,308	2,165	5,180	7,345

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of November, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
<i>Sales at Cristobal to:</i>						
Government vessels.	\$118.80	\$614.82	\$5,594.55	\$26.66	\$398.31	\$3,663.14
Panama Railroad vessels.	45.90	7.63	1,514.23	816.05	459.90	2,813.71
Other commercial vessels.	2,609.66	5,495.38	18,379.66	50.91	1,641.32	28,176.93
Total sales, November, 1924.	2,774.36	6,117.83	25,488.44	893.62	2,409.53	37,683.78
Total sales, November, 1923.	1,198.23	5,604.18	13,988.21	1,317.51	1,605.42	23,713.55
Total sales, November, 1922.	894.40	4,217.87	12,798.55		1,907.60	19,818.42
<i>Sales at Balboa to:</i>						
Government vessels.	333.05	3,930.34	10,821.02	428.34	600.63	16,113.58
Other commercial vessels.	477.36	6,061.92	7,510.77	164.40	555.80	14,770.25
Total sales, November, 1924.	810.41	9,992.46	18,331.79	592.74	1,156.43	30,883.83
Total sales, November, 1923.	998.27	3,177.36	18,096.02	661.55	4,632.05	27,565.25
Total sales, November, 1922.	412.93	1,875.08	14,151.02	30.83	1,514.24	17,984.12

LOCK OPERATIONS.

The following tabulations show the number of lockages, and number of vessels passing through the locks during the month of November, 1924, as compared with

the corresponding month in 1923 and 1922; and the consumption of water for lockages in November, 1924:

Locks.	NUMBER OF LOCKAGES.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	Nov., 1924.	Nov., 1923.	Nov., 1922.
Gatun.....	182	183	365	4	5	9	374	447	300
Pedro Miguel.....	184	186	380	10	16	26	406	461	319
Miraflores.....	184	194	378	9	14	23	401	456	316
Number of vessels put through locks.									
Gatun.....	190	200	390	15	14	29	419	511	327
Pedro Miguel.....	188	199	387	31	33	64	451	502	352
Miraflores.....	188	199	387	30	33	63	450	493	361

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	19	20	19
Panama Canal equipment.....	10	44	44

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,518,550,000	<i>Cubic feet.</i> 1,402,380,000	<i>Cubic feet.</i> 1,233,450,000
Leakage.....	20,000,000	12,100,000	20,000,000
Maintenance.....			12,420,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of November, 1924, are shown in comparative form:

Rainfall for month.	November, 1924.	November, 1923.	November, Years of record.		
	Maximum.	Minimum.	Mean.		
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific Section.....	14.19	9.51	19.62	5.64	10.69
Central Section.....	17.42	13.38	30.40	7.47	13.91
Atlantic Section.....	28.03	19.10	38.48	6.70	21.71
Maximum recorded on any one day.....	7.20	7.68	12.25		
Gatun Lake watershed.....	18.46	14.46	35.74	9.60	14.78
Chagres River watershed above Alhajuela.....	16.04	12.24	40.48	9.15	17.65
Maximum recorded for month at any one point.....	33.70	24.91	45.03		
Minimum recorded for month at any one point.....	11.19	1.52		1.52	
<i>Hydrography.</i>					
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	3,803	4,657	11,300	2,267	4,607
Maximum momentary discharge for the month.....	16,550	33,415	78,879		
Gatun Lake watershed, total yield.....	15,345	15,033	24,488	8,673	13,732
Gatun Lake watershed, net yield.....	14,961	14,668	23,950	7,995	13,268
Draft on Gatun Lake for lockages and power.....	2,698	2,649	2,698	1,066	2,057

¹ This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation, recorded at Gatun on October 23 and 24, 1923. (Note—Extreme outlying stations in the Republic of Panama not included in this report.) ² Occurred on November 19, 1909. ³ Not including November, 1914.

SEISMOLOGY.

One seismic disturbance was recorded on November 1st. Its epicenter was approximately 600 miles distant. No damage to the Canal resulted.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1923 and 1922, are shown in the following tabulation:

Item.	November, 1924.	November, 1923.	November, 1922.
Gross output, KWH:			
Gatun hydroelectric station.....	5,476,200	4,321,100	4,378,700
Miraflores steam plant.....		18,740	5,890
Power distributed to consumers..... KWH	4,168,724	3,701,067	3,782,968
Loss of power in plants, accessories, transmissions and transformers..... KWH	1,312,476	638,773	601,612
Per cent of loss of power to gross output.....	23.96	14.72	13.72
Water consumption..... cubic feet	4,072,192.497	4,424,748.146	3,460,786.062
Oil consumption..... barrels	198.36	1,553.87	1,419.00

In addition to the usual operation, maintenance and repair work, additions to or repairs of electrical installations were made on 21 vessels during the month.

There were 275 work orders issued during the month for work performed by different sections of the Electrical Division, as compared with 327 work orders issued during the month of October, 1924.

SHOP, FOUNDRY AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 54 vessels at Cristobal and 52 at Balboa. The more important work included the following:

Routine overhaul of the U. S. Submarine O-7 was begun and that of the submarines O-2 and O-10 was carried forward. The work on submarine R-26 was completed.

An extensive electric welding and boiler repair job on the steamship *Port Melbourne* was accomplished in six days. The work consisted principally of welding cracks in 16 furnaces, leaky rivets, defective stay nuts and leaky tubes.

The work of reconstruction on the Peruvian cruiser *Almirante Grau*, the construction of three 1,000 yard barges and of one new drill barge progressed during the month. Repairs to the *Almirante Grau*, the manufacture of the three barges and the drill barge has been hampered to some extent on account of time lost in securing nonstandard material from the States.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	November, 1924.			October, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	13	670	34,194½	11	727	34,999½
Steel.....	2	462	75,779	2	586	57,251½
Nonferrous.....	14	637	19,674½	6	590	23,642½

There were 575 job orders on hand at the beginning of the month; 663 were authorized during the month; and 678 were completed, leaving 560 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month, one was authorized during the month and none were completed, leaving 369 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the 3 filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	November, 1924.	November, 1923.	November, 1922.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	602,324,000	613,660,500	634,710,000
Filtration plants.....	367,476,000	369,218,000	359,932,000
Water consumed by Panama.....	92,195,000	83,133,000	84,945,000
Water consumed by Colon.....	51,255,500	46,103,000	56,028,500
Sales of water to vessels.....	9,793,042	10,358,872	7,811,311

Work was begun and 75 per cent completed on 4-inch pipe line from Dock 13 to the present line at Cristobal. Floor slab for a new local produce market at Ancon was completed.

DREDGING.

West Culebra slide has continued to show a slight general movement between stations 1770 and 1794 W. This movement amounted to 3 feet toward the Canal for the month.

A slide occurred on the east side of the Canal between stations 1838.50 and 1841.50 on November 23rd, following an extremely heavy torrential rain which had been practically continuous for 24 hours. Approximately 35,000 cubic yards of material were carried into the Canal, obstructing about 110 feet of the channel, but not interfering with traffic. In addition to the above it is estimated that 10,000 cubic yards will have to be removed before the slide becomes quiescent and normal channel conditions are obtained. There were about 150,000 cubic yards of material in motion. The cause of this slide was inadequate drainage of the hinterland. This drainage has since been improved but it will require extensive work to correct it entirely. This work will be done as soon as practicable.

A drop of two feet occurred near the Cucaracha Signal Station between stations 1815 and 1820 on the afternoon of the 23rd, and since that time the foreground of this area has been slowly breaking up, indicating the probability of a further movement in this section.

There were several small breaks throughout the cut during the month involving the removal of from 1,000 to 4,000 cubic yards in each case.

All other slides were quiescent during the month. There was no interference with Canal traffic during the month due to slides.

The total excavation during the month was 338,375 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
4,200	1,050	3,150	Maintenance.....	Gaillard Cut, West Culebra slide.....	<i>Gamboa.</i>
53,400	.....	53,400	Maintenance.....	Gaillard Cut, La Pita Point improvement project.....	<i>Gamboa.</i>
17,750	4,450	13,300	Maintenance.....	Gaillard Cut, Cucaracha Village slide.....	<i>Gamboa.</i>
15,250	15,250	.....	Maintenance.....	Gaillard Cut, La Pita bend.....	<i>Gamboa.</i>
8,350	2,100	6,250	Maintenance.....	Gaillard Cut, Cucaracha Village slide.....	<i>Paraíso.</i>
45,200	45,200	.....	Maintenance.....	Gaillard Cut, Obispo and Las Cascadas reaches.....	<i>No. 83.</i>
1,500	1,500	.....	Maintenance.....	Pacific entrance, Miraflores P. I.....	<i>Paraíso.</i>
60,400	60,400	.....	Maintenance.....	Pacific entrance.....	<i>No. 83.</i>
38,200	.....	38,200	Project No. 1.....	Pacific entrance, Miraflores P. I.....	<i>Paraíso.</i>
3,100	800	2,300	Project No. 1.....	Balboa inner harbor.....	<i>Paraíso.</i>
90,000	90,000	.....	Aux. maintenance.....	France Field.....	<i>No. 86.</i>
1,025	1,025	.....	Aux. maintenance.....	Sand from Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 144 deaths occurred during the month of November, 1924, among the population of the Canal Zone and the cities of Panama and Colon, which is equivalent to an annual death rate of 13.49 per thousand. The leading causes of death were: Tuberculosis (various organs), 33; pneumonia (broncho and lobar), 33; diarrhea and enteritis (including colitis), 15; organic diseases of the heart, 8; and nephritis (acute and chronic), 7; There were 4 deaths from cancer, and 2 deaths from dysentery. Of the total deaths, 43, or 30 per cent occurred among children under 5 years of age. There were 16 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 333 live births reported during the month, and 21 stillbirths. Including stillbirths this is equivalent to an annual birth rate of 33.15 per 1,000 population. Deaths among children under 1 year of age numbered 31, giving an infant mortality rate of 93.09 per thousand live births.

The total number of malaria cases reported during the month was 94. Of these, 2 were reported from Panama City, 1 from Colon, 50 from the Canal Zone sanitated area, and 41 originated outside of our sanitated areas. Of the total 9 were employees, 31 were nonemployees, and 54 were Army and Navy personnel. There was 1 death from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters is shown in the following table as compared with November, 1923 and 1922:

	As of November 30, 1924.			Comparative totals.		
	Men.	Women.	Children.	November, 1924.	November, 1923.	November, 1922.
Americans.....	2,524	2,087	2,277	6,888	6,549	6,125
Europeans.....	82	29	70	181	164	191
West Indians.....	4,186	2,663	6,664	13,513	12,640	12,566
Totals, November, 1924.....	6,792	4,779	9,011	20,582	.....	.....
Totals, November, 1923.....	6,540	4,586	8,227	.....	19,353	.....
Totals, November, 1922.....	6,403	4,531	7,948	.....	.....	18,882

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of November, 19, 1924, by departments, with a comparison of the working force for the preceding month and for November, 1923:

	As of November 19, 1924.			Total employees.	
	Gold.	Silver.	Total.	October, 1924.	November, 1923.
Operation and Maintenance:					
Office.....	28	37	65	81	61
Electrical.....	169	171	340	323	325
Municipal Engineering.....	75	464	539	482	506
Lock Operation.....	210	592	802	788	782
Dredging.....	165	834	999	1,066	1,009
Mechanical.....	520	893	1,413	1,446	1,181
Marine.....	176	600	776	756	679
Fortifications.....	10	33	43	70	69
Totals.....	1,353	3,624	4,977	5,012	4,612
Supply Department:					
Quartermaster.....	162	1,082	1,244	1,313	1,156
Subsistence.....	7	85	92	93	94
Commissary.....	194	904	1,098	1,070	972
Cattle Industry, plantations.....	5	137	142	133	140
Hotel Washington.....	7	87	94	92	95
Transportation.....	37	160	197	191	190
Totals.....	412	2,455	2,867	2,892	2,647
Accounting Department.....	195	7	202	203	197
Health Department.....	223	677	900	920	936
Executive Department.....	495	256	751	756	740
Totals.....	913	940	1,853	1,879	1,873
Panama Railroad:					
Superintendent.....	46	224	270	251	339
Transportation.....	64	110	174	176	178
Receiving and Forwarding Agenci.....	78	1,184	1,262	824	969
Coaling station.....	43	387	430	314	563
Totals.....	231	1,905	2,136	1,565	2,049
Grand totals, November, 1924.....	2,909	8,924	11,833		
Grand totals, October, 1924.....	2,915	8,433		11,348	
Grand totals, November, 1923.....	2,677	8,504			11,181

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month and with the corresponding month in 1923, were as follows:

	November, 1924.	October, 1924.	November, 1923.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$186,363.65	\$199,893.88	\$328,643.23
For other Panama Canal departments.....	14,823.81	11,628.10	8,740.21
Totals.....	201,187.46	211,521.98	337,383.44
Cash sales on the Isthmus:			
Stock.....	27,998.82	22,210.44	19,327.30
Fuel oil.....	289.98	669.62	113.45
Scrap.....	838.92	749.30	273.25
Obsolete and second-hand material.....	891.33	1,104.41	576.64
Totals.....	30,019.05	24,733.77	20,290.64

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures during the fiscal year to October 31, 1924, inclusive. It is impossible to submit the figures for the month of November at the time of writing this report, since all of the bills, charges, etc., involved in the accounting have not been completed:

	Month.		Fiscal year.	
	October, 1924.	October, 1923.	This year.	Last year.
Tolls.....	\$1,790,170.42	\$1,988,911.77	\$7,327,631.97	\$8,066,915.72
Other receipts.....	241,361.37	217,672.86	1,046,195.56	907,604.22
Total transit revenues.....	2,031,531.79	2,206,584.63	8,373,827.53	8,974,519.94
Total transit expenses.....	899,951.50	916,200.06	3,593,945.78	3,475,881.45
Net transit revenues.....	1,131,580.29	1,290,384.57	4,779,881.75	5,498,638.49
Three per cent capital charge (theoretical)	606,520.15	607,327.74	2,427,669.55	2,428,297.61
Transit surplus.....	525,060.14	683,056.83	2,352,212.20	3,070,340.88
Business revenues.....	956,135.31	863,726.45	4,276,921.64	3,473,080.24
Business expenses.....	853,002.43	805,190.65	3,844,751.56	3,148,383.69
Net business revenues.....	103,132.88	58,535.80	432,170.08	324,696.55
Three per cent capital charge (theoretical)	53,531.65	52,459.01	225,958.59	225,522.80
Business surplus.....	49,601.23	6,076.79	206,211.49	99,173.75
Combined revenues.....	2,759,783.52	2,863,436.16	11,659,088.33	11,587,753.87
Combined expenses.....	1,525,070.35	1,514,515.79	6,447,036.50	5,764,418.83
Combined net revenues.....	1,234,713.17	1,348,920.37	5,212,051.83	5,823,335.04
Three per cent capital charge (theoretical)	660,051.80	659,786.75	2,653,628.14	2,653,820.41
Combined surplus.....	574,661.37	689,133.62	2,558,423.69	3,169,514.63

Respectfully,

HARRY BURGESS,

*Acting Governor.***Executive Order.**

The area of land hereinafter described situated in the Canal Zone is hereby set apart and assigned to the uses and purposes of a Naval Reservation and shall be under the control of the Secretary of the Navy; but said area shall be subject to the civil jurisdiction of the Canal Zone authorities in conformity with the Panama Canal Act.

The said area is described as follows:

Beginning at a concrete monument at the intersection of the west side of Amador Road and the present northerly boundary of the Balboa Radio Station, as defined in Executive Order No. 4047 of the President dated July 8, 1924, thence on an azimuth of 158° 37' (all azimuths are true, zero azimuth is south) a distance of 1,120.0 feet to a concrete monument; thence on an azimuth of 68° 37', a distance of 400.0 feet to a concrete monument; thence on an azimuth of 338° 37', a distance of 1,120.0 feet to a concrete monument; thence on an azimuth of 248° 37', a distance of 400.0 feet to the point of beginning, all as shown on plan entitled "Proposed Location, Officers' Quarters for 15th Naval District, U. S. Naval Radio Station, Balboa, C. Z." Drawing No. D-65, dated 15 August 1924.

CALVIN COOLIDGE

THE WHITE HOUSE,

November 22, 1924.

[No. 4105.]

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 20, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Colombia.....	Pacific Mail Steamship Co.....	December 15..	December 15..	3	1
Huallaga.....	Peruvian Line.....	December 16..	December 16..	51	
Jamaica.....	Pacific Steam Navigation Co.....	December 16..	December 16..	50	
Chateau Thierry.....	U. S. Army.....	December 16..	December 17..	1	
Bayway.....	Standard Oil Co.....	December 18..	December 18..	17	13
Liberator.....	United States Shipping Board.....	December 18..	December 18..	825	
Huanchaco.....	Pacific Steam Navigation Co.....	December 18..	December 18..	224	
President Hayes.....	Dollar Line.....	December 19..	December 19..	119	
				7	

* Local cargo.

* Transit cargo.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended December 22:

Steamships *Jamaica*, repair sanitary waste pipe, cargo gin block, and two slice bars; renew ballast pump suction pipe, eye plate for derrick gey, and log boom; manufacture 3 iron port light shutters with hinge pins and securing bolts, and 2 piston rings for winches; retin 8 galley pans and basins, etc.; *Ulysses*, remetal and bore 3 commutator end bearings; repair main feed pipe, fuel oil pump valve lever, leak in forepeak tank and overflow pipe, leaks in afterpeak tank, battery trays and after bulkhead No. 4 hatch; manufacture clamp for hawser, and sheave for universal chock; *Salvador*, repair refrigerator brine pump, and iron pipe on condenser circulating line; renew steam pipe on forward deck; manufacture 4 piston rings and valve spindle for fuel pumps; retin 5 galley pots; renew fusible plugs in starboard boiler, etc.; barge *Darien*, repair deck steam line and install covering over same; repair deck exhaust line, steam heating pipe in dynamo room, and rail on port and starboard sides; manufacture two wrenches, gland for steam stop valve in pump room, valve spindle on transfer pump suction, 8 brass bolts, 1 chisel bar, clamp for hawser, and 1 pin and 2 sheaves for universal chock, etc.; barge *No. 140*, remove cement patches and install regular patches, remove rotten timbers in winch end of barge, and fresh water tanks; test tanks and stop all leaks; make bulkhead water tight; install side fenders as directed.

Minor repairs—Steamships *Huallaga*, *Napoli*, *Cecil County*, *Loreto*, and schooner *Arabia*, U. S. A. Steamer *Nones*, and dredge *No. 86*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 20, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged Tons.	Laded. Tons.
Cristobal	Panama Railroad Steamship Line.	December 13.	December 19.		3,692
Ontario	French Line.	December 14.	December 14.	116	17
Colombia	Pacific Mail Steamship Line.	December 14.	December 14.	302	281
Calamares.	United Fruit Co.	December 14.	December 14.	3	16
Parismina.	United Fruit Co.	December 14.	December 14.	319	162
Teutonia.	Hamburg-American Line.	December 14.	December 16.	511	18
Essequibo.	Pacific Steam Navigation Co.	December 15.	December 15.	52	
Van Rensselaer.	Royal Netherlands W. I. Mail.	December 15.	December 16.	10	
Negada.	Kosmos Line.	December 15.	December 16.		113
Ansaldo San Giorgio II.	Italian Line.	December 15.	December 15.	40	
Pastores.	United Fruit Co.	December 16.	December 17.	218	
Atenas.	United Fruit Co.	December 16.	December 18.	421	
Jamaica.	Pacific Steam Navigation Co.	December 16.	December 19.	855	481
Huallaga.	Peruvian Line.	December 16.		3,140	
Parismina.	United Fruit Co.	December 17.	December 17.	54	227
Sixaola.	United Fruit Co.	December 17.	December 18.	298	572
Bayway.	Standard Oil Co.	December 17.	December 17.	1,052	
Norwegian.	Leyland Line.	December 17.	December 19.	708	19
Puerto Rico.	French Line.	December 17.	December 18.	130	318
Manuel Calvo.	Spanish Line.	December 17.	December 19.	192	
Tivives.	United Fruit Co.	December 18.	December 18.	2	72
Huancabco.	Pacific Steam Navigation Co.	December 18.	December 19.	334	
President Hayes.	Dollar Line.	December 19.	December 19.	7	
Darien.	Panama Railroad Steamship Line.	December 20.		7,224	
Ulysses.	Panama Railroad Steamship Line.	December 20.		12,052	
Salvador.	Pacific Steam Navigation Co.	December 20.		842	
Yuma.	Standard Fruit Co.	December 20.	December 20.	49	

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, December 20, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.	Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.		Gross.	Net.
London Im- porter	13	12 25	14	6 10	14	12 59	11	18 08	British	Furness, Withy & Co.	450 0	58 0	16 6	Manchester	Vancouver	General	677	8,405	5,903
West Camargo.	13	12 50	14	6 20	14	13 10	14	14 20	American	Swayne & Hoyt (S. B.)	411 0	54 0	18 0	Buenos Aires.	San Francisco	(⁴)	1,914	6,624	4,910
San Ugon	13	12 50	14	6 20	14	13 10	14	14 20	American	Anglo-Mexican Oil Co.	413 0	53 4	25 8	Tampico	Valparaiso	(⁵)	7,066	5,976	4,069
Texas	14	7 15	14	10 59	14	17 00	14	18 08	British	American-Hawaiian Line	471 0	57 2	21 0	New York	Los Angeles	General	5,208	9,154	6,903
Colombia	14	5 27	15	7 05	15	13 35	15	23 37	American	Pacific Mail Steamship Co.	380 0	47 0	22 8	New York	San Francisco	General	1,095	6,015	4,285
Corinthia	14	9 15	15	8 03	15	14 35	15	23 37	British	Shaw, Savill & Albion Co.	500 0	63 0	30 0	London.	Wellington	General	8,114	12,821	9,507
Tuxpanoil	14	16 35	15	9 45	15	16 44	15	18 00	American.	McAllister Brothers (S. B.)	431 0	59 2	21 6	Baltimore.	San Pedro.	Ballast	7,862	5,049	
Trekeve.	14	16 45	15	8 05	15	16 44	15	18 00	British	New Zealand Shipping Co.	400 1	52 4	21 0	Sydney, C. B.	Melbourne.	General	5,766	6,083	
Swiftagle	15	5 30	15	10 40	15	17 27	15	22 40	American.	C. D. Mallory & Co.	464 0	60 0	19 0	Fall River	San Francisco.	Ballast.	3,263	5,766	4,083
William A.	15	8 05	15	10 47	15	17 33	15	18 30	American.	Munson Line	395 0	55 0	22 0	New York	Tacoma.	General	4,965	6,993	4,900
McKenney.	15	12 20	15	12 37	15	19 41	15	20 45	British.	Dollar Line	523 0	65 5	26 6	New York	Yokohama.	(⁷)	10,619	12,370	8,885
Robert Dollar.	15	12 20	15	12 37	15	19 41	15	20 45	British.	Dollar Line	523 0	65 5	26 6	New York	Yokohama.	(⁷)	10,619	12,370	8,885
Chateau	16	5 00	16	6 25	16	13 56	17	14 35	American	U. S. Army.	448 0	58 0	22 6	New York	San Francisco.	Govt. supplies.	1,448		
Thierry	16	5 00	16	6 25	16	13 56	17	14 35	American	Kawasaki Kisen Kaisha	448 0	58 0	22 6	New York	San Francisco.	Ballast	6,251	4,700	
Oregon Maru	16	22 50	16	7 30	16	15 00	16	16 05	Japanese.	Kawasaki Kisen Kaisha	385 0	51 0	15 0	Boston.	Arica.	General	2,736	3,315	540
Bellerophon	16	6 17	16	10 00	16	16 14	16	17 25	British	Alfred Holt & Co.	485 3	58 4	23 0	Norfolk.	Yokohama.	General	5,450	9,402	4,463
Negada.	15	19 20	16	12 09	16	19 45	16	22 48	German	Kosmos Line	410 9	50 7	25 0	Hamburg	Valparaiso	General	9,810	6,965	
Agwipond	16	12 50	16	13 05	16	20 15	16	21 25	American	International Shipping Co.	468 6	62 7	18 6	New York	San Pedro	Ballast.			
Happy Days	16	9 34	16	9 34	16	14 10			Panama.	J. H. Stilson.				Cristobal	Gatun	Towing barge			
I. B. C. No. 1	16	9 34	16	9 34	16	14 10			Panama.	J. H. Stilson.				Cristobal	Gatun	Towing barge			
Robert E. Hop-	16	9 34	16	9 34	16	14 10			Panama.	J. H. Stilson.				Cristobal	Gatun	Towing barge			
kins	16	18 30	17	6 25	17	13 27	17	14 35	American.	Tidewater Oil Co.	424 0	58 2	20 0	New York	San Pedro	Ballast.	7,353	5,182	
Tekoa	16	18 40	17	7 25	17	14 37	17	19 37	British.	New Zealand Shipping Co.	460 0	62 6	25 11	London.	Auckland.	General	7,092	10,259	7,092
Amazonas	17	3 05	17	8 17	17	15 56	17	17 00	Peruvian.	Peruvian Line.	350 1	42 5	22 6	Covenas	Callao	(⁴)	2,681	3,545	2,382
Santa Elisa.	17	11 05	17	12 38	17	18 48	18	15 36	American.	Grace Line	360 3	51 7	23 4	New York	Tacahuano.	General.	2,417	5,957	4,325
Robert Lucken- bach.	17	10 45	17	13 18	17	20 00	17	21 44	American.	Luckenbach Line	445 0	58 0	23 3	Boston.	San Francisco.	General.	7,500	8,095	6,375
Atlantic	17	15 35	18	6 25	18	14 35	18	19 44	American.	Argonaut Steamship Line.	410 5	51 3	24 0	New York	San Francisco.	General, steel	7,355	9,367	4,917
Hazel Branch.	17	17 03	18	6 30	18	15 26	18	16 25	British.	F. and W. Rison	400 0	51 2	19 5	Glasgow	San Francisco.	General	3,859	5,209	3,578
Bayway	17	17 20	18	7 10	18	16 17			American	Standard Oil Co.	385 0	52 0	20 0	Baton Rouge.	Barboa.	Gasoline.	825	5,292	3,448
Maybashi	17	20 10	18	7 50	18	17 05	18	18 34	Japanese.	Nippon Yusen Kaisha.	445 0	58 0	23 8	Boston.	Yokohama.	General	6,453	8,012	5,749
Maru	18	0 40	18	8 20	18	17 16	18	18 34	American.	Nippon Yusen Kaisha.	445 0	58 0	23 8	Boston.	Yokohama.	General	6,453	8,012	5,749
Mystie	18	7 55	18	9 45	18	18 16	18	19 44	Norwegian.	Wessel, Duval & Co.	429 2	52 9	15 0	Savannah.	Los Angeles.	General	5,200	6,023	4,625
Tilthorn.	18	7 55	18	9 45	18	18 16	18	19 44	Norwegian.	Wessel, Duval & Co.	429 2	52 9	15 0	Norfolk	Tacapanu.	Ballast.	4,591	4,730	
Birk.	18	4 45	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Callandia	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Suralco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	
Surallco	18	6 30	18	10 40	18	18 32	18	19 44	Norwegian.	Wessel, Duval & Co.	359 8	52 1	11 0	Newcastle	Valparaiso	Ballast.	4,751	3,160	

⁴ General, gasoline, and kerosene.⁷ General, gasoline, and kerosene.⁶ Spirit benzine and petroleum.⁵ Coffee, cocoa, hides, and general.³ Launch.² Transport.¹ Tanker.⁴ Case oil, motor spirit, and general.

Sunol	18	4.15	18	12.40	18	20.12	19	6.15	American	Sun Oil Co.	450.0	58.2	26.10	Amsterdam	San Diego	9,664	7,439	5,209
Manuel Calvo	17	19.40	19	6.13	19	13.18	19	14.38	Spanish	Spanish Line	435.0	48.0	20.6	Barcelona	Valparaiso	3,885	5,996	3,897
President Hayes	19	3.45	19	6.42	19	13.46	20	0.12	American	Dollar Line	502.1	62.2	28.3	New York	San Francisco	2,625	12,024	8,443
W. M. Irish	18	21.20	19	7.35	19	14.10	19	15.10	American	Atlantic Refining Co.	435.0	56.0	20.0	Philadelphia	San Pedro	7,387	5,443	
Canadian	19	6.00	19	7.35	19	15.07	19	23.15	British	Canadian Govt. Mer. Marine	400.0	52.0	15.6	Glasgow	Vancouver	1,600	6,174	4,323
Skirmisher	19	7.00	19	8.30	19	16.08	20	0.36	American	Isthmian Line	424.2	56.2	26.0	Philadelphia	Singapore	8,014	7,611	5,450
Chattanooga	16	17.20	19	9.45	19	16.54	19	18.59	British	Pacific Steam Navigation Co.	220.0	33.0	11.10	Cristobal	Buenaventura	481	1,187	622
Jamaica	18	19.50	19	11.35	19	18.42	19	22.25	German	United-American Line	376.0	51.1	27.7	Antwerp	San Pedro	2,300	5,788	4,023
Ostris	19	7.15	19	11.35	19	18.42	19	20.08	British	Furness, Withy & Co.	448.0	57.0	20.5	New York	Yokohama	8,002	9,180	6,038
Gaelic Prince	19	3.50	19	12.25	19	19.34	19	20.35	German	Roland Line	360.0	51.0	21.6	Antwerp	Arica	3,931	4,805	3,400
Atto	19	13.05	19	13.15	19	20.10	19	21.30	British	Commonwealth & Dom. Line	450.0	58.2	22.6	New York	Brisbane	6,550	8,500	6,140
Fort Curtis	19	13.05	19	13.15	19	20.10	19	21.30	British	Garrison Line	206.9	33.7	13.0	Pto. Colombia	Buenaventura	535	1,070	646
Elro	19	6.42	19	13.20	19	20.50	19	22.04	Norwegian									
Lieut. David										U. S. Army				Cristobal	Gatun Lake			
Putnam	19								American									
Santa Clara	19	18.08	20	6.12	20	14.07	20	15.15	American	Grampa Line	404.6	53.9	17.0	New York	Iquique	1,734	6,760	4,450
Hefron	19	20.25	20	7.18	20	15.04	20	16.20	American	Tampa Intercean S. S. Co. (S.B.)	440.0	56.0	26.0	Port Arthur	Hongkong	8,000	8,349	6,201
Americ	20	7.10	20	8.45	20	16.15	20	18.00	British	Andrew Weir & Co.	400.0	52.0	26.6	Sabine	Melbourne	6,500	6,076	4,395
Marce	20	12.45	20	13.00	20	20.15	20	21.21	American	Ore Steamship Corporation	550.0	72.7	20.0	New York	Cruz Grande	15,551	4,297	

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Motor ship.

* Tanker.

Peter Kerr	13	14.15	14	6.19	14	13.50	14	13.50	American	United-American Line	415.0	55.9	28.0	Portland	New York	9,000	7,704	5,707
Agwstone	13	20.50	14	7.25	14	14.30	15	16.25	American	International Shipping Corp	499.9	68.1	28.0	Los Angeles	New York	15,000	10,853	7,804
Belgium Maru	14	13.15	14	13.55	14	21.30	15	2.05	Japanese	Jomoti Ono	385.0	51.0	27.2	Toopilla	New York	8,400	6,219	4,611
Ansaldio San	14	23.50	15	6.08	15	14.55	15	19.20	Italian	Societa Nat. Di Navigazione	391.2	51.5	23.4	Valparaiso	Genoa	6,190	5,591	3,975
Giorgio II																		
Harry Luckenbach	15	0.30	15	7.30	15	15.45	15	15.45	American	Luckenbach Line	448.9	60.2	29.0	Seattle	Boston	8,000	9,262	6,853
Essequibo	15	3.20	15	6.23	15	16.30	15	23.15	British	Pacific Steam Navigation Co.	450.4	57.8	25.3	Talcahuano	New York	3,558	9,099	6,117
Willaro	15	15.28	16	6.29	16	13.30	16	14.30	American	Williams Steamship Line	386.8	52.5	25.6	Seattle	Philadelphia	6,291	5,684	4,109
Palm Branch	15	16.20	16	7.04	16	15.55	16	17.40	British	Nautilus Steamship Co.	360.0	45.1	24.4	Corral, Chile	Liverpool	5,037	4,195	3,088
Montpreier	15	16.42	16	8.22	16	19.40	16	16.40	American	United-American Lines, Inc.	460.0	57.9	25.6	Antwerp	General	8,589	6,308	4,160
Jamaica	16	1.00	16	9.10	16	17.20	19	9.45	British	Pacific Steam Navigation Co.	220.0	34.0	12.8	Champerico	Cristobal	862	1,187	622
Delaware	16	3.50	16	10.15	16	18.00	16	18.00	American	Sun Oil Co.	480.5	66.0	26.6	Cebu	Chester, Pa.	12,765	9,402	6,586
Hualaga	16	6.15	16	11.31	16	18.45	17	15.30	Peruvian	Peruvian Line	360.0	44.7	24.0	Callao	Cristobal	3,150	4,514	2,836
H. C. Folger	16	14.15	17	6.30	17	13.35	17	15.30	American	Atlantic Refining Co.	435.0	56.0	26.6	San Pedro	Philadelphia	10,000	7,461	5,145
Edgemoor	16	15.54	17	7.13	17	14.48	17	16.48	American	U. S. Army Trans. Ser. (S. B.)	406.9	54.0	15.6	Bahia	New York	5,311	7,521	5,852
Gothstar	16	5.20	17	8.08	17	16.25	17	17.40	British	Blue Star Line	420.5	54.7	26.0	N. W. minister	London	7,800	5,718	4,189
Jugo-Slavia	16	6.00	17	9.09	17	17.50	17	20.35	Jugo-Slavic	Baburizza & Co., London	410.1	49.3	26.0	Taitai	Madeira	6,454	7,107	4,916
Pennsylvania	16	19.00	17	10.31	17	18.15	17	17.50	American	American-Hawaiian Line	407.7	53.7	25.0	Seattle	New Orleans	10,400	8,271	6,249
Suvaric	17	14.00	17	15.14	17	23.55	18	1.45	British	Andrew Weir & Co.	476.0	55.0	26.10	Iquique	New Orleans	20,000	15,551	4,297
Steele	17	17.52	18	5.50	18	16.35	18	16.35	American	Ore Steamship Corp.	550.3	72.2	33.0	Cruz Grande	Liverpool	4,339	5,656	3,823
Lagarto	17	11.10	18	7.17	18	15.55	18	16.55	British	Pacific Steam Navigation Co.	398.3	52.2	23.0	Glasgow	New York	7,333	6,587	5,039
Lane Branch	18	2.15	18	8.08	18	16.55	18	17.50	British	F. and W. Risson	396.0	56.2	23.6	Punta Arenas	Liverpool	6,121	5,714	4,161
Charlton Hall	18	6.00	18	9.13	18	17.50	18	19.00	American	Isthmian Lines	400.0	50.0	24.0	Vancouver	Glasgow			

* Transport.

* Tanker.

* Motor ship.

* Nitrate, copper, general.

* Nitrate, copper, sugar, and cotton.

* Fresh apples and general.

* Lumber, wheat, flour, and canned fruit.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Day.	Hour.			Nature.	Tons.	Gross.	Net.
W. S. Rheem ¹	18	9 35	18	10 16	18	18 40	18	18 40	American	Standard Oil Co. of California.	509.0	68.2	29.5	San Pedro	New York	Crude oil	15,000	11,224	7,860
Dominion Miller	18	4 15	18	11 15	18	18 50	18	18 50	British	Furness, Withy & Co.	420.0	54.0	25.6	Vancouver	Glasgow	General	7,348	6,906	5,306
Katrina Luckenbach	18	10 45	18	11 33	18	19 35	18	19 35	American	Luckenbach Line.	446.0	56.1	25.1	Portland, Ore.	Mobile, Ala.	General	5,341	8,508	6,179
Tremore	18	11 20	18	12 15	18	21 55	19	0 20	British	Federal Steamship Co.	475.6	60.9	26.6	Port Pirie.	Swansea	General ⁽²⁾	9,302	8,946	6,145
Liberator	18	4 00	18	13 33	18	22 10	18	22 10	American	Tampa Interocean Co. (S. B.).	410.0	56.0	22.6	Footlow	Habana, Cuba	General	3,993	8,199	6,216
Huanchaco	18	5 55	18	13 57	18	23 40	19	14 45	British	Pacific Steam Navigation Co.	390.6	50.2	25.2	Talcahuano.	London	General	5,865	5,885	4,252
Hollyood ¹⁸	18	14 12	19	6 28	19	10 10	19	16 10	American	Swayze & Hoyt (S. B.).	410.5	54.3	22.6	Vancouver	Buenos Aires	Lumber, general	5,725		
Felix Tausig.	19	3 45	19	7 20	19	17 05	19	17 05	American	Munson Line.	395.0	55.1	28.5	Aberdeen	New York	Lumber	8,573	7,056	4,964
Bayway ¹⁹	18	10 71	19	8 27	19	17 20	19	21 40	American	Standard Oil Co. of N. J.	385.0	52.0	16.5	Baytown	Baytown	Ballast.			
Sudbury	19	5 00	19	9 31	19	18 55	19	18 55	American	United-American Lines	384.8	51.2	23.6	Seattle	Baltimore	Lumber, general	5,919	5,571	4,033
S. C. T. Dodd	19	11 37	19	13 19	19	20 45	19	20 45	American	Standard Oil Co. of California.	425.0	57.2	29.0	Richmond	Jacksonville.	Gasoline	10,217	7,481	4,975
Quail ²⁰	19	3 31	19	14 50	19	21 56			American	U. S. Navy	180.0	35.6		Balboa	Coco Solo.				
O-3 ²¹			19	14 50	19	21 56			American	U. S. Navy				Balboa	Coco Solo.				
No. 285 ²²			19	14 50	19	21 56			American	U. S. Navy				Balboa	Coco Solo.				
O-4 ²³			19	15 10	19	21 56			American	U. S. Navy				Balboa	Coco Solo.				
O-6 ²⁴			19	15 10	19	21 55			American	Ore Steamship Corp.	549.6	72.2	33.10	Cruz Grande	Coco Solo.				
Chilore	20	4 00	20	5 55	20	16 50	20	16 50	American	Pacific Steam Navigation Co.	525.0	62.0	26.6	Baltimore	Baltimore.	Iron ore.	20,000	14,538	9,348
Oryza	19	14 45	20	7 27	20	15 30	20	22 20	British	U. S. Navy	236.0	35.0	13.0	Colonel	Liverpool	General	6,801	13,133	9,064
Fulton ²⁵			20	7 44	20	16 55			American	U. S. Navy				Balboa	Coco Solo				
O-1 ²⁶			20	7 56	20	16 55			American	U. S. Navy				Balboa	Coco Solo.				
O-8 ²⁷			20	7 56	20	16 55			British	W. R. Smith & Sons Cardiff.	412.2	55.0	28.6	Vancouver	Coco Solo.	Wheat	8,967	6,673	4,764
Paris City	19	22 00	20	8 11	20	17 45	21	12 25	British	Pacific Steam Navigation Co.	225.0	35.4	15.0	Champerico.	Newport.	Wheat ⁽²⁴⁾	842	1,270	735
Salvador	20	2 00	20	8 59	20	17 12			British	Kokusai K. Kisen Kaisha.	385.0	51.0	25.6	Portland.	Cristofal	Wheat	7,580	5,914	4,388
Karachi Maru.	20	2 30	20	9 17	20	18 10	20	18 40	Japanese.	Cie. Gle. Transatlantique.	436.0	56.0	26.3	Tacoma.	Norfolk.	General	7,335	7,500	5,196
Nevada	19	7 30	20	9 37	20	19 20	21	0 50	French	N. O. & S. A. S. Co.	298.6	46.0	21.0	La Havre.	New Orleans	Nitrate of soda.	3,517	2,832	1,803
Santa Tecla.	20	6 30	20	9 53	20	19 35	20	23 10	American	Cie. Gle. Transatlantique.	422.1	53.4	26.6	Valparaiso	Antwerp.	Nitrate, general	7,335	6,978	4,861
Kentucky.	20	9 45	20	10 47	20	21 15	21	15 20	French	Pan-American Petroleum Co.	467.6	62.7	27.4	San Pedro	New Orleans	Distillate oil	12,000	9,918	7,363
Nora ²⁸	20	10 00	20	11 15	20	20 00	20	20 00	American	International Shipping Corp.	480.5	66.0	29.0	Los Angeles.	Baltimore.	Crude oil	13,400	9,493	6,305
Aguiayre ²⁹	20	10 30	20	13 12	20	21 35	20	21 35	American	N. S. Bjornness & Son.	410.7	56.3	30.6	N. W. minister.	Antwerp.	General	10,600	8,279	6,328
Talabot.	20	13 00	20	14 17	20	23 10	20	23 10	Norwegian.										

¹ Tanker. ²⁵ New ship, P. C. tonnage not yet completed. ²⁶ Tanker, new ship, P. C. tonnage not yet completed. ²⁷ Sub-chaser.²⁸ Coffee, cotton, wool, balsam, and hides.²⁹ Concentration, wool, and general.

PORT OF CRISTOBAL.

*ARRIVALS.

*DEPARTURES.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
December 14.	Parissima.	United Fruit Co.	New Orleans via Habana.	December 14	Parissima.	United Fruit Co.	Bocas del Toro.
December 14.	Calameres.	United Fruit Co.	Port Limon.	December 14	Calameres.	United Fruit Co.	New York via Habana.
December 14.	Teutonia.	Hamburg-American Line.	Hamburg via wayports.	December 15	Teutonia.	Hamburg-American Line.	Port Limon.
December 16.	Pastores.	United Fruit Co.	New York via Habana.	December 15	Van Rensselaer.	Royal Netherlands W. I. Mail.	Port Limon.
December 16.	Van Rensselaer.	Royal Netherlands W. I. Mail.	Amsterdam via wayports.	December 17	Parissima.	United Fruit Co.	New Orleans via Habana.
December 16.	Atenas.	United Fruit Co.	New Orleans via Habana.	December 17	Pastores.	United Fruit Co.	Port Limon.
December 17.	Parissima.	United Fruit Co.	Bocas del Toro.	December 18	Sixola.	United Fruit Co.	Colombian ports.
December 17.	Puerto Rico.	French Line.	St. Nazaire via wayports.	December 18	Tivives.	United Fruit Co.	New York via Kingston.
December 17.	Sixola.	United Fruit Co.	New York via wayports.	December 18	Aenas.	United Fruit Co.	New Orleans via wayports.
December 18.	Norwegian.	Leeward Line.	Liverpool via wayports.	December 19	Puerto Rico.	French Line.	St. Nazaire via wayports.
December 18.	Tivives.	United Fruit Co.	Colombian ports.	December 19	Manabu.	Naviera Eachi.	High seas.
December 19.	Manabu.	United Fruit Co.	High seas.	December 19	Cristobal.	Panama Railroad Steamship Line.	Nes York via Haiti.
December 19.	Van Rensselaer.	Royal Netherlands W. I. Mail.	Port Limon.	December 20	Norwegian.	Leeward Line.	Port Limon.
December 20.	Yuma.	Standard Fruit Co.	New Orleans via wayports.	December 20	Van Rensselaer.	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
December 20.	Ulysses and Darien.	Panama Railroad Steamship Line.	Norfolk.	December 20	Yuma.	Standard Fruit Co.	San Blas.

PORT OF BALBOA.

November 20 ²⁵	Atrato ²⁵ .	Colombian Transport Co.	Buenaventura.	December 16 ²⁵	Atrato ²⁵ .	Colombian Transport Co.	Buenaventura.
December 18 ²⁶	Dos Hermanos ²⁶ .	R. Neuman.	Chame.	December 18 ²⁶	Dos Hermanos ²⁶ .	R. Neuman.	Chame.

²⁵ Motor ship.²⁶ Schooner.

* Other than ships passing through the Canal.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 1, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$1.85 per barrel at Cristobal and \$1.85 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take

coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., December 31, 1924. No. 21.

Panama Canal Records.

A statement of various records made by traffic through the Canal at different times was published in THE PANAMA CANAL RECORD of April 2, 1924. Since that time several new records have been established and a revised statement is accordingly given below:

COMMERCIAL VESSELS.

Feature.	Record.	Vessel.	Date of transit.
Length.....	675 feet 4 inches.....	Mount Vernon.....	October 29, 1919.
Beam.....	78 feet.....	Belgenland.....	December 12, 1924.
Draft.....	35 feet 2 inches.....	Heffron.....	November 3, 1923.
Tonnage:			
Registered gross.....	27,132 tons.....	Belgenland.....	December 12, 1924.
Registered net.....	15,352 tons.....	Belgenland.....	December 12, 1924.
Panama Canal net.....	13,874 tons.....	Belgenland.....	December 12, 1924.
United States net.....	13,484 tons.....	America ¹	February 6, 1920.
Tolls.....	\$16,855.....	America ¹	February 6, 1920.
Cargo.....	22,000 tons crude oil.	William Rockefeller.....	October 27, 1922.

¹ The steamship *Belgenland*, though a larger vessel than the *America*, paid less tolls for the reason that the tolls on the two vessels were computed on the United States net tonnage, which for the *Belgenland* was 13,130 as against 13,484 for the *America*. The largest amount of tolls paid by any one vessel, irrespective of class, was \$22,399.50 for the British battle cruiser *Hood*, based on 44,799 displacement tons at 50 cents per ton.

NAVAL VESSELS.

Feature.	Record.	Vessel.	Date of transit.
Length.....	860 feet 7 inches.....	H. M. S. Hood.....	July 23 and 24, 1924.
Beam.....	105 feet 2½ inches.....	H. M. S. Hood.....	July 23 and 24, 1924.
Draft.....	32 feet 8 inches.....	U. S. S. Mississippi.....	July 26, 1919.
Tonnage.....	44,799 tons, displacement.....	H. M. S. Hood.....	July 23 and 24, 1924.
Tolls.....	\$22,399.50.....	H. M. S. Hood.....	July 23 and 24, 1924.

Largest year's commercial traffic:

Number of transits, 5,230, fiscal year 1924.

Panama Canal net tonnage, 26,148,878 tons, fiscal year 1924.

Tolls, \$24,290,963.54, fiscal year 1924.

Cargo, 26,994,710 tons, fiscal year 1924.

Largest month's commercial traffic:

Number of transits, 506, December, 1923.

Panama Canal net tonnage, 2,516,491 tons, December, 1923.

Tolls, \$2,335,729.81, December, 1923.

Cargo, 2,494,634 tons, December, 1923.

Largest day's commercial traffic:

Number of transits, 25, May 25, 1923, and again on January 14, 1924.

Panama Canal net tonnage, 145,382, May 25, 1923.

Tolls, \$136,604.77, May 25, 1923.

Cargo, 163,202 tons, January 14, 1924.

Largest number of transits in any one day: --

Thirty-five Government and 22 commercial vessels, a total of 57 vessels, January 17, 1924.

Smallest day's commercial traffic occurred on November 18, 1924, on which the number of transits was 2; Panama Canal net tonnage, 2,870; tolls, \$2,865; and cargo, 2,809 tons.

In the above the term "commercial traffic" is used to include all craft subject to the payment of tolls, exclusive of small vessels under 20 tons; it also excludes public vessels in the service of the Governments of the United States, Panama, and Colombia, which are allowed free transit.

The lowest pro rata cost of tolls per ton of cargo carried through the Canal on a commercial vessel is 25.782 cents per ton, which occurred first with the transit of the ore carrier *Marore*, on July 19, 1922, and several times afterward on other transits of the *Marore* and a sister ship, the *Steeleore*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending December 27, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Huallaga.....	Peruvian Line.....	December 16.	December 23.	.....	597
Van Rensselaer.....	Royal Netherlands W. I. Mail.....	December 19.	December 20.	.....	1,051
Nevada.....	French Line.....	December 19.	December 20.	124	4
Salvador.....	Pacific Steam Navigation Co.....	December 20.	December 25.	.....	1,246
Loriga.....	Pacific Steam Navigation Co.....	December 20.	December 20.	.....	278
Oroya.....	Pacific Steam Navigation Co.....	December 20.	December 20.	.....	206
Kentucky.....	French Line.....	December 20.	December 20.	333	191
Pastores.....	United Fruit Co.....	December 21.	December 21.	6	55
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	December 21.	.....	1,527	.....
Heredia.....	United Fruit Co.....	December 21.	December 21.	285	128
Alkmaar.....	Royal Netherlands W. I. Mail.....	December 21.	December 22.	257	21
Napoli.....	Italian Line.....	December 21.	December 3.	296	.....
Santa Teresa.....	Grace Line.....	December 22.	December 22.	1	.....
Cecil County.....	Standard Oil Co.....	December 22.	December 26.	8,949	.....
Lcreso.....	Pacific Steam Navigation Co.....	December 22.	December 22.	5	.....
Lochmonar.....	Pacific Steam Navigation Co.....	December 22.	December 23.	385	271
Yuma.....	Standard Fruit Co.....	December 22.	December 22.	.....	337
Buenos Aires.....	Spanish Line.....	December 23.	December 23.	236	5
Turrialba.....	United Fruit Co.....	December 23.	December 24.	594	.....
Ulua.....	United Fruit Co.....	December 23.	December 24.	195	61
Hudson.....	French Line.....	December 23.	December 24.	568	.....
Heluan.....	Kosmos Line.....	December 23.	December 23.	.....	85
Santa Paula.....	Pacific Mail Steamship Line.....	December 24.	December 24.	798	.....
Heredia.....	United Fruit Co.....	December 24.	December 24.	65	37
Carrillo.....	United Fruit Co.....	December 24.	December 25.	371	340
Loch Gail.....	Pacific Steam Navigation Co.....	December 24.	December 24.	.....	357
Crinto.....	Pacific Mail Steamship Co.....	December 25.	.....	682	.....
Sixaoia.....	United Fruit Co.....	December 25.	December 25.	1	14
Maryland.....	French Line.....	December 25.	December 26.	64	142
Acajutla.....	Pacific Steam Navigation Co.....	December 26.	.....	771	.....
Aconagua.....	Chilean Line.....	December 26.	December 26.	.....	68
Mantaro.....	Peruvian Line.....	December 26.	December 27.	1,500	.....
Buenos Aires.....	Johnson Line.....	December 26.	December 27.	24	.....
Cavina.....	Elders & Fyffes, Ltd.....	December 27.	December 27.	10	.....

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending December 27, 1924.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Vega.....	U. S. Government.....	December 22.	December 22.	42	.....
Anatina.....	Anglo-Saxon Petroleum Co.....	December 22.	December 22.	6,995	.....
Buenos Aires.....	Spanish Line.....	December 22.	December 23.	56	.....
Crinto.....	Pacific Mail Steamship Co.....	December 25.	December 25.	23	.....
Oduna.....	Alaska Steamship Co.....	December 27.	.....	4,789	.....
Seiyo Maru.....	Toyo Kisen Kaisha.....	December 28.	.....	4,550	.....

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 6, Foreign, male and female, private rooms, American girls.....	
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.; 6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	
Ward 17, Colored children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m. } Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.
Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Cristobal.	Leave Cristobal.	Arrive New York.
General W. C. Gorgas.....	December 24.....	January 1.....	December 29....	January 6.....
Panama.....	January 5.....	January 13.....	January 9.....	January 17.....
*Cristobal.....	January 15.....	January 24.....	January 19.....	January 27.....
General W. C. Gorgas.....	January 24.....	February 1.....	January 29.....	February 6.....
Panama.....	February 5.....	February 13.....	February 9.....	February 17.....
*Cristobal.....	February 14.....	February 23.....	February 18.....	February 26.....
General W. C. Gorgas.....	February 25.....	March 5.....	February 28.....	March 8.....
Panama.....			March 9.....	March 17.....

Steamers sail at 3 p.m. from Pier 67, North River, foot of West 27th Street, N. Y.

*Sails 3 p.m. from Pier 65, North River, foot of West 25th Street.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, December 27, 1924.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Salt draft.			Nature.	Tons.	
David McKelvy ¹	20	19.35	21	6.20	21	12.55	21	13.55	American.	Tidewater Oil Co.	430.0	59.2	20.0	New York.	Los Angeles.	Ballast.	6,000	7,629
Dakota ²	21	5.40	21	7.25	21	14.05	21	15.05	American.	American-Hawaiian Line.	407.7	53.7	23.0	Boston.	Los Angeles.	General.	2,753	7,156
Loriga ²	20	23.55	21	13.05	21	19.30	22	16.03	British.	Pacific Steam Navigation Co.	406.5	54.2	17.10	Glasgow.	Cerral.	General.	7,331	5,058
Waimana ²	21	3.40	21	13.45	21	21.55	21	21.55	British.	White Star Line.	477.6	64.0	30.0	Liverpool.	Auckland.	General.	5,931	5,091
Vega ²	20	7.13	22	6.05	22	13.56	22	19.43	American.	U. S. Navy.	390.0	54.2	20.0	Hampton R'ds.	Puget Sound.	Naval stores.	2,568	8,252
Alkmaar ²	21	6.25	22	7.12	22	14.57	22	16.15	Dutch.	Royal Netherlands W. I. Mail.	440.0	62.6	24.0	Hamburg.	Guayaquil.	General.	4,810	9,505
Planet ²	21	11.50	22	8.15	22	17.17	22	18.25	German.	Hamburg-American Line.	450.8	57.2	27.6	Bombay.	Talcahuano.	Fuel oil.	2,282	7,460
San Leon ²	21	20.20	22	9.00	22	17.57	22	19.00	British.	Flag Oil Transport Co.	395.0	55.0	27.6	Tampico.	Valparaiso.	General.	8,246	6,741
Napoli ²	21	9.50	23	6.20	23	13.29	23	14.25	Italian.	Pacific Steam Navigation Co.	418.0	52.2	21.5	Genoa.	Valparaiso.	General.	1,278	6,731
Loreto ²	22	14.20	23	6.25	23	14.14	23	22.45	British.	Navigation Co. Italiana.	406.2	54.2	17.6	Hull.	Cerral.	Ballast.	3,406	7,334
LaPera ²	22	9.50	23	7.22	23	15.53	23	19.46	American.	Union Oil Co.	435.0	56.2	18.6	Rotterdam.	Los Angeles.	General.	3,171	10,766
Lochmonar ²	22	6.20	23	10.15	23	16.50	24	3.38	British.	Royal Mail Steam Packet Co.	484.7	62.3	20.8	Rotterdam.	Vancouver.	General.	599	4,514
Huallaga ²	16	18.45	23	11.45	23	18.04	24	2.48	Peruvian.	Peruvian Line.	360.0	44.7	19.9	Cristobal.	Callao.	General.	8,201	7,611
Steel Scientist ²	23	7.05	23	12.45	25	12.48	25	13.50	American.	Isthmian Line.	424.0	56.0	27.2	Baltimore.	San Francisco.	General.	3,058	5,466
Norlina ²	23	13.55	24	6.18	24	13.57	24	15.08	American.	Garland Steamship Corp.	385.0	51.1	18.6	Norfolk.	Seattle.	General.	3,999	4,781
Ereno ²	23	14.45	24	7.35	24	15.16	24	16.25	Panamanian.	Compania Maritima.	340.0	48.2	12.0	Genoa.	Chile.	Ballast.	3,999	2,925
Yuri Maru ²	23	21.15	24	8.32	24	16.13	24	21.33	Japanese.	Suzaki & Co.	425.0	53.0	16.0	Boston.	Arica.	Ballast.	6,909	5,147
Dorothy Luckenbach ²	24	1.40	24	9.20	24	16.37	24	17.52	American.	Luckenbach Line.	418.9	60.0	26.0	New York.	Seattle.	General.	6,603	9,294
Salvador ²	20	17.12	25	6.27	25	13.28	25	14.45	British.	Pacific Steam Navigation Co.	215.0	35.4	17.10	Cristobal.	Champerico.	General.	1,237	1,270
Hudson ²	23	15.47	25	6.30	25	14.18	25	15.25	French.	Cie. Gle. Transatlantique.	391.0	50.5	19.6	Havre.	Talcahuano.	General.	1,100	5,948
Robin Hood ²	24	12.10	25	6.30	25	14.25	25	15.25	American.	Isthmian Line.	440.0	55.0	25.0	New York.	Vancouver.	General.	6,490	7,473
Huruni ²	24	23.00	25	7.20	25	15.05	25	16.11	British.	New Zealand Shipping Co.	470.0	52.0	25.0	New York.	Adelaide.	General.	5,749	10,174
Suwerdency ²	22	2.40	25	7.40	25	15.26	25	16.05	American.	Transmarine Corporation.	324.0	46.0	16.6	New York.	San Francisco.	General.	1,500	3,984
Ocell County ²	25	8.35	26	5.45	26	14.58	26	14.05	American.	Walker & Daly (S. B.).	431.0	59.2	21.0	Tampico.	San Pedro.	Ballast.	8,097	5,330
Santa Paula ²	24	20.18	26	7.20	26	16.26	26	18.30	American.	Pacific Mail Steamship Co.	404.6	53.0	21.5	New York.	San Francisco.	General.	5,202	6,756
Francis E. Powell ²	26	7.03	26	8.45	26	15.38	26	16.30	American.	Atlantic Refining Co.	431.0	59.2	20.3	Philadelphia.	Los Angeles.	Ballast.	7,860	5,101
Orleans ²	26	10.43	26	10.55	26	17.42	26	21.00	American.	Oriental Navigation Co.	395.5	55.0	21.0	New York.	Tacoma.	General.	5,200	7,330
Aconagua ²	23	5.30	26	12.20	26	18.52	26	19.54	Chilean.	Cien Line.	422.8	56.2	25.0	New York.	Valparaiso.	General.	2,399	7,758
Maryland ²	25	21.53	27	6.25	27	14.54	27	15.55	French.	Cie. Gle. Transatlantique.	410.5	54.1	20.6	Havre.	Vancouver.	Sand, general.	3,220	6,107
Pont Judith ²	26	16.45	27	6.17	27	14.04	27	15.03	American.	Swayne & Hoyt.	289.0	44.0	19.8	New Orleans.	San Francisco.	General.	2,855	2,895
Lettrina ²	26	20.20	27	7.20	27	15.19	27	16.20	British.	New Zealand Shipping Co.	470.0	60.2	27.0	London.	Auckland.	Case oil, general.	3,093	10,050
Florence Luckenbach ²	27	7.08	27	8.50	27	15.45	27	16.55	American.	Luckenbach Line.	401.8	52.0	25.0	New Orleans.	Los Angeles.	General.	7,105	6,002
Uarda ²	26	21.25	27	10.00	27	16.47	27	17.50	American.	Kosmos Line.	470.0	61.0	23.0	Hamburg.	Cerral.	General.	5,929	9,154
Buenos Aires ²	26	20.30	27	11.10	27	18.27	27	23.15	Swedish.	Johnson Line.	440.0	56.0	22.0	Stockholm.	Vancouver.	General.	6,512	7,591
Hesperos ²	27	6.23	27	12.05	27	18.54	27	20.02	Norwegian.	E. I. DuPont de Nemours.	389.8	51.1	13.6	Philadelphia.	Liquique.	Ballast.	5,693	4,280

¹ Tanker.² Motor ship.³ Transport.⁴ General, iron, cement.⁵ General and explosives.⁶ Steel products and general.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—FACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Trafalgar	25	18 45	26	7 28	26	16 25	26	16 25	385.0	52.0	24.0	Antofagasta.	Jacksonville.	Nitrate of soda.	7,230	5,174 3,657
Denver	26	8 43	26	8 43	26	16 28	27	11 40	292.0	44.0	16.7	Balboa.	Pto. Castilla.			
Byron D. Benson	26	5 57	26	8 44	26	17 00	26	17 00	465.4	60.2	27.10	San Pedro	New York	Crude oil	11,916	8,546 5,870
Oak Branch	26	5 50	26	9 20	26	18 46	26	23 30	385.0	49.8	23.0	Mejillones	Liverpool	General	6,314	5,209 4,035
Manaro.	26	7 52	26	10 15	26	17 55	28	10 50	367.3	46.0	17.3	Callao	Cristobal	General	1,500	4,838 2,959
Acajutla	26	7 50	26	10 44	26	18 20	26		215.7	33.5	16.6	Champerico	Cristobal	General produce.	7,770	1,273 7,706
Behre	26	16 10	26	17 37	27	14 35	27	14 35	530.3	72.2	33.0	Cruz Grande.	New York	Iron ore.	19,800	15,749 4,351
Portland Maru	26	15 35	27	6 16	27	15 35	27	15 35	385.0	51.0	25.0	Vancouver.	European port.	Wheat in bulk.	7,607	5,919 4,424
Laurel Branch.	26	17 30	27	7 21	27	16 00	27	16 50	380.2	46.0	23.6	Corral.	Liverpool	General.	5,264	4,182 3,047
Tofuku Maru	26	20 00	27	8 42	27	16 55	27	18 55	385.0	51.0	26.4	Portland.	Queensdown.	Wheat.	7,511	5,919 4,400
Margaret Coughlin	26	23 00	27	9 38	27	17 30	27	20 00	411.5	54.1	23.6	N. West Star.	Antwerp.	(*)	7,532	6,624 4,999
Pomona	26	23 25	27	9 49	27	17 45	27	17 45	440.0	56.0	26.6	Everett, Wash	Baltimore.	Lumber	9,000	8,300 6,026
Solen	27	6 00	27	10 27	27	18 40	27	23 00	411.5	58.4	24.7	San Pedro	Lands End	Gasoline (bulk).	7,751	6,129 4,281
Agnew	27	10 57	27	12 23	27	19 30	27	19 30	429.3	59.2	28.0	Los Angeles.	New York	Crude oil	10,462	7,624 5,310

PORT OF CRISTOBAL.

* For orders.

18 Cruiser. 19 For orders. 20 Zinc concentrates.

Date.	Vessel.	Line.	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—
December 21.	Pastores.	United Fruit Co.	December 21.	Pastores	United Fruit Co.	New York via Habana.	December 21.	Pastores	United Fruit Co.	New York via Habana.
December 21.	Camden.	United Fruit Co.	December 21.	Hercules.	United Fruit Co.	Bocas del Toro.	December 21.	Hercules.	United Fruit Co.	Bocas del Toro.
December 21.	Hercules.	United Fruit Co.	December 23.	Yuma.	Standard Fruit Co.	New Orleans via wayports.	December 23.	Yuma.	Standard Fruit Co.	New Orleans via wayports.
December 21.	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	December 23.	Camden.	United Fruit Co.	Tampico.	December 23.	Camden.	United Fruit Co.	Tampico.
December 22.	Yuma.	Standard Fruit Co.	December 24.	Hercules.	United Fruit Co.	New Orleans via Habana.	December 24.	Hercules.	United Fruit Co.	New Orleans via Habana.
December 22.	Arabia	San Blas Development Co.	December 24.	Turrialba.	United Fruit Co.	New Orleans via wayports.	December 24.	Turrialba.	United Fruit Co.	New Orleans via wayports.
December 22.	Paris City	W. R. Smith & Sons.	December 24.	Ulua.	United Fruit Co.	Port Limon.	December 24.	Ulua.	United Fruit Co.	Port Limon.
December 23.	Ulua.	United Fruit Co.	December 25.	Carrillo.	United Fruit Co.	Columbian ports.	December 25.	Carrillo.	United Fruit Co.	Columbian ports.
December 23.	Hercules.	United Fruit Co.	December 25.	Sixola.	United Fruit Co.	New York via Kingston.	December 25.	Sixola.	United Fruit Co.	New York via Kingston.
December 24.	Carrillo.	United Fruit Co.	December 27.	Paris City	W. R. Smith & Sons.	Queensdown.	December 27.	Paris City	W. R. Smith & Sons.	Queensdown.
December 25.	Sixola.	United Fruit Co.	December 27.	Cavina.	Elders & Fyffes Ltd.	Kingston.	December 27.	Cavina.	Elders & Fyffes Ltd.	Kingston.
December 25.	Jeanne D'Arc	French Government.	December 27.	Nellie Moulton	Surgeon Brothers	Colon.	December 27.	Nellie Moulton	Surgeon Brothers	Colon.

PORT OF BALBOA.

Date.	Vessel.	Line.	Date.	Vessel.	Line.	For—
December 22.	Motor schooner.	23 Schooner.	December 24.	Anatina.	Anglo-Saxon Petroleum Co.	San Pedro.
December 22.	Anatina.	Anglo-Saxon Petroleum Co.	December 23.	Ginyo Maru	Toyo Kisen Kaisha	Hongkong.
December 22.	Ginyo Maru	Toyo Kisen Kaisha	December 27.	Dos Hermanos	R. Neuman	Panama Bay.
December 27.	Dos Hermanos	R. Neuman				

* Other than ships passing through the Canal.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 27, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture, Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Cable Rate to Denmark.

Effective January 1, 1925, the rate to Denmark from the Isthmus will be 66 cents per word. This increase is due to Danish terminal tax.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$1.85 per barrel at Cristobal and \$1.85 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

Hours of Departure of Passenger Trains.

Following are the hours of departure of the passenger trains of the Panama Railroad running between the Atlantic and the Pacific:

From Colon: 9.10 a. m., 12.15 p. m., 4 p. m.

From Panama: 7 a. m., 12.15 p. m., 6.10 p. m.

The trains leaving at 12.15 p. m. do not run on Sundays and holidays; the others are daily.

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."

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."

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., January 7, 1925. No. 22.

Canal Traffic During December, 1924.

During the month of December, 1924, 407 commercial vessels, 6 small nonseagoing launches, and 31 government vessels passed through the Canal, making the total transits for the month 444, or an average of 14.32 transits per day.

Tolls for the month aggregated \$1,893,534.49, giving a daily average tolls collection on ali traffic of \$61,081.75. Of the foregoing, \$1,892,495.04 represents the collections from the 407 commercial vessels, and \$39.45 the tolls paid on the 6 launches, the government vessels transiting the Canal without charge.

The traffic for December, 1924, does not equal that for the same month in 1923, which had 506 transits, paying \$2,335,729.81 in tolls, and was the record month for Panama Canal traffic, but December's traffic is greater than any month since July, 1924.

Details of the month's traffic segregated by direction are as foilows:

Direction.	Com- mercial.	Launches.	Govern- ment.	Total.	Tolls.
Atlantic to Pacific.....	193	6	14	213	\$859,406.26
Pacific to Atlantic.....	214	.....	17	231	1,034,128.23
Totals.....	407	6	31	444	1,893,534.49

In the following tabulation are shown the number of commercial transits, tolls collected, and the daily averages for each month of the calendar year 1924, with the total and the daily average for the year.

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	476	\$2,216,855.01	15.35	\$71,511.45
February.....	418	1,964,155.59	14.41	67,729.50
March.....	429	1,997,138.83	13.84	64,423.83
April.....	403	1,903,761.27	13.43	63,458.71
May.....	417	1,955,764.91	13.45	63,089.19
June.....	377	1,792,821.22	12.57	59,760.71
July.....	422	1,935,296.43	13.61	62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.42	61,080.49
Totals.....	4,893	22,809,416.34	13.37	62,320.81

The average amount of tolls paid by each of the commercial transits during the month of December was \$4,652.32.

Canal Traffic for Calendar Year 1924.

During the calendar year 1924, 4,893 commercial vessels, 97 small nonseagoing launches, and 403 government vessels, a total of 5,393 vessels, were passed through the Canal. Tolls on the 4,893 commercial

vessels were \$22,809,416.34, and on the 97 launches, \$363,70; making the total tolls collection for the year, \$22,809,780.04.

The 4,893 commercial vessels carried 25,892,134 tons of cargo, and the 403 government vessels, 206,942 tons; making a total of 26,099,076 tons of cargo routed through the Canal during the year. These figures are greater than those for the cargo carried through the Canal during the calendar year 1923, which, for commercial vessels, totaled 25,160,545 tons; but were less than for the fiscal year 1924, which totaled 26,994,710 tons for commercial vessels. In all other respects traffic for the calendar year just ended does not equal the traffic for either the calendar year 1923, or the fiscal year 1924.

A summary of the commercial traffic through the Canal during the calendar year 1924, as compared with other calendar years, is given in the following table:

Year.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
1914 ¹	350	1,284,293	\$1,508,737.56	1,758,625
1915 ²	1,154	3,902,592	4,297,467.11	4,893,422
1916 ²	1,217	3,817,704	3,671,162.68	4,774,822
1917	1,960	6,217,054	6,107,696.63	7,443,610
1918	2,070	6,409,886	6,317,455.39	7,284,159
1919	2,130	6,943,087	6,973,095.30	7,477,945
1920	2,814	10,378,265	10,295,362.21	11,236,119
1921	2,783	11,435,811	11,261,098.80	10,707,005
1922	2,997	12,992,573	12,573,407.77	13,710,556
1923	5,037	24,737,437	22,966,838.18	25,160,545
1924	4,893	24,411,760	22,809,416.34	25,892,134
Grand totals	27,405	112,530,462	108,781,737.97	120,338,942

¹ Canal opened to traffic August 15, 1914.

² Canal closed approximately 3 months by slides.

Monthly and daily averages of number of commercial transits, Panama Canal net tonnage, tolls, and tons of cargo, during the past 4 years are shown in the following table:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Average per month.</i>				
Calendar year 1921	231.9	952,984	\$938,424.90	892,250
Calendar year 1922	249.7	1,082,714	1,047,783.98	1,142,546
Calendar year 1923	419.75	2,061,453	1,913,903.18	2,096,712
Calendar year 1924	407.75	2,034,313	1,900,784.69	2,157,677
<i>Average per day.</i>				
Calendar year 1921	7.62	31,331	30,852.33	29,334
Calendar year 1922	8.21	35,596	34,447.69	37,563
Calendar year 1923	13.80	67,774	62,922.87	68,933
Calendar year 1924	13.36	66,698	62,320.81	70,743

The heavy increase in Canal traffic beginning with the calendar year 1923, and continuing through the fiscal year 1924, was primarily due to the heavy movement of California crude oil to the eastern coast of the United States. This oil movement reached its zenith during the closing months of 1923, since which time it has steadily declined until with the closing months of 1924, it was but approximately 50 per cent of the 1923 shipments. Notwithstanding the decline in tanker traffic, the total traffic for the year 1924 approximates that for 1923, and in the item of total cargo carried, exceeds the 1923 tonnage. While mineral oil shipments are gradually falling off, the loss in traffic in this connection has been very nearly balanced by an increased movement of other commodities through the Canal.

TRAFFIC DURING THE FIRST AND SECOND HALVES OF YEAR.

During the first half of the year, 2,520 commercial vessels transited the Canal, carrying 13,478,977 tons of cargo and paying \$11,830,496.83 in tolls. In the second half of the year there were 2,373 commercial transits, carrying 12,413,157 tons of cargo and paying \$10,978,919.51 in tolls. Traffic for the second half of the year shows a slight falling off as compared with the first half of the year which is accounted for by the decline of crude oil shipments from the west coast of the United States, mentioned above. These shipments were in excess of 732,000 tons for January, 1924, and for November, 1924, reached the low mark for the period, 323,731 tons, or less than half that of January.

EAST AND WEST BOUND TRAFFIC.

A total of 2,479 commercial transits were made from the Atlantic to the Pacific during the year as compared with 2,414 from the Pacific to the Atlantic. Tolls from the Atlantic to the Pacific were \$10,857,-900.70, and from the Pacific to the Atlantic \$11,951,515.64. Cargo from the Atlantic to the Pacific totaled 7,541,329 tons as against 18,350,805 from the Pacific to the Atlantic. Over 90 per cent of the vessels in ballast through the Canal are en route from the Atlantic to Pacific, a large number of which were tankers.

The cost in tolls per ton of cargo carried through the Canal was approximately as follows: From the Atlantic to the Pacific, \$1.44 per ton; from the Pacific to the Atlantic, 65 cents per ton; and on total cargo tonnage for the year, 89 cents per ton.

Visit of Japanese Training Squadron.

The training squadron of the Imperial Japanese Navy, consisting of the cruisers *Idzumo*, *Asama*, and *Yakumo*, with a total personnel of 2,284, in command of Vice Admiral Saburo Hyakutake, arrived at Balboa on the morning of December 29. The squadron will remain in local waters for about a week in order to permit the officers and mid-shipment to visit places of interest in and about the Canal, and will then proceed up the west coast stopping at Manzanillo, Mexico, and other ports.

The cruisers *Idzumo* and *Asama*, together with the *Iwate*, visited the Isthmus in August, 1922, passing through the Canal on their way to the centennial exposition at Rio de Janeiro.

The *Seiyo Maru*, a Japanese merchant vessel, arrived at Balboa on December 28 from Kobe, Japan, carrying a cargo of 4,550 tons of briquette coal for the 3 cruisers.

Ships at Canal Repair Shops.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending January 3, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cambrai.....	U. S. Army.....	January 1.....	January 2.....	508	.....

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, January 3, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Length.	Beam, water draft.			Nature.	Tons.	Gross.	Net.
Thomas P. Beal.....	27	23.15	28	6.30	28	13.20	28	14.21	American.	Munson Line.	394.0	55.0	20.0	New York.	Seattle.	General.	3,592	7,047	5,100
John D. Archbold.....	27	23.30	28	7.50	28	14.52	28	15.51	American.	Standard Oil Co.	554.9	75.3	19.1	New York.	San Pedro.	Ballast.		14,785	10,313
Mexican.....	28	7.20	28	8.20	28	15.52	28	17.00	American.	American-Hawaitan Line.	472.3	57.2	24.0	Boston.	Los Angeles.	General.	5,624	9,258	6,874
Talamanca.....	28	6.20	28	6.40	28	14.36	28	17.22	Panamanian.	United Fruit Co.	67.0	18.0		Cristobal.	Balboa.	Ballast.	40		27
Plum Branch.....	29	5.05	29	10.00	29	16.50	29	17.50	British.	Nauticos Steamship Co.	398.5	53.8	18.7	Newcastle.	Valparaiso.	General.	1,968	5,761	3,881
Watertown.....	29	10.10	29	10.30	29	17.45	29	18.30	American.	Cities Service Transp. Co.	416.9	56.2	22.0	Boston.	San Pedro.	Ballast.	6,706	4,776	
Circinus.....	29	11.18	29	11.32	29	19.41	29	22.40	American.	Planet Lines, Inc.	410.0	54.2	24.0	Philadelphia.	Seattle.	General steel.	7,244	6,585	4,791
Aden Maru.....	29	15.30	30	6.45	30	15.15	30	20.30	Japanese.	Kokusai Kisen Kaisha.	385.0	51.0	23.6	Galveston.	Yokohama.	General.	5,519	6,203	4,672
Panama Maru.....	29	16.55	30	7.40	30	15.31	30	16.15	Japanese.	Osaka Shosen Kaisha.	400.0	51.2	22.0	Baltimore.	Yokohama.	General.	2,784	6,099	4,285
Pellora.....	30	14.03	31	6.15	31	13.49	31	17.40	American.	Ore Steamship Corporation.	449.0	57.2	19.6	Baltimore.	Cruz Grande.	Ballast.	2,144	2,352	1,549
Corinto.....	25	17.10	31	6.15	31	14.42	31	18.56	American.	Pacific Mail Steamship Co.	261.0	40.0	16.5	Cristobal.	San Francisco.	General.	8,579	7,943	5,657
Eastern Knight.....	31	7.55	31	8.05	31	15.45	31	17.05	American.	Columbia Pacific Shipping Co.	415.1	55.7	26.0	Baltimore.	Portland.	General.	7,000	8,552	6,236
K. I. Luckenbach.....	31	2.15	31	9.15	31	16.41	31	17.40	American.	Luckenbach Line.	446.0	55.0	25.0	Boston.	Seattle.	General.	3,150	17,044	11,438
Mancharia.....	31	9.40	31	10.10	31	17.57	1	2.18	American.	Panama-Pacific Line.	600.0	65.3	27.0	New York.	San Francisco.	Ballast.	8,317	5,531	
Albionstar.....	31	9.18	31	10.53	31	17.46	31	18.46	British.	Blue Star Line.	450.0	68.1	23.0	New York.	N. W. minister.	General.	10,853	7,736	
Agwisynth.....	31	13.05	31	13.15	31	20.44	31	22.00	American.	International Shipping Corp.	499.9	68.1	23.0	New York.	Los Angeles.	Ballast.			
Canadian.....	31	22.55	1	6.35	1	13.16	1	14.25	British.	Canadian Govt. Mer. Marine.	400.0	52.0	15.0	Halifax.	Vancouver.	General.	250	5,879	4,121
Ranger.....	31	23.00	1	7.42	1	14.48	1	16.00	British.	T. and J. Brookbank, Ltd.	469.2	58.2	25.0	New York.	Freemantle.	General.	6,866	8,245	5,700
Maibar.....	31	14.40	1	12.30	1	19.35	1	20.25	Norwegian.	Gorissen Line.	206.0	33.0	12.11	Cristobal.	Corinto.	Ballast.	2,138	3,644	2,566
Ebro.....	31	22.35	1	12.35	1	19.02	2	2.40	American.	Grace Line.	313.6	46.0	14.6	New York.	Pisco.	General.	555	5,979	4,170
Carolyn.....	1	8.32	1	13.20	1	20.05	1	21.00	French.	Gie. Gle. Transatlantique.	396.0	51.8	16.3	Antwerp.	Tatahuano.	General.	6,500	6,861	5,016
St. Joseph.....	1	11.08	1	13.40	1	21.05	1	22.33	British.	Barber Line.	418.2	55.3	23.9	New York.	Hongkong.	Case oil, general.	5,986	5,710	3,998
Wray Castle.....	1	18.18	2	6.05	2	12.22	2	14.50	American.	Grace Line.	360.2	51.6	21.4	New York.	Tatahuano.	General.	7,216	5,839	
Santa Luisa.....	1	13.55	2	6.05	2	13.48	2	16.50	Dutch.	Royal Netherlands W. I. Mail.	415.0	55.6	19.0	Hamburg.	Corral.	General.	14,325	4,635	
Defia.....	1	16.15	2	7.08	2	14.45	2	17.50	Japanese.	Kokusai Kisen Kaisha.	549.0	72.0	22.0	Boston.	Chile.	Ballast.	1,400	3,984	2,612
Etna Maru.....	1	18.20	2	7.45	2	16.28	2	17.30	American.	Ore Steamship Corporation.	324.0	46.2	16.0	Baltimore.	Cruz Grande.	General.	1,413	2,844	1,748
Lebre.....	1	21.40	2	8.30	2	17.19	2	18.15	American.	Transmarine Corporation.	303.0	43.0	17.6	Newark.	San Francisco.	General.	540	4,838	2,959
Sucaraco.....	1	21.40	2	8.30	2	17.19	2	18.15	British.	Pacific Steam Navigation Co.	303.0	43.0	17.6	Newark.	San Francisco.	General.	1,413	2,844	1,748
Alvarado.....	1	8.35	2	8.50	2	17.20	2	18.19	British.	International Shipping Corp.	499.9	68.1	20.0	New York.	Los Angeles.	Ballast.	540	4,838	2,959
Angwstone.....	2	3.25	2	9.47	2	20.04	3	0.15	Peruvian.	Peruvian Line.	367.3	46.0	18.10	Covenas.	Callao.	Ballast.	1,161	1,273	706
Mantaro.....	31	1.25	2	13.35	2	20.04	3	0.15	Peruvian.	U. S. Navy.	292.0	44.0	17.8	Pro. Castillo.	Balboa.	General.	4,110	12,846	9,439
Cleveland.....	1	22.55	3	6.05	3	13.39	3	16.20	British.	Pacific Steam Navigation Co.	215.7	33.0	16.6	Cristobal.	Champerico.	General.	11,430	11,758	7,845
Acapulca.....	26	18.20	3	6.10	3	13.39	3	16.20	British.	New Zealand Shipping Co.	525.0	61.4	24.0	London.	Wellington.	General.	1,660	4,350	3,117
Rotuna.....	2	20.12	3	7.25	3	14.36	3	17.05	British.	Federal Steam Navigation Co.	495.0	63.1	32.7	Liverpool.	Auckland.	General.			
Cornwall.....	2	0.30	3	8.05	3	16.21	3	17.35	British.	Roland Line.	361.0	43.0	20.2	Bremen.	Champerico.	General.			
Haimon.....	2	0.50	3	9.35	3	17.03	3	18.15	German.										

* Tanker.

* Motor schooner.

* Cruiser.

* Cotton, iron, and rosin.

* Paper, canned goods, and candy.

* 540 tons general cargo and 300 head of cattle.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.															
* Launch.															
* Motor ship.															
Cokest.	2 12 52	3 10 50	3 19 06	3 20 02	American.	U. S. & A. Line (S. B.).	401.0	53.2 22.5	New York.	Adelaide.	General.	4,658	6,291	4,454	
Elmworth.	3 6 08	3 12 22	3 19 45	3 20 40	British.	R. S. Dalgleish.	400.0	53.2 23.0	Newcastle.	Los Angeles.	General.	7,000	7,221	4,844	
Losada.	3 3 00	3 13 10	3 20 30	4 2 30	British.	Pacific Steam Navigation Co.	406.1	54.2 18.5	Glasgow.	Valparaiso.	General.	2,372	7,221	4,844	
Tut.	3	3	3	10 52	American.	J. J. Burton.			Cristobal.	Gatun Lake.	Ballast.			1	
Rio Gatun.	2	3	3	10 52	Panaman.	Juan Diaz.			Cristobal.	Gatun Lake.	Ballast.			8	
Almelo.	27 14 35	28 6 23	28 14 00	28 18 34	Dutch.	Royal Netherlands W. I. Mail.	440.0	62.6 27.3	Corral.	Hamburg.	General.	9,987	9,403	6,653	
District of Columbia.	27 20 15	28 7 00	28 14 25	28 14 25	American.	Walker & Daly.	431.0	59.2 25.3	San Pedro.	New York.	Crude oil.	9,500	8,097	5,431	
Georgian.	27 20 45	28 7 23	28 15 05	28 15 05	American.	American-Hawaiian Line.	386.8	52.2 22.0	Seattle.	Boston.	General.	6,365	5,719	4,023	
Mari.	28 15 40	29 6 29	29 14 48	29 18 15	Peruvian.	Compania Naviera Amaya.	350.0	50.0 23.0	Iquique.	Azores.	Nitrate.	5,947	4,346	3,084	
Bethbridge.	28 16 15	29 7 27	29 15 25	29 15 25	American.	Walker & Daly.	431.0	59.2 26.0	Los Angeles.	New York.	Crude oil.	10,024	7,819	5,070	
New Britain.	28 17 35	29 7 53	29 16 35	29 23 00	American.	Williams Steamship Co.	386.8	52.2 24.3	Seattle.	Newport News.	Lumber, general.	6,614	5,684	4,082	
Venezuela.	28 22 15	29 9 05	29 16 50	30 6 25	Italian.	Navigazione Generale Italy.	420.0	51.6 25.0	Valparaiso.	Genoa.	(*)	4,169	7,622	5,051	
Honoe Lucken-	29 10 30	29 11 16	29 18 20	29 18 20	American.	Luckenbach Line.	445.0	58.0 28.0	Portland, Ore.	Boston.	General.	9,289	8,626	6,290	
bach.	29 11 10	29 12 30	29 19 20	30 1 45	British.	Sheridan Steamship Co.	440.8	56.0 16.6	Toconilla.	Tampico.	Ballast.	7,691	4,723		
Chuky.	29 11 40	29 13 05	29 21 15	29 21 15	Dutch.	Halcyn Line.	342.0	49.9 23.0	Toconilla.	St. Thomas.	Nitrates.	5,651	4,283	2,961	
Stad Dordrecht.	29 14 10	29 15 05	29 22 05		British.	Pacific Steam Navigation Co.	220.0	34.0 12 10	Buenaventura.	Cristobal.	General.	776	1,187	622	
Jamaica.	29 14 20	29 15 05	29 22 05		British.	Pacific Steam Navigation Co.	220.0	34.0 12 10	Buenaventura.	Cristobal.	General.	776	1,187	622	
Nittheroy.	29 18 20	30 6 26	30 13 15	30 17 10	British.	Royal Mail Steam Packet Co.	462.0	68.0 22 10	Seattle.	Glasgow.	(*)	4,469	8,874	6,558	
Swiftnwind.	29 18 30	30 7 18	30 15 08	30 15 08	American.	C. D. Mallory & Co., Inc.	464.6	60.2 24.6	San Francisco.	Fall River.	(*)	11,828	8,473	5,997	
Canadian High-	29 22 10	30 7 58	30 16 50	30 21 40	British.	Canadian Govt. Mer. Marine.	400.0	52.4 24.6	Vancouver.	Avonmouth.	Wheat, lumber.	6,507	6,192	4,402	
lander.	29 22 00	30 9 17	30 17 50	30 18 50	Norwegian.	E. I. Dupont de Nemours Co.	389.8	54.0 25.2	Taltal, Chile.	New Orleans.	Nitrate of soda.	8,150	5,680	4,220	
Herakles.	30 0 45	30 10 22	30 18 05	31 6 35	British.	Monarch Steamship Co.	420.6	54.2 24.6	Vancouver.	Falmouth.	Wheat.	8,111	6,716	4,872	
Canad. Chal-	30 5 00	30 11 18	30 18 55	31 11 00	British.	Canadian Govt. Mer. Marine.	400.1	52.2 15.6	Brisbane.	Halifax.	Wool, general.	1,864	6,142	4,354	
lenger.	30 7 36	30 11 43	30 19 40	30 19 50	American.	International Shipping Corp.	429.3	59.2 27.0	San Pedro.	New York.	Crude oil.	10,000	7,596	5,209	
Agwimars.	30 19 30	31 6 35	31 14 40	31 12 30	Norwegian.	Gorissen & Co.	206.9	33.7 13.0	Buenaventura.	Cristobal.	General.	640	1,070	646	
Ebro.	30 20 45	31 7 13	31 15 30	31 15 30	American.	International Shipping Corp.	468.3	62.7 28.8	Los Angeles.	New York.	Crude oil (bulk).	12,335	9,802	6,961	
Agwisa.	30 22 30	31 8 20	31 16 35	31 16 35	American.	Seas Shipping Co., Inc.	424.8	55.2 27.6	Seattle.	Portland.	(*)	7,700	7,472	5,542	
Robin Gray.	31 1 00	31 8 44	31 17 10	31 21 15	British.	Charlene Steamship Co.	384.0	52.0 23.0	Vancouver.	Liverpool.	(*)	6,400	5,158	3,674	
Electrician.	31 1 30	31 9 20	31 18 25	31 23 10	American.	Hugh Roberts & Sons.	362.3	51.0 21.0	Mejillones.	Azores.	Nitrates.	5,800	9,032	6,655	
North Anglia.	31 9 45	31 10 24	31 18 40	31 23 50	British.	United American Lines, Inc.	471.1	59.1 26.0	Seattle.	Hamburg.	General.	9,455	3,984	2,612	
Kermit.	31 10 20	31 11 10	31 18 55	31 18 55	American.	Transmarine Lines.	324.0	46.0 23.0	Aberdeen.	New York.	Lumber.	3,500	6,989	4,976	
Suterseco.	31 11 30	31 12 20	31 19 55	1 0 40	American.	International Mercantile Marine.	419.0	56.5 27.0	San Pedro.	New York.	Crude oil.	9,500	6,989	4,976	
Eurana.	31 5 30	31 13 20	31 20 15	31 20 15	American.	Swayne & Hoyt, Inc.	289.0	44.1 18.6	Seattle.	New Orleans.	General.	2,792	2,895	1,767	
Point Lobos.	31 14 00	31 14 49	31 22 15	31 22 15	American.	American-Hawaiian Line.	414.5	53.7 25.6	Seattle.	Boston.	General.	5,925	7,049	4,941	
Kentuckian.	31 19 16	1 6 20	1 15 50	1 17 05	American.	Ore Steamship Corporation.	449.1	57.2 29.6	Cruz Grande.	Baltimore.	Iron ore.	11,600	7,847	5,185	
Firemore.	31 23 00	1 7 32	1 18 10	1 18 10	British.	Eagle Oil Transport Co.	529.5	68.5 31.0	San Pedro.	Tampico.	Crude oil.	10,897	13,427	9,342	
San Gerardo.															
Samuel Q.	1 0 30	1 8 20	1 17 15	1 17 15	American.	Tidewater Oil Co.	424.4	58.2 27.0	Los Angeles.	New York.	Crude oil.	10,188	7,333	5,246	
Brown.	1 3 20	1 9 05	1 19 03	1 21 11	Chilean.	Cia. Sud. Americana de Vapores.	421.8	56.0 25.6	Valparaiso.	New York.	General.	5,123	7,758	4,072	
Teno.	1 5 34	1 9 12	1 19 10	1 19 10	American.	Garland Steamship Co.	385.3	51.2 24.11	Grays Harbor.	Philadelphia.	Lumber.	6,247	6,224	4,465	
George Allen.															

* Tanker. * New ship, P. C. tonnage not yet completed. * For orders, * General, wheat, and canned goods, and general. * Lumber, canned goods, and general. * California tops in bulk. * Dried, fresh, and canned fruit. * Nitrate and ivory nuts. * Dried, fresh, and canned fruit. * California tops in bulk.

* Tanker. * New ship, P. C. tonnage not yet completed.

* General, wheat, and canned goods.

* Nitrate and ivory nuts.

* For orders.

* Dried, fresh, and canned fruit.

* California tops in bulk.

* Lumber, canned goods, and general.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Nature.	Tons.			Gross.	Net.			
Steelmaker	2	3	00		2	7	35	2	17	10	American	395.5	55	0	28	0	Nitrate of soda	9,000	7,330	5,245
Amsterdam	2	7	25		2	8	27	2	19	06	Dutch	475.0	65	9	32	0	Nitrate	14,350	11,667	8,217
Casareis	2	12	05		2	13	04	2	20	48	Italian	398.3	50	1	26	0	Copper, nitrate.	6,656	6,567	4,929
Cambrai	1	7	00		2	21	30	2	21	30	American	448.0	58	0	24	6	General	7,351		
Meigen Maru	3	1	40		3	6	36	3	14	35	Japanese.	400.0	53	0	27	7	Grain	7,153		
Fort Morgan	2	22	45		3	7	20	3	15	35	Norwegian.	225.0	30	1	15	2	Grain	963	1,159	665
Orizaba	2	23	20		3	8	35	3	17	15	British.	465.7	56	2	26	0	General	5,242		
Dixie Arrow	2	21	45		3	9	05	3	17	35	American.	468.3	62	7	27	2	Crude oil	12,276	9,744	7,140
San Dunstano	3	6	06		3	10	08	3	22	35	British.	420.1	54	5	26	6	Gasoline.	8,271	6,376	4,465
Trevier	3	6	30		3	18	45	5	19	30	Belgian.	400.1	52	3	24	6	Nitrate.	7,350		
Beaconlight	3	8	10		3	19	45	3	19	45	American.	375.0	56	0	27	7	Crude oil	10,550		
Izabel	3	12	00		3	21	05	3	21	05	Jugo-Slavic	438.0	53	3	23	6	Nitrate, borate.	7,400		
Oduana	27	12	00		3	21	20	4	3	53	American.	320.7	46	0	13	8	Ballast.	5,807	2,327	

* Tanker.

16 Transport.

17 New ship, P. C. tonnage not yet completed.

18 Change on P. C. tonnage.

19 For orders.

20 Nitrate, cotton, metals, etc.

PORT OF CRISTOBAL.

Date.	Vessel.		Line.	From—	Date.	Vessel.	Line.	For—
	Day.	Hour.						
December 28.	Cartago		United Fruit Co.	New Orleans via Habana.	December 28	Jeanne D'Arc.	French Government.	Kingston.
December 28.	Conia		Anglo-Saxon Petroleum Co	Curacao.	December 28	Ulua	United Fruit Co.	New York via Habana.
December 28.	Ulua		United Fruit Co.	Port Limon.	December 28	Cartago	United Fruit Co.	Bocas del Toro.
December 29.	Crynsen		Royal Netherlands W. I. Mail.	Hamburg via wayports.	December 29	Ulysses and barge		
December 30.	Tolosa		United Fruit Co.	New York via Habana.		Darien		
December 30.	Abangarez.		United Fruit Co.	New Orleans via Habana.	December 29	Conia	Panama Railroad Steamship Line.	Norfolk.
December 30.	Toutonia		Hamburg-American Line	Port Limon.	December 30	Crynsen	Anglo-Saxon Petroleum Co.	Curacao.
December 31.	Cartago		United Fruit Co.	Bocas del Toro.	December 30	Gen. W. C. Gorgas.	Royal Netherlands W. I. Mail.	Port Limon.
December 31.	Santa Marta		United Fruit Co.	New York via Kingston.	December 31	Toutonia	Panama Railroad Steamship Line.	New York via Haiti.
January 1.	Panama		United Fruit Co.	Colombian ports.	December 31	Cartago	Hamburg-American Line.	Hamburg via wayports.
January 1.	Panama		Panama Railroad Steamship Line.	New York via Kingston.	December 30	Tolosa	United Fruit Co.	New Orleans via Habana.
January 1.	Pellin de Latouche.		French Line.	Havel via wayports.	January 1.	Santa Marta	United Fruit Co.	Port Limon.
January 2.	Berlin		German Government	Kiel via wayports.	January 1.	Carrillo	United Fruit Co.	Colombian ports.
January 3.	Crynsen.		Royal Netherlands W. I. Mail.	Port Limon.	January 1.	Abangarez	United Fruit Co.	New Orleans via Kingston.
					January 3.	Crynsen	Royal Netherlands W. I. Mail.	New Orleans via wayports.
					January 3.	Pellin de Latouche.	French Line.	Amsterdam via wayports.
								Havre via wayports.

** Cruiser.

PORT OF BALBOA.

Date.	Vessel.		Line.	From—	Date.	Vessel.		Line.	For—
	Day.	Hour.				Day.	Hour.		
December 29.	Dos Hermanos		R. Neuman	Panama Bay.	December 29	Dos Hermanos		R. Neuman.	Panama Bay.

* Other than ships passing through the Canal.

Executive Order.

Establishing Regulations for the Operation of Motor Vehicles in Route Bus or Route Jitney Service, and Amending previous Executive Orders Relating to the Licensing of Chauffeurs, Licensing and Operation of Motor Vehicles, Road Rules, and Rates of Fare for the Transportation of Passengers for Hire 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, amending Orders heretofore established, as hereinafter indicated, in such manner as best to effect the purpose of this Order.

SECTION 1. 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;" and the Executive Order of August 15, 1923, amending the same, are hereby amended by the addition of Section 33 as follows:

SECTION 33. (a) The purpose of this section is to ensure an efficient and safe means of general transportation by common carriers operating over definite routes, of the class of motor vehicles known as "route bus" or "route jitney," on the streets and roads of the Canal Zone, and it shall not be held to apply to any other vehicles. The "route bus" or "route jitney," referred to herein, is a self-propelled vehicle other than a street car, traversing the public streets or roads between certain definite points or termini, and as a common carrier conveying passengers at certain fixed rates or fares between such termini and intermediate points. (b) "Route busses" or "route jitneys" shall be permitted to operate over the highways of the Canal Zone as common carriers of passengers only when specially licensed for this purpose. (c) Licenses for "route busses" or "route jitneys" shall be issued and fees shall be charged as provided by the Executive Order of April 14, 1921, above referred to. (d) The Governor is authorized to refuse to license, and to revoke licenses of "route busses" or "route jitneys" which do not conform to such standards of construction, safety, convenience, or cleanliness, or are not operated in such manner as to him may seem proper. (e) The Governor is authorized to prescribe the route or routes over which "route busses" or "route jitneys" shall operate, and the time or trip schedule with which their operations must comply, and at his discretion, to change or discontinue such routes and schedules. (f) The Governor is authorized to license as few or as many such "route busses" or "route jitneys" as in his judgment the public convenience may require, but all licenses issued hereunder shall be revocable at his discretion, and none shall be construed in any circumstances as vesting a right or franchise in the holder thereof. (g) The Governor is authorized, if he considers it to the public interest, to issue a license for a term of years to individuals or companies, for providing "route bus" or "route jitney" service on specified routes, and to this end may invite proposals for such service, which proposals shall state the time schedules, fares, class and description of vehicles to be used. The licenses given under such proposals and the agreement made shall be revocable for cause as determined by the Governor, and it shall be a part of such agreement that no right or franchise thereby vests in the licensee and that he will not be indemnified in damages or for expenditures in case the license so granted be revoked.

SECTION 2. The Executive Order of February 26, 1921, entitled "Regulations establishing maximum rates of fare and governing transportation of passengers for hire in the Canal Zone," is hereby amended by the addition of Section 22, as follows:

SECTION 22. The Governor is authorized to fix special rates or fares for motor vehicles, of the class commonly known as "route bus" or "route jitney," licensed to carry on the business of common carriers of passengers in the Canal Zone.

SECTION 3. The Governor of The Panama Canal is authorized to promulgate rules and regulations from time to time to effect the purpose of this Order, and all violations of this Order or of such rules and regulations shall be punishable as provided in Section 5 of the Act of Congress approved August 21, 1916 (39 Stat. 528) above referred to.

SECTION 4. Section 5 of the Executive Order dated April 14, 1921, is hereby amended by substituting in lieu of the two last paragraphs thereof, the following:

License fees for vehicles other than bicycles 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 the calendar quarter in which the license is issued.

On and after July 1, 1925, bicycle license fees shall be paid for the fiscal year ending June thirtieth, but only one-half the annual fee shall be paid for such licenses issued during the last half of a fiscal year; and all bicycle licenses issued for the calendar year 1925, prior to June 30, 1925, either to residents or nonresidents of the Canal Zone, shall be valid, without payment of an additional fee, until June 30, 1926.

The Governor shall have authority to issue licenses at rates proportionate to the rates in the above schedule, in such special cases as he may deem proper.

SECTION 5. This order shall take effect 30 days from and after its publication in THE PANAMA CANAL RECORD.

JOHN W. WEEKS,
Secretary of War.

December 23, 1924.

By the President.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended January 5:

Steamships *Acajulla*, repair extension handle of hotwell drain valve, chair base, and two windows in dining saloon; renew iron pipe from injector to tank, injector check valve, stop valve, and two plugs for gauge mountings; *Panama*, manufacture one crank pin wrench, and new ring for coal hole deck plate; install new plate on top of starboard tunnel shaft, and graving pieces in wood deck on forecastle head; renew about 20 cargo batten cleats; repair fire tools, chisels, gooseneck and head for No. 4 cargo boom, 4 port wrenches, pantry piping, and plumbing, etc.; *Jamaica*, remetal one set of crank pin brasses; renew sanitary pipes to tank; repair main discharge from condenser and plumbing; manufacture two keys for winches as sketch; retin two pans, etc.; *Lake Flattery*, repair steam heater pipe to No. 7 tank; manufacture and install two brass machine screws in binnacle top; *General W. C. Gorgas*, renew strainer over scupper; manufacture four $\frac{7}{8}$ " bolts 16" long, as directed; repair section of pipe for hand fire pump, fire tools, and chisels; motor ship *Atrato*, dock, clean, and paint; remove two old propellers and fit on two new propellers; calk and cement butts where needed.

Minor repairs—Steamships *Pellerin de Latouche*, *Steel Scientist*, *North Angelia*, *Ansaldo San Giorgio III*, *Turakina*, *Salvador*, *Halfried*, *Tolosa*, and *Mantaro*, yacht *San Blas*, cruiser *Berlin*, U. S. S. *Curlew*, and tug *Porto Bello*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 3, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
General W. C. Gorgas.	Panama Railroad Steamship Line.	December 21.	December 30.		2139
Corinto.	Pacific Mail Steamship Co.	December 25.	December 31.		844
Cavina.	Elders & Fyffes, Ltd.	December 27.	December 27.	10	
Cartago.	United Fruit Co.	December 28.	December 28.	368	51
Ulua.	United Fruit Co.	December 28.	December 28.	43	278
Conia.	Anglo-Saxon Petroleum Co.	December 28.	December 29.	7,508	
Jamaica.	Pacific Steam Navigation Co.	December 29.	January 7.	777	776
Crynssen.	Royal Netherlands W. I. Mail.	December 30.	December 30.	90	596
Venezuela.	Italian Line.	December 29.	December 29.	442	2,399
Abangarez.	United Fruit Co.	December 30.	January 1.	239	
Teutonia.	Hamburg-American Line.	December 30.	December 30.		1,099
Ebro.	Gorisson Line.	December 31.	January 1.	640	
Cartago.	United Fruit Co.	December 31.	December 31.	75	66
Santa Marta.	United Fruit Co.	December 31.	January 1.	308	263
Pellerin de Latouche.	French Line.	January 1.	January 2.	170	
Delft.	Royal Netherlands W. I. Mail.	January 1.	January 2.	101	16
Teno.	Chilean Line.	January 1.	January 2.	14	4
Alvarado.	Pacific Steam Navigation Co.	January 1.	January 2.	202	313
Panama.	Panama Railroad Steamship Line.	January 1.		2,686	
Carrillo.	United Fruit Co.	January 1.	January 1.	3	276
Fort Morgan.	Ocean Carriers Co.	January 3.	January 6.	963	
Losada.	Pacific Steam Navigation Co.	January 3.	January 3.	30	
Specialist.	Harrison Line.	January 3.	January 5.	836	
Venezuela.	Pacific Mail Steamship Line.	January 3.	January 4.	289	

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Tanker Traffic in December.

During the month of December, 1924, 79 tank ships transited the Canal carrying 532,921 tons of cargo and paying \$424,492.25 in tolls. During the same month in 1923 there were 164 tank ships through the Canal, carrying 975,064 tons of cargo and paying \$865,828 in tolls. This is a decline of approximately 50 per cent in this class of traffic as compared with the same month a year ago.

Tankers made up approximately 19.4 per cent of the total commercial transits of the Canal during the month; comprised about 23 per cent of the Panama Canal net tonnage; paid about 22.4 per cent of the total tolls; and carried about 23.5 per cent of the total cargo in transit through the Canal during the month. For December, 1923, these figures were 32.4 per cent of transits, 36 per cent of Panama Canal net tonnage, 37 per cent of tolls, and 39 per cent of total cargo carried.

In the following tabulation are shown the number, aggregate tonnage, Panama Canal measurement, tolls, and cargo of tank ships through the Canal during December, 1924, segregated by direction of transit and nationality of vessels, with the totals for the two preceding months and the corresponding month in 1923:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	3	13,257	\$12,764.83	16,888
Dutch.....	1	4,395	3,164.40	.....
Norwegian.....	1	5,520	3,974.40	.....
United States.....	28	158,646	122,235.73	23,296
Totals, December, 1924.....	33	181,818	142,139.36	40,184
Totals, November, 1924.....	39	242,576	181,111.42	27,448
Totals, October, 1924.....	32	206,240	150,641.17	1,122
Totals, December, 1923.....	83	486,125	364,080.02	60,107
<i>Pacific to Atlantic.</i>				
British.....	6	29,353	27,288.28	30,675
Norwegian.....	1	4,066	4,532.50	7,552
Spanish.....	1	4,470	3,990.00	6,826
United States.....	38	237,835	246,542.11	447,684
Totals, December, 1924.....	46	275,724	282,352.89	492,737
Totals, November, 1924.....	35	224,290	228,910.41	408,608
Totals, October, 1924.....	48	283,760	292,748.93	519,477
Totals, December, 1923.....	81	488,102	501,747.98	914,957

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, with the totals for the two preceding months and for the corresponding month in 1923:

(Continued on page 321)

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, January 10, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Venezuela.....	3	7.15	4	6.04	4	13.40	4	22.30	American.	Pacific Mail Steamship Co.	380.0	42.7	22.6	New York.	San Francisco.	General.	1,859	6,033	4,353
Kasanga.....	3	12.45	4	6.20	4	14.00	4	15.10	British.	Ellerman & Bucknall.	456.0	58.1	26.6	Newport News.	Yokohama.	General.	7,680	7,766	5,741
Scottish Castle.....	3	17.25	4	7.10	4	15.00	4	19.34	British.	Tankers Limited.	440.1	57.6	18.6	Hull.	San Pedro.	Ballast.	7,532	7,532	5,162
Vinfa.....	3	20.05	4	7.30	4	15.52	4	17.00	American.	Sudden & Christensen.	410.0	54.5	23.0	Jacksonville.	San Pedro.	General.	6,304	6,572	4,788
Geo. H. Jones.....	3	21.25	4	8.38	4	16.11	4	17.50	American.	Standard Oil Co.	429.3	59.0	22.6	New York.	San Pedro.	Ballast.	7,689	7,689	5,383
Missourian.....	3	22.20	4	8.43	4	16.50	4	17.15	American.	American-Hawaiian Line.	445.0	60.0	21.0	Boston.	Portland.	General.	4,923	8,607	6,020
Nitidel.....	4	3.00	4	9.48	4	17.35	4	18.30	Norwegian.	A. Molin.	356.9	50.0	16.0	New York.	San Antonio.	General, coal.	1,323	4,349	2,985
Nora.....	4	3.15	4	9.40	4	17.15	4	18.04	American.	Pan-American Petroleum Co.	467.6	62.7	20.0	New Orleans.	San Pedro.	Ballast.	9,918	9,918	7,383
Westlight.....	4	7.40	4	11.03	4	18.40	5	1.40	American.	C. D. Mallory & Co.	464.0	60.0	19.0	Fall River.	San Francisco.	Ballast.	8,473	8,473	6,050
West Katon.....	4	7.28	4	12.00	4	19.47	4	21.00	American.	California Eastern S. S. Co.	410.5	54.3	23.2	Philadelphia.	San Francisco.	General.	5,021	6,573	4,901
Stanley Dollar.....	4	11.58	5	6.07	5	13.56	5	15.10	American.	Dollar Line.	401.4	54.0	19.0	New York.	San Francisco.	Ballast.	6,971	6,971	5,078
W. S. Rheim.....	4	20.33	5	7.10	5	13.02	5	16.10	American.	Standard Oil Co.	500.0	68.2	22.0	New York.	San Pedro.	Ballast.	11,224	7,860	7,860
Homer City.....	5	0.35	5	8.22	5	16.30	5	18.00	British.	Reardon Smith Line.	398.0	53.0	23.3	Port Arthur.	Auckland.	Case oil, general.	6,000	5,517	3,953
Ansaldo San Giorgio III.....	5	3.00	5	13.20	5	20.07	6	4.07	Italian.	Transatlantica Italiana.	385.7	51.7	16.5	Genoa.	Valparaiso.	General.	1,700	5,759	4,013
Agwium.....	6	3.35	6	17.50	6	17.00	6	18.55	American.	International Shipping Corp.	445.0	59.2	19.0	New York.	San Pedro.	Ballast.	7,612	5,402	5,402
Capto.....	6	0.45	6	8.26	6	19.00	6	20.10	Norwegian.	B. Stolt Nielsen & Co.	376.1	52.3	17.0	Norfolk.	Vancouver.	Ballast.	5,076	3,647	3,647
Livenza.....	6	6.52	6	10.42	6	20.13	6	21.15	Italian.	Navigazione Libera Triestina.	404.0	54.0	15.0	Antwerp.	San Francisco.	Silver sand.	5,852	4,254	4,254
Fort Morgan.....	3	15.35	6	11.50	6	21.17	6	22.20	Norwegian.	Ocean Carriers, Ltd.	225.0	30.1	23.0	Cristobal.	Buenaventura.	Ballast.	6,500	1,150	665
Lake Flattery.....	5	4.55	6	12.00	6	21.15	6	22.33	American.	Panama Railroad Steamship Line.	251.0	43.0	22.5	New York.	Guayaquil.	General.	2,104	2,873	1,776
Steelore.....	6	11.50	6	13.07	6	22.30	6	23.38	American.	Ore Steamship Corporation.	550.3	72.2	22.0	New York.	Champerico.	Ballast.	11,551	4,237	4,237
Jamaica.....	29	22.05	7	6.03	7	15.45	10	20.30	British.	Pacific Steam Navigation Co.	220.0	34.0	13.3	Cristobal.	Cruz Grande.	General.	850	1,187	692
Arato.....	4	18.45	7	6.35	7	15.45	10	20.30	Colombian.	Colombian Transport Co.	94.0	23.0	5.0	Cristobal.	Buenaventura.	Ballast.	160	77	77
Santa Tecla.....	6	18.50	7	6.08	7	15.50	7	22.23	Colombian.	N. O. & S. A. Line.	298.6	40.0	14.8	Cristobal.	Buenaventura.	Ballast.	975	2,832	1,803
Pipiriki.....	7	0.15	7	7.30	7	16.48	7	17.35	British.	Federal Steamship Co.	472.0	59.0	25.6	New Orleans.	Tatuchano.	General.	6,667	8,710	6,216
Tritonia.....	7	7.16	7	8.43	7	17.48	7	18.35	British.	Donaldson Brothers.	410.0	52.3	19.0	Norfolk.	Auckland.	Coal.	3,185	5,984	4,287
Patrick Henry.....	7	9.25	7	10.05	7	18.57	7	20.00	American.	American Pioneer Line (S. B.).	439.0	60.0	20.0	New Orleans.	Autofagasta.	General.	7,596	8,987	6,612
Steel Ranger.....	7	11.08	7	11.25	7	19.32	7	21.05	American.	Isthmian Steamship Line.	424.2	56.2	25.10	Baltimore.	Kobe.	General.	7,886	7,611	5,450
Andrea F.....	7	9.35	7	11.57	7	21.01	7	21.55	American.	Luckenbach Line.	496.0	68.0	23.3	Boston.	Los Angeles.	General.	6,300	11,487	8,762
Luckenbach.....	7	11.37	8	6.15	8	17.19	8	18.34	British.	Commonwealth & Dom. Line.	480.0	60.0	24.11	London.	Auckland.	General.	7,900	10,593	8,028
Port Denison.....	7	20.35	8	7.15	8	18.11	8	19.04	American.	International Shipping Corp.	480.5	66.0	19.0	Baltimore.	Los Angeles.	Ballast.	9,394	9,394	6,305
Agwaivare.....	7	20.35	8	7.15	8	18.11	8	19.04	American.	Ore Steamship Corporation.	549.0	72.0	22.6	Baltimore.	Cruz Grande.	Ballast.	14,338	9,348	9,348
Chilore.....	8	5.45	8	8.20	8	20.34	8	21.15	American.	Transmarine Line.	324.0	46.2	17.0	New York.	San Francisco.	General.	1,500	3,984	2,612
Suarinco.....	8	9.58	8	10.15	8	20.34	8	21.34	American.	International Shipping Corp.	480.0	66.0	21.0	New York.	Los Angeles.	General.	9,394	6,306	6,306
Agwimex.....	8	10.15	8	10.55	8	21.55	8	22.30	American.	Comp. Gen. de Combustibles de Buenos Aires.	430.0	57.0	19.0	Newcastle.	San Pedro.	Ballast.	7,130	4,727	4,727
Tacito.....	8	12.55	8	13.30	8	22.40	9	7.20	Argentine.										
Lena Luckenbach.....	8	13.40	8	13.55	8	23.43	9	0.37	American.	Luckenbach Line.	425.0	53.8	26.0	Galveston.	Seattle.	General.	7,542	7,217	5,295

^a Motor schooner.

^a Motor ship.

^a Tanker.

^a Steel, sulphate ammonia, pipe, tinplate, and general.

Robin Good-fellow	8 14.00	9 6.25	9 14.50	9 16.10	American	Seas Shipping Co.	424.91	55.0	28.0	Portland	Vancouver	General, steel	8,920	7,473	5,536
Steel Engineer	8 18.15	9 6.36	9 17.15	9 18.35	American	Norton, Lilly & Co.	424.2	56.2	26.3	Baltimore	Honolulu	General	8,280	7,611	5,450
Stanley	8 23.15	9 7.15	9 18.07	9 19.27	American	Atlantic Pioneer Co. (S. B.)	401.7	54.8	21.0	New York	Kobe	General	3,396	6,933	5,187
Holger	9 3.15	9 8.45	9 19.16	9 20.22	German	Roland Line	423.0	53.0	18.3	Hamburg	Los Angeles	General	1,854	4,431	4,693
Ort	8 22.50	9 9.50	9 20.45	9 21.49	British	Pacific Steam Navigation Co.	485.4	58.2	23.6	Liverpool	Colonel	General	3,355	9,936	6,561
El Condado	9 1.25	9 11.10	9 22.00	9 23.16	Spanish	Cia. Gen. Navigation	330.0	48.0	12.0	Oran	Arca	Ballast	3,730	2,637	
Bordeaux Maru	9 12.43	9 12.50	9 22.06	10 1.30	Japanese	Kawasaki Dockyard Co.	405.7	53.0	22.6	New Orleans	Yokohama	Cotton	4,802	7,932	5,128
Boeufontein	9 9.00	9 13.30	9 23.15	10 0.45	British	Ellerman & Bucknall Co.	401.0	50.0	21.9	Galveston	Kobe	General	3,726	5,673	4,153
Karandja	9 0.10	10 6.10	10 13.42	10 14.45	British	Ellerman & Bucknall Co.	433.0	57.4	23.8	New York	Freemantle	General	6,400	8,586	6,695
Canadian Ex-plorer	9 16.05	10 6.25	10 14.40	10 15.50	British	Canadian Govt. Mer. Marine	400.0	52.3	19.6	Halifax	Adelaide	General	5,000	5,841	4,046
Santa Olivia	9 16.15	10 7.23	10 17.20	10 18.20	American	Pacific Mail Steamship Co.	404.6	54.0	20.10	Baltimore	San Francisco	General	4,768	6,779	4,921
Sunbeam	9 20.00	10 8.40	10 18.24	10 19.10	American	Sun Oil Co.	429.3	50.2	25.3	Amsterdam	Seattle	Crossite	8,141	7,709	5,481
S. C. Todd	10 7.12	10 9.32	10 19.20	11 0.35	American	Standard Oil Co.	425.0	57.2	22.0	Chesler	San Pedro	Ballast	7,481	4,975	
H. M. Storey	10 11.48	10 11.58	10 20.32	10 21.30	American	Standard Oil Co.	500.0	68.2	22.0	Baltimore	Los Angeles	Ballast	11,224	7,849	
Essequibo	9 23.50	10 12.46	10 21.46	10 22.41	British	Pacific Steam Navigation Co.	450.0	58.0	24.3	New York	Valparaiso	General	2,381	9,099	6,117

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Tanker.	2 23.15	4 6.25	4 14.00	5 15.20	American	U. S. & Australian Lines	384.8	51.2	18.0	Adelaide	New York	Wool, general	1,935	6,235	4,480
Eastern Planet	4 17.45	4 10.34	5 12.35	5 13.35	British	International Petroleum Co.	550.6	72.3	32.0	Antofagasta	New York	Crude oil	16,858	15,473	10,751
G. Harrison	3 17.30	4 10.46	4 18.45	5 16.35	Colombian	Cia. Colombiana	94.0	23.0	7.0	Buenaventura	Cristobal	Coffee, hides	125	160	77
Arato s	4 12.30	3 13.20	4 22.00	6 1.10	French	Cie. Gie. Transatlantique	413.0	52.0	26.0	Talcahuano	Liverpool	General	7,225	5,822	4,122
Vernont	4 19.30	5 6.18	5 14.15	5 23.30	Dutch	Royal Netherlands W. I. Mail	482.6	62.0	25.6	Corral	Europe	General	9,990	10,083	6,853
Amersfoort	5 1.30	5 7.16	5 15.10	5 15.10	Japanese	Kokusai Kisen Kaishiki Kaisha	385.0	51.0	25.6	Portland	Norfolk	Wheat	7,437	6,209	4,658
France Maru	5 2.00	5 8.10	5 16.20	5 16.20	American	Union Sulphur Co.	409.0	52.2	23.7	Everett	New York	Lumber	7,000	6,851	4,784
City of Pan-ama s	4 19.05	5 10.58	5 16.57		Panama	Pacific Mail Steamship Co.	296.9	45.9	17.3	San Francisco	Cristobal	(*)	787	3,848	2,606
Santa Ana	5 9.25	5 11.15	5 18.20	5 20.40	American	Grace Line	369.2	51.6	25.3	Talcahuano	New York	General	4,231	5,776	4,658
Tsuyama Maru	5 13.45	5 14.22	5 21.48	6 1.45	Japanese	Nippon Yusen Kaisha	445.0	58.0	21.0	Manila	Boston	General	4,838	7,956	5,861
Mariposa	5 6.05	6 6.25	6 14.35	7 19.30	American	Chas. W. Norris	26.0	6.6		Balboa	Gamboa	General	9,331	8,742	6,831
City of Florence	6 6.19	6 7.40	6 15.20	6 15.20	British	Ellerman & Bucknall	448.8	56.2	27.3	Vancouver	Hull	General	5,351	7,272	5,105
Floridan	6 6.18	6 9.00	6 17.35	6 22.05	American	American-Hawaiian Line	415.0	53.7	24.0	Seattle	Boston	General	3,383	2,075	
Cuba	6 3.50	6 10.20	6 17.35	9 23	Peruvian	New Electra Line	299.5	40.0	18.4	San Francisco	New York	Ballast	1,187	4,466	2,405
Ucayali	5 20.00	6 11.14	6 18.35	6 18.35	Norwegian	Peruvian Line	374.1	46.7	17.10	Callao	Cristobal	General	1,487	4,466	2,405
Foldenford	6 11.30	6 12.12	6 19.35	6 19.35	American	Anglo-Saxon Petroleum Co.	445.1	49.0	25.7	San Pedro	Lands End	Gasoline	8,432	7,780	5,520
Julia Luckenbach	6 6.06	6 13.16	6 20.59	6 22.10	American	Luckenbach Line	436.6	57.3	29.6	Portland, Ore	Boston	Lumber, general	8,270	8,543	6,402
Ecuador	7 1.10	6 13.59	6 22.10	6 22.10	American	Pacific Mail Steamship Co.	380.6	48.9	21.6	San Francisco	New York	General, coffee	4,150	5,926	4,178
Sun	7 8.45	7 9.37	7 17.10	8 21.19	Dutch	Sun Oil Co.	382.0	49.2	22.0	San Francisco	Jacksonville	Gasoline	6,000	5,020	3,324
Mordijk	6 23.15	7 11.25	7 18.50	7 18.50	American	Holland-American Line	473.0	61.0	25.0	Vancouver	Antwerp	General	8,051	9,165	7,016
Finland	7 5.40	7 12.29	7 20.40	7 22.10	German	Panama-Pacific Line	560.0	60.0	28.2	San Francisco	New York	General	4,700	13,559	9,016
Odenwald	7 18.40	8 6.23	8 13.30	8 13.30	British	Hamburg-American Line	415.8	53.1	27.5	Corral	Hamburg	General	8,196	6,808	4,979
London Mer-chant	7 19.00	8 7.25	8 15.35	9 17.10	British	Furness-Pacific Line	450.4	58.1	29.0	Talcahuano	London	General	9,500	8,416	5,790
Lobos s	7 19.00	8 7.25	8 15.35	9 17.10	British	Pacific Steam Navigation Co.	405.1	54.2	25.6	Talcahuano	Hull	General	7,670	7,151	4,756

* Coffee, sugar, and general.

* For orders.

* Commercial launch.

* Motor ship.

* 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Tanana.	7	14	15	8	7	31	8	16	55	Alaska Steamship Co.	320	7	46	0	New York	Lumber, copper.	2,019	3,803
Fairfield City.	7	23	30	8	8	06	8	17	35	Isthmian Steamship Co.	424	2	56	2	London	General.	7,900	7,611
Canadian Spinner.	8	1	30	8	9	05	8	18	25	Canadian Govt. Mar. Marine.	400	0	52	0	Halifax	Timber, general.	4,470	5,871
Tenpasan Maru.	8	6	30	8	19	45	8	20	30	Mitsui Bussan Kaisha.	380	6	53	6	United King.	Wheat.	6,654	5,554
Arana.	8	6	10	8	10	23	8	19	50	Pacific Steam Navigation Co.	303	4	43	0	New York	General.	1,820	2,851
Santa Malta.	8	7	25	8	11	08	8	20	10	Pacific Mail Steamship Co.	404	5	53	7	New York	General, lumber.	6,883	6,766
Nordfarer.	8	9	00	8	12	01	8	21	45	Wessel, Duval & Co.	364	2	47	4	Pensacola.	Nitrate.	5,853	4,289
Lieut. Ward Cheney.	9	23	8	9	23	8	21	45	8	U. S. Army.	550	3	72	2	Gamboa.	Iron ore.	19,500	15,551
Marore.	9	1	00	9	6	03	9	15	55	Ore Steamship Corp.	550	3	72	2	New York	General.	19,500	15,551
Santa Cruz.	9	6	45	9	7	51	9	17	10	Grace Line.	384	0	50	2	New York	Nitrate of soda.	4,832	5,551
Lucorie.	9	10	15	9	11	27	9	19	35	Andrew Weir & Co.	412	6	56	6	Norfolk.	Lumber.	10,040	6,913
Romagne.	9	9	30	9	11	40	9	19	40	Lind Navigation Co. (S. B.).	251	0	43	7	New York	Nitrate of soda.	2,360	2,651
Rydland.	9	12	20	9	13	09	9	21	48	Axel Brostrom & Sons	420	0	54	0	Dover.	Nitrate of soda.	9,600	6,671
Robert E. Hopkins.	9	18	15	10	6	17	10	14	50	Tidewater Oil Co.	424	4	58	2	New York	Crude oil.	10,100	7,333
Sociota.	10	2	30	10	6	28	10	16	10	U. S. Navy.	424	4	58	2	Coco Solo.			
O-2.	10	2	30	10	6	28	10	16	10	U. S. Navy.	424	4	58	2	Coco Solo.			
O-10.	10	2	30	10	6	28	10	16	10	U. S. Navy.	424	4	58	2	Coco Solo.			
Indian City.	10	2	30	10	8	08	10	16	35	Reardon Smith Line.	411	7	54	5	Eng. Chan.	Beans.	8,216	6,512
Okaki.	9	20	30	10	9	34	10	17	10	New Zealand Shipping Co.	449	1	58	2	New York	Wool, general.	2,679	8,268
Jacques Cartier.	10	11	30	10	13	16	11	15	35	Cie. Gle. Transatlantique.	472	0	59	2	Le Havre.	General.	9,829	10,068

* Tanker.

* Tug.

** Submarine.

** For orders.

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

PORT OF CRISTOBAL.

Date.	Vessel.	ARRIVALS.		DEPARTURES.		For—
		Line.	Date.	Vessel.	Line.	
January 4.	Tolosa.	United Fruit Co.	January 4.	Tolosa.	United Fruit Co.	New York via Habana.
January 4.	Parishina.	United Fruit Co.	January 5.	Parishina.	United Fruit Co.	Boca del Tiro.
January 5.	La Isla.	Standard Fruit Steamship Co.	January 5.	Berlin.	German Government.	Vera Cruz.
January 5.	Barclay.	Royal Netherlands W. I. Mail.	January 6.	La Isla.	Standard Fruit Steamship Co.	Colon.
January 5.	Calanares.	United Fruit Co.	January 6.	Specialist.	Harrison Line.	Belize.
January 6.	Aenas.	United Fruit Co.	January 7.	Aenas.	Parishina.	New Orleans via Habana.
January 6.	Camden.	United Fruit Co.	January 7.	Aenas.	United Fruit Co.	New Orleans via wayports.

** Motor schooner.

* Other than ships passing through the Canal.

(Continued on page 326, column 2.)

(Continued from page 317)

	No. of transits.	Panama Canal net tonnage.	✓	Tons of cargo.
<i>To Los Angeles.</i>				
December, 1924.....	24	140,390	\$101,236.98	.....
November, 1924.....	29	194,533	140,730.96	.....
October, 1924.....	27	181,135	130,788.90	.....
December, 1923.....	71	423,948	305,939.73	.....
<i>From Los Angeles.</i>				
December, 1924.....	36	222,959	229,218.54	416,159
November, 1924.....	27	181,144	183,493.55	329,283
October, 1924.....	41	239,524	249,195.05	454,954
December, 1923.....	74	454,752	467,752.55	878,656

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 10, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Panama.....	Panama Railroad Steamship Line..	January 1.....	January 9.....	.....	2,541
Parismina.....	United Fruit Co.....	January 4.....	January 4.....	102	249
Tolosa.....	United Fruit Co.....	January 4.....	January 4.....	23	251
Atrato.....	Colombian Transport Co.....	January 4.....	January 7.....	125	.....
Vermont.....	French Line.....	January 4.....	January 5.....	352	.....
Ansaldo San Giorgio III.....	Italian Line.....	January 4.....	January 5.....	82	10
Tsuyama Maru.....	Nippon Yusen Kaisha.....	January 5.....	January 5.....	156	.....
La Isla.....	Standard Fruit Co.....	January 5.....	January 5.....	3	.....
City of Panama.....	Pacific Mail Steamship Line.....	January 5.....	January 5.....	625	.....
Amersfoort.....	Royal Netherlands W. I. Mail.....	January 6.....	January 6.....	451	.....
Santa Ana.....	Grace Line.....	January 5.....	January 5.....	1	43
Lake Flattery.....	Panama Railroad Steamship Line.....	January 5.....	January 6.....	204	.....
Atenas.....	United Fruit Co.....	January 6.....	January 7.....	522	.....
Santa Tecla.....	Pacific Mail Steamship Line.....	January 6.....	January 7.....	141	110
Ecuador.....	Pacific Mail Steamship Co.....	January 6.....	January 7.....	650	179
Camden.....	United Fruit Co.....	January 6.....	January 7.....	8,747	.....
Calamares.....	United Fruit Co.....	January 6.....	January 7.....	140	27
Ucayali.....	Peruvian Line.....	January 6.....	January 9.....	1,187	.....
Moerdijk.....	Holland-American Line.....	January 7.....	January 8.....	121	188
Orion.....	U. S. Navy.....	January 7.....	January 10.....	7,500	.....
Tivives.....	United Fruit Co.....	January 7.....	January 8.....	221	395
Parismina.....	United Fruit Co.....	January 7.....	January 8.....	44	30
Santa Marta.....	United Fruit Co.....	January 7.....	January 8.....	1	443
Arana.....	Pacific Steam Navigation Co.....	January 8.....	January 8.....	780	27
Lobos.....	Pacific Steam Navigation Co.....	January 8.....	January 9.....	30	340
Orita.....	Pacific Steam Navigation Co.....	January 8.....	January 9.....	46	32
Santa Olivia.....	Pacific Mail Steamship Co.....	January 9.....	January 10.....	128	.....
Santa Cruz.....	Grace Line.....	January 9.....	January 9.....	156	.....
Essequibo.....	Pacific Steam Navigation Co.....	January 9.....	January 10.....	215	.....
Glenluce.....	Pacific Steam Navigation Co.....	January 9.....	January 11.....	59	.....

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending January 10, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
City of Panama.....	Pacific Mail Steamship Co.....	January 5.....	January 5.....	17	.....
Ansaldo San Giorgio III.....	Italian Line.....	January 5.....	January 5.....	13	.....
Ecuador.....	Pacific Mail Steamship Co.....	January 6.....	January 6.....	126	.....
Arana.....	Pacific Steam Navigation Co.....	January 8.....	January 8.....	4	.....

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Commercial Traffic Through the Panama Canal in December, 1924, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	62	269,538	344,781	434,101	270,094	\$296,341.43	198,095
United States to west coast of South America:							
British.....	3	10,271	12,220	15,906	9,780	12,818.50	4,199
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	2,399
Danish.....	1	2,378	3,092	3,851	2,355	2,226.24	
Japanese.....	2	9,415	9,817	12,660	9,339	7,183.50	
Norwegian.....	3	7,435	9,625	12,044	7,474	7,217.45	165
United States.....	11	38,602	46,063	65,896	38,626	37,216.33	11,530
Totals.....	21	71,613	85,552	117,667	71,550	71,052.02	18,293
From Europe to west coast of South America:							
Fritish.....	6	23,771	29,364	38,862	24,047	29,713.75	21,226
Dutch.....	2	6,759	9,839	10,925	6,663	8,448.75	8,329
French.....	1	3,543	4,258	4,942	2,992	4,428.75	1,100
German.....	5	17,030	23,205	27,562	17,137	21,287.50	22,159
Italian.....	1	3,538	4,271	6,161	3,483	4,422.50	1,278
Jugo-Slavic.....	2	5,414	7,125	9,288	6,028	6,767.50	9,002
Norwegian.....	1	2,189	3,160	3,664	2,178	2,275.20	
Panaman.....	1	2,363	2,925	3,599	2,311	2,106.00	
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	385
Swedish.....	2	6,971	8,234	11,947	8,627	7,211.52	3,596
Totals.....	22	74,862	96,278	122,567	76,808	90,766.47	66,985
From United States to Far East:							
British.....	8	44,316	61,082	77,086	46,602	55,395.00	45,733
Danish.....	1	2,985	4,618	4,750	3,006	3,731.25	5,859
Japanese.....	5	21,038	23,867	30,310	20,692	26,118.85	26,383
United States.....	7	33,094	42,064	50,872	33,067	11,367.50	45,415
Totals.....	21	101,433	131,631	163,018	103,367	126,612.60	123,390
From Europe to west coast of United States:							
British.....	4	14,850	19,493	23,801	14,940	15,168.16	9,619
Dutch.....	1	3,514	4,395	5,789	3,381	3,164.40	
German.....	1	2,620	4,023	4,453	2,621	3,275.00	2,300
Norwegian.....	4	12,017	14,139	18,381	12,119	12,621.80	14,420
United States.....	2	9,286	9,974	13,823	9,375	9,681.60	9,664
Totals.....	12	42,287	52,024	66,247	42,436	43,910.96	26,003
From United States to Australasia:							
British.....	9	39,945	51,212	64,154	39,934	49,931.25	45,643
French.....	1	2,862	3,269	4,785	2,899	3,577.50	4,009
United States.....	1	4,445	4,415	5,838	4,493	5,298.00	4,568
Totals.....	11	47,252	58,896	74,777	47,326	58,806.75	54,211
From Europe to Australasia:							
British.....	6	35,612	47,309	56,743	35,782	44,515.00	40,007
From Europe to west coast of Canada:							
British.....	3	14,021	17,738	22,711	14,055	17,526.25	5,418
Dutch.....	1	5,763	7,619	9,338	5,808	7,203.75	5,143
French.....	2	7,961	8,937	10,922	6,754	9,951.25	6,237
German.....	1	2,231	3,704	3,664	2,204	2,788.75	3,400
Swedish.....	1	3,406	5,661	5,642	4,320	4,257.50	6,512
Totals.....	8	33,382	43,659	52,280	33,141	41,727.50	26,740
From United States to west coast of Canada:							
British.....	2	7,465	8,997	12,006	7,419	6,477.84	
United States.....	2	8,085	10,789	13,075	8,085	10,106.25	12,208
Totals.....	4	15,550	19,786	25,081	15,504	16,584.09	12,208
South American intercoastal:							
Norwegian.....	1	527	646	899	509	658.75	535
Peruvian.....	2	3,566	5,333	8,031	4,666	4,457.50	3,245
Totals.....	3	4,093	5,979	8,930	5,175	5,116.25	3,780

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
From east coast of Mexico to west coast of South America:							
British.....	2	7,640	8,792	13,333	7,878	\$9,550.00	16,888
United States.....	1	3,806	4,423	6,115	3,697	4,757.50	8,246
Totals.....	3	11,446	13,215	19,448	11,575	14,307.50	25,134
From Cristobal to west coast of South America:							
British.....	2	677	694	1,249	702	825.15	1,381
Peruvian.....	1	1,204	2,386	4,403	2,090	1,505.00	599
Totals.....	3	1,881	3,080	5,652	2,792	2,330.15	1,980
From United States to Hawaii:							
United States.....	2	4,746	6,027	6,844	4,756	5,890.20	9,440
From Cristobal to west coast of United States:							
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	3,534
United States.....	1	1,167	1,549	1,974	1,161	1,458.75	2,144
Totals.....	2	2,551	4,155	5,618	3,755	3,188.75	5,678
From east coast of Canada to Australasia:							
British.....	2	7,611	9,577	12,422	7,643	9,513.75	7,553
From Cristobal to west coast of Central America:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	2,421
From east coast of United States to west coast of Central America:							
United States.....	1	5,080	5,246	6,625	4,117	6,295.20	4,561
From Europe to west coast of Central America:							
German.....	1	2,163	2,753	3,703	2,144	2,703.75	2,496
Norwegian.....	1	1,029	1,024	1,389	1,041	1,286.25	2,408
Totals.....	2	3,192	3,777	5,092	3,185	3,990.00	4,904
From east coast of Canada to Far East:							
British.....	1	3,301	4,159	5,497	3,384	4,126.25	4,000
From east coast of United States to Balboa:							
United States.....	1	2,997	3,448	5,084	3,052	3,746.25	825
From east coast of South America to west coast of United States:							
United States.....	1	3,688	4,910	5,882	3,659	4,610.00	1,914
From east coast of Mexico to Far East:							
Danish.....	1	1,938	2,510	3,252	1,985	2,422.50	4,070
Canadian intercoastal:							
British.....	1	1,509	1,671	2,429	1,472	1,886.25	1,640
From Cristobal to Balboa:							
Panaman.....	1	24	27	40	19	19.44	.....
Totals, Dec., 1924...	193	746,872	949,138	1,207,594	753,881	859,366.81	653,832
Totals, Dec., 1923...	278	1,102,927	1,367,742	1,733,542	1,090,090	1,186,626.38	734,278
Totals, Dec., 1922...	161	574,251	717,877	707,121	564,475	659,185.59	560,418

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States.....	75	342,798	425,080	541,865	343,816	\$427,178.59	695,901
From west coast of South America to Europe:							
British.....	12	45,082	57,384	71,451	44,589	56,352.50	76,239
Dutch.....	1	4,250	6,653	6,899	4,417	5,312.50	9,987
French.....	1	4,052	4,861	6,614	4,042	5,065.00	7,535
German.....	6	21,795	27,145	32,235	19,616	26,998.85	42,987
Italian.....	3	11,622	13,214	17,918	10,699	14,253.10	17,115
Japanese.....	1	4,360	4,392	5,865	4,263	5,270.40	8,104
Jugo-Slavic.....	1	3,475	4,189	5,197	3,367	4,343.75	7,800

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
From west coast of South America to Europe—Continued:							
Norwegian.....	1	3,228	4,114	5,247	3,267	\$4,035.00	7,000
Peruvian.....	1	2,516	3,084	3,829	2,441	3,145.00	5,947
Spanish.....	2	4,923	6,160	8,323	5,208	6,153.75	6,552
Swedish.....	1	3,338	5,014	5,391	4,048	4,172.50	9,400
Totals.....	30	108,641	136,210	168,969	105,957	135,102.35	198,666
From west coast of Canada to Europe:							
British.....	14	55,580	70,994	84,268	53,845	69,475.00	107,742
Dutch.....	2	8,076	11,496	13,077	8,004	10,095.00	17,016
French.....	2	6,573	10,050	11,092	6,724	8,216.25	15,027
Japanese.....	4	16,738	17,730	22,835	16,014	20,545.30	29,284
Norwegian.....	2	9,339	11,162	13,537	10,180	11,673.75	19,613
United States.....	2	6,304	9,611	10,398	6,264	7,880.00	16,171
Totals.....	26	102,610	131,043	155,207	101,031	127,885.30	204,853
From west coast of South America to east coast of United States:							
British.....	5	17,339	24,180	28,737	17,802	21,673.75	35,301
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,730
Japanese.....	1	4,223	4,611	5,838	4,219	5,278.75	8,460
Norwegian.....	3	5,874	7,964	9,585	5,902	7,342.50	16,649
United States.....	14	51,779	58,757	89,015	51,764	64,458.35	153,700
Totals.....	24	82,727	100,217	140,485	83,663	103,143.35	218,840
From west coast of United States to Europe:							
British.....	4	14,542	18,267	23,719	14,456	18,177.50	24,628
French.....	1	3,252	4,317	5,351	3,339	4,065.00	6,076
Japanese.....	4	16,698	17,593	22,976	15,991	20,242.50	29,596
Norwegian.....	3	9,653	12,005	14,462	8,874	11,961.20	19,620
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	7,990
United States.....	5	22,007	29,434	35,605	21,886	27,508.75	44,035
Totals.....	18	69,538	87,072	107,671	68,792	86,187.45	131,945
From west coast of South America to Cristobal:							
British.....	2	677	694	1,249	702	846.25	901
Norwegian.....	1	585	646	899	509	731.25	640
Peruvian.....	3	4,225	8,296	13,764	7,190	5,281.25	8,113
Totals.....	6	5,487	9,636	15,912	8,401	6,858.75	9,654
From west coast of Canada to east coast of United States:							
British.....	1	3,150	4,097	5,063	3,145	3,937.50	6,767
Japanese.....	1	4,357	4,400	5,857	4,259	5,280.00	7,433
United States.....	4	14,966	19,308	24,070	14,776	18,707.50	32,483
Totals.....	6	22,473	27,805	34,990	22,180	27,925.00	46,683
From Australasia to Europe:	5	28,426	35,053	43,035	27,231	35,532.50	39,742
From west coast of United States to Cristobal:							
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	1,043
Spanish.....	1	3,192	4,470	5,196	3,107	3,990.00	6,826
United States.....	2	4,550	5,902	7,615	4,605	5,687.50	3,609
Totals.....	4	9,126	12,978	16,455	10,306	11,407.50	11,478
From west coast of Central America to Cristobal:	3	1,900	2,063	3,436	1,906	2,375.00	2,425
From west coast of South America to east coast of Mexico:							
British.....	2	8,238	9,062	13,768	8,313	6,524.64	.....
From Australasia to east coast of Canada:							
British.....	2	6,767	8,495	10,809	6,575	8,458.75	3,264
From Far East to east coast of United States:							
Japanese.....	2	9,048	11,490	14,432	8,858	11,310.00	2,628

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
From west coast of South America to east coast of Canada:							
British.....	1	7,632	7,732	10,825	7,443	\$9,278.40	15,744
From west coast of South America to West Indies:							
Dutch.....	1	2,327	2,961	3,781	2,321	2,908.75	5,651
From west coast of United States to east coast of South America:							
United States.....	1	3,515	4,932	5,613	3,526	4,393.75	6,312
From west coast of United States to east coast of Mexico:							
British.....	1	3,375	3,917	5,578	3,365	2,820.24	.....
From Balboa to east coast of United States:							
United States.....	1	2,997	3,448	5,081	3,051	2,482.56	.....
From Balboa to Cristobal:							
Panaman.....	1	24	27	40	19	19.44	.....
From Philippines to east coast of United States:							
Norwegian.....	1	3,436	4,354	4,003	2,483	4,295.00	5,935
From Far East to West Indies:							
United States.....	1	5,893	6,216	7,708	5,892	7,366.25	3,993
From west coast of Central America to east coast of Central America:							
British.....	1	1,442	1,878	2,464	1,439	1,352.16	.....
From Australasia to east coast of the United States:							
United States.....	1	4,335	4,321	5,716	4,271	5,190.00	1,154
Canadian intercoastal:							
British.....	1	3,306	4,068	5,492	3,380	4,132.50	5,987
Totals, Dec., 1924...	214	836,061	1,040,058	1,323,335	834,219	1,034,128.23	1,611,855
Totals, Dec., 1923...	228	924,826	1,148,749	1,464,911	923,505	1,149,103.43	1,760,356
Totals, Dec., 1922...	143	529,974	657,386	827,557	526,957	653,384.53	974,684

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective December 27, 1924:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.275
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.19
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.36
Oil, burning.....	Gal.	1.08
Oil, engine, gas, in drums.....	Gal.	.46
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.08
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.19
Waste, cotton, white.....	Lb.	.24

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.80 and \$1.85 per barrel at Cristobal and \$1.85 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

- Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1.20
- Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity 72
 - Naval vessels, other than transports, collers, hospital ships, and supply ships, per displacement ton 50
 - Army and Navy transports, collers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton 1.20
 - Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
 - Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
 - Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 320.

PORT OF CRISTOBAL.—continued.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
January 6	Orion ¹⁴	U. S. Navy	Norfolk.	January 7	Calamares	United Fruit Co.	Port Limon.
January 7	Parimima	United Fruit Co.	Bocas del Toro.	January 8	Camden	United Fruit Co.	Tampico.
January 7	Santa Marta	United Fruit Co.	Cartagena.	January 8	Tivives	United Fruit Co.	Colombian ports.
January 7	Trivives	United Fruit Co.	New York via Kingston.	January 8	Santa Marta	United Fruit Co.	New York via Kingston.
January 8	La Isla ¹⁵	Standard Fruit Steamship Co.	Colon.	January 9	Panama	Panama Railroad Steamship Line.	New York via Haiti.
January 10	Camito	Elders & Fyffes, Ltd	Port Limon.	January 10	Camijo	Elders & Fyffes, Ltd.	Kingston and Bristol.
				January 10	Baralt	Royal Netherlands W. I. Mail.	Curacao.
				PORT OF BALBOA.			
¹⁴ Collier.	¹⁵ Motor schooner.			January 5	Idzumo ¹⁶	Imperial Japanese Navy	Manzanillo.
December 29.				January 5	Asama ¹⁶	Imperial Japanese Navy	Manzanillo.
December 29.				January 5	Yakumo ¹⁶	Imperial Japanese Navy	Manzanillo.
January 10.				January 10.	Sea Lion ¹⁷	Auguste Balandras	Guayaquil.
¹⁶ Cruiser.	¹⁷ Motor ship.						

* Other than ships passing through the Canal.

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Panama Canal Traffic During Calendar Year 1924, Segregated by Nationality of Vessels.

Vessels of United States registry using the Panama Canal during the calendar year 1924, as in the calendar year 1923, exceeded those of all other nationalities combined, with vessels of British, Japanese, German, Norwegian, and Dutch registry following in the order named. Vessels of these 6 nationalities made up a little over 90 per cent of the total commercial traffic through the Canal. Vessels of 21 different nations used the Canal during the year.

The following statement shows the commercial traffic through the Canal during the calendar year 1924, segregated according to the nationality of the vessels:

Nationality.	No. of transits.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
British.....	1,272	4,922,076	6,173,870	7,882,614	4,915,315	\$5,936,656.25	6,352,648
Chilean.....	34	108,864	143,198	219,473	120,792	135,896.90	117,808
Colombian.....	11	1,278	1,344	2,824	1,774	1,418.58	1,020
Danish.....	52	156,312	201,475	241,349	152,596	188,806.69	261,886
Danzig.....	19	108,858	152,357	170,470	97,783	122,838.77	109,371
Dutch.....	111	429,266	573,785	691,862	426,689	517,142.34	640,112
Finnish.....	2	4,555	4,570	4,924	4,599	5,484.00	7,550
French.....	95	376,988	443,693	573,418	354,538	468,468.00	464,656
German.....	165	533,674	728,347	859,508	523,815	666,450.09	847,039
Greek.....	2	6,683	8,076	10,905	6,377	8,353.75	11,585
Irish.....	4	12,264	14,588	20,352	11,556	12,916.68	12,286
Italian.....	47	162,196	190,502	262,438	156,334	197,819.95	151,352
Japanese.....	176	726,839	833,541	1,066,515	712,709	876,430.77	1,018,263
Jugo-Slavic.....	11	31,362	42,197	51,648	32,958	39,202.50	69,700
Mexican.....	2	3,245	4,291	5,435	3,551	4,056.25	2,400
Norwegian.....	142	422,171	526,666	647,966	410,925	490,029.41	665,948
Panamanian.....	25	39,502	54,176	72,706	44,426	47,343.08	44,334
Peruvian.....	77	109,243	204,246	319,507	167,390	136,351.50	114,910
Spanish.....	47	136,717	175,864	231,762	142,111	165,059.61	100,959
Swedish.....	40	124,276	184,287	204,700	152,998	150,333.95	232,688
United States.....	2,559	10,998,402	13,750,687	17,587,348	11,000,788	12,638,357.27	14,665,619
Totals, 1924....	4,893	19,414,771	24,411,760	31,127,724	19,440,024	22,809,416.34	25,892,134
Totals, 1923....	5,037	19,979,628	24,737,437	31,658,095	19,931,570	22,966,838.18	25,160,545

As related to the total traffic, and as compared with the calendar year 1923, the classification is more clearly shown in the following tabulation in which percentage of the year's traffic is substituted for the actual figures. It will be noted that vessels of United States registry comprise a smaller percentage of the aggregate 1924 transits and tonnage than in the preceding year. This is due to the falling off of tanker traffic, which is now less than 50 per cent of what it was a year ago, and which is largely intercoastal and carried in vessels of United States registry.

In the tabulation, percentage figures are shown only for those nationalities whose vessels made 50 or more transits during either 1923 or 1924:

Nationality.	No. of transits.		TONNAGE.								Tolls.		Cargo tonnage.	
			United States equivalent.	Panama Canal net.		Registered.								
						Gross.		Net.						
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.		
United States.....	56.9	52.3	62.1	56.6	61.7	56.3	61.9	56.5	62.2	56.6	60.9	55.4	63.3	56.6
British.....	22.8	26.0	22.2	25.4	22.1	25.3	22.2	25.3	22.0	25.3	22.9	26.0	21.3	24.5
Japanese.....	3.1	3.6	3.2	3.7	3.0	3.4	3.1	3.4	3.2	3.7	3.4	3.8	3.4	3.9
German.....	2.5	3.4	1.9	2.7	2.1	3.0	1.9	2.8	1.9	2.7	2.0	2.9	2.1	3.2
Norwegian.....	3.2	2.9	2.7	2.2	2.6	2.2	2.6	2.1	2.6	2.1	2.6	2.1	2.6	2.6
Dutch.....	2.3	2.3	2.2	2.2	2.4	2.3	2.2	2.2	2.2	2.1	2.3	2.2	2.3	2.5
French.....	1.4	2.0	1.3	1.9	1.3	1.8	1.3	1.8	1.3	1.8	1.5	2.0	1.2	1.8
Peruvian.....	1.5	1.6	0.6	0.6	0.8	0.8	1.0	1.0	0.8	0.9	0.6	0.6	0.4	0.4
Danish.....	1.3	1.1	1.0	0.8	1.0	0.8	0.9	0.8	0.9	0.8	1.0	0.8	1.2	1.0
Chilean.....	1.3	0.7	0.8	0.6	1.0	0.6	1.0	0.7	0.9	0.6	0.8	0.6	0.4	0.4
All others.....	3.7	4.1	2.0	3.3	2.0	3.5	1.9	3.4	2.0	3.4	2.0	3.6	1.8	3.1
Totals.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Traffic During First Fifteen Days of January.

During the first fifteen days of January, 1925, 184 commercial vessels and 3 small launches transited the Canal. Tolls on the 184 commercial vessels were \$859,354.76, and on the 3 launches, \$11.01, making a total tolls collection for the 15 days of \$859,365.77.

The daily average tolls collection on commercial traffic was \$57,290.32, and the average daily number of transits was 12.26, both smaller averages than for any month since August, 1924.

In the following tabulation is shown the commercial traffic for each month of the current fiscal year, with the daily averages by months, and the daily average for the period. It will be noted that the daily average transits and tolls collections for the first 15 days of January is slightly under corresponding averages for the first six and one-half months of the fiscal year:

	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,739,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.42	61,080.49
January (first 15 days only).....	184	859,354.76	12.26	57,290.32
Totals.....	2,537	11,838,274.27	12.85	59,488.82

The average amount collected for tolls from each of the 184 commercial vessels during the first 15 days of January was \$4,670.41.

Transit of Motor Ship "Aorangi."

The motorship *Aorangi*, of the Union S. S. Co., of New Zealand, the largest Diesel-driven vessel afloat, passed through the Canal the 16th instant en route from South Hampton to Sydney via San Francisco and Vancouver. The *Aorangi* is of 23,000 long tons, dead weight tonnage, and a registered tonnage of 17,500 gross tons, with a passenger capacity of 970 persons, and a total cargo and refrigerating space of 315,000 cubic feet. The vessel carries a crew of 330, which includes officers, engineers, and stewards. The power is furnished by four Diesel engines which develop 13,000 shaft horse power, and the ship's speed is

18 knots, the average daily fuel consumption being between 47 to 55 tons of fuel oil. The hull is 600 feet long, 72 feet in breadth, and with a depth of 46 feet 6 inches.

The *Aorangi* was specially designed and constructed for the Vancouver-Sydney service. Her bunkers have a fuel oil capacity sufficiently large to take her over the round voyage of 15,000 nautical miles from Vancouver, British Columbia, to Sydney, New South Wales and return, thereby allowing of the purchase of all fuel oil at the most economical point on the route.

The *Aorangi* carried 466 passengers, six of whom disembarked at Cristobal.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective January 21, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.125
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.08
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.68
Oil, engine, gas, extra heavy, in drums.....	Gal.	.68
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.13
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Tolls Charges for Transit of The Panaffia Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, December, 1924.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.				NORTH AMERICA.								ASIA.				AUSTRALASIA.				Grand totals.	Per cent of total cargo.		
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.*	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West coast of Mexico.	West coast of North America.*	Bolivia.	Total, North America.	Japan.	China.	Philippines.	Far East.*	Total, Asia.	New Zealand.	Australia.			Australasia.*	Total, Australasia.	Hawaii.
NORTH AMERICA:																								
UNITED STATES—																								
N. Atlantic ports	3,894		4,944	9,647	18,485	176,251	521	1,084			177,856	21,655	10,546	3,488	27,644	63,333	10,391	26,490	13,923	50,804	11,476	321,954	49.0	
S. Atlantic ports				2,278	2,278	213					213	3,414	234	906	3,414	234	1,090	4,738				4,951	0.8	
Gulf ports						34,286		4,361			825	39,672	25,062	906	24,585	51,153				6,500		99,003	15.3	
Totals, U. S. . . .	3,894		4,944	11,925	20,763	210,750	521	5,645			825	217,741	50,731	11,086	3,488	53,319	119,224	10,391	32,990	13,923	57,304	11,476	426,508	65.1
Cristobal, C. Z. . .		1,381			1,625	3,006	971		8,099		9,070					4,000	4,000	1,700				12,076	1.8	
E. coast of Canada						27		1,640			1,640								1,700		5,853	7,553	27	2.0
West Indies.....	27					25,134										4,070	4,070					29,234	4.4	
E. coast of Mexico.	25,134																							
Totals, N. Am. . .	29,055	1,381	4,944	13,550	48,930	211,721	2,161	13,744			825	228,450	50,731	11,086	3,488	61,389	127,294	12,091	32,990	19,776	64,857	11,476	481,008	73.3
EUROPE:																								
British Isles.....	18,016				50	14,237	32,303	9,592	2,752	2,408	14,752								36,914				83,969	12.9
France.....			2	180	897	1,079	2,999	5			3,004												4,083	0.7
Germany.....	2,219				3,789	6,008	1,462	302	2,496	1,636	5,896												11,904	1.8
Holland.....					594	594	11,011	50			11,061												11,655	1.8
Belgium.....					597	6,523	7,140	20		496	9,864												17,004	2.7
Norway & Sweden.	20					14,731				1,100	15,831												15,831	2.4
Italy.....	526				732	1,278					6,096												1,278	0.2
Spain.....	385				17,920	17,920	5,018			1,078													385	0.1
Totals, Europe. . .	21,166		2	827	44,712	66,707	54,161	3,129	2,496	2,408	4,310	66,504							36,914				170,125	26.3
E. coast S. America..				535		535	1,914			250	2,164												2,699	0.4
Grand totals.....	50,221	1,381	26,306	58,262	116,172	287,796	5,290	16,240	2,408	4,560	825	297,119	50,731	11,086	3,488	61,389	127,294	49,005	32,990	19,776	101,771	11,476	653,832	100.0
Per cent of total cargo:																								
go:																								
December, 1924.....	7.7	0.2		1.0	8.9	17.8	40.9	0.8	2.5	0.4	0.7	0.1	45.4	7.8	1.8	0.5	9.4	10.5	7.5	5.1	3.0	15.6	1.7	100.0
December, 1923.....	10.8		0.2	1.6	4.9	17.5	37.4	0.4	0.9		1.1	39.8	10.8	10.8	4.7	1.0	8.3	24.8	7.1	5.6	2.9	15.6	2.3	100.0
December, 1922.....	7.0	0.5	1.1	3.7	2.4	14.7	50.2	1.5	1.0		0.9	53.6	9.0	9.0	4.9	0.5	2.3	16.7	6.9	6.5	0.7	14.1	0.9	100.0

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, December, 1924.

(Figures represent tons of 2,240 pounds.)

From—	North America.								Europe.												Grand totals.	Per cent of total cargo.	
	UNITED STATES.				North America.				Europe.														
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z. ^a	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe. ^a	Total, Europe.			East coast of South America.	East coast of North America.
SOUTH AMERICA:																							
Chile.....	164,853	12,150	29,297	206,300	5,718	52	212,070	19,724	774	32	13,434	6,513	111,032	157,672	369,742	22.9							
Colombia.....	195	195	655	850	418	430	1,386	503	965	1,836	0.1												
Ecuador.....	453	453	871	10,990	3,309	10,990	5,450	265	1,366	1,477	19,564	2,905	13,693	48,215	0.1								
Peru.....	9,598	9,598	15,744	6,517	10,705	774	5,512	13,752	6,561	7,529	115,917	191,894	440,853	27.4									
W. coast, S. America	1,725	1,725	4,792	248,959	41,849	774	5,512	13,752	6,561	7,529	115,917	191,894	440,853	27.4									
Totals, S. America.	176,824	12,150	29,297	218,271	15,744	5,718	248,959	41,849	774	32	13,434	6,513	111,032	157,672	369,742	22.9							
NORTH AMERICA:																							
W. coast of U. S. . .	685,340	32,242	717,582	10,080	727,662	117,589	247	8,916	2,087	1,119	11	7,360	92	61,454	198,875	6,312	932,849	57.8					
W. coast of Canada.	26,985	26,985	365	27,350	45,194	11,572	9,100	4,867	10,802	2,362	211	770,892	165,145	11,819	18,016	2,087	1,119	11	7,360	92	61,454	198,875	6,312
W. coast, C. America	10,802	10,802	211	10,802	2,362	211	10,802	2,362	211	10,802	2,362	211	10,802	2,362	211	10,802	2,362	211	10,802	2,362	211	10,802	2,362
W. coast, N. America	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211	211
Hawaii.....	723,127	32,452	755,580	365	14,947	770,892	165,145	11,819	18,016	2,087	1,119	11	7,360	92	61,454	198,875	6,312	932,849	57.8				
Totals, N. America.	723,127	32,452	755,580	365	14,947	770,892	165,145	11,819	18,016	2,087	1,119	11	7,360	92	61,454	198,875	6,312	932,849	57.8				
Asia:																							
Japan.....	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	186	
China.....	1,810	1,810	3,750	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3	5,560	0.3
Philippines.....	1,153	5,935	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	7,088	
Far East.....	479	32	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	511	
Totals, Asia.....	3,628	5,967	9,595	3,750	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	13,345	
AUSTRALASIA:																							
Australia.....	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	10,453	
New Zealand.....	712	712	1,152	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	1,864	
Australasia.....	11,165	11,165	11,165	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	24,326	12,317	
Totals, Australasia.	914,744	12,150	67,717	994,611	17,261	9,468	24,173	1,045,513	231,320	12,593	23,528	15,839	1,119	6,572	14,889	92	252,678	558,630	6,312	1,400	1,611,855	100.0	
Grand totals.....	914,744	12,150	67,717	994,611	17,261	9,468	24,173	1,045,513	231,320	12,593	23,528	15,839	1,119	6,572	14,889	92	252,678	558,630	6,312	1,400	1,611,855	100.0	
Per cent of total cargo:																							
December, 1924.....	56.7	0.8	4.2	61.7	1.0	0.6	64.8	14.3	0.8	1.5	1.0	0.1	0.4	0.9	0.4	0.1	15.7	34.7	0.4	0.1	100.0	100.0	
December, 1923.....	60.0	4.0	4.3	68.3	0.8	0.4	75.1	9.0	0.3	1.9	1.2	0.3	1.1	0.1	0.5	0.2	9.6	24.2	0.7	0.1	100.0	100.0	
December, 1922.....	53.1	3.5	6.6	63.2	2.2	1.3	66.7	18.0	0.4	2.2	1.3	1.1	0.3	0.1	0.3	0.1	8.7	33.2	0.1	0.1	100.0	100.0	

^a General cargo not routed so as to allow segregation between definite ports.
 ^b Includes both local and transit cargo.

^a General cargo not routed so as to allow segregation between definite ports.^a Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, January 17, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Glenluce ¹	10	14.40	11	6.05	11	12.58	11	19.47	British.	Pacific Steam Navigation Co.	405.0	54.2	17.6	Hull.....	Corral.....	General.	2,867 ¹	7,336	5,115
Canadian Transporter ²	10	18.28	11	6.13	11	14.10	11	15.18	British.	Canadian Govt. Mar. Marine.	400.0	52.4	18.7	Glasgow.....	Victoria.....	General.	2,900	6,228	4,491
Silverlink ²	11	0.10	10	7.18	11	17.34	11	18.47	British.	Roosevelt Steamship Co.	375.0	52.6	22.0	New York.....	Yokohama.....	General.	5,875	6,087	4,681
Ohioan.....	11	6.28	11	7.25	11	18.34	11	19.47	American.	American-Hawaiian Line.	437.7	53.7	23.0	Boston.....	Portland.....	General.	4,423	7,112	4,896
D. G. Schofield ¹	11	6.40	11	8.26	11	19.43	11	20.28	American.	Standard Oil Co.	439.5	58.0	23.0	New York.....	Los Angeles.....	Ballast.	3,287	8,698	6,013
El Aheo.....	11	5.30	11	9.28	11	20.56	11	23.00	American.	Los Angeles Lumber Products.	208.0	43.3	24.0	Freeport.....	San Francisco.	Sulphur.	7,215	7,095	5,055
Fuji Maru.....	11	12.45	11	13.00	11	20.56	11	22.00	Japanese.	Kawasaki Dockyard Co.	385.0	50.0	13.8	New York.....	Boca Grande.	Ballast.	8,773	7,403	5,317
Brazil Maru.....	11	15.00	12	6.25	12	18.35	12	19.45	Japanese.	Kokusai Kisen Kabushiki Kaisha	425.0	55.0	27.0	St. Thomas.	San Diego.	General.	4,119	7,461	5,060
Tongking ²	11	15.30	12	7.05	12	18.35	12	19.45	Danish.	East Asiatic Steamship Co.	435.0	56.0	23.0	Rotterdam.	San Pedro.	Ballast.	7,461	7,403	5,317
H. C. Folger ¹	11	19.10	12	8.26	12	19.30	12	20.35	American.	Atlantic Refining Co.	489.0	58.0	21.6	New York.....	Vancouver.	General.	5,000	5,577	4,225
Kinderdijk.....	12	0.25	13	6.00	13	14.13	13	15.15	Dutch.	Holland-American Line.	370.0	53.0	21.6	New York.....	Los Angeles.	General.	2,665	6,652	4,704
Munira.....	12	15.19	13	7.18	13	17.32	13	18.23	American.	Kosmos Line.	410.0	50.6	22.0	Hamburg.....	Valparaiso.	General.	8,704	7,691	4,723
Nitokris.....	12	16.50	13	8.10	13	18.41	13	19.45	German.	Sheridan Steamship Co.	440.0	56.1	23.0	Tampico.....	Tocopilla.....	Crude oil.	6,823	5,186	
Chuky ¹	13	0.45	13	9.50	13	19.47	13	8.27	British.	Kokusai Kisen Kaisha.	425.0	53.0	15.0	Manrique.....	Chile.....	Ballast.	1,422	7,892	5,858
Yone Maru.....	12	19.25	13	10.50	13	20.49	13	22.01	Japanese.	Furness, Withy & Co.	430.0	58.0	17.8	Manchester.....	San Francisco.	General.	4,500	7,983	5,882
Pacific Shipper ¹	13	1.25	14	6.08	14	13.20	14	17.10	British.	Williams Steamship Co.	435.0	57.6	21.0	New York.....	Seattle.....	General.	7,904	6,755	4,750
Willolo.....	13	17.15	14	7.20	14	17.56	14	18.47	American.	Argonaut Steamship Line.	404.6	53.0	27.6	Baltimore.....	Seattle.....	Steel, general.	4,439	7,775	5,641
Charles H. Cramp.....	13	20.30	14	8.20	14	18.55	14	23.41	American.	Osaka Shosen Kaisha.	420.0	56.0	21.6	New York.....	Yokohama.....	(³)	6,253	5,819	4,110
Alaska Maru.....	14	4.55	14	9.45	14	19.52	14	21.00	Japanese.	Nippon Yusen Kaisha.	400.0	54.5	26.0	Covanas.....	Callao.....	(⁶)	850	4,466	2,405
Malacca Maru.....	14	7.03	14	10.43	14	20.53			Japanese.	Peruvian Line.	374.7	46.3	21.3			(⁷)			
Ucayali.....	11	14.40	11	13.38	11	22.10	15	1.00	Peruvian.	Luckenbach Line.	436.0	57.0	25.8	Boston.....	Seattle.....	General.	4,931	8,543	6,427
Edward Luckenbach.....	14	12.30	14	13.55	14	23.15	15	2.40	American.	Grace Line.	360.2	51.6	24.6	New York.....	Talcahuano.	General.	1,859	5,726	4,086
Santa Teresa.....	14	17.48	15	6.12	15	13.15	15	17.05	American.	Tidewater Oil Co.	465.4	60.2	20.0	New York.....	San Pedro.	Ballast.		8,546	5,870
Byron D. Benson ¹	14	15.30	15	7.26	15	15.49	15	17.05	American.	Blue Star Line.	473.8	60.0	22.0	Liverpool.....	Seattle.....	Ballast.		10,405	7,401
Trojanstar.....	14	23.25	15	8.37	15	18.05	15	18.55	British.	International Shipping Corp.	429.3	59.2	20.6	New York.....	San Pedro.	Ballast.		7,624	5,310
Agaworld ¹	15	10.32	15	10.45	15	19.02	15	20.00	American.	Panama-Pacific Line.	560.0	60.2	24.0	New York.....	San Francisco.	General.	1,319	13,514	9,127
Kronland.....	15	11.14	15	11.30	15	20.09	16	1.38	American.	United-American Line.	390.0	54.6	20.0	Baltimore.....	Seattle.....	Coal, general.	4,243	6,162	4,417
Seekonk ²	15	10.53	15	12.33	15	21.02	15	22.02	American.	Isthmian Steamship Line.	425.0	56.0	25.0	New Orleans.....	Yokohama.....	General.	6,273	7,611	5,497
Steel Worker.....	16	11.45	15	12.47	15	22.31	16	2.50	American.	Royal Netherlands W. I. Mail.	402.6	58.3	28.0	Amsterdam.....	Corral.....	General.	7,043	7,384	5,235
Prada.....	15	8.28	16	6.10	16	14.31	16	15.45	Dutch.	Ore Steamship Corporation.	450.6	57.2	20.0	Baltimore.....	Cruz Grande.	Ballast.		7,956	4,866
Cubore ²	15	23.30	16	6.30	16	15.23	16	16.20	American.	Dollar Line.	502.1	62.2	23.0	New York.....	San Francisco.	General.	1,625	12,057	8,457
President Adams.....	16	6.15	16	7.18	16	17.38	16	23.55	American.	Union Steamship Co. of N. Z.	580.1	72.0	22.0	Glasgow.....	Sydney.....	Passengers only.		18,583	13,121
Aorangi ¹	16	6.24	16	7.55	16	18.44	17	1.33	British.										

¹ 850 tons of general cargo and 350 head of cattle.

² Tanker.

³ Motor ship.

⁴ Phosphate and cotton.

⁵ 4,422 tons of general cargo and 13,360 bunches of bananas.

⁶ Tinplate, steel, and general.

⁷ Machine, turpentine, and general.

Agwike ¹	16	4.15	16	8.42	16	19.56	16	20.46	American.....	International Shipping Corp.....	488.3	62.7	20.0	New York.....	San Pedro.....	Ballast.....	9.802	6.957
Surichco.....	16	7.05	16	9.40	16	21.05	17	2.35	American.....	Transmarine Corporation.....	324.0	46.2	16.0	Newark.....	San Francisco.....	General.....	1.500	3.984
Edmore ²	16	8.55	16	10.55	16	21.07	17	19.42	American.....	U. S. Army.....	409.6	54.2	22.0	New York.....	Honolulu.....	Army supplies.....	2.612	6.612
Antinous.....	16	2.50	16	12.00	16	22.06	16	23.00	French.....	Messageries Maritimes.....	413.0	56.9	24.9	Dunkerque.....	Noumea.....	General.....	4.973	7.486
Copenhagen.....	16	8.05	16	13.20	16	23.24	17	0.33	British.....	Glen & Co.....	384.0	52.0	24.0	New York.....	Shanghai.....	General.....	7.643	5.852
Svevance.....	16	11.25	16	13.45	16	23.00	17	1.33	American.....	Union Sulphur Co.....	366.0	53.0	24.0	New York.....	San Pedro.....	General.....	5.076	3.733
Leon XIII.....	16	1.25	17	6.03	17	15.11	17	16.05	Spanish.....	Compania Trasatlantica.....	410.4	46.1	21.6	Barcelona.....	Valparaiso.....	Subur.....	7.000	5.087
City of Panama.....	5	16.57	17	11.35	17	17.55	17	19.42	Panaman.....	Pacific Mail Steamship Co.....	296.9	45.0	19.6	Cristobal.....	San Francisco.....	General.....	161	5.521
ama ³																	3,729	2,606

* Transport.

* Motor ship.

* Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Irish Monarch.....	10	15.40	11	6.29	11	15.10	11	18.05	British.....	Raeburn and Verel, Glasgow.....	385.4	48.7	24.6	Iquique.....	Azores ¹⁵	Nitrate.....	6.604	4.682
Port Campbell.....	10	19.30	11	7.20	11	16.30	11	18.15	British.....	Cunard Line.....	480.8	62.4	28.6	Hobart, Tas.....	London.....	General.....	9,200	7,904
K. R. Kingsbury.....	11	2.00	11	8.17	11	17.09	11	17.06	American.....	Standard Oil Co.....	440.0	58.2	31.6	San Pedro.....	New York.....	Crude oil.....	11,000	9,933
Agwipond ¹	11	2.51	11	9.24	11	18.05	11	18.05	American.....	International Shipping Corp.....	468.0	62.7	29.0	San Pedro.....	New York.....	Crude oil.....	13,064	9,965
Hessen.....	11	12.50	11	13.39	11	21.12	12	2.49	German.....	United-American Line.....	488.5	58.2	26.0	Seattle.....	Hamburg.....	General.....	7,919	6,680
Jason.....	11	13.40	11	14.26	11	22.05	11	22.05	Dutch.....	(*).....	364.4	48.4	21.0	Talcahuano.....	Europe.....	General.....	4,425	3,120
Betty ¹⁰	11	13.00	12	6.34	12	14.45	15	14.17	American.....	E. F. Brown.....	24.0	6.0	3.6	Valparaiso.....	Cristobal.....	Ballast.....	(*).....	(*)
Mercena ¹¹	9	13.00	12	6.34	12	14.45	15	14.17	Argentine.....	Argentine Navy.....	577.6	94.0	27.6	Valparaiso.....	Boston.....	Ballast.....	(*).....	(*)
Eagle.....	11	15.25	12	7.11	12	15.20	12	15.20	American.....	United-American Line.....	410.0	56.0	28.6	Portland, Ore.....	Baltimore.....	Lumber, general.....	8,378	8,243
Edgar F. Luckenbach.....	11	18.05	12	8.03	12	15.45	12	15.45	American.....	Lockenbach Line.....	425.0	53.7	29.10	Portland.....	Mobile.....	General.....	7,065	6,565
Embo.....	12	0.10	12	9.34	12	16.50	13	0.20	British.....	Pacific Steam Navigation Co.....	450.3	57.8	25.11	Talcahuano.....	New York.....	General.....	3,043	6,301
City of Vancouver.....	11	23.25	12	10.11	12	18.30	12	18.30	British.....	Vancouver Steamship Co.....	411.5	54.1	24.2	Vancouver.....	Antwerp.....	(*).....	7,300	6,614
Jacob Luckenbach.....	12	5.25	12	11.05	12	19.30	12	19.30	American.....	Luckenbach Line.....	414.5	53.7	28.6	Seattle.....	Boston.....	(*).....	6,187	7,315
Diana Dollar.....	12	5.45	12	12.18	12	21.10	12	21.10	American.....	Robert Dollar Line.....	429.0	55.2	24.0	Vancouver.....	Baltimore.....	Lumber, general.....	8,500	7,582
Tuxpanoil.....	12	10.05	12	12.56	12	23.20	18	6.19	American.....	McAlister Brothers (S. B.).....	431.0	59.2	26.0	San Pedro.....	Baltimore.....	Crude oil.....	9,500	7,802
W. M. Irish ¹	13	5.18	13	7.54	13	15.05	13	15.05	American.....	Atlantic Refining Co.....	435.0	50.0	28.0	San Pedro.....	Philadelphia.....	Gasoline.....	10,000	7,387
Castlemoor.....	13	10.30	13	11.12	13	18.50	13	20.10	British.....	Moore Line, Ltd.....	420.0	54.0	26.6	Vancouver.....	St. Thomas ¹²	Wheat.....	9,372	6,624
Lubeck.....	13	11.55	13	13.03	13	20.55	14	11.30	German.....	D. D. F. Kosmos Line.....	338.0	47.3	15.0	Acajutla.....	Hamburg.....	(*).....	2,226	4,429
David.....	13	12.30	13	13.45	13	21.55	13	21.55	American.....	Tidewater Oil Co.....	430.0	59.0	28.0	Los Angeles.....	New York.....	Crude oil.....	11,000	7,629
McKelvey ¹	13	22.00	14	6.21	14	14.20	14	14.20	American.....	Standard Transportation Co.....	435.0	56.0	27.6	San Pedro.....	New York.....	Crude oil.....	9,597	7,602
Alfonquin ¹	14	8.20	14	9.14	14	17.10	14	17.10	American.....	C. D. Mallory & Co., Inc.....	464.6	60.2	24.6	San Francisco.....	New York.....	Crude oil.....	9,700	7,602
Swifteen ¹	14	8.45	14	9.41	14	17.45	14	18.20	American.....	American-Hawaiian Line.....	491.5	58.2	29.0	Seattle.....	Fall River.....	California tops.....	9,150	7,491
Virginian.....	14	11.15	14	12.05	14	20.44	15	0.05	Danish.....	East Asiatic Co., Ltd.....	425.3	55.2	30.0	Seattle.....	Boston.....	General, lumber.....	9,155	7,407
Peru ¹²	14	12.15	14	13.14	14	21.20	14	21.20	American.....	Phonot Steamship Line, Inc.....	403.0	52.3	28.0	Amoy.....	Copenhagen.....	Wheat, general.....	6,000	6,872
Chincha.....	14	12.45	14	13.17	14	22.50	14	22.50	British.....	Watts, Watts & Co., Ltd.....	400.0	57.0	26.1	Amoy.....	Batavia.....	Nitrate of soda.....	7,500	6,363
Willenden.....	14	16.00	15	6.22	15	13.40	15	13.40	American.....	U. S. Navy.....	475.0	57.0	24.3	Amoy.....	Darmouth.....	Fuel oil.....	8,571	8,571
Toluma.....	14	16.40	15	7.29	15	15.50	15	15.50	Norwegian.....	Grace Line.....	417.0	54.0	29.6	Amoy.....	Coco Solo.....	General.....	9,434	7,176
Tilghorn.....	15	21.30	15	8.03	15	17.10	15	17.10	Norwegian.....	O. G. & T. H. Olsen.....	420.2	53.9	29.0	Punta Arenas.....	New York.....	Nitrate of soda.....	10,230	6,591
Gargyle.....	15	7.30	15	9.44	15	18.20	15	18.20	American.....	Vacuum Oil Co.....	425.0	57.2	27.0	Tucupilla.....	Savannah.....	General.....	10,665	7,510
Oromia.....	15	13.20	15	14.33	15	21.36	16	12.05	British.....	Pacific Steam Navigation Co.....	511.6	62.2	27.2	San Francisco.....	Liverpool.....	Lubricating oil.....	5,976	12,414
Roma.....	16	16.16	16	7.18	16	14.45	16	15.50	British.....	Ardmore Steamship Co.....	402.0	52.2	25.0	Coronel.....	Savannah.....	General.....	7,385	5,587
Commercia.....	16	16.16	16	7.18	16	14.45	16	15.50	British.....	Ardmore Steamship Co.....	402.0	52.2	25.0	Coronel.....	Savannah.....	Copper, nitrate.....	7,385	5,587

* Skins, copper, nitrate, cotton, and fruit.

* For orders.

* West Indische Maatschappij.

* Displacement tonnage, 26,963.

* U. S. Navy tanker.

* Coffee, cotton, and wood.

* Lumber and canned goods.

* Lead, lumber, and pulp.

* Commercial launch.

* Battleship.

* Motor ship.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Salt Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Salvador	16	7.15	16	10.14	16	17.05			British	Pacific Steam Navigation Co.	225.0	35.4	14.10	Champerico.	Cristobal	General	703	1,270	735
Charles R.	16	10.50	16	11.23	16	18.30	16	18.30	American	McCormick Steamship Co.	401.4	53.2	27.0	Portland, Oreg.	Boston	Lumber	6,480	7,082	5,167
Yorba Linda	16	12.58	16	14.02	16	22.55	17	2.45	American	General Petroleum Co.	435.0	56.2	26.0	Los Angeles.	Thameshaven	Gasoline	10,000	7,424	5,077
Pennyworth	16	13.00	17	6.26	17	14.40	17	16.50	British	R. S. Dalgliesh.	410.2	53.0	24.6	Talal	Azores ²¹	Nitrate	8,000	6,179	4,387
Clan McPhee	16	15.00	17	7.13	17	15.20	17	15.20	British	Clan Line Steamship Co.	439.0	53.5	24.4	Paougoume	Glasgow	General	7,108	6,954	4,951
Viremoor ²²	16	18.45	17	8.30	17	16.25	17	16.25	British	W. Runciman & Co.	375.0	52.6	24.0	Vancouver	Falmouth.	Wheat in bulk.	7,206	6,104	4,695
Urubamba	17	5.20	17	9.08	17	16.50			Peruvian	Peruvian Line.	381.2	46.1	17.9	Callao	Cristobal	General	1,129	4,803	2,951
El Grillo	17	0.05	17	10.12	17	18.50	17	20.15	British	C. T. Bowring & Co., London.	440.0	57.5	28.6	Paita	New York.	Crude oil	9,360	7,468	5,042
Willpelo.	17	10.30	17	11.11	17	20.20	18	1.30	American	Williams Line.	386.8	52.2	24.0	Seattle.	New York.	(²⁴)	6,420	5,680	4,080

²¹ Tanker. ²² Motor ship. ²³ For orders. ²⁴ Lumber and canned goods.

PORT OF CRISTOBAL.

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

*ARRIVALS.										*DEPARTURES.									
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—	Date.	Vessel.	Line.	For—
January 11.	Calumares.	United Fruit Co.	Port Limon.	January 11.	Calumares.	United Fruit Co.	New Orleans via Habana.	January 11.	Heredia	United Fruit Co.	New York via Habana.	January 11.	Heredia	United Fruit Co.	Bocas del Toro.	January 11.	Heredia	United Fruit Co.	Colon.
January 12.	Perou.	French Line	St. Nazaire via wayports.	January 13.	Perou.	French Line	New York via Haiti.	January 13.	Perou.	French Line	St. Nazaire via wayports.	January 13.	Perou.	French Line	St. Nazaire via wayports.	January 13.	Perou.	French Line	St. Nazaire via wayports.
January 13.	Cristobal.	Panama Railroad Steamship Line.	Royal Netherlands W. I. Mail.	January 14.	Heredia	United Fruit Co.	Amsterdam via wayports.	January 14.	Heredia	United Fruit Co.	New Orleans via Habana.	January 14.	Heredia	United Fruit Co.	Port Limon.	January 14.	Heredia	United Fruit Co.	Colombian ports.
January 13.	Granje Nassau	United Fruit Co.	New Orleans via Habana.	January 14.	Granje Nassau	United Fruit Co.	Bocas del Toro.	January 14.	Granje Nassau	United Fruit Co.	New Orleans via Habana.	January 14.	Granje Nassau	United Fruit Co.	Colombian ports.	January 14.	Granje Nassau	United Fruit Co.	New Orleans via wayports.
January 14.	Heredia	United Fruit Co.	Bocas del Toro.	January 15.	Sixaloa	United Fruit Co.	New York via Kingston.	January 15.	Tivives	United Fruit Co.	New Orleans via wayports.	January 15.	Tivives	United Fruit Co.	Port Limon.	January 15.	Tivives	United Fruit Co.	New Orleans via wayports.
January 14.	Galicia.	Hamburg-American Line	Hamburg via wayports.	January 15.	Galicia.	Hamburg-American Line	Colombian ports.	January 15.	Turrialba	Hamburg-American Line	New Orleans via wayports.	January 15.	Turrialba	Hamburg-American Line	Port Limon.	January 15.	Turrialba	Hamburg-American Line	New Orleans via wayports.
January 15.	Alexandrian	Leyland Line.	Liverpool via wayports.	January 16.	Alexandrian	Leyland Line.	Colombian ports.	January 16.	Alexandrian	Leyland Line.	New Orleans via wayports.	January 16.	Alexandrian	Leyland Line.	Kingston.	January 16.	Alexandrian	Leyland Line.	Kingston.
January 16.	Pasos and Darien.	Panama Railroad Steamship Line.	New York via wayports.	January 16.	Pasos and Darien.	Panama Railroad Steamship Line.	New York via wayports.	January 16.	Pasos and Darien.	Panama Railroad Steamship Line.	New Orleans via wayports.	January 16.	Pasos and Darien.	Panama Railroad Steamship Line.	San Blas.	January 16.	Pasos and Darien.	Panama Railroad Steamship Line.	New York via wayports.
January 16.	Yuma	Standard Fruit Co.	New Orleans via wayports.	January 17.	Yuma	Standard Fruit Co.	Boston via wayports.	January 17.	Yuma	Standard Fruit Co.	New Orleans via wayports.	January 17.	Yuma	Standard Fruit Co.	Boston.	January 17.	Yuma	Standard Fruit Co.	New York via wayports.
January 17.	San Bruno.	United Fruit Co.	Port Limon.	January 17.	San Bruno.	United Fruit Co.	Port Limon.	January 17.	San Bruno.	United Fruit Co.	Port Limon.	January 17.	San Bruno.	United Fruit Co.	Port Limon.	January 17.	San Bruno.	United Fruit Co.	Port Limon.
January 17.	Granje Nassau	Royal Netherlands W. I. Mail.	Port Limon.	January 17.	Granje Nassau	Royal Netherlands W. I. Mail.	Port Limon.	January 17.	Granje Nassau	Royal Netherlands W. I. Mail.	Port Limon.	January 17.	Granje Nassau	Royal Netherlands W. I. Mail.	Port Limon.	January 17.	Granje Nassau	Royal Netherlands W. I. Mail.	Port Limon.

²³ Motor schooner.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
December 28.	Saiyo Maru.	Toyo Kisen Kaisha.	Kobe.	January 3.	Saiyo Maru.	Toyo Kisen Kaisha.	Vancouver.
January 9.	Dos Hermanos.	R. Neuman.	Panama Bay.	January 12.	Dos Hermanos.	R. Neuman.	Panama Bay.
January 11.	Etna Maru	Kokusai Kisen Kaisha.	Ecuador.	January 12.	Etna Maru	Kokusai Kisen Kaisha.	Valparaiso.

* Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

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The Panama Canal, Washington, D. C.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., January 28, 1925. No. 25.

Shipments of Bananas from Gatun Lake Area.

Comment on the development of the banana industry on the shores of Gatun Lake was made in THE PANAMA CANAL RECORD of November 28, 1923, at which time shipments were running about 45,000 bunches per month. During the past calendar year, shipments of bananas from the Gatun Lake area totaled 840,321 bunches, or more than double the shipments of the preceding year.

In the following tabulation, listing shipments by months for the past 3 years, it will be seen that monthly shipments have increased from 8,000 bunches in January, 1922, to more than 100,000 bunches at the present time.

Month.	1922.	1923.	1924.
January.....	8,217	17,087	34,658
February.....	9,117	11,304	36,437
March.....	11,631	24,435	49,493
April.....	17,223	21,693	46,409
May.....	23,480	31,185	49,033
June.....	19,012	39,333	67,002
July.....	18,051	33,853	69,884
August.....	17,818	45,734	70,319
September.....	17,208	44,593	97,230
October.....	20,319	41,936	100,631
November.....	19,827	45,316	118,183
December.....	26,785	40,197	101,042
Totals.....	208,688	399,716	840,321

At an estimated value of 75 cents per bunch, the present volume of shipments have a value of approximately \$75,000 per month.

The greater portion of these bananas are brought from the plantations to Gatun, Gamboa, Frijoles, or Monte Lirio by water, and forwarded to Cristobal by the Panama Railroad. The Panama Railroad Company is now operating special banana trains two and three times weekly to take care of this traffic. From Cristobal, the bulk of the shipments go to the eastern seaboard of the United States, though a number of shipments have been made up the west coast, which reached their destination in good condition.

Large Shipment of Manchurian Beans Through Canal.

The steamship *Indian City*, flying the British flag, transited the Canal on January 10, 1925, bound from Vladivostok to the English Channel for orders, carrying 8,216 tons of Manchurian beans.

The *Indian City* is owned by W. R. Smith & Sons, Ltd., and at time of transit was operated by the Reardon Smith Line.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

CANAL WORK IN DECEMBER.

The following is the report of the Acting Governor to the Secretary of War, of Canal work in the month of December, 1924:

BALBOA HEIGHTS, C. Z., January 16, 1925.

The Honorable, the Secretary of War,

Washington, D. C.

SIR: I have the honor to submit the following report covering operations of The Panama Canal during the month of December, 1924. In it have been incorporated summaries of the traffic through the Canal during the past calendar year.

TRAFFIC FOR CALENDAR YEAR 1924.

Commercial traffic for the year ending December 31, 1924, while not as great as for the calendar year 1923, in number of vessels, tonnage, and tolls, exceeded 1923 in tons of cargo carried. Although there were 144 less transits in 1924 than during the previous calendar year, there was an increase of 731,589 tons of cargo. This increase in cargo tonnage is largely accounted for by reason of heavy increases in wheat and lumber shipments through the Canal. Practically all vessels carrying these commodities through the Canal are heavily laden and, unlike the tankers, do not return in ballast.

The following tabulation gives a ready comparison of the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo passing through the Canal during the calendar years 1923 and 1924, by months:

COMMERCIAL TRAFFIC THROUGH THE CANAL DURING THE CALENDAR YEARS 1923 AND 1924, BY MONTHS.

Month.	Number of vessels.		Panama Canal net tonnage.		Tolls.		Tons of cargo.	
	1923.	1924.	1923.	1924.	1923.	1924.	1923.	1924.
January....	352	476	1,610,692	2,400,040	\$1,505,285.55	\$2,216,855.01	1,591,932	2,427,332
February....	326	418	1,529,547	2,108,879	1,423,954.21	1,964,155.59	1,563,278	2,243,616
March.....	409	429	1,958,192	2,136,079	1,827,718.44	1,997,138.83	1,940,928	2,272,472
April.....	404	403	2,007,690	2,053,171	1,878,938.15	1,903,761.27	2,187,145	2,158,721
May.....	419	417	2,128,414	2,085,670	1,972,216.04	1,955,764.91	2,265,083	2,353,985
June.....	417	377	2,035,902	1,928,039	1,898,250.08	1,792,821.22	2,096,446	2,022,850
Totals first half year.	2,327	2,520	11,300,437	12,711,878	10,506,371.47	11,830,496.83	11,644,812	13,478,977
July.....	474	422	2,310,027	2,036,097	2,124,830.02	1,935,296.43	2,337,784	2,097,154
August.....	454	372	2,252,590	1,601,895	2,050,656.97	1,769,999.94	2,168,750	1,958,479
September...	413	385	2,044,552	1,976,213	1,902,453.61	1,832,935.33	2,168,703	2,112,264
October.....	427	393	2,139,475	1,923,950	1,988,607.69	1,796,255.77	2,127,567	2,017,980
November...	436	384	2,193,865	1,872,531	2,058,188.61	1,750,937.00	2,218,295	1,961,593
December...	506	407	2,516,491	1,989,196	2,335,729.81	1,893,495.04	2,494,634	2,265,687
Totals, 2d half year.	2,710	2,373	13,437,000	11,699,882	12,460,466.71	10,978,919.51	13,515,733	12,413,157
Totals for year....	5,037	4,893	24,737,437	24,411,760	22,966,838.18	22,809,416.34	25,160,545	25,892,134

* Commercial traffic includes all oceangoing vessels paying tolls. Vessels in direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

COMMERCIAL TRAFFIC BY CALENDAR YEARS, 1914 TO 1924.

The following statement is a summary of the traffic through the Canal by calendar years since its opening:

Calendar year.	Number of ships.	United States tonnage.	Panama Canal net tonnage.	Registered tonnage.		Tolls.	Tons of cargo.
				Gross.	Net.		
1914 *	350	()	1,284,293	1,789,721	()	\$1,508,737.56	1,758,625
1915 *	1,154	()	3,902,592	()	()	4,297,467.11	4,893,422
1916 *	1,217	3,078,623	3,817,704	()	()	3,671,162.68	4,774,822
1917	1,960	5,116,601	6,217,054	()	()	6,137,699.63	7,443,610
1918	2,070	5,369,341	6,409,886	()	()	6,317,455.39	7,284,159
1919	2,130	5,828,118	6,943,087	7,719,306	4,919,189	6,573,095.30	7,477,945
1920	2,814	8,543,408	10,378,265	13,300,887	8,458,461	10,295,362.21	11,236,119
1921	2,783	9,303,687	11,435,811	14,451,830	9,225,519	11,261,098.89	10,707,005
1922	2,997	10,375,771	12,992,673	16,315,147	10,310,113	12,573,407.77	13,710,556
1923	5,037	19,982,338	24,737,437	31,658,095	19,931,570	22,966,838.18	25,160,545
1924	4,893	19,414,771	24,411,760	31,127,724	19,440,024	22,809,416.34	25,892,134
Totals.....	27,405		112,530,462			108,781,737.97	120,338,942

* Indicates tonnage figures are not available. * Canal opened to traffic August 15, 1914. * Canal opened to traffic for approximately 8½ months only; closed by slides from the middle of September, 1915, to the middle of April, 1916.

NUMBER OF VESSELS TRANSITING CANAL IN 1924.

The total number of vessels and craft of all kinds transiting the Canal during the calendar year 1924, by months, is shown in the following tabulation:

Month.	Commer- cial.	Noncom- mercial.	Launches. ¹	Total. ²
January.....	476	89	14	579
February.....	418	22	9	449
March.....	429	27	13	469
April.....	403	80	17	500
May.....	417	43	12	472
June.....	377	13	2	392
July.....	422	18	.....	440
August.....	372	20	5	397
September.....	395	31	9	435
October.....	393	13	4	410
November.....	384	16	6	406
December.....	407	31	6	444
Totals for the year.....	4,893	403	97	5,393

¹ Principally U. S. Army and Navy vessels, but also includes Government vessels of the Republics of Panama and Colombia. These vessels transited the Canal free of tolls. ² Launches and miscellaneous small, nonseagoing craft which, though paying tolls, are excluded from the statement of commercial traffic.

LOSS IN TOLLS DUE TO THE DUAL SYSTEM OF MEASUREMENT.

The loss in revenue, due to the dual system of measurement on which tolls are assessed, aggregated \$4,511,432.28 for the year ending December 31, 1924. If, during the calendar year 1924, tolls had been assessed on the basis of Panama Canal measurement rules alone, the revenue from tolls would have been greater by the above amount or an increase of 19.8 per cent.

The introduction of the United States measurement rules as a factor in the computation of tolls is equivalent to an irregular reduction in the tolls rate under which some vessels benefit more than others. The dual system of measurement is both cumbersome and onerous, but is necessary until such time as remedial legislation can be obtained.

In the following statement the loss of revenue due to the dual method of computing tolls is shown for the calendar year 1924, by months:

Month.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
January.....	\$164,211.36	\$229,786.35	\$393,997.71
February.....	159,717.20	211,549.45	371,266.65
March.....	140,457.90	222,513.22	362,971.12
April.....	158,212.15	220,518.98	378,731.13
May.....	169,059.46	228,348.75	397,408.21
June.....	157,792.89	212,250.05	370,042.94
July.....	155,723.83	221,169.21	376,893.04
August.....	150,183.29	202,874.05	353,057.34
September.....	154,737.97	220,475.02	375,212.99
October.....	169,323.45	203,817.26	373,140.71
November.....	168,538.98	194,782.58	363,321.56
December.....	169,794.23	225,574.65	395,368.88
Totals, calendar year.....	1,917,772.71	2,593,659.57	4,511,432.28

UNITED STATES INTERCOASTAL TRAFFIC.

The following tabulation shows the combined intercoastal traffic for the past 4 years. The great increase in the intercoastal trade in 1923 was largely due to opening of the California oil fields, and the decline in intercoastal traffic during the calendar year 1924 was likewise due to a decline in shipments of California crude oil:

Calendar year.	Number of transits.	United States equivalent tonnage.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
1921.....	428	1,753,231	2,146,156	\$2,160,505.84	1,944,118
1922.....	740	2,935,444	3,688,452	3,563,703.80	3,930,974
1923.....	2,255	6,192,365	12,528,968	11,402,267.51	12,967,950
1924.....	1,903	5,271,093	10,729,364	9,807,715.33	11,114,011

CANAL TRAFFIC FOR DECEMBER, 1924.

During the month of December, 1924, 407 commercial vessels passed through the Panama Canal. In addition to these, 6 small nonseagoing launches, measuring under 20 tons, and 31 vessels belonging to or chartered by the United States Government made the transit, making the total transits for the month 444, or a daily average on all transits of 14.32.

Tolls on the 407 commercial vessels amounted to \$1,893,495.04 and on the launches to \$39.45, making the total tolls collection for the month \$1,893,534.49 or a daily average on all traffic of \$61,081.75.

Although the traffic for this month fell considerably below the record set in December, 1923, it shows an increase over traffic for the past few months and was the heaviest month's traffic through the Canal since July, 1924.

The total number of craft of all kinds transiting the Canal during the month of December, 1924, as compared with the same month in 1923 and 1922, is shown in the following tabulation:

	December, 1924.	December, 1923.	December, 1922.
Commercial vessels.....	407	506	304
Noncommercial vessels, Army and Navy.....	31	29	21
Launches (under 20 tons measurement).....	6	16	3
Totals.....	444	551	328

In addition to craft listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	11	19	30
Pedro Miguel.....	32	43	75
Miraflores.....	32	40	72
Totals.....	75	102	177

The following is a summary of the commercial traffic for December, 1924, as compared with the corresponding month in 1923 and 1922, and the average month's traffic for the calendar year which ended December 31, 1924:

	December, 1924.	December, 1923.	December, 1922.	Average per month for calendar year 1924.
Number of vessels.....	407	506	304	408
United States net tonnage.....	1,582,933	2,027,753	1,104,225	1,617,898
Panama Canal net tonnage.....	1,989,196	2,516,491	1,375,263	2,034,313
Registered gross tonnage.....	2,530,929	3,198,453	1,734,678	2,593,977
Registered net tonnage.....	1,588,100	2,013,595	1,091,432	1,620,002
Tolls.....	\$1,893,495.04	\$2,335,729.81	\$1,312,570.12	\$1,900,781.70
Tons of cargo carried.....	2,263,687	2,494,634	1,535,102	2,157,678

The average daily number of transits, tonnage, tolls, and cargo is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	December, 1924.	December, 1923.	December, 1922.	
Number of transits.....	13.13	16.32	9.81	13.36
Panama Canal net tonnage.....	64,168	81,177	44,363	66,698
Tolls.....	\$61,080.49	\$75,346.12	\$12,340.98	\$62,320.81
Tons of cargo carried.....	73,087	89,472	49,516	70,743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of December, 1924, as compared with December, 1923, and December, 1922, are shown in the following tabulation:

	Average per vessel.		
	December, 1924.	December, 1923.	December, 1922.
United States equivalent net tonnage.....	3,889	4,007	3,632
Panama Canal net tonnage.....	4,887	4,973	4,524
Registered gross tonnage.....	6,219	6,321	5,706
Registered net tonnage.....	3,902	3,979	3,590
Tolls.....	\$4,652.32	\$4,616.07	\$4,317.66
Tons of cargo (including vessels in ballast).....	5,567	4,930	5,049
Tons of cargo (laden vessels only).....	6,382	6,496	5,859

It will be noted that while the average tolls for December, 1924, are higher than for the month of December, 1923, the average tonnage is less. This is accounted for by the number of transits in ballast. In December, 1923, 24.9 per cent of all transits were ballast, while in December, 1924, but 12.7 per cent of the total transits were ballast.

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of December for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
December, 1921	20	104,152	73,967	23	116,382	105,134	43	220,634	179,101
December, 1922	55	262,177	256,569	44	237,182	369,653	99	499,359	626,222
December, 1923	111	623,171	212,408	105	610,903	986,895	216	1,234,074	1,199,303
December, 1924	62	344,781	198,095	75	425,080	695,901	137	769,861	893,996

UNITED STATES SHIPPING BOARD VESSELS.

During the month of December, 1924, 16 vessels of the United States Shipping Board transited the Canal. Of these, 5 were employed in the United States intercoastal trade. Nine of the 16 vessels were general cargo carriers and 7 were tank ships.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of December for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
December, 1921	9	47,604	44,101	6	32,957	28,784	15	80,561	124,662
December, 1922	10	50,754	34,933	4	20,808	32,767	14	71,562	67,700
December, 1923	14	74,010	44,236	10	47,707	56,732	24	121,717	100,968
December, 1924	10	53,091	34,500	6	31,142	40,887	16	84,233	75,387

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of December, 1924, by principal geographical areas, as compared with the same month in 1923 and 1922; the figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	December, 1924.	December, 1923.	December, 1922.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	655,367	966,476	519,455
Europe (including British Isles).....	243,047	318,668	161,772
Cristobal.....	8,703	13,123	9,426
East coast of Mexico.....	15,725	27,202	4,885
East coast of South America.....	10,889	17,074	9,156
East coast of Canada.....	13,736	12,870	6,096
West Indies.....	.....	11,363	4,087
Miscellaneous.....	1,671	966	.....
Totals.....	949,138	1,367,742	717,877

Areas.	December, 1924.	December, 1923.	December, 1922.
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	405,870	798,005	318,830
West coast of South America.....	204,104	191,304	187,428
Australasia.....	115,782	126,959	70,461
Far East.....	144,327	145,363	80,515
West coast of Canada.....	65,116	97,616	47,527
West coast of Mexico and Central America.....	10,464	8,469	13,116
Miscellaneous.....	3,475	26	
Totals.....	949,138	1,367,742	717,877
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	533,979	717,783	297,955
West coast of South America.....	265,818	296,863	219,398
Australasia.....	47,869	27,146	26,301
Far East.....	22,060	21,862	33,133
West coast of Canada.....	162,916	82,898	76,234
West coast of Mexico and Central America.....	3,941	2,197	4,365
Miscellaneous.....	3,475		
Totals.....	1,040,058	1,148,749	657,386
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	611,768	762,285	397,120
Europe (including British Isles).....	354,325	300,232	221,338
East coast of Mexico.....	12,979	41,467	17,920
East coast of Canada.....	20,295	4,752	
Cristobal.....	24,704	23,711	15,894
East coast of South America.....	4,932	12,231	
West Indies.....	9,177	4,071	5,114
Miscellaneous.....	1,878		
Totals.....	1,040,058	1,148,749	657,386

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month of December, 1924, was \$1,893,495.04. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$395,368.88. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$60,072.15	\$50,575.95	\$110,648.10
Chilean.....	1,256.00	1,256.00	2,512.00
Danish.....	2,399.85		2,399.85
Dutch.....	5,357.10	7,015.75	12,372.85
French.....	1,799.30	5,727.35	7,526.65
German.....	10,715.00	5,575.15	16,290.15
Italian.....	702.70	1,627.70	2,330.40
Japanese.....	2,427.89	4,332.25	6,760.14
Jugo-Slavic.....	1,782.50	683.05	2,465.55
Norwegian.....	1,866.55	9,259.79	11,126.25
Panamanian.....	1,397.20	1,397.20	2,794.40
Peruvian.....	3,360.30	5,292.15	8,652.45
Spanish.....	571.40	2,612.25	3,183.65
Swedish.....	2,857.30	4,159.00	7,016.30
United States.....	73,228.99	126,061.15	199,290.14
Totals.....	169,794.23	225,574.65	395,368.88

The additional revenue that would have been assessed against vessels of United States registry would have been made up, with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$54,596.22	\$99,637.06	\$154,233.28
United States foreign trade.....	17,851.37	24,369.00	42,220.37
United States to Canal Zone trade.....	791.40	2,055.09	2,846.49
Totals.....	73,228.90	126,061.15	199,290.14

Of the additional \$395,368.88 that would have been collected by using exclusively Panama Canal rules of measurement, \$22,170 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in December, 1924, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, December, 1924.
British.....	.81	1.37	1.08
Chilean.....	.51	1.22	.86
Danish.....	1.39	.....	1.39
Dutch.....	.77	1.55	1.20
French.....	.69	1.49	1.12
German.....	.90	1.58	1.20
Italian.....	.30	1.29	1.05
Japanese.....	1.11	1.44	1.34
Jugo-Slavic.....	1.26	1.86	1.48
Norwegian.....	1.60	1.70	1.68
Panamanian.....	1.35	.40	.88
Peruvian.....	.50	1.23	.94
Spanish.....	.10	1.26	.95
Swedish.....	1.11	1.66	1.41
United States.....	.98	1.70	1.44
Totals, December, 1924.....	.91	1.58	1.30
Totals, December, 1923.....	.98	1.55	1.32
Totals, December, 1922.....	1.03	1.53	1.30

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.57	1.64	1.29
United States and South America.....	.22	2.14	1.25
United States and Europe.....	.69	1.50	1.11
United States and Far East.....	.90	.31	.89
United States and Australasia.....	.92	.26	.87
United States and Canada.....	.62	1.68	1.24
Europe and South America.....	.69	1.46	1.14
Europe and Canada.....	.61	1.56	1.32
Europe and Australasia.....	.85	1.13	.97
Cristobal and South America.....	.64	1.00	.91

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of December, 1924, was 2,265,687 long tons. Although this does not equal the 2,494,634 tons of cargo for December, 1923, it exceeds the cargo tonnage for any month since May, 1924, when 2,353,986 tons of cargo were carried through the Canal. The cargo tonnage from Atlantic to Pacific totaled 655,832 tons as compared with 734,278 tons for December, 1923, and 610,160 tons for November, 1924. From the Pacific to Atlantic there were 1,611,855 tons as compared with 1,760,356 tons for December, 1923, and 1,351,433 tons for November, 1924.

From the Atlantic to the Pacific, manufactured goods with 147,846 tons is the heaviest item, with 95,427 tons of mineral oils, crude and refined, coming next.

Mineral oils made up approximately 31 per cent of the Pacific to Atlantic cargo tonnage, aggregating 505,346 tons, as compared with 408,660 tons in November, 1924.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	December, 1924.	December, 1923.	December, 1922.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	1,922	3,175	3,745
Ammonia.....	8,334	10,648	3,458
Asphalt.....	4,864	5,291	2,211
Automobiles and accessories.....	12,335	8,439	5,589
Canned goods, various.....	1,665	2,906	3,977
Cement.....	35,250	17,542	7,136
Chemicals.....	2,221	4,785	1,534
Coal and coke.....	36,015	15,973	29,769
Coffee.....	2,109	4,181	2,278
Cotton.....	31,752	19,634	10,352
Creosote.....	9,664	.....	10
Fertilizer.....	1,209	600	4,072
Glass.....	1,025	2,613	1,327
Liquors.....	984	2,130	964
Lumber.....	564	1,922	1,201
Manufactured goods:			
Iron and steel.....	116,476	199,495	117,034
Machinery.....	10,395	24,539	11,437
Railroad material.....	5,751	30,988	18,465
Textiles.....	13,679	9,039	9,032
Other.....	1,545	4,521	6,440
Metals, various.....	24,548	33,989	18,785
Oil, mineral.....	95,427	105,570	57,405
Paper and paper pulp.....	11,425	7,377	6,985
Phosphates.....	8,310	496	4,250
Rice.....	2,149	1,951	2,470
Rosin.....	2,624	909	1,298
Salt.....	1,717	2,075	1,578
Sand.....	970	3,177	.....
Silver sand.....	548	.....	2,859
Sulphur.....	16,976	8,300	4,100
Tobacco.....	4,631	5,859	3,926
Miscellaneous.....	186,747	196,244	216,731
Totals.....	653,832	734,278	560,418
<i>Pacific to Atlantic.</i>			
Barley.....	10,600	12,481	23,669
Beans.....	7,697	11,300	7,051
Borax.....	4,358	6,395	2,731
Cocoa.....	1,110	2,845	3,433
Canned goods, various.....	50,954	47,609	65,956
Coffee.....	4,055	6,489	2,225
Cold storage, various.....	15,058	8,659	4,127
Copra.....	12,360	2,690	9,287
Cotton.....	11,697	6,147	4,074
Cottonseed oil cake.....	2,997	4,537	1,875
Flour.....	15,255	4,010	10,303
Fruits, dried and fresh.....	39,567	12,130	29,584
Hemp.....	1,423	1,046	5,635
Ivory nuts.....	3,151	2,196	4,585
Lumber.....	192,449	137,047	113,077
Metals, various.....	47,163	33,010	28,821
Nitrates.....	199,783	272,744	159,341
Oats.....	1,397	2,153	1,004
Oil, mineral.....	505,346	915,029	184,078
Ores, various.....	171,174	54,304	65,700
Phosphates.....	.....	7,650	11,400
Rice.....	5,682	639	16,278
Skins and hides.....	3,519	2,304	3,326
Sugar.....	32,280	30,721	30,863
Tea.....	962	1,828	2,943
Wheat.....	176,437	95,874	92,613
Wool.....	8,100	2,717	3,256
Miscellaneous.....	103,283	75,802	87,418
Totals.....	1,611,855	1,760,356	974,684

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of December, 1924, was published in THE PANAMA CANAL RECORD of January 14, 1925.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of December, 1924, as compared with the same month in the years 1923 and 1922:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	December, 1924.	December, 1923.	December, 1922.	December, 1924.	December, 1923.	December, 1922.
United States intercoastal trade.....	62	111	55	75	105	44
United States and South America.....	21	22	25	24	26	23
Europe and South America.....	22	17	17	30	35	18
United States and Far East.....	21	27	14	2	3	6
Europe and United States.....	12	24	7	18	12	10
Europe and Canada.....	8	13	5	26	13	14
Europe and Australasia.....	6	9	6	5	3	5
Mexico and South America.....	3	5	1	.....	2	4
Cristobal and South America.....	3	5	5	6	8	8
United States and Canada.....	4	8	5	6	4	4
United States and Australasia.....	11	9	7	1	2	1
Miscellaneous.....	20	28	14	21	15	6
Totals.....	193	278	161	214	228	143
	Panama Canal net tonnage.			Panama Canal net tonnage.		
United States intercoastal trade.....	344,781	623,171	262,177	425,080	610,903	237,182
United States and South America.....	85,552	92,066	95,944	1,002,17	115,341	101,330
Europe and South America.....	96,278	69,844	72,316	136,210	153,761	77,104
United States and Far East.....	131,631	142,853	76,233	11,490	16,202	33,133
Europe and United States.....	52,024	109,771	31,540	87,072	59,721	41,690
Europe and Canada.....	43,659	60,967	27,228	131,043	62,507	76,234
Europe and Australasia.....	47,369	72,030	32,368	35,053	18,583	22,833
Mexico and South America.....	13,215	24,692	4,885	9,062	9,554	17,920
Cristobal and South America.....	3,080	4,511	6,392	9,636	16,843	12,860
United States and Canada.....	19,786	32,113	20,299	27,805	20,391	19,083
United States and Australasia.....	58,896	45,292	38,093	4,321	8,563	3,468
Miscellaneous.....	52,927	90,429	50,402	63,069	56,380	14,549
Totals.....	949,138	1,367,742	717,877	1,040,058	1,148,749	657,386
	Tons of cargo carried.			Tons of cargo carried.		
United States intercoastal.....	198,095	212,408	256,569	695,901	986,895	369,653
United States and South America.....	18,293	32,519	26,057	218,840	177,688	176,189
Europe and South America.....	66,985	46,704	41,511	198,666	234,311	124,802
United States and Far East.....	123,390	203,538	92,112	3,628	8,857	49,540
Europe and United States.....	36,003	38,018	.....	131,945	85,151	57,582
Europe and Canada.....	26,740	14,663	23,213	204,853	92,851	112,330
Europe and Australasia.....	40,007	61,469	24,527	39,742	18,357	23,558
Mexico and South America.....	25,134	48,607	9,443	.....	.....	.....
Cristobal and South America.....	1,980	1,413	2,676	9,654	23,264	7,434
United States and Canada.....	12,208	12,253	25,158	46,683	31,914	30,818
United States and Australasia.....	51,211	41,709	40,828	1,154	4,819	5,800
Miscellaneous.....	50,786	20,917	18,924	60,789	96,249	16,978
Totals.....	653,832	734,278	560,418	1,611,855	1,760,356	974,684

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of December, in the years 1922, 1923, and 1924, and for the month of November, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
December, 1922.....	117	435,056	\$405,396.25	423,414
December, 1923.....	148	570,169	550,389.44	665,871
December, 1924.....	140	530,895	505,485.17	613,318
November, 1924.....	129	483,851	450,057.89	512,278

The totals for December, 1924, although not as great as for December, 1923, which was a record month, show a decided increase over the figures for November, 1924.

Nitrate shipments from the west coast of South America totaled 199,748 tons as against 146,610 tons in November, 1924.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during December, 1924, segregated by nationality and direction, with the totals in each direction, as compared with the totals for December, 1922 and 1923:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	15	43,645	52,511	71,648	43,711	\$54,514.90	46,115
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	2,399
Danish.....	2	4,316	5,602	7,103	4,340	4,648.74	4,070
Dutch.....	2	6,759	9,839	10,925	6,663	8,448.75	8,329
French.....	1	3,543	4,258	4,942	2,992	4,429.75	1,100
German.....	6	19,193	25,958	31,265	19,281	23,991.25	24,655
Italian.....	1	3,538	4,271	6,161	3,483	4,422.50	1,278
Japanese.....	2	9,415	9,847	12,660	9,339	7,183.50	.....
Jugo-Slavic.....	2	5,414	7,125	9,288	6,028	6,767.50	9,002
Norwegian.....	6	11,180	14,455	17,996	11,202	11,437.65	3,108
Panaman.....	3	3,771	5,558	7,283	4,924	3,855.44	3,534
Peruvian.....	3	3,770	7,719	12,434	6,756	5,962.50	3,844
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	385
Swedish.....	2	6,971	8,234	11,947	8,627	7,211.52	3,506
United States.....	16	55,340	65,639	91,576	54,312	58,084.03	29,220
Totals, December, 1924.....	63	184,651	229,618	308,155	188,976	209,452.03	140,545
Totals, December, 1923.....	65	186,348	229,251	304,807	186,534	210,955.41	144,975
Totals, December, 1922.....	58	167,669	211,293	273,501	167,293	189,681.67	98,011
<i>Pacific to Atlantic.</i>							
British.....	27	85,685	106,910	137,508	85,559	101,222.94	130,610
Chilean.....	1	3,512	4,705	7,310	3,976	4,399.00	5,730
Dutch.....	2	6,577	9,614	10,680	6,738	8,221.25	15,638
French.....	1	4,052	4,861	6,614	4,042	5,065.00	7,535
German.....	6	21,795	27,145	32,235	19,616	26,998.85	42,987
Italian.....	3	11,622	13,214	17,918	10,699	14,253.10	17,115
Japanese.....	2	8,583	9,003	11,703	8,482	10,549.15	16,564
Jugo-Slavic.....	1	3,475	4,189	5,197	3,367	4,343.75	7,800
Norwegian.....	5	9,687	12,724	15,731	9,678	12,108.75	23,289
Panaman.....	2	1,408	2,633	3,684	2,613	1,749.41	1,043
Peruvian.....	4	6,741	11,380	17,593	9,631	8,426.25	14,060
Spanish.....	3	8,115	10,630	13,519	8,315	10,143.75	13,378
Swedish.....	1	3,338	5,011	5,391	4,048	4,172.50	9,400
United States.....	19	68,734	79,255	115,032	68,838	84,388.41	167,614
Totals, December, 1924.....	77	243,324	301,277	400,115	245,602	296,033.14	472,763
Totals, December, 1923.....	83	276,015	340,918	438,904	274,522	339,434.03	520,896
Totals, December, 1922.....	59	179,144	223,763	292,808	181,551	215,714.58	325,403

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 48 per cent of the total commercial transits of the Canal during the month of December, 1924, comprised about 53 per cent of the Panama Canal net tonnage, and carried about 56 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in December, 1924, classified according to nationality of vessels, by direction, and the combined traffic in both directions, with the totals for December, 1923 and 1922:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	51	212,275	273,749	348,500	214,942	\$259,054.65	205,758
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	2,399
Danish.....	3	7,301	10,220	11,853	7,346	8,379.99	9,929
Dutch.....	4	16,056	21,853	26,052	15,852	18,816.90	13,472
French.....	4	14,366	16,464	20,649	12,645	17,957.50	11,337
German.....	8	24,044	33,685	39,382	24,106	30,055.00	30,355
Italian.....	1	3,538	4,271	6,161	3,483	4,422.50	1,278
Japanese.....	7	30,453	33,714	42,970	30,031	33,302.35	26,383
Jugo-Slavic.....	2	5,414	7,125	9,288	6,028	6,767.50	9,002
Norwegian.....	10	23,197	28,594	36,377	23,321	24,059.45	17,528
Panaman.....	3	3,771	5,558	7,283	4,924	3,855.44	3,534
Peruvian.....	3	4,770	7,719	12,434	6,756	5,962.50	3,844
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	385
Swedish.....	3	10,377	13,895	17,589	12,947	11,469.02	10,018

Nationality.	No. of vessels	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.—Contd.</i>							
United States.....	92	384,534	483,689	616,129	384,182	\$426,769.01	308,610
Totals, December, 1924...	193	746,872	949,138	1,207,594	753,881	859,366.81	653,832
Totals, December, 1923...	278	1,102,927	1,367,742	1,733,542	1,090,090	1,186,626.38	734,278
Totals, December, 1922...	161	574,251	717,877	907,121	564,475	659,185.59	560,418
<i>Pacific to Atlantic.</i>							
British.....	54	197,456	247,884	309,894	194,191	240,936.69	318,740
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,730
Dutch.....	4	14,653	21,110	23,757	14,742	18,316.25	32,654
French.....	4	13,877	19,228	23,057	14,105	17,346.25	28,638
German.....	6	21,795	27,145	32,235	19,616	26,998.85	42,987
Italian.....	3	11,622	13,214	17,918	10,699	14,253.10	17,115
Japanese.....	13	55,424	60,216	77,803	53,604	67,926.95	86,505
Jugo-Slavic.....	1	3,475	4,189	5,197	3,367	4,343.75	7,800
Norwegian.....	11	32,115	40,245	47,733	31,215	40,038.70	68,457
Panamanian.....	2	1,408	2,633	3,684	2,613	1,749.44	1,043
Peruvian.....	4	6,741	11,380	17,593	9,631	8,426.25	14,060
Spanish.....	3	8,115	10,630	13,519	8,315	10,143.75	13,378
Swedish.....	2	6,724	10,470	10,949	8,294	8,405.00	17,390
United States.....	106	459,144	567,009	732,686	459,851	570,853.25	957,358
Totals, December, 1924...	214	836,061	1,040,058	1,323,335	834,219	1,034,128.23	1,611,855
Totals, December, 1923...	228	924,826	1,148,749	1,464,911	923,505	1,149,103.43	1,760,362
Totals, December, 1922...	143	529,974	657,386	827,557	526,957	653,384.53	974,684
<i>Combined traffic.</i>							
British.....	105	409,731	521,633	658,394	409,133	\$499,991.34	524,498
Chilean.....	2	7,024	9,410	14,620	7,952	8,780.00	8,129
Danish.....	3	7,301	10,220	11,853	7,346	8,379.99	9,929
Dutch.....	7	30,689	42,963	49,809	30,594	37,133.15	46,126
French.....	8	28,243	35,692	43,706	26,750	35,303.75	39,975
German.....	14	45,839	60,830	71,617	43,722	57,053.85	73,342
Italian.....	4	15,160	17,485	24,079	14,182	18,675.60	18,393
Japanese.....	21	85,877	93,930	120,773	83,635	101,229.30	112,888
Jugo-Slavic.....	3	8,889	11,314	14,485	9,395	11,111.25	16,802
Norwegian.....	21	55,312	68,839	84,110	54,536	64,098.15	85,985
Panamanian.....	5	5,179	8,191	10,967	7,537	5,604.88	4,577
Peruvian.....	7	11,511	19,099	30,027	16,387	14,388.75	17,904
Spanish.....	4	11,399	14,527	19,136	11,657	14,248.75	13,763
Swedish.....	5	17,101	24,365	28,538	21,241	19,874.02	27,408
United States.....	198	843,678	1,050,698	1,348,815	844,033	997,622.26	1,265,968
Totals, December, 1924...	407	1,582,933	1,989,196	2,530,929	1,588,100	1,893,495.04	2,265,687
Totals, December, 1923...	506	2,027,753	2,516,491	3,198,453	2,013,595	2,335,729.81	2,494,634
Totals, December, 1922...	304	1,104,225	1,375,263	1,734,678	1,091,432	1,312,570.12	1,535,102

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal during the month of December, 1924, in ballast, is shown in the following tabulation, the vessels being grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	1	4,465	\$3,214.89	3	12,979	\$9,341.88
United States.....	24	140,320	101,185.98	1	3,448	2,482.56
Norwegian.....	1	5,520	3,974.40			
Dutch.....	1	4,395	3,364.40			
General cargo ships:						
British.....	3	15,585	11,221.20	1	1,878	1,352.16
Norwegian.....	3	12,120	8,726.40			
Japanese.....	2	9,847	7,183.50			
Danish.....	1	3,092	2,226.24			
Panamanian.....	2	2,952	2,125.44	1	27	19.44
Swedish.....	1	4,891	3,521.52			
United States.....	6	28,715	20,725.08	1	477	343.44
Totals.....	45	231,902	167,468.96	7	18,809	13,542.48

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of December is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	6	27,118	\$30,599.75	42	259,297	\$270,525.45
Ballast.....	27	154,700	111,539.61	4	16,427	11,827.41
General cargo ships:						
Laden.....	142	699,118	661,498.07	165	761,952	750,060.30
Ballast.....	18	77,202	55,729.38	3	2,382	1,715.04
Totals.....	193	949,138	859,366.81	214	1,040,058	1,034,128.23
Steamers.....	173	875,786	794,363.75	201	992,834	990,409.10
Motor ships.....	18	71,679	63,008.42	10	46,648	43,277.50
Motor schooners.....	1	27	19.44	1	72	78.75
Motor yachts.....				2	504	362.88
Sailing vessels.....	1	1,646	1,975.20			
Totals.....	193	949,138	859,366.81	214	1,040,058	1,034,128.23

Of the 374 steam vessels, 249 were oil burners, 121 coal burners, and 4 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 31 government vessels which transited the Panama Canal free of tolls during the month of December, 1924. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated with a total of \$52,928.40.

Class.	Atlantic to Pacific			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Cruisers.....				3	15,928	\$7,964.00
Gunboats.....	1	1,700	\$850.00	1	10	5.00
Launches.....	1	950	475.00	1	10	5.00
Minesweeper.....	1	77	38.50	1	85	42.50
Subchasers.....	5	2,600	1,300.00	5	2,600	1,300.00
Submarines.....	1	1,400	700.00			
Subtenders.....				1	4,355	5,226.00
Supply ships.....	1	6,499	7,798.80			
Tankers.....	1	5,388	6,465.60	2	1,900	950.00
Transports.....						
Tugs.....						
U. S. Army vessels:						
Launches.....	1	10	5.00	2	20	10.00
Transports.....	2	10,402	12,482.40	1	5,388	6,465.60
U. S. Coast Guard cutter.....				1	1,700	850.00
Totals.....	14	29,026	30,115.30	17	31,986	22,813.10

¹ Indicates displacement tonnage.

² Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of December, 1924, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	3,730
Pacific to Atlantic.....	7,428
Total.....	11,158

The following statement shows the number of launches transiting the Canal during the month of December, 1924; these launches although paying tolls are excluded from the statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	6	49	\$39.45
Totals.....	6	49	39.45

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of December, 1924, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons..	122,742	42,977	165,719
Local cargo shipped..... tons..	3,767	994	4,761
Transit cargo arriving..... tons..	2,181,468	2,299,230	4,480,698
Transit cargo clearing..... tons..	2,298,656	2,236,429	4,535,085
Cargo received for transshipment..... tons..	26,818	50	26,868
Cargo transhipped..... tons..	30,341		30,341
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	66	3	69
Panama Railroad Steamship Line.....	1		1
U. S. Government vessels.....		1	1
Total vessels supplied with coal.....	67	4	71
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons..	28,246	22	28,268
Panama Railroad Steamship Line..... tons..	52		52
U. S. Government vessels..... tons..		4	4
Total coal supplied to vessels..... tons..	28,298	26	28,324
Coal issued, miscellaneous:			
Panama Canal departments..... tons..	286	53	339
U. S. Army, excepting vessels..... tons..	487		487
Individuals and companies..... tons..	273		273
Returned to Navy at Cristobal..... tons..	12		12
Total issues and sales..... tons..	1,058	53	1,111
Coal on hand, January 1, 1925..... tons..	65,940		65,940
Coal on hand, December 1, 1924..... tons..	76,020	67	76,087
Coal received during the month..... tons..	19,276		19,276
Borrowed from Navy at Balboa..... tons..		12	12
Totals..... tons..	161,236	79	161,315
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls..	8,016.76	17,969.57	25,986.33
Panama Railroad Co..... bbls..	498.10		498.10
Army and Navy..... bbls..		644.33	644.33
Individuals and companies..... bbls..		118.25	118.25
Loaned to United States Shipping Board..... bbls..		7,301.30	7,301.30
Total issues and sales..... bbls..	8,514.86	26,033.45	34,548.31
Fuel oil received during December, 1924..... bbls..	68,752.60	71,270.17	140,022.77
Fuel oil on hand, January 1, 1925..... bbls..	64,191.54	99,841.33	164,032.87
Diesel oil sold during December, 1924..... bbls..	75.67		75.67
Diesel oil on hand, January 1, 1925..... bbls..	37,996.23	524.31	38,490.54
Miscellaneous transfers..... bbls..		203.00	203.09
Gasoline pumped for Panama Canal..... bbls..	10,005.62	8,599.57	18,605.19
Gasoline pumped for individuals and companies..... bbls..		17,699.36	17,699.36
Oil pumped for individuals and companies..... bbls..	535,132.27	370,471.07	905,603.34
Total fuel oil and gasoline handled..... bbls..	622,481.02	494,276.62	1,116,757.64
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	18	7	25
Measured for Panama Canal net tonnage.....	4	1	5
Re-measured for Panama Canal net tonnage.....	9	4	13
Panama Canal net tonnage corrected.....	5	5	10
U. S. equivalent tonnage corrected.....	11	9	20
Services of harbor equipment:			
Tugs, total operating hours.....	543	307	850
Launches, total operating hours.....	1,195	1,414	2,609
Scows, total operating days.....		7½	7½
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$17,470.35	\$8,330.00	\$25,800.35
Pilotage.....	16,482.00	5,896.00	22,378.00
Seamen.....	9,232.00	10,176.00	19,408.00
Launch service.....	1,748.00	2,700.50	4,448.50
Wharfage.....	12,829.44	3,842.84	16,672.28
Ships measured.....	160.00	50.00	210.00
Miscellaneous cash collections.....	348.95	56.00	404.95

	Cristobal.	Balboa.	Totals.
Vessels repaired at Panama Canal shops:			
Commercial.....	33	12	45
U. S. Army and Navy.....	9	9	18
Canal equipment.....	16	20	36
Vessels dry docked:			
U. S. Army and Navy.....	1	1	2
Commercial.....	1	1	2
Panama Canal equipment.....	5	1	6
Clearances issued.....	264	204	468
Bills of health issued.....	272	209	481

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal..	471	2,902,890	1,825,261	432	2,694,306	1,703,653
Vessels entering port but not transiting Canal.	58	309,465	185,695	9	70,698	59,303
Vessels transiting Canal and handling passengers or cargo at terminals.....	80	484,478	294,715	94	620,395	379,148
<i>Ships clearing.</i>						
All vessels, including those transiting Canal..	474	2,935,386	1,847,752	428	2,655,507	1,672,885
Vessels entering port but not transiting Canal.	58	315,231	189,842	7	43,108	27,478
Vessels transiting Canal and handling passengers or cargo at terminals.....	78	485,466	295,855	93	616,921	377,077

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First-class.	Others.	Totals.	First-class.	Others.	Totals.
Disembarking:						
From Atlantic ports.....	1,205	680	1,885	44	81	125
From Pacific ports.....	181	64	245	156	167	323
Total disembarking.....	1,386	744	2,130	200	248	448
Embarking:						
From Atlantic ports.....	837	1,154	1,991	6	8	14
From Pacific ports.....	163	73	236	62	46	108
Total embarking.....	1,000	1,227	2,227	68	54	122
Remaining on board vessels:						
From Atlantic to Pacific ports.....	1,586	2,175	3,761	1,600	2,253	3,853
From Pacific to Atlantic ports.....	464	497	961	589	610	1,199
From Atlantic to Atlantic ports.....	431	63	494			
From Pacific to Pacific ports.....				160	471	631
Total on board.....	2,471	2,735	5,206	2,349	3,334	5,683
Total arriving.....	3,857	3,479	7,336	2,549	3,582	6,131
Total departing.....	3,471	3,962	7,433	2,417	3,388	5,805

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of December, 1924:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$93.38	\$343.00	\$4,351.28	\$26.62	\$389.77	\$5,204.05
Panama Railroad vessels.....	25.65	181.64	1,764.31	738.72	487.90	3,198.22
Other commercial vessels.....	1,497.70	8,968.80	19,030.31	118.89	2,117.90	31,733.60
Total sales, December, 1924.....	1,616.73	9,493.44	25,145.90	884.23	2,995.57	40,135.87
Total sales, December, 1923.....	1,010.82	6,078.36	17,516.23	1,140.79	1,364.43	27,110.63
Total sales, December, 1922.....	888.67	5,762.15	14,776.64		1,976.58	23,404.04

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Balboa to:						
Government vessels.....	\$414.30	\$1,554.19	\$12,298.86	\$361.87	\$2,095.97	\$16,725.19
Other commercial vessels.....	777.28	1,223.30	8,390.86	134.16	4,173.40	14,699.00
Total sales, December, 1924.....	1,191.58	2,777.49	20,689.72	496.03	6,269.37	31,424.19
Total sales, December, 1923.....	799.10	3,271.29	17,771.17	441.86	9,061.44	31,344.86
Total sales, December, 1922.....	474.62	1,557.49	11,293.25	573.17	859.64	14,758.17

LOCK OPERATIONS.

The following tabulations show the number of lockages, and number of vessels passing through the locks during the month of December, 1924, as compared with the corresponding month in 1923 and 1922; and the consumption of water for lockages in*December, 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	Dec., 1924.	Dec., 1923.	Dec., 1922.
Gatun.....	209	182	391	7	9	16	407	497	303
Pedro Miguel.....	211	193	404	20	26	46	450	543	315
Miraflores.....	211	193	404	22	22	44	448	536	324
Number of vessels put through locks.									
Gatun.....	215	199	414	27	33	60	474	582	340
Pedro Miguel.....	214	197	411	50	56	106	517	596	374
Miraflores.....	214	197	411	47	52	99	510	583	369

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	30	21	27
Panama Canal equipment.....	30	75	72

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,604,550,000	<i>Cubic feet.</i> 1,522,920,000	<i>Cubic feet.</i> 1,373,730,000
Leakage.....	20,000,000	12,000,000	20,000,000
Maintenance.....			

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of December, 1924, are shown in comparative form:

Rainfall for month.	December, 1924.	December, 1923.	December—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	8.66	4.13	12.18	1.06	5.24
Central section.....	5.76	2.39	16.43	.71	5.70
Atlantic section.....	9.02	5.86	29.34	1.85	11.36
Maximum recorded on any one day.....	3.21	2.42	12.25		
Gatun Lake watershed.....	6.72	2.82	26.20	1.15	5.19
Chagres River watershed above Alhajuela.....	8.51	3.58	37.54	1.29	8.62
Maximum recorded for month at any one point.....	13.12	6.74	58.17		
Minimum recorded for month at any one point.....	3.78	.81			

* This represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama not included in this report.)

Hydrography.	December, 1924.	December, 1923.	December—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	3,511	2,526	17,300	1,265	3,801
Maximum momentary discharge for the month.....	31,950	8,897	154,000		
Gatun Lake watershed total yield.....	8,225	4,838	9,923	3,005	6,296
Gatun Lake watershed net yield.....	7,742	4,232	9,218	2,158	5,715
Draft on Gatun Lake for lockages and power.....	2,719	2,778	2,778	1,091	2,101

^a December 26, 1909. ^b Does not include 1914.

SEISMOLOGY.

One slight seismic tremor was recorded on the 12th.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1923 and 1922, are shown in the following tabulation:

Item.	December, 1924.	December, 1923.	December, 1922.
Gross output, K. W. H:			
Gatun hydroelectric station.....	5,551,700	4,595,700	4,549,600
Miraflores steam plant.....			120
Power distributed to consumers..... KWH.	4,218,238	4,005,628	3,909,408
Loss of power in plants, accessories, transmissions and transformers..... KWH.	1,333,462	590,072	640,312
Per cent of loss of power to gross output.....	24.01	12.84	14.07
Water consumption..... cubic feet.	4,155,294.385	3,537,277.693	3,572,276.155
Oil consumption..... barrels.	224.02	963.00	1,253.00

Thirty work orders covering electrical repairs and installations of electrical equipment on 25 vessels were completed during the month as well as the usual operation, maintenance, and repair work.

There were 261 work orders issued for work performed by the different sections of the Electrical Division during the month, as compared with 275 during the month of November, 1924.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 58 vessels at Cristobal and 41 at Balboa. The more important work included the following:

Extensive renewals on the barge *Darien* were made of deck steam exhaust line, pipe covering, and pipe guards damaged by heavy weather.

A new thrust shaft for cutter engine was made and installed on dredge *No. 86*. While tied up, the dredge was dry docked, painted and miscellaneous repairs effected.

The intermediate cylinder was rebored on the *S. S. Juwigny*. Reconstruction of the Peruvian cruiser *Almirante Grau*, manufacture of three 1,000-yard barges, and one new drill barge, *Terrier No. 2*, progressed satisfactorily during the month.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	December, 1924.			November, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	10	601	37,300½	13	670	34,194½
Steel.....	11	192	37,524	2	462	75,779
Nonferrous.....	6	858	14,240½	14	637	19,674½

There were 560 job orders on hand at the beginning of the month; 820 were authorized during the month; and 632 were completed, leaving 748 on hand at the close of the month.

There were 369 standing orders on hand at the beginning of the month, none were authorized during the month and 2 were completed, leaving 367 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the 3 filtration plants, the amount of water consumed by the cities of Panama and Colón, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	December, 1924.	December, 1923.	December, 1922.
Pumping stations.....	635,294,750	606,134,500	685,469,000
Filtration plants.....	389,856,000	373,364,000	397,091,000
Water consumed by Panama.....	96,350,000	93,100,000	90,626,000
Water consumed by Colon.....	52,949,750	52,356,500	64,251,250
Sales of water to vessels.....	11,444,647	10,410,937	8,392,605

Foundation for grade crossing at the new commissary building, Cristobal, was completed.

DREDGING.

West Culebra slide continued to show a slight general movement between stations 1770 and 1794 W. This movement amounted to 5.5 feet toward the Canal for the month.

Cucuracha Village slide showed additional movement between stations 1837 and 1842 E, on the 3d and 18th of the month. The dredges *Paraiso* and *Gamboa* removed 23,950 and 18,700 cubic yards, respectively, from this slide during the month. The total excavation to date from this slide amounts to 68,750 cubic yards.

A slide occurred on the west side of the Canal between stations 2070.50 and 2074.50, Cocoli Hill, at 2.30 p. m. on December 8th. Approximately 15,000 cubic yards of material were carried into the channel. Twenty-two feet showing on the west prism line in several places; 30 feet at a point 25 feet east of the west prism line, and 40 feet 50 feet out. Approximately 25,000 yards will have to be removed to restore normal channel widths and depths. Buoys were immediately placed to protect shipping, and a dredge was transferred from the Cut on the 15th to this locality.

Work of widening the channel at La Pita Bend, which was commenced in July, 1922, and involved the removal of 1,220,000 cubic yards of material, 80 per cent rock (estimated), was completed during the month and the improved channel was opened to shipping December 27, 1924. The total quantity of material actually removed was 1,244,700 cubic yards, 92 per cent rock, or 24,700 cubic yards in excess of estimate. The time required was $2\frac{1}{2}$ years as estimated, and the cost was well within the estimate.

The total excavation during the month was 346,800 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
31,900	.....	31,900	Maintenance.....	Gaillard Cut, La Pita Point improvement project	<i>Gamboa.</i>
3,150	3,150	.....	Maintenance.....	Gaillard Cut, La Pita Bend.....	<i>Gamboa.</i>
18,700	11,800	6,900	Maintenance.....	Gaillard Cut; Cucuracha Village slide.....	<i>Gamboa.</i>
600	250	350	Maintenance.....	Gaillard Cut, West Culebra slide.....	<i>Gamboa.</i>
23,400	5,250	21,150	Maintenance.....	Gaillard Cut, West Culebra slide.....	<i>Paraiso.</i>
23,950	4,850	19,100	Maintenance.....	Gaillard Cut, Cucuracha Village slide.....	<i>Paraiso.</i>
1,700	.....	1,700	Maintenance.....	Pacific entrance, Miraflores P. I.....	<i>Paraiso.</i>
13,500	.....	13,500	Project No. 1.....	Pacific entrance, Miraflores P. I.....	<i>Paraiso.</i>
10,400	.....	10,400	Maintenance.....	Pacific entrance, Cocoli Hill slide.....	<i>Paraiso.</i>
141,500	.....	144,500	Maintenance.....	Pacific entrance.....	<i>No. 83.</i>
70,000	70,000	.....	Aux. maintenance.....	France Field.....	<i>No. 86.</i>
2,000	2,000	.....	Aux. maintenance.....	Sand from Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 192 deaths occurred during the month of December, 1924, among the population of the Canal Zone and the cities of Panama and Colon, which is equivalent to an annual death rate of 18.42 per thousand. The leading causes of death were: pneumonia (broncho and lobar), 33; tuberculosis (various organs), 28; nephritis (acute and chronic), 16; organic diseases of the heart, 16; cancer (various organs), 11. There were 8 deaths from diarrhea and enteritis, 5 from bronchitis, and 3 from apoplexy. Of the total deaths, 63, or 33 per cent, occurred among children under 5 years of age. There were 20 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 307 live births reported during the month, and 13 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 30.71 per 1,000 population. Deaths among children under 1 year of age numbered 47, giving an infant mortality rate of 153.09 per thousand live births.

The total number of malaria cases reported during the month was 99. Of these, 3 were reported from Panama City, 4 from Colon, 40 from Canal Zone sanitated areas, and 52 originated outside of our sanitated areas. Of the total, 14 were employees, 47 were nonemployees, and 38 were Army and Navy personnel. There were two deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters is shown in the following table as compared with December, 1923 and 1922:

	As of December 31, 1924.			Comparative totals.		
	Men.	Women.	Children.	December, 1924.	December, 1923.	December, 1922.
Americans.....	2,565	2,082	2,285	6,932	6,532	6,209
Europeans.....	82	29	70	181	163	197
West Indians.....	4,190	2,637	6,674	13,501	12,603	12,522
Totals, December, 1924.....	6,837	4,748	9,029	20,614		
Totals, December, 1923.....	6,494	4,571	8,233		19,298	
Totals, December, 1922.....	6,463	4,570	7,895			18,928

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of December 17, 1924, by departments, with a comparison of the working force for the preceding month and for December, 1923:

	As of December 17, 1924.			Total employees.	
	Gold.	Silver.	Total.	November, 1924.	December, 1923.
Operation and Maintenance:					
Office.....	28	38	66	65	84
Electrical.....	176	173	349	340	325
Municipal Engineering.....	73	436	509	539	515
Lock Operation.....	212	631	843	802	804
Dredging.....	165	823	988	999	1,039
Mechanical.....	520	940	1,460	1,413	1,180
Marine.....	177	687	864	776	707
Fortifications.....	12	117	129	43	37
Totals.....	1,363	3,845	5,208	4,977	4,691
Supply Department:					
Quartermaster.....	158	1,056	1,214	1,244	1,238
Subsistence.....	11	93	104	92	99
Commissary.....	195	929	1,124	1,098	991
Cattle Industry, plantations.....	6	143	149	142	123
Hotel Washington.....	7	91	98	94	98
Transportation.....	38	165	203	197	184
Totals.....	415	2,477	2,892	2,867	2,733
Accounting Department.....	196	7	203	202	197
Health Department.....	221	675	896	900	938
Executive Department.....	486	257	743	751	738
Totals.....	903	939	1,842	1,853	1,873
Panama Railroad:					
Superintendent.....	46	236	282	270	330
Transportation.....	63	110	173	174	166
Receiving and Forwarding Agent.....	77	1,060	1,137	1,262	1,129
Coaling station.....	42	247	289	430	533
Totals.....	228	1,653	1,881	2,136	2,158
Grand totals, December, 1924.....	2,909	8,914	11,823		
Grand totals, November, 1924.....	2,909	8,924		11,833	
Grand totals, December, 1923.....	2,702	8,753			11,455

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month, and with the corresponding month in 1923, were as follows:

	December, 1924.	November, 1924.	December, 1923.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$495,898.74	\$186,263.65	\$497,093.11
For other Panama Canal departments.....	11,859.75	14,823.81	16,379.82
Totals.....	507,758.49	201,187.46	423,472.93

	December, 1924.	November, 1924.	December, 1923.
Cash sales on the Isthmus:			
Stock.....	\$30,275.94	\$27,998.82	\$29,761.91
Fuel oil.....	755.50	289.98	1,413.68
Scrap.....	749.88	838.92	4,640.14
Obsolete and second-hand material.....	877.37	891.33	778.30
Totals.....	32,658.69	30,019.05	35,594.03

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures during the fiscal year to November 30, 1924, inclusive. It is impossible to submit the figures for the month of December at the time of writing this report, since all the bills, charges, etc., involved in the accounting have not been completed.

	Month.		Fiscal year.	
	November, 1924.	November, 1923.	This year.	Last year.
Tolls.....	\$1,750,945.25	\$2,058,227.61	\$9,078,577.22	\$10,125,143.33
Other receipts.....	291,537.79	245,001.47	1,337,733.35	1,152,605.69
Total transit revenues.....	2,042,483.04	2,303,229.08	10,416,310.57	11,277,749.02
Total transit expenses.....	925,933.59	893,581.48	4,519,879.37	4,369,462.93
Net transit revenues.....	1,116,549.45	1,409,647.60	5,896,431.20	6,908,286.09
Three per cent capital charge (theoretical).....	607,461.65	606,057.82	3,035,131.20	3,034,355.43
Transit surplus.....	509,087.80	803,589.78	2,861,300.00	3,873,930.66
Business revenues.....	1,007,372.89	934,333.25	5,284,294.53	4,407,413.49
Business expenses.....	926,731.46	843,778.73	4,771,483.02	3,992,162.42
Net business revenues.....	80,641.43	90,554.52	512,811.51	415,251.07
Three per cent capital charge (theoretical).....	53,360.21	52,532.27	279,324.47	278,055.07
Business surplus.....	27,281.22	38,022.25	233,487.04	137,196.00
Combined revenues.....	2,775,976.07	3,006,568.02	14,435,064.40	14,594,321.89
Combined expenses.....	1,578,785.19	1,506,365.90	8,025,821.69	7,270,784.73
Combined net revenues.....	1,197,190.88	1,500,202.12	6,409,242.71	7,323,537.16
Three per cent capital charge (theoretical).....	660,821.86	658,590.09	3,314,455.67	3,312,410.50
Combined surplus.....	536,369.02	841,612.03	3,094,787.04	4,011,126.66

Respectfully,

H. BURGESS,

Acting Governor.

Vessels of Argentine Registry Transit Canal.

Two vessels flying the flag of Argentine appeared in Canal waters on January 8 and 9. The tank ship *Tacite*, owned and operated by the Compania General de Combustibles de Buenos Aires, transited the Canal from the Atlantic to the Pacific on the 8th, en route from Newcastle-on-Tyne to Los Angeles. She is 430 feet long by 57 feet beam, with a Panama Canal net tonnage of 4,727 tons, and is the first Argentine commercial vessel to transit the Canal.

The battleship *Moreno*, of the Argentine Navy, arrived at Balboa on the 9th, en route from Valparaiso, Chile, to the Fore River Shipyards, near Boston, for overhaul. She remained at Balboa until the morning of the 12th, when she passed through the Canal. The *Moreno* has a displacement tonnage of 28,000 tons, is 600.3 feet long, with a beam of 91.5 feet. At the time of transit, she carried a crew of 687. She is a sister ship of the battleship *Rivadavia*, also of the Argentine Navy, and was built at the Fore River Shipyards in 1911.

Only three vessels of Argentine registry have previously transited the Canal, these transits occurring in 1915, 1918, and 1922, respectively.

MOVEMENTS OF OCEAN VESSELS. *Week ending at midnight, January 24, 1925.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Nature.	Tons.			Gross.	Net.		
Shawmut ²	13	19 10	18	6 32	18	13 04			American.	U. S. Navy	375.0	52.2	19.6	Pensacola.	San Diego.	General.			
Maury ²	17	19 20	18	6 35	18	13 08			American.	U. S. Navy	310.0	30.11		Pensacola.	San Diego.	General.	5,415	11,192	
Tairoa	13	13 16	18	6 10	18	16 37		18	17 40	British.	477.0	63.0	27.5	Liverpool.	Auckland.	General.	8,149		
Mailard ³	13	19 50	18	6 37	18	16 35			American.	U. S. Navy	180.0	35.6	13.3	Pensacola.	San Diego.	General.			
Lark ³	13	19 50	18	6 37	18	16 35			American.	U. S. Navy	180.0	35.6	13.3	Pensacola.	San Diego.	General.			
Falcon ³	13	19 50	18	6 37	18	16 35			American.	U. S. Navy	180.0	35.6	13.0	Pensacola.	San Diego.	General.	4,287	6,619	
West Cactus	17	15 18	18	7 40	18	17 39		19	5 55	American.	410.5	54.0	19.4	Bahia.	San Pedro.	General.	4,890		
Euler Franch.	17	22 15	18	7 26	18	17 40		18	18 43	American.	389.3	49.7	19.6	Cardiff.	Cronel.	General.	3,592		
Port Sydney	17	20 25	18	8 35	18	19 44		18	20 50	British.	591.0	63.4	25.3	New York.	Erismane.	General.	8,957		
William Cam- pion	17	23 10	18	8 50	18	20 55		19	18 25	American.	384.4	51.0	24.0	New York.	Seattle.	General.	6,327	4,433	
J. C. Donnell ¹	17	23 35	18	9 30	18	21 45		18	22 42	American.	500.0	68.3	21.0	Philadelphia.	San Pedro.	Ballast.	7,204		
Minnesota	18	2 30	18	10 10	18	22 45		18	23 45	American.	407.0	53.7	22.6	Roston.	Seattle.	General.	4,547	7,156	
Siola ⁴	18	6 00	18	10 10	18	22 45		17	35	American.	149.0	30.3		Cristobal.	Bahoa.	Ballast.	4,899		
Acasta ⁵	18	6 00	18	11 30	18	23 42		19	7 46	British.	400.0	52.0	18.9	Malta.	San Pedro.	Ballast.	6,134	4,604	
Joseph Seep ¹	18	6 45	18	12 05	19	0 43		19	14 40	American.	429.3	59.2	21.0	Ponce.	Talara.	Ballast.	5,631		
No. 2743 ⁵	18	6 45	18	12 05	19	0 43		19	14 40	American.	429.3	59.2	21.0	Ponce.	Talara.	Ballast.	5,631	1	
Savannah ⁶	11	12 25	19	6 10	19	16 25		19	18 00	American.	414.10	46.1	24.5	Pensacola.	San Diego.	Ballast.	7,825		
S-21 ⁷	19	6 25	19	6 25	19	17 40		19	18 50	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.	1		
S-26 ⁷	19	6 25	19	6 25	19	17 40		19	18 50	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
S-28 ⁷	19	6 25	19	6 25	19	17 45		19	18 50	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
Camden ⁶	10	11 55	19	7 25	19	19 10		19	20 45	American.	385.0	47.6	24.6	Pensacola.	San Diego.	Ballast.			
S-21 ⁷	19	7 45	19	7 45	19	17 55		19	18 50	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
S-28 ⁷	19	7 45	19	7 45	19	17 55		19	18 50	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
Bushnell ⁶	10	7 05	19	7 40	19	18 50		19	20 17	American.	350.0	46.0	18.0	Pensacola.	San Diego.	Ballast.			
S-22 ⁷	19	7 55	19	7 55	19	17 55		19	19 20	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
S-23 ⁷	19	7 55	19	7 55	19	17 55		19	19 20	American.	219.0	20.0		Cristobal.	San Diego.	Ballast.			
S-11 ⁷	19	8 30	19	8 30	19	21 47		19	23 14	American.	231.0	21.0		Cristobal.	San Diego.	Ballast.			
S-12 ⁷	19	9 05	19	9 05	19	23 04		20	0 19	American.	231.0	21.0		Cristobal.	San Diego.	Ballast.			
S-13 ⁷	19	9 05	19	9 05	20	0 18		20	1 35	American.	231.0	21.0		Cristobal.	San Diego.	Ballast.			
Samuel Q. Proven ¹	19	4 35	19	10 10	19	20 34		19	21 40	American.	424.0	58.2	20.0	New York.	Los Angeles.	Ballast.	7,333	5,246	
F. H. Hillman ¹	19	12 50	19	12 55	19	21 45		20	3 10	American.	500.0	68.2	22.6	London.	Los Angeles.	Ballast.	11,225	7,913	
Murphy ¹	19	1 25	19	13 05	19	23 16		20	0 15	German.	450.2	58.2	25.3	Antwerp.	Buenaventura.	General.	6,400	7,727	
Cañero.	18	24 00	19	13 43	20	0 32		20	1 25	Italian.	397.0	49.8	20.0	Genoa.	Valparaiso.	General.	1,000	6,554	
Capt. Edw. P. Nones ⁴	19	9 05	19	9 05	19					American.	101.0	22.0		Cristobal.	Gatun.	Ballast.			
Wilhelm ⁶	19	9 05	19	9 05	19					American.	101.0	22.0		Cristobal.	Gatun.	Ballast.			
¹ Tanker.																			
² Sloop.																			
³ Mine layer.																			
⁴ Mine sweeper.																			
⁵ Tug.																			
⁶ Sub-tender.																			
⁷ Submarine.																			
⁸ Launch.																			

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Canadian Importer	18	7 50	18	8 57	18	16 10	18	17 05	British.	Canadian Govt. Mer. Marine.	399.3	52.4	23.0	Victoria	Grimsby, Eng.	Lumber.	5,833	5,891	4,186
Santa Clara.	18	7 55	18	9 22	18	17 35	18	19 50	American.	Grace Line.	404.6	53.9	28.6	Iquique.	Mobile.	Nitrate.	8,500	6,760	4,450
Paul Luckenbach.	18	10 45	18	11 2	18	19 10	18	20 25	American.	Luckenbach Line.	471.1	59.2	24.6	Portland, Oreg.	Boston.	General, lumber.	9,500	9,027	6,539
Lillian Luckenbach.	18	11 45	18	12 40	18	20 29	18	20 20	American.	Luckenbach Line.	448.9	60.2	31.0	Portland.	Boston.	Lumber.	9,000	9,294	6,865
Almagro.	19	7 50	19	9 37	19	17 05	20	11 40	British.	Pacific Steam Navigation Co.	303.4	48.0	14.0	Callao.	New York.	General.	1,452.1	2,878	1,714
Santa Elisa.	19	7 25	19	9 59	19	17 10	19	20 40	American.	Grace Line.	360.3	51.7	24.9	Talcahuano.	New York.	General.	4,127	5,957	4,325
La Paz.	19	6 50	19	12 00	19	20 10	20	11 30	British.	Pacific Steam Navigation Co.	466.0	54.0	34.9	San Antonio.	Hull, England.	General.	7,464	7,216	4,912
Fort Morgan.	19	12 00	19	12 47	19	19 55	24	6 12	Norwegian.	Ocean Carriers Co.	225.0	30.1	14.5	Tumaco.	Cristobal.	General.	5,522	1,153	665
Californie.	19	20 10	20	6 30	20	15 25	21	0 30	French.	Gie. Gle. Transatlantique.	381.9	47.5	26.0	Talcahuano.	Havre.	General.	5,639	5,530	3,854
Rhodopis.	19	21 15	20	7 08	20	17 15	21	3 45	German.	Kosmos Line.	435.7	53.2	25.2	Valparaiso.	Hamburg.	Nitrate, general.	6,656	7,525	5,154
Francis E. Powell.	19	23 00	20	8 14	20	17 25	20	17 25	American.	Atlantic Refining Co.	431.0	59.2	28.0	Los Angeles.	Philadelphia.	Gasoline.	9,995	7,860	5,101
Elbro.	19	15 45	20	8 24	20	18 25	21	16 35	Norwegian.	Gerritsen Line.	206.9	33.7	15.0	Corinto, Nic.	Chester, Pa.	Dye-wood.	1,050	1,070	646
Hesperos.	20	4 00	20	9 32	20	18 35	20	18 25	Norwegian.	E. I. Dupont De Nemours Co.	389.8	54.1	24.7	Iquique.	New Orleans.	Nitrate of soda.	7,900	5,693	4,230
Ipswich.	20	3 40	20	9 38	20	19 01	20	19 00	American.	United-American Line.	400.7	54.2	27.0	Seattle.	Baltimore.	Lumber, general.	6,654	6,616	4,614
La Brea.	20	2 00	20	11 20	20	19 35	20	19 35	American.	Union Sulphur Co. of N. Y.	356.0	58.9	25.0	Port Alberni.	Providence.	Lumber.	3,250	5,349	2,950
San Juan.	19	22 30	20	12 22	20	21 00	21	4 05	American.	Union Oil Co. of California.	435.0	56.2	25.11	San Francisco.	Hamburg.	Gasoline.	8,500	7,150	4,765
Tuscanstar.	20	3 40	20	12 20	20	21 00	21	4 05	American.	Pacific Mail Steamship Co.	283.0	37.0	18.0	New West ster.	Cristobal.	Coffee, general.	1,316	2,379	1,593
Wido.	20	21 48	21	6 13	21	15 45	21	23 25	British.	Blue Star Line, Ltd.	420.0	54.0	26.10	Corral.	London.	General.	7,728	7,365	5,867
Loehkatrine.	20	22 00	21	7 25	21	16 35	21	18 30	German.	Roland Line (A. G.)	393.4	54.3	25.6	Vancouver.	Hamburg.	General.	7,975	10,802	7,965
Hertford.	21	7 50	21	10 03	21	17 08	21	21 15	British.	Royal Mail Steam Packet Co.	485.4	62.3	27.5	Bluff, N. Z.	Antwerp.	Frozen, general.	8,595	12,933	9,314
Cecil County.	21	5 06	21	11 01	21	19 05	22	0 15	American.	New Zealand Shipping Co.	533.0	64.0	28.0	San Pedro.	New York.	Crude oil.	8,800	8,097	5,330
Wales Maru.	11	14 00	22	6 12	22	15 05	22	16 40	Japanese.	Walker & Daly (S. B.)	431.0	59.2	25.4	Caleta Colosa.	Baltimore.	Nitrates.	9,001	7,043	5,077
John D. Archbold.	21	20 50	22	6 56	22	15 07	22	17 00	American.	Standard Oil Co. of N. J.	554.9	75.3	31.0	San Pedro.	Baltimore.	Crude oil.	19,657	14,783	10,313
E. T. Bedford.	22	3 34	22	8 57	22	18 15	22	18 15	American.	Standard Oil Co. of N. J.	499.2	63.1	29.3	Talara, Peru.	Charleston.	Crude oil (bulk).	15,552	11,009	7,967
El Cicuta.	22	3 30	22	9 11	22	18 23	23	0 55	American.	Los Angeles Lumber Products Co.	253.0	48.5	22.7	Powell River.	Houston, Tex.	General.	2,155	2,739	1,640
Spreewald.	21	21 45	22	11 46	22	19 25	22	19 55	German.	Hamburg-American Line.	398.6	54.2	25.7	Valparaiso.	Hamburg.	General.	7,802	6,791	4,997
Feltore.	22	10 55	22	12 22	22	23 39	23	1 45	American.	Ore Steamship Corporation.	449.1	57.2	30.0	Cruz Grande.	Baltimore.	Iron ore.	5,924	7,091	5,092
Iowan.	22	11 45	22	12 54	22	23 29	23	2 05	American.	American-Hawaiian Line.	407.7	57.3	23.0	Seattle.	Boston.	General.	20,000	14,325	6,635
Lebre.	22	2 10	23	5 50	23	17 35	23	17 35	American.	Ore Steamship Corporation.	549.6	72.2	32.2	Cruz Grande.	New York.	Iron ore.	20,000	14,325	6,635
Heider.	22	14 00	23	7 14	23	18 09	23	23 55	Dutch.	Royal Netherlands W. I. Mail.	362.0	50.0	27.0	Corral.	Dunkirk.	General.	5,255	5,117	3,807
Manuel Calvo.	22	14 15	23	8 55	23	14 30	24	13 35	Spanish.	Compania Trasatlantica.	435.0	48.0	21.0	Valparaiso.	Barcelona.	General.	1,288	5,996	3,897
Anglo-Egyptian	25	1 00	23	13 27	23	21 35	23	22 55	British.	Lawther, Latta & Co., Ltd.	424.5	56.3	26.5	Gamboa.	Gibraltar.	Bulk wheat.	2,250	7,472	5,262

** Newsprint and lumber.

** Nitrate, ore, and general

** Motor ship.

* Tanker.

Mineola.....	23	17	18	24	6	28	24	14	30	24	14	55	American.....	N. O. & S. A. S. S. Co.	298.6	40.0	21.0	Talcahuano.....	New Orleans.....	3,601	2,835	1,805
O-1 ²²	24	6	33	24	14	30	24	14	30	24	14	30	American.....	U. S. Navy.....	215.7	33.5	15.6	Balboa.....	Coco Solo.....	640	1,273	706
O-6 ²²	24	6	33	24	14	30	24	14	30	24	14	30	American.....	U. S. Navy.....	412.10	53.6	23.3	Balboa.....	Coco Solo.....	6,249	5,760	3,866
Acaputla.....	24	0	40	24	7	31	24	15	15	24	17	35	British.....	Pacific Steam Navigation Co.				Champerico.....	Cristobal.....			
Pear Branch.....	24	7	50	24	9	30	24	17	35	24	17	35	British.....	F. and W. Ritson.....				Coronel.....	Leith.....			

²² Submarine.

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—
January 18...	Yuma	Standard Fruit Co.	San Blas coast.	January 18...	Oranje Nassau	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
January 19...	Cartago	United Fruit Co.	New Orleans via Habana.	January 19...	Cristobol	Panama Railroad Steamship Line.	New York via Haiti.
January 19...	Belize	Trinidad Government	Port-of-Spain, Trinidad.	January 19...	Yuma	Standard Fruit Co.	New Orleans via wayports.
January 20...	San Gil	United Fruit Co.	Boston via Habana.	January 20...	Cartago	United Fruit Co.	New Orleans via wayport.
January 20...	Adalia	Hamburg-American Line	Puerto Barrios.	January 21...	Ulysses and Darien	Panama Railroad Steamship Line	Norfolk.
January 21...	Abangarez	United Fruit Co.	New Orleans via Habana.	January 21...	San Gil	United Fruit Co.	Boston via Port Limon.
January 21...	Carrillo	United Fruit Co.	New York via Kingston.	January 22...	Adalia	Hamburg-American Line	Hamburg via wayports.
January 22...	Sixaola	United Fruit Co.	Colombian ports.	January 22...	Carrillo	United Fruit Co.	Colombian ports.
January 23...	Herbert G. Wyle.	Pan-American Petroleum Co.	New York via wayports.	January 22...	Sixaola	United Fruit Co.	New York via Kingston.
January 23...	Camden	United Fruit Co.	Tampico.	January 22...	Abangarez	United Fruit Co.	New Orleans via wayports.
January 23...	Eidsvaag	Gorissen Line	Tampico.	January 23...	Camden	United Fruit Co.	Santa Marta.
January 24...	St. Michel ²³	U. S. Army	San Juan, P. R.	January 24...	Coronado.	Elders & Fyffes, Ltd	Kingston.
January 24...	Gen. W. C. Gorgas	Panama Railroad Steamship Line.	New York.	January 24...	Uua	United Fruit Co.	New York via wayports.
January 24...	Coronado	Elders & Fyffes, Ltd	Port Limon.	January 24...	Eidsvaag	Gorissen Line	Curacao.

²³ Transport.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
January 17...	Romulus.....	R. S. Silva & Co.	Tacoma.	January 18...	Romulus	R. S. Silva & Co.	Antofagasta.
January 22...	Ceronel Bolognesi	Peruvian Navy	Callao.				
January 23...	Locoma.....	International Petroleum Co.	Talara.				

* Other than ships passing through the Canal

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending January 24, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
City of Panama	Pacific Mail Steamship Line	January 5	January 17		2,250
Tongking	East Asiatic Steamship Co.	January 11	January 11	30	
Ucayali	Peruvian Line	January 11	January 14		728
Heredia	United Fruit Co.	January 11	January 11	130	119
Calamares	United Fruit Co.	January 11	January 11	58	301
Kinderdijk	Royal Netherlands W. I. Mail	January 12	January 13	469	561
Perou	French Line	January 12	January 14	200	506
Ebro	Pacific Steam Navigation Co.	January 12	January 12	11	40
Turrialba	United Fruit Co.	January 13	January 15	859	1
Cristobal	Panama Railroad Steamship Line	January 13	January 19	2,797	1,585
Oranje Nassau	Royal Netherlands W. I. Mail	January 13	January 14	28	
Lubeck	Kosmos Line	January 13	January 14	26	20
Galicia	Hamburg-American Line	January 14	January 15	260	40
Heredia	United Fruit Co.	January 14	January 14	103	2
Sixola	United Fruit Co.	January 15	January 15	263	223
Santa Teresa	Grance Line	January 14	January 15	3	
Cuyama	U. S. Navy	January 15	January 20	8,571	
Tivives	United Fruit Co.	January 15	January 15	4	216
Alexandrian	Leyland Line	January 15	January 16	880	77
Breda	Royal Netherlands W. I. Mail	January 15	January 16	260	12
Darien	Panama Railroad Steamship Line	January 16	January 21	7,350	
Ulysses	Panama Railroad Steamship Line	January 16	January 21	12,027	
Pastores	United Fruit Co.	January 16	January 17	87	130
Leon XIII	Spanish Line	January 16	January 17	382	
Salvador	Pacific Steam Navigation Co.	January 16		703	
San Bruno	United Fruit Co.	January 17	January 17	107	149
Urubamba	Peruvian Line	January 17	January 18	1,128	
Oranje Nassau	Royal Netherlands W. I. Mail	January 17	January 18		1,367
Salvador	Pacific Steam Navigation Co.	January 16	January 25		1,144
Almagro	Pacific Steam Navigation Co.	January 19	January 19	585	51
Cardiganshire	Pacific Steam Navigation Co.	January 19	January 20	217	338
Cartago	United Fruit Co.	January 19	January 20	151	133
Santa Elisa	Grace Line	January 19	January 19	24	7
Fort Morgan	Ocean Carriers Co.	January 19	January 24	542	
Adalia	Hamburg-American Line	January 20	January 22	31	914
Rhodophia	Kosmos Line	January 20	January 20		52
Californie	French Line	January 20	January 20	114	30
San Gil	United Fruit Co.	January 20	January 21	20	130
San Juan	Pacific Mail Steamship Co.	January 20		1,316	
Abangarez	United Fruit Co.	January 21	January 22	253	8
Sixola	United Fruit Co.	January 21	January 22	217	217
Carrillo	United Fruit Co.	January 21	January 22	391	308
Loehkatrine	Pacific Steam Navigation Co.	January 21	January 21		170
Sachsen	Hamburg-American Line	January 21	January 22		205
Hector	Royal Netherlands W. I. Mail	January 22	January 22		222
Urubamba	Peruvian Line	January 22	January 24		844
Vittorio Veneto	Italian Line	January 22	January 22	187	9
Oklahoma	French Line	January 22	January 22	121	
Santa Rosa	Pacific Mail Steamship Co.	January 22	January 23	375	
Herbert G. Wylie	Pan-American Petroleum Co.	January 23	January 25	6,063	
Camden	United Fruit Co.	January 23	January 23	3,720	
Uha	United Fruit Co.	January 23	January 24	232	5
Helder	Royal Netherlands W. I. Mail	January 23	January 23	304	15
Vietolite	Imperial Oil Co.	January 23	January 24	12,308	
Teno	Chilean Line	January 23	January 23		241
Manuel Calvo	Spanish Line	January 23	January 24	205	3
St. Jean	French Steamship Co.	January 23	January 24	168	
Acajutla	Pacific Steam Navigation Co.	January 24		580	
Coronado	United Fruit Co.	January 24	January 24	94	
St. Mihel	U. S. Army	January 24		824	
Gen. W. C. Gorgas	Panama Railroad Steamship Line	January 24		1,945	

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Two Weeks Ending January 24, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Salvador	Pacific Steam Navigation Co.	January 16	January 16	10	
City of Panama	Pacific Mail Steamship Co.	January 17	January 17		2
Almagro	Pacific Steam Navigation Co.	January 19	January 19	8	
San Juan	Pacific Mail Steamship Co.	January 20	January 20	78	
Iocoma	Imperial Oil Co.	January 23		1,398	
Urubamba	Peruvian Steamship Co.	January 24	January 24		9

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Heavy Traffic for One Day Through Canal.

On January 28, 1925, 16 commercial vessels transited the Canal from the Atlantic to the Pacific, and 7 from the Pacific to the Atlantic, making a total of 23 commercial transits for the day. The 16 transits southbound established a record for traffic in that direction for one day, exceeding the former record of 15 transits established on May 25, 1923. Tonnage, tolls, and tons of cargo carried did not equal the record established on May 25, 1923, however. In the following table is shown detail of the former high record and the figures for January 28, 1925:

Date and direction.	No. of vessels.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
May 25, 1923 (southbound).....	15	77,628	\$68,814.17	63,895
May 25, 1923 (northbound).....	10	67,754	67,790.60	89,180
Totals.....	25	145,382	136,604.77	153,075
January 28, 1925 (southbound).....	16	65,516	57,142.40	47,169
January 28, 1925 (northbound).....	7	41,989	43,180.25	57,571
Totals.....	23	107,505	100,322.65	104,740

In addition to the 7 commercial transits northbound, two U. S. Naval vessels on which no tolls were collected, transited the Canal. On account of but one lock chamber being available for use at Miraflores during the overhaul, the last of the southbound transits did not clear at Miraflores Locks until 5.53 a. m. on the morning of January 29.

Canal Traffic During January, 1925.

During the month of January, 1925, 401 commercial vessels, 10 launches, and 48 government vessels passed through the Canal, making the total transits for the month 459, or a daily average of 14.83.

Tolls for the month aggregated \$1,832,069.01, giving a daily average tolls collection on all traffic of \$59,099. Of the foregoing, \$1,832,024.35 represents the collections from the 401 commercial vessels, and \$44.66 the tolls paid on the 10 launches. The 48 government vessels transited the Canal without charge.

In the number of transits and the amount of tolls collected, January's traffic was slightly higher than the monthly average for the 7 months' period of the current fiscal year. Traffic for the past month was considerably below that for January, 1924, however, when 476 commercial vessels transited the Canal, on which tolls aggregating \$2,216,855.01 were collected.

Segregated by direction, the month's traffic was as follows:

Direction.	Com- mercial.	Launches.	United States Govern- ment.	Tolls.
Atlantic to Pacific.....	226	8	37	\$973,187.72
Pacific to Atlantic.....	175	2	11	858,881.29
Totals.....	401	10	48	1,832,069.01

In the following tabulation, the number of commercial transits and the amount of tolls collected are shown for the 7 months of the present fiscal year, together with daily averages of transits and tolls, by months.

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.84
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.42	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
Totals.....	2,774	12,810,943.86	12.90	59,585.78

The average amount of tolls paid by each of the commercial transits during the month of January was \$4,568.64.

Tanker Traffic Through the Panama Canal During Calendar Year 1924.

During the past calendar year, 1,521 tank ships transited the Canal, carrying a total of 8,050,846 tons of mineral oil products. These vessels had a combined net tonnage of 7,991,887, Panama Canal measurement, on which tolls of \$7,127,218.93 were collected. Tank ships comprised 31.1 per cent of the total commercial transits during the year, 32.7 per cent of the total Panama Canal net tonnage, 31.2 per cent of the total tolls collected, and 31.1 per cent of the total cargo carried in commercial vessels through the Canal during the year.

The following tabulation shows the number of tank ships, the Panama Canal net tonnage, tolls collected, and cargo carried for each month of the calendar year 1924, together with totals for the half-year periods, and for the full years 1924 and 1923, segregated by direction and whether ballast or laden:

Month.	Number of transits.			Panama Canal net tonnage.			Tolls.	Tons of cargo.
	Ballast.	Laden.	Total.	Ballast.	Laden.	Total.		
<i>Atlantic to Pacific.</i>								
January.....	64	2	66	392,794	12,257	405,051	\$295,522.96	21,005
February.....	53	3	56	328,105	15,075	343,180	256,114.73	27,261
March.....	60	3	63	362,100	15,641	377,741	278,288.99	27,281
April.....	61	5	66	366,369	26,341	392,710	292,044.65	31,247
May.....	48	3	51	295,002	16,215	311,217	228,649.09	28,069
June.....	48	5	53	286,573	26,362	312,935	233,757.22	30,714
Totals, half year	334	21	355	2,030,943	111,891	2,142,834	1,584,377.64	165,577
Totals, half year, 1923.....	368	29	397	2,192,496	151,418	2,343,914	1,748,674.47	212,825
July.....	55	8	63	335,450	39,840	375,290	283,591.30	65,221
August.....	53	4	57	335,341	19,295	354,636	263,697.14	23,183
September.....	51	4	55	303,269	17,791	321,060	238,275.77	33,427
October.....	31	1	32	201,251	4,989	206,240	150,641.17	1,122
November.....	36	3	39	228,046	14,530	242,576	181,111.42	27,448
December.....	27	6	33	154,700	27,118	181,818	142,139.36	40,184
Totals, half year	253	26	279	1,558,057	123,563	1,681,620	1,259,456.16	190,585
Totals, half year, 1923.....	444	36	480	2,614,972	187,229	2,802,201	2,089,280.87	289,208
Totals, 1924.	587	47	634	3,589,000	235,454	3,824,454	2,843,833.80	356,162
Totals, 1923..	812	65	877	4,807,468	338,647	5,146,115	3,837,955.34	502,033

Month.	Number of transits.			Panama Canal net tonnage.			Tolls.	Tons of cargo.
	Ballast.	Laden.	Total.	Ballast.	Laden.	Total.		
<i>Pacific to Atlantic.</i>								
January.....	2	74	76	9,269	433,970	443,239	\$456,899.88	833,768
February.....	4	60	64	19,117	371,218	390,335	396,733.64	713,203
March.....	2	67	69	9,269	418,096	427,365	442,500.33	790,057
April.....	2	50	52	9,554	306,281	315,835	324,023.63	568,339
May.....	1	69	70	4,438	412,920	417,358	433,705.31	782,341
June.....	1	51	52	4,831	326,914	331,745	337,912.62	609,000
Totals, half year	12	371	383	56,478	2,269,399	2,325,877	2,391,775.41	4,296,708
Totals, half year, 1923.....	9	332	341	40,805	1,991,866	2,032,671	2,123,290.34	3,713,571
July.....	1	56	57	4,932	338,573	343,505	354,434.84	641,912
August.....		59	59		350,357	340,357	364,545.85	660,773
September.....		58	58		363,920	363,920	368,616.80	676,499
October.....	2	46	48	9,554	274,206	283,760	292,748.93	519,447
November.....	1	34	35	4,723	219,567	224,290	228,910.41	406,608
December.....	4	42	46	16,427	259,297	275,724	2,282,352.89	492,737
Totals, half year	8	295	303	35,636	1,805,920	1,841,556	1,891,609.72	3,397,976
Totals, half year, 1923.....	14	472	486	67,870	2,833,265	2,901,135	3,006,401.73	5,410,110
Totals, 1924.....	20	666	686	92,114	4,075,319	4,167,433	4,283,385.13	7,694,684
Totals, 1923.....	23	804	827	108,675	4,825,131	4,933,806	5,129,692.07	9,123,681

The following table shows the totals by half-year periods for 1924, in comparison with the totals for the half-year periods for the calendar year 1923, and the totals for the 2 years:

Period.	Number of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
First one-half, 1924.....	738	4,468,711	\$3,976,153.05	4,462,285
First one-half, 1923.....	738	4,376,585	3,871,964.81	3,926,396
Second one-half, 1924.....	582	3,523,176	3,151,065.88	3,588,561
Second one-half, 1923.....	966	5,703,336	5,095,682.60	5,699,318
Calendar year 1924.....	1,320	7,991,887	7,127,218.93	8,050,846
Calendar year 1923.....	1,704	10,079,921	8,967,647.41	9,625,714

Comparing the total tanker traffic for 1924 with the total for 1923, the decrease in tanker traffic, expressed in terms of percentage, was as follows: Transits, 22.5 per cent; Panama Canal net tonnage, 20.7 per cent; tolls, 20.5 per cent; and tons of cargo, 16.4 per cent.

The total cargo carried in tank ships decreased from 9,625,714 tons in 1923, to 8,050,846 tons in 1924, or a decrease of 1,574,868 tons. The aggregate cargo carried by general cargo vessels, however, increased from 15,534,831 tons in 1923, to 17,841,288 tons in 1924, or an increase of 2,306,451 tons during the calendar year, or an increase of approximately 15 per cent.

Unique Voyage of Peruvian Ship.

On January 23, 1925, the steamship *Perene*, flying the Peruvian flag, transited the Canal bound from Iquitos, Peru, to Callao, Peru. This was a rather unique voyage, considering the roundabout way this ship had to travel to arrive at her destination. Starting from Iquitos with a cargo of 1,200 tons of valuable hardwoods, the *Perene* traveled down the Amazon River to Para, Brazil, thence up the east coast of South America, and through the Canal bound for Callao.

The distance from Iquitos to Callao, although but a few hundred miles as the crow flies, required a voyage for the *Perene* of between 4,000 and 5,000 miles.

The *Perene* is a coal burning steamer of 1,529 net tons, and is owned and operated by the Peruvian Line.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, January 31, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Salvador.....	5	16.05	25	6.15	25	14.23	25	15.45	British.....	Pacific Steam Navigation Co....	215.0	35.4	17.8	Cristobal.....	Champerico.....	General.....	1,142	1,270	735
Orinoco.....	5	8.20	25	6.22	25	14.20	25	15.45	American.....	Oriental Navigation Co.....	376.0	52.0	24.11	Mobile.....	La Union.....	(?).....	7,006	5,455	3,902
Trebartha.....	24	20.10	25	6.40	25	15.15	25	16.10	British.....	New Zealand Shipping Co.....	400.1	51.1	23.0	Sydney, N. S.....	Sydney.....	General.....	4,553	6,005	4,416
Santora.....	24	20.20	25	7.25	25	17.27	25	18.30	American.....	Ore Steamship Corp.....	449.1	57.0	20.0	Baltimore.....	Cruz Grande.....	Ballast.....	7,808	5,139	3,139
Agwinom.....	24	23.35	25	7.25	25	18.30	25	19.30	American.....	International Shipping Corp.....	429.3	59.2	20.0	Baltimore.....	San Francisco.....	Ballast.....	7,885	5,402	3,402
Magala.....	24	23.20	25	8.55	25	19.30	25	21.06	British.....	MacLay & McIntyre.....	400.0	52.0	18.0	Philadelphia.....	Tocopila.....	Ballast.....	5,486	4,050	2,586
Pennsylvania.....	24	3.30	25	9.08	25	20.26	25	21.06	American.....	Lytle-Hawkins Line.....	407.7	53.7	22.6	New York.....	San Pedro.....	General.....	5,060	7,107	4,916
Cape Connor.....	21	23.40	25	10.15	25	21.29	25	22.25	British.....	Ayle Shipping Co.....	400.0	53.0	15.0	Norfolk.....	Chile.....	Ballast.....	6,616	4,870	3,016
Gothic Prince.....	25	2.10	25	10.07	25	22.40	25	23.41	British.....	Prince Line, Ltd.....	464.7	57.2	25.0	New York.....	Hongkong.....	General.....	6,971	9,082	6,701
Mathilda.....	25	11.47	25	11.47	25	11.47	25	11.47	American.....	United Fruit Co.....	500.3	63.3	30.4	Cristobal.....	Gatun.....	Ballast.....	6,000	12,872	9,579
Ionic.....	25	12.45	26	6.15	26	13.39	26	14.40	British.....	White Star Line.....	420.0	58.0	19.11	London.....	Wellington.....	General.....	865	7,892	5,858
Pacific Trader.....	25	8.40	26	6.20	26	17.04	26	21.35	British.....	Furness, Withy & Co.....	399.0	53.1	22.6	Manchester.....	San Francisco.....	General.....	3,492	6,545	4,483
Kellerwald.....	25	12.08	26	6.56	26	18.01	26	19.00	German.....	Hamburg-American Line.....	408.3	62.7	21.0	Hamburg.....	Chile.....	Ballast.....	9,744	7,140	4,140
Dixie Arrow.....	25	14.50	26	7.26	26	18.57	26	20.05	American.....	Standard Transportation Co.....	413.0	51.9	21.0	New York.....	San Francisco.....	Ballast.....	4,085	5,853	4,285
Matoppo.....	25	17.05	26	8.38	26	20.00	26	21.15	British.....	Norton, Lilly & Co.....	464.0	60.0	20.0	New York.....	Auckland.....	General.....	8,473	6,017	3,324
Swifsure.....	25	21.40	26	8.34	26	21.02	26	22.06	American.....	C. D. Mallory & Co.....	382.0	49.9	17.0	New York.....	San Francisco.....	Ballast.....	5,020	3,324	2,279
Sun.....	26	1.10	26	10.10	26	22.00	26	23.15	American.....	Sun Oil Co.....	134.4	35.0	11.5	Lunenburg, N.S.....	Los Angeles.....	Ballast.....	433	279	134
Fishman.....	31	7.55	26	10.30	27	0.04	30	1.15	American.....	Zane Grey.....	384.1	50.2	16.0	Mobile.....	Champerico.....	Ballast.....	5,000	5,608	4,297
Seaspir.....	26	6.50	26	11.05	27	0.37	27	1.10	German.....	Kosmos Line.....	216.0	35.0	20.0	Cristobal.....	Balboa.....	General.....	513	269	134
Fulton.....	26	11.55	26	12.25	27	1.12	27	18.39	American.....	Munson Line.....	370.0	53.2	20.0	Newport News.....	Portland.....	General.....	17,914	12,531	7,140
Danville.....	25	14.20	26	12.45	27	21.20	28	20.00	American.....	H. W. Hagan.....	188.2	33.5	18.0	New York.....	Balboa.....	Ballast.....	7,362	6,023	4,763
California.....	26	11.05	27	6.15	27	18.49	27	21.35	British.....	Anchor Line.....	510.0	64.2	26.8	New York.....	San Pedro.....	General.....	6,062	4,124	2,124
Hororata.....	26	11.48	27	7.10	27	19.35	28	0.42	British.....	New Zealand Shipping Co.....	400.0	52.3	20.0	Avonmouth.....	Dunedin.....	General.....	265	1,273	706
War Nizam.....	27	7.30	27	10.05	27	21.19	28	7.28	British.....	Anglo-Saxon Petroleum Co.....	215.7	33.5	13.3	Glasgow.....	Los Angeles.....	Ballast.....	2,873	1,765	1,065
Acajuta.....	24	16.15	28	6.05	28	19.30	28	20.39	British.....	Pacific Steam Navigation Co.....	400.0	52.3	20.0	Cristobal.....	Buenaventura.....	General.....	4,088	5,759	3,660
Lake Florian.....	27	17.35	28	6.20	28	20.03	28	20.03	American.....	Lykes Brothers.....	351.0	43.6	13.0	Arroyo, P. R.....	Bas Obispo.....	General.....	2,998	5,173	3,651
Haarlem.....	27	14.05	28	6.15	28	18.10	29	0.55	Dutch.....	Royal Netherlands W. I. Mail.....	394.0	52.0	20.0	Amsterdam.....	Valparaiso.....	General.....	7,333	5,182	3,182
Dunstaffnage.....	27	21.10	28	7.25	28	18.17	28	19.20	British.....	Glen & Co.....	494.4	58.2	20.6	Norfolk.....	Iquique.....	Coal.....	8,120	8,015	5,849
Robert E. Hop-kins.....	27	22.05	28	7.35	28	19.32	28	20.39	American.....	Tidewater Oil Co.....	445.0	58.2	20.6	New York.....	San Pedro.....	Ballast.....	9,033	5,938	3,938
Liston Maru.....	27	23.30	28	8.35	28	20.39	28	21.55	Japanese.....	Nippon Yusen Kaisha.....	440.0	58.2	20.6	Boston.....	Yokohama.....	General.....	40	160	77
K. R. Kingsbury.....	28	1.45	28	8.55	28	21.50	28	22.58	American.....	Standard Oil Co.....	440.0	58.2	20.0	New York.....	San Francisco.....	Ballast.....	4,295	5,684	4,109
Atrato.....	27	14.30	28	8.17	28	19.30	31	13.10	Colombia.....	Colombian Transport Co.....	94.0	24.0	7.0	Cristobal.....	Buenaventura.....	General.....	6,617	6,581	4,795
Willafu.....	28	2.10	28	9.20	28	22.40	29	5.10	American.....	Williams Steamship Co.....	386.8	52.2	20.6	Baltimore.....	Seattle.....	General.....	15,551	4,297	2,297
Clauseau.....	28	3.00	28	9.42	28	23.44	29	5.10	American.....	Norton, Lilly & Co.....	409.8	54.2	23.0	Baltimore.....	San Francisco.....	General.....	15,551	4,297	2,297
Marce.....	28	6.42	28	10.45	29	1.01	29	2.02	American.....	Ore Steamship Corporation.....	550.3	72.2	23.0	New York.....	Cruz Grande.....	Ballast.....	1,023	head of cattle.	

* Motor ship.

* Motor ship.

* Motor ship.

* Motor ship.

* Motor ship.

* Motor ship.

* Motor ship.

* Motor ship.

Canadian Pioneer.	28	6.55	28	11.08	29	2.13	29	8.00	British	Canadian Govt. Mer. Marine	400.4	52.0	21.6	Antwerp.	Vancouver.	General	5.156	5.877	4,070
Walter A.	28	6.58	28	11.51	29	3.09	29	4.00	American.	Luckenbach Line	445.5	56.1	26.7	Boston.	Seattle	General	6.355	8.785	6,567
Calcutta Maru.	28	7.20	28	12.51	29	4.28	29	6.00	Japanese.	Nippon Yusen Kaisha	490.0	54.6	22.0	New York	Kobe	General ⁽¹⁾	4.732	5.790	4,178
Balboa.	27	21.20	28	13.19	29	6.25	29	16.25	Swedish.	Johnson Line	427.0	56.0	18.9	Ersvik	San Pedro.	General	4.143	7.189	5,633
Texas Maru.	27	7.33	28	13.28	29	6.25	29	7.23	Japanese.	Kokusa Kaisha	425.0	53.8	14.6	New Orleans	Valparaiso.	Ballast	6.899	5.139	
Santa Ana.	28	16.20	29	6.05	29	13.15	29	16.55	American.	Grace Line	369.2	51.6	23.0	New York	Talcahuano	General	2.452	5.776	4,081
Garfield.	28	8.25	29	6.30	29	17.37	29	19.14	American.	Grace Line	299.4	45.0	20.6	New York	Callao.	General	1.721	3.256	2,010
Kent.	28	14.50	29	6.15	29	17.45	29	19.50	British	New Zealand Shipping Co	460.6	68.2	29.7	London.	Auckland.	General	9.623	10.614	8,221
Albert Jeffress.	28	19.10	29	7.23	29	17.45	29	18.55	American.	Garland Steamship Corp. ration	384.6	51.2	22.0	New York	Aberdeen.	General	5.904	6.347	4,453
Frank Lynch.	28	20.30	29	7.43	29	18.22	29	19.50	American.	W. J. Gray	252.0	43.5	16.5	New Orleans	San Francisco	General	1.735	2.283	1,369
Eastern Moon.	28	0.40	29	7.30	29	21.16	29	22.40	American.	U. S. & A. Line (S. B.)	385.0	51.0	24.0	New York	Sydney	General	7.325	2.351	1,369
Wright ¹⁰ .	29	0.40	29	8.30	29	22.34	29	22.40	American.	U. S. Navy	418.0	58.0	25.3	Hampton Rds	Honolulu				
Sandpiper ¹¹ .	29	0.35	29	8.40	29	21.65			American.	U. S. Navy	185.0	35.5	13.0	Hampton Rds	Honolulu				
Teal ¹² .	29	0.35	29	8.40	29	21.65			American.	U. S. Navy	185.0	35.5	13.0	Hampton Rds	Honolulu				
Seattle Maru.	29	8.35	29	8.45	29	23.42	30	0.55	Japanese.	Ozaka Shosen Kaisha	419.0	51.3	21.9	Buenos Aires.	Kobe	General, case oil.	5,850	5,904	4,321
Canadian Voy- ager.	29	6.40	29	10.05	30	1.50	30	9.34	British	Canadian Govt. Mer. Marine	319.0	44.3	22.0	Guayabal	Vancouver.	Sugar	2,435	6,226	4,117
Rapod.	29	10.32	29	10.30	30	0.52	30	2.04	German	Roland Line	393.0	54.0	22.6	Hamburg	Corral	General	3,500	3,162	2,042
Finland.	29	11.10	29	11.30	29	20.00	30	2.51	American.	Panama-Pacific Line	560.0	60.0	25.6	New York	San Francisco	General	4,191	6,583	4,660
Mississippi.	29	10.19	29	12.12	30	3.00	30	4.00	French	French Line	420.0	52.0	18.0	Havre	Vancouver.	General	6,000	13,559	9,016
Lark ¹³ .	28	17.49	29	12.15	29	22.21			American.	U. S. Navy	189.0	35.6	13.3	Cristobal	Balboa	Ballast	1,793	7,156	4,984
Enid ¹⁴ .	29	13.28	29	13.40	30	4.10	30	5.16	American.	General Petroleum Co	435.0	56.2	19.0	Thameshaven	Los Angeles.	Ballast	7,433	5,058	
Jason.	29	0.45	30	6.05	30	19.25			American.	U. S. Navy	514.0	65.0	29.0	Hampton Rds	Honolulu	Ballast.			
Pounder.	29	8.35	30	6.30	30	18.24	30	22.55	American.	Pacific Mail Steamship Co	380.6	48.7	21.9	New York	San Francisco	General	557	5,926	4,178
President Gar- field.	30	5.45	30	7.28	30	20.24	31	0.15	American.	Dollar Line	502.1	62.2	26.2	New York	San Francisco	General	3,241	12,037	8,509
A. C. Bedford.	30	6.22	30	8.14	30	21.36	31	11.39	American.	Standard Oil Co.	500.0	68.0	18.0	New York	San Pedro	Ballast		10,896	7,688
San Juan.	30	22.26	30	9.45	30	22.42	31	3.10	American.	Pacific Mail Steamship Co	283.0	37.0	18.0	Cristobal	San Francisco	General	1,672	2,379	1,593
Superito.	30	6.45	30	9.46	30	22.40	30	23.50	American.	Transmarine Line	324.0	46.2	16.3	Newark	Los Angeles.	General	1,490	3,981	2,612
Habra.	29	17.00	30	10.40	30	23.45	31	0.45	American.	Atlantic Refining Co.	435.0	56.0	19.0	Philadelphia	San Pedro.	Ballast.	7,427	5,187	
G. Harrison	29	30.35	30	12.00	31	0.55	31	1.57	British	International Petroleum Co.	550.1	72.0	25.0	New York	San Pedro.	Ballast	15,476	10,751	
Smith ¹⁵ .	29	15.35	30	13.15	31	2.01	31	3.10	Irish	Irish-American Oil Co.	387.0	52.0	18.3	London	San Francisco	Ballast	5,382	3,647	
Queen Taite.	30	13.55	30	14.05	31	3.07	31	4.07	British	F. and W. Rison	390.0	51.0	22.0	Liverpool	Valparaiso.	General	4,500	4,927	3,597
Cedar Branch.	29	30	30	30	8.50				American	J. A. Walker				Cristobal	Gatun	General ⁽¹⁶⁾	2	2	4
Sailor ¹⁷ .	29	30	30	30	8.50				American	J. A. Walker				Cristobal	Gatun	Ballast			
Spillway ¹⁸ .	27	30	30	30	8.50				American	J. A. Walker				Cristobal	Gatun	Ballast			
Denver ¹⁹ .	29	23.45	31	6.23	31	16.38			American	U. S. Navy	308.9	44.0	17.6	Pto. Castilla	Balboa	Ballast			
Lake Florian.	30	15.15	31	6.25	31	19.05	31	19.05	American.	Lykes Brothers.	251.0	43.5	12.3	Almirante.	Bas Obispo	Cattle.	2,873	1,765	
David Mc-	31	0.55	31	7.30	31	17.09	31	18.10	American.	Tidewater Oil Co.	430.0	59.2	19.0	New York	Los Angeles.	Ballast	7,629	5,825	
Kelvy ²⁰ .	31	6.20	31	8.25	31	19.04	31	19.55	American.	International Shipping Corp.	468.3	62.7	18.0	New York	San Pedro.	Ballast.	9,810	5,965	
Agwipond ²¹ .																			
Lieut. David																			
Putnam ²² .										U. S. Army				Cristobal	Miraflores				

* Tanker. * Motor ship. * Air-craft tender. * Mine sweeper. * Collier. * Launch. * Cruiser. * Steel sheets, wire rods, ammonia, lubricating oil, tobacco, and general. * Towing Spillway.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	Port—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Greylock	24	23.00	25	7.19	25	14.40	25	14.40	American	Seas Shipping Co.	430.7	54.3	26.8	Vancouver	New York	Crude oil	8,100	7,946	5,688
Agawismit	25	0.05	25	8.29	25	19.15	25	17.15	American	International Shipping Corp.	499.9	68.1	29.4	Los Angeles	New York		14,000	10,833	7,736
Cadaretta	24	20.57	25	8.57	25	18.15	25	18.15	American	Swayze & Hoyt	289.0	44.1	19.1	San Francisco	Houston	Lumber, general	2,532	2,901	1,948
Nelaska	26	6.30	25	11.14	25	18.39	25	18.30	British	Royal Mail Steam Packet Co.	450.2	58.2	22.4	Seattle	Glasgow		4,249	8,978	5,588
Tregunno	25	12.30	25	14.01	25	22.55	25	22.55	British	Hain Steamship Co.	363.0	51.0	24.0	Caleta Colosa	Falmouth	Nitrates	6,810	5,107	3,842
Laguna	25	17.00	26	6.25	26	14.00	26	15.05	British	Pacific Steam Navigation Co.	440.0	54.0	26.10	Talcahuano	Liverpool		General	7,922	7,139	4,640
O-4	26	6.05	26	6.33	26	20.35	26	20.35	American	U. S. Navy	175.0	16.4		Balboa	Coco Solo	General	3,541	6,015	4,281
Colombia	26	6.05	26	12.22	26	20.57	27	15.14	American	Pacific Mail Steamship Co.	380.0	48.0	24.0	San Francisco	New York		General	3,541	6,015	4,281
Andromeda	26	11.30	26	12.24	26	21.45	27	1.30	French	Messageries Maritimes	430.4	56.9	22.0	Papeete	Marseilles	General	3,877	7,984	5,172
Darien	26		26		26				American	U. S. Navy	449.0	53.2	25.6	Balboa	Gambou		General	7,980	7,469	5,020
Iowa	26	18.00	27	6.30	27	14.43	28	6.25	French	Cia. Gle. Transatlantique	449.0	53.2	25.6	Buenaventura	Cristobal	Coffee	81	160	77
Atrato	26	12.30	27	6.18	27	11.40	28	8.17	Colombian	Colombian Transport Co.	94.0	23.0	7.0	Mejillones	Helsingborg		Nitrate	7,350	5,631	3,843
Atlant	26	20.00	27	7.18	27	15.30	27	15.30	Swedish	Axel Brostrom & Son	390.0	52.7	25.0			Nitrates	6,770	4,846	3,502
Mesopotamia	27	1.00	27	7.55	27	16.50	27	18.10	British	British Invicta Steamship Co.	369.5	49.8	27.0				Nitrate		
Lewis Luckenbach	27	2.40	27	8.30	27	17.00	27	17.00	American	Luckenbach Line	496.0	68.2	30.0	Portland, Oreg	Boston	Lumber, general	11,634	11,487	8,762
Maria Racie	27	3.00	27	9.57	27	19.00	27	19.50	Jugo-Slavic	Nav. Lib. Gio. Raicic	378.1	52.3	23.6	Talita	Azores		Nitrate of soda	6,950	5,181	3,713
Agawismit	27	6.30	27	11.08	27	20.20	27	20.20	American	International Shipping Corp.	499.9	68.1	28.6	Los Angeles	New York	Crude oil	15,314	10,853	7,804
Oregon Maru	27	7.20	27	12.17	27	23.45	28	4.55	Japanese	Kawasaki Kisen Kaisha	385.0	51.0	27.0	Toropilla	Azores		Nitrate of soda	8,131	6,251	4,700
Watertown	27	9.35	27	13.20	27	23.00	27	22.00	American	Cities Service Transport Co.	416.9	56.2	28.6	San Pedro	New Orleans	Gasoline	9,000	6,706	4,766
Shuol	27	10.00	27	14.16	28	0.15	28	0.15	American	Sun Oil Co.	430.0	58.2	27.6	San Pedro	Boston		Crude oil	10,300	7,439	5,269
Steele	28	0.30	28	6.12	28	19.20	28	19.20	American	Ore Steamship Corporation	550.3	72.2	33.0	Cruz Grande	Baltimore	Iron ore	20,000	15,551	4,297
Lark No. 21	28		28		28				American	U. S. Navy	187.0	38.0		Balboa	Coco Solo		General	1,977	9,458	6,867
Pareora	27	12.30	28	7.13	28	17.30	28	18.25	British	Federal Steam Navigation Co.	479.7	62.2	19.0	Sydney	Boston	Wool, general	9,841	9,988	8,020
Pauanau	27	14.25	28	8.28	28	19.39	28	19.30	American	American-Hawaiian Line	407.7	53.7	26.0	Seattle	Boston		General	7,258	6,060	4,260
San Teodoro	27	23.00	28	11.15	28	20.27	28	20.27	British	Anglo-Saxon Petroleum Co.	411.7	53.4	24.4	San Pedro	New York	Gasoline	6,100	17,044	11,483
Manchuria	28	2.00	28	12.30	28	22.15	28	22.45	American	Panama-Pacific Line	600.0	65.3	28.11	San Francisco	New York		General	6,100	17,044	11,483
George Washington	28	11.55	28	12.50	28	23.15	29	14.39	Norwegian	Norway-Pacific Line	444.4	55.0	29.6	San Francisco	Norway	General	9,400	7,505	5,627
Fulton	28	13.19	29	0.05	29	1.15	29	1.15	American	U. S. Navy	226.0	35.0	12.10	Balboa	Coco Solo		Lumber	6,375	6,242	4,671
James B. Duke	28	13.33	28	14.43	29	1.15	29	1.15	American	Garland Steamship Corporation	385.0	51.0	24.0	Aberdeen	Philadelphia	Ballast	6,375	6,242	4,671
Lake Florian	28		28		28				American	Lykes Brothers	251.0	43.6		Bas Obispo	Cristobal		General	6,538	5,472	3,753
Director	28	16.00	29	6.20	29	15.43	29	17.03	British	T. and J. Harrison	398.5	48.5	25.6	Victoria	Liverpool	Nitrates	5,375	8,909	2,925
Breno	28	20.00	29	7.52	29	17.45	31	6.48	Panaman	Gia. Maritime Elanchove	340.0	48.2	23.2	Iquique	Charleston		General	4,607	7,758	4,705
Aconagua	29	10.20	29	11.43	29	20.04	30	1.10	Chilean	Chilean Line	492.8	53.2	26.0	Valparaiso	New York	General	1,350	5,945	4,561
Eastern	29	10.30	29	12.05	29	21.30	29	23.25	American	U. S. & A. Line (S. B.)	385.0	51.0	10.6	Sydney	New York		Lumber, general	6,808	6,755	4,688
Henry S. Grove	29	11.10	29	12.57	29	22.10	29	22.10	American	Nauticus Shipping Corp.	404.8	53.9	27.6	Seattle	Baltimore	General	3,259	6,731	4,271
Napoli	30	3.00	30	7.40	30	15.45	1	5.35	Italian	Navigatione Gle. Italiana	418.2	52.2	21.0	Valparaiso	Genoa		General	1,426	4,514	2,471
Hualaga	30	1.30	30	8.16	30	18.35	1	8.48	Peruvian	Peruvian Line	360.0	41.7	20.0	Callao	Cristobal	General	1,426	4,514	2,471

1 Launch.

20 Mine sweeper.

21 Tug.

22 Returned North from Bas Obispo.

23 For orders.

10 Submarine.

17 Motor ship.

18 Tanker.

Lumber and canned goods.

For orders.

Returned North from Bas Obispo.

Tug.

Mine sweeper.

Launch.

Submarine.

Motor ship.

Refrigeration, fruit, honey, flywood, etc.

Nora	30	2 30	30	9 02	30	19 10	30	19 10	American	Pan-American Petroleum Co.	467 6	62 7	27 4	Sun Pedro	New Orleans	Crude naphtha	12,009	9 918	7,363
Burr Maru	30	4 05	30	9 34	20 25	30	22 30	22 10	Japanese	Suzuki & Co.	425 0	53 6	29 6	Caleta Colono	Charleston	Nitrate of soda	7,927	6 999	5,147
Yuki Maru	30	6 00	30	11 21	30	22 05	30	23 08	Norwegian	A. S. Odjelli	359 8	52 1	24 8	Caleta Colono	Azores 27	Nitric acid	9,019	4 751	3,169
Ortega	30	7 15	30	12 01	30	23 00	31	4 55	British	Pacific Steam Navigation Co.	465 0	56 0	24 7	Valparaiso	Liverpool	General	4,534	8 343	4 958
Suteren	30	11 37	30	13 18	30	23 30	30	23 50	American	Transmarine Corporation	324 0	46 2	23 6	Raymond	Newark	Lumber	4,000	3 984	2 612
Takaka Maru	30	8 50	30	14 28	31	1 25	31	10 25	Japanese	Nippon Yusen Kaisha	445 0	58 0	24 2	Kobe, Japan	New York	General	7,411	7 989	5 856
Chilre	30	16 05	31	5 55	31	17 10	31	17 10	American	Ore Steamship Corporation	549 6	72 3	23 2	Cruz Grande	Baltimore	Iron ore	20,000	14 538	9 343
Cumberland	30	15 51	31	7 01	31	15 39	31	17 05	British	International Shipping Corp.	520 0	64 2	26 5	Port Chalmers	London	General	9,345	12 936	6 346
Agwibwe	31	2 18	31	8 04	31	17 25	31	17 25	American	North American Shipping Corp.	480 5	66 0	29 0	Los Angeles	Baltimore	Crude oil	13,457	9 391	6 305
Santa Paula	31	4 55	31	9 26	31	18 00	31	18 00	American	Pacific Mail Steamship Co.	404 6	53 0	28 5	San Francisco	New York	General lumber	7,700	6 756	4 775
Santa Cecilia	31	8 00	31	10 15	31	18 35	31	18 35	American	Planet Steamship Co.	404 6	54 2	27 0	Portland, Oreg	New York	Lumber, copper	8,600	6 713	4 532
Sagadahoc	31	11 25	31	12 12	31	20 45	1	1 30	American	Argonaut Steamship Line	420 2	54 2	28 6	Tacoma	Newport News	Wheat in bulk	8,750	7 340	5 342
Hercules	31	12 10	31	13 02	31	22 35	1	0 10	Norwegian	Bernhard Hansen	339 0	43 0	24 0	Portland, Oreg	Queenstown	Crude oil	5,578	4 581	3 427
Famaeta	31	13 25	31	13 52	31	22 23			British	Pacific Steam Navigation Co.	229 0	33 0	12 8	Champernoy	Cristobal	General	519	1 187	622
Lake Florian			31		31	19 05	31	19 05	American	Lykes Brothers	251 0	43 6		Bas Obispo	Cristobal	Ballast			

* Tanker.

* For orders.

* Lumber and manganese ore.

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

PORT OF CRISTOBAL.

* DEPARTURES.													
Date	Vessel	Line		From—		Date	Vessel	Line		To—		To—	
January 26	Parissima	United Fruit Co.		New Orleans via Havana.		January 25	Herbert G. Wylie	Pan-American Petroleum Co.		Tampico.		New Orleans via wayports.	
January 27	Galicia	Hamburg-American Line.		Livingston.		January 27	St. Mihed ³⁰	U. S. Army		New York via Puerto Rico.		New Orleans via wayports.	
January 27	Atenas	United Fruit Co.		New Orleans via Havana.		January 27	Parissima	United Fruit Co.		Puerto C. Lombia.		Hamburg via wayports.	
January 27	Jan Van Nassau	Royal Netherlands W. I. Mail.		Port Limon.		January 28	Jan Van Nassau	Hamburg-American Line.		Colombian ports.		New Orleans via wayports.	
January 28	Santa Maria	United Fruit Co.		New York via Kingston.		January 28	Galicia	United Fruit Co.		New York via Kingston.		Tampico.	
January 28	Camden	United Fruit Co.		Tampico.		January 29	Santa Maria	United Fruit Co.		Havre via wayports.		New York via wayports.	
January 28	Macoris	French Line		Havre via wayports.		January 29	Atenas	Canadian Pacific Railway Co.		New York via wayports.		Boston.	
January 29	Carrillo	United Fruit Co.		Colombian ports.		January 29	Carrillo	United Fruit Co.		New York via wayports.		New York via Haiti.	
January 30	Tolosa	United Fruit Co.		New York via wayports.		January 30	Macoris	Panama Railroad Steamship Line		Tampico.		New York via Haiti.	
January 30	Monroyal	Canadian Pacific Railway Co.		New York via wayports.		January 31	Monroyal	United Fruit Co.		New York via wayports.		New York via wayports.	
January 31	San Benito	United Fruit Co.		Boston via Port Limon.		January 31	Tolosa	United Fruit Co.		New York via wayports.		New York via wayports.	
January 31	La Isla ²⁹	Standard Fruit Co.		Colon.		January 31	San Benito	United Fruit Co.		New York via wayports.		New York via wayports.	
January 31						January 31	Gen. W. C. Gorgas.						

* Motor schooner, ³⁰ Transport.

PORT OF BALBOA.

* Other than ships passing through the Canal.													
Date	Vessel	Line		From—		Date	Vessel	Line		To—		To—	
January 23	Iocoma	International Petroleum Co.		Talara.		January 30	Iocoma	International Petroleum Co.		Talara.		Talara.	
January 26	Anjo Maru	Toyo Kisen Kaisha.		Vaparaíso.		January 26	Anjo Maru	Toyo Kisen Kaisha.		Hongkong.		Hongkong.	
January 29	Mercois Whittier	Associated Oil Co.		Los Angeles.		January 30	Mercois Whittier	Associated Oil Co.		Los Angeles.		Los Angeles.	
January 31	Bokuyo Maru	Toyo Kisen Kaisha.		Hongkong.		January 31	Bokuyo Maru	Toyo Kisen Kaisha.		Hongkong.		Hongkong.	

Quick Repairs and Dispatch of Damaged Vessel.

The Japanese steamer *Wales Maru*, owned by the Kawasaki Dockyard Company, Ltd., bound from Chile to Baltimore, with 9,000 tons of nitrate, became disabled off the coast of northern Peru by the breaking of a tail shaft.

She was towed to Balboa by the Japanese steamer *E'na Maru* of the Kokusai Kisen Kaisha Line, and docked at Pier 18, January 11, 1925, at 3.56 p. m. As the dry dock was occupied by another disabled vessel, the *Anglo-Egyptian*, repairs could only be effected by tipping the *Wales Maru* sufficiently to expose her propeller and shaft, so that the former could be burned off.

To lighten the vessel, discharge of cargo was begun at 5.20 p. m., January 11, and at 7 a. m., January 13, the Mechanical Division was able to commence actual repairing. The quantity of cargo discharged was 4,445 tons. The repairs were carried out in such a manner that it was possible to commence reloading at 6 p. m., January 18, although all repairs were not completed until 11 a. m., January 21. On January 22, at 5.58 a. m., the *Wales Maru* left the dock for transit through the Canal, two days ahead of the best estimated time of departure.

This is the third instance in the past 30 days where vessels had to discharge portions of their cargo at Balboa in order to effect repairs, the steamer *Anglo-Egyptian* having discharged 2,250 tons of bulk wheat into specially constructed bins on Pier 18, and the steamer *Malacca Maru* having discharged 2,185 tons of rosin, tinplate, car couplers, and miscellaneous cargo. For a few days, the cargo from all three of these vessels was in storage on Pier 18 at the same time.

Instructions to Owners, Masters, and Agents of Vessels Arriving Canal Zone Ports, and to all Others Concerned.

THE PANAMA CANAL, HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., January 10, 1925.

1. Attention is invited to the fact that bubonic plague is prevalent in many parts of the world and has recently occurred in certain important seaports of the United States. It is of the utmost importance to shipping interests that all practicable measures be taken for preventing the spread of this disease to noninfected territory, and it is imperative that the Panama Canal continue free from plague. Plague is primarily a disease of rats and from infected rats it is usually transmitted to man through the agency of the rat flea.

2. Inspections by the Quarantine Division reveal the fact that officers on many ships docking at Canal ports appear to be unacquainted with the details of the quarantine regulations relative to preventing the introduction of rats into the Canal Zone. This statement applies particularly to the placement of rat guards and the fending off of ships.

3. Metal rat guards of standard type, not less than 3 feet in diameter, must be applied to all mooring lines, must be in good repair, must fit the lines accurately, and must be approximated at all points (*Transit and Harbor Regulations*, 1923, paragraph 316). They must not overhang the dock and must not be nearer to it than 6 feet (Governor's Circular of October 12, 1921). Preferably they should be placed on the line about 3 feet from the ship. Where spring lines emerge from hawse holes and can not be protected with rat guards, then the hawse holes must be tightly covered with canvas or plugged with suitable material. Ships must be breasted off from the pier at least 4 feet unless other provisions are made by the Chief Quarantine Officer (*Transit and Harbor Regulations*, 1923, paragraph 316). Save-alls, catch alls, cargo chutes, hose, and all other communications with the shore except gangways and properly rat-guarded lines, must be disconnected from the dock when the ship is not working; gangways must be either raised at night or well lighted and guarded by a watchman (*Transit and Harbor Regulations*, 1923, paragraph 317, and Governor's Circular of October 12, 1921).

4. The most common faults to be found in the placement of rat guards on ships in the Canal Zone are as follows:

- (a) Use, on double lines, of rat guards which were constructed to fit one line.
- (b) Application of rat guards made for large hempen cables on small wire cables without first wrapping cable with burlap or other suitable material.
- (c) Use of bent or broken guards which do not permit all openings in the disc to be closed.
- (d) Placing rat guards too near the dock (less than 6 feet), thereby giving opportunity for rats to jump from cable to dock.
- (e) Placing rat guards on crossed lines, or on lines close together, in such a way that rats may pass from one line to another, thereby allowing migration from one ship to the next, or from one ship to the dock by way of another ship's cable.
- (f) Use of nonstandard rat guards, such as those with a diameter less than 3 feet or of conical shape. The conical guards soon fall out of position, enabling rats to walk over the edge and so get upon the docks.

5. Attention is invited to the fact that there are heavy penalties for nonobservance of quarantine regulations (Executive Order of March 31, 1920, Section 15). While the Canal officials wish to facilitate shipping in every possible manner, they cannot countenance nonobservance of regulations, thereby endangering the public health in the Canal Zone and on passing ships.

W. P. CHAMBERLAIN,
Chief Health Officer.

Approved:

H. BURGESS,
Acting Governor.

Executive Orders Relating to The Panama Canal.

Special Judge of the Canal Zone.

By authority of the provisions of Section 2 of the Act of Congress, approved September 21, 1922, I designate Judge James W. Blackburn as Special Judge of the Canal Zone until January 1, 1926, to act during the absence or illness of the District Judge of the Canal Zone, and in all cases where said District Judge may be disqualified.

*CALVIN COOLIDGE

THE WHITE HOUSE,
October 17, 1924.

[No. 4087.]

Naval Reservation.

The area of land hereinafter described situated in the Canal Zone is hereby set apart and assigned to the uses and purposes of a Naval Reservation and shall be under the control of the Secretary of the Navy; but said area shall be subject to the civil jurisdiction of the Canal Zone authorities in conformity with the Panama Canal Act.

The said area is described as follows:

Beginning at a concrete monument at the intersection of the west side of Amador Road and the present northerly boundary of the Balboa Radio Station, as defined in Executive Order No. 4047 of the President dated July 8, 1924, thence on an azimuth of $158^{\circ} 37'$ (all azimuths are true, zero azimuth is south) a distance of 1,120.0 feet to a concrete monument; thence on an azimuth of $68^{\circ} 37'$, a distance of 400.0 feet to a concrete monument; thence on an azimuth of $338^{\circ} 37'$, a distance of 1,120.0 feet to a concrete monument; thence on an azimuth of $248^{\circ} 37'$, a distance of 400.0 feet to the point of beginning, all as shown on plan entitled "Proposed Location, Officers' Quarters for 15th Naval District, U. S. Naval Radio Station, Balboa, C. Z." Drawing No. D-65, dated 15 August 1924.

CALVIN COOLIDGE

THE WHITE HOUSE,
November 22, 1924.

[4105.]

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the four weeks ended February 2:

Steamships *Cristobal*, repair valve on ice machine, heating coil in No. 5 starboard wing tank, leaky seams and rivets in No. 5 tank top, elevator in pantry, and handle on oven door; renew section of main deck steam pipe, continue calking of saloon deck and scaling of main deck; *Salvador*, dock, clean, and paint; draw tail shaft for inspection; repair ballast pump, No. 1 winch, steering engine, fresh water hand pump, bulwark plate, and hatch locking bars; anneal and renew links in steering chains; remove scupper guard and plug holes; paint captain's cabin; retin 4 cooking pots; renew fusible plugs in port boiler, two piston valves for steering engine; and filling line; *Ulysses*, weld and true up ammonia compressor crank shaft; manufacture 12 cone rods for oil burners, and 6 steel pins for iron blocks; repair rail, and hand tools; furnish 6 laborers to assist in fire room; renew iron strips on No. 4 hatch as directed; *Baralt*, dock, clean, and paint; remove propeller and draw tail shaft for inspection; repair dynamo governor, boiler mountings, sanitary line, and 3 port lights; renew pintels on rudder, pipe line from condenser to filter, and seat of bilge valve, etc.; barge *Darien*, complete repairs to exhaust line on main deck; repair towing chock, and port side anchor shackles; fit flange on manhole plate on fore and after peak tanks for hose connections; make double bottom ballast tank vents watertight, and renew air vent for No. 3 port side top ballast tank; manufacture 8 nipples and 3 sheaves, as directed, etc.; yacht *Fisherman*, dock, repair keel renew shoe and copper where damaged; manufacture timber for engine bed and lag screws for same; manufacture one pulley, etc.; steamships *Belize*, dock; renew 19 plates in bottom; remove, fair, and replace 14 plates and fair 22 plates in place; fair, or part renew, all internals including frames, floors, center keelsons, intercostals, tank margins, margin brackets, and connections; repair bilge piping in way of damage; renew broken and damaged cement; remove, fair and replace port and starboard bilge keels; renew steel shoe on forefoot; fair rudder plate; lift rudder and examine pintles; examine and repair sea cocks; test and repair all tanks; paint all work on completion, etc.; *Panama*, renew valves and repair valve face of fresh water pump; repair No. 1 starboard winch crank shaft disc; *General W. C. Gorgas*, repair flanges of hand fire pump, fire tools, chisels, gasoline tank of motor lifeboat, and loose beam socket No. 3 hatch, between deck; *Acajulla*, manufacture 4 fuel oil strainers, 1 brass tee piece for feed pipe line, and 2 steel hooks for retarders; repair window in stateroom; U. S. submarine *S-29*, remove coupling and ball race from commutator shaft and install new ball bearing; calibrate two main engine tachometers; take cut from commutator; grind 20 body bolts as directed,

Minor repairs—Steamships *Ecuador*, *Ucayali*, *Moerdyk*, *Stanley*, *La Isla*, *City of Panama*, *Ebro*, *Oranje Nassau*, *Tuxpanoil*, and yacht *Surprise*; launch *Coco Solo*, dredge *No. 86*, U. S. S. *Falcon*, U. S. S. *S-29*, and steamer *Nones*; steamships *Tuscan Star*, *San Juan*, *Ecuador*, *Queen Taillie*, *Hakira*, *Huallaga*, *Napoli*, and *La Isla*; tugs *Porto Bello* and *Tavernilla*, U. S. submarine *O-8*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending January 31, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Colombia.....	Pacific Mail Steamship Co.....	January 26....	January 26....	115	.....
Anyo Maru.....	Toyo Kisen Kaisha.....	January 26....	January 26....	.....	20
Haarlem.....	Royal Netherlands W. I. Mail.....	January 28....	January 28....	247	.....
Mericos H. Whittier..	Associated Oil Co.....	January 29....	January 30....	6,972	.....
Balboa.....	Johnson Line.....	January 28....	January 29....	301	.....
Santa Ana.....	Grace Line.....	January 29....	January 29....	.....	2
Atrato.....	Pacific Metals Corp.....	January 28....	January 29....	.....	13
Ecuador.....	Pacific Mail Steamship Co.....	January 30....	January 31....	30	.....
President Garfield....	Robert Dollar Steamship Line.....	January 30....	January 30....	5	.....
San Juan.....	Pacific Mail Steamship Co.....	January 30....	January 30....	.....	2
Takatoa Maru.....	Nippon Yusen Kaisha.....	January 30....	January 30....	134	.....
Bokuyo Maru.....	Toyo Kisen Kaisha.....	January 31....	February 1....	916	.....

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective January 21, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.27
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending January 31, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Acajutla.....	Pacific Steam Navigation Co.....	January 24.....	January 28.....		265
St. Mihiel.....	U. S. Army.....	January 24.....	January 27.....		25
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	January 24.....	January 31.....		2,085
Pacific Trader.....	Furness, Withy & Co.....	January 25.....	January 26.....		267
Kellerwald.....	Hamburg-American Line.....	January 25.....	January 26.....	238	
Colombia.....	Pacific Mail Steamship Co.....	January 26.....	January 27.....	900	79
Parismina.....	United Fruit Co.....	January 26.....	January 27.....	303	136
Atenas.....	United Fruit Co.....	January 27.....	January 29.....	726	
Galacia.....	Hamburg-American Line.....	January 27.....	January 28.....	27	427
Balboa.....	Johnson Line.....	January 27.....	January 28.....	423	
Haarlem.....	Royal Netherlands W. I. Mail.....	January 27.....	January 28.....	405	35
Atrato.....	Colombian Platinum Co.....	January 27.....	January 28.....	81	
Jan Van Nasseau.....	Royal Netherlands W. I. Mail.....	January 27.....	January 28.....	8	983
Macoris.....	French Line.....	January 28.....	January 30.....	466	248
Camden.....	United Fruit Co.....	January 28.....	January 29.....	3,871	
Carrillo.....	United Fruit Co.....	January 29.....	January 29.....	1	415½
Ecuador.....	Pacific Mail Steamship Co.....	January 29.....	January 30.....	131	73
Aconcagua.....	Chilean Line.....	January 29.....	January 30.....	25	
Tolea.....	United Fruit Co.....	January 30.....	January 31.....	192	362
Ortega.....	Royal Mail Steam Packet Co.....	January 30.....	January 31.....		1
Takaoka Maru.....	Nippon Yusen Kaisha.....	January 30.....	January 30.....	225	
Huallago.....	Peruvian Line.....	January 30.....	January 30.....	1,426	
Napoli.....	Italian Line.....	January 30.....	January 30.....	184	
President Garfield.....	Dollar Line.....	January 30.....	January 30.....	8	
San Benito.....	United Fruit Co.....	January 31.....	January 31.....	49	17
Jamaica.....	Pacific Steam Navigation Co.....	January 31.....		519	

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature, Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE)—The above is based on two months observations at Cristobal and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Official Circular.

THE PANAMA CANAL,
HEALTH DEPARTMENT,

BALBOA HEIGHTS, C. Z., January 12, 1925.

To all concerned—Quarantine against Salvador, imposed August 23, 1924, on account of yellow fever in San Salvador and vicinity, is hereby lifted.

C. P. KNIGHT,
Chief Quarantine Officer.

Approved:

H. BURGESS,
Acting Governor.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them

on application. The prices at present range as follows: Crude fuel oil, \$1.85 and \$1.90 per barrel at Cristobal and \$1.85 per barrel at Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., February 11, 1925. No. 27.

Tanker Traffic Through the Canal in January, 1925.

During the past month, 78 tank ships transited the Canal, of which 47 were southbound and 31 northbound. Combining the traffic in both directions, these vessels carried a total of 364,446 tons of mineral oil products, had an aggregate net tonnage of 467,611, Panama Canal measurement, on which tolls of \$406,111.57 were paid.

As compared with a year ago, tanker traffic has decreased about one-half, as may be seen by the following:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
January, 1924.....	142	848,290	\$752,422.84	854,773
January, 1925.....	78	467,611	406,111.57	364,446
Percentage of total traffic for month:	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
January, 1924.....	30	35	34	35
January, 1925.....	19	24	22	19

The number, aggregate tonnage, Panama Canal measurement, tolls, and cargo of tank ships transiting the Canal during January, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation, together with comparative totals for the two preceding months and for the corresponding month in 1924:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
Argentine.....	1	4,727	\$3,493.44	.....
British.....	10	54,096	41,015.52	8,704
Danzig.....	1	7,916	5,699.52	.....
Irish.....	1	3,647	2,625.84	.....
United States.....	34	209,101	152,506.40	8,141
Totals, January, 1925.....	47	279,487	205,250.72	16,845
Totals, December, 1924.....	33	181,818	142,139.36	40,184
Totals, November, 1924.....	39	242,576	181,111.42	27,448
Totals, January, 1924.....	66	495,051	295,522.96	21,005
<i>Pacific to Atlantic.</i>				
British.....	5	33,800	36,697.50	58,564
Norwegian.....	1	5,520	6,317.50	8,432
United States.....	25	148,804	137,845.85	280,605
Totals, January, 1925.....	31	188,124	200,860.85	347,601
Totals, December, 1924.....	46	275,724	282,352.89	492,737
Totals, November, 1924.....	35	224,290	228,910.41	408,608
Totals, January, 1924.....	76	443,239	456,899.88	833,768

Of the total tanker traffic shown above, the following is a summary of the vessels giving Los Angeles as their port of origin or destination, with the totals for the two preceding months, and for January, 1924:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
January, 1925.....	32	193,222	\$139,508.10	.....
December, 1924.....	24	140,390	101,236.98	.....
November, 1924.....	29	194,533	140,730.96	.....
January, 1924.....	63	387,815	279,992.01	.....
<i>From Los Angeles.</i>				
January, 1925.....	25	150,054	160,870.85	280,136
December, 1924.....	36	222,059	229,218.54	416,159
November, 1924.....	27	181,144	183,493.55	329,283
January, 1924.....	70	415,194	430,324.95	801,083

Comparison of Tanker and General Cargo Traffic for 1923 and 1924.

During the calendar year 1924, there were 1,320 transits of tank ships through the Canal, paying \$7,127,218.93 in tolls, and carrying 8,050,846 tons of cargo. This represents about 27 per cent of the total commercial traffic through the Canal for the calendar year 1924. During the calendar year 1923, tank ships comprised about 34 per cent of the total traffic. The decline in this traffic during the past year is due to the falling off of shipments of California crude oil.

In the following tabulation is shown a comparison of the tanker traffic with the general cargo traffic for the past two years, showing daily averages for each class of traffic:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
Tank ships:				
Calendar year, 1924.....	1,320	7,991,887	\$7,127,218.93	8,050,846
Calendar year, 1923.....	1,704	10,079,921	8,967,647.41	9,625,714
Daily average:				
Calendar year, 1924.....	3.6	21,836	19,473.27	21,997
Calendar year, 1923.....	4.67	27,616	24,568.89	26,372
General cargo ships:				
Calendar year, 1924.....	3,573	16,419,873	15,682,197.41	17,841,288
Calendar year, 1923.....	3,333	14,657,516	13,999,190.77	15,534,831
Daily average:				
Calendar year, 1924.....	9.76	44,863	42,847.57	48,747
Calendar year, 1923.....	9.01	40,157	38,353.95	42,561

Increase in German Shipping Through Canal.

During the calendar year 1924, there were 165 transits of vessels of German registry through the Panama Canal, with a combined Panama Canal net tonnage of 728,347, on which tolls of \$666,450.09 were paid.

In the statistics of traffic through the Panama Canal during the calendar year 1924, by nationality, as published in THE PANAMA CANAL RECORD under date of January 21, 1924, it may be seen that German shipping ranked fourth in number of transits, tonnage, and cargo during the past year, being exceeded only by vessels of United States, British, and Japanese registry.

German shipping through the Canal has grown rapidly during the past four years as may be seen by the following tabulation:

Calendar year.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
1921.....	13	30,905	\$30,870.85	30,951
1922.....	62	219,018	211,240.37	222,898
1923.....	124	508,703	464,982.68	523,100
1924.....	165	728,347	666,450.09	847,039

In order of importance as to number of transits and volume of tonnage, German shipping through the Canal ranked thirteenth in 1921, sixth in 1922, fifth in 1923, and fourth in 1924.

At present, the greater part of the German shipping through the Canal is handled by three lines, viz., the Hamburg-American, the Roland Line, and the Kosmos Line. The principal trade routes covered by German vessels are between Europe and the west coast of North and South America, the South American trade predominating at the present time.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending February 7, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Napoli.....	Italian Line.....		February 1.....		745½
Jamaica.....	Pacific Steam Navigation Co.....		February 7.....		831
Ninian.....	Leyland Line.....	February 1.....	February 3.....	922	303
Heredia.....	United Fruit Co.....	February 1.....	February 1.....	124	139
Panama.....	Panama Railroad Steamship Line.....	February 1.....		2,355	
Amassias.....	Kosmos Line.....	February 2.....	February 3.....	(*) 1	66
Santa Luisa.....	Grace Line.....	February 3.....	February 3.....	83	196
San Blas.....	United Fruit Co.....	February 3.....	February 4.....	10	114
Saint Andre.....	French Line.....	February 3.....	February 4.....	112	(*) 1
Turrialba.....	United Fruit Co.....	February 3.....	February 5.....	631	(*) 1
Lake Flattery.....	Panama Railroad Steamship Line.....	February 4.....	February 6.....	379	68
Heredia.....	United Fruit Co.....	February 4.....	February 4.....	119	8
Alda.....	Roland Line.....	February 4.....	February 4.....	78	(*)
Tivives.....	United Fruit Co.....	February 4.....	February 5.....	211	266
Venezuela.....	Royal Netherlands W. I. Mail.....	February 4.....	February 5.....	227	(*)
Dinteldijk.....	Holland-American Line.....	February 4.....	February 6.....	147	577
Magellan.....	Pacific Steam Navigation Co.....	February 5.....	February 6.....	77	227
Acajutla.....	Pacific Steam Navigation Co.....	February 5.....		510	
Santa Marta.....	United Fruit Co.....	February 5.....	February 5.....	(*)	1,351
Calamares.....	United Fruit Co.....	February 6.....	February 7.....	200	288
Mantaro.....	Peruvian Line.....	February 6.....		929	
Ebro.....	Pacific Steam Navigation Co.....	February 6.....	February 7.....	219	10
Cavina.....	Elders & Fyffes, Ltd.....	February 7.....	February 7.....	30	(*) 1
Radames.....	Kosmos Line.....	February 7.....		170	

* No cargo discharged.

* No cargo laded.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 7, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Chateau Thierry.....	U. S. Army.....	February 2.....	February 3.....	193	125
Havana Maru.....	Osaka Shosen Kaisha.....	February 2.....	February 3.....	281	
Huallaga.....	Peruvian Line.....	February 5.....	February 5.....		10
Utacarbon.....	Union Oil Co.....	February 5.....	February 5.....	10,100	
Mantaro.....	Peruvian Line.....	February 6.....	February 6.....	38	
Haimon.....	Roland Line.....	February 6.....	February 7.....	77	

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, February 7, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Pomona.....	1	6.45	1	7.2	1	16.04	American..	Weyerhaeuser Timber Co.....	440.0	56.0	24.0	Baltimore..	Los Angeles..	General.	5,600	8,300	6,026
California ..	31	19.25	1	7.4	1	17.04	American..	American-Hawaiian Line.....	445.0	59.8	23.0	Boston.....	Portland.....	General.	5,600	8,567	6,020
Princess Kathleen.....	1	6.50	1	8.5	1	18.17	British....	Canadian Pacific Railway Co....	350.1	60.0	17.0	Glasgow....	Victoria.....	Ballast.	3,450	6,075	3,320
Kepwick Hall.....	1	1.00	1	9.2	1	19.04	British....	Commonwealth & Dom. Line....	400.4	52.0	20.6	New York..	Sydney.....	General.	5,033	7,403	4,053
Charles Pratt ..	1	18.28	2	6.3	2	14.01	American..	Standard Oil Co.....	500.0	68.0	20.0	New York..	San Pedro..	Ballast.	21,082	13,022	9,012
Resolute.....	2	7.10	2	8.3	2	13.05	Panaman..	United-American Line.....	618.0	72.0	27.6	New York..	Callao.....	Ballast.	5,444	7,677	5,912
Kandahar.....	2	11.20	2	11.30	2	18.56	British....	Ellerman & Bucknall Line.....	448.3	55.3	23.3	New York..	Port Pirie..	(*)	3,316	7,286	6,174
Amasis.....	2	12.08	3	6.20	3	17.30	German....	Kosmos Line.....	438.7	55.0	20.6	Hamburg..	Cerro.....	General.	7,426	5,084	5,084
Mallard.....	2	16.03	3	6.15	3	16.32	American..	U. S. Navy.....	180.0	35.6		Cristobal..	Balboa.....	Ballast.	3,570	3,807	2,327
Ragood.....	2	19.48	3	7.10	3	17.34	American..	Cities Service Transportation Co.	453.0	56.0	23.0	Philadelphia.	San Luis....	General.	7,143	7,704	5,707
Oduna.....	3	8.05	3	8.30	3	20.37	American..	Alaska Steamship Co.....	320.0	46.0	21.0	New Orleans.	San Pedro..	General.	6,285	6,675	4,698
Peter Kerr.....	3	11.20	3	11.36	3	19.42	American..	United-American Line.....	415.0	55.6	25.6	Baltimore..	Seattle.....	(*)	16	464	250
Bowes Castle...	3	10.10	3	12.50	3	20.50	British....	Barber Line.....	418.5	56.2	26.6	New York..	Hongkong..	Coke	2,309	2,062	1,437
Oceanian.....	2	23.20	4	6.20	4	19.31	French....	French Phosphate de L'Océania.	141.0	23.0	10.0	Havre.....	Papeete....	General.	5,252	7,579	5,527
Enare.....	3	15.26	4	6.10	4	22.36	Norwegian.	Garrison Line.....	265.0	42.1	17.6	Liverpool..	Concepcion..	General.	1,476	5,917	4,146
Margaret.....	3	20.50	4	7.15	4	20.25	American..	Dollar Line.....	429.0	55.2	22.4	Baltimore..	Los Angeles..	Govt. supplies.	687	4,514	2,383
Cambrai ..	3	18.28	4	10.57	4	18.08	American..	U. S. Army.....	348.0	58.0	24.10	Brooklyn..	San Francisco.	(*)	6,496	6,936	4,998
Saint Andre.....	3	21.15	4	12.04	4	21.35	French....	Cie. Gle. Transatlantique.....	397.9	50.3	17.3	Calao.....	Vancouver..	Steel, general.	6,153	6,207	4,570
Huallaga.....	3	14.57	5	6.13	5	14.43	Peruvian..	Paruvian Line.....	360.0	44.7	20.0	Covanas....	Balboa.....	Ballast.	7,434	5,093	4,354
S-42 ..	3	9.45	5	6.25	5	14.35	American..	U. S. Navy.....	225.0	28.0		Guantanamo.	San Pedro..	General.	1,426	6,142	4,354
Maine.....	5	7.20	5	7.35	5	15.50	American..	Seas Shipping Co.....	402.0	54.2	25.0	New York..	Auckland..	General.	7,878	8,026	6,290
Naples Maru...	5	6.05	5	8.35	5	16.57	Japanese..	Kokusai Kisen Kaisha.....	385.0	51.0	25.0	Boston.....	Seattle.....	General.	3,806	10,786	7,551
Halo ..	5	4.05	5	9.05	5	19.00	American..	Cities Service Transportation Co.	435.0	56.0	18.0	Boston.....	Los Angeles..	General.	6,592	4,723	3,733
Canadian Challenger.....	4	22.45	5	9.50	5	19.01	British....	Canadian Govt. Mer. Marine.....	400.0	52.0	17.2	Halifax....	Vancouver..	General.	6,185	9,306	6,474
Horace Luckenbach.....	4	21.15	5	11.15	5	20.07	American..	Luckenbach Line.....	445.0	58.0	23.7	Boston.....	Yokohama..	General.	4,457	8,817	6,013
Standard.....	5	7.35	5	12.50	5	21.12	American..	Standard Transportation Co.....	467.6	62.7	21.1	New York..	San Pedro..	Ballast.	1,354	574	574
Dinteldijk ..	4	13.08	5	12.22	5	22.17	Dutch....	Holland-American Line.....	485.0	62.3	21.0	Rotterdam..	Callao.....	General.	2,515	7,026	4,515
Romsdalsbarn..	5	11.55	5	12.55	5	23.27	Norwegian.	Wessel, Duval & Co.....	420.0	53.9	15.6	Tocopiila..	Vancouver..	General.	9,688	6,783	6,783
Teucer.....	5	12.50	6	13.40	6	0.30	British....	Alfred Holt & Co.....	480.0	58.0	27.0	New York..	Yokohama..	General.	3,806	10,786	7,551
Magellan.....	5	13.40	6	6.07	6	16.55	British....	Pacific Steam Navigation Co.....	462.0	59.0	23.0	Liverpool..	Yokohama..	General.	6,185	9,306	6,474
Surprise ..	1-15	16.05	6	7.15	6	17.03	British....	Godfrey H. Williams.....	252.6	33.7	17.4	Southampton.	Ecuador.....	Ballast.	1,354	574	574
London Corporation.....	5	16.55	6	7.35	6	17.13	British....	Furness, Withy & Co.....	420.0	55.0	20.0	Swansea....	Vancouver..	(**)	2,515	7,026	4,515

** Steel pipe, phosphates, cotton, tobacco, and general. * Motor ship. * Tanker. * Minesweeper. * Transport. * Submarine. * Yacht. * General and case oil. * Case oil, cotton, tobacco, and general. * 687 tons general cargo and 350 head of cattle.

Ship	5	20	40	6	8	20	6	13	00	6	19	00	American	Transmarine Corp.	324.0	46.2	17.6	Newark	San Pedro	General	1,900	3,254	2,512
Rose Castle	5	23.55	6	9.50	6	19.02	6	19.02	6	19.02	6	20.18	British	Domestic Shipping Co.	455.0	58.0	16.6	Norfolk	Iquique	Ballast	7,852	5,311	
Hesperos	6	0.25	6	11.10	6	20.04	6	21.15	6	21.15	6	22.10	Norwegian	E. I. DuPont de Nemours	398.8	57.0	14.6	New Orleans	New York	Ballast	5,693	4,230	
J. A. Bostwick	6	7.50	6	12.10	6	21.13	6	22.10	6	22.10	6	23.15	American	Standard Oil Co.	485.0	60.0	19.0	New York	Talara	Ballast	8,511	5,981	
Ebro	6	3.10	6	7.15	6	13.40	6	13.40	6	13.40	6	14.45	British	Pacific Steam Navigation Co.	450.0	57.0	25.0	New York	Cornel	General	1,804	9,291	6,301
V-1	6	1.50	6	6.15	6	14.43	6	14.43	6	14.43	6	15.48	American	U. S. Navy	341.0	28.0		Portsmouth	Balboa	General	733	1,187	622
Jamaica	1-31	22.28	7	6.10	7	15.04	7	15.04	7	15.04	7	16.09	British	Pacific Steam Navigation Co.	220.0	34.0	13.5	Critobal	Champerico	General	4,671	2,403	
Strathfillan	6	15.55	7	7.30	7	16.50	7	16.50	7	16.50	7	17.55	British	Canadian Transport Co.	369.8	52.0	14.6	Hull	Vancouver	Ballast	2,400	5,719	4,023
Georgian	7	6.50	7	8.35	7	17.58	7	17.58	7	17.58	7	18.63	American	American-Hawaiian Line	336.8	52.0	17.0	Philadelphia	Portland	General	4,530	4,171	2,827
Tilthorn	7	6.35	7	8.35	7	17.58	7	17.58	7	17.58	7	18.63	Norwegian	Wessel, Duval & Co.	420.2	53.0	16.0	Norfolk	Antofagasta	Ballast	4,085	6,219	4,611
Belgium Maru	7	4.15	7	10.37	7	19.09	7	19.09	7	19.09	7	20.14	American	Steel Steamship Co.	334.0	51.0	20.7	Mobile	Yokohama	Iron pipes	7,039	6,507	4,909
El Grillo	6	21.45	7	11.07	7	19.15	7	19.15	7	19.15	7	20.20	Japanese	Kisen Kabushiki Kaisha Line	335.0	51.0	19.9	Galveston	San Pedro	Cotton, wax	3,457	6,766	4,809
San Luis	7	12.37	7	12.50	7	20.37	7	20.37	7	20.37	7	21.42	British	C. T. Bowring & Co.	440.0	57.0	20.0	New York	San Francisco	Ballast	4,489	4,152	3,092
Santa Marta	7	6.05	7	13.30	7	21.40	7	21.40	7	21.40	7	22.45	American	Pacific Mail Steamship Co.	404.5	53.0	20.8	Baltimore	Townsville	General	13,000	9,354	6,306
Holmstine	7	9.45	7	14.00	7	22.50	7	22.50	7	22.50	7	23.55	British	Charlton McAllan & Co.	350.0	59.0	20.7	Port Arthur		(**)			

** Submarine.

** General land case oil.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

A. L. Kent.	31	18 00	1	6 33	1	13 45	1	13 45	American.	Mystic Steamship Co.	391.1	55.1	26.0	Portland.	Boston.	Lumber, general.	8,009	7,047	5,030.
Hanley	31	18 41	1	7 16	1	15 34	1	15 35	American.	Hanley Steamship Co.	440.0	56.0	23.0	Everett.	Baltimore.	Lumber.	10,009	8,301	5,995.
Gyokoh Maru.	1	8 30	1	9 29	1	19 00	1	19 00	Japanese.	Yamashita K. Goshi Kaisha.	405.0	52.10	23.0	Cebu, P. I.	New Orleans.	Copra and hemp.	5,300	6,010	4,469.
F. J. Luckenbach.	1	9 05	1	10 18	1	18 10	1	18 10	American.	Luckenbach Line.	445.0	51.1	21.6	Portland.	Mobile.	General.	4,751	8,508	6,179.
Westmoor	1	2 00	1	11 23	1	19 25	2	0 20	British.	W. Runciman & Co.	375.0	52.6	25.0	Vancouver.	Fayal.	Wheat.	7,311	6,091	4,687.
Riol.	1	10 32	1	12 10	1	20 50	2	1 20	German.	Roland Line (A. G.).	367.0	51.0	21.0	Vancouver.	Hamburg.	General.	5,305	4,899	3,704.
Robert Luckenbach.	1	17 10	2	6 24	2	12 42	2	13 15	American.	Luckenbach Line.	445.0	48.0	27.4	Los Angeles.	New York.	Lumber, general.	8,500	8,695	6,375.
Agnew.	1	20 10	2	7 33	2	16 05	2	16 05	American.	International Shipping Corp.	490.0	66.0	23.6	San Pedro.	Baltimore.	Crude oil.	13,000	9,354	6,306.
Malind No. 44 and barge.																			
Agnew.	1	23 14	2	8 07	2	17 28	2	17 28	American.	U. S. Navy.	187.0	38.0		Balboa.	Cristobal.	Crude oil.	11,113	7,612	5,492.
Lima.	2	5 30	2	11 07	2	18 30	2	19 50	Swedish.	International Shipping Corp.	429.3	59.2	27.0	San Pedro.	New York.	General.	5,593	5,304	3,900.
Lieut. David Putnam.																			
Santa Luisa.	2	18 00	3	6 35	3	14 20	3	22 20	American.	U. S. Army.	360.2	51.6	25.0	Balboa.	Cristobal.	General.	3,801	5,710	3,998.
Tula.	3	6 37	3	16 09	4	7 55	4	7 55	American.	Grace Line.	241.0	41.2		Talcahuano.	New York.				
Chuky.	2	15 00	3	7 12	3	16 40	3	17 40	British.	U. S. Navy.	449.0	56.0	16.0	Balboa.	Tampico.	Ballast.	7,691	4,723	
Niobe.	2	16 30	3	8 12	3	17 50	3	17 50	American.	Sheridan Steamship Co.	476.0	62.0	25.8	Toopolla.	Charleston.	Crude oil.	10,542	8,914	6,838.
Chateau Thierry.	3	9 25	3	17 03	3	17 03	3	17 03	American.	Standard Oil Co. of N. J.	476.0	62.0	25.8	Libotes, Peru.					
Bayana Maru.	2	22 45	3	10 08	3	18 50	3	18 50	Japanese.	U. S. Army (Q. M. Corps).	448.0	58.0	25.4	San Francisco.	New York.	Govt. supplies.	479.		
Ares.	3	3 30	3	11 06	3	20 05	3	20 05	Dutch.	Oaka Shosen Kaisha.	437.2	50.8	24.6	Hongkong.	New York.	General.	3,143	6,538	4,789.
Vireolite.	3	12 30	3	13 16	3	21 00	3	21 00	British.	Royal Netherlands W. I. Mail.	439.0	48.0	32.4	Corral.	England.	General.	4,967	4,385	3,195.
Edgar Bowling.	4	2 30	4	6 27	4	14 12	4	14 12	American.	Imperial Oil Co.	499.7	68.2	30.0	Talara, Peru.	Charleston.	Crude oil.	15,489	11,019	7,732.
Alde.	4	5 30	4	7 26	4	15 32	5	0 45	German.	Garland Line.	410.5	54.5	34.2	Aberdeen.	Philadelphia.	(*)	7,039	6,507	4,909.
San Luis.	3	15 00	4	7 24	4	15 35	4	15 35	Panaman.	Roland Line.	360.0	51.0	22.6	Talcahuano.	Autwerp.	General.	5,714	4,791	3,392.
Texan.	4	8 30	4	9 55	4	17 00	4	17 00	American.	United Fruit Co.	50.0	18.4	7.0	Panama.	Colon.	Ballast.	78.	45.	
Lake Patterly.	4	10 45	4	11 47	4	18 35	6	1 35	American.	American-Hawaiian Line.	471.0	57.2	25.0	Seattle.	Boston.	General.	8,400	9,154	6,993.
San Ugon.	4	7 57	4	12 27	4	20 15	4	20 15	British.	Panama Railroad Steamship Line.	251.0	43.0	18.6	Guaymuli.	New York.	General.	2,219	2,873	1,776.
										Eagle Oil Transport Co.	413.0	53.4	25.0	Los Angeles.	London.	Gasoline.	7,484	5,976	4,060.

** Light cruiser.

** Auxiliary submarine.

** For orders.

** Lathes, lumber, and shingles.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Silt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
York City	4	14 40	5	6 45	5	17 05	5	17 05	British	Reardon-Smith Steamship Co.	411.3	55.0	28.3	Vladivostad.	Eng. Chan. ²¹	Soy beans	8,785	7,088	5,156
Wilbilo	4	15 15	5	7 04	5	17 40	5	17 40	American	Williams Steamship Line	434.3	57.7	27.6	Seattle	Philadelphia.	Lumber, general	7,389	7,983	5,882
Mount Carroll.	4	23 00	5	8 03	5	18 14	5	18 14	American	United-American Line	410.3	57.2	27.0	San Francisco.	New York	General	8,339	8,093	5,655
Acajula	5	6 35	5	8 59	5	18 58	5	18 58	British	Pacific Steam Navigation Co.	215.7	33.5	15.2	Tunaco.	Cristobal	General	511	1,273	736
San Leon	5	6 30	5	9 18	5	19 30	5	20 20	British	Eagle Oil Transport Co.	393.5	55.2	27.6	San Pedro	Tuxpan, Mex.	Crude oil	8,404	6,041	4,423
Canadian Volunteer	5	3 45	5	10 20	5	19 15	5	22 35	British	Canadian Govt. Mer. Marine	320.0	44.3	20.6	Prince Rupert.	New York	Lumber	3,000	3,224	2,008
Steel Voyager	5	9 00	5	11 03	5	20 30	6	2 55	American	Isthmian Line	395.5	55.0	27.0	Vancouver.	London	General	8,339	8,370	6,059
Swiflight	5	16 15	6	6 15	6	14 50	6	14 50	American	C. D. Mallory & Co.	464.5	60.2	27.0	San Francisco	Fall River	Refinery tops	10,170	8,473	6,869
Cabore	6	7 45	6	8 53	6	17 40	6	17 40	American	Ore Steamship Corp.	450.6	57.2	29.0	Cruz Grande.	Baltimore.	Iron ore.	10,500	7,956	4,865
Dauntless ¹²	6	9 00	6	10 15	6	19 05	6	19 05	American	H. W. Hanan	158.2	33.6	18.0	Pearl Island.	Colon	General	930	4,838	2,959
Mantaro.	6	9 30	6	11 13	6	19 13	6	19 13	Peruvian	Peruvian Line	367.3	46.0	17 10	Callao	Cristobal	General	930	4,838	2,959
Rushine	6	7 00	6	12 12	6	20 15	7	20 15	British	New Zealand Shipping Co.	480.6	60.3	26.0	Lyttleton.	London	Frozen, general.	5,432	11,202	8,266
Drechtlik.	6	15 25	7	6 13	7	14 17	7	20 55	Dutch	Holland-American Line.	501.0	62.0	29.0	Vancouver.	Rotterdam.	General	9,091	10,793	7,619
S-13 ¹³			7	6 33	7	14 00			American	U. S. Navy.				Balboa	Cristobal				
George H. Jones	6	16 30	7	7 13	7	16 05	7	15 05	American	Standard Oil Co. of N. J.	429.3	59.2	28.4	San Pedro	Hamburg.	Naphtha tops	11,800	7,689	5,383
Melville Dollar.	6	22 00	7	8 03	7	18 05	7	20 28	American	Robert Dollar Co.	429.0	55.2	27.0	Seattle	Baltimore.	Lumber, general	8,200	7,581	5,519
Haimon	6	20 00	7	10 53	7	18 50	7	22 50	German	Roland Line (A. G.)	375.0	45.0	18.8	Champerico.	Amsterdam.	(**)	1,812	4,340	3,117

** Coffee, cotton, and hides.

** For orders.

** Submarine.

** Yacht.

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

PORT OF CRISTOBAL.

Date.	Vessel.	ARRIVALS.		DEPARTURES.		Line.	For—
		Vessel.	Date.	Vessel.	Date.		
February 1.	Panama	Panama Railroad Steamship Line.	February 1.	Heredia	February 1.	United Fruit Co.	Bocas del Toro.
February 1.	Heredia	United Fruit Co.	February 2.	Tuscania	February 2.	Anchor Line	New York via waypoints.
February 1.	Tuscania	Anchor Line	February 2.	Lake Florian	February 2.	Lykes Brothers	Covenas.
February 1.	Ninian	Lykes Brothers	February 3.	Ninian	February 3.	Lykes Brothers	Tampa via New Orleans.
February 1.	Lake Florian	Lykes Brothers	February 3.	Heredia	February 3.	United Fruit Co.	New Orleans via Habana.
February 2.	Orca	Royal Mail Steam Packet Co.	February 4.	Orca	February 4.	United Fruit Co.	Boston via Port Limon.
February 3.	San Blas	United Fruit Co.	February 4.	Orca	February 4.	Royal Mail Steam Packet Co.	New York via waypoints.
February 3.	Turrialba	White Star Line	February 5.	Venezuela	February 5.	Royal Netherlands W. I. Mail	Port Limon.
February 4.	Mecanic	United Fruit Co.	February 5.	Twives	February 5.	United Fruit Co.	Colombian ports.
February 4.	Heredia	United Fruit Co.	February 5.	Santa Marta	February 5.	United Fruit Co.	New York via Kingston.

* Other than ships passing through the Canal.

(Continued on page 382, column 2.)

Commercial Traffic Through the Panama Canal in January, 1925, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	67	286,980	362,270	455,298	286,201	\$303,907.27	174,669
East coast of United States to west coast of South America:							
British.....	7	22,813	28,380	35,227	21,889	24,407.94	10,515
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,663
Danzig.....	1	5,420	7,916	8,988	5,173	5,699.52	.....
Japanese.....	3	14,729	14,901	19,790	14,536	11,046.75	.....
Norwegian.....	5	16,280	20,247	23,086	14,134	15,406.14	1,323
United States.....	15	54,108	62,441	92,866	54,332	49,818.86	12,942
Totals.....	32	116,829	138,557	187,267	114,040	110,727.96	26,443
East coast of United States to Far East:							
British.....	7	27,276	36,871	42,352	26,797	34,095.00	41,198
Japanese.....	6	23,877	29,961	38,283	23,402	29,846.25	35,571
United States.....	7	31,624	42,524	49,370	31,670	39,530.00	41,504
Totals.....	20	82,777	109,356	130,005	81,869	103,471.25	118,273
Europe to west coast of South America:							
British.....	5	18,886	23,709	30,603	19,014	23,607.50	16,234
Dutch.....	4	11,522	15,965	18,223	11,543	14,402.50	18,028
French.....	2	7,204	8,251	11,477	7,289	9,005.00	2,276
German.....	4	14,221	19,196	23,074	14,279	17,776.25	16,778
Italian.....	3	10,582	12,151	16,564	9,925	13,227.50	3,697
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	161
Totals.....	19	65,375	83,001	105,028	65,050	81,718.75	57,174
Europe to west coast of United States:							
Argentine.....	1	4,101	4,727	6,702	4,011	3,403.44	.....
British.....	9	34,157	42,768	55,424	34,078	31,149.52	1,400
Danish.....	1	4,219	5,317	6,645	4,244	5,273.75	8,773
German.....	2	9,588	11,425	13,665	8,458	11,767.85	6,197
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	1	4,172	4,254	5,828	3,630	5,104.80	6,500
Norwegian.....	1	4,613	5,049	5,748	4,269	3,635.28	.....
United States.....	3	14,502	18,452	23,401	14,404	14,616.62	8,141
Totals.....	19	78,418	95,639	122,511	75,983	77,577.10	31,011
Europe to Australasia:							
British.....	9	57,026	75,337	91,884	57,485	71,282.50	55,082
French.....	1	4,287	5,364	7,129	4,332	5,358.75	2,943
Totals.....	10	61,313	80,701	99,013	61,817	76,641.25	58,025
Europe to west coast of Canada:							
British.....	6	23,576	32,776	38,213	23,633	29,470.00	22,609
Dutch.....	1	4,860	6,060	7,651	4,796	6,075.00	4,119
French.....	1	4,249	4,984	6,713	4,108	5,311.25	1,793
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	4,143
Totals.....	9	36,115	49,353	58,131	36,852	45,143.75	32,664
East coast of United States to Australasia:							
British.....	7	29,962	43,114	48,162	30,521	37,452.50	44,985
United States.....	2	8,755	8,775	11,893	8,672	10,530.00	10,508
Totals.....	9	38,717	51,889	60,055	39,193	47,982.50	55,493
Cristobal to west coast of South America:							
Colombian.....	2	134	154	306	136	139.19	40
Norwegian.....	3	1,753	1,976	3,139	1,773	1,710.17	50
Totals.....	5	1,887	2,130	3,445	1,909	1,849.36	90

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
South American intercoastal							
Peruvian.....	4	5,493	9,844	14,821	7,783	\$6,866.25	3,725
Spanish.....	1	1,916	2,637	3,472	2,219	1,898.64	.....
Totals.....	5	7,409	12,481	18,293	10,002	8,764.89	3,725
Cristobal to west coast of Central America:							
British.....	4	2,538	2,769	4,606	2,560	3,151.40	3,418
East coast of United States to west coast of Canada:							
Norwegian.....	1	2,762	3,647	4,443	2,777	2,625.84	.....
United States.....	2	7,700	10,728	12,265	7,584	9,625.00	15,117
Totals.....	3	10,462	14,375	16,708	10,361	12,250.84	15,117
West Indies to west coast of South America:							
Japanese.....	1	5,130	5,186	6,780	5,056	3,847.50	.....
United States.....	2	11,480	12,439	14,271	8,624	9,190.32	.....
Totals.....	3	16,610	17,625	21,051	13,680	13,037.82	.....
Around the world:							
British.....	2	16,093	20,211	26,186	17,064	20,116.25	8,900
United States.....	1	6,233	8,509	10,559	6,200	7,791.25	3,241
Totals.....	3	22,326	28,720	36,745	23,254	27,907.50	12,141
East coast of United States to west coast of Central America:							
German.....	1	2,774	3,381	4,015	2,434	2,434.32	.....
United States.....	1	3,060	3,902	4,995	3,060	3,825.00	7,000
Totals.....	2	5,834	7,283	9,010	5,494	6,259.32	7,000
Cristobal to Gatun Lake:							
United States.....	2	3,242	3,530	5,212	3,224	4,052.50	.....
Cristobal to west coast of United States:							
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	2,250
United States.....	1	1,332	1,593	2,153	1,309	1,665.00	1,674
Totals.....	2	2,716	4,199	5,797	3,903	3,395.00	3,922
East coast of Canada to Australasia:							
British.....	2	6,341	8,462	10,005	6,168	7,926.25	9,533
East coast of Mexico to west coast of South America:							
British.....	2	11,880	12,455	18,160	11,702	11,034.00	8,704
East coast of United States to Balboa:							
United States.....	1	259	269	521	521	194.25	.....
Europe to west coast of Central America:							
German.....	1	2,277	3,117	3,810	2,355	2,846.25	1,686
East coast of South America to west coast of Canada:							
United States.....	1	3,524	4,890	5,643	3,524	4,405.00	4,287
East coast of South America to Far East:							
Japanese.....	1	3,677	4,118	5,853	3,623	4,596.25	2,436
East coast of Canada to west coast of United States:							
United States.....	1	227	279	384	351	200.88	.....
Canadian intercoastal:							
British.....	1	3,278	4,121	5,752	3,551	4,097.50	250
West Indies to west coast of Canada:							
British.....	1	1,815	2,042	3,099	1,868	2,268.75	3,500
Foreign vessels in ballast, United States intercoastal:							
British.....	1	9,342	10,751	15,371	9,326	7,740.72	.....
Totals, Jan., 1925....	226	882,168	1,114,382	1,406,773	878,381	973,148.31	629,566
Totals, Jan., 1924....	253	1,010,839	1,273,237	1,611,376	1,006,812	1,087,894.08	682,312
Totals, Jan., 1923....	194	733,893	923,778	1,167,899	725,623	827,022.80	598,745

PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	56	243,562	300,615	387,450	243,696	\$302,147.79	458,635
West coast of South America to Europe:							
Belgian.....	1	3,459	3,975	5,149	3,701	4,323.75	7,350
British.....	13	49,865	61,482	81,841	50,154	62,331.25	90,881
Dutch.....	4	15,614	22,027	25,439	15,463	19,517.50	34,160
French.....	2	6,482	7,976	10,343	6,508	8,102.50	13,043
German.....	4	14,114	19,761	23,170	14,165	17,642.50	30,382
Italian.....	2	8,198	9,200	12,646	7,391	10,247.50	9,916
Japanese.....	1	4,349	4,700	5,873	4,254	5,436.25	8,131
Jugo-Slavic.....	2	5,309	7,700	9,285	5,945	6,636.25	14,350
Norwegian.....	1	2,189	3,160	3,664	2,178	2,736.25	7,020
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	1,288
Swedish.....	2	6,971	8,234	11,857	8,627	8,713.75	16,950
Totals.....	33	119,834	152,112	194,884	121,731	149,702.50	233,471
West coast of South America to United States:							
Argentine.....	1				26,968	13,481.00	
British.....	6	24,553	29,710	41,040	24,977	30,695.00	39,865
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	9,729
Danish.....	1	2,378	3,092	3,851	2,355	2,972.50	5,853
Japanese.....	2	9,147	10,224	13,673	9,123	11,277.65	18,918
Norwegian.....	3	12,029	14,179	17,965	12,076	14,790.30	27,564
Panamanian.....	1	2,363	2,925	3,599	2,311	2,953.75	5,375
United States.....	13	54,017	64,822	91,315	54,103	67,279.80	152,267
Totals.....	29	111,478	134,329	186,063	139,865	152,191.75	259,571
West coast of United States to Europe:							
British.....	3	12,657	15,253	20,638	12,908	15,812.50	19,759
Danish.....	1	5,233	5,660	6,919	5,223	6,541.25	9,155
German.....	1	4,909	6,680	8,116	4,887	6,136.25	7,919
Japanese.....	2	7,695	8,987	11,262	7,611	9,618.75	14,652
Norwegian.....	3	12,059	14,584	18,160	11,969	15,073.75	23,427
United States.....	3	11,873	15,292	19,254	11,857	14,841.25	26,400
Totals.....	13	54,426	66,456	84,349	54,455	68,023.75	101,312
West coast of Canada to Europe:							
British.....	9	38,176	48,327	56,924	34,937	47,720.00	69,166
Dutch.....	1	4,547	7,056	7,310	4,495	5,683.75	8,171
French.....	2	10,273	12,103	16,600	9,800	12,841.25	17,988
Japanese.....	1	3,174	3,614	5,020	2,639	3,967.50	6,654
Totals.....	13	56,170	71,100	85,854	51,871	70,212.50	101,979
West coast of South America to Cristobal:							
Colombia.....	2	134	154	305	153	167.50	206
Norwegian.....	2	1,226	1,330	2,240	1,264	1,532.50	1,524
Peruvian.....	3	3,699	7,742	12,452	7,257	4,623.75	3,733
Totals.....	7	5,059	9,226	14,997	8,674	6,323.75	5,463
Australasia to Europe:							
British.....	4	22,108	31,515	35,351	22,195	27,635.00	34,158
French.....	1	4,777	5,472	7,499	4,776	5,971.25	3,877
Totals.....	5	26,885	36,987	42,850	26,971	33,606.25	38,035
Australasia to United States:							
British.....	2	10,284	12,299	16,411	10,303	12,855.00	4,656
United States.....	2	8,134	9,041	11,656	8,101	9,978.20	3,465
Totals.....	4	18,418	21,340	28,067	18,404	22,833.20	8,121
West coast of Canada to United States:							
United States.....	3	11,620	14,169	18,915	11,619	14,525.00	21,100
West coast of Central America to Cristobal:							
British.....	3	1,900	2,063	3,436	1,906	2,368.30	1,911

* Displacement tonnage.

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of United States to Cristobal:							
United States.....	1	1,332	1,593	2,153	1,309	\$1,665.00	1,316
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	787
Totals.....	2	2,716	4,199	5,797	3,903	3,395.00	2,103
West coast of United States to east coast of Mexico:							
British.....	1	8,165	9,342	12,915	8,150	10,206.25	16,897
Philippines to east coast of United States:							
Japanese.....	1	4,358	5,681	6,963	4,280	5,447.50	4,994
Canadian intercoastal:							
British.....	1	3,255	4,094	5,404	3,331	4,068.75	5,137
Far East to Europe:							
British.....	1	3,868	4,665	6,221	3,889	4,827.50	8,216
West coast of Central America to Europe:							
German.....	1	2,163	2,753	3,703	2,144	2,703.75	2,226
Far East to United States:							
Japanese.....	1	4,435	5,856	7,007	4,327	5,543.75	7,615
West coast of Central America to east coast of United States:							
Norwegian.....	1	527	646	899	509	658.75	1,123
Totals, Jan., 1925....	175	678,839	845,633	1,095,774	709,725	858,876.04	1,277,909
Totals, Jan., 1924....	223	910,700	1,126,803	1,449,441	915,244	1,128,960.93	1,745,020
Totals, Jan., 1923....	158	547,513	686,914	862,347	541,358	678,263.16	993,189

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective February 11, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.;
Ward 6, Foreign, male and female, private rooms, American girls.....	6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.;
Ward 16, American, male, medical, eye and ear.....	6.30 to 7.30 p. m.
Ward 17, Colored children.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m. Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m.
Ward 19, Colored, female, medical.....	} Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.

Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Cristobal.	Leave Cristobal.	Arrive New York.
Panama.....			February 9.....	February 17.
*Cristobal.....	February 5.....	February 13.....	February 18.....	February 26.
General W. C. Gorgas.....	February 14.....	February 23.....	February 28.....	March 8.
Panama.....	February 25.....	March 5.....	March 9.....	March 17.

Steamers sail at 3 p. m. from Pier 67, North River, foot of West 27th Street, N. Y.

*Sails 3 p. m. from Pier 65, North River, foot of West 25th Street.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.85 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

Hours of Departure of Passenger Trains.

Following are the hours of departure of the passenger trains of the Panama Railroad running between the Atlantic and the Pacific:

From Colon: 9.10 a. m., 12.15 p. m., 4 p. m.

From Panama: 7 a. m., 12.15 p. m., 6.10 p. m.

The trains leaving at 12.15 p. m. do not run on Sundays and holidays; the others are daily.

Cable Rate to Denmark.

Effective January 1, 1925, the rate to Denmark from the Isthmus will be 66 cents per word. This increase is due to Danish terminal tax.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 376.

PORT OF CRISTOBAL.—continued.

* ARRIVALS.			* DEPARTURES.		
Date.	Vessel.	Line.	Date.	Vessel.	Line.
February 4...	Twives...	United Fruit Co.	February 5...	Megantic...	White Star Line.
February 4...	Venezuela...	Royal Netherlands W. I. Mail.	February 5...	Turulia...	United Fruit Co.
February 4...	Santa Marta...	United Fruit Co.	February 6...	La Isla...	Standard Fruit Co.
February 5...	Calamares...	United Fruit Co.	February 6...	Staudung No. 1...	Sabine Towing Co.
February 6...	Calamares...	Sabine Towing Co.	February 7...	Calamares...	United Fruit Co.
February 7...	Cavina...	Elders & Fyffes, Ltd.	February 7...	Cavina...	Elders & Fyffes, Ltd.
* Motor schooner.			* Other than ships passing through the Canal		

PORT OF BALBOA.

Date.	Vessel.	Line.	Date.	Vessel.	Line.
January 31...	Bokuyo Maru...	Toyo Kisen Kaisha.	February 1...	Bokuyo Maru...	Toyo Kisen Kaisha.
February 3...	Pacifico...	South American Pacific Line.	February 4...	Pacifico...	South American Pacific Line.
February 3...	Isonomia...	California Steamship Co.	February 5...	Utacarbon...	Union Oil Co. of California.
February 4...	Utacarbon...	Union Oil Co. of California.			

THE PANAMA CANAL RECORD

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., February 18, 1925. No. 28.

Traffic during First Fifteen Days of February, 1925.

During the first 15 days of February, 199 commercial vessels and 7 small launches transited the Canal. Tolls on the commercial vessels aggregated \$893,056.56, and on the launches \$45.47, making the total receipts from tolls \$893,102.03 for the 15-day period.

Considering only the commercial traffic, the average daily number of transits was 12.92, and the average daily receipts from tolls were \$59,537.10. As may be seen by the tabulated statement below, these averages are approximately the same as corresponding averages covering commercial traffic through the Canal for the 7½ months of the current fiscal year.

In the following tabulation is shown the commercial traffic for each month of the current fiscal year, with the daily averages by months, and the totals and daily average for the period.

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.84
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.42	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February (first 15 days).....	199	893,056.56	13.26	59,537.10
Totals.....	2,973	13,704,000.42	12.92	59,582.61

The average amount collected in tolls from each of the 199 commercial transits during the first 15 days of February was \$4,487.72.

Vessels Making Greatest Number of Transits.

The greatest number of transits of any vessel during the year was 30, made by the small steamer *Jamaica* of British registry, owned and operated by the Pacific Steam Navigation Company, running between Cristobal and the west coast of Central and South America. Two other vessels of the Pacific Steam Navigation Company, the *Salvador* and the *Acajulla*, and operating in the same trade, ranked second and third in number of transits, with 27 and 23 passages through the Canal respectively.

Other vessels with a relative high frequency of transit during the year were:

The tanker *Victrolite*, British registry, operating for the greater part of the year between the eastern coast of North America and the western coast of South America, with 18 transits.

The steamers *Mantaro* and *Ucayali*, Peruvian registry, operating chiefly between the Caribbean ports of Colombia and the west coast of Peru, with 17 transits each.

The tanker *Chuky*, British registry, operating between Mexican Gulf ports and Chile, with 17 transits.

Eight vessels of United States registry made 17 transits of the Canal during the year. Included in these were the tank ships *John D. Archbold* and the *H. M. Storey*, operating in the United States intercoastal trade, and the steamer *Bethore*, engaged in carrying iron ore from the west coast of South America to United States Atlantic ports.

Proportion of Traffic by Frequency.

The following tabulation shows the number of vessels making the various frequencies of transit, the percentage which each class formed of the total number of individual vessels, their aggregate numbers of transits, and their percentages of the total commercial transits for the year 1924, in comparison with the same figures for the year 1923:

Transits made during year by each vessel.	Number of vessels making this number of transits.		Percentage of the individual vessels.		Total number of transits made by class.		Percentage of total commercial transits.	
	1924.	1923.	1924. (1,448)	1923. (1,432)	1924.	1923.	1924. (4,893)	1923. (5,037)
1.....	533	527	36.81	36.80	533	527	10.71	10.46
2.....	313	303	21.62	21.15	626	606	12.81	12.03
3.....	135	123	9.32	8.59	405	369	8.29	7.33
4.....	136	124	9.40	8.66	544	496	11.13	9.86
5.....	91	74	6.28	5.17	455	370	9.31	7.34
6.....	54	69	3.73	4.82	324	414	6.63	8.22
7.....	32	45	2.21	3.14	224	315	4.59	6.25
8.....	39	41	2.69	2.86	312	328	6.38	6.51
9.....	24	16	1.66	1.12	216	144	4.42	2.86
10.....	21	15	1.45	1.05	210	150	4.30	2.98
11.....	9	16	.62	1.12	99	176	2.03	3.49
12.....	7	22	.48	1.54	84	264	1.73	5.24
13.....	10	20	.69	1.39	130	260	2.67	5.16
14.....	6	10	.41	.70	84	140	1.73	2.78
15.....	12	8	.83	.56	180	120	3.68	2.38
16.....	9	9	.62	.63	144	144	2.95	2.86
17.....	11	4	.76	.28	187	68	3.83	1.35
18.....	2	.....	.14	.....	36	.....	.74	.....
19.....	.....	1	.....	.07	.....	19	.....	.38
20.....	1	.....	.07	.....	20	.....	.41	.....
21.....	.....	1	.....	.07	.....	21	.....	.42
23.....	1	2	.07	.14	23	46	.48	.90
27.....	1	.....	.07	.....	27	.....	.56	.....
28.....	.....	1	.....	.07	.....	28	.....	.56
30.....	1	.....	.07	.....	30	.....	.62	.....
32.....	.....	1	.....	.07	.....	32	.....	.64
Totals.....	1,448	1,432	100.00	100.00	4,893	5,037	100.00	100.00

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending February 14, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
Cartago.....	United Fruit Co.....	February 8.....	February 8.....	<i>Tons.</i> 279	<i>Tons.</i> 183
City of San Francisco.	Pacific Mail Steamship Line.....	February 8.....	February 8.....	1,633	.....
Venezuela.....	Royal Netherlands W. I. Mail.....	February 8.....	February 8.....	17	596
Candidate.....	Harrison Line.....	February 8.....	February 10.....	525	(²)
Panama.....	Panama Railroad Steamship Line.....	February 9.....	February 9.....	.....	1,312
Essequibo.....	Pacific Steam Navigation Co.....	February 9.....	February 10.....	60	7
Inveravon.....	British-Mexican Petroleum Co.....	February 9.....	February 10.....	7,742	(²)
Arana.....	Pacific Steam Navigation Co.....	February 10.....	February 10.....	156	475
Abangarez.....	United Fruit Co.....	February 10.....	February 12.....	653	126
Cartago.....	United Fruit Co.....	February 11.....	February 11.....	70	36
Mineola.....	N. O. & S. A. Steamship Line.....	February 11.....	February 11.....	122	168
Sixacola.....	United Fruit Co.....	February 11.....	February 11.....	163	560
Santa Elisa.....	Grace Line.....	February 11.....	February 12.....	(¹)	31
Puerto Rico.....	French Line.....	February 11.....	February 12.....	242	277
Brielle.....	Royal Netherlands W. I. Mail.....	February 11.....	February 12.....	285	34
Tivives.....	United Fruit Co.....	February 12.....	February 12.....	3	340
Oroya.....	Pacific Steam Navigation Co.....	February 12.....	February 13.....	59	68
Alvarado.....	Pacific Steam Navigation Co.....	February 13.....	February 14.....	428	241
Cristobal.....	Panama Railroad Steamship Line.....	February 13.....	.....	3,891	.....
Pastores.....	United Fruit Co.....	February 13.....	February 14.....	211	294
Acasta.....	Anglo-Saxon Petroleum Co.....	February 14.....	.....	7,463	.....

* No cargo discharged.

* No cargo laded.

Per cent of World's Total Vessels Passing Through Canal.

Including vessels on the Great Lakes, those engaged in short coast-wise runs, etc., as well as those employed in overseas trade, Lloyd's Register for 1924-1925, list 29,024 steamers, motor vessels, and auxiliaries of 100 gross tons and upward. Omitting sailing vessels from consideration and taking the grand total, it will be seen that about 5 per cent of the world's total vessels transited the Canal during the year.

The percentage by nationality of the leading maritime nations, in comparison with the figures for 1923 as published in THE PANAMA CANAL RECORD of April 2, 1924, was as follows:

	Total steamers, motor vessels, and auxiliaries.		Number transiting the Canal in—		Percentage of total.	
	1924.	1923.	1924.	1923.	1924.	1923.
British.....	10,078	10,164	542	521	5.37	5.1
Danish.....	622	614	27	29	4.34	4.7
Dutch.....	1,027	1,051	42	39	4.09	3.7
French.....	1,540	1,659	37	27	2.40	1.6
German.....	1,906	1,745	58	50	3.04	2.9
Italian.....	971	1,043	21	10	2.16	1.0
Japanese.....	2,055	2,003	94	86	4.57	4.3
Norwegian.....	1,664	1,669	72	78	4.32	4.7
Spanish.....	800	779	17	14	2.12	1.8
Swedish.....	1,197	1,164	17	17	1.42	1.5
United States.....	4,087	4,307	477	525	11.67	12.2
Miscellaneous.....	3,077	3,048	44	36	1.43	1.2
Totals.....	29,024	29,246	1,448	1,432	4.98	4.9

The combined gross tonnage of the world's 29,024 steamers, motor vessels, and auxiliaries is 61,514,140. The combined gross tonnage of commercial vessels transiting the Canal during the calendar year 1924, duplicating tonnage where more than one transit was made, was 31,127,724, equivalent to slightly over one-half of the world's tonnage transiting the Canal once during the year.

Frequency of Transit of Vessels Through the Panama Canal.

During the calendar year 1924, 1,448 individual commercial vessels, representing 21 nationalities, passed through the Panama Canal. The number of transits per individual vessel varied from 1 to 30, the 1,448 vessels making a total of 4,893 transits, or an average of 3.38 transits per vessel.

Vessels of British registry led in number of individual ships but not in the aggregate number of transits, the 542 British ships making a total of 1,272 transits. Individual vessels of United States registry numbered 477, and combined, made a total of 2,559 transits, or more than half of the total transits through the Canal during the calendar year. Vessels of British and United States registry combined comprised 70 per cent of the individual ships and accounted for 78 per cent of the total transits through the Canal during the year.

In frequency of transit of individual vessels by nationality, ships of Peruvian registry led with an average of 8.55 transits per vessel, but only nine individual ships of this nationality transited the Canal during the year. Considering only those nationalities having 10 or more individual ships through the Canal during the year, vessels of United States registry lead in frequency of transit with an average of 5.36 transits per vessel, while those of Japanese registry used the Canal least frequently, averaging 1.87 transits per vessel.

(Continued on page 394.)

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, January, 1925.

(Figures represent tons of 2,240 pounds.)

From—	South America.					North America.					Asia.					Australasia.				Grand totals.	Per cent of total cargo.				
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.*	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West coast of North America.*	Balboa.	Total, North America.	Japan.	China.	Philippines.	Far East.*	Total, Asia.	New Zealand.	Australia.			Australasia.*	Total, Australasia.	Hawaii.	
NORTH AMERICA:																									
UNITED STATES—																									
North Atlantic ports.....	7,506	43			245	17,327	25,121	140,298	573	1,096	8,920	150,887	21,333	1,288	7,254	56,935	86,810	3,175	39,651	6,667	49,493	2,405	314,716	50.0	
Gulf ports.....	14					961	975	38,627	7,000			45,627	18,312	5,931		17,655	41,898			6,000	6,000	896	93,396	15.1	
Totals, United States.....	7,520	43			245	18,288	26,096	178,925	573	8,096	8,920	196,514	39,645	7,219	7,254	74,590	128,708	3,175	39,651	12,667	55,493	3,301	410,112	65.1	
Cristobal, C. Z.*	27					16	592	788	3,811	36	5,090	155	9,092							9,533	9,533		9,880	1.6	
East coast of Canada.....									250			250											9,783	1.6	
West Indies.....	19						19		3,500			3,500											3,519	0.5	
East coast of Mexico.....	8,704						8,704																8,704	1.4	
Totals, North America.....	16,270	83	113	261	18,880	35,607	182,736	4,359	13,186	9,075		209,356	39,645	7,219	7,254	74,590	128,708	3,175	39,651	22,200	65,026	3,301	441,998	70.2	
EUROPE:																									
British Isles.....							16,043	16,043	6,892	1,529		9,286												80,411	12.7
France.....	1,575						176	1,751	187			187												1,938	0.3
Germany.....							13,562	13,562	3,191	1,686		4,877												18,439	2.9
Holland.....	172						498	853	9,713	315		10,928												10,833	1.7
Belgium.....							1,367	1,367	14,164	3,157	5,151	22,472												23,839	3.8
Norway and Sweden.....							160	571	1,815	33	1,623	3,471												3,471	0.5
Italy.....	400						161	103				103												674	0.1
Spain.....	161						22,446	22,446	9,578	2,565		13,355												161	0.0
Europe.....	2,308		196				54,232	56,756	45,613	7,590	7,228	63,779												38,744	6.4
Totals, Europe.....							54,232	56,756	45,613	7,590	7,228	63,779												178,560	28.4
East coast of South America*							2,378	1,395	3,773	4,959	93	5,052	177				177							9,002	1.4
Grand totals.....	18,578	83	309	2,639	74,527	96,136	233,338	12,051	16,495	16,303		278,187	39,822	7,219	7,254	74,590	128,885	45,452	39,651	37,948	123,051	3,301	629,560		
Per cent of total cargo:																									
January, 1925.....	3.0			0.4	11.9	15.3	37.1	1.9	2.6	2.6		44.2	6.2	1.2	1.2	11.9	20.5	7.2	6.3	6.0	19.5	0.5	100.0		
January, 1924.....	2.6			0.1	9.8	12.6	41.7	1.9	0.7	0.7		44.3	20.0	0.8	0.8	8.7	29.5	5.4	5.7	1.9	13.0	0.6	100.0		
January, 1923.....	10.2	0.7	1.1	4.1	0.7	16.8	48.2	3.4	1.5	1.4	1.2	55.7	7.2	3.8	2.8	0.8	14.6	9.2	3.4	.....	12.6	0.3	100.0		

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal from the Pacific to the Atlantic, January, 1925.

(Figures represent tons of 2,240 pounds.)

FROM—	NORTH AMERICA.							EUROPE.										Grand totals.	Per cent of total cargo.		
	UNITED STATES				North America.			Europe.													
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z. ²	East coast of Mexico.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.			Denmark.	Europe. ¹	Total, Europe.	East coast of South America.
SOUTH AMERICA:																					
Chile.....	177,887	5,375	20,001	203,263	...	109	69	...	203,441	51,930	27	1,325	13,461	150	1,024	...	7,350	6,770	130,668	212,705	416,146
Colombia.....	840	...	...	840	...	...	1,893	...	2,733	167	...	...	43	...	42	16	...	...	1,032	1,300	2,733
Ecuador.....	490	...	...	490	...	...	372	...	1,062	...	...	8	...	39	...	...	...	...	189	7,734	2,362
Peru.....	27,154	15,552	...	42,706	...	...	3,045	...	45,751	7,498	...	...	...	...	...	...	...	...	53,485	4	53,485
West coast of South America ¹	11,416	...	...	11,446	...	...	770	...	12,216	6,788	...	...	540	...	...	408	...	...	3,827	11,563	23,779
Totals, South America.....	217,817	20,927	20,001	258,745	...	109	6,349	...	265,203	66,383	27	1,333	14,083	150	1,066	424	7,350	6,770	135,716	233,302	498,505
NORTH AMERICA:																					
West coast of United States.....	412,924	120,39	470,452	514	...	536	916	16,897	470,863	75,331	...	3,920	9,703	882	...	...	...	...	37,961	127,597	598,460
West coast of Canada.....	13,013	...	...	13,013	350	...	50	...	13,413	34,442	...	666	1,400	...	...	...	...	...	32,408	68,916	82,329
West coast of Central America.....	4,372	...	...	4,372	...	...	3,463	...	7,835	70	...	385	...	...	...	...	...	...	2,226	2,681	10,516
West coast of North America ¹	14,895	...	...	14,895	...	...	...	...	14,895	3,000	...	1,077	...	...	...	...	...	...	2,146	5,146	20,041
West coast of Mexico.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,077	1,077
Totals, North America.....	445,204	120,39	470,484	794	350	536	4,429	16,897	507,006	112,843	...	6,048	11,103	682	...	...	...	...	74,741	205,417	712,423
ASIA:																					
Japan.....	25	...	...	25	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	25
China.....	8,760	...	...	8,760	...	...	...	...	8,760	...	...	...	...	...	...	...	...	...	...	...	8,760
Philippines.....	1,157	...	...	1,157	...	...	...	...	1,157	...	...	...	...	...	...	...	...	...	...	...	1,157
Far East ¹	2,667	...	...	2,667	...	...	...	...	2,667	...	...	...	...	...	...	...	...	...	...	...	10,883
Totals, Asia.....	12,609	...	...	12,609	...	...	...	...	12,609	...	...	...	...	...	...	...	...	...	...	...	20,825
AUSTRALASIA:																					
Australia.....	6,591	...	...	6,591	...	...	...	...	6,591	...	...	...	...	...	...	...	...	...	...	...	6,591
New Zealand.....	1,530	...	...	1,530	...	...	...	...	1,530	...	...	...	...	...	...	...	...	...	...	...	17,705
Australasia ¹	8,121	...	...	8,121	...	...	...	...	8,121	...	...	...	...	...	...	...	...	...	...	...	21,860
Totals, Australasia.....	16,242	...	...	16,242	...	...	...	...	16,242	...	...	...	...	...	...	...	...	...	...	...	46,156
Grand totals.....	683,751	21,047	59,471	764,269	350	645	10,778	16,897	792,939	208,878	27	11,258	25,186	832	1,066	424	7,350	6,770	223,179	484,970	1,277,909
Per cent of total cargo:																					
January, 1925.....	53.5	1.6	4.7	59.8	...	...	0.8	1.4	62.0	16.3	...	0.9	2.0	...	...	...	0.6	0.5	17.6	38.0	100.0
January, 1924.....	53.9	7.1	9.5	70.5	0.6	0.8	1.9	2.8	76.6	12.5	0.7	0.7	1.7	0.1	0.1	0.1	0.3	7.3	23.4	100.0	
January, 1923.....	46.3	3.4	4.8	54.5	...	1.9	1.7	...	58.1	13.8	1.5	2.2	1.4	0.5	0.7	1.5	0.9	0.4	18.7	41.6	100.0

¹ General cargo not routed so as to allow segregation between definite ports.

² Includes both local and transit cargo.

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, February 14, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Radames	7	9.55	8	5.57	8	15.32	8	16.50	German	Kosmos Line.	380.0	47.0	19.0	Hamburg.	Puntarenas.	General.	1,486	4,912	3,428
Glasgow Maru.	7	14.45	8	6.33	8	17.43	8	18.59	Japanese.	Kokusai Kisen Kaisha.	385.0	51.0	27.0	Boca Grande.	Yokohama.	(?)	7,905	6,213	4,665
William Rockefeller	7	18.35	8	7.05	8	19.57	8	19.57	American.	Standard Oil Co.	554.9	75.3	21.0	New York.	San Pedro.	Ballast.	13,351	14,785	10,313
Kentuckian	8	2.15	8	7.25	8	18.46	8	20.55	American.	American-Hawaiian Line.	414.5	53.7	21.0	Boston.	Seattle.	(*)	7,049	4,941	
Epoca	7	17.27	8	8.24	8	20.13	8	21.40	Norwegian.	Gorissen Line.	213.9	35.2	13.3	Pto. Colombia.	Buenaventura.	General, salt.	759	1,200	698
Alconquin	8	7.15	8	8.35	8	21.10	8	22.30	American.	Standard Transportation Co.	453.0	56.0	15.0	New York.	San Pedro.	General.	7,602	5,337	
Jais	7	21.42	8	10.14	8	22.25	9	2.25	German.	United-American Line.	392.9	51.6	20.0	Hamburg.	Los Angeles.	General.	4,026	5,788	4,027
Sugoland	8	10.20	8	10.30	8	23.22	9	0.39	Swedish.	Axel Brosstrom & Son.	430.2	54.2	17.0	Newcastle.	Chile.	Ballast.	6,840	5,014	
Lepanto	8	12.45	8	13.00	9	0.40	9	2.20	British.	Ellerman-Wilson.	410.0	53.0	22.0	New York.	Auckland.	General.	4,000	6,395	4,760
France Field									American.	Jacob Goldberg.	172.4	18.0		Cristobal.	Balboa.			2	2
O-4			8	6.25	8				American.	U. S. Navy.	105.0	14.8		Cristobal.	Miraflores.	Ballast.			
No. 285	8	20.15	9	6.20	9	15.55	10	13.50	American.	Tampa Intercoastal Co. (S. B.).	410.0	56.0	27.0	New Orleans.	Miraflores.	General, case oil.	7,188	8,193	6,216
Liberator.	8	21.35	9	6.30	9	16.50	9	18.05	German.	Roland Line.	393.0	54.0	22.5	Hamburg.	Buenaventura.	General.	4,409	6,542	4,552
Angr.	8	23.58	9	7.25	9	17.43	9	19.47	American.	Atlantic Refining Co.	431.1	59.2	21.0	Philadelphia.	Los Angeles.	Ballast.		7,860	5,101
Powell	9	1.50	9	8.20	9	18.45	9	19.41	American.	Grace Line.	404.6	53.9	14.8	Mobile.	Iquique.	Ballast.	53.0	6,760	4,450
Santa Clara.	9	6.35	9	9.50	9	19.59	9	21.12	American.	McAllister Brothers (S. B.).	416.9	56.2	17.9	New Orleans.	Honolulu.	Ballast.		6,728	4,737
Hagan	9																		
Sidney M.	9																		
Hamptman.	9	8.40	9	10.45	9	21.06	10	1.43	American.	Munson-McCormick Line.	401.0	53.2	23.6	Boston.	San Francisco.	General.	5,679	7,082	5,167
Tasmania.	9	7.50	9	12.00	9	22.18	10	9.00	British.	New Zealand Shipping Co.	484.5	62.7	24.7	Liverpool.	Auckland.	General.	5,692	9,486	6,578
Gargoyte	9	12.10	9	13.30	9	23.19	10	0.44	British.	Vacuum Oil Co.	425.0	57.2	19.6	Philadelphia.	San Francisco.	Ballast.	7,510	4,989	
Candidate.	8	23.00	10	6.10	10	16.43	10	17.45	British.	T. and J. Harrison.	400.0	52.0	17.3	Liverpool.	Vancouver.	Ballast.	5,677	4,126	
Bantu.	8	14.00	10	6.20	10	17.43	10	18.52	British.	Istumian Line.	360.0	47.0	25.6	New York.	Buenaventura.	Steel, general.	4,525	4,607	8,632
Killing	10	2.45	10	6.35	10	16.55			British.	Lindsay, Swan, Hunter, Ltd.	172.2	30.0	13.0	Kingston.	Balboa (reprs)			576	152
John D. Archbold	9	15.43	10	7.10	10	19.17	10	20.28	American.	Standard Oil Co.	554.9	75.3	20.0	Baltimore.	San Pedro.	Ballast.		14,785	10,313
Dagblid	9	17.20	10	8.12	10	19.55	10	21.10	British.	Dominion Coal Co.	455.0	58.0	17.0	Norfolk.	Antofagasta.	Ballast.	8,002	5,606	
William Perkins	9	20.35	10	9.45	10	20.54	10	22.09	American.	Garland Steamship Corporation.	409.0	54.0	21.6	Newport News.	San Pedro.	General.	4,204	6,757	4,919
Sannanger	10	5.20	10	11.15	10	21.56	10	23.05	Norwegian.	Arduco Coal & Steamship Co.	380.7	49.2	16.6	Newport News.	San Antonio.	General.	1,100	4,754	3,360
Bessmer City.	8	8.50	10	12.10	10	23.08	11	0.19	American.	Isthmian Line.	424.2	56.2	26.0	Charleston.	Shanghai.	General.	7,680	7,611	5,450
Kanouraska.	10	8.00	10	13.00	11	0.08	11	1.07	British.	British Empire State.	375.0	52.5	15.6	Norfolk.	Taitai.	Ballast.	5,361	3,250	
Ara.	10	0.50	11	6.12	11	14.22	11	17.05	British.	Pacific Steam Navigation Co.	303.4	43.0	17.7	New York.	Callao.	General.	2,075	2,851	1,697
Canadian	10	14.05	11	6.15	11	14.28	11	15.40	British.	Canadian Govt. Mer. Marine.	400.0	52.0	18.5	Avonmouth.	Vancouver.	General.	1,700	6,224	4,487
Freighter	11	4.55	11	7.20	11	15.29	11	16.45	American.	Citrus Service Transport, Co.	416.9	56.2	17.0	New Orleans.	San Pedro.	Ballast.		6,706	4,766
Watertown	11	4.25	11	8.45	11	17.48	11	18.32	American.	Luckenbach Line.	436.0	57.0	26.2	Boston.	Seattle.	General.	7,370	8,543	6,402
Julia Luckenbach																			
Tanker.																			

* Tanker.

* Motor ship.

* Launch.

* Submarine.

* Subclaser.

* Tug.

* Phosphate, cotton, and general.

* General and 500 tons of coal.

Susan Maersk.	11	5-20	11	9-45	11	17-57	11	19-00	Danish.	A. P. Moller	300 0	42-3 18 0	Tampico.	Lo Union.	(14)	1,741 2,586	1,827
City of Canton.	11	6-35	11	11-00	11	18-56	11	21-45	British.	Norton, Lilly & Co.	450 6	56 6 23 0	New Orleans.	Yokohama.	General, cotton.	4,900 8,127	6,134
Mineola.	11	2-00	11	11-55	11	20-30	12	13-35	American.	K. O. & S. A. Line.	298 6	40 0 20 5	New York.	Yokohama.	General.	2,345 2,835	1,805
Venice Maru.	11	6-45	11	12-20	11	20-37	11	23-35	Japanese.	Nawasaki Kisen Kaisha	405 0	53 0 25 3	New York.	Yokohama.	General.	7,145 7,025	5,025
W. W. Mills.	11	7-18	11	13-15	11	21-30	11	2-45	American.	Pure Oil Steamship Co.	424 0	58 2 20 0	Chester	Gatun Lake.	Ballast.	7,333 3,119	2
Chagres.	10	11	11	11-12	11	21-29	11	2-45	American.	American Banana Corporation.	424 0	58 2 20 0	Cristobal	Gatun Lake.	Ballast.	7,333 3,119	2
Barge No. 4.	11	11	11	11-12	11	21-29	11	2-45	American.	American Banana Corporation.	424 0	58 2 20 0	Cristobal	Gatun Lake.	Ballast.	7,333 3,119	2
Kaydee.	11	11	11	11-12	11	21-29	11	2-45	American.	Karier.	424 0	58 2 20 0	Cristobal	Gatun Lake.	Ballast.	7,333 3,119	2
Santa Elisa.	11	17-50	12	6-13	12	13-33	12	17-10	American.	Grace Line	360 3	51 7 23 8	New York.	Talcahuano.	General	1,898 5,957	4,325
Theodore.	11	15-40	12	7-15	12	15-45	13	3-10	Norwegian.	Norway-Pacific Line.	425 5	55 2 28 0	Oslo	Seattle	(16)	9,803 7,593	5,637
Roosevelt.	11	20-40	12	7-30	12	19-25	12	30-26	American.	Sun Oil Co.	480 5	66 0 20 0	Chester	San Pedro	Ballast.	9,402 6,586	6
Delaware Sun.	11	20-40	12	7-30	12	19-25	12	30-26	American.	Argonaut Steamship Line	435 0	57 6 25 6	Baltimore.	Bellingham	(17)	8,536 7,335	5,841
Lancaster.	12	0-30	12	8-40	12	20-45	13	3-27	American.	Argonaut Steamship Line	435 0	57 6 25 6	Baltimore.	Bellingham	(17)	8,536 7,335	5,841
Vancouver	12	5-00	12	8-40	12	21-42	13	4-59	Japanese.	Kokusai Kisen Kaisha	385 0	51 0 26 6	Blyth	Iquique.	Cool	6,663 5,919	4,389
Maru.	12	6-15	12	9-55	12	22-40	13	1-25	Japanese.	Kokusai Kisen Kaisha	400 0	54 0 13 6	Norfolk	Arica	Ballast	7,018 5,107	5,107
Egypt Maru.	12	8-10	12	10-50	12	23-45	13	0-53	American.	Swayne & Hoyt (S. B.)	410 0	54 3 18 6	Buenos Aires.	Seattle	General	2,820 6,263	4,914
West Notus.	12	11-00	12	11-30	13	0-50	13	9-40	Dutch.	Neth. Indies Tank S. S. Co.	412 0	53 3 18 0	Rotterdam	San Pedro	Ballast	7,686 7,322	5,254
Silvams.	11	16-23	12	12-50	13	2-06	13	3-39	Dutch.	Royal Netherlands W. I. Mail.	433 0	58 0 26 8	Amsterdam	Valparaiso	General	14,325 4,635	8
Brielle.	11	16-23	12	12-50	13	2-06	13	3-39	Dutch.	Royal Netherlands W. I. Mail.	433 0	58 0 26 8	Amsterdam	Valparaiso	General	14,325 4,635	8
Lebere.	12	13-03	12	13-15	13	3-02	13	4-21	American.	Ore Steamship Corporation	549 0	72 0 23 0	New York.	Oriz Grande.	Ballast	14,325 4,635	8
Rio Gatun.	11	12	12	12	12	8-26	12	8-26	Panaman.	Juan Diaz	219 3	20 8	Cristobal	Gatun Lake.	Ballast	19	19
Barge No. 3.	11	12	12	12	12	8-26	12	8-26	Panaman.	Juan Diaz	219 3	20 8	Cristobal	Gatun Lake.	Ballast	19	19
S-29.	11	12	12	12	12	8-26	12	8-26	Panaman.	Juan Diaz	219 3	20 8	Cristobal	Gatun Lake.	Ballast	19	19
Oroya.	12	17-12	13	6-10	13	13-58	13	16-00	British.	U. S. Navy	525 0	62 0 24 7	Liverpool	Valparaiso	General	3,453 13,133	9,064
New Britain.	12	21-00	13	6-15	13	14-54	13	16-00	American.	Pacific Steam Navigation Co.	386 8	52 2 20 6	Baltimore.	Tacoma	General	4,898 5,684	4,082
Black Diamond S. S. Corp.	12	21-00	13	6-15	13	14-54	13	16-00	American.	Pacific Steam Navigation Co.	386 8	52 2 20 6	Baltimore.	Tacoma	General	4,898 5,684	4,082
Canadian Pros-	12	22-25	13	7-25	13	16-08	13	17-30	British.	Canadian Govt. Mer. Marine	400 0	52 4 22 0	Halifax	Vancouver.	General	5,027	4,602
pector.	12	23-20	13	7-35	13	16-59	13	18-05	American.	Atlantic Refining Co.	425 0	57 2 18 6	Philadelphia	Los Angeles.	Ballast	7,904	4,602
Bohemian Club.	13	2-50	13	8-33	13	18-07	13	19-09	American.	International Shipping Co	499 9	68 1 21 0	New York	Los Angeles.	Ballast	10,553 7,736	90
Agwismit.	13	15-55	13	8-50	13	18-54	16	7-11	American.	W. J. Hole.	107 0	68 1 21 0	St. Petersburg.	Los Angeles.	Ballast	128	90
Samoa.	13	15-55	13	8-50	13	18-54	16	7-11	American.	W. J. Hole.	107 0	68 1 21 0	St. Petersburg.	Los Angeles.	Ballast	128	90
Commercial	13	3-25	13	10-15	13	19-20	13	20-37	American.	Moore & McCormack Co.	380 4	53 1 22 2	Philadelphia	Seattle	General	4,371 5,659	4,138
Spirit.	13	7-10	13	11-10	13	20-11	14	1-55	British.	Canadian-American S. S. Co.	411 0	54 1 23 1	Antwerp.	Portland	General, cement	7,353 6,597	4,989
City of Victoria	13	7-10	13	11-10	13	20-11	14	1-55	British.	Canadian-American S. S. Co.	411 0	54 1 23 1	Antwerp.	Portland	General, cement	7,353 6,597	4,989
Hatipara.	13	7-10	13	11-10	13	20-11	14	1-55	British.	Norton, Lilly & Co.	445 0	58 0 27 6	Pensacola	Adelaide.	Sulphur	8,979 8,341	6,010
Port Brisbane.	13	11-55	13	13-55	13	22-09	13	23-10	British.	Commonwealth & Dom. Line	480 7	62 3 27 11	London	Brisbane.	General	4,582 10,720	8,107
Remuera.	13	20-35	14	6-10	14	17-50	14	23-58	British.	New Zealand Shipping Co	485 0	62 3 26 0	London	Auckland.	General	4,932 11,717	8,751
Romera.	13	20-35	14	6-10	14	17-50	14	23-58	British.	New Zealand Shipping Co	485 0	62 3 26 0	London	Auckland.	General	4,932 11,717	8,751
Edgar F. Luck-	13	20-35	14	6-10	14	17-50	14	23-58	British.	Vessel, Duval & Co.	402 0	52 2 17 6	Baltimore.	Antofagasta.	Ballast	5,587 4,205	4,205
embach.	13	14-46	14	8-25	14	20-00	14	20-54	American.	Luckenbach Line.	425 0	57 0 29 0	Galveston.	Bellingham	General	9,200 8,568	6,565
W. M. Irish.	13	20-00	14	10-10	14	20-58	14	22-04	American.	Atlantic Refining Co.	435 0	56 0 21 6	Newport News	San Pedro	Ballast	7,387 5,443	5,443
Knarebro.	14	2-45	14	11-30	14	23-09	15	0-25	British.	Ellerman & Bucknall	447 5	57 8 23 0	New York	Adelaide.	General	5,798 8,691	6,637
Caria.	14	6-45	14	11-50	14	20-02	15	19-40	British.	Portland Cement Co.	150 0	23 9 11 6	Leith	Vancouver.	(18)	282 420	212
Canadian	14	3-15	14	11-10	14	22-04	14	23-18	British.	Canadian Govt. Mer. Marine.	400 0	52 2 20 10	Halifax	Adelaide.	General	2,919 5,996	4,141
Britisher.	14	11-25	14	12-38	15	0-15	15	1-19	British.	Dollar Line.	483 6	56 0 26 6	New York	Penang	(19)	8,081 10,011	7,278
Eafer Dollar.	14	0-50	14	13-13	15	1-23	15	2-26	American.	American Pioneer Line (S. B.)	402 6	53 2 18 3	New York	Honolulu	General, case oil.	3,386 6,570	4,798
Oakpark.	14	7-45	14	6-30	14	8-38			American.	Panama Railroad Steamship Line	514 0	65 0 18 9	Norfolk	Gatun Lake.	Ballast.	11,519 6,930	6,930
Ulysses.	9	7-45	14	6-30	14	8-38			American.	Panama Railroad Steamship Line	514 0	65 0 18 9	Norfolk	Gatun Lake.	Ballast.	11,519 6,930	6,930
Lieut. David										U. S. Army.			Cristobal	Balboa	Ballast		
Putnam.										U. S. Army.			Cristobal	Balboa	Ballast		

16 Cement, paper, and nitrate of lime.

17 Towing barge No. 4.

18 Asphalt, petroleum, and gasoline.

19 Collier.

20 Towing barge No. 3.

21 Motor ship.

22 Launch.

23 Steel products and general.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Achilles	12-3	21.33	8	6.33	8	18.15	15	12.05	American	Panama Railroad Steamship Co.	514.0	65.2	19.6	Balboa	Cristobal	Ballast.		11,519 ¹ 7,008 ²
London Im- porter	7	12.20	8	6.59	8	15.40	8	15.40	British	Furness, Withly & Co.	450.4	58.0	29.6	Vancouver	London	General.	9,225	8,405 5,903
Commercial																		
Traveller	7	17.25	8	8.05	8	16.38	8	16.38	American	Moore & McCormack Co.	380.3	53.2	23.6	*Seattle	Yonkers	(²⁴)	8,000	5,657 4,247
H. C. Folger	7	18.05	8	9.38	8	18.25	8	18.25	American	Atlantic Refining Co.	455.0	56.0	29.0	San Pedro	Philadelphia	Gasoline	10,000	7,401 5,145
Inverbank ²¹	8	4.59	8	10.36	8	19.37	8	19.37	British	Andrew Weir & Co.	434.0	53.9	25.6	Iquique	Wilmington	Nitrates	8,500	7,009 5,014
Canadian																		
Skirmisher	8	10.40	8	11.20	8	21.32	9	7.25	British	Canadian Govt. Mer. Marine	400.0	54.5	24.0	Vancouver	Glasgow	Grain, lumber	5,000	6,174 4,323
City of San Francisco	8	9.10	8	14.36	8	22.23			Panamanian	Pacific Mail Steamship Co.	314.6	46.5	20.0	San Francisco	Cristobal	General	1,633	3,848 2,606
No. 285 ²²			8		8	19.30			American	U. S. Navy				Balboa	Cristobal			
O-4 ²³			8		8	19.30			American	U. S. Navy				Balboa	Cristobal			
Comango ²⁴			8		8				American	J. Norbury				Balboa	Gaucha			
Dorothy Luck- enbach	8	18.30	9	6.15	9	14.00	9	14.00	American	Luckenbach Line	448.9	60.2	30.0	Portland, Ore	Boston	General, lumber	9,701	9,294 6,861
R. J. Hanna	8	21.00	9	7.19	9	16.12	9	16.12	American	Standard Oil Co. of California	435.0	56.2	26.11	San Francisco	New York	Gasoline	9,300	7,639 5,201
Surfco	9	2.20	9	8.09	9	17.40	9	17.40	American	Transmarine Corporation	324.0	46.2	23.0	Grays Harbor	New York	(²⁷)	4,000	3,981 2,612
Sushetto	9	0.45	9	8.16	9	17.32	9	17.32	American	Transmarine Corporation	324.0	46.2	23.2	Panama	New York	General	3,600	3,984 2,612
Curaco	9	6.25	9	9.24	9	18.18	9	18.18	Panamanian	Grace Line	403.0	52.3	28.11	Puerto Aranas	Charleston	(²⁸)	8,870	6,804 4,897
El Cedro	9	4.30	9	9.35	9	19.13	10	2.15	American	Los Angeles Lumber Products	253.4	43.7	23.6	Vancouver	New York	Lumber	2,494	2,828 1,692
Essequibo	9	8.40	9	10.37	9	19.20	10	0.40	British	Pacific Steam Navigation Co.	450.3	58.7	24.1	Talcahuano	New York	General	3,910	9,099 6,117
Ethan Allen	9	9.05	9	12.38	9	20.25	9	20.25	American	Tampa Interocean S. S. Co (S. B.)	439.6	60.2	21.0	Shanghai	New Orleans	General	5,000	8,987 6,534
Lieut. Crowl ²⁵			9		9				American	U. S. Army				Balboa	Gaucha			
Oasis ²⁶	9	19.30	10	6.17	10	13.45	10	15.00	German	United-American Line	392.10	51.6	24.5	Seattle	Hamburg	General	5,241	5,788 4,023
El Condado	10	2.30	10	7.20	10	16.05	11	2.00	Spanish	A. Narajas	330.6	48.9	20.4	Iquique	Bilbao	Nitrate of soda	5,045	3,730 2,637
Swordcoro	9	24.00	10	7.24	10	15.48	10	15.48	American	Transmarine Corporation	324.0	46.3	24.0	Aberdeen	New York	(²⁹)	4,210	3,984 2,612
Brown D. Bon- son ²⁷	10	0.46	10	8.14	10	17.35	10	17.35	American	Tidewater Oil Co.	465.4	60.2	27.6	San Pedro	New York	Crude oil	12,128	8,546 5,870
Asiworld ²⁸	10	0.58	10	9.12	10	18.15	10	18.15	American	International Shipping Corp	429.3	59.2	27.0	San Pedro	New York	Crude oil	10,200	7,624 5,310
Position	10	3.00	10	10.22	10	20.25	10	21.45	German	Hambro-American Line	468.0	57.0	24.6	Corral	Antwerp	Nitrate, general	9,350	7,684 5,284
Mobile City	10	5.00	10	11.02	10	21.10	11	0.45	American	Isthmian Steamship Co.	395.5	55.0	27.3	Pulapandan	Philadelphia	Sugar	8,300	7,330 5,247
Awakake	10	13.05	10	13.14	10	21.25	10	21.25	American	International Shipping Corp	468.3	62.7	29.0	San Pedro	Boston	Crude oil	12,465	9,802 6,957
Dakota	10	22.00	11	6.25	11	13.45	11	13.45	American	American-Hawaiian Line	407.7	53.7	24.0	Seattle	New York	General	5,862	7,156 5,058
S-42 ²⁹			11	6.26	11	13.42			American	U. S. Navy				Balboa	Cristobal			
W. S. Rheem ³⁰	11	4.40	11	7.21	11	15.40	11	15.40	American	Standard Oil Co. of California	500.0	68.0	29.6	San Pedro	New York	Crude oil	15,000	11,224 7,860
Wm. S. Firms	11	6.15	11	8.29	11	17.45	11	20.35	American	Ore Steamship Corporation	499.1	65.2	28.0	Cruz Grande	Baltimore	Iron ore	11,600	7,817 5,185
Kronland	11	0.47	11	11.15	11	18.40	11	19.15	American	Panama-Pacific Line	569.0	60.2	26.6	San Francisco	New York	General	5,204	13,514 9,197
West Jappa	11	13.25	11	14.34	11	22.05	12	2.30	American	Swayne & Hoyt (S. B.)	410.5	54.2	24.1	Portland	Buenos Aires	Lumber, general	6,317	6,755 4,873

²¹ Motor ship.²² Subchaser.²³ Submarine.²⁴ Commercial launch.²⁵ Launch.²⁶ Lumber and shingles.²⁷ Lumber and manganese ore.²⁸ Nitrate and sheep skins.

	11	20	30	12	6	31	12	15	30	12	16	00	Jugo-Slavia.	Baburiza & Co. Ltd.	365.0	49.0	25.6	Mejillones	Azores ²¹	Nitrate of soda.	6.849	4.622	3.412
	12	6	30	12	7	30	12	17	00	12	17	00	American.	Standard Oil Co. of California.	500.0	68.2	29.6	Los Angeles.	New York.	Crude oil.	15.340	11.224	7.849
	12	10	20	12	12	05	12	20	45	12	20	45	American.	Tidewater Oil Co.	424.1	58.2	27.6	Los Angeles.	New York.	Crude oil.	10.100	7.333	5.246
	12	12	15	12	14	09	12	23	30	12	23	30	American.	Atlantic Refining Co.	500.0	68.0	28.0	San Pedro.	Philadelphia.	Crude oil.	15.600	10.435	7.304
	12	17	50	13	5	40	13	15	10	13	15	10	American.	Ore Steamship Corporation.	550.3	72.2	33.6	Cruz Grande.	New York.	Iron ore.	19.800	15.476	4.354
	12	16	20	13	6	28	13	16	25	13	16	25	American.	Standard Oil Co. of California.	500.0	68.2	30.0	Los Angeles.	London.	Gasoline.	14.000	11.225	7.913
	12	18	15	13	8	12	13	17	55	13	19	55	French.	Cha. Gle. Transatlantique.	410.1	53.7	23.6	Vancouver.	Havre.	General.	7.000	6.107	4.460
	13	7	15	13	9	22	13	17	55	13	17	55	American.	Munson-McCormick Line.	395.0	55.1	28.0	Portland, Oreg.	New York.	Fir lumber.	7.102	6.993	4.990
	13	9	20	13	10	30	13	18	15	14	16	12	British.	Pacific Steam Navigation Co.	303.0	43.0	15.3	Callao.	New York.	Coffee, cocoa.	1.103	2.844	1.748
	13	20	39	14	6	23	14	15	25	14	15	25	British.	New Zealand Shipping Co.	520.0	64.2	28.0	Wellington.	London.	Frozen, general.	10.221	12.963	9.337
	13	22	30	14	7	08	14	16	45	14	16	45	American.	Pacific Mail Steamship Co.	404.6	53.9	27.8	San Francisco.	New York.	Lumber, general.	7.919	6.779	4.921
	14	5	30	14	9	29	14	18	40	15	8	45	British.	Shell Co. of California.	400.0	52.4	25.0	San Francisco.	Cristobal.	Fuel oil.	7.643	6.134	4.404
	14	5	50	14	9	29	14	18	40	15	1	55	British.	Pacific Steam Navigation Co.	485.0	58.0	27.6	London.	Liverpool.	General.	6.648	9.936	6.561
	14	8	00	14	10	14	14	19	25	14	21	30	Norwegian.	Armstrong Coal & Steamship Co.	356.9	50.0	23.6	London.	Wilmington.	Nitrate of soda.	5.900		
	14	12	25	14	13	00	14	21	12	14	21	12	British.	Glen & Co., Glasgow.	385.0	52.0	24.3	Tocopilla.	Pensacola.	Nitrates.	7.280	5.174	3.657
	14	11	50	14	12	05	14	20	05	14	20	05	Norwegian.	Wessel, Duval & Co.	371.1	52.1	24.1	Iquique.	Savannah.	Nitrates.	7.000		
	14	12	50	14	13	41	14	22	28	14	22	28	American.	Atlantic Gulf & W. I. S. S. Co.	468.3	62.7	29.0	San Pedro.	New York.	Crude oil.	12.000	9.776	6.903

²¹ Change is being made on P. C. certificate.

²² For orders.

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—
February 8	Cartago	United Fruit Co.	New Orleans via Habana.	February 8	Cartago	United Fruit Co.	Bocas del Toro.
February 8	Venezuela	Royal Netherlands W. I. Mail.	Port Limon.	February 9	Venezuela	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
February 9	Inveravon	British-Mexican Petroleum Co.	Tampico.	February 9	Panama	Panama Railroad Steamship Line.	New York via Haiti.
February 9	Darien ²²	Panama Railroad Steamship Line.	Norfolk.	February 10	Inveravon	British-Mexican Petroleum Co.	Tampico.
February 10	Impco ²²	Colon Import & Export Co.	Colon.	February 10	Cartago	United Fruit Co.	New Orleans via Habana.
February 10	El Norte ²²	Luis Estenoz	Colon.	February 11	E. Norte ²²	Luis Estenoz	Colon.
February 10	Abangarez	New Orleans via Habana.	Colon.	February 11	Reliance	United-American Line.	New York via wayports.
February 11	Cartago	Bocas del Toro.	New York via wayports.	February 12	Puerto Rico	French Line	St. Nazaire via wayports.
February 11	Sixola	United Fruit Co.	New York via Kingdon.	February 12	Sixola	United Fruit Co.	Colombian ports.
February 11	Tivives	United Fruit Co.	St. Nazaire via wayports.	February 12	Tivives	United Fruit Co.	New Orleans via Kingdon.
February 12	Cartago	United Fruit Co.	Colombian ports.	February 12	Abangarez	Colon Import & Export Co.	Colon.
February 12	Pastores	Panama Railroad Steamship Line.	New York via wayports.	February 12	Impco ²²	United Fruit Co.	New Orleans via wayports.
February 13	Cristobal	Standard Fruit Co.	New York via Haiti.	February 14	Pastores	United Fruit Co.	San Blas coast.
February 13	Yuma	Royal Netherlands W. I. Mail.	New Orleans via wayports.	February 14	Yuma	Standard Fruit Co.	Puerto Colombia.
February 14	Orion	Royal Netherlands W. I. Mail.	Port Limon.	February 14	Orion	Royal Netherlands W. I. Mail.	

²³ Barge.

PORT OF BALBOA.

Date.	Vessel.	Line.	From.	Date.	Vessel.	Line.	From.
February 3	Isonomia	California Steamship Co.	Antofagasta.	February 12	Isonomia	California Steamship Co.	San Francisco.
February 10	Dos Hermanos	R. Neuman	Panama Bay.	February 13	Dos Hermanos	R. Neuman	Panama Bay.

* Other than ships passing through the Canal.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the week ended February 16:

Steamships *Cristobal*, manufacture 10 hinge pins, 2 boring tools, 30 h. p. piston packing springs, and rough castings; true up high power rod; repair auxiliary feed pump; scale, wire brush and paint with red lead No. 6 and No. 7 between decks; continue calking saloon deck, etc.; *Acajulla*, repair and test ammonia pipe in refrigerating chamber, pantry steam pipe, drain in Chief Engineer's room, saloon chair, ice room door and light; retin 8 stew pans; manufacture main bearing oil cup, 12 tube stopper rods, and 4 flame cones; change over anchor windlass wildcats, etc.; barge *Darien*, repair capstan, control gear for towing engine, galley pump, heating pipe exhaust line, float for automatic boiler feed, ballast tank vents, bilge sounding pipes, hatch to ice box, railing on port side, No. 2 cargo hatch, and 6 doors; manufacture bolt for dynamo, 2 brass glands for bilge pump, and bushing for water hose connection; clean boiler, etc.; steamships *Ebro*, repair reversing gear, hydraulic pipes for winches, and miscellaneous piping in steward's and engine departments, etc.; *Achilles*, remove 2 armatures from generator and install spares, also babbitt and machine bearings; cut up lifeboat; remove old battery trays and install new; renew gaskets on hatch to ice box; move bunks as directed; scale bunkers; furnish laborers to handle towing cable; furnish machinists and pipefitters to assist engineers, etc.; *Venezuela*, calk leaky seams in forepeak shell; repair stove plate; electric weld crack in furnace; braze and test two superheater coils, and repair miscellaneous piping as directed; *Jamaica*, repair No. 1 derrick guy; renew 3 guard plates over pipes on foredeck; renew one length of washdeck pipe; repair air vent pipe in chain locker, and 12 lead suction for No. 1 tank, also manufacture iron guards for same; repair port hole shutters and winch exhaust; retin galley pans, and main condenser copper discharge pipe, etc.

Minor repairs—Steamships *Chuky*, *Camden*, *Oceanien*, *Megantic*, *St Andre*, *Mantaro*, *Hagan*, *Inveravon*, *Bantu*, *Arana*, *La Isla*, *City of San Francisco*, *Oreta*, and schooner *Impco*, launch *Barbacoas II*, dredge *No. 86*, tug *Porto Bello*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 14, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
City of San Francisco.	Pacific Mail Steamship Co.	February 8. .	February 8. .	69	.....
Mineola.	N. O. & S. A. Steamship Line.	February 11. .	February 11. .	167	.....
Theodore Roosevelt. .	Fred Olsen & Co.	February 12. .	February 12. .	253	.....
Alvarado.	Pacific Steam Navigation Co.	February 13. .	February 13. .	6	.....

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective February 11, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

THE PANAMA CANAL RECORD

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Panama and Suez Traffic.

An exact comparison of traffic statistics between the Panama and the Suez Canal is difficult, since not only do the measurement rules of the two Canals differ, but also there is considerable difference in the classification of traffic. Speaking in general terms, however, the volume of traffic passing through the two Canals at the present time is approximately equal.

The *Suez Bulletin* for January 25, 1925, contains a recapitulation of traffic through the Suez Canal for the past three calendar years, and a comparison of the figures quoted therein with similar figures for Panama Canal traffic, shows the following.

	Number of transits.	Net tonnage.	Gross tonnage.	Tons of cargo.
Calendar year 1922:				
Suez Canal.....	4,345	20,743,245	28,610,922	21,361,000
Panama Canal.....	2,997	12,992,573	16,315,147	13,710,556
Calendar year 1923:				
Suez Canal.....	4,621	22,730,162	31,329,236	22,777,000
Panama Canal.....	5,037	24,737,437	31,658,095	25,160,545
Calendar year 1924:				
Suez Canal.....	5,122	25,109,921	34,651,932	25,529,000
Panama Canal.....	4,893	24,411,760	31,127,724	25,892,134

In the Suez traffic statistics, barges and miscellaneous craft of less than 300 tons measurement are omitted from the traffic statistics, while the Panama Canal traffic statistics include such vessels if over 20 tons measurement. In the Suez statistics are included a considerable number of naval vessels; while in the Panama statistics, transits of United States naval vessels, army transports, and other public vessels of the United States (which numbered 403 transits in 1924) are omitted.

Traffic through the Panama Canal, excepting cargo tonnage, was slightly less in 1924 than in 1923. Traffic through the Suez Canal during 1924 was approximately 10 per cent greater than in 1923.

Passage of a Part of the Atlantic Fleet Through the Canal.

A part of the Atlantic Fleet, en route to San Diego, Calif., arrived at Cristobal on February 17, 1925, and commenced the transit of the Canal the same day.

Vice Admiral J. S. McKean on board the U. S. S. Flagship *Wyoming* is in command of this contingent of the Atlantic fleet which consists of 1 battleship, 7 light cruisers, 23 destroyers, 14 submarines, and 15 miscellaneous auxiliary vessels, comprising a total personnel of 517

(Continued on page 411.)

CANAL WORK IN JANUARY.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of January, 1925:

BALBOA HEIGHTS, C. Z., February 16, 1925.

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, 1925:

NUMBER OF TRANSITS.

During the month of January, 1925, 401 commercial vessels passed through the Panama Canal. In addition to these, 10 small nonseagoing launches, measuring under 20 tons, and 48 vessels belonging to or chartered by the United States Government, made the transit, making the total transits for the month 459, or an average of 14.8 transits per day.

Tolls on the 401 commercial vessels amounted to \$1,832,024.35, and on the launches to \$44.66, making the total tolls collection for the month \$1,832,069.01, or an average of \$59,099.00 per day.

The total craft of all kinds transiting the Canal during the month of January, 1925, as compared with the same month in 1924 and 1923, is shown in the following tabulation:

	January, 1925.	January, 1924.	January, 1923.
Commercial vessels.....	401	476	352
Noncommercial vessels (Army and Navy).....	48	89	20
Launches (under 20 tons measurement).....	10	14	3
For repairs.....		2	
Total vessels and craft through Canal.....	459	581	375

In addition to the craft listed above, Panama Canal equipment, consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	12	10	22
Pedro Miguel.....	29	29	58
Miraflores.....	33	33	66
Totals.....	74	72	146

COMMERCIAL TRAFFIC.*

The following tabulation shows the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by vessels transiting the Canal each month from the beginning of the fiscal year 1925 to the end of January, 1925, as compared with the same months in the previous year:

Month	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1923-4	1924-5	1923-4	1924-5	1923-4	1924-5	1923-4	1924-5
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,151	\$2,124,830.02	\$1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,759	1,958,479	2,050,656.97	1,769,999.94
September.....	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,959	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November.....	436	384	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
December.....	506	407	2,516,491	1,989,196	2,494,634	2,265,687	2,335,729.81	1,893,495.04
January.....	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
Totals.....	3,186	2,774	15,837,040	13,659,897	15,943,065	14,320,626	14,677,321.72	12,810,943.86

* Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The decrease in commercial traffic for the first 7 months of the present fiscal year, as compared with the same period for the preceding fiscal year has been 13 per cent in number of vessels, 13.8 per cent in Panama Canal net tonnage, 10.2 per cent in tons of cargo carried, and 12.7 per cent in tolls.

The following is a summary of commercial traffic for January, 1925, as compared with the corresponding month in 1924 and 1923, and the average month's traffic for the calendar year which ended December 31, 1924:

	January, 1925.	January, 1924.	January, 1923.	Average per month for calendar year 1924.
Number of vessels.....	401	476	352	408
United States net tonnage.....	1,561,007	1,921,539	1,281,406	1,617,898
Panama Canal net tonnage.....	1,960,015	2,400,040	1,610,692	2,034,313
Registered gross tonnage.....	2,502,547	3,060,817	2,030,246	2,593,977
Registered net tonnage.....	1,588,106	1,922,056	1,266,981	1,620,002
Tolls.....	\$1,832,024.35	\$2,216,855.01	\$1,505,285.55	\$1,900,784.70
Tons of cargo carried.....	1,907,469	2,427,332	1,591,932	2,157,678

The average daily number of transits, tonnage, tolls, and cargo, is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	January, 1925.	January, 1924.	January, 1923.	
Number of transits.....	12.93	15.35	11.35	13.36
Panama Canal net tonnage.....	63,226	77,614	51,958	66,698
Tolls.....	\$59,097.56	\$71,511.45	\$48,557.60	\$62,320.81
Tons of cargo carried.....	61,531	78,301	51,353	70,743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of January, 1925, as compared with January, 1924, and January, 1923, are shown in the following tabulation:

	Average per vessel.		
	January, 1925.	January, 1924.	January, 1923.
United States equivalent net tonnage.....	3,892	4,037	3,640
Panama Canal net tonnage.....	4,887	5,042	4,576
Registered gross tonnage.....	6,240	6,430	5,768
Registered net tonnage.....	3,960	4,038	3,599
Tolls.....	\$4,568.63	\$4,657.26	\$4,276.38
Tons of cargo (including vessels in ballast).....	4,756	5,099	4,522
Tons of cargo (laden vessels only).....	5,874	6,614	5,452

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of January for the past four years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
January, 1922..	28	138,928	119,413	20	108,921	86,862	48	247,849	206,275
January, 1923..	63	336,039	231,898	45	225,446	330,098	108	561,485	561,996
January, 1924..	103	589,834	234,037	99	554,407	909,307	202	1,144,241	1,143,344
January, 1925..	67	362,270	174,669	56	300,615	458,635	123	662,885	633,304

UNITED STATES SHIPPING BOARD VESSELS.

During the month of January, 1925, 10 vessels of the United States Shipping Board transited the Canal. Of these, 2 were employed in the United States intercoastal trade. Of the 10 vessels, 8 were general cargo carriers and 2 were tank ships.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of United States Shipping Board vessels through the Canal during the month of January for the past four years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
January, 1922...	6	34,546	23,575	7	31,550	28,831	13	66,096	52,406
January, 1923...	13	66,872	42,539	8	36,356	45,215	21	103,228	87,754
January, 1924...	11	57,197	49,392	11	57,930	88,822	22	115,127	138,214
January, 1925...	6	31,335	32,578	4	19,420	22,765	10	50,755	55,343

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of January, 1925, by principal geographical areas, as compared with the same month in 1924 and 1923. The figures represent the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	January, 1925.	January, 1924.	January, 1923.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	694,750	894,326	575,244
Europe (including British Isles).....	311,811	298,342	256,951
East coast of Canada.....	12,862		
East coast of Mexico.....	12,455	18,337	10,662
West Indies.....	19,667		
Cristobal, C. Z.....	12,628	11,376	26,612
East coast of South America.....	21,489	25,340	11,722
Miscellaneous.....	28,720	25,516	42,587
Totals.....	1,114,382	1,273,237	923,778
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	473,138	745,823	405,126
West coast of South America.....	266,249	170,372	239,874
Australasia.....	141,052	96,034	94,650
Far East.....	113,474	151,151	78,526
West coast of Canada.....	74,781	107,794	61,488
West coast of Mexico and Central America.....	13,169	2,063	13,789
Miscellaneous.....	32,519		30,325
Totals.....	1,114,382	1,273,237	923,778
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	380,612	643,561	281,731
West coast of South America.....	295,607	279,529	233,829
Australasia.....	58,327	42,463	31,203
Far East.....	10,521	33,279	25,183
West coast of Canada.....	89,363	126,530	105,464
West coast of Mexico and Central America.....	5,462	1,441	1,441
Miscellaneous.....	5,681		8,063
Totals.....	845,633	1,126,803	686,914
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	482,636	776,289	369,539
Europe (including British Isles).....	334,073	272,775	277,091
East coast of Mexico.....	9,342	36,171	4,942
East coast of Canada.....	4,094		
Cristobal, C. Z.....	15,488	25,425	23,771
East coast of South America.....			7,327
Miscellaneous.....		16,143	4,244
Totals.....	845,633	1,126,803	686,914

TOLLS.

Under the present method of assessing tolls, the revenue from this source on commercial traffic during the month of January, 1925, was \$1,832,024.35. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$360,396.37. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
Belgian.....		\$446.25	\$446.25
British.....	\$71,442.89	45,502.05	117,034.94
Chilean.....	1,257.65	2,513.65	3,771.30
Colombian.....	8.65	17.30	25.95
Danish.....	1,106.65	988.65	2,095.30
Dutch.....	6,006.50	9,842.35	15,848.85
French.....	2,643.90	3,994.60	6,638.40
German.....	8,155.25	8,550.30	16,705.55
Italian.....	1,383.70	792.50	2,176.20

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
Japanese.....	6,032.69	5,583.00	11,615.69
Jugo-Slavic.....		2,603.75	2,603.75
Norwegian.....	636.25	6,078.05	6,714.30
Panamanian.....	1,397.20	1,953.45	3,350.65
Peruvian.....	5,666.55	4,666.65	10,333.20
Spanish.....	774.80	571.40	1,346.20
Swedish.....	2,352.10	1,167.05	3,519.15
United States.....	69,079.09	87,091.60	156,170.69
Totals.....	177,943.77	182,452.60	360,396.37

The additional revenue that would have been assessed against vessels of United States registry would have been made up, with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$43,203.49	\$69,480.45	\$112,683.94
United States foreign trade.....	25,445.07	17,364.55	42,809.62
United States to Canal Zone trade.....	430.53	246.60	677.13
Totals.....	69,079.09	87,091.60	156,170.69

Of the additional \$360,396.47 that would have been collected by using exclusively Panama Canal rules of measurement, \$16,452.00 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in January, 1925, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, January, 1925.
Belgian.....		1.85	1.85
British.....	.82	1.33	1.05
Chilean.....	.35	1.03	.81
Colombian.....	.52	1.34	1.06
Danish.....	1.65	1.71	1.69
Dutch.....	1.00	1.45	1.26
French.....	.37	1.36	.94
German.....	.73	1.38	1.03
Italian.....	.62	1.08	.78
Japanese.....	1.11	1.56	1.35
Jugo-Slavic.....		1.86	1.86
Norwegian.....	.37	1.71	1.65
Panamanian.....	.86	1.11	1.03
Peruvian.....	.38	.48	.42
Spanish.....	.04	.33	.19
Swedish.....	.74	2.06	1.53
United States.....	.99	1.65	1.36
Totals, January, 1925.....	.85	1.52	1.21
Totals, January, 1924.....	.98	1.56	1.34
Totals, January, 1923.....	.98	1.48	1.26

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.48	1.52	.95
United States and South America.....	.19	1.93	1.05
United States and Europe.....	.32	1.52	.82
United States and Far East.....	1.08	1.80	1.09
United States and Australasia.....	1.07	.38	.57
United States and Canada.....	1.05	1.49	1.23
Europe and South America.....	.60	1.53	1.24
Europe and Canada.....	.68	1.48	1.12
Europe and Australasia.....	.62	1.60	.82
Cristobal and South America.....	.04	.59	.60

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of January, 1925, was 1,907,469 long tons. The cargo tonnage from Atlantic to Pacific totaled 629,560 tons as compared with 682,312 tons for January, 1924, and 655,832 tons for December, 1924. From the Pacific to Atlantic there were 1,277,909 tons as compared with 1,745,020 tons for January, 1924, and 1,611,855 tons for December, 1924.

From the Atlantic to the Pacific, manufactured goods with 155,819 tons is the heaviest item, with 67,682 tons of mineral oils, crude and refined, coming next.

Mineral oils made up approximately 27 per cent of the Pacific to Atlantic cargo tonnage, aggregating 349,585 tons, as compared with 505,346 in December, 1924.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	January, 1925.	January, 1924.	January, 1923.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	1,510	1,175	3,131
Ammonia.....	7,232	7,900	589
Asphalt.....	465	3,794	550
Automobiles and accessories.....	10,470	8,913	2,681
Canned goods, various.....	3,233	4,287	5,490
Cement.....	25,560	31,728	12,799
Chemicals.....	1,696	4,318	2,382
Coal and coke.....	14,701	5,852	26,106
Coffee.....	4,766	3,842	2,191
Cotton.....	21,151	11,884	9,038
Creosote.....	8,141	3	7,000
Glass.....	3,503	832	3,871
Manufactured goods:			
Iron and steel.....	120,272	166,859	141,537
Machinery.....	11,133	12,239	19,953
Railroad material.....	18,114	31,011	16,378
Textiles.....	6,300	6,010	10,069
Metals, various.....	27,713	47,021	38,683
Mineral oils.....	67,682	56,014	79,533
Ores, various.....	4,702	47,047	38,587
Paper.....	6,567	9,665	9,927
Phosphates.....	6,998	3,610	55
Rice.....	3,156	477	548
Rosin.....	3,004	1,228	1,899
Salt.....	3,916	219	3,546
Sand.....	2,957	6,850	
Sugar.....	3,895	1,376	2,791
Sulphur.....	11,343	12,154	6,694
Tobacco.....	6,673	5,632	2,657
Miscellaneous.....	222,707	190,373	150,058
Totals.....	629,560	682,312	598,743
<i>Pacific to Atlantic.</i>			
Barley.....	6,926	9,929	25,831
Beans.....	16,775	2,261	9,459
Borax.....	5,245	3,890	8,586
Canned goods, various.....	53,957	33,055	46,776
Coffee.....	7,507	7,708	5,097
Copra.....	6,518	6,940	1,250
Cold storage products.....	16,378	12,049	8,184
Cotton.....	9,920	4,013	6,725
Flour.....	5,240	2,459	16,028
Fruits, dried and fresh.....	22,823	19,080	7,297
Lumber.....	135,406	111,602	132,385
Metals, various.....	38,868	29,786	31,524
Nitrates.....	265,144	272,998	191,120
Oils, mineral.....	349,585	827,814	164,166
Ores, various.....	127,460	96,166	68,815
Rice.....	453	4,942	4,624
Skins and hides.....	2,823	9,348	3,724
Sugar.....	11,632	8,490	21,829
Wheat.....	80,558	156,214	134,517
Wool.....	10,405	10,253	11,761
Miscellaneous.....	104,286	116,023	93,491
Totals.....	1,277,909	1,745,020	993,189

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of January, 1925, was published in THE PANAMA CANAL RECORD of February 11, 1925.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of January, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	January, 1925.	January, 1924.	January, 1923.	January, 1925.	January, 1924.	January, 1923.
United States intercoastal trade	67	103	63	56	99	45
United States and South America	32	22	26	29	34	24
Europe and South America	19	17	22	33	23	26
United States and Far East	20	25	13	1	5	5
Europe and United States	19	23	13	13	10	10
Europe and Canada	9	13	7	13	18	20
Europe and Australasia	10	5	9	5	3	3
Mexico and South America	2	1	2		2	1
Cristobal and South America	5	5	8	7	7	9
United States and Canada	3	5	4	3	4	1
United States and Australasia	9	8	4	4	5	3
Miscellaneous	31	26	23	11	13	11
Totals	226	253	194	175	223	158
	Panama Canal net tonnage.			Panama Canal net tonnage.		
	January, 1925.	January, 1924.	January, 1923.	January, 1925.	January, 1924.	January, 1923.
United States intercoastal trade	362,270	589,834	336,039	300,615	554,407	225,446
United States and South America	138,557	84,924	118,879	134,329	142,322	91,660
Europe and South America	83,001	71,861	87,352	152,112	104,052	116,518
United States and Far East	109,356	144,755	74,425	5,856	28,898	25,183
Europe and United States	95,639	107,879	63,015	66,456	53,983	43,093
Europe and Canada	49,353	66,041	34,242	71,100	88,551	100,163
Europe and Australasia	80,701	37,948	64,866	36,987	21,808	17,317
Mexico and South America	12,455	4,831	9,827		9,269	4,942
Cristobal and South America	2,130	5,557	16,824	9,226	15,715	14,052
United States and Canada	14,375	21,395	20,365	14,169	30,067	5,301
United States and Australasia	51,889	47,296	20,207	21,340	20,655	13,886
Miscellaneous	114,656	90,916	77,737	33,443	57,136	29,353
Totals	1,114,382	1,273,237	923,778	845,633	1,126,803	686,914
	Tons of cargo carried.			Tons of cargo carried.		
	January, 1925.	January, 1924.	January, 1923.	January, 1925.	January, 1924.	January, 1923.
United States intercoastal trade	174,669	234,037	231,898	458,635	909,307	330,098
United States and South America	26,443	23,967	19,256	259,571	270,495	165,051
Europe and South America	57,174	51,350	57,046	235,471	153,445	162,755
United States and Far East	118,273	185,909	82,804	7,615	24,292	34,508
Europe and United States	31,011	22,825	30,297	101,312	78,380	74,071
Europe and Canada	32,664	35,129	34,364	101,979	141,593	159,582
Europe and Australasia	58,025	39,054	49,164	38,035	16,535	17,212
Mexico and South America	8,704	9,800	19,336			
Cristobal and South America	90	1,800	3,521	5,463	18,835	4,919
United States and Canada	15,117		18,754	21,100	19,185	7,081
United States and Australasia	55,493	44,157	18,181	8,121	12,846	15,805
Miscellaneous	51,897	34,284	34,122	42,607	100,107	22,107
Totals	629,560	682,312	598,743	1,277,909	1,745,020	993,189

LATIN-AMERICAN TRAFFIC.

In the following tabulation is given a summary of this traffic for the month of January in the years 1923, 1924, and 1925, and for the month of December, 1924:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
January, 1923	146	530,563	\$475,664.79	476,873
January, 1924	141	545,678	414,578.14	640,476
January, 1925	156	607,977	567,858.30	640,862
December, 1924	140	530,895	505,485.17	613,318

The totals for January, 1925, show an increase over the figures for January, 1924, and are also greater than for the month of December, 1924.

Nitrate shipments from the west coast of South America totaled 265,144 tons as against 199,748 tons in December, 1924. This is the largest shipment of nitrates for any month since January, 1924, when 272,998 tons were shipped from the west coast of South America.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during January, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for January, 1923 and 1924:

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Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	19	57,932	69,355	91,695	57,033	\$64,469.59	42,371
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,663
Colombian.....	2	134	154	306	136	139.19	40
Danzig.....	1	5,420	7,916	8,988	5,173	5,699.52	
Dutch.....	4	11,522	15,965	18,223	11,543	14,402.50	18,028
French.....	2	7,204	8,251	11,477	7,289	9,005.00	2,276
German.....	6	19,272	25,694	30,899	19,068	23,056.82	18,464
Italian.....	3	10,582	12,151	16,564	9,925	13,227.50	3,697
Japanese.....	5	23,536	24,205	32,423	23,215	19,490.50	2,435
Norwegian.....	8	18,033	22,223	26,225	15,907	17,116.31	1,373
Panamanian.....	1	1,384	2,696	3,644	2,594	1,730.00	2,250
Peruvian.....	4	5,493	9,844	14,821	7,783	6,866.25	3,725
Spanish.....	2	4,876	6,366	8,559	5,219	5,598.64	161
United States.....	21	73,150	83,905	119,497	70,549	68,551.68	21,614
Totals, January, 1925.....	79	242,017	293,307	385,631	239,410	253,702.25	118,097
Totals, January, 1924.....	63	176,798	221,565	291,346	174,631	191,485.56	104,866
Totals, January, 1923.....	76	215,784	274,038	356,760	217,195	236,287.38	122,041
<i>Pacific to Atlantic.</i>							
Argentine.....	1				26,968	13,484.00	
Belgian.....	1	3,459	3,975	5,149	3,704	4,323.75	7,350
British.....	23	84,483	102,597	139,232	85,187	105,600.80	149,554
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	9,729
Colombian.....	2	134	154	305	153	167.50	206
Danish.....	1	2,378	3,092	3,851	2,355	2,972.50	5,853
Dutch.....	4	15,614	22,027	25,439	15,463	19,517.50	34,160
French.....	2	6,482	7,976	10,343	6,508	8,102.50	13,043
German.....	5	16,277	22,514	26,873	16,309	20,346.25	32,608
Italian.....	2	8,198	9,200	12,646	7,391	10,247.50	9,916
Japanese.....	3	13,496	14,924	19,546	13,377	16,713.90	27,049
Jugo-Slavic.....	2	5,309	7,700	9,285	5,945	6,636.25	14,350
Norwegian.....	7	15,971	19,315	24,768	16,027	19,717.80	37,231
Panamanian.....	2	3,747	5,531	7,243	4,905	4,683.75	6,162
Peruvian.....	3	3,699	7,742	12,152	7,257	4,623.75	3,733
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	1,288
Swedish.....	2	6,971	8,234	11,857	8,627	8,713.75	16,950
United States.....	14	55,349	66,415	93,468	55,412	68,944.80	153,583
Totals, January, 1925.....	77	251,842	314,670	422,694	286,882	327,640.05	522,765
Totals, January, 1924.....	78	261,403	324,113	432,205	267,266	323,092.58	535,610
Totals, January, 1923.....	70	196,557	256,525	327,218	198,771	239,377.41	354,832

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 46 per cent of the total commercial transits of the Canal during the month of January, 1925, comprised about 48 per cent of the Panama Canal net tonnage, and carried about 49 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in January, 1925, classified according to nationality of vessels, by direction, and the combined traffic in both directions, with the totals for January, 1923, and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
Argentine.....	1	4,191	4,727	6,702	4,011	\$3,403.44	
British.....	63	264,983	343,766	425,054	265,646	307,799.83	226,328
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,663
Colombian.....	2	134	154	306	136	139.19	40
Danish.....	1	4,219	5,317	6,645	4,244	5,273.75	8,773
Danzig.....	1	5,420	7,916	8,988	5,173	5,699.52	
Dutch.....	5	16,382	22,025	25,874	16,339	20,477.50	22,147
French.....	4	15,740	18,599	25,319	15,819	19,675.00	7,012
German.....	8	28,860	37,119	44,561	27,526	34,824.67	24,661
Irish.....	1	8,066	3,647	5,088	2,889	2,625.84	
Italian.....	4	14,754	16,405	22,392	13,555	18,332.30	10,197
Japanese.....	11	47,413	51,166	70,706	46,617	49,336.75	58,006
Norwegian.....	10	25,408	30,919	36,416	22,953	23,377.43	1,373
Panamanian.....	1	1,384	2,606	3,644	2,594	\$1,730.00	2,250
Peruvian.....	4	5,493	9,844	14,821	7,783	6,866.25	3,725

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.—Contd.</i>							
Spanish.....	2	4,876	6,366	8,559	5,219	\$5,598.64	161
Swedish.....	1	3,430	5,533	5,554	4,225	4,287.50	4,143
United States.....	106	433,026	540,601	688,831	429,676	459,351.95	279,081
Totals, January, 1925....	226	882,168	1,114,382	1,406,773	878,381	973,148.31	629,560
Totals, January, 1924....	253	1,010,839	1,273,237	1,611,376	1,006,812	1,087,894.08	682,312
Totals, January, 1923....	194	733,893	923,778	1,167,899	725,623	827,022.39	598,743
<i>Pacific to Atlantic.</i>							
Argentine.....	1				* 26,968	13,484.00	
Belgian.....	1	3,459	3,975	5,149	3,704	4,323.75	7,350
British.....	43	174,831	218,750	280,181	172,750	218,519.55	290,646
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	9,729
Colombian.....	2	134	154	305	153	167.50	206
Danish.....	2	7,611	8,752	10,770	7,578	9,513.75	15,008
Dutch.....	5	20,161	29,083	32,749	19,958	25,201.25	42,331
French.....	5	21,532	25,551	34,442	21,084	26,915.00	34,908
German.....	6	21,186	29,194	34,989	21,196	26,482.50	40,527
Italian.....	2	8,198	9,200	12,646	7,391	10,247.50	9,916
Japanese.....	8	33,158	39,062	49,798	32,234	41,291.40	60,964
Jugo-Slavic.....	2	5,309	7,700	9,285	5,945	6,636.25	14,350
Norwegian.....	10	28,030	33,899	42,928	27,996	34,791.55	60,658
Panamanian.....	2	3,747	5,531	7,243	4,905	4,683.75	6,162
Peruvian.....	3	3,699	7,742	12,452	7,257	4,623.75	3,733
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	1,288
Swedish.....	2	6,971	8,234	11,857	8,627	8,713.75	16,950
United States.....	78	330,538	495,532	530,743	330,685	410,437.04	663,183
Totals, January, 1925....	175	678,839	845,633	1,095,774	709,725	858,876.04	1,277,909
Totals, January, 1924....	223	910,700	1,126,803	1,449,441	915,244	1,128,960.93	1,745,020
Totals, January, 1923....	158	547,513	686,914	862,347	541,358	678,263.16	993,189
<i>Combined traffic.</i>							
Argentine.....	2	4,101	4,727	6,702	* 30,979	16,887.44	
Belgian.....	1	3,459	3,975	5,149	3,704	4,323.75	7,350
British.....	106	439,814	562,516	705,235	438,396	526,319.38	516,974
Chilean.....	3	10,470	14,049	21,930	11,928	13,087.50	11,392
Colombian.....	4	268	308	611	289	306.69	246
Danish.....	3	11,830	14,069	17,415	11,822	14,787.50	23,781
Danzig.....	1	5,420	7,916	8,988	5,173	5,699.52	
Dutch.....	10	36,543	51,108	58,623	36,297	45,678.75	64,478
French.....	9	37,272	44,159	59,761	36,903	46,590.00	41,920
German.....	14	50,046	66,313	79,553	48,722	61,307.17	65,188
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	
Italian.....	6	22,952	25,605	35,038	20,946	28,579.80	20,113
Japanese.....	19	80,571	93,228	120,504	78,851	90,628.15	98,970
Jugo-Slavic.....	2	5,309	7,700	9,285	5,945	6,636.25	14,350
Norwegian.....	20	53,438	64,818	79,344	50,949	58,168.98	62,031
Panamanian.....	3	5,131	8,137	10,887	7,499	6,413.75	8,412
Peruvian.....	7	9,192	17,586	27,273	15,040	11,490.00	7,458
Spanish.....	3	8,160	10,263	14,176	8,561	9,703.64	1,449
Swedish.....	3	10,401	13,767	17,411	12,852	13,001.25	21,093
United States.....	184	763,564	946,133	1,219,574	760,361	869,788.99	942,264
Totals, January, 1925....	401	1,561,007	1,960,015	2,502,547	1,588,106	1,832,024.35	1,907,469
Totals, January, 1924....	476	1,921,539	2,400,040	3,060,817	1,922,056	2,216,855.01	2,427,332
Totals, January, 1923....	352	1,281,406	1,610,692	2,030,246	1,266,981	1,505,285.55	1,591,932

* Displacement tonnage. * Includes 26,968 displacement tonnage.

VESSELS WITHOUT CARGO.

The number of vessels transiting the Canal during the month of January, 1925, in ballast, is shown in the following tabulation, the vessels being grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Argentine.....	1	4,727	\$3,403.44			
British.....	9	49,373	35,705.52			
Danzig.....	1	7,916	5,694.52			
Irish.....	1	3,647	2,625.84			
United States.....	33	203,629	147,228.90			

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
General cargo ships:						
Argentine.....				1	(¹)	\$13,484.00
British.....	4	19,978	\$14,384.16			
Colombian.....	1	77	55.44			
German.....	1	3,381	2,434.32			
Japanese.....	4	20,087	14,894.25			
Norwegian.....	8	27,269	19,633.68			
Spanish.....	1	2,637	1,898.64			
United States.....	11	47,747	34,537.65	2	4,402	3,169.44
Totals.....	75	390,459	282,501.36	3	4,402	16,653.44

¹ Displacement tonnage of 26,968.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of January is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	2	10,204	\$10,587.50	31	188,124	\$200,860.85
Ballast.....	45	269,283	194,663.22			
General cargo ships:						
Laden.....	149	713,719	680,059.45	141	653,107	641,361.75
Ballast.....	30	121,176	87,838.14	2	4,402	3,169.44
Battleship.....				1	(¹)	13,484.00
Totals.....	226	1,114,382	973,148.31	175	845,633	858,876.04
Steamers.....	209	1,036,496	902,851.85	163	795,002	811,671.04
Motor ships.....	15	77,732	70,157.27	10	50,477	47,037.50
Motor schooners.....	2	154	139.19	2	154	167.50
Totals.....	226	1,114,382	973,148.31	175	845,633	858,876.04

¹ Argentine battleship of 26,968 tons displacement.

Of the 372 steam vessels, 252 were oil burners, 119 coal burners, and 1 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 48 Government vessels which transited the Panama Canal free of tolls during the month of January, 1925. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated with a total of \$66,872.56:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Aircraft tender.....	1	¹ 11,230	\$5,615.00			
Collier.....	1	² 6,345	7,614.00			
Cruisers.....	2	¹ 6,390	3,195.00			
Minelayers.....	3	¹ 6,182	3,091.00			
Minesweepers.....	6	¹ 5,700	2,850.00	1	¹ 950	\$475.00
Submarines.....	14	¹ 10,920	5,460.00	5	¹ 2,600	1,300.00
Subtenders.....	4	¹ 24,780	12,390.00	1	¹ 1,400	700.00
Tankers.....	1	² 5,003	3,602.16	1	² 5,003	6,003.60
Tugs.....	1	¹ 1,000	500.00	1	¹ 1,000	500.00
U. S. Army vessels:						
Launches.....	2	¹ 80	40.00	1	¹ 20	10.00
Transports.....	1	² 5,852	7,022.40	1	² 5,212	6,254.40
Tugs.....	1	¹ 500	250.00			
Totals.....	37		51,629.56	11		15,243.00

¹ Indicates displacement tonnage.

² Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of January, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	4,670
Pacific to Atlantic.....	8,922
Totals.....	13,592

The following statement shows the number of launches transiting the Canal during the month of January, 1925; these launches although paying tolls are excluded from the statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	8	48	\$39.41
Pacific to Atlantic.....	2	7	5.25
Totals.....	10	55	44.66

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of January, 1925, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons.	54,781	10,864	65,645
Local cargo shipped..... tons.	3,620	66	3,686
Transit cargo arriving..... tons.	1,877,386	1,907,893	3,785,279
Transit cargo clearing..... tons.	1,876,304	1,889,868	3,766,172
Cargo received for transshipment..... tons.	24,207	26	24,233
Cargo transhipped..... tons.	27,530		27,530
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	64	1	65
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons.	26,703	197	26,900
Coal issued, miscellaneous:			
Panama Canal departments..... tons.	212	77	289
U. S. Army, excepting vessels..... tons.	420		420
Individuals and companies..... tons.	339		339
Returned to Navy at Cristobal..... tons.	274		274
Total issues and sales..... tons.	1,245	77	1,322
Coal on hand, February 1, 1925..... tons.	57,523		57,523
Coal on hand, January 1, 1925..... tons.	66,105		66,105
Coal received during the month..... tons.	19,366		19,366
Borrowed from Navy at Balboa..... tons.		274	274
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls.	7,944.92	18,567.70	26,512.62
Panama Railroad Co..... bbls.	670.31		670.31
Army and Navy..... bbls.		104.27	104.27
Individuals and companies..... bbls.		132.54	132.54
Transferred out of pipe line..... bbls.		401.70	401.70
Total issues and sales..... bbls.	8,615.23	19,206.21	27,821.44
Fuel oil on hand, February 1, 1925..... bbls.	69,296.29	62,304.67	131,600.96
Diesel oil sold during January, 1925..... bbls.	554.27	7.14	561.41
Diesel oil on hand, February 1, 1925..... bbls.	37,688.93	517.17	38,206.10
Miscellaneous transfers..... bbls.	1,834.80	767.36	2,602.16
Gasoline and kerosene pumped for Panama Canal..... bbls.	1,570.97	1,988.90	3,559.87
Gasoline pumped for individuals and companies..... bbls.		2,997.64	2,997.64
Oil pumped for individuals and companies..... bbls.	474,263.82	240,293.51	714,557.33
Total fuel oil, gasoline, and kerosene handled..... bbls.	486,839.09	265,260.76	752,099.85
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	20	4	24
Measured for Panama Canal net tonnage.....	3	1	4
Remeasured for Panama Canal net tonnage.....	15	2	17
Panama Canal net tonnage corrected.....	5	2	7
U. S. equivalent tonnage corrected.....	12	5	17

	Cristobal.	Balboa.	Total.
Services of harbor equipment:			
Tugs, total operating hours.....	500	611	1,111
Launches, total operating hours.....	1,202	1,267	2,469
Scows, total operating days.....		9	9
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$13,808.75	\$7,883.75	\$21,692.50
Pilotage.....	16,995.00	6,519.00	23,514.00
Seamen.....	10,664.00	8,336.00	19,000.00
Launch service.....	1,618.50	2,497.50	4,116.00
Wharfage.....	13,200.43	5,625.79	18,826.22
Ships measured.....	155.00	50.00	205.00
Miscellaneous cash collections.....	327.50	76.50	404.00
Vessels repaired at Panama Canal shops:			
Commercial.....	32	18	50
U. S. Army and Navy.....	7	19	26
Canal equipment.....	11	9	20
Vessels dry docked:			
U. S. Army and Navy.....	1		1
Commercial.....	7	3	10
Panama Canal equipment.....	1	2	3
Clearances issued.....	221	237	458
Bills of health issued.....	227	216	473

LOCK OPERATIONS.

The following tabulations show the number of lockages, and number of vessels passing through the locks during the month of January, 1925, as compared with the corresponding month in 1924 and 1923; and the consumption of water for lockages in January, 1925:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.			Jan., 1925.	Jan., 1924.	Jan., 1923.
	North.	South.	Total.	North.	South.	Total.			
Gatun.....	172	210	382	10	13	23	405	511	352
Pedro Miguel.....	173	217	390	8	22	30	420	536	353
Miraflores.....	167	205	372	6	17	23	395	529	369
Number of vessels put through locks.									
Gatun.....	185	236	421	27	46	73	494	617	383
Pedro Miguel.....	178	226	404	40	66	106	510	634	405
Miraflores.....	177	226	403	35	71	116	510	638	414

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	51	48	50
Panama Canal equipment.....	22	58	66

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,476,080,000	1,340,420,000	1,278,340,000
Leakage.....	25,000,000	13,500,000	20,000,000
Maintenance.....			18,440,000
Totals, January, 1925.....	1,501,080,000	1,353,920,000	1,316,780,000
Totals, December, 1924.....	1,624,550,000	1,534,920,000	1,393,730,000
Totals, January, 1924.....	2,027,120,000	1,839,510,000	1,729,390,000

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.	478	2,927,834	1,863,407	435	2,645,687	1,696,512
Vessels entering port but not transiting Canal.	55	292,363	174,001	8	45,872	31,194
Vessels transiting Canal and handling passengers or cargo at terminals.	93	558,774	342,879	52	298,088	178,928
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.	479	2,922,972	1,861,240	417	2,610,441	1,658,706
Vessels entering port but not transiting Canal.	57	301,536	179,620	10	69,759	55,637
Vessels transiting Canal and handling passengers or cargo at terminals.	94	554,896	340,895	53	301,562	180,999

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First-class.	Others.	Totals.	First-class.	Others.	Totals.
<i>Disembarking:</i>						
From Atlantic ports.	1,237	794	2,031	31	49	80
From Pacific ports.	209	82	291	264	206	470
Total disembarking.	1,446	876	2,322	295	255	550
<i>Embarking:</i>						
For Atlantic ports.	955	759	1,714	22	15	37
For Pacific ports.	135	49	184	108	52	160
Total embarking.	1,090	808	1,898	130	67	197
<i>Remaining on board vessels:</i>						
From Atlantic to Pacific ports.	2,194	2,802	4,996	2,152	2,419	4,571
From Pacific to Atlantic ports.	840	636	1,476	928	718	1,646
From Atlantic to Atlantic ports.	938	68	1,006			
From Pacific to Pacific ports.				29	238	267
Total on board.	3,972	3,506	7,478	3,109	3,375	6,484
Total arriving.	5,418	4,382	9,800	3,404	3,630	7,034
Total departing.	5,062	4,314	9,376	3,239	3,442	6,681

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of January, 1925:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
<i>Sales at Cristobal to:</i>						
Government vessels.	\$197.78	\$3,098.77	\$6,690.33		\$758.32	\$10,745.20
Panama Railroad vessels.	18.90	55.65	1,249.00	\$586.43	514.40	2,424.38
Other commercial vessels.	1,616.02	7,791.43	23,100.85	51.23	2,617.87	35,177.40
Total sales, January, 1925.	1,832.70	10,945.85	31,040.18	637.66	3,890.59	48,346.98
Total sales, January, 1924.	3,463.73	27,292.97	65,711.54	1,340.27	6,863.70	104,672.21
Total sales, January, 1923.	1,093.06	2,590.26	15,801.35		1,196.13	21,680.80
<i>Sales at Balboa to:</i>						
Government vessels.	159.75	2,024.26	8,482.09	184.45	419.79	11,270.34
Other commercial vessels.	692.63	5,734.91	14,060.93	169.15	879.39	21,537.01
Total sales, January, 1925.	852.38	7,759.17	22,543.02	353.60	1,299.18	32,807.35
Total sales, January, 1924.	742.03	3,555.48	13,349.53	653.88	7,798.11	26,099.03
Total sales, January, 1923.	739.50	1,031.15	10,532.39	454.49	1,305.60	14,063.13

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of January, 1925, are shown in comparative form:

Rainfall for month.	January, 1925.	January, 1924.	January—Years of record.		
	Inches.	Inches.	Maximum.	Minimum.	Mean.
Pacific section	2.35	T	3.13	T	1.13
Central section	2.68	.13	5.01	.13	1.58
Atlantic section	3.99	1.06	12.01	.62	3.02
Maximum recorded on any one day	1.75	.35	4.74		
Gatun Lake watershed	2.84	.43	5.86	.43	2.06
Chagres River watershed above Alhajuela	3.56	.68	12.10	.38	3.07
Maximum recorded for month at any one point	5.34	1.71	22.32		
Minimum recorded for month at any one point	.79	0			
<i>Hydrography.</i>					
Discharge of Chagres River at Alhajuela	C. f. s. 1,860	C. f. s. 1,268	C. f. s. 5,050	C. f. s. 682	C. f. s. 2,022
Maximum momentary discharge for the month	13,300	2,100	50,200		
Gatun Lake watershed total yield	3,174	1,840	9,298	1,371	3,037
Gatun Lake watershed net yield	2,565	1,050	8,641	769	2,349
Draft on Gatun Lake for lockages and power	2,665	1,887	2,665	987	1,951

¹ 12.25 inches represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (Note—Extreme outlying stations in the Republic of Panama not included in this report.) ² January 29, 1909. ³ Major power load carried by auxiliary plant at Miraflores. ⁴ Not including January, 1914.

SEISMOLOGY.

Twelve seismic disturbances, all of local origin, were recorded during the month.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, are shown in the following tabulation:

Item.	January, 1925.	January, 1924.	January, 1923.
Gross output, K. W. H.:			
Gatun hydroelectric station	5,851,800	1,266,100	4,784,500
Miraflores steam plant		3,498,220	
Power distributed to consumers	4,586,431	3,992,367	4,119,223
Loss of power in plants, accessories, transmissions, and transformers	1,265,369	771,953	655,277
Per cent of loss of power to gross output	21.62	16.2	13.9
Water consumption	4,320,385,656	1,254,728,463	3,622,991,356
Oil consumption	415.32	20,361.86	1,487

Forty-nine work orders covering electrical repairs and installations of electrical equipment on 25 vessels were completed during the month as well as the usual operation, maintenance and repair work.

There were 267 work orders issued for work performed by the different sections of the Electrical Division during the month, as compared with 261 during the month of December, 1924.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 50 vessels at Cristobal and 46 at Balboa. The more important work included the following:

Renewal of plates, straightening of frames, etc., on the steamship *Anglo Egyptian*, necessary on account of damages to the hull; drawing tail shaft and rewooding stern bearing on the steamship *A. C. Bedford*; removal of broken tail shaft, installation of spare tail shaft on the steamship *Wales Maru*; installation of patch, electric welding and calking leaky rivets and seams on the steamship *Malacca Maru*.

The conversion of the Peruvian cruiser *Almirante Grau* was carried forward during the month. The reconditioning will be completed about February 15. The sister ship of the *Almirante Grau*, the *Coronel Bolognesi*, arrived at Balboa Shops, January 22. Upon completion of the *Almirante Grau*, work of reconditioning and conversion to oil burner, similar to that performed on the *Almirante Grau*, will be started on the *Coronel Bolognesi*.

The overhaul of Submarines O-7 and O-9 was completed during the month.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	January, 1925.			December, 1924.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron	15	805	57,716	10	601	37,300½
Steel	10	437	64,639	11	192	37,524
Nonferrous	7	819	13,882	6	858	14,240½

There were 748 job orders on hand at the beginning of the month; 555 were authorized during the month, and 533 were completed, leaving 770 on hand at the close of the month.

There were 369 standing orders on hand at the beginning of the month, one was authorized during the month and two were completed, leaving 368 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the 3 filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	January, 1925.	January, 1924.	January, 1923.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	656,633,759	681,026,000	738,501,500
Filtration plants.....	402,759,000	402,444,000	427,685,000
Water consumed by Panama.....	96,718,000	97,182,000	91,982,000
Water consumed by Colon.....	51,612,750	55,446,500	64,649,750
Sales of water to vessels.....	12,450,405	14,223,823	9,368,692

Walks to rear of employee's quarters in Ancon and Balboa were started during the month. 383 square yards were graded and 303 square yards of concrete walks constructed. This work is 20 per cent completed.

Removed and relaid 10-inch oil line near Balboa Clubhouse.

DREDGING.

West Culebra slide has continued to show a slight general movement between stations 1770 and 1794 W. This movement amounted to 1.5 feet toward the Canal for the month.

Cucaracha Village slide showed a slight movement between stations 1837 and 1842 E, but there was no dredging performed. In back of this slide 1,000 lineal feet of hand ditching was completed, and 1,600 lineal feet of old ditches cleared, involving the removal of 270 cubic yards of material.

The general settlement and slight movement toward the Canal of the Cucaracha Signal Station slide, observed last month, continued during January, the movement since the 17th, however, being practically negligible. During the month, the total horizontal movement (toward the Canal) amounted to 8.3 feet with a vertical movement (or drop) of 6.2 feet.

The movement at Cocoli Hill slide, between stations 2071 and 2072.50 was very slight and no dredging was performed in this area during the month.

The total cost of removing 1,244,700 cubic yards of material (92% rock) from La Pita Point Improvement Project was \$1,548,010.72, a unit cost of \$1.24368 per cubic yard.

The total excavation during the month was 312,505 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
17,750	4,000	13,750	Maintenance.....	Gaillard Cut—1637 to 1666 E.	<i>Gamboa.</i>
29,600	4,900	24,700	Maintenance.....	Gaillard Cut—1629-50 to 1670 E and W.	<i>Cascadas.</i>
14,800	.....	14,800	Maintenance.....	Pacific entrance, Miraflores, P. I.	<i>Paraiso.</i>
38,600	.....	38,600	Project No. 1.....	Pacific entrance, Miraflores P. I.	<i>Paraiso.</i>
51,000	51,000	.....	Project No. 1.....	Pacific entrance, 2063 to 2076 W.	<i>No. 83.</i>
61,900	61,900	.....	Maintenance.....	Pacific entrance, 2063 to 2076 W.	<i>No. 83.</i>
96,000	96,000	.....	Aux. maintenance.....	France Field.....	<i>No. 86.</i>
2,855	2,855	.....	Aux. maintenance.....	Sand from Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 167 deaths occurred during the month of January, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 16.05 per thousand. The leading causes of death were: tuberculosis (various organs), 32; pneumonia (broncho and lobar), 22; nephritis, (acute and chronic), 18; diarrhea and enteritis (including colitis), 12; and organic diseases of the heart, 5. There were 4 deaths from apoplexy and 3 deaths from bronchitis. Of the total deaths, 52, or 31 per cent occurred among children under 5 years of age. There were 19 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 342 live births reported during the month, and 19 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 34.70 per 1,000 population. Deaths among children under 1 year of age numbered 27, giving an infant mortality rate of 78.96 per thousand live births.

The total number of malaria cases reported during the month was 149. Of these, 18 were reported from Panama City, 2 from Colon, 60 from the Canal Zone, and 69 originated outside of our sanitated areas. Of the total, 19 were employees, 67 were nonemployees, and 63 were Army and Navy personnel. There were 7 deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters are shown in the following table, as compared with January, 1924, and January, 1923:

	As of January 31, 1925.			Comparative totals.		
	Men.	Women.	Children.	January, 1925.	January, 1924.	January, 1923.
Americans.....	2,577	2,090	2,294	6,961	6,601	6,221
Europeans.....	78	29	69	176	169	182
West Indian.....	4,182	2,633	6,698	13,513	12,236	12,760
Totals, January, 1925.....	6,837	4,752	9,061	20,650		
Totals, January, 1924.....	6,057	4,679	8,270		19,006	
Totals, January, 1923.....	7,098	4,448	7,753			19,299

WORKING FORCE.

The following tabulations show the number of gold and silver employees as of January 21, 1925, by departments, with a comparison of the working force for the preceding month and for January, 1924:

	As of January 21, 1925.			Total employees.	
	Gold.	Silver.	Total.	December, 1924.	January, 1924.
Operation and Maintenance:					
Office.....	28	39	67	66	69
Electrical.....	171	188	359	349	345
Municipal Engineering.....	72	429	501	509	565
Lock Operation.....	250	1,077	1,327	843	836
Dredging.....	162	837	999	988	1,030
Mechanical.....	494	939	1,433	1,460	1,213
Marine.....	177	530	707	864	753
Fortifications.....	14	230	244	129	56
Totals.....	1,368	4,269	5,637	5,208	4,867
Supply Department:					
Quartermaster.....	160	988	1,148	1,214	1,209
Subsistence.....	11	114	125	104	115
Commissary.....	184	929	1,113	1,124	1,043
Cattle Industry, plantations.....	6	233	239	149	197
Hotel Washington.....	7	97	104	98	103
Transportation.....	37	155	192	203	190
Totals.....	405	2,516	2,921	2,892	2,857
Accounting Department.....	194	7	201	203	199
Health Department.....	218	686	904	896	937
Executive Department.....	494	263	757	743	758
Totals.....	906	956	1,862	1,842	1,894
Panama Railroad:					
Superintendent.....	47	222	269	282	334
Transportation.....	63	113	176	173	168
Receiving & Forwarding Agent.....	75	1,058	1,133	1,137	998
Coaling station.....	41	259	300	289	560
Totals.....	226	1,652	1,878	1,881	2,060
Grand totals, January, 1925.....	2,905	9,393	12,298		
Grand totals, December, 1924.....	2,909	8,914		11,823	
Grand totals, January, 1924.....	2,732	8,946			11,678

* The increase in force over the figures for December, 1924, is due to the annual overhaul of the locks.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions and received on the Isthmus, cash sales from stock, etc., during the month as compared with the preceding month, and with the corresponding month in 1924, were as follows:

	January, 1925.	December, 1924.	January, 1924.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$388,018.90	\$495,898.74	\$425,367.97
For other Panama Canal departments.....	14,923.75	11,859.75	28,188.36
Totals.....	402,942.65	507,758.49	453,556.33
Cash sales on the Isthmus:			
Stock.....	32,474.18	30,275.94	23,378.80
Fuel oil.....	1,609.22	755.50	151.16
Scrap.....	404.57	749.88	489.41
Obsolete and second-hand material.....	80.09	877.37	1,243.31
Totals.....	34,568.06	32,658.69	25,262.68

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures during the fiscal year to December 31, 1924, inclusive. It is impossible to submit the figures for the month of January at the time of writing this report, since all the bills, charges, etc., involved in the accounting have not been completed:

	Month.		Fiscal year.	
	December, 1924.	December, 1922.	This year.	Last year.
Tolls.....	\$1,893,534.49	\$2,335,791.31	\$10,972,111.71	\$12,460,934.64
Other receipts.....	308,047.25	322,690.67	1,645,780.60	1,475,296.36
Total transit revenues.....	2,201,581.74	2,658,481.98	12,617,892.31	13,936,231.00
Total transit expenses.....	947,350.92	948,284.08	5,467,230.29	5,317,747.01
Net transit revenues.....	1,254,230.82	1,710,197.90	7,150,662.02	8,618,483.99
Three per cent capital charge (theoretical)	606,245.89	607,301.33	3,641,377.09	3,641,656.76
Transit surplus.....	647,984.93	1,102,896.57	3,509,284.93	4,976,827.23
Business revenues.....	1,178,255.42	1,488,406.89	6,554,422.51	5,983,282.34
Business expenses.....	1,101,931.25	1,369,111.44	5,953,739.24	5,434,279.82
Net business revenues.....	76,325.17	119,295.45	603,693.27	549,002.52
Three per cent capital charge (theoretical)	53,673.41	52,540.13	347,551.47	345,051.20
Business surplus.....	22,651.76	66,755.32	256,138.80	203,951.32
Combined revenues.....	3,103,586.18	3,854,356.65	17,630,532.14	18,536,140.50
Combined expenses.....	1,773,030.19	2,024,863.30	9,876,176.85	9,368,653.99
Combined net revenues.....	1,330,555.99	1,829,493.35	7,754,355.29	9,167,486.51
Three per cent capital charge (theoretical)	659,919.30	659,841.46	3,988,931.56	3,986,707.96
Combined surplus.....	670,636.69	1,169,651.89	3,765,423.73	5,180,778.55

Respectfully,

M. L. WALKER,
Governor.

Passage of Part of the Atlantic Fleet Through the Canal.

Continued from page 395.

officers and approximately 10,000 enlisted men. The vessels remained at Balboa approximately a week and shore leave was granted about one-half of the enlisted personnel each day from 1 p. m. to 6 p. m.

The submarines and minelayers left on February 23 and the remainder of the vessels on February 25, bound for San Diego where maneuvers with the Pacific Fleet will be carried out, after which this portion of the Atlantic fleet will sail for Honolulu. They will return to the Isthmus the latter part of June and will remain here about 10 days.

The transit of the Canal on February 17 and 18 was effected without delay or interference to commercial shipping.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, February 21, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Acaciula	5	18.58	15	6.15	15	13.14	15	14.30	British	Pacific Steam Navigation Co.	215.7	33.0	16.6	Cristobal	Champerico.	General	1,043	1,273	706
Robin Gray.	15	1.30	15	7.20	15	17.47	15	18.56	American	Seas Shipping Co.	421.8	55.2	25.6	Baltimore	Port Allen	Steel, general	7,120	7,472	5,542
Matkana	15	5.35	15	7.45	15	16.58	15	17.55	British	Shaw, Savill and Albion Co.	477.5	63.0	24.0	Liverpool	Dunedin	General	2,265	11,047	7,897
Point Lobos.	15	5.25	15	8.15	15	19.48	15	21.04	American	Swayze & Hoyt	300.0	44.0	20.3	Houston	San Francisco	General	3,007	2,895	1,962
Agwa-tonc	15	7.10	15	8.55	15	18.45	15	19.47	American	International Shipping Co.	499.9	68.1	21.0	New York	Los Angeles	Ballast	10,853	7,804	
Floridan	15	9.57	15	10.30	15	20.05	15	21.08	American	American-Hawaiian Line	415.0	53.0	24.0	Boston	Seattle	General	5,000	7,273	5,105
Dobbin	15	13.50	16	6.20	16	17.28			American	U. S. Navy	483.0	61.0	23.9	Philadelphia	Honolulu	General	5,000		
Aesta	14	19.10	16	8.45	16	18.19	16	19.25	British	Anglo-Saxon Petroleum Co.	400.0	52.0	11.6	Cristobal	San Pedro	Ballast		6,134	4,604
Pacific Com- merce	16	1.05	16	9.08	16	19.23	16	20.37	British	Furness, Withy & Co.	420.0	54.0	19.0	Glasgow	Vancouver	General	715	6,996	5,306
Manitara.	15	1.15	16	11.10	16	20.41	16	21.48	Peruvian	Peruvian Line	567.3	46.0	19.0	Covenas	Callao	General	506	4,538	2,939
Birc	16	9.05	16	11.55	16	20.42			British	U. S. Webster & Sons	459.0	28.2	10.0	Kingston	Barboa	Ballast		553	325
Arawa	15	0.10	16	13.40	16	21.45	16	23.04	British	Shaw, Savill & Albion Co.	559.5	60.5	27.6	London	New Zealand	General	6,000	10,035	7,504
Bologna.	15	10.03	16	13.05	16	22.47	16	23.49	Italian	Navigazione Gen. Italiana	385.0	47.0	21.0	Genoa	Valparaiso	General	600	5,531	3,774
Manuel Arias	15	8.45	17	6.15	17	17.04	17	18.15	Spanish	Spanish Line	435.0	53.0	22.3	Barcelona	Valparaiso	General	214	7,732	5,518
No. 249	17		17	6.30	17	15.18			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 231	17		17	6.30	17	15.18			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 232	17		17	6.30	17	15.35			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 233	17		17	6.30	17	15.35			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
Santa Cruz	15	22.05	17	7.03	17	18.55	17	19.52	American	Grace Line	384.0	50.0	19.0	Guantanamo	Barboa	General	1,943	5,551	4,048
No. 238	17		17	7.40	17	18.25			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 239	17		17	7.40	17	18.25			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 243	17		17	7.40	17	17.13			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 244	17		17	7.40	17	17.13			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
Lauaro	16	12.27	17	8.08	17	20.00	18	7.36	British	Pacific Steam Navigation Co.	399.1	52.4	21.0	Hull	Crral	General	4,649	6,759	4,840
No. 246	17		17	8.15	17	20.05			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 218	17		17	8.15	17	20.05			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 219	17		17	8.15	17	21.36			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 220	17		17	8.15	17	21.36			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
Enden	17	2.10	17	9.45	17	21.20	17	22.32	German	Hamburg-American Line	389.0	52.0	22.5	Hamburg	Crral	General	3,925	5,994	4,057
No. 250	17		17	9.10	17	22.27			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 236	17		17	9.10	17	22.48			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 240	17		17	9.10	17	23.48			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
Port Said																			
Meru	17	7.05	17	11.15	17	22.35	18	1.22	Japanese	Kokugi Kisen Kaisha	385.0	51.0	15.0	Norfolk	Arica	Ballast		5,914	4,399
No. 241	17		17	11.15	17	23.08			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 242	17		17	11.15	17	23.08			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 246	17		17	11.15	17	23.40			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				
No. 247	17		17	11.15	17	23.40			American	U. S. Navy	315.0	31.0		Guantanamo	Barboa				

* Tanker.

* Supply ship.

* Motor ship.

* Destroyer.

* 506 tons general cargo and 350 head of cattle.

[illegible]

14 Cascoil, box car material, and general.

2 Tanker.

Sapelo,	18	18.30	21
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	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2
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Switzerland . . .	20	0.35	20	12.28	20	12.45	20	21.09	20	22.39	British ..
Wabana	20	12.28	20	12.45	20	12.45	20	21.09	20	22.39	British ..

Montpelier....	20	4.30	20	11.00	20	19.02	20	20.10	American...	United-American Lin...
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Turana.....	19	17.30	20	7.35	20	17.50	20	17.05	American...	Planet Steamship Corporation...	400.0	56
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Santa Barbara.	19	14.05	20	6.13	20	15.38	20	17.03	American... Pacific Mail Steamship Co.....	404.0	33.9	21.0	Baltimore....
"	10	15.45	90	7.95	90	16.50		" American	U S Navy	475.0	56.0	94.0	Sabine

[illegible]

Tsuyama Maru.	19 11 30	19 12 52	20 1 12	20 2 34	Japanese....	Nippon Yusen Kaisha,	445 0	58 0	23 3	New York....	Yokohama.	6,325 7,950
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[illegible][illegible]

Crampton	18	22	35	19	10	10	19	20	55	19	22	04	American Petroleum Co.	435	0	56	0	26	6	New York . . .	7,406
Anderson :													Pan-American	435	0	56	0	26	6	Los Angeles . . .	5,159
Anderson :													Balast	435	0	56	0	26	6	Balast	7,406

[illegible]

bach.....		18	14	15	19	7	10	19	16	24	19	17	20	American... Luckenbach Line.... Boston..... San Pedro.... General.....	60.2 48.9 28.0 8,000 9,294 6,861
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Ampullaria	10	12	10	18	10
Amphipoda	10	10	10	10	10
British.....	18	10	10	10	10
Anglo-Saxon Petroleum Co.	18	10	10	10	10
London.....	18	10	10	10	10
San Pedro.....	18	10	10	10	10
Ballast.....	18	10	10	10	10
6,242 4,320	18	10	10	10	10

Raleigh	17	18	12.25	19	2.08	U. S. Navy	55.0	Balboa	55.0	Guantanamo.	55.0
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Chifuku Maru..	17	18.35	18	8.55	18	20.53	18	22.06	Japanese....	Kisen Kabushiki Kaisha.....	385.0	51.0	16.0	Barbados	Arica	5,919	4,400
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Steelers.....	17	18	18	18	19	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476
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Georgie.....	17	6.20	17	13.35	18	3.40	18	4.20	French.....	422.2	52.5	18.0	Havre.....	General.....	993	6,830	4,932
									Cie. Glc. Transatlantique.....					Vancouver... General.....			

[illegible][illegible]

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.—Continued.

Ship.	Arrived at port.		Entered Canal.		Complete transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
El Cinto	20	15	30	21	7	23	21	16	17	21	18	05	253	0	43	5	Sulphur	3,243	1,640
Poplar Branch	20	17	35	21	8	15	21	17	16	21	18	30	396	2	56	2	General	1,927	5,099
Varanger	21	7	30	21	9	05	21	18	16	21	19	28	470	1	60	2	Ballast	6,004	6,635
Eurylochus	21	7	22	21	10	00	21	19	28	22	7	30	430	0	53	9	Sugar	6,004	6,635
Steel Navigator	21	7	02	21	10	20	21	20	30	22	2	30	424	0	56	0	General	7,938	7,611
Leikanger	21	9	10	21	11	05	21	21	52	21	23	06	375	0	62	6	General	6,200	5,454
Turakina	21	9	20	21	11	33	21	23	10	22	6	04	469	0	62	6	General	5,420	4,438
Anomia	21	10	28	21	12	15	21	24	00	22	7	30	400	6	52	3	Ballast	6,097	4,438
City of San Francisco	8	22	23	21	13	17	21	21	54	22	13	42	300	0	45	7	General	3,848	2,606

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Tanker. * Motor ship.

J. A. Bostwick	14	18	00	15	6	04	15	14	15	15	14	15	465	0	60	0	Peruvian crude	11,613	8,511
Killerig	15	6	27	15	14	18	15	14	18	15	14	18	172	0	30	0	Ballast	575	152
Santore	15	7	00	15	8	12	15	16	40	15	18	53	449	0	57	2	Iron ore	11,000	7,808
Santa Tecla	15	11	45	15	12	25	15	19	35	15	19	35	298	6	40	0	Nitrate of soda	3,512	2,832
Centaurs	15	6	45	15	13	18	15	23	12	16	0	10	409	8	54	2	Nitrate of soda	7,810	6,381
Osterland	15	20	10	16	6	25	16	14	50	16	14	50	350	0	51	0	Nitrate of soda	6,523	4,716
V-17	16	6	31	16	6	31	16	14	36	16	14	36	431	0	28	0	Ballast	3,250	5,084
Canadian	15	20	20	16	7	18	16	16	50	16	21	25	400	0	52	0	General	9,625	7,216
Traveller	16	0	10	16	8	18	16	18	20	16	20	15	415	0	55	3	Nitrate	8,000	8,552
Etna Maru	16	0	10	16	8	18	16	18	20	16	20	15	415	0	55	3	Nitrate	4,922	4,101
K. I. Luckenbach	16	0	30	16	9	24	16	19	00	16	19	00	446	0	56	1	General	4,308	5,726
Ashboe	16	3	45	16	9	47	16	19	36	16	22	05	333	8	48	0	Mag. ore, nitrate	8,629	7,640
Santa Teresa	16	7	50	16	10	24	16	19	50	16	22	15	360	3	51	2	General	930	1,159
Planet	16	4	00	16	11	06	16	20	45	16	20	45	449	3	57	2	Nitrate	1,099	1,270
Fort Morgan	16	6	30	16	11	30	16	22	00	18	11	50	225	0	33	1	General	8,100	6,199
Salvador	16	10	40	16	12	18	16	21	55	19	6	05	225	0	35	4	General	8,220	5,915
Lieut. David	16	15	00	17	2	32	17	17	35	17	17	35	400	2	53	0	Nitrate of soda	5,743	4,895
Pumain	16	15	00	17	2	32	17	17	35	17	17	35	400	2	53	0	Nitrate of soda	19,500	15,351
Camilla Gilbert	16	16	00	17	3	22	17	18	30	17	18	30	385	0	51	0	General	30	
Brazil Maru	16	16	00	17	3	22	17	18	30	17	18	30	385	0	51	0	Nitrate of soda		
Atto	16	21	10	17	4	22	17	17	15	18	0	20	360	4	51	0	General		
Marore	16	23	50	17	5	40	17	20	00	17	20	00	590	3	72	2	Iron ore		
Rainbow	15	7	15	17	6	21	17	20	15	17	20	15	326	0	41	0	Navy stores		

** Supply boat.

** Launch.

** Motor ship.

** Submarine.

** Tug.

** Tanker.

	16	21	100	17	8	28	17	21	58	18	3	50	British	Pacific Steam Navigation Co.	406	2	54	2	26	1	Corral, Chile.	Liverpool	General	7,645	7,324	5,010
Loreta ²¹	17	6	20	17	9	53	17	23	10	20	18	7	Peruvian	Cia Peruana de Vapores	374	1	46	7	18	9	Il.	Cristobal	General	897	4,466	2,408
Ucayali	16	15	40	17	11	13	17	23	10	18	23	30	American	Pacific Mail Steamship Co.	380	0	48	7	23	3	San Francisco	New York	General	1,941	6,343	3,353
Venezuela	17	10	10	17	11	20	17	23	05	18			Dutch	Royal Netherlands W. I. Mail	322	3	44	2	14	4	Guayaquil	Amstrdam	General	1,863	3,677	2,683
Hector	17	19	20	18	6	25	18	17	40	18	18	55	American	Arzonant Steamship Co.	410	5	54	3	24	3	Seattle	New York	Lumber, general	7,467	6,567	4,917
Atlantic	17	19	20	18	7	03	18	10	18	10	18	55	American	Sun Oil Co.	429	3	59	3	27	0	San Pedro	Copenhagen	Crude oil	10,519	7,709	5,481
Sunbeam ¹	17	23	30	18	8	06	18	19	58	18	22	58	Danish	East Asiatic Co.	360	0	51	2	23	6	Vladivostok	New York	General	8,377	4,853	3,476
Trausval	17	23	30	18	8	06	18	19	58	18	22	58	Danish	Pacific Steam Navigation Co.	485	7	62	3	29	10	Vancouver	Antwerp	General	7,920	10,766	7,513
Loelmoar	18	4	00	18	9	00	18	18	50	18	18	50	British	Pacific Steam Navigation Co.	472	3	57	2	29	6	Seattle	Boston	Lumber, general	8,761	9,258	6,874
Mexican	18	12	15	19	6	23	19	16	40	19	16	40	American	U. S. Government (P. C.)	185	0	43	0			Salba	Gatun				
Favorte ²²	19			19	6	33	19						American	American-Hawaiian Line	400	7	54	2	27	7	Cerral	New York	Lumber, general	8,000	5,723	4,025
Mythic	18	19	45	19	7	26	19	17	20	19	17	20	American	United-American Line	398	5	53	8	22	6	Portland	Liverpool	General	6,140	3,761	3,881
Mythic Branch	19	6	00	19	8	21	19	18	02	19	18	02	British	F. and W. Ritson	398	5	53	8	22	6	Cerral	Liverpool	General	6,140	3,761	3,881
Carolin	19	5	00	19	8	29	19	18	50	20	5	15	American	Grace Line	313	6	46	1	18	4	Pisagua	New York	General	3,323	3,644	2,556
Oreans	19	5	00	19	9	20	19	18	50	19	18	50	American	Oriental Navigation Co.	395	5	55	0	26	6	Seattle	Norfolk	Lumber, general	8,700	7,330	5,233
Amazonas	19	8	50	19	9	36	19	19	55	20	3	25	Peruvian	Peruvian Line	350	1	42	5	14	6	Callao	New York	General	308	3,545	2,382
Point Judith	19	8	15	19	12	00	19	19	44	19	21	25	American	Swayne & Hoyt, Inc.	289	0	44	1	19	5	Seattle, Wash.	New Orleans	General	2,752	2,895	1,982
Epoca	16	23	00	19	12	09	19	20	10				Norwegian	Griessen & Co.	213	9	35	2	10	11	Tumaco	Cristobal ²³	Ballast	1,200	698	
Katsura Maru	19	16	25	20	6	24	20	15	50	21	16	00	Japanese	C. K. West & Co.	420	0	51	0	24	6	N. Westminster	Liverpool	Lumber, lead	6,662	5,968	4,185
Bice ²⁴	16	20	22	20	6	47	20	15	52	21	9	40	British	J. K. Webster & Sons	193	0	28	2	10	0	Balboa	Kingston	Ballast	558	580	330
Herakles	19	22	00	20	7	35	20	17	30	20	18	35	Norwegian	E. J. DuPont de Nemours & Co.	389	8	54	1	24	10	Iquique	Charleston	Nitrate	8,150	5,890	4,269
San Tiburcio	20	2	00	20	8	14	20	15	20	22	34	23	British	Anglo-Mexican Petroleum Co.	413	0	53	2	5	3	San Pedro	London	Gasoline	7,595	5,997	4,060
Swiftn	20	10	45	20	11	30	20	19	05	20	19	05	American	D. L. Mallory & Co., Inc.	464	5	60	2	26	7	Rail River	Bayonne, N. J	Gasoline, tops	12,100	8,473	5,997
S. C. T. Dodd	20	22	16	21	7	18	21	15	48	21	15	48	American	Standard Oil Co. of California	425	0	57	2	27	5	Los Angeles	Bayonne, N. J	Gasoline	9,211	7,481	4,975
Albionstar	20	23	35	21	8	10	21	17	25	21	19	10	British	Blue Star Line.	450	0	58	5	28	6	N. Westminster	United King.	General, chilled	7,205	8,317	5,531
Yone Nara	21	6	50	21	18	20	21	18	20	21	19	10	Japanese	K. Line	425	0	53	6	29	0	Meillones...	New Orleans	Nitrate	10,000	6,823	5,186

21 For orders.

22 Tender.

23 General and box shoeks.

24 General and box shooks.

23 For orders.

PORT OF CRISTOBAL,

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From.	Date.	Vessel.	Line.	For—
February 15.	San Bruno	United Fruit Co.	Port Limon.	February 15.	Darien ²⁵ .	Panama Railroad Steamship Line.	Norfolk.
February 15.	Yuma	Standard Fruit Co.	San Blas.	February 15.	San Bruno	United Fruit Co.	Boston.
February 15.	Parishina	New Orleans via Habana.	New Orleans via waypoints.	February 15.	Parishina	United Fruit Co.	Bocas del Toro.
February 16.	Rugia	Hamburg & American Line.	Hamburg via waypoints.	February 16.	Yuma	Standard Fruit Co.	New Orleans.
February 17.	Achilles and Darien.	Panama Railroad Steamship Line.	High seas.	February 17.	Rugia	Hamburg-American Line	Port Limon.
February 17.	Antiochia	Hamburg & American Line	Hamburg and waypoints.	February 17.	Parishina	United Fruit Co.	New Orleans via Habana.
February 17.	Atenas	United Fruit Co.	New Orleans via Habana.	February 17.	Achilles and Darien.	Panama Railroad Steamship Line.	Norfolk.
February 18.	San Gil	United Fruit Co.	Bocas del Toro.	February 17.	San Gil	United Fruit Co.	Boston via Port Limon.
February 18.	San Gil	United Fruit Co.	Boston via waypoints.	February 18.	Cristobal	Panama Railroad Steamship Line.	New York via Haiti.
February 18.	Stuyvesant	Royal Netherlands W. I. Mail.	Hamburg and waypoints.	February 18.	Antiochia	Hamburg-American Line	Cartagena, Colombia.
February 19.	Sixaola	United Fruit Co.	Colombian ports.	February 19.	Stuyvesant	Royal Netherlands W. I. Mail.	Port Limon.
February 19.	Carrillo	United Fruit Co.	New York via Kingston.	February 19.	Sixaola	United Fruit Co.	New York via Kingston.
February 20.	Ulua	United Fruit Co.	New York via waypoints.	February 20.	Carrillo	United Fruit Co.	Colombian ports.
February 21.	Camito	Elders & Ryffes, Ltd.	Port Limon.	February 20.	Atenas	United Fruit Co.	New Orleans via waypoints
February 21.	Antillian	Leyland Line.	Liverpool via waypoints.	February 21.	Ulua	United Fruit Co.	New York and waypoints.
				February 21.	Camito	Elders & Ryffes, Ltd.	Kingston.
PORT OF BALBOA.							
July 17, 1924.	Almirante Grau	Peruvian Navy.	Callao.	February 20.	Almirante Grau	Peruvian Navy.	Callao.
February 16.	Ranenford	Latin-American Line.	Iquique.	February 17.	Ranenford	Latin-American Line	San Francisco.
February 18.	El Lobo	C. T. Bowring & Co.	San Pedro.	February 19.	El Lobo	C. T. Bowring & Co.	Lobitos.

* Other than ships passing through the Canal.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 21, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Salvador.....	Pacific Steam Navigation Co.....	February 16	February 16..	2	.....
Venezuela.....	Pacific Mail Steamship Co.....	February 16	February 17..	130	.....
Ranefjord.....	Norwegian-American Line.....	February 16	February 17..	450	.....
Santa Cruz.....	Grace Line.....	February 17	February 17..	.....	1
El Lobo.....	Lobitas Oilfields, Ltd.....	February 18	February 19..	5,586	.....
Salvador.....	Pacific Steam Navigation Co.....	February 19	February 19..	.....	5
Colombia.....	Pacific Mail Steamship Co.....	February 21	February 21..	64	4
City of San Francisco.	Pacific Mail Steamship Co.....	February 21	February 21..	.....	4

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 6, Foreign, male and female, private rooms, American girls.....	
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.; 6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	
Ward 17, Colored children.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m. Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m. Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.
Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective February 11, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Cristobal.	Leave Cristobal.	Arrive New York.
Panama.....			February 9.....	February 17.
*Cristobal.....	February 5.....	February 13.....	February 18.....	February 26.
General W. C. Gorgas.....	February 14.....	February 23.....	February 28.....	March 8.
Panama.....	February 25.....	March 5.....	March 9.....	March 17.

Steamers sail at 3 p.m. from Pier 67, North River, foot of West 27th Street, N. Y.

*Sails 3 p.m. from Pier 65, North River, foot of West 25th Street.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

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."

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.85 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take

coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., March 4, 1925.

No. 30.

Canal Traffic, February, 1925.

During the month of February, 1925, 384 commercial vessels, 13 launches, and 70 Government vessels passed through the Canal, making the total transits for the month 467, or a daily average of 16.78. Of the 384 commercial vessels, 5 transited the Canal for repairs at the Canal shops, and were passed through free of tolls.

Tolls for the month aggregated \$1,649,034.80, giving a daily average tolls collection on all traffic of \$58,894.10. Of the foregoing, \$1,648,964.88 represents the revenue in tolls from the 379 commercial vessels on which tolls were paid, and \$69.92 was the amount collected in tolls from the 13 small launches. The Government vessels transited the Canal without charge.

The average daily tolls were greater than for the months of August, October, and November of the current fiscal year, but owing to the fact that the past month had but 28 days instead of the usual 30 or 31, the receipts from tolls were smaller than for any month since February, 1923, when the revenue from tolls collected on commercial vessels totaled but \$1,423,954.21.

Considering the daily average number of commercial transits, the past month was the highest since July of last year.

Southbound transits for the month exceeded northbound transits by 33, representing a greater difference in this respect than usual.

Segregated by direction, the month's traffic was as follows:

	Commer- cial vessels.	Small launches.	U. S. Govern- ment vessels.	For repairs.	Tolls.
Atlantic to Pacific.....	206	12	51	2	\$853,384.03
Pacific to Atlantic.....	173	1	19	3	795,650.77
Totals.....	379	13	70	5	1,649,034.80

In the following tabulation, the number of commercial transits and the amount of tolls collected are shown for the first 8 months of the current fiscal year, together with daily averages of transits and tolls:

	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.84
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,894.10
Totals.....	3,153	14,459,908.74	12.97	59,505.79

The average amount of tolls paid by each of the commercial transits during the month of February, 1925, was \$4,350.83.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, February 28, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Niobe ¹	18	18.35	22	6.26	22	19.06	22	19.34	American.....	Standard Oil Co.....	470.0	62.0	16.6	Charleston.....	Talara.....	Ballast.....	3,528	8,914	6,674
George Allen.....	22	7.40	22	7.50	22	20.15	22	19.12	American.....	Carland Line.....	385.3	51.2	20.0	Norfolk.....	Grays Harbor.....	General.....	6,224	4,465	4,465
Virginian.....	22	10.55	22	11.15	22	21.24	22	22.26	American.....	American-Banana Line.....	491.5	58.2	25.0	Boston.....	Portland.....	General.....	6,700	10,491	7,546
Chagres ²	21	.....	22	13.05	22	13.05	22	13.05	American.....	American-Banana Corporation.....	555.0	55.0	19.6	Cristobal.....	Gatun.....	Towing barge.....	.....	.....	.....
Marblehead ³	22	15.45	23	6.05	23	13.07	23	16.30	American.....	U. S. Navy.....	370.0	52.2	22.6	Hampton R'ds.....	Balboa.....	General.....	5,309	5,525	4,097
Munidades.....	22	22.30	23	7.00	23	18.08	23	18.55	American.....	Munson McCormick Line.....	370.0	52.2	22.6	Baltimore.....	Seattle.....	General.....	3,040	2,651	1,619
Romagne.....	22	23.35	23	10.47	23	18.05	23	19.03	American.....	Lind Navigation Co.....	251.0	43.7	21.11	New York.....	San Francisco.....	General.....	.....	.....	.....
Lieut. David Putnam ⁴	23	.....	23	.....	23	.....	23	.....	American.....	U. S. Army.....	.....	.....	.....	Cristobal.....	Balboa.....	Ballast.....	.....	.....	.....
Agvisman ⁵	23	15.28	24	6.25	24	10.50	24	91.09	American.....	International Shipping Co.....	429.3	59.0	20.0	New York.....	San Pedro.....	Ballast.....	7,612	7,612	5,402
Arizona.....	23	19.05	24	8.23	24	20.55	24	22.20	British.....	French Line.....	425.0	55.0	18.2	Havre.....	Vancouver.....	Sand iron, etc.....	2,685	7,097	4,936
Ucayali.....	22	17.45	24	10.35	24	21.55	25	0.55	Peruvian.....	Peruvian Line.....	374.0	46.7	18.7	Covenas.....	Callao.....	(⁷).....	433	4,406	2,405
Pennsylvania.....	24	2.30	24	11.00	24	23.12	25	0.28	American.....	Sun Oil Co.....	480.5	66.0	22.8	Philadelphia.....	Los Angeles.....	Ballast.....	.....	9,325	6,383
Scalera ⁶	24	11.55	24	12.20	25	0.20	25	10.15	British.....	Anglo-Saxon Petroleum Co.....	411.5	53.4	20.0	Southampton.....	San Pedro.....	Ballast.....	.....	6,118	4,306
Ansaldo VIII.....	24	0.05	24	13.15	25	1.15	25	11.15	Italian.....	Transatlantica Italiana.....	386.0	51.5	18.0	Genoa.....	Valparaiso.....	General.....	2,469	5,521	3,599
O-8 ⁷.....	.....	.....	24	6.30	24	19.55	.....	.....	American.....	U. S. Navy.....	172.4	18.0	.....	Cristobal.....	Balboa.....	General.....	.....	.....	.....
O-10 ⁸.....	.....	.....	24	6.30	24	19.55	.....	.....	American.....	U. S. Navy.....	172.4	18.0	.....	Cristobal.....	Balboa.....	General.....	.....	.....	.....
Chalfore.....	23	6.30	25	6.50	25	18.59	25	20.33	American.....	Ore Steamship Corporation.....	550.0	72.0	22.5	Norfolk.....	Cruz Grande.....	Ballast.....	.....	14,538	9,348
Jacob Luckenbach.....	25	6.35	25	6.50	25	20.00	25	21.06	American.....	Luckenbach Line.....	414.5	53.7	27.0	New Orleans.....	San Pedro.....	General.....	6,877	7,315	5,270
Paul Luckenbach.....	25	6.40	25	8.39	25	21.05	25	22.05	American.....	Luckenbach Line.....	471.1	59.2	24.7	Boston.....	Seattle.....	General.....	8,500	9,027	6,539
R. J. Hanna ⁹	25	12.55	25	13.10	25	22.10	25	23.02	American.....	Standard Oil Co.....	435.0	56.2	21.0	New York.....	San Pedro.....	Ballast.....	7,639	5,206	5,206
Hobo.....	25	21.10	26	6.03	26	16.20	26	17.30	American.....	B. H. Sloan.....	380.2	51.6	24.10	Cristobal.....	Gatun.....	Ballast.....	.....	.....	.....
Santa Luisa.....	25	12.10	26	6.11	26	15.53	26	17.25	American.....	Grace Line.....	400.0	52.0	15.3	New York.....	Talcahuano.....	General.....	2,428	5,710	3,998
Eker.....	25	18.20	26	7.23	26	16.54	26	18.05	Norwegian.....	E. Sandvik & Co.....	201.6	28.7	15.0	Oslo.....	San Antonio.....	General.....	916	871	579
War Nazam.....	19	20.10	26	7.15	26	16.56	26	19.00	British.....	Anglo-Saxon Petroleum Co.....	400.0	52.0	15.3	Cristobal.....	San Pedro.....	Ballast.....	6,062	4,124	4,124
Epoca.....	19	20.10	26	7.15	26	16.56	26	19.00	Norwegian.....	Gorissen Line.....	213.9	35.2	11.10	Cristobal.....	Champerico.....	General.....	501	1,200	698
Benekom.....	25	7.10	26	8.22	26	17.24	26	19.00	Dutch.....	Royal Netherlands W. I. Mail.....	450.0	58.0	20.0	Hamning.....	Corral.....	General.....	4,138	7,819	5,806
Pacific.....	25	17.03	26	9.50	26	18.52	26	24.00	American.....	Argonaut Steamship Co.....	400.0	56.2	26.0	New York.....	Los Angeles.....	Steel general.....	8,140	6,517	4,723
Kronprinzessin.....	25	23.35	26	11.00	26	19.49	27	22.29	Swedish.....	Johnson Line.....	360.0	51.0	22.7	Stockholm.....	Vancouver.....	General.....	5,441	5,208	3,994
Margareta ¹⁰	25	23.00	26	11.08	26	20.54	27	22.06	American.....	Dollar Line.....	439.0	55.2	21.3	Portland.....	Vancouver.....	General.....	4,100	7,582	5,521
Diana Dollar.....	26	2.45	26	12.10	26	22.00	26	23.12	American.....	Standard Oil Co.....	439.0	55.2	21.3	New York.....	San Pedro.....	Ballast.....	11,009	7,967	7,967
E. T. Bedford.....	26	9.45	26	12.35	26	21.12	27	10.12	British.....	Yamashita Government.....	446.0	41.6	16.2	Anigawa.....	Callao.....	Ballast.....	.....	.....	.....
Constance ¹¹	26	10.35	26	13.20	27	0.11	27	2.15	Japanese.....	Yamashita Kisen Goshi Kaisha.....	405.0	52.1	15.6	New Orleans.....	Kobe.....	Ballast.....	6,010	4,469	4,469
Gyokoh Maru.....	26	16.05	27	6.25	27	14.22	27	15.40	British.....	J. Brookbank.....	470.0	58.0	23.0	New York.....	Freemantle.....	Ballast.....	5,883	7,915	5,268
Manar.....	26	16.05	27	6.25	27	14.22	27	15.40	British.....	J. Brookbank.....	470.0	58.0	23.0	New York.....	Freemantle.....	Ballast.....	5,883	7,915	5,268

¹ Tanker.

² Launch.

³ Light cruiser.

⁴ Submarine.

⁵ Motor ship.

⁶ Cruiser.

⁷ 433 tons general cargo and 350 head of cattle.

⁸ Cement, ironware, and general cargo.

⁹ Gasoline, specie, and general.

	26	24	20	27	6	25	27	17	39	27	18	46	American	American Pioneer Line (S. B.)	440	0	56	0	26	0	Philadelphia	Far East	General	7,800	8,328	6,036
Victorious	26	6	23	27	7	23	27	19	00	23	0	25	American	Dollar Line	502	1	62	2	24	6	New York	San Francisco	General	4,500	12,023	8,945
President Monroe	27	7	23	27	7	23	27	19	00	23	0	25	American	Kokusa Kisen Kaisha	385	0	51	0	24	5	New York	Yokohama	General	6,031	5,914	4,389
Singapore Maru	27	4	15	27	8	50	27	18	09	28	16	20	Japanese	Pacific Salvage Co.	186	3	36	0	24	3	Norfolk	Victoria	Cotton, phos tes. (+)	310	1,924	519
Salvage King	27	7	15	27	8	50	27	18	09	28	16	20	British	Pacific Steam Navigation Co.	303	4	43	0	19	6	New York	Callao	Coal, general	2,240	2,878	1,714
Almaro	26	7	55	27	9	09	27	20	12	28	1	55	British	Pacific Steam Navigation Co.	465	9	56	0	23	2	New York	Valparaiso	General	3,047	8,020	5,345
Oriana	26	20	12	27	10	50	27	21	01	27	23	42	British	Transoceanic Line	324	0	46	2	24	6	New York	San Francisco	General, steel	3,825	3,984	2,612
Surecano	27	11	10	27	11	30	27	22	25	27	23	42	American	Transoceanic Line	370	0	50	1	16	10	Hamburg	San Francisco	Ballast	4,763	3,344	17
Masconoma	26	14	20	27	13	15	27	22	30	27	23	31	German	Masconoma G. U. C. H.	432	0	56	6	26	9	Cristobal	Gatun	Ballast	8,138	8,014	6,102
Barge No. 10	27	6	30	28	6	20	28	14	06	28	15	15	British	American Banana Corporation	331	0	47	0	20	0	Barrow	Sydney	Steel, general	4,000	3,583	2,503
City of Bristol	27	13	00	28	7	08	28	16	46	28	17	50	British	Ellerman Lines, Ltd.	386	8	52	2	22	3	Carliif	Puntarenas	Patent fuel	4,600	5,680	4,080
Linkmoor	27	6	30	28	7	08	28	16	46	28	17	50	British	W. Runciman & Co.	423	0	53	0	20	0	Norfolk	San Diego	General	2,500	6,382	4,614
Willolo	27	17	32	28	8	28	28	16	42	28	17	45	American	T. and J. Harrison	135	0	29	0	12	6	Liverpool	San Angeles	General	17	160	77
Author	27	18	43	28	8	28	28	17	45	28	18	44	British	Canadian Pacific Railroad Co.	94	0	23	0	6	2	Cristobal	Buenaventura	General	11,224	7,860	332
St. Florence	27	16	25	28	9	05	28	17	50	28	18	44	British	Colombian Transport Co.	500	0	52	0	22	6	Cristobal	Guayaquil	General	6,753	8,243	6,266
Atro	27	16	25	28	9	05	28	17	50	28	18	44	British	Standard Oil Co.	400	0	52	0	23	0	Anvers	Seattle	General	8,546	5,870	1
W. S. Rheem	27	22	25	28	10	37	28	18	54	28	21	22	French	French Line	410	0	56	0	23	0	Baltimore	San Francisco	Ballast	8,546	5,870	1
Montana	27	18	25	28	9	05	28	17	50	28	18	44	French	United American Line	400	0	56	0	23	0	Anvers	Seattle	General	8,546	5,870	1
Eagle	28	4	00	28	11	10	28	20	54	18	21	54	American	United American Line	410	0	56	0	23	0	Baltimore	Seattle	General	8,546	5,870	1
Byron D. Benson	28	12	30	28	13	00	28	21	50	28	22	50	American	Tidewater Oil Co.	405	4	60	2	19	0	New York	San Francisco	Ballast	8,546	5,870	1
Euriquita	28	8	10	28	8	10	28	8	10	28	8	10	American	H. A. Archer	405	4	60	2	19	0	Cristobal	Gatun	Ballast	8,546	5,870	1
Putnam	28	28	28	28	28	28	28	28	28	28	28	28	American	U. S. Army	405	4	60	2	19	0	Cristobal	Balboa	Ballast	8,546	5,870	1

	21	7	00	22	6	11	22	11	09	22	20	40	British	Kirkwood Line, Ltd	251	0	43	6	23	0	Vancouver	New York	Lumber	2,000	2,629	1,671
Torhamvan	21	7	00	22	7	81	22	16	30	23	16	30	British	Canadian Govt. M. Marine	399	9	52	2	23	7	Swanson Bay	Halifax	Lumber, general	5,146	5,885	4,073
Tajana	21	20	45	22	8	35	22	18	00	22	21	55	British	Wessel, Duval & Co.	400	0	52	2	25	0	Antofagasta	Charleston	Nitrate of soda	7,060	5,486	4,050
Saint Louis	21	20	45	22	8	35	22	18	00	22	21	55	British	Kosmos Line (D. D. G.)	365	3	50	3	16	0	Champerico	Hamburg	Coffee	2,000	4,979	2,381
Gymetric	22	5	30	22	9	26	22	18	25	23	0	35	British	Munson Line	412	0	55	0	27	0	Bellingham	Nuevas	Lumber, general	7,047	5,100	3,459
O-9	22	5	30	22	9	26	22	18	25	23	0	35	British	U. S. Army	175	0	16	4	26	4	Balboa	Pedro Miguel	Lumber, general	7,047	5,100	3,459
Waivera	22	7	05	22	9	49	22	19	20	22	21	30	British	Shaw, Savill & Albion	425	7	54	1	23	6	Wellington	London	Frozen, general	4,316	7,468	5,433
Canadian Win-	22	8	10	22	11	09	22	20	40	22	20	40	British	Canadian Govt. M. Marine	399	8	52	2	23	7	Swanson Bay	Halifax	Lumber, general	5,146	5,885	4,073
ner	22	12	40	22	14	06	22	21	55	22	21	55	British	Wessel, Duval & Co.	400	0	52	2	25	0	Antofagasta	Charleston	Nitrate of soda	7,060	5,486	4,050
Magdala	22	13	15	22	14	22	22	23	10	23	15	40	German	Kosmos Line (D. D. G.)	365	3	50	3	16	0	Champerico	Hamburg	Coffee	2,000	4,979	2,381
Sesostri	22	13	15	22	14	22	22	23	10	23	15	40	German	Munson Line	412	0	55	0	27	0	Bellingham	Nuevas	Lumber, general	7,047	5,100	3,459
Thomas P. Beal	22	14	00	22	14	15	22	23	0	10	23	0	American	U. S. Army	175	0	16	4	26	4	Balboa	Pedro Miguel	Lumber, general	7,047	5,100	3,459
Lieut. Guther	22	14	00	22	14	15	22	23	0	10	23	0	American	U. S. Army	175	0	16	4	26	4	Balboa	Pedro Miguel	Lumber, general	7,047	5,100	3,459
Sargeant	22	14	00	22	14	15	22	23	0	10	23	0	American	U. S. Army	175	0	16	4	26	4	Balboa	Pedro Miguel	Lumber, general	7,047	5,100	3,459
Agwimoon	23	2	00	23	7	28	23	15	00	23	15	00	American	International Shipping Corp	429	0	59	2	27	0	Balboa	New York	Crude oil	11,000	7,695	5,402
Andrea F.	23	4	20	23	8	07	23	15	55	23	15	55	American	Lukenbach Line	486	0	68	0	30	0	Seattle	Philadelphia	Lumber, general	12,725	11,487	8,162
Lukenbach	23	10	00	23	10	05	23	18	20	26	7	23	American	Shell Oil Co.	400	4	52	3	25	0	Seattle	Cristobal	Fuel oil	7,381	6,062	4,124
War Nizam	23	10	00	23	10	05	23	18	20	26	7	23	Spanish	Transatlantic Co.	410	4	46	1	20	6	Valparaiso	Barcelona	General	5,521	3,729	4,013
Leon XIII	23	10	00	23	10	05	23	18	20	26	7	23	Spanish	Transatlantic Co.	410	4	46	1	20	6	Valparaiso	Barcelona	General	5,521	3,729	4,013
St. Joseph	23	11	00	23	12	35	23	19	50	25	11	09	French	Cie. Cie. Transatlantique	396	0	51	8	23	6	Talcahuano	Valparaiso	General	6,862	5,979	4,013
Saint Joseph	23	11	00	23	12	35	23	19	50	25	11	09	French	Cie. Cie. Transatlantique	396	0	51	8	23	6	Talcahuano	Valparaiso	General	6,862	5,979	4,013
Steel Exporter	23	12	15	23	12	49	23	21	28	23	23	45	American	Isithian Line	424	2	56	2	24	6	Iloilo	Delaware	Sugar	8,152	7,611	5,450
West Camargo	23	14	10	24	6	13	24	14	30	21	14	30	American	Swayne & Hoyt, Inc. (S. R.)	410	5	54	0	25	0	Seattle	Buenos Aires	Lumber, general	6,134	6,624	4,910

11,100 tons general and 4,184,000 feet of lumber.

11 And barge.

11 Submarine.

11 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
San Fernando ¹	23	12.50	24	7.06	24	16.00	24	16.00	British	Eagle Oil Transport Co.	530.1	69.4	30.10	San Pedro	Tuxpan, Mex.	Crude oil	17,729	13,266	9,609
Circinus	23	14.30	24	8.06	24	17.05	24	17.05	American	Planet Line, Inc.	410.0	54.2	25.0	Everett, Wash	Baltimore	Lumber	7,200	6,585	4,791
Papagallo ¹⁵	23	14.30	24	8.32	24	16.55	24	22.10	American	Col. W. P. Ennis.	105.0	15.3		Balboa	Cristobal			89	24
David McKelvy ¹	23	20.00	24	9.20	24	18.12	24	18.12	American	Tidewater Oil Co.	430.0	59.2	28.0	Los Angeles	New York	Crude oil	11,000	7,629	5,325
Negado	23	19.00	24	10.34	24	19.10	25	14.00	German	Kosmos Line	410.8	50.6	25.0	Corral	Hamburg	General	6,238	6,402	4,463
Habira	23	23.12	24	11.18	24	20.15	24	20.15	American	Atlantic Refining Co.	435.6	56.2		San Pedro	Philadelphia	Crude oil	11,090	7,427	5,187
Hudson	24	6.00	24	12.13	24	22.05	25	11.55	French	Cie. Gle. Transatlantique	356.2	50.7	25.0	Arica	Havre	General	6,400	5,948	4,258
Bergland ¹⁶	24	5.15	24	12.34	24	22.55	25	15.00	Norwegian	Fred Olsen & Son	362.0	51.5	26.0	Portland	Oslo	General	6,090	5,274	3,886
Canadian																			
Ranger	24	6.35	24	13.20	25	0.05	25	0.05	British	Canadian Govt. Mer. Marine	400.4	53.2	22.4	Vancouver	Antwerp	Lumber, general	5,470	5,879	4,121
Lena Luckenbach	24	7.50	24	14.11	25	1.15	25	1.15	American	Luckenbach Line	425.0	53.8	22.6	Portland	Mobile	General	5,859	7,217	5,295
Dixie Arrow ¹	24	21.00	25	7.15	25	16.20	25	16.20	American	Standard Transportation Co.	468.2	62.7	27.6	San Francisco	New York	Gas oil	12,200	7,944	7,140
Sciota	25	2.00	25	8.15	25	16.45	25	16.45	American	U. S. Navy	155.0	30.0		Balboa	Cristobal				
Swiftsure ¹	25	2.00	25	8.15	25	16.45	25	16.45	American	C. D. Mallory, Inc.	467.5	66.2	24.3	San Francisco	Fall River	Gasoline tops	10,000	8,473	6,017
Charles Pratt ¹	25	8.30	25	9.25	25	18.05	25	18.05	American	Panama-Pacific Line	500.0	68.0	31.0	San Pedro	Charleston	Crude oil	15,600	10,313	7,492
Finland	24	20.52	25	11.13	25	19.08	25	19.30	American	Standard Oil Co. of N. J.	560.0	60.0	30.0	San Francisco	New York	General	3,447	3,589	9,016
Ruapetu	25	4.34	25	12.21	25	19.35	26	1.45	British	New Zealand Shipping Corp	457.0	58.2	22.10	Wellington	Manchester	Frozen, general	3,698	9,079	6,798
Agwond ¹	25	10.30	25	13.18	25	21.40	25	21.40	American	International Shipping Corp	468.5	62.7	29.6	San Pedro	New York	Crude oil	13,215	9,810	6,965
Augwald ¹	25	10.50	25	14.04	25	22.57	25	22.57	Norwegian	Dupont Nitrate Co.	400.0	52.6	27.0	Mejllones	Wilmington	Nitrate of soda	8,069	6,698	4,990
Mies ¹⁷	25	13.55	25	15.40					American	U. S. Army	430.7	54.3	20.6	San Francisco	Pedro Miguel	Army mules			
Lieut. David Putnam ¹⁸	25		25		25		28		American	U. S. Army				Balboa	Cristobal		7,860	7,221	4,844
Losada	25	17.40	26	6.29	26	17.35	27	10.37	British	Pacific Steam Navigation Co.	406.1	54.2	26.0	Talcahuano	Hull	General	8,780	7,221	4,844
Missourian ¹⁶	25	19.00	26	7.24	26	17.28	26	17.28	American	American-Hawaiian Line	462.0	59.8	26.5	Seattle	New York	General	8,753	8,567	6,010
Cleveland ¹⁹	26	5.10	26	8.22	26	17.15	26	21.05	American	U. S. Navy	309.0	44.0	17.6	Balboa	Cristobal				
Salvador	26	5.10	26	8.23	26	18.37	27	1.05	British	Pacific Steam Navigation Co.	225.0	35.4	15.9	Tumaco	Cristobal	General	735	1,270	735
Apple Branch	25	22.00	26	9.12	26	18.25	26	23.20	British	F. & W. Ritson	370.0	51.7	23.9	Corral	Liverpool	General	5,987	5,112	3,511
A. C. Bedford	26	0.30	26	10.26	26	19.46	26	19.46	American	Standard Oil Co. of N. J.	500.0	68.0	30.6	San Pedro	New York	Crude oil	15,000	10,896	7,638
Steel Scientist	26	4.00	26	11.12	26	20.10	26	20.10	American	Isthmian Line	424.2	56.2	25.6	Portland, Oreg	Boston	Lumber	4,503	7,611	5,454
Robin Hood	26	16.50	27	6.00	27	14.40	27	14.40	American	Isthmian Line	440.0	55.0	25.6	Vancouver	Philadelphia	General	6,805	7,473	5,533
O-10 ¹⁶			27	6.30	27	14.30			American	U. S. Navy				Balboa	Cristobal				
O-8 ¹⁶			27	6.58	27	14.30			American	U. S. Navy				Balboa	Cristobal				
San Francisco	26	18.30	27	7.34	27	16.05	27	17.47	American	Isthmian Line	405.0	52.0	26.6	Antofagasta	Mobile	Nitrate	7,661	6,220	4,432
Atarato ¹⁶	26	17.00	27	7.40	27	16.25	28	9.05	Colombian	Colombian Transport Co.	91.0	23.0	7.0	Buenaventura	Cristobal	General	3,113	1,600	77
Jukviny	27	1.30	27	8.23	27	17.25	27	17.25	American	Lind Navigation Co.	251.0	43.6	20.6	Vancouver	New York	Lumber	3,000	2,633	1,611
Capito	27	1.30	27	8.10	27	17.15	27	17.15	Norwegian	B. Stolt Nielsen & Co.	376.1	52.3	22.6	Nanouse Bay	Boston	Lumber	5,600	5,076	3,647
Hagood ¹	27	5.00	27	9.28	27	18.10	27	18.10	American	Cities Service Transport Co.	435.6	56.2	29.10	San Pedro	Boston	Crude oil	10,372	7,426	5,094
										Army transport, returned to Balboa after reaching Pedro Miguel.									
Tanker										15 Yacht.									
										16 Motor ship.									
										17 Army transport, returned to Balboa after reaching Pedro Miguel.									
										18 Lanch.									
										19 Cruiser.									
										20 Submarine.									

¹⁵ Yacht.¹⁶ Motor ship.¹⁷ Army transport, returned to Balboa after reaching Pedro Miguel.¹⁸ Launch.¹⁹ Cruiser.²⁰ Submarine.

Teno.....	27	6.00	27	11.19	27	18.40	27	22.50	Peruvian.....	South American Line.....	421.8	55.0	27.6	Valparaiso.....	New York.....	General.....	5,311	7,758	4,672
Meigs *.....	25	13.55	27	13.10	27	20.45	1	11.05	American.....	U. S. Army.....	430.7	54.3	20.6	San Francisco.....	New York.....	Army, general.....	15		
Sun *.....	27	12.45	27	13.51	27	22.47	28	2.45	American.....	Sun Oil Co.....	382.0	49.9	21.6	San Francisco.....	Jacksonville.....	Gasoline.....	6,000	5,020	3,323
Ventura de	27	21.30	28	7.35	28	15.15	28	15.15	British.....	Larriaga & Co., Ltd.....	405.1	52.0	25.0	Iquique.....	Europe.....	Nitrates.....	7,632		
Larriaga.....	28	6.40	28	8.04	28	16.28	28	17.00	Japanese.....	Kokusai Kisen Kaisha.....	425.0	52.6	28.8	Tocopilla.....	New Orleans.....	Nitrates.....	9,800	6,899	5,139
Texas Maru.....	28	8.00	28	9.36	28	17.20	28	17.20	American.....	Transmarine Corporation.....	324.0	46.2	23.0	Los Angeles.....	Port Newark.....	Lumber, ore.....	4,000	3,984	2,612
Suenarico.....	28	8.15	28	12.49	28	22.10	1	13.10	British.....	Pacific Steam Navigation Co.....	405.9	54.2	26.8	Talcahuano.....	Liverpool.....	General.....	7,666	7,336	5,115
Glennue.....																			

* Tanker.

** Army transport.

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—
February 22	Heredia	United Fruit Co	New Orleans via Habana.	February 22	Heredia	United Fruit Co	Bocas del Toro.
February 22	Stuyvesant	Royal Netherlands W. I. Mail	Port Limon.	February 22	Stuyvesant	Royal Netherlands W. I. Mail	Amsterdam via wayports.
February 23	Bacoli	Mount Hope Steamship Co	Maracaibo.	February 23	Antillian	Leyland Line	New Orleans.
February 24	Gen. W. C. Gorgas	Panama Railroad Steamship Line	New York via Haiti.	February 24	Bacoli	Mount Hope Steamship Co	Aruba.
February 24	Turrialba	United Fruit Co	New Orleans via Habana.	February 25	Heredia	United Fruit Co	New Orleans and Habana.
February 25	Heredia	United Fruit Co	Bocas del Toro.	February 26	Santa Marta	United Fruit Co	Colombian ports.
February 25	United Fruit Co	United Fruit Co	New York via Kingston.	February 26	Turrialba	United Fruit Co	New Orleans via wayports.
February 25	Camden	United Fruit Co	Tampico.	February 27	Camden	United Fruit Co	Tampico.
February 25	Pellerin de La Touche	French Line	Havre via wayports.	February 27	Pellerin de La Touche	French Line	Havre via wayports.
February 26	U. S. Army	U. S. Army	Key West.	February 28	Gen. W. C. Gorgas	Panama Railroad Steamship Line	New York via Haiti.
February 27	Gen. Morgan Lewis	United Fruit Co	New York via wayports.	February 28	Tolosa	United Fruit Co	New York via wayports.
February 28	Tolosa	United Fruit Co	Boston via wayports.	February 28	San Benito	United Fruit Co	Boston.

PORT OF BALBOA.

Date.	Vessel.	Line.	From.	Date.	Vessel.	Line.	For—
February 20	Deroche.....	Union Oil Co. of California.....	Los Angeles.	February 27	Deroche.....	Union Oil Co. of California.....	Los Angeles.

* Other than ships passing through the Canal.

Summary of Passenger Movement at Canal Ports During 1924.

During the 12 months ended December 31, 1924, the number of passengers disembarking at Canal Zone ports was 32,963, while the number of embarkations during the same period was 29,036. Approximately 54 per cent of the arrivals and 57 per cent of the departures were carried as first class, and the remainder either as third class or steerage.

The following tabulation shows, by months, the number of passengers embarking and disembarking at Canal Zone ports during the past calendar year, segregated as between first class and "others," together with comparative totals for the calendar year 1923:

Month.	Passengers disembarking.			Passengers embarking.		
	First class.	Others.	Total.	First class.	Others.	Total.
January.....	1,528	1,294	2,822	1,073	920	1,993
February.....	1,512	1,251	2,763	1,307	497	1,804
March.....	1,426	781	2,207	1,484	939	2,423
April.....	1,224	955	2,179	1,419	904	2,323
May.....	1,247	1,613	2,860	1,651	1,146	2,797
June.....	1,353	1,591	2,944	1,533	1,194	2,727
July.....	1,553	1,289	2,842	1,826	1,133	2,959
August.....	1,593	1,347	2,940	1,461	854	2,315
September.....	1,805	1,978	3,783	1,354	1,301	2,655
October.....	1,441	920	2,361	1,249	1,026	2,275
November.....	1,606	1,048	2,654	1,317	1,099	2,416
December.....	1,586	992	2,578	1,068	1,281	2,349
Totals, 1924	17,874	15,059	32,933	16,742	12,294	29,036
Totals, 1923 ¹	16,697	12,188	28,885	15,877	10,378	26,255
Increase in number over 1923.....	1,177	2,871	4,048	865	1,916	2,781
Percentage of increase.....	7.05	23.55	14.01	5.45	18.43	10.59

¹ A detailed analysis of the 1923 passenger movement at Canal ports may be found by referring to THE PANAMA CANAL RECORD of February 27, 1924.

Comparing the passenger movement in 1924 with 1923, the increase in the number of arrivals was 14 per cent while the increase in the number of departures was but 10½ per cent.

Approximately 87 per cent of the passenger movement to and from the Isthmus during the past 12 months was through the port of Cristobal as may be seen by the following:

	Port of Cristobal.		Port of Balboa.	
	1924.	1923.	1924.	1923.
Passengers disembarking.....	27,471	25,184	5,462	3,701
Passengers embarking.....	26,336	24,174	2,700	2,081

A further segregation of the passenger movement shows that 25,801 incoming and 24,471 outgoing passengers were brought from and destined to ports on the Atlantic seaboard, and 7,132 incoming and 4,565 outgoing passengers were bound from and destined to ports on the Pacific coast.

In addition to the figures shown above of passengers embarking and disembarking, there were 159,979 passengers brought to the Isthmus by vessels calling at Canal Zone ports. Many of these passengers came ashore for a period of 24 to 48 hours, but as they departed from the Isthmus on the same vessel as that on which they arrived, they are not taken up in the above tabulation. This group of 159,979 passengers is segregated as follows:

	Calendar year.	
	1924.	1923.
Remaining aboard vessels transiting the Canal	146,764	53,728
Remaining aboard vessels entering the port of Cristobal but not transiting the Canal	10,102	11,106
Remaining on board vessels entering the port of Balboa but not transiting the Canal	3,113	2,114
Totals	159,979	66,948

Segregating the passengers passing through the Canal according to direction of transit, we have the following:

	1924.	1923.
En route from Atlantic to Pacific ports	95,281	34,156
En route from Pacific to Atlantic ports	51,483	19,572

The above represents the strictly passenger traffic passing through the Canal and to and from Canal Zone ports. To determine the total arrivals and departures at Canal Zone ports during the year, it would be necessary to add the crews of some 4,893 commercial vessels and 403 Government vessels which transited the Canal during the year, as well as the crews of those vessels which make Balboa or Cristobal a port of call without transiting the Canal. In the aggregate, the combined crews would considerably outnumber the passengers, though owing to many vessels making a number of transits in the course of a year there would be considerable duplication so far as the number of individuals was concerned in any figures compiled relative to the combined crews.

Commander of Scouting Fleet Expresses Thanks for Cooperation of Canal Zone Government During Recent Visit of Fleet.

In connection with the recent visit to Canal Zone waters of several units of the Atlantic Fleet, Vice Admiral J. S. McKean, Commander of the Scouting Fleet, in a letter to Governor Walker expresses his thanks and appreciation for the splendid cooperation of the Canal Zone Government in handling liberty parties. In his letter Admiral McKean said:

"Please accept my thanks for the splendid cooperation of the Canal Zone Government in handling liberty parties from the Scouting Fleet during its visit at Balboa.

"The assistance from your people aided in avoidance of friction and added greatly to the pleasure of our visit."

Rates for Transfer of Household Effects, New York City.

Employees shipping household effects to or from the States will be interested in the following self-explanatory letter recently received by the Receiving and Forwarding Agent from the Hendrickson's Trucking and Transfer Company, New York City:

"We have your favor of January 7th, 1925, and in reply beg to advise that our rates for the transfer of household effects, shipped as freight, are as follows: One to 4 packages, \$1.50 per package; 5 packages or over, \$1 each. This includes all necessary papers being passed through the customs. The rates for the transfer of ordinary baggage are \$1 per trunk to 100th Street, New York City. Pianos are handled at \$5 each."

Revised Cable Rates.

The All America Cables, Inc., announce the following new rates per word on messages to Colombian points from Balboa, Panama, and Colon, effective February 27, 1925: Cartagena, 16 cents; Buenaventura, 16 cents; Bogota, 18 cents; other points, 21 cents.

Deferred rates are one-half the regular rates to the company's own stations with full payment beyond, as follows: Cartagena, 8 cents; Buenaventura, 8 cents; Bogota, 10 cents; other points, 13 cents.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending February 28, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
San Bruno.....	United Fruit Co.	February 15....	February 15....	50	(²)
Manuel Arnus.....	Spanish Steamship Line	February 15....	February 15....	299	(²)
Parismina.....	United Fruit Co.	February 15....	February 15....	138	160
Yuma.....	Standard Fruit Co.	February 15....	February 16....	21	388
Mantaro.....	Peruvian Steamship Line	February 15....	February 16....	(¹)	509
Bologna.....	Italian Steamship Line	February 15....	February 17....	64	(²)
Santa Cruz.....	W. R. Grace and Co.	February 15....	February 17....	892	30
Santa Teresa.....	W. R. Grace and Co.	February 16....	February 16....	22	(²)
Ashbee.....	W. R. Grace and Co.	February 16....	February 16....	5	(²)
Rugia.....	Hamburg-American S. S. Line	February 16....	February 17....	209	34
Fort Morgan.....	N. Olsen	February 16....	February 18....	930	(²)
Salvador.....	Pacific Steam Navigation Co.	February 16....	February 19....	1,099	203
Lautaro.....	Pacific Steam Navigation Co.	February 16....	February 16....	42	12
Georgie.....	French Steamship Line	February 17....	February 17....	22	131
Venezuela.....	Pacific Mail Steamship Co.	February 17....	February 18....	941	439
Antiochia.....	Hamburg-American S. S. Line	February 17....	February 18....	12	577
Loreto.....	Pacific Steam Navigation Co.	February 17....	February 18....	20	78
Ucayali.....	Peruvian Steamship Line	February 17....	February 19....	897	78
Hector.....	Royal Netherlands W. I. Mail	February 17....	February 17....	190	
F. Q. Barstow.....	Standard Oil Company	February 17....	February 19....	12,434	(²)
Atenas.....	United Fruit Co.	February 17....	February 19....	846	(²)
Parismina.....	United Fruit Co.	February 18....	February 18....	74	5
Stuyvesant.....	Royal Netherlands W. I. Mail	February 18....	February 19....	143	(²)
San Gil.....	United Fruit Co.	February 18....	February 18....	25	404
Eemdik.....	Holland-American S. S. Line	February 19....	February 20....	241	280
Carrillo.....	United Fruit Co.	February 19....	February 20....	204	166
Sixaola.....	United Fruit Co.	February 19....	February 19....	(¹)	155
Carolyn.....	W. R. Grace and Co.	February 19....	February 20....	318	142
Santa Barbara.....	Pacific Mail Steamship Line	February 19....	February 20....	(¹)	666
Amazonas.....	Peruvian Steamship Line	February 19....	February 20....	94	(²)
Colombia.....	Pacific Mail Steamship Line	February 20....	February 21....	388	41
Aconeagua.....	Chilean Steamship Line	February 20....	February 20....	(¹)	267
Ulua.....	United Fruit Co.	February 20....	February 21....	155	482
Antillian.....	Leyland Steamship Line	February 21....	February 21....	792	
Camito.....	Elder and Fyffes, Ltd.	February 21....	February 21....	12	(²)
Antillian.....	Leyland Line	February 21....	February 22....		25
Heredia.....	United Fruit Co.	February 22....	February 22....	414	188
Stuyvesant.....	Royal Netherlands W. I. Mail	February 22....	February 22....	6	802
Sesostris.....	Hamburg-American Line	February 22....	February 23....	12	27
Hector.....	Royal Netherlands W. I. Mail	February 22....	February 23....		140
Arizoua.....	French Line	February 23....	February 24....	1443	128
War Nizam.....	Anglo-Saxon Petroleum Co.	February 23....	February 26....	7,381	(²)
Leon XIII.....	Spanish Line	February 23....	February 25....	52	192
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line	February 24....	February 25....	2,018	1,518
Turrialba.....	United Fruit Co.	February 24....	February 26....	655	(²)
Hudson.....	French Line	February 24....	February 25....	274	(²)
Borgland.....	Fred Olsen Line	February 24....	February 25....	50	(²)
Ansaldo VIII.....	Transatlantica Italiana	February 24....	February 24....	96	(⁴)
Bennekom.....	Royal Netherlands W. I. Mail	February 25....	February 26....	200	25
Pellierin de La Touche.....	French Line	February 25....	February 27....	370	349
Santa Marta.....	United Fruit Co.	February 25....	February 26....	181	335
Camden.....	United Fruit Co.	February 25....	February 27....	9,341	(²)
Santa Luisa.....	W. R. Grace and Co.	February 25....	February 26....	(¹)	6
Heredia.....	United Fruit Co.	February 25....	February 25....	101	123
Oriana.....	Pacific Steam Navigation Co.	February 25....	February 27....	89	65
Losada.....	Pacific Steam Navigation Co.	February 25....	February 27....	240	231
Salvador.....	Pacific Steam Navigation Co.	February 25....	February 27....	735	
Almagro.....	Pacific Steam Navigation Co.	February 26....	February 27....	28	587
President Monroe.....	Dollar Line	February 27....	February 27....	1	(²)
Montana.....	French Line	February 27....	February 28....	143	(²)
Teno.....	Chilean Line	February 27....	February 27....	42	253
Tolosa.....	United Fruit Co.	February 27....	February 28....	197	370½
San Benito.....	United Fruit Co.	February 28....	February 28....	37	(⁴)

(¹) No cargo discharged.² No cargo laded.³ 1 box.⁴ 1 case.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending February 28, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ucayali.....	Peruvian Line	February 24....	February 24....		12
Deroche.....	Union Oil Co.	February 26....	February 27....	10,023	1
Kronprincessan Margareta.....	H. Johnson	February 26....	February 27....	969	
Almagro.....	Pacific Steam Navigation Co.	February 27....	February 27....		22

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Tanker Traffic Through the Canal in February, 1925.

During the month of February, 1925, 80 tank ships transited the Canal carrying 441,637 tons of cargo and paying \$412,580.11 in tolls. This is approximately two-thirds of the tanker traffic through the Canal in February, 1924, but compares favorably with the average tanker traffic for the preceding 4 months which is: Transits, 78; cargo, 463,498 tons; and tolls, \$421,003.94.

The number, aggregate tonnage Panama Canal measurement, tolls, and cargo of tank ships transiting the Canal during February, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation, together with comparative totals for the 2 preceding months and for the corresponding month in 1924:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons. of cargo.
<i>Atlantic to Pacific.</i>				
British.....	7	31,557	\$24,630.48	9,464
Dutch.....	1	4,248	3,058.56	.....
German.....	1	3,344	2,407.68	.....
Norwegian.....	1	6,489	4,672.08	.....
United States.....	31	196,161	141,736.80	.....
Totals, February, 1925.....	41	241,799	176,505.60	9,464
Totals, January, 1925.....	47	279,487	205,250.72	16,845
Totals, December, 1924.....	33	181,818	142,139.36	49,184
Totals, February, 1924.....	56	343,180	256,114.73	27,261
<i>Pacific to Atlantic.</i>				
British.....	9	47,812	49,823.96	30,172
United States.....	30	183,580	186,250.55	352,001
Totals, February, 1925.....	39	231,392	236,074.51	432,173
Totals, January, 1925.....	21	188,124	200,860.85	347,601
Totals, December, 1924.....	46	275,724	282,352.89	492,737
Totals, February, 1924.....	64	390,335	396,733.64	713,203

Of the total tanker traffic shown above the following is a summary of the vessels giving Los Angeles as their port of origin or destination, with the totals for the two preceding months, and for February, 1924:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
February, 1925.....	30	201,086	\$168,787.92	.....
January, 1925.....	32	193,222	139,508.10	.....
December, 1924.....	24	140,390	101,236.98	.....
February, 1924.....	49	302,035	220,615.57	8,128
<i>From Los Angeles.</i>				
February, 1925.....	27	162,553	163,528.75	308,603
January, 1925.....	25	150,054	160,870.85	280,136
December, 1924.....	36	222,959	228,218.54	416,159
February, 1924.....	59	362,904	371,423.51	678,854

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, March 7, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.		Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	
Bridge ¹	2-28	5 40	1	5 57	1	16 43	3	15 18	American...	U. S. Navy.....		423.0	56.0	19.9	Norfolk.....	San Diego.....	Navy supplies.	2,000	
District of Co-																			
lumbia ²	28	15 54	1	6 09	1	17 32	1	19 34	American...	Walker & Daly (S. B.).....		431.0	59.2	19.7	Brunswick.....	San Pedro.....	Ballast.	8,097	5,431
Argon ³	28	17 40	1	7 18	1	18 20	1	19 06	American...	Standard Transportation Co.....		435.6	56.2	20.0	New York.....	San Pedro.....	Ballast.	7,386	5,183
Silverian Prince ⁴	28	18 55	1	7 00	1	19 20	1	20 20	British...	Prince Line, Ltd.....		432.0	54.6	24.0	New York.....	Yokohama.....	Case oil, general.	6,679	4,565
Iowan ⁵	1	5 05	1	8 35	1	20 21	1	21 40	American...	American-Hawaiian Line.....		407.7	53.7	22.3	Boston.....	Tacoma.....	General.	5,864	7,091
Onondaga ⁶	1	7 50	1	9 45	1	21 05	2	11 03	American...	Ford Motor Co.....		251.0	43.6	19.0	New York.....	San Francisco.	Motor parts.	2,371	2,656
Azwinex ⁷	1	11 03	1	11 10	1	21 05	1	22 50	American...	International Shipping Co.....		480.5	66.0	20.0	Tampico, Mex.	San Pedro.....	Ballast.	9,394	6,306
H. M. Storey ⁸	1	18 00	2	6 13	2	15 18	2	16 10	American...	Standard Oil Co.....		590.0	68.2	21.9	New York.....	Los Angeles.	Ballast.	11,224	7,849
Wiegand ⁹	2	6 10	2	7 12	2	17 42	2	19 20	German...	Roland Line.....		393.0	54.0	20.0	Hamburg.....	Corral.	General.	3,743	6,573
Samuel Q. ¹⁰																			
Brown ¹¹	2	7 10	2	9 05	2	18 43	2	19 50	American...	Tidewater Oil Co.....		439.7	58.2	20.0	New York.....	San Pedro.	Ballast.	7,333	5,246
Tisco ¹²	1	15 25	2	14 08	2	21 12	2	22 37	Italian...	Navigazione Gen. Italiana.....		400.3	52.3	17.3	Genoa.....	Valparaiso.	General.	1,061	5,870
Firmore ¹³	2	14 13	2	14 20	2	22 13	2	23 15	American...	Ore Steamship Corporation.....		449.1	57.2	16.0	Baltimore.....	Cruz Grande.	Ballast.	7,847	5,185
Seota ¹⁴			2	7 00	2	15 14			American...	U. S. Navy.....		149.0	30.3		Cristobal.....	Balboa.	Ballast.		
Loethgolt ¹⁵	1	13 35	3	6 20	3	13 50	3	17 39	British...	Royal Mail Steam Packet Co.....		181.2	30.1	21.7	London.....	Vancouver.	General.	4,471	10,803
Tango ¹⁶	3	23 00	3	8 52	3	16 46	4	12 00	Peruvian...	Grace Line.....		449.0	60.2	23.8	New York.....	Pimental.	Coal.	693	840
Onaki ¹⁷	3	6 20	3	9 50	3	17 51	3	18 57	British...	New Zealand Shipping Co.....		443.0	59.3	25.3	New York.....	Freemantle.	General.	4,015	8,268
Swiftscout ¹⁸	3	3 00	3	12 35	3	20 25	3	21 35	American...	C. D. Mallory & Co.....		464.0	60.2	28.10	Fall River.....	San Francisco.	Ballast.	8,473	6,104
Suffolk ¹⁹	3	0 30	3	13 20	3	21 22	4	8 47	British...	Pacific Steam Navigation Co.....		415.0	52.5	21.2	Liverpool.....	Auckland.	General.	7,501	9,174
Bogota ²⁰	3	6 17	4	6 05	4	15 30	4	16 45	British...	Alaska Steamship Co.....		320.0	46.0	21.4	Hull.....	Guayaquil.	General.	4,299	5,733
Tanana ²¹	3	17 00	4	6 25	4	15 30	4	16 45	American...	Alaska Steamship Co.....		320.0	46.0	21.4	New York.....	Seattle.	General.	3,539	3,803
Kaikoura ²²	4	2 25	4	7 20	4	16 47	4	18 05	British...	New Zealand Shipping Co.....		460.0	58.0	25.0	London.....	Sydney.	General.	3,658	9,057
Lillian Luck- cubach ²³	4	6 00	4	9 05	4	17 52	5	5 15	American...	Luckenbach Line.....		449.0	60.0	28.7	Poston.....	Tacoma.....	General.	8,300	9,234
Lake Factory ²⁴	2	13 20	4	9 37	4	18 55	4	20 15	American...	Panama Railroad Steamship Line.....		251.0	43.0	23.0	New York.....	Guayaquil.	General.	2,947	6,865
Bethore ²⁵	4	12 22	4	12 35	4	19 53	4	21 27	American...	Ore Steamship Corporation.....		550.3	72.2	24.0	Baltimore.....	Cruz Grande.	Ballast.	1,014	2,873
Salvador ²⁶	2-26	18 27	4	13 05	4	21 25	4	22 15	British...	Pacific Steam Navigation Co.....		225.0	35.4	16.6	Cristobal.....	Champervoo.	General.	15,476	4,354
Modica ²⁷	5	2 20	5	6 40	5	16 58	5	19 09	Norwegian...	Wessel, Duval & Co.....		370.0	52.0	14.6	Poston.....	Chile.	Ballast.	1,014	1,270
Monrovia ²⁸	5	6 15	5	7 15	5	15 37	5	22 46	American...	Panama-Pacific Line.....		615.8	65.3	25.0	New York.....	San Francisco.	Ballast.	1,976	5,007
Dagford ²⁹	4	10 25	5	9 25	5	17 48	5	18 41	Norwegian...	C. K. West & Co.....		400.6	52.9	16.0	New York.....	San Pedro.	Ballast.	17,041	11,426
Robin Adair ³⁰	5	11 15	5	11 25	5	18 48	5	19 58	American...	Seas Shipping Co.....		425.0	55.2	21.0	New York.....	San Diego.	Steel, general.	7,546	4,724
J. C. Donnell ³¹	5	20 05	6	6 20	6	13 10	6	14 09	American...	Atlantic Refining Co.....		500.0	63.2	19.0	Philadelphia.	San Pedro.	Ballast.	10,435	7,304
Atlanta City ³²	5	23 00	6	7 15	6	15 21	7	7 29	American...	Island Line.....		431.0	59.2	18.0	Portland.....	Seattle.	Steel, general.	8,244	7,611
Bidwell ³³	6	5 50	6	8 36	6	16 13	7	2 57	British...	Sun Oil Co.....		431.0	59.2	18.0	New York.....	San Pedro.	Ballast.	7,825	4,840
Essequibo ³⁴	6	11 30	6	12 00	6	18 36	6	19 50	British...	Pacific Steam Navigation Co.....		450.0	58.0	26.2	Antwerp.....	Talcahuano.	General.	3,824	9,069
Chile ³⁵	6	11 35	6	13 54	6	20 56	6	21 54	Danish...	East Asiatic Steamship Co.....		425.3	55.2	21.6	Antwerp.....	San Angeles.	General.	7,624	7,382
Yorba Linda ³⁶	6	16 20	7	6 20	7	13 28	7	14 35	Danish...	General Petroleum Co.....		435.0	56.2	18.0	Thameshaven.	San Pedro.	Ballast.	7,424	5,077

¹ Supply ship.² Tug.³ Motor ship.⁴ Case oil, general, and motor cars.⁵ Hardware, rubber, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

7 Cruiser.

Atlantic Maru.	7	1.15	7	7.10	7	14.38	7	19.15	Japanese.	Kawasaki Shipbuilding Co.	385.0	51.0	13.0	Philadelphia.	Antofagasta.	Ballast.	6.251	4,700
Santa Paula.	6	18.55	7	10.30	7	17.13	7	18.35	American.	Pacific Mail Steamship Co.	404.6	53.9	22.8	New York.	San Francisco.	General, steel	4,126	6,756
Cleveland.	6	16.00	7	11.00	7	18.01	7	19.01	American.	U. S. Navy.	292.0	44.0	18.0	San Blas.	Balboa.	General.	3,030	4,924
Denderah.	7	4.30	7	13.25	7	19.42	7	21.42	German.	Kosmos Line.	330.0	51.1	20.0	Antwerp.	Buenaventura.	General.	3,030	4,924
Cape Comorin.	28	19.30	1	6.30	1	13.53	1	14.20	British.	Lyle Shipping Co.	400.0	53.0	25.0	Meillones.	New Orleans.	Nitrate.	8,070	6,616
Corinthio.	28	23.00	1	7.12	1	15.40	1	22.45	British.	Shaw, Savill & Albion.	500.0	63.0	27.0	Bluff.	London.	Lumber. (*)	5,165	12,821
West Katan.	1	0.15	1	8.17	1	16.43	1	16.43	American.	California & Eastern S. Co.	241.0	54.0	24.0	Seattle.	Philadelphia.	Lumber.	7,000	6,573
Montgomery	1	0.05	1	9.12	1	17.23	1	17.23	American.	Isthmian Line.	424.0	56.0	25.0	Hilo, P. I.	Yonkers.	(**)	8,158	7,611
Caffaro.	1	9.05	1	10.02	3	14.05	3	14.05	Italian.	Transatlantica Italiana.	404.8	51.5	20.0	Valparaiso.	Genoa.	(**)	3,352	6,554
Santa Clara.	1	10.25	1	11.17	1	19.40	1	19.40	American.	Grace Line.	408.6	53.9	28.6	Valparaiso.	New York.	Nitrate.	8,600	6,760
Florence Luckenbach.	1	10.35	1	11.39	1	20.45	1	20.45	American.	Luckenbach Line.	401.8	52.2	25.0	Tacoma.	New York.	Lumber, copper.	7,000	6,002
Edward Luckenbach.	1	10.55	1	13.58	1	21.43	1	21.43	American.	Luckenbach Line.	457.0	57.2	29.0	Portland.	Boston.	General, lumber.	7,993	8,543
Patsy.	1	13.00	1	6.12	2	13.38	2	13.38	American.	F. C. Gibson.	12.0	4.6	3.0	Balboa.	Gambou.	Ballast.	7,420	6,754
Santa Rosa.	1	17.15	2	7.25	2	15.15	2	15.15	American.	Pacific Mail Steamship Co.	404.5	53.9	27.5	San Francisco.	New York.	Lumber, general.	8,008	8,015
Tatsuna Maru.	1	21.15	2	8.01	2	17.30	2	17.30	Japanese.	H. Moriyama & S. Shijina.	445.0	58.0	24.4	Manila.	New York.	General.	7,215	5,173
Dunstaffnage.	1	6.42	2	9.04	2	18.55	2	18.55	British.	Glen & Co.	384.9	52.0	24.0	Liquique.	Wilmington.	Nitrate of soda	5,796	14,227
Baradine.	2	8.20	2	9.37	2	18.55	2	18.55	British.	P. O. Steam Navigation Co.	519.9	64.4	24.9	Sydney.	London.	General.	976	1,187
Jamaica.	2	8.20	2	9.37	2	18.55	2	18.55	British.	Pacific Steam Navigation Co.	229.0	33.0	13.8	Champerico.	Cristobal.	Coffee, sugar.	4,060	5,776
Santa Ana.	2	10.00	2	11.10	2	19.40	2	22.51	American.	Grace Line.	366.2	51.6	25.6	Talcahuano.	New York.	General.	4,060	5,776
El Lobo.	2	10.30	2	13.51	2	21.35	2	22.20	British.	C. T. Bowring & Co., Ltd.	385.0	51.0	24.6	Lobitos, Peru.	Hull, England.	Crude oil.	6,015	4,851
Lieut. David Putnam.	2	6.12	2	6.12	2	14.00	2	14.00	American.	U. S. Army.	476.8	62.5	25.6	Balboa.	Cristobal.	Crude oil.	10,500	8,914
Niobe.	2	20.30	3	6.21	3	14.00	3	14.00	American.	Standard Oil Co. of N. J.	476.8	62.5	25.6	Talara, Peru.	Charleston.	Crude oil.	7,662	5,984
Trinitia.	3	0.15	3	7.15	3	16.15	3	16.15	British.	O. G. and I. H. Olsen.	400.0	52.3	25.6	Antofagasta.	Charleston.	Nitrate.	10,229	6,582
Ronsdalshorn.	3	7.30	3	7.40	3	17.30	3	17.30	Norwegian.	D. G. and I. H. Olsen.	420.0	53.9	25.6	Tonopilla.	Pensacola.	Nitrate.	839	4,803
Urubamba.	3	1.35	3	10.27	3	18.50	6	6.07	Peruvian.	Peruvian Line.	381.2	46.1	16.9	Callao.	Cristobal.	General.	1,579	2,352
Corinto.	3	4.30	3	13.41	3	21.10	3	21.10	American.	Pacific Mail Steamship Co.	261.1	40.0	17.10	San Francisco.	Cristobal.	Coffee, general.	6,000	5,352
Queen Taitte.	3	15.20	4	6.30	4	14.25	4	15.00	Irish.	Anglo-American Oil Co., Ltd.	387.7	51.7	24.0	San Francisco.	London.	Lubricating oil.	19,935	14,785
William Rocke-feller.	3	17.25	4	7.15	4	16.50	4	16.50	American.	Standard Oil Co. of N. J.	554.9	75.3	31.6	San Pedro.	New York.	Crude oil.	6,206	7,112
Ohion.	4	1.25	4	8.08	4	17.00	4	17.00	American.	American-Hawaiian Line	407.7	53.7	25.0	Seattle.	Boston.	General.	2,498	7,680
Canadian.	4	4.00	4	8.50	4	17.55	5	1.10	British.	Canadian Govt. Mer. Marine.	430.0	56.6	24.0	Brisbane.	Halifax.	General.	9,502	9,505
Cruiser.	4	6.30	4	10.14	4	19.05	4	23.05	Dutch.	Royal Netherlands W. I. Mail.	466.0	62.6	26.8	Corral.	Hamburg.	Nitrate, general.	7,905	5,693
Alkmaar.	4	7.45	4	11.33	4	20.20	4	20.55	Norwegian.	E. I. Dupont de Nemours Co.	389.8	54.10	24.0	Meillones.	Norfolk.	Nitrate.	20,200	14,325
Hesperos.	5	1.10	5	5.55	5	17.24	5	19.10	American.	Ore Steamship Corporation.	549.6	72.0	33.0	Cruz Grande.	New York.	Iron ore.	4,335	5,759
Lebor.	5	7.11	5	17.38	5	17.38	5	22.53	Italian.	Transatlantica Italiana.	385.7	51.7	22.0	Valparaiso.	Genoa.	(**)	6,420	6,065
Ansaldo San Giorgio.	2-23	9.40	5	7.11	5	17.38	5	17.38	American.	Isthmian Lines.	400.8	51.5	24.6	Vancouver.	Liverpool.	General.	7,892	7,473
Howick Hall.	4	23.00	5	8.25	5	18.35	5	19.45	American.	Scots Shipping Co.	424.8	55.2	27.0	Vancouver.	Philadelphia.	Lumber, general.	8,800	6,938
Robin Good-fellow.	5	12.40	5	13.34	5	21.50	5	21.50	American.	Trautatlantic Steamship Co.	426.0	54.0	25.6	Nakata.	Malmö.	Phosphates.	8,800	6,938
Auten.	5	6.00	5	14.48	5	22.55	5	22.55	Swedish.	Trautatlantic Steamship Co.	426.0	54.0	25.6	Nakata.	Malmö.	Phosphates.	8,800	6,938

** Copper, nitrate, and ivory nuts.

** Nitrate, copper, tagua, hides.

** Centrifugal sugar.

* Gold storage, wool, tallow.

* Commercial launch.

* 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.			Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.		Net.
Rimutaka.	5	13 20	6	6 30	6	14 40	6	17 20	British.	New Zealand Shipping Co.	437 7	58 2	22 9	Auckland.	Avonmouth.	Frozen, general.	4 816	9 201	6 961
Nitokris.	5	16 55	6	7 15	6	15 50	6	20 55	German.	Kosmos Line.	410 0	50 7	25 6	Corral, Chile.	Hamburg.	General.	5 863	6 652	4 704
Algonquin.	5	17 40	6	7 49	6	16 15	6	16 15	American.	Standard Transportation Co.	435 0	56 0	23 6	San Pedro.	New York.	Crude oil.	5 983	7 602	5 337
John D. Archbold.	6	2 00	6	8 10	6	19 15	7	1 40	American.	Standard Oil Co. of N. J.	554 9	75 3	31 2	San Pedro.	New York.	Crude oil.	19 539	14 755	10 313
Vittorio Veneto.	6	8 25	6	10 13	6	18 02	7	17 55	Italian.	Navigazione Generale Italiana.	393 6	49 0	22 8	Valparaiso.	Genoa.	Nitrate of soda.	4 163	4 834	3 232
Egham.	6	7 00	6	12 31	6	20 50	6	21 35	British.	Watts, Watts & Co.	346 0	50 8	20 4	Caleta Colosa.	Mobile.	Nitrate.	5 550	4 037	3 007
Canadian Transporter.	6	11 00	6	12 44	6	20 10	7	4 00	British.	Canadian Govt. Mar. Marine.	400 0	52 4	23 10	Vancouver.	Glasgow.	Lumber, grain.	6 172	6 228	4 491
Francis E. Powell.	5	15 20	6	13 57	6	21 50	6	21 50	American.	Atlantic Refining Co.	431 0	50 2	27 6	Los Angeles.	Philadelphia.	Gasoline.	9 300	7 890	5 101
Atlantic Sun.	5	16 00	6	14 31	6	22 55	6	22 55	American.	Sun Oil Co.	439 2	50 3	26 0	San Francisco.	Philadelphia.	Gasoline.	9 000	9 568	5 283
Standard Arrow.	7	1 30	7	7 20	7	14 43	7	14 43	American.	Standard Transportation Co.	468 0	63 0	26 3	San Pedro.	Providence.	Gasoline.	10 070	9 698	6 783
Suricheck.	7	5 00	7	8 20	7	16 20	7	16 20	American.	Transmarine Corporation.	324 0	46 2	23 0	Grays Harbor.	Port Newark.	(11)	4 109	3 984	2 612
Tithern.	7	6 00	7	9 09	7	17 38	7	17 38	Norwegian.	O. G. Olsen and I. H. Olsen.	430 5	53 9	28 6	Antofagasta.	Savannah.	Nitrate of soda.	10 200	6 591	4 730
Oropesa.	7	6 45	7	12 33	7	20 20	8	4 15	British.	Pacific Steam Navigation Co.	552 0	66 0	27 3	Valparaiso.	Liverpool.	General.	8 599	14 824	10 627

* Tanker.

** Lumber and manganese ore.

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 2.....	Cartago.....	United Fruit Co.....	New Orleans via wayports.	March 3.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Port Limon.
March 2.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Amsterdam via wayports.	March 3.....	Cartago.....	United Fruit Co.....	New Orleans via wayports.
March 3.....	San Blas.....	United Fruit Co.....	Boston via Habana.	March 4.....	San Blas.....	United Fruit Co.....	Boston via wayports.
March 3.....	Abancarez.....	United Fruit Co.....	New Orleans via Habana.	March 5.....	Santa Marta.....	United Fruit Co.....	New York via Kingston.
March 3.....	Franklin K. Lane.....	Pan-American Petroleum Co.....	Tampico.	March 5.....	Tivities.....	United Fruit Co.....	Colombian ports.
March 4.....	Tivities.....	United Fruit Co.....	New York via Kingston.	March 5.....	Abancarez.....	United Fruit Co.....	New Orleans via wayports.
March 4.....	Rugia.....	Hamburg-American Line.....	Pto. Barrios via wayports.	March 5.....	Rusia.....	Hamburg-American Line.....	Hamburg and wayports.
March 5.....	Santa Marta.....	United Fruit Co.....	Colombian ports.	March 5.....	Franklin K. Lane.....	Pan-American Petroleum Co.....	Tampico.
March 5.....	Montroyal.....	Canadian-Pacific Steamship Co.....	New York via wayports.	March 6.....	Beltrone.....	Canadian-Pacific Steamship Co.....	New York via wayports.
March 5.....	Panama.....	Panama Railroad Steamship Line.....	New York via Haiti.	March 6.....	Montroyal.....	Trinidad Government.....	Port of Spain.
March 6.....	Tuscania.....	Anchor Line.....	New York via wayports.	March 7.....	Calanarues.....	United Fruit Co.....	New York via wayports.

* Other than ships passing through the Canal.

(Continued on page 438, column 2.)

Large Cargo of Coal for Coaling Plants.

The steamship *Chilore* arrived at Cristobal the morning of February 23, 1925, laden with 19,792 tons of coal from Norfolk, Va., for the Canal coaling plant. This is the first cargo of coal brought to the Isthmus by vessels other than Panama Canal colliers or the Panama Railroad Steamship Line fleet since February, 1921, during which month 19,913 tons were received from 2 outside vessels.

The 19,792 tons of coal carried by the *Chilore* is the largest single cargo of coal ever received on the Isthmus and believed to be the largest cargo of coal ever carried by any one vessel. It is the largest cargo ever loaded at Hampton Roads, the next highest cargo figure on record there being about 6,000 tons less than the *Chilore* cargo, and it took approximately ten hours to load. This cargo was discharged at the Cristobal Plant in 45 hours and 15 minutes, under conditions of a scarcity of trimmers due to the celebration of a holiday and the pre-lenten carnival.

The *Chilore* is one of a considerable fleet of vessels operated by the Ore S. S. Corporation engaged in carrying iron ore from Chile to Baltimore, Md. The southbound voyages of the vessels have been made in ballast and it was believed they could be utilized profitably in carrying coal to the Isthmus. The *Chilore* brought the first shipment as an experiment; it has not been decided whether the use of the Ore S. S. Corporation's vessels for coal delivery will be continued.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending March 7, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Glenluce.....	Pacific Steam Navigation Co.....	March 1.....	March 1.....	.....	181
Caffaro.....	Italian Transatlantic Co.....	March 1.....	March 1.....	5	195
Tirso.....	Navigazionale Gen. Italiana.....	March 1.....	March 2.....	271	(*)
Lochgail.....	Pacific Steam Navigation Co.....	March 1.....	March 3.....	149	471
Tatsuno Maru.....	Nippon Yusen Kaisha.....	March 2.....	March 2.....	356	(*)
Santa Ana.....	Grace Line.....	March 2.....	March 2.....	70	1
Van Reuselaer.....	Royal Netherlands W. I. Mail.....	March 2.....	March 3.....	166	(*)
Cartago.....	United Fruit Co.....	March 2.....	March 3.....	247	94
Lake Flattery.....	Panama Railroad Steamship Line.....	March 2.....	March 4.....	743	49
Jamaica.....	Pacific Steam Navigation Co.....	March 2.....	March 8.....	976	682
Urubamba.....	Peruvian Line.....	March 3.....	March 5.....	859	(*)
Bogota.....	Pacific Steam Navigation Co.....	March 3.....	March 4.....	44	325
San Blas.....	United Fruit Co.....	March 3.....	March 4.....	45	322
Salvador.....	Pacific Steam Navigation Co.....	March 3.....	March 4.....	.....	1,042
Franklin K. Lane.....	Pan-American Petroleum Co.....	March 3.....	March 5.....	10,000	(*)
Corinto.....	Pacific Mail Steamship Line.....	March 3.....	.....	1,579	.....
Abangarez.....	United Fruit Co.....	March 3.....	March 5.....	472	18
Tivives.....	United Fruit Co.....	March 4.....	March 5.....	128	244
Rugia.....	Hamburg-American Line.....	March 4.....	March 5.....	47	520
Ansaldo San Giorgio	.....	.....	.....	.....	.....
III.....	Transatlantica Italiana.....	March 5.....	March 5.....	6	(*)
Santa Marta.....	United Fruit Co.....	March 5.....	March 5.....	3	195
Panama.....	Panama Railroad Steamship Line.....	March 5.....	.....	2,802	.....
Chile.....	Danish East Asiatic Co.....	March 6.....	March 6.....	9	(*)
Calamares.....	United Fruit Co.....	March 6.....	March 7.....	207	521
Santa Paula.....	Pacific Mail Steamship Line.....	March 6.....	March 7.....	550	127
Vittorio Veneto.....	Navigazionale Gen. Italiana.....	March 6.....	March 7.....	4	768½
Essequibo.....	Pacific Steam Navigation Co.....	March 6.....	March 6.....	211	23
Oropesa.....	Pacific Steam Navigation Co.....	March 7.....	.....	3	.....
Changuinola.....	Elders & Fyffes, Ltd.....	March 7.....	March 7.....	25	(*)
Van Renselaer.....	Royal Netherlands W. I. Mail.....	March 7.....	March 7.....	6	896
Arkansas.....	French Line.....	March 7.....	.....	48	.....

* No cargo laded.

Ships' Chandlery Supplies.

Panama Canal storehouses stock a complete line of ships' chandlery supplies available for sale to shipping at cost prices plus 25 per cent surcharge, which surcharge includes freight, handling, and other costs.

Commercial Traffic Through the Panama Canal in February, 1925, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States	66	284,862	359,974	455,672	286,601	\$300,891.80	195,777
United States to west coast of South America:							
British	8	26,376	31,453	43,551	25,698	25,252.27	6,195
Chilean	1	3,512	4,705	7,310	3,976	4,390.00	2,073
Japanese	2	9,348	9,506	12,570	9,060	7,011.00	
Norwegian	4	13,536	17,053	21,783	13,581	13,117.71	1,148
Panamanian	1	7,990	13,028	17,258	7,990	9,987.50	
United States	10	35,787	43,245	59,395	35,562	35,168.28	13,987
Totals	26	96,549	118,990	161,867	95,867	94,926.76	23,403
Europe to west coast of South America:							
British	6	24,035	30,985	39,736	23,855	29,964.53	17,524
Dutch	2	7,968	11,060	12,704	7,682	9,960.00	11,824
French	2	6,852	8,463	11,116	7,020	8,565.00	1,808
German	4	13,334	18,963	21,974	13,261	16,667.50	14,370
Italian	2	5,802	7,373	10,652	5,718	7,252.50	3,069
Japanese	1	4,357	4,389	5,864	4,259	5,266.80	6,663
Norwegian	1	502	579	838	489	627.50	966
Spanish	1	4,120	5,518	7,578	4,402	5,150.00	214
Swedish	1	3,338	5,014	5,391	4,048	3,610.08	
Totals	20	70,308	92,344	115,273	70,734	87,063.91	56,438
East coast of United States to Far East:							
British	4	18,529	24,584	29,396	18,715	23,161.25	25,451
Japanese	7	28,817	33,510	42,229	28,544	34,926.98	37,644
Norwegian	1	2,432	4,354	4,003	2,483	3,040.00	6,200
United States	4	17,971	22,500	27,653	17,855	22,463.75	26,054
Totals	16	67,749	84,948	102,681	67,597	83,591.98	95,349
Europe to west coast of Canada:							
British	10	22,573	30,261	40,162	23,623	26,502.53	9,992
Dutch	2	10,639	13,617	17,054	10,613	13,298.75	9,132
French	1	4,219	4,932	6,669	4,224	5,273.75	993
German	1	2,624	4,027	4,454	2,618	3,280.00	4,026
Swedish	1	2,279	3,994	3,774	2,875	2,848.75	5,441
Totals	15	42,334	56,831	72,113	43,953	51,203.78	29,584
Europe to west coast of United States:							
British	5	16,808	23,359	27,526	16,738	17,752.33	8,065
Dutch	1	3,463	4,248	5,789	3,378	3,058.56	
German	1	2,877	3,344	4,512	2,637	2,407.68	
Norwegian	2	10,094	12,126	16,416	10,015	10,308.33	9,853
United States	1	2,839	4,161	4,711	2,814	3,548.75	3,219
Totals	10	36,081	47,238	58,984	35,582	37,075.65	21,140
East coast of United States to Australasia:							
British	8	33,230	41,841	50,704	32,070	41,463.80	46,198
United States	1	3,604	4,480	5,816	3,604	4,505.00	5,696
Totals	9	36,834	46,321	56,520	35,674	45,968.80	51,894
Europe to Australasia:							
British	6	33,994	46,117	54,466	34,343	42,492.50	28,891
French	1	239	250	409	192	298.75	16
Totals	7	34,233	46,367	54,875	34,535	42,791.25	28,907
Cristobal to west coast of United States:							
British	2	6,775	8,728	10,864	6,657	6,284.16	
Panamanian	1	1,384	2,606	3,644	2,594	1,730.00	1,679
United States	1	5,623	7,604	9,004	5,616	5,474.88	
Totals	4	13,782	18,938	23,512	14,867	13,489.04	1,679

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
South American intercoastal:							
Norwegian.....	1	583	698	1,036	582	\$728.75	759
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	1,626
Totals.....	4	4,291	8,448	13,361	6,613	5,363.75	2,385
Cristobal to west coast of Central America:							
British.....	3	1,900	2,063	3,436	1,906	2,353.90	1,944
Norwegian.....	1	583	698	1,036	582	728.75	526
Totals.....	4	2,483	2,761	4,472	2,488	3,082.65	2,470
East coast of United States to west coast of Canada:							
United States.....	3	11,751	16,114	18,710	11,575	14,688.75	17,473
Europe to west coast of Central America:							
British.....	1	1,957	2,503	3,175	1,973	2,446.25	4,000
German.....	1	2,957	3,428	4,750	2,969	3,696.25	1,486
Norwegian.....	1	1,259	1,437	1,849	1,118	1,573.75	2,309
Totals.....	3	6,173	7,368	9,774	6,060	7,716.25	7,795
Cristobal to west coast of South America:							
Colombian.....	1	67	77	153	68	83.75	17
Norwegian.....	1	613	665	1,120	632	478.80	.....
United States.....	1	8,394	9,348	13,154	8,394	6,730.56	.....
Totals.....	3	9,074	10,090	14,427	9,094	7,293.11	17
East coast of United States to Hawaii:							
United States.....	2	8,207	10,279	13,270	8,202	8,760.64	7,120
East coast of Canada to Australasia:							
British.....	2	6,767	8,495	10,809	6,575	8,458.75	4,460
West Indies to west coast of South America:							
British.....	1	.....	.....	4,175	.....	2,087.50	.....
Japanese.....	1	4,357	4,400	5,857	4,259	3,267.75	.....
Totals.....	2	4,357	4,400	10,032	4,259	5,355.25	.....
West Indies to west coast of Canada:							
United States.....	1	2,018	2,612	3,545	2,174	2,522.50	4,654
Cristobal to Balboa:							
Panamanian.....	1	39	45	50	50	32.40	.....
East coast of South America to west coast Canada:							
United States.....	1	3,522	4,914	5,652	3,522	4,402.50	2,820
East coast of United States to Far East:							
United States.....	1	3,462	4,454	5,719	3,472	4,327.50	7,938
West Indies to Far East:							
British.....	1	3,598	4,635	5,723	3,600	4,497.50	6,000
East coast of Canada to Far East:							
British.....	1	3,306	4,068	5,492	3,381	4,132.50	5,027
East coast of Mexico to west coast of Central America:							
Danish.....	1	1,399	1,827	2,355	1,411	1,748.75	1,793
East coast of Mexico to west coast South America:							
British.....	1	4,248	4,723	7,335	4,259	5,310.00	9,464
Cristobal to Gatun Lake:							
United States.....	1	5,986	6,930	11,081	5,970	4,989.60	.....
Foreign vessels in ballast, U. S. intercoastal:							
British.....	1	4,355	5,042	7,259	4,414	3,630.24	.....
Totals, Feb., 1925...	206	767,768	980,156	1,250,563	772,529	853,315.61	583,587
Totals, Feb., 1924...	219	873,586	1,099,914	1,392,547	874,930	963,469.60	679,815
Totals, Feb., 1923...	175	5680,45	840,276	1,070,870	680,637	733,122.37	563,439

* Displacement tonnage.

PACIFIC TO ATLANTIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	57	254,752	326,629	408,916	256,274	\$318,192.50	520,160
From west coast of South America to east coast of United States:							
British.....	6	22,998	28,318	36,285	23,192	28,485.90	43,359
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	5,312
Japanese.....	4	19,859	20,087	26,570	19,592	24,104.40	37,656
Norwegian.....	5	14,163	20,247	23,086	14,131	17,703.75	37,219
Panamanian.....	1	4,014	4,897	6,386	4,067	5,017.50	8,870
Peruvian.....	1	2,060	2,382	3,287	1,993	2,575.00	304
United States.....	14	50,643	57,978	79,372	48,151	62,516.75	124,465
Totals.....	32	117,216	138,581	182,296	115,102	144,752.05	257,185
West coast of South America to Europe:							
British.....	7	28,134	33,033	43,195	26,653	35,005.70	49,578
Dutch.....	2	4,629	5,881	7,419	4,575	5,786.25	6,830
French.....	3	10,812	12,594	16,556	10,393	13,515.00	20,616
German.....	7	21,229	28,221	33,178	20,998	26,533.25	39,595
Jugo-Slavic.....	1	2,799	3,412	4,292	2,789	3,498.75	6,849
Spanish.....	2	4,876	6,366	7,559	5,219	6,095.00	5,539
Swedish.....	1	3,116	3,359	4,085	2,546	3,895.00	6,523
United States.....	1	3,428	4,795	5,551	3,418	4,285.00	7,810
Totals.....	24	79,023	97,661	121,835	76,591	98,616.95	143,340
West coast of Canada to Europe:							
British.....	5	19,965	26,546	32,835	20,252	24,956.25	37,006
Dutch.....	1	5,763	7,618	7,338	5,808	7,203.75	9,091
French.....	1	3,982	4,460	5,470	3,387	4,977.50	7,017
German.....	2	4,851	7,727	8,117	4,825	6,063.75	10,546
Norwegian.....	1	3,003	3,886	4,894	3,054	3,753.75	6,040
Spanish.....	1	2,257	3,900	3,805	2,833	2,823.75	5,594
Swedish.....	1	3,847	5,249	6,187	3,821	4,808.75	8,330
Totals.....	12	43,668	59,386	68,646	43,980	54,587.50	83,624
West coast of Canada to east coast United States:							
British.....	3	6,413	7,976	10,895	6,648	8,016.25	9,149
Norwegian.....	1	2,762	3,647	4,443	2,777	3,452.50	6,298
United States.....	5	12,978	17,457	20,809	12,968	16,222.50	30,503
Totals.....	9	22,153	29,080	36,147	22,393	27,691.25	45,950
West coast of South America to Cristobal:							
British.....	2	1,286	1,441	2,298	1,304	1,607.50	1,246
Colombian.....	1	67	77	153	85	83.75	148
Norwegian.....	2	1,196	1,363	2,156	1,134	1,268.81	939
Peruvian.....	2	2,504	5,364	7,922	3,941	3,130.00	3,827
Totals.....	7	5,053	8,245	12,529	6,464	6,090.06	6,151
West coast of United States to Europe:							
British.....	4	15,535	18,128	26,051	15,983	19,418.75	30,920
Japanese.....	1	3,634	4,185	5,724	3,528	4,542.50	7,328
United States.....	2	10,239	13,296	16,525	10,171	12,798.75	25,890
Totals.....	7	29,408	35,609	48,300	29,682	36,760.00	64,138
Australasia to Europe:							
British.....	4	22,894	29,834	36,586	23,232	28,617.50	23,687
Philippines to east coast of United States:							
Japanese.....	1	3,530	4,469	3,342	3,321	4,412.50	5,300
United States.....	2	7,303	10,691	11,844	7,251	9,128.75	16,453
Totals.....	3	10,833	15,160	15,186	10,572	13,541.25	21,753
West coast of United States to Cristobal:							
British.....	2	6,975	8,728	10,865	6,657	8,718.75	14,844
Panamanian.....	1	1,384	2,606	3,644	2,594	1,730.00	1,633
Totals.....	3	8,359	11,334	14,509	9,251	10,448.75	16,477

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Balboa to Cristobal:							
Panaman.....	1	39	45	50	50	\$32.40	.....
United States.....	2	283	293	607	544	212.25	.....
Totals.....	3	322	338	657	594	244.65	.....
Far East to east coast of United States:							
Japanese.....	1	3,511	4,769	5,652	3,451	4,388.75	3,143
United States.....	1	4,893	6,534	7,701	4,885	6,116.25	5,000
Totals.....	2	8,404	11,303	13,353	8,336	10,505.00	8,143
Far East to Europe:							
British.....	1	4,057	5,166	6,397	4,054	5,071.25	8,785
Danish.....	1	3,027	3,476	4,395	2,795	3,783.75	6,377
Totals.....	2	7,084	8,642	10,792	6,849	8,855.00	15,162
West coast United States to east coast of Mexico:							
British.....	2	12,115	14,032	19,171	12,032	15,143.75	26,133
West coast Central America to Cristobal:							
British.....	1	648	735	1,128	650	810.00	1,128
Australasia to east coast of Canada:							
British.....	1	3,334	4,143	5,455	3,361	4,167.50	3,250
West coast of South America to east coast Mexico:							
British.....	1	4,248	4,723	7,335	4,259	3,400.56	.....
Canadian intercoastal:							
British.....	1	3,258	4,073	5,482	3,375	4,072.50	5,792
West coast of United States to east coast of South America:							
United States.....	1	3,688	4,910	5,882	3,659	4,610.00	6,717
West coast Canada to east coast South America:							
United States.....	1	3,634	4,873	5,867	3,634	4,542.50	7,242
Totals, Feb., 1925...	173	640,094	809,291	1,020,072	640,290	795,649.27	1,256,032
Totals, Feb., 1924...	199	807,182	1,008,965	1,294,619	806,536	1,000,685.99	1,563,801
Totals, Feb., 1923...	151	557,351	689,171	872,804	551,092	690,831.84	999,839

Notice to Mariners—Menace to Navigation—Panama Bay, Pearl Islands, St. Elmo Bay.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., March 7, 1925.

The Hydrographic Office, U. S. Navy, reports that the Commander of the U. S. S. *Falcon* searched an area of about 2 miles radius from the shoal to the eastward of Cocos Point. He finds this shoal to be located in Latitude 8° 12' 52", Longitude 78° 53' 15" W. It is about 400 feet long, northeast by southwest, and about 100 feet wide, with maximum and minimum depths of 23 feet and 7 feet, at low water.

A gasoline drum, painted red and yellow, has been placed about 30 yards southward of the 7-foot spot. Vessels should give Cocos Point a berth of at least 3 miles.

M. L. WALKER,
Governor.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Ships at Canal Repair Shops.

The following ships were at the Cristobal shops for repairs during the three weeks ended March 9:

Steamships *Salvador*, repair refrigerator compressor, oil pumps, copper pipe for winch, steam fire extinguishing pipes on forward deck, steam reducing valve, pantry pipes, accommodation ladder, and 3 gin blocks; overhaul L. P. piston rings, valves on ballast pump, and valves on circulating engine; manufacture 4 half eccentric straps for winches, and new fore stay and turnbuckle for same; calk fore deck, port side; calk top of after house, cover with canvas and secure with sheet lead, etc.; *General W. C. Gorgas*, manufacture 2 eccentric keys with bolts to suit; repair No. 1 winch steam pipe, 3 ventilators, and fire tools and chisels; clear scupper; rechange threads on rudder pintles, and make new nut for same; *War Nizam*, repair telegraph from engine room to bridge, and copper oil pipes as directed; rivet holes on fore-castle plates; install closed Panama Canal chocks on forward end of vessel, etc.; *Niobe*, install 4 closed Panama Canal chocks; alter size of openings through bulkheads, and cofferdams as directed; reduce height of cofferdam hatches and beading on hatch coaming of after tonnage hatch; manufacture 10 bolts as sample, etc., steamships *Achilles*, repair miscellaneous piping, steering engine, hatch fittings, accommodation ladder, pipe conduit, anchor windlass, shelter deck, ventilator, signal box, galley stack, and lifeboat; manufacture main engine crank pipe oiler, 12 pipe hangers, and levers for anchor windlass; blank off ports as directed; dress hand tools; furnish 6 men for fire room cleaning and 6 men to scale davits, etc.; *Jamaica*, anneal and test steering chains, also manufacture 2 new chains; manufacture new driving shaft for starboard No. 2 winch and fit new clutch and pinions to same; renew section of wash deck pipe and steam pipe casing on fore deck; repair air pipe for No. 1 tank, No. 1 gangway door, firing tools, and fore-castle ventilator, etc.; barge *Darien*, repair towing engine, windlass, steering engine, valve on ballast filling line, heating pipe, bulkhead, and damage to railing and structural iron at stern; manufacture one socket wrench, 3 steel fox wedges and new flag staff, etc.; U. S. A. steamer *Nones*, dock, clean, and paint; hang new propeller; calk and renew copper where required; replace shoe on keel; overhaul sea valves and renew zincs around stern, etc.; steamship *Panama*, repair piping on ice machine, salt water bath pipe, plumbing, fire tools, and chisels; renew pipe in crown on starboard anchor, etc.; U. S. A. D. B. boat *L-53*, dock and clean bottom; renew damaged planks and copper; repair rudder and repack tail shaft.

Minor repairs—Steamships *Camden*, *Amazonas*, *Carolyn*, *City of Bristol*, *Glenluce*, *Lake Flattery*, *Leon XIII*, *Rugia*, *Sixaola*, *Ucayali*, *Ulua*, *Ulysses*, and *Van Renselaer*; tugs *St. Florence*, *Porto Bello*, and *Tavernilla*, dredge *No. 86*, launch *Mary B.*; U. S. S. *Fulton*, U. S. S. *Quail*, and U. S. S. *Sapelo*, steamships *Bogota*, *Oropesa*, *Orca*, *Urubamba*, and *Ulysses*; launch *Coco Solo*; U. S. S. *Niagara*; U. S. submarines *S-10* and *S-13*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 7, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Tatsuno Maru.....	Nippon Yusen Kaisha.....	March 1.....	March 2.....	175	.....
Santa Rosa.....	Grace Line.....	March 1.....	March 2.....	7	.....
Santa Ana.....	Grace Line.....	March 2.....	March 2.....	.....	1
Corinto.....	Pacific Mail Steamship Co.....	March 3.....	March 3.....	159	.....
Coalinga.....	Union Oil Co.....	March 3.....	March 4.....	10,024	.....
Bogota.....	Pacific Steam Navigation Co.....	March 4.....	March 4.....	7	.....
Salvador.....	Pacific Steam Navigation Co.....	March 4.....	March 4.....	.....	4

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE.—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective March 6, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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The Panama Canal, Washington, D. C.

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

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., March 18, 1925. No. 32.

Traffic During the First Fifteen Days of March.

During the first 15 days of March, 193 commercial vessels and 4 small launches transited the Canal. Tolls on the commercial vessels aggregated \$902,004.45, and on the launches \$16.20, making the total receipts from tolls \$902,020.65 for the 15-day period.

Considering only the commercial traffic, the average daily number of transits was 12.86, and the average daily receipts from tolls were \$60,133.63.

Although the daily average number of transits for the first 15 days of March was 12.86, as compared with 13.26 for the same period in the preceding month, the daily average receipts from tolls was slightly higher with \$60,133.63, as compared with \$59,537.10 for the first 15 day of February.

In the following tabulation is shown the commercial traffic for each month of the current fiscal year, with the daily averages by months, and the totals and daily average for the period.

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.42	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.83	13.53	53,891.60
March (first 15 days only).....	193	902,004.45	12.86	60,133.63
Totals.....	3,346	15,361,913.19	12.91	59,312.40

The average amount of tolls paid by each of the 193 commercial transits during the first 15 days of March was \$4,673.60.

Cargo May be Warehoused at Canal Zone for Orders Effective April 1, 1925.

PANAMA RAILROAD COMPANY,
(PANAMA RAILROAD STEAMSHIP LINE,)

OFFICE OF THE PRESIDENT,
BALBOA HEIGHTS, C. Z., March 17, 1925.

"Canal Zone for Orders."

The Panama Railroad Company will warehouse nonperishable and nondangerous merchandise "for orders" at its piers and warehouses at Cristobal and Balboa, C. Z., beginning April 1, 1925. The Company is a corporation of New York State. Its stock is owned by the United States Government, but it has the rights and liabilities of a corporation. No special statutes relating to warehousing are in effect in the Canal

Zone, and virtual freedom of contract is permitted. The liabilities of the warehouseman are those indicated by the following "Conditions:"

1. The warehouseman is not an insurer of goods in its custody but only a bailee. Insurance against fire or other loss is not carried by the warehouseman on goods in its custody, but if customers especially request him to do so, he will endeavor to arrange for such insurance, making a charge for the services rendered. Depositors will have access to their goods only for purposes of inspection and when accompanied by a representative of the warehouseman. Any work done on, or on behalf of, goods in warehouse, will be done by the warehouseman and charged for extra.

2. Unless otherwise stated upon this receipt, goods received for deposit will be kept in warehouses built of concrete, steel, and brick, affording protection from rain, sun, and wind, and well ventilated. The warehouseman assumes no responsibility, however, for loss or deterioration of goods due to unforeseen defects in the warehouses, or due to inadequate provision in the warehouses for protection against fire, climatic conditions or changes, or to effects of salt air. Watchmen are employed at all warehouses, but the warehouseman assumes no liability on account of pilferage.

3. Unless special conditions are agreed upon, goods taken into warehouses will be stored at the discretion of the warehouseman, and will be given ordinary storage and care. The warehouseman is relieved from responsibility for loss or damage because of (a) storage of any class of goods in proximity to other classes, (b) chemical or physical reactions due to storage of various classes of commodities in the same warehouse, (c) deterioration of commodities due to climatic or weather conditions, (d) lack of shifting, changing, or rearranging packages or containers, (e) attacks by or presence of insects, vermin, rodents, flies, beetles, or other animal life, (f) vices inherent in the goods even if these develop in storage whether due or not to the storage conditions, (g) action by the civil or military authorities, insurrection, riots, strikes, labor disputes, acts of God, or fortuitous events.

4. Charges will be made in accordance with the warehouseman's published tariffs, and on a month to month basis, with due date 30 days after receipt of goods unless that date be a Sunday or holiday, in which event the following day will be due date. An extra charge will be made for any work of any nature done at the instance of the depositor and not provided for in the published tariffs. A lien upon goods deposited is hereby given to cover charges of any nature. In case charges go unpaid for a period of 3 months, the warehouseman is authorized, without giving notice, to sell enough of the goods to cover accrued charges. Notwithstanding this authority, however, the warehouseman will make reasonable effort to give notice before such sale.

5. Perishable and hazardous goods are received at the depositor's risk, and may be disposed of by the warehouseman, without previous notice to the depositor, whether or not charges are due.

6. Delivery of goods from warehouse will be made only upon written order from the person signing the warehouse receipt, or his agent; and negotiable receipts must be surrendered properly endorsed. A reasonable time shall be given the warehouseman to effect delivery, and a pro rata charge will be made for goods ordered out before expiration of the due date but which are not delivered until after that date. The warehouseman will use his best efforts, however, to expedite delivery.

7. The liability of the warehouseman in any event will not exceed \$8 per cubic foot, or \$0.25 per pound, according as space or weight determines the rate, unless excess value is declared by the depositor, in which event the receipt will state the terms of the special contract as to liability and charges.

TARIFF OF CHARGES.

* The Tariff of Charges is as follows:

Beginning April 1, 1925, the Panama Railroad Company, through its receiving and Forwarding Agent will receive and store cargo "for orders" on its wharves at Cristobal and Balboa under practically the same conditions, rules and regulations covering the transfer of other cargo, embodied in this tariff.

Cargo so received and stored may be delivered and reforwarded by the consignee, agent, or owner in any quantity desired as he directs, subject to the rules on the warehouse receipt.

There will be three distinct charges for handling cargo for orders:

(a) A charge for handling the cargo from ship's side to storage place at the rate of \$1 per ton on general merchandise and one-half of the transfer rates on other commodities, as provided in paragraph 3, item 34, page 34 of Tariff No. 7.

(b) A charge for delivering or reforwarding the cargo at the same rates as for receiving and storing it; *i. e.*, \$1 per ton for general cargo and one-half of the transfer rates on other commodities.

(c) A storage charge of 3 cents per ton per day for all time the cargo remains on the wharves of the Panama Railroad Company, in excess of 35 days, no storage charge being made for the first 35 days as provided in paragraph 1 of item 35 of this tariff. The provision that a higher rate be charged per ton per day for storage after 65 days does not apply to this class of cargo.

The charge for receiving the cargo will be made against the delivery vessel; the charge for taking the cargo from storage and delivering to vessel will be made against the receiving vessel. The charge for delivering cargo for orders through the local freight house will be collected from the owner or consignee before the cargo will be delivered. The charge for storage will be made against the owner of the cargo and will be collected monthly.

The minimum charge for handling any shipment taken out of storage will be \$1.

Special rates on special commodities in large quantities may be obtained on request.

Any rehandling of merchandise for fumigation or other purposes, or labor for repairing of packages, will be charged for in accordance with the rules and rates for rehandling, repairing, etc., provided in this tariff.

The Prohibition Amendment applies to the Canal Zone, and therefore no liquors may be stored under this heading.

No explosives or other dangerous cargo will be stored "for orders."

The Receiving and Forwarding Agent will use his discretion as to what classes of cargo may or may not be received and stored under the heading of "Canal Zone for orders."

The Panama Railroad will not insure cargo so stored. Arrangements for insurance will have to be made by the consignor, consignee, or owner of the cargo.

Cargo "for orders" stored on the wharves of the Panama Railroad for delivery or reshipment into the Republic of Panama, is subject to the customs rules and laws of the Republic of Panama and payment of duty.

METHOD OF SHIPPING.

Shipments to be warehoused "for orders" should be consigned to "Cristobal for orders," or "Balboa for orders." In case a consignee resident on the Isthmus is not named, the Panama Railroad Company will receipt for goods delivered at its piers, and transfer such goods to its warehouses; but it will not assume any liability except as warehouseman unless especially authorized thereto.

Inquiries should be directed to the company at 24 State Street, New York City, or Balboa Heights, Canal Zone.

M. L. WALKER,

President, Panama Railroad Co.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Origin and Destination of Cargo Passing Through the Panama Canal During the Calendar Year 1924.

On pages 446, 447, 448 and 449 of this issue will be found tables showing in detail the origin and destination of all cargo tonnage passing through the Panama Canal during the calendar year 1924. For the year, the aggregate of all cargo carried through the Canal was 25,892,134 long tons, as compared with 25,160,545 long tons in 1923, and 13,710,556 long tons in 1922.

ATLANTIC TO PACIFIC CARGO MOVEMENT.

A total of 7,541,329 long tons of cargo passed through the Panama Canal from the Atlantic to the Pacific during the past calendar year. Briefly summarized, the origin and destination of this cargo was as follows:

Origin of cargo.	Destination of cargo.			
	West coast North America.	West coast South America.	Far East.	Australasia.
East coast of North America.....	2,630,879	629,253	1,428,356	769,774
Europe (including British Isles).....	712,426	741,922	.....	478,206

(Figures represent long tons.)

Approximately two-thirds of the Atlantic to Pacific cargo moving through the Canal originated on the Atlantic and Gulf seaboard of the United States, and approximately 40 per cent of the total Atlantic to Pacific cargo tonnage was destined for the west coast of the United States.

PACIFIC TO ATLANTIC CARGO MOVEMENT.

A total of 18,350,805 long tons of cargo passed through the Canal from the Pacific to the Atlantic during the past calendar year. Briefly summarized, the origin and destination of this cargo was as follows:

Origin of cargo.	Destination of cargo.	
	East coast of North America.	Europe (including British Isles).
West coast of North America.....	10,063,526	3,075,284
West coast of South America.....	2,809,406	1,570,600
Far East.....	303,717	7,160
Australasia.....	55,782	327,700

(Figures represent long tons.)

Of the total of 18,350,805 tons of cargo passing through the Canal from the Pacific to the Atlantic, 13,232,431 tons (or 72.2 per cent) originated on the west coast of North America, and 13,197,657 tons (or 71.9 per cent) were*destined for the Atlantic and Gulf coast of North America. Of this North American intercoastal traffic, 11,329,103 tons originated at Pacific ports of the United States, and 12,260,862 tons were destined for Gulf and Atlantic ports of the United States.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for week ending March 14, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Oropesa.....	Pacific Steam Navigation Co.....		March 8.....		213
Parismina.....	United Fruit Co.....	March 8.....	March 8.....	304	308
Panama.....	Panama Railroad Steamship Line.....		March 9.....		1,591
Santa Tecla.....	N. O. & S. A. S. S. Line.....	March 8.....	March 9.....	248	137
Eupatoria.....	Hamburg-American Line.....	March 8.....	March 10.....	920	(²)
Urubamba.....	Peruvian Line.....	March 8.....	March 12.....	(¹)	918½
Perou.....	French Line.....	March 9.....	March 11.....	173	428
Kinderdijk.....	Holland-American Line.....		March 9.....		55
Ebro.....	Pacific Steam Navigation Co.....	March 9.....	March 9.....	36	63
London Shipper.....	Furness, Withy & Co.....	March 9.....	March 10.....	(¹)	481
Maryland.....	French Line.....	March 10.....	March 12.....	387	135
Atrato.....	Colombian Transport Co.....	March 10.....	March 12.....	142	107
Delft.....	Royal Netherlands W. I. Mail.....	March 10.....	March 10.....	226	(²)
Nortonian.....	Leyland Line.....	March 10.....	March 12.....	787	(²)
Sixola.....	United Fruit Co.....	March 11.....	March 12.....	155	473
Camden.....	United Fruit Co.....	March 11.....	March 12.....	4,238	5,275
Acajutla.....	Pacific Steam Navigation Co.....	March 11.....	March 12.....	1,020	
Oreona.....	Pacific Steam Navigation Co.....	March 11.....	March 12.....	65	40
Parismina.....	United Fruit Co.....	March 11.....	March 11.....	15	2
Atenas.....	United Fruit Co.....	March 11.....	March 12.....	826	86
Tivives.....	United Fruit Co.....	March 11.....	March 12.....	2	178
Venezuela.....	Pacific Mail Steamship Co.....	March 12.....	March 13.....	266	296
Corinto.....	Pacific Mail Steamship Co.....		March 13.....		1,840
Buenos Aires.....	Johnson Line.....	March 13.....	March 14.....	(¹)	248
Yuma.....	Standard Fruit Co.....	March 13.....	March 14.....	100	(²)
Pastores.....	United Fruit Co.....	March 13.....	March 14.....	222	363
Cristobal.....	Panama Railroad Steamship Line.....	March 13.....		2,241	
Garfield.....	Grace Line.....	March 14.....		388	
Fort Morgan.....	N. Olsen & Co.....	March 14.....		784	
San Bruno.....	United Fruit Co.....	March 14.....	March 14.....	22	(²)

* No cargo discharged.

* No cargo laded.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference. It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, February, 1925.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.				NORTH AMERICA.							ASIA.					AUSTRALASIA.				Grand totals.	Per cent of total cargo.		
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America.*	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West coast of North America.*	Balboa.	Hawaii.	Total, North America.	Japan.	China.	Philippines.	Far East.*	Total, Asia.	New Zealand.	Australia.			Australasia.*	Total, Australasia.
NORTH AMERICA:																								
UNITED STATES—																								
North Atlantic ports...	1,148	1,033			16,990	19,171	169,741	535	501	16,673		2,263	189,713	5,386	285	3,386	39,635	48,752	4,609	25,453	9,096	30,758	227,394	
South Atlantic ports							2,300						2,300		124	1,000		2,224					4,521	
Gulf ports					823	2,165	27,490	697			12	50	28,249	21,999	513	241	26,508	52,261	4,480	8,979	13,459	96,957	10,616	
Totals, United States	1,148	1,033			823	19,155	199,531	1,232	501	16,673		12	2,313	220,262	28,485	922	3,627	70,203	103,237	4,609	29,933	18,675	53,217	398,875
EUROPE:																								
Cristobal, C. Z.*	137	17			3,996	4,150	554		2,530	703			3,787				909	909	1,426	2,764		4,190	7,937	
East coast of Canada...								4,651	1,793				4,654		4,118		6,000	10,118					5,099	
West Indies...																							14,772	
East coast of Mexico...					9,404	9,491							1,793										11,257	
Totals, North America	1,285	17	1,033		823	32,615	35,773	200,085	5,886	4,824	17,376		12	2,313	230,406	28,485	5,040	3,627	77,112	6,035	32,697	18,675	57,407	437,940
EUROPE:																								
British Isles...	6,663					6,247	12,910	863	5,132	4,445	3,492		13,842						11,453		13,085	27,838	54,590	
France...	1,428					224	156	1,808	145				145								16		1,969	
Germany...						280	1,610	1,890		1,426	181		1,607										3,197	
Holland...	30					100	130																130	
Belgium...	890					2,922	3,812	9,750		2,047			11,797										15,609	
Norway and Sweden...							7,589	12					15,065										15,065	
Europe*	481					35,139	35,620	2,376	16	2,114	9,966		14,672										50,292	
Totals, Europe...	9,492				280	46,174	56,170	20,923	5,169	7,985	15,506		13,842						14,453		13,701	27,854	141,152	
E. coast of South America																								
						687	1,446	1,829		1,250			3,049										4,493	
Grand totals	10,777	17	1,033		2,014	79,548	93,389	222,837	11,046	12,899	34,192		1,138	8,651	290,673	28,485	5,040	3,627	77,112	114,261	20,188	32,697	85,261	583,587
Per cent of total cargo:																								
February, 1925	1.8		0.2		0.3	13.7	16.0	38.0	1.9	2.2	6.0	0.2	1.5	49.8	4.9	0.9	0.6	13.2	19.6	3.5	5.6	5.5	14.6	
February, 1924	7.1	0.3			0.9	6.4	14.7	40.6	2.1	0.8	1.1		0.8	44.6	15.5	4.1	0.7	3.5	23.8	4.7	4.1	7.3	16.1	
February, 1923	5.4	0.3	0.5	1.1	5.5	12.8	53.9	0.2	0.8	2.3		0.3	57.2	0.8	3.4	0.3	4.8	15.3	6.0	2.4	6.0	14.4		

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

Origin and Destination of Cargo Passing through the Panama Canal, from the Pacific to the Atlantic, February, 1925.

(Figures represent tons of 2,240 pounds.)

From—	North America.										Europe.										Grand totals.	Per cent of total cargo.
	UNITED STATES.					North America.					Europe.											
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	Cristobal, C. Z. ²	East coast of Mexico.	East coast of North America. ¹	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe. ¹			Total, Europe.	East coast of South America.
SOUTH AMERICA:																						
Chile.....	49,028	24,430	17,280	90,738	.....	.....	1,347	.....	90,738	4,752	8	7,033	1,900	.....	5,045	25	.....	.....	.....	27,670	40,309	.....
Colombia.....	7,321	.....	.....	7,321	.....	.....	.....	.....	8,608	7,545	.....	.....	4	.....	.....	.....	.....	.....	.....	11,769	26,359	.....
Ecuador.....	626	.....	.....	626	.....	.....	.....	.....	626	337	.....	138	.....	.....	.....	.....	.....	.....	.....	377	832	.....
Peru.....	2,490	26,022	.....	28,512	.....	.....	988	.....	29,500	1,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	506	1,764	.....
W. coast South America ¹	70,333	37,377	20,973	128,683	.....	135	5,585	.....	134,403	20,638	.....	.....	.....	.....	.....	.....	.....	.....	.....	39,059	68,697	.....
Totals, S. America.....	129,798	87,829	38,253	255,880	.....	135	7,920	.....	263,935	43,530	8	8,028	1,904	.....	5,045	25	.....	.....	.....	79,381	137,981	.....
NORTH AMERICA:																						
West coast United States	498,110	15,000	19,023	532,133	.....	630	15,427	26,771	1,158	576,119	61,536	1,137	15,275	111	.....	.....	2,439	1,407	10,194	92,099	13,996	
West coast of Canada.....	27,845	.....	.....	27,845	100	.....	.....	2,200	30,145	20,681	.....	669	2,352	.....	.....	.....	.....	.....	.....	16,716	44,698	963
West coast Cen. America.....	35	.....	.....	35	.....	15	3,389	.....	3,439	.....	.....	754	690	.....	.....	.....	.....	.....	.....	3,212	5,674	.....
West coast N. America. ¹	5,887	.....	250	5,887	.....	.....	.....	.....	5,887	4,816	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,432	11,248	.....
Hawaii.....	.....	.....	.....	250	.....	.....	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250
Totals, N. America.....	531,877	15,000	19,273	566,150	100	645	18,816	26,771	3,358	615,840	87,033	2,560	18,227	111	.....	.....	7,827	1,407	36,554	153,719	14,959	
ASIA:																						
Japan.....	621	.....	.....	621	.....	.....	.....	.....	621	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	621
China.....	490	.....	.....	490	.....	.....	.....	.....	490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	490
Philippines.....	16,453	.....	5,725	22,178	.....	.....	.....	.....	22,178	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,015	13,015	.....
Far East ¹	2,512	.....	171	2,683	3,674	.....	.....	.....	6,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,015	13,015	.....
Totals, Asia.....	20,076	5,896	25,972	.....	3,674	.....	.....	.....	29,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,015	13,015	.....
AUSTRALASIA:																						
New Zealand.....	432	.....	.....	432	.....	.....	.....	.....	432	13,034	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,034	.....	.....
Australasia.....	20	.....	.....	20	.....	.....	.....	.....	3,230	10,221	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,221	.....	.....
Totals, Australasia.....	452	.....	.....	452	.....	.....	.....	.....	3,230	23,255	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,255	.....	.....
Grand totals.....	682,202	102,829	63,422	848,454	100	4,454	26,736	26,771	6,588	913,103	123,818	8	10,588	20,191	111	5,045	25	7,827	1,407	128,959	327,970	14,959
Per cent of total cargo:																						
February, 1925.....	54.5	8.1	5.0	67.6	.....	0.4	2.1	2.1	0.5	72.7	12.3	0.8	1.7	.....	0.3	.....	0.6	0.1	10.3	26.1	1.2	100.0
February, 1924.....	64.3	3.3	6.1	73.7	.....	.....	1.2	.....	.....	74.9	11.4	1.1	1.8	1.1	.....	0.7	.....	.....	6.4	21.9	0.2	100.0
February, 1923.....	54.6	9.8	2.6	67.0	1.5	3.3	0.8	0.2	.....	72.8	13.9	0.4	0.4	0.5	1.5	0.1	0.8	.....	8.9	25.9	0.3	100.0

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through The Panama

(Figures represent

Line No.	FROM—	SOUTH AMERICA.						NORTH AMERICA.						
		Chile.	Colombia.	Ecuador.	Peru.	West coast, South America. ¹	Totals, South America.	West coast of United States.	West coast of Canada.	West coast of Mexico.	West coast of North America. ¹	Balboa, C. Z. ²	West coast of Central America.	Total, North America.
1	N. AMERICA:													
2	United States—													
3	N. Atl. ports...	116,157	3,818	1,219	32,055	165,910	319,159	2,012,071	18,036	100	33,092	112	14,244	2,077,655
4	S. Atl. ports...	8,125			107	1,920	10,152	15,694					1,163	16,857
5	Gulf ports....	51,297	25	667	338	15,090	67,417	319,658	6,868			12,527	5,773	365,826
6	Totals, U. S.	175,579	3,843	1,886	32,500	182,920	396,728	2,368,423	24,904	100	33,092	12,639	21,180	2,460,338
7	Cristobal, C. Z. ²	809	5,284	92	3,193	24,253	43,622	18,135	4		439		51,107	69,685
8	E. coast, Canada							4,033	22,140				2,080	23,253
9	West Indies...	1,082			7,412	305	8,799	116	25,950			7,769		33,835
10	E. coast Mexico	180,104					180,104	1,362	11,500			14,500	11,406	38,768
11	Totals, N. Am.	357,565	9,127	1,978	43,105	217,478	629,253	2,392,069	84,498	100	33,531	34,908	85,773	2,630,879
12	EUROPE:													
13	Belgium.....	10,533	1,009	599	3,243	22,812	38,220	162,082	3,510	1,156	8,110	1	230	175,089
14	British Isles...	98,022		507	14,177	169,378	282,084	196,159	45,466	5,146	3,282	80	1,484	162,617
15	France.....	3,898		761	190	6,587	11,346	33,954	1,360	149	3,187			38,641
16	Germany.....	41,251	753	1,453	3,943	103,263	159,663	23,256	719		205		14,469	38,640
17	Holland.....	21,374	2,224	214	621	7,799	32,232	42,917	2,132		199			45,248
18	Norway-Sweden	1,525					1,525	70,543	113		3,536	718		74,910
19	Italy.....	3,629		58	1,061	8,697	13,445	146						146
20	Spain-Portugal	1,091				1,669	2,760							
21	Europe.....	8,481		1,827	962	198,377	209,647	126,411	9,139	247	31,430		9,908	177,135
22	Total, Europe	189,714	3,977	5,419	24,200	518,612	741,922	535,468	62,430	7,689	49,949	799	26,091	712,426
23	E. coast of S. Am.	8	1,134		1,977	2,925	6,045	56,164	502		194	7,439		64,239
24	Grand totals	547,287	14,238	7,397	69,282	739,016	1,377,220	3,013,701	147,430	7,789	83,584	43,176	111,864	3,407,544
25	Percent of total													
26	cargo.....	7.2	0.2	0.1	0.9	9.9	18.3	40.0	1.9	0.1	1.1	0.6	1.5	45.2

¹ General cargo not routed so as to allow segregation between definite ports.

Canal, from the Atlantic to the Pacific, Calendar Year, 1924.

tons of 2,240 pounds.)

ASIA.					AUSTRALASIA.				Hawaii.	Grand totals.	Per cent of total cargo.	Line No.
Japan.	China.	Philippines.	Far East ²	Totals, Asia.	New Zealand.	Australia.	Australasia. ²	Totals, Australasia.				
387,934	211,511	49,290	324,806	973,541	87,739	318,773	171,320	577,832	38,124	3,986,311	52.9	1
25,840	25,679	3,316	41,132	95,967	.....	8,567	.....	8,567	.....	131,543	1.7	2
175,780	50,009	3,993	105,698	335,390	9,268	34,254	54,217	97,739	1,858	868,230	11.5	3
589,554	287,199	56,599	471,546	1,404,898	97,007	361,594	225,537	684,138	39,982	4,986,084	66.1	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
3,739	.....	.....	5,500	9,239	23,066	17,581	36,833	77,480	.....	113,307	1.5	6
.....	.....	.....	30	6,592	.....	.....	.....	.....	.....	114,972	1.5	7
3,557	6,562	.....	4,070	7,627	.....	2,406	5,750	8,156	.....	49,226	0.7	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	234,655	3.1	9
596,850	293,761	56,599	481,146	1,428,356	120,073	381,581	268,120	769,774	39,982	5,498,244	72.9	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	7,035	.....	.....	7,035	5,900	226,244	3.0	12
.....	.....	.....	.....	.....	351,657	14,260	78,005	443,922	.....	888,623	11.8	13
.....	.....	.....	.....	.....	.....	.....	12,922	12,922	.....	62,909	0.8	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,550	191,853	2.5	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	77,480	1.0	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	14,572	91,007	1.2	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,591	0.2	18
.....	.....	.....	.....	.....	3,231	.....	3,231	.....	.....	5,991	0.1	19
.....	.....	.....	.....	.....	5,755	.....	5,341	11,096	5,603	493,481	5.4	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	367,678	14,260	96,268	478,206	28,625	1,961,179	26.0	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
11,622	.....	.....	.....	11,622	.....	.....	.....	.....	.....	81,906	1.1	24
608,472	293,761	56,599	481,146	1,439,978	487,751	395,841	364,388	1,247,980	68,607	7,541,329	100.0	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
8.1	3.8	0.9	6.3	19.1	6.5	5.2	4.8	16.5	0.9	.....	100.0	26

² Include both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic—Calendar Year, 1924.
(Figures represent tons of 2,240 pounds.)

FROM—	NORTH AMERICA.									
	UNITED STATES									
	North Atlan- tic Ports.	South Atlan- tic Ports.	Gulf Ports.	Total United States.	East Coast of Panama.	West Indies.	Cristobal. ²	East coast of Mexico.	North America. ¹	Total North America.
SOUTH AMERICA:										
Chile.....	1,614,396	318,901	290,659	2,133,956		21,852	11,531	96		2,167,435
Colombia.....	10,336			10,336			11,116			21,452
Ecuador.....	11,915			11,915			6,732			18,647
Peru.....	235,457	190,090	2,300	377,847	102,856		37,048	7,779		545,521
West coast of South America ¹	31,016			31,016			25,326			56,342
Totals, South America.....	1,873,120	508,991	202,959	2,585,070	102,856	21,852	91,733	7,875		2,809,406
NORTH AMERICA:										
West coast of United States.....	8,549,318	17,754	331,093	8,958,135	215,698	18,579	29,999	256,735	2,861	9,182,007
West coast of Canada.....	286,756	15,611	1,447	303,814	52,345	26,699	7,242			390,100
West coast of Central America.....	8,333		3,063	11,396	100	2,824	47,394			61,714
West coast of North America ¹	82,502			82,502						82,502
Hawaii.....	18,737		15,076	33,813				1,500		35,313
West coast of Mexico.....	11,890			11,890						11,890
Totals, North America.....	8,957,536	33,365	410,649	9,401,550	268,143	48,102	84,635	258,235	2,861	10,063,526
ASIA:										
Philippines.....	98,088		36,664	134,752						134,752
Japan.....	4,264			4,264						4,264
China.....	20,474		48	20,522		4,621	870			26,013
Far East ¹	52,308		10,717	63,025		75,663				138,688
Totals, Asia.....	175,134		47,429	222,563		80,284	870			303,717
AUSTRALASIA:										
Australia.....	33,787			33,787	10					33,797
New Zealand.....	15,840			15,840	104					15,944
Australasia ¹	2,052			2,052	1,161				2,828	6,041
Totals, Australasia.....	51,679			51,679	1,275				2,828	55,782
Grand totals.....	11,057,469	542,356	661,037	12,260,862	372,579	150,238	177,258	206,110	5,689	13,232,431
Per cent of total cargo.....	60.3	3.0	3.6	66.9	2.0	0.8	1.0	1.5		72.2

¹ General cargo not routed so as to allow segregation between definite ports.

² Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic—Calendar Year, 1924—Continued

	Europe.														Grand totals.	Per cent of total cargo.
	British Isles.	Belgium.	Denmark.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Europe. ¹	Totals, Europe.	East coast of South America.	Egypt.	South Africa.		
SOUTH AMERICA:																
Chile.....	400,392	43,075	5,202	49,511	130,392	43,417	4,034	37,054	5,220	517,822	1,302,519	29,76,650				
Colombia.....																
Ecuador.....	950	89		774	4,015	102	387	1,114		7,119	14,610	37				
Peru.....	116,396	1,171		6,015	18,114	140	35	3,882	4,581	17,565	167,902	1,288				
West coast of South America ¹	29,377	33		273	6,603	112		5,830		42,381	85,569	279				
Totals, South America ¹	547,115	41,368	5,202	56,573	159,211	43,771	40,856	47,880	9,804	615,817	1,570,600	1,633,76,650				
NORTH AMERICA:																
West coast of United States.....	1,260,286	5,791	12,437	87,682	44,592	15,062	11	15,087	15,614	375,300	1,788,249	45,137				
West coast of Canada.....	474,737	102,698	4,642	8,265	8,364			53,569	42,708	369,757	1,152,482					
West coast of Central America.....	2,705			5,805	5,433	520		3,791		4,328	23,582					
West coast of North America ¹	36,467			1,924				3,889		56,912	98,513					
Hawaii.....																
West coast of Mexico.....					1,628	10,830					12,458					
Totals, North America.....	1,774,195	108,489	17,079	138,780	59,918	23,946	10,841	68,656	66,653	806,327	3,075,284	45,437				
ASIA:																
Philippines.....																
Japan.....																
China.....																
Far East ¹	7,160															
Totals, Asia.....	7,160															
AUSTRALASIA:																
Australia.....	16,570															
New Zealand.....	206,780	2,600														
Australasia ¹	7,370			21,244	8,000	4,500	4,278		6,600	28,015	80,007					
Totals, Australasia.....	230,720	2,600		21,244	8,000	4,500	4,278		6,600	49,758	327,700					
Grand totals.....	2,559,190	155,457	22,281	216,597	227,132	72,217	55,975	116,536	82,457	1,412,114	4,980,744	47,570,76,650	13,410,13,197	657		
Per cent of total cargo.....	14.0	0.8	0.1	1.2	1.3	0.4	0.3	0.6	0.5	7.7	26.9	0.3	0.5	0.1		

¹ General cargo not routed so as to allow segregation between definite ports.¹ Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, March 14, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Water draft.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	Gross.	Net.
Taini.	7	16.05	8	6.08	8	13.30	8	14.31	British.	Shaw, Savill, & Albion.	477.8	61.1	29.6		London.	Auckland.	General.	6,200	10,631	7,606
Canadian Conqueror.	7	19.05	8	6.23	8	14.16	8	15.27	British.	Canadian Govt. Mer. Marine.	490.4	52.0	21.0		Halifax.	Auckland.	General.	5,289	5,954	4,127
F. J. Luckenbach.	7	21.12	8	7.28	8	14.46	8	15.45	American.	Luckenbach Line.	446.0	55.0	29.0		Galveston.	Bellingham.	General.	8,500	8,508	6,179
Chobee.	8	7.15	8	7.35	8	15.16	8	16.17	American.	Ore Steamship Corporation.	450.6	57.2	19.0		Baltimore.	Cruz Grande.	Ballast.	7,956	4,866	
Arkansas.	8	7.14.28	8	8.40	8	16.11	8	17.34	French.	French Line.	448.8	53.0	15.11		Havre.	Vancouver.	(s)	631	7,678	5,563
Panama.	8	6.52	8	8.42	8	16.44	8	17.34	American.	American-Hawaiian Line.	407.7	33.7	24.0		Boston.	Tacoma.	General.	6,200	7,098	5,029
Jamaica.	2	18.55	8	10.05	8	18.05	8	19.05	British.	Pacific Steam Navigation Co.	220.0	31.0	12.2		Cristobal.	Champerico.	General.	682	1,187	622
Montreal.	8	10.38	8	10.55	8	18.05	8	22.30	British.	Imperial Oil Co.	436.5	57.0	17.0		Boqueron.	Talara.	Ballast.	7,378	4,732	
Marore.	8	15.00	9	6.20	9	14.41	9	15.45	American.	Ore Steamship Corporation.	559.3	72.2	21.0		New York.	Cruz Grande.	General.	15,551	4,297	
Port Wellington.	8	16.05	9	6.15	9	14.03	9	15.15	British.	Commonwealth & Dom. Line.	470.0	60.0	28.6		London.	Wellington.	General.	8,500	10,381	7,551
Dacre Castle.	8	16.15	9	7.05	9	15.28	9	17.05	British.	James Chambers & Co.	490.1	52.3	24.6		New York.	Hongkong.	General.	4,176	5,846	4,112
Santa Tecla.	8	19.48	9	7.35	9	16.09	9	23.50	American.	N. O. & S. A. S. Line.	298.6	40.0	18.7		New Orleans.	Talcabano.	General, lumber.	2,832	2,832	1,803
Mira.	8	16.30	9	7.20	9	17.03	9	21.32	British.	Anglo-Saxon Petroleum Co.	406.5	51.0	22.0		Liverpool.	San Pedro.	Ballast.	5,971	4,108	
James McGee.	8	23.50	9	8.43	9	17.30	9	18.40	American.	Standard Oil Co.	499.1	68.2	17.0		Baltimore.	San Pedro.	Ballast.	10,994	7,909	
Derbyline.	8	23.50	9	9.07	9	18.00	9	19.01	American.	Texas Co.	425.0	56.0	22.0		New York.	San Pedro.	Ballast.	7,612	5,312	
Henry S. Grove.	9	8.00	9	9.12	9	19.09	9	20.08	American.	Argonaut Line.	404.6	54.0	27.6		Baltimore.	Bellingham.	General.	7,704	6,755	4,688
S. C. T. Dodd.	9	9.28	9	10.10	9	18.25	9	19.18	American.	Standard Oil Co.	425.0	57.2	16.0		New York.	Los Angeles.	Ballast.	7,481	4,975	
Knoxville City.	9	9.52	9	11.22	9	19.42	9	20.40	American.	Norton, Lilly & Co.	424.0	56.0	25.9		Baltimore.	Kobe.	General.	7,366	7,011	5,450
Charles R.	9	10.10	9	11.55	9	20.32	9	21.32	American.	Munson-McCrinick Line.	401.0	53.2	24.6		New York.	Seattle.	General.	5,574	7,082	5,167
W. M. Tupper.	9	13.25	9	13.25	11	2.30	11	2.30	American.	Santa Ana Steamship Co.	217.6	38.0	17.4		New Orleans.	San Francisco.	General.	1,445	1,987	1,322
Eupatoria.	8	19.55	10	6.10	10	14.06	11	0.04	German.	Hambur.-American Line.	337.7	48.3	18.9		Hambur.	Panama.	General.	2,167	4,823	3,068
London Shipper.	9	3.10	10	6.38	10	15.07	10	29.45	British.	Furness, Withy & Co.	459.4	58.0	17.9		Manchester.	Vancouver.	General.	1,583	8,412	5,854
Port Augusta.	9	15.30	10	9.38	10	18.20	10	19.26	British.	Commonwealth & Dom. Line.	389.0	49.0	23.0		New York.	Auckland.	General.	3,044	5,192	3,854
Antares.	10	8.25	10	10.48	10	18.58	15	8.31	American.	U. S. Navy.	431.0	64.0	18.0		Guntanamo.	San Diego.	Navy stores.	500		
Yuri Maru.	9	20.20	10	11.07	10	19.45	10	20.45	Japanese.	Suzuki & Co.	425.0	53.0	15.0		Baltimore.	Atica.	Ballast.	6,906	5,147	
James B. Duke.	10	6.55	10	12.22	10	20.23	10	21.55	American.	Garland Steamship Corporation.	385.0	51.2	21.0		New York.	Seattle.	General.	5,060	6,242	4,471
Hanley.	10	11.35	10	13.25	10	20.13	10	22.53	American.	Norton, Lilly & Co.	441.0	56.0	26.0		Baltimore.	Seattle.	General.	8,033	8,301	5,995
O-1.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-3.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-4.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-2.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-6.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-8.			10	8.28	10	17.12	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-7.			10	8.28	10	17.55	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				
O-0.			10	8.28	10	17.55	10	19.26	American.	U. S. Navy.	172.4	18.0			Cristobal.	Balboa.				

* Silver sand, rags, and general.

* Submarine.

* Supply ship.

* Motor ship.

* 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Nitro ¹⁸	6	10 45	9	6 16	9	16 35	10	8 05	American	U. S. Navy	400	60	0 21	Mare Island	Hampton R'ds	Navy general	1,610		
Kinderdijk	8	17 00	9	7 10	9	18 00	10	8 45	Dutch	Holland-American Line	469	4	58	4 25	Rotterdam	General	9,505	8,515	6,060
Euro	9	5 30	9	8 16	9	18 02	9	23 45	British	Pacific Steam Navigation Co.	450	3	58	25	New York	General	3,458	9,291	6,301
De la Sola	8	22 00	9	9 13	9	18 42	9	18 42	American	Sun Oil Co.	480	5	66	0 28	Talcahuano	Crude oil	13,300	9,402	6,586
Willow	9	13 30	9	14 46	9	22 20	9	22 20	American	Williams Steamship Co.	428	0	57	26	San Pedro	Lumber, general	8,500	7,983	5,882
Calagritie	9	15 00	9	6 20	10	16 00	10	16 30	British	Imperial Oil Co.	463	3	68	2 27	Seattle	Crude oil	11,842	8,491	5,940
Agawamith	9	15 00	10	7 09	10	17 41	10	17 41	American	International Shipping Corp	499	9	60	2 20	Talara	Crude oil	14,500	10,853	7,736
Atrato ¹⁹	9	16 00	10	7 21	10	16 15	12	6 25	Colombian	Columbian Transport Co.	94	0	23	0 7	Buenaventura	Coffee, hides	142	100	77
Maryland	9	16 00	10	7 51	10	18 00	12	12 35	French	Cie. Gle. Transatlantique	410	0	57	23	San Pedro	Gasoline	11,338	9,933	7,075
Broad Arrow	9	21 00	10	8 49	10	18 55	10	18 55	American	Standard Transportation Co.	369	9	62	27	San Pedro	Nitrate, general	6,899	5,862	4,393
Delft	10	1 30	10	8 55	10	19 30	11	0 35	Dutch	Royal Netherlands W. I. Mail	476	6	50	26	Portland	Gasoline ⁽²⁾	3,500	9,985	2,612
Surarino	10	8 30	10	9 38	10	20 07	10	20 07	American	Transmarine Corporation	324	0	46	25	New York	Gasoline	10,000	7,387	5,443
W. M. Irish	10	11 10	10	12 40	10	20 40	10	20 40	American	Atlantic Refining Co.	435	0	56	0 27	Boston	Gasoline	8,700	6,706	4,766
Watertown	10	12 30	10	13 43	10	21 50	10	21 50	American	Cities Service Transport Co.	416	9	56	2 26	San Pedro	Gasoline	6,772	7,150	4,899
Minnesota	10	13 35	10	14 43	10	22 55	10	22 55	American	Ore Steamship Corporation	550	3	72	2 53	Seattle	Crude oil	20,000	15,551	4,297
Steelore	11	4 45	11	6 06	11	16 10	11	16 10	American	Cities Service Co.	435	0	50	0 28	Baltimore	General	10,000	7,411	5,109
Shreveport	10	14 07	11	7 10	11	17 10	11	17 10	British	Ore-Hawaiian Line	215	7	33	16	Boston	Crude oil	1,020	1,273	709
Acajuta	10	16 40	11	8 09	11	17 30	11	17 30	British	Pacific Steam Navigation Co.	385	0	51	24	Cristobal	Lumber	6,000	5,406	4,181
Seelink ²⁰	11	5 00	11	10 07	11	18 52	11	18 52	American	Garland Steamship Corporation	390	0	54	20	Philadelphia	General ⁽²⁾	6,820	6,162	4,417
Waimate	11	12 15	12	6 28	12	15 20	12	18 08	British	United-American Line	420	0	54	20	Baltimore	Lumber	3,075	7,198	5,425
Livenza	11	22 00	12	7 28	12	16 00	13	11 40	Italian	New Zealand Shipping Co.	404	0	54	0 22	Wellington	General	5,000	5,852	4,254
Vinita	12	0 20	12	7 55	12	16 20	12	17 10	American	J. J. Moore & Co.	410	5	54	24	Everett	Crude oil	8,400	6,572	4,788
Agristone	12	0 40	12	8 15	12	17 10	12	17 10	American	International American Lines	499	9	68	1 28	Seattle	Lumber, iron	15,000	10,853	7,804
Munares	12	5 30	12	8 43	12	18 05	12	18 05	American	United-American Shipping Corp	370	0	52	1 24	Los Angeles	Crude oil	5,800	5,577	4,225
W. W. Mills	12	10 10	12	10 53	12	18 15	12	18 15	American	Munson Line	424	4	58	2 25	Seattle	Lumber	9,000	7,333	5,119
Hamlin F. McCormick	12	11 50	12	12 33	12	19 55	12	19 55	American	Pure Oil Co.	321	7	50	0 20	San Pedro	Gasoline	3,937	3,883	2,484
Charles H.	12	13 40	12	14 11	12	21 05	12	21 05	American	Charles R. McCormick	404	6	53	0 20	Portland, Ore	Lumber	6,450	6,755	4,750
Cramp	12	14 00	12	14 51	12	22 35	12	22 35	American	Argonaut Steamship Line	447	0	53	27	Bellingham	Lumber, general	9,300	6,840	5,014
Sagoland	12	14 00	12	15 11	12	23 50	12	23 50	Swedish	Veenesta Ltd., Rotterdam	375	0	52	25	Wilmington	Nitrate of soda	7,400	5,361	3,256
Kamouaska	12	17 30	13	6 22	13	15 35	13	17 07	British	DuPont & Co.	420	0	52	25	Talcahuano	Nitrate	7,805	7,892	5,858
Pacific Shipper	12	19 30	13	7 20	13	16 30	13	16 30	British	Furness, Withy & Co.	450	0	57	26	Vancouver	General	9,538	7,519	4,985
Gargyle	13	1 00	13	8 10	13	18 05	13	18 05	American	Vacuum Oil Co.	425	0	60	0 30	San Francisco	Lubricating oil	8,450	10,405	7,401
Trojaner	13	3 25	13	9 54	13	18 30	13	18 30	British	Blue Star Line, Ltd.	473	8	60	0 30	New W'min ter	Chilled, general	2,343		
Vega ¹⁸	12	19 30	13	10 36	13	19 15	14	14 30	American	U. S. Navy	401	0	54	0 17	San Diego	General, lumber ⁽²⁾	5,324	6,766	4,809
Santa Matia	13	5 23	13	11 00	13	19 25	13	19 25	American	Pacific Mail Steamship Co.	404	6	53	9 25	San Francisco	General, lumber	5,324	6,766	4,809

¹⁸ Supply ship.¹⁹ Motor ship.²⁰ Lumber and manganese ore.²¹ Twelve-14 inch guns, 21 tons clothing, and 75 tons Near East Relief stores.

Wheat, coffee	7,464	7,591	5,661
General	784	1,159	665
Crude oil	15,941	12,116	9,023
Nitrate of soda	7,525	5,587	4,205
General	1,047	3,256	2,010
Gasoline (bulk)	10,000	7,204	4,602

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 8.....	Parismina	United Fruit Co.	New Orleans via Habana.	March 8.....	Orca	Royal Mail Steam Packet Co.	New York via wayports.
March 9.....	Achilles and Darien.	Panama Railroad Steamship Line.	Norfolk.	March 8.....	Parismina	United Fruit Co.	Boca del Toro.
March 9.....	Perou	French Line.	St. Nazaire via wayports.	March 9.....	Panama	Panama Railroad Steamship Line.	New York via Haiti.
March 10.....	Megantic.	White Star Line.	Liverpool via wayports.	March 11.....	Perou	French Line.	St. Nazaire and wayports.
March 11.....	Nortonian	Leyland Line.	New Orleans via Habana.	March 11.....	Parismina	United Fruit Co.	New Orleans via Habana.
March 11.....	Aenas	United Fruit Co.	Bocas del Toro.	March 11.....	Reliance.	United-American Line.	New York via wayports.
March 11.....	Reliance	United-American Line.	Tampico.	March 12.....	Sixaola	United Fruit Co.	Colombian ports.
March 11.....	Camden	United Fruit Co.	New York via Kingston.	March 12.....	Tivives	United Fruit Co.	New York via Kingston.
March 11.....	Sixaola.	United Fruit Co.	Colombian ports.	March 12.....	Aenas	United Fruit Co.	New Orleans via wayports.
March 11.....	Tivives	United Fruit Co.	Houston via wayports.	March 12.....	Megantic.	White Star Line.	New Orleans via wayports.
March 12.....	La Fayette.	French Line.	New York via Haiti.	March 12.....	Nortonian	Leyland Line.	Port Limon.
March 13.....	Gen. G. W. Goethals.	Black Cross Navigation Co.	New York via wayports.	March 13.....	Camden	United Fruit Co.	Tampico.
March 13.....	Cristobal	Panama Railroad Steamship Line.	New York via Haiti.	March 13.....	Achilles and Darien.	Panama Railroad Steamship Line.	Norfolk.
March 13.....	Pastores	United Fruit Co.	New Orleans via wayports.	March 14.....	San Bruno.	United Fruit Co.	Boston.
March 13.....	Yuma	Standard Fruit Co.	Colon.	March 14.....	La Fayette.	French Line.	Houston via wayports.
March 13.....	La Isla ²⁴ .	Standard Fruit Co.	New Orleans via wayports.	March 14.....	Pastores	United Fruit Co.	New York via wayports.
March 13.....	San Blas ²⁵ .	San Blas Development Co.	Colon.	March 14.....	Yuma	Standard Fruit Co.	San Blas.
March 13.....	Impero ²⁴ .	Colon Import & Export Co.	Colon.	.....	.....	.....	.....
March 14.....	San Bruno	United Fruit Co.	Boston via Port Limon.	.....	.....	.....	.....

²⁴ Motor schooner. ²⁵ Yacht.

PORT OF BALBOA.

Date.	Vessel.	Line.	From.	Date.	Vessel.	Line.	For—
March 8.....	Denderah	Kosmos Line.	High seas.	March 11.....	W. J. Hanna	Standard Oil Co.	Talara.
March 12.....	Bokuyo Maru.	Toyo Kisen Kaisha	Vaporaíso.	March 12.....	Denderah.	Kosmos Line.	Buenaventura.
March 12.....	Salina	Struthers & Barry (S. B.)	Los Angeles.	March 12.....	Bokuto Maru.	Toyo Kisen Kaisha	Hongkong.
March 14.....	Acasta	Anglo-Saxon Petroleum Co.	San Pedro.	March 13.....	Salina	Struthers & Barry (S. B.)	San Pedro.

* 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 March 14, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Santa Tecla.....	Grace Line.....	March 9.....	March 9.....	208	8
Eupatoria.....	Hamburg-American Line.....	March 10.....	March 10.....	463	
Bokuyo Maru.....	Toyo Kisen Kaisha.....	March 12.....	March 12.....		40
Denderah.....	Kosmos Line.....	March 7.....	March 12.....	60	
Urubamba.....	Peruvian Line.....	March 12.....	March 12.....		17
Salina.....	U. S. Shipping Board.....	March 12.....	March 13.....	9,546	
Venezuela.....	Pacific Mail Steamship Co.....	March 13.....	March 13.....	4	3
Corinto.....	Pacific Mail Steamship Co.....	March 13.....	March 13.....		15
Garfield.....	Grace Line.....	March 13.....	March 14.....		138
Jadden.....	U. S. Shipping Board.....	March 14.....	March 15.....	262	
Acasta.....	Anglo-Saxon Petroleum Co.....	March 14.....	March 16.....	6,870	

Official Circular.

Quarantine Rescinded.

THE PANAMA CANAL,
HEALTH DEPARTMENT,
BALBOA HEIGHTS, C. Z., March 17, 1925.

To all concerned—Information having been received that the island of Jamaica is free from foot and mouth disease, the quarantine imposed on November 22, 1922, against the island of Jamaica on account of this disease is hereby rescinded.

C. P. KNIGHT,

Approved: Chief Quarantine Officer.

M. L. WALKER,
Governor.

Sale of Building.

The Panama Canal offers for sale to the highest bidder the boathouse, Building No. 290, located at Gatun. 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., March 25, 1925, and then opened. The Panama Canal reserves the right to reject any or all bids. Forms of proposal may be had upon application to the offices of the Chief Quartermaster and the District Quartermasters at Cristobal and Gatun.

Sale of Laundry Machinery.

The Panama Canal offers for sale to the highest bidder 27 pieces of laundry machinery, located at the Cristobal laundry, at which point inspection may be made upon application to the office of the General Manager, 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., March 25, 1925, and then opened. The Panama Canal reserves the right to reject any or all bids. Forms of proposal with full information may be had upon application to the above-mentioned offices.

Sale of Obsolete Equipment.

The Panama Canal offers for sale to the highest bidders a quantity of miscellaneous equipment consisting of locomotive cranes, rock crushers, concrete mixers, electric motors, hoisting engines, pumps, various machines, etc. Sealed bids will be received in the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., and in the office of the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone, not later than 10.30 a. m., March 23, 1925, and then opened. Forms of proposal and full information may be had upon application to the above-mentioned offices.

Cable Rate to Denmark.

Effective January 1, 1925, the rate to Denmark from the Isthmus will be 66 cents per word. This increase is due to Danish terminal tax.

Sale of Scrap.

The Panama Canal offers for sale to the highest bidder approximately 3,400 net tons of iron and steel scrap. Bids will be received in the offices of the General Purchasing Officer, The Panama Canal, Washington, D. C., and the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 1, 1925, and then opened. Forms of proposal, Circular 1658, with full information may be had upon application to the above-mentioned offices.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.85 and \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.15 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$12 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

THE PANAMA CANAL RECORD

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., March 25, 1925.

No. 33.

Heavy Day's Traffic—Record at Gatun Locks.

Twenty-five commercial vessels, having an aggregate net tonnage of 124,988, Panama Canal measurement, transited the Canal on March 18, 1925. Combined tolls on the day's traffic totaled \$118,246.92. In addition to the 25 commercial transits summarized above, a Government vessel passed southbound through the Canal free of tolls, and a large ore carrier which had passed through the Pacific locks the preceding day and anchored overnight in the Canal, completed the transit to the Atlantic. Since the opening of the Canal to operation, on but two previous occasions has the number of transits reached 25, viz., May 25, 1923 and January 14, 1924.

As compared with the record day's traffic through the Canal, traffic for March 18 was as follows:

	Number of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
March 18, 1925.....	25	124,988	\$118,246.92	139,778
May 25, 1923.....	25	145,382	136,604.77	153,075

* On January 14, 1924, 25 commercial vessels transited the Canal, carrying an aggregate for 163,202 tons of cargo, but the combined net tonnage and tolls were less than for May 25, 1923.

At Gatun Locks, the day's traffic included 26 commercial vessels and a Government vessel, establishing a new record for commercial transits in one day at Gatun Locks. The total number of lockages for the day was 26, of which 9 were made with full length of lock chambers and 17 using the short chamber in one or more levels for the purpose of saving water. Only one tandem lockage was made. The total number of lockages, including both commercial and noncommercial, has been exceeded on at least two other occasions.

Sinking and Salvage of Tug "Sciota."

The tug *Sciota*, belonging to the United States Navy, sank suddenly while tied up at Dock 15, Balboa, in the afternoon of March 8, from causes which have not been determined. The tug was raised by the salvage section of The Panama Canal, using the wrecking tug *Favorite* and the 250-ton cranes *Ajax* and *Hercules*, and towed into the dry dock at Balboa on March 22. With the unwatering of the dock, investigation into the cause of the sinking was extended to the interior of the vessel. Final report has not been made.

Notice to Mariners—Menace to Navigation.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,

BALBOA HEIGHTS, C. Z., March 23, 1925.

Steamship *Marijateirino* reports wreck of sailing vessel in latitude 0° 54' South, longitude 84° 06' West, March 18, 1925, 3-30 G. M. T.

M. L. WALKER,
Governor.

CANAL WORK IN FEBRUARY.

The following is the report of the Governor to the Secretary of War, of Canal work in the month of February, 1925:

BALBOA HEIGHTS, C. Z., March 14, 1925.

*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, 1925:

NUMBER OF TRANSITS.

During the month, 384 commercial vessels, 13 small launches, and 70 vessels of the United States Government passed through the Canal, making the total transits for the month 467, or an average of 16.78 transits per day. Of the 384 commercial vessels, 5 transited the Canal solely in order that repairs might be made at the Canal shops, and were passed through free of tolls.

Tolls for the month aggregated \$1,649,034.80, equivalent to an average of \$58,894.10 in tolls per day. Of the foregoing, \$1,648,964.88 represents the amount collected in tolls from the 379 commercial vessels on which tolls were paid, and \$69.92 was the amount collected in tolls from the 13 small launches.

The revenue from tolls was the smallest of any month since February, 1923, when the tolls aggregated but \$1,423,954.21 for the month. The average daily number of transits and the average daily receipts from tolls compared favorably with the past several months however, the small aggregate for the month being due to the fact that February has but 28 days instead of the usual 30 or 31.

The total craft of all kinds transiting the Canal during the month of February, 1925, as compared with the same month in 1924 and 1923 is shown in the following tabulation:

	February, 1925.	February, 1924.	February, 1923.
Commercial vessels.....	379	418	326
Noncommercial vessels, Army and Navy.....	70	22	94
Launches, under 20 tons measurement.....	13	9	4
Vessels transiting Canal for repairs.....	5	.....	1
Total vessels transiting Canal.....	467	449	425

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North-bound.	South-bound.	Total.
Gatun.....	13	15	28
Pedro Miguel.....	22	20	42
Miraflores.....	19	20	39

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by vessels transiting the Canal each month from the beginning of the fiscal year 1925 to the end of February, 1925, as compared with the same months in the previous year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1923-4.	1924-5	1923-4.	1924-5.	1923-4.	1924-5.	1923-4.	1924-5.
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	\$2,124,830.02	\$1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,750	1,958,479	2,050,656.97	1,769,999.94
September.....	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November.....	436	384	2,193,865	1,872,531	2,215,295	1,961,593	2,058,188.61	1,750,937.00
December.....	506	407	2,516,491	1,989,196	2,494,634	2,265,687	2,335,729.81	1,893,495.04
January.....	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
February.....	418	379	2,108,879	1,789,447	2,243,616	1,839,619	1,964,155.59	1,648,964.88
Totals.....	3,604	3,153	17,945,919	15,449,344	18,186,681	16,160,245	16,641,477.31	14,459,908.74

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The decrease in commercial traffic for the first 8 months of the current fiscal year, as compared with the same period for the preceding fiscal year has been 12.5 per cent in number of transits; 13.9 per cent in Panama Canal net tonnage; 11.1 per cent in tons of cargo carried; and 13.1 per cent in tolls.

Following is a summary of commercial traffic for February, 1925, as compared with the corresponding month in 1924 and 1923, and the monthly average for the calendar year ending December 31, 1924:

	February, 1925.	February, 1924.	February, 1923.	Average per month for calendar year 1924.
Number of transits.....	379	418	326	408
United States net tonnage.....	1,407,862	1,680,768	1,237,806	1,617,898
Panama Canal net tonnage.....	1,789,447	2,108,879	1,529,547	2,034,313
Registered gross tonnage.....	2,270,635	2,687,166	1,943,694	2,593,977
Registered net tonnage.....	1,412,819	1,681,466	1,231,729	1,620,002
Tolls.....	\$1,643,964.88	\$1,964,155.59	\$1,423,954.21	\$1,900,784.70
Tons of cargo carried.....	1,839,619	2,243,616	1,563,278	2,157,678

The average daily number of transits, tonnage, tolls, and cargo is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	February, 1925.	February, 1924.	February, 1923.	
Number of transits.....	13.53	14.41	11.64	13.36
Panama Canal net tonnage.....	63,909	72,720	54,627	66,698
Tolls.....	\$58,891.60	\$67,729.50	\$50,855.51	\$62,320.81
Tons of cargo carried.....	65,701	77,366	55,831	70,743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of February, 1925, as compared with February, 1924, and February, 1923, are shown in the following tabulation:

	Average per vessel.		
	February, 1925.	February, 1924.	February, 1923.
United States equivalent net tonnage.....	3,715	4,021	3,797
Panama Canal net tonnage.....	4,721	5,045	4,692
Registered gross tonnage.....	5,991	6,429	5,962
Registered net tonnage.....	3,728	4,623	3,778
Tolls.....	\$4,350.83	\$4,698.94	\$4,367.96
Tons of cargo (including vessels in ballast).....	4,854	5,367	4,825
Tons of cargo (laden vessels only).....	3,992	6,599	6,012

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement giving the summary of the intercoastal traffic through the Canal, for the month of February for the past 4 years, indicates the great increase of traffic over this route:

Month.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
February, 1922.	25	117,512	94,548	19	89,862	84,330	44	207,374	178,878
February, 1923.	73	387,649	238,622	50	270,279	423,958	123	657,928	662,580
February, 1924.	80	449,263	210,388	100	571,580	916,249	180	1,020,843	1,126,637
February, 1925.	66	359,974	196,777	57	326,629	520,160	123	686,603	716,937

UNITED STATES SHIPPING BOARD VESSELS.

During the month of February, 1925, 9 vessels of the United States Shipping Board transited the Canal. Of these, one was en route from New Orleans to Hawaii, and the remainder were being operated between United States and foreign ports. Of the 9 vessels, 8 were general cargo carriers and one was a tank ship.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels routed through the Canal during the month of February for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
February, 1923.	12	59,803	38,192	10	56,572	70,928	22	116,375	109,120
February, 1924.	13	67,528	43,600	8	40,506	64,837	21	108,034	108,437
February, 1925.	6	31,181	26,890	3	16,317	18,959	9	47,498	45,849

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of February, 1925, by principal geographical areas, as compared with the same month in 1924 and 1923; the figures representing the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	February, 1925.	February, 1924.	February, 1923.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	647,122	722,326	583,295
Europe (including British Isles).....	250,148	311,903	211,093
Cristobal, C. Z.	38,764	11,832	15,864
East coast of Mexico.....	6,550	18,530	14,868
East coast of South America.....	13,362	9,213	6,065
East coast of Canada.....	12,563	22,682	4,947
West Indies.....	11,647	3,428	4,244
Totals.....	980,156	1,099,914	840,376
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	431,192	573,633	474,078
West coast of South America.....	238,995	198,599	196,200
Australasia.....	101,183	121,898	85,729
Far East.....	99,105	114,492	63,713
West coast of Canada.....	87,839	86,086	18,045
West coast of Mexico and Central America.....	4,588	5,206	2,611
Miscellaneous.....	17,254		
Totals.....	980,156	1,099,914	840,376
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	392,514	649,466	331,613
West coast of South America.....	249,210	209,246	207,617
Australasia.....	33,977	47,068	41,619
Far East.....	19,945	4,833	20,137
West coast of Canada.....	97,412	89,611	78,634
West coast of Mexico and Central America.....	735	8,741	9,551
Miscellaneous.....	15,498		
Totals.....	809,291	1,008,965	689,171
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	520,753	714,928	437,551
Europe (including British Isles).....	231,132	266,092	195,073
East coast of Mexico.....	18,755	4,723	4,885
East coast of Canada.....	8,216		7,774
Cristobal, C. Z.	20,652	9,711	14,007
East coast of South America.....	9,783	4,873	8,443
West Indies.....		4,512	21,438
Miscellaneous.....		4,126	
Totals.....	809,291	1,008,965	689,171

TOLLS.

Under the present method of assessing tolls, the revenue from commercial traffic during the month of February, 1925, was \$1,648,964.88. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively, this revenue would have been increased by \$356,823.36. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$48,152.63	\$37,016.80	\$85,169.43
Chilean.....	1,256.00	1,257.65	2,513.65
Colombian.....	8.65	14.65	23.30
Danish.....	506.05	387.45	893.50
Dutch.....	6,353.65	3,208.80	9,562.45
French.....	2,236.50	2,001.10	4,237.60
German.....	8,171.85	10,537.60	18,709.45
Italian.....	1,595.10		1,595.10
Japanese.....	2,873.47	3,563.05	6,436.52
Jugo-Slavic.....		595.65	595.65
Norwegian.....	4,730.89	9,295.35	14,026.24
Panaman.....	7,043.30	2,256.10	9,299.40
Peruvian.....	4,665.00	3,590.20	8,255.20
Spanish.....	1,471.60	1,544.20	3,015.80
Swedish.....	1,944.05	1,992.05	3,936.10
United States.....	71,691.41	116,862.56	188,553.97
Totals.....	162,700.15	194,123.21	356,823.36

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$50,605.60	\$73,762.30	\$124,367.90
United States foreign trade.....	21,085.81	43,100.26	64,186.07
Totals.....	71,691.41	116,862.56	188,553.97

Of the additional \$356,823.36 that would have been collected by using exclusively Panama Canal rules of measurement, \$23,412 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement of vessels transiting the Panama Canal in February, 1925, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total, February, 1925.
British.....	.83	1.31	1.09
Chilean.....	.45	1.13	.78
Colombian.....	.22	1.92	1.07
Danish.....	.98	1.83	1.54
Dutch.....	.85	1.18	.96
French.....	.20	1.51	.99
German.....	.75	1.39	1.12
Italian.....	.41		.41
Japanese.....	1.32	1.59	1.46
Jugo-Slavic.....		2.00	2.00
Norwegian.....	1.30	1.77	1.59
Panaman.....	.11	1.39	.52
Peruvian.....	.21	.58	.37
Spanish.....	.04	.88	.48
Swedish.....	1.36	1.66	1.56
United States.....	1.05	1.66	1.43
Average, February, 1925.....	.91	1.56	1.27
Average, February, 1924.....	.99	1.58	1.34
Average, February, 1923.....	1.11	1.47	1.31

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	.56	1.59	1.03
United States and South America.....	.19	1.85	1.09
United States and Europe.....	.45	1.80	1.03
United States and Far East.....	1.12	.72	1.07
United States and Australasia.....	1.12	.....	1.12
United States and Canada.....	1.08	1.58	1.40
Europe and South America.....	.61	1.47	1.05
Europe and Canada.....	.52	1.41	.97
Europe and Australasia.....	.62	.79	.69
Cristobal and South America.....	.....	.74	.33

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of February, 1925, was 1,839,619 tons, being the smallest since February, 1923. Cargo from the Atlantic to the Pacific totaled 583,587 tons, as compared with 679,815 tons in February, 1924, and 629,560 tons in January, 1925. From the Pacific to the Atlantic there were 1,256,032 tons, as compared with 1,563,801 tons in February, 1924, and 1,277,909 tons in January, 1925.

From the Atlantic to the Pacific, manufactured goods, aggregating 140,393 tons, is the heaviest item, followed by mineral oils with 58,818 tons, and cement with 33,675 tons.

From the Pacific to the Atlantic, mineral oil shipments aggregated 434,170 tons, made up a little over one-third of the total cargo movement, as compared with shipments of 722,243 tons in February, 1924, and 349,585 tons in January, 1925. Nitrate shipments totaled 223,974 tons for the month, and lumber shipments 176,253 tons. These commodities ranked second and third in importance, respectively.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and, while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	February, 1925.	February, 1924.	February, 1923.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	1,519	1,556	904
Ammonia.....	7,079	3,093	5,331
Asphalt.....	1,195	1,417	3,327
Automobiles and accessories.....	12,759	8,461	5,067
Bricks, fire.....	1,189	546	4,122
Cement.....	33,675	30,965	7,360
Chemicals.....	1,224	4,195	2,108
Coal and coke.....	11,975	31,635	24,100
Coffee.....	3,242	11,636	51
Cotton.....	30,650	2,765	8,732
Creosote.....	.....	8,128	6,930
Glass.....	2,127	533	2,523
Liquors.....	1,651	2,389	1,136
Manufactured goods:			
Iron and steel.....	110,555	137,707	145,273
Machinery.....	8,638	12,736	8,954
Railroad material.....	14,721	23,090	8,410
Textiles.....	4,866	7,126	8,700
Other.....	1,613	8,568	12,537
Metal, iron.....	3,687	14,110	12,567
Metal, tin.....	14,981	24,710	12,030
Mineral oils.....	58,818	83,155	55,229
Paper.....	7,103	3,647	7,781
Phosphates.....	11,247	2,150	6,691
Salt.....	1,900	1,813	2,422
Sand.....	1,074	2,188	.....
Silversand.....	.....	236	7,500
Slag.....	1,008	4,949	1,878
Sugar.....	15,316	6,040	32
Sulphur.....	14,854	10,163	14,432
Tobacco.....	3,727	10,487	4,554
Wax.....	702	2,601	3,579
Miscellaneous.....	200,492	217,020	179,160
Totals.....	583,587	679,815	563,439
<i>Pacific to Atlantic.</i>			
Barley.....	11,913	20,895	16,573
Beans.....	22,443	6,019	11,289
Borax.....	1,852	2,580	4,903
Canned goods, various.....	36,712	30,609	23,755

Commodity.	February, 1925.	February, 1924.	February, 1923.
<i>Pacific to Atlantic.—Continued.</i>			
Coffee.....	9,302	12,588	8,371
Cold storage products.....	17,399	20,844	10,242
Copra.....	5,781	.....	8,467
Cotton.....	6,458	3,706	5,479
Flour.....	4,344	1,225	5,351
Fruits, dried and fresh.....	12,675	16,699	9,738
Lumber.....	176,253	114,494	147,948
Metals, various.....	28,293	29,519	31,106
Nitrates.....	223,974	190,852	183,344
Mineral oils.....	434,170	722,243	346,589
Ores, various.....	80,466	83,368	34,642
Phosphates.....	.....	.....	7,500
Rice.....	4,350	390	7,954
Saltpeter.....	.....	3,518	3,685
Skins and hides.....	3,633	2,566	4,688
Sugar.....	22,243	27,099	15,612
Wheat.....	34,735	153,160	42,686
Wool.....	7,852	12,433	6,434
Miscellaneous.....	111,184	109,014	63,478
Totals.....	1,256,032	1,563,801	999,839

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of February, 1925, was published in THE PANAMA CANAL RECORD for March 11, 1925. The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of February, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	February, 1925.	February, 1924.	February, 1923.	February, 1925.	February, 1924.	February, 1923.
United States intercoastal.....	66	80	73	57	100	50
United States and South America.....	26	25	17	32	29	25
Europe and South America.....	20	17	22	24	18	17
United States and Far East.....	16	21	13	2	1	3
Europe and United States.....	10	20	13	7	11	8
Europe and Canada.....	15	12	1	12	18	9
Europe and Australasia.....	7	9	6	4	5	6
Mexico and South America.....	1	2	2	1	1	1
Cristobal and South America.....	3	4	7	7	3	7
United States and Canada.....	3	4	2	9	1	7
United States and Australasia.....	9	10	7	.....	2	8
Miscellaneous.....	30	15	12	18	10	10
Totals.....	206	219	175	173	199	151
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Tons of cargo carried.			Tons of cargo carried.		
	February, 1925.	February, 1924.	February, 1923.	February, 1925.	February, 1924.	February, 1923.
United States intercoastal.....	359,974	449,263	387,649	326,629	571,580	270,279
United States and South America.....	118,990	104,835	72,011	138,581	126,632	111,812
Europe and South America.....	92,344	75,066	100,519	97,661	77,901	66,164
United States and Far East.....	84,948	103,573	63,713	11,303	4,833	15,650
Europe and United States.....	47,238	99,120	60,465	35,609	61,287	44,799
Europe and Canada.....	56,831	66,257	7,551	59,386	82,234	45,147
Europe and Australasia.....	46,367	68,363	42,558	29,834	38,614	32,931
Mexico and South America.....	4,723	9,866	9,827	4,723	4,723	4,885
Cristobal and South America.....	10,090	6,031	9,599	8,245	4,863	8,494
United States and Canada.....	16,114	16,421	10,494	29,080	3,251	33,487
United States and Australasia.....	46,321	45,222	38,224	.....	8,454	4,561
Miscellaneous.....	96,216	55,917	37,766	68,240	24,593	50,962
Totals.....	980,156	1,099,914	840,376	809,291	1,008,965	689,171
Route.	Panama Canal net tonnage.			Panama Canal net tonnage.		
	Tons of cargo carried.			Tons of cargo carried.		
	February, 1925.	February, 1924.	February, 1923.	February, 1925.	February, 1924.	February, 1923.
United States intercoastal.....	195,777	210,388	238,622	520,160	916,249	423,958
United States and South America.....	23,403	49,811	26,230	257,185	226,573	180,746
Europe and South America.....	50,438	38,913	31,052	143,340	115,485	95,590
United States and Far East.....	95,349	146,352	83,651	8,143	6,250	16,289
Europe and United States.....	21,140	53,453	56,856	64,138	94,879	68,155
Europe and Canada.....	29,584	14,062	2,916	83,624	141,770	66,336
Europe and Australasia.....	28,907	58,434	32,649	23,687	31,432	35,336
Mexico and South America.....	9,464	19,133	19,196	.....	.....	.....
Cristobal and South America.....	17	1,128	2,391	6,151	4,325	2,017
United States and Canada.....	17,473	13,001	17,392	45,950	4,139	45,642
United States and Australasia.....	51,894	44,848	48,124	.....	3,710	1,735
Miscellaneous.....	54,141	30,292	4,360	103,654	18,989	64,035
Totals.....	583,587	679,815	563,439	1,256,032	1,563,801	999,839

LATIN-AMERICAN TRAFFIC.

In the following tabulation a summary of Latin-American traffic for the month of February is given for the years 1923, 1924, and 1925, and for the month of January, 1925:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
February, 1923.....	135	456,210	\$423,353.93	423,546
February, 1924.....	119	462,483	430,746.30	488,808
February, 1925.....	143	545,248	509,299.89	546,504
January, 1925.....	156	607,977	567,858.30	640,862

The totals for February, 1925, are not quite as large as those for the preceding month, but the month being 3 days shorter than January accounts for the difference. The traffic for February, 1925, is greater in all respects than the same month in the two preceding years.

Nitrate shipments from the west coast of South America totaled 223,974 tons, as against 265,144 tons for January, 1925, and 199,748 for December, 1924.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during February, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for February, 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	22	65,291	80,455	112,272	64,348	\$73,698.61	39,127
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	2,073
Colombian.....	1	67	77	153	68	83.75	17
Danish.....	1	1,399	1,827	2,355	1,411	1,748.75	1,793
Dutch.....	2	7,968	11,060	12,704	7,682	9,960.00	11,824
French.....	2	6,852	8,463	11,116	7,020	8,565.00	1,808
German.....	5	16,291	22,391	26,724	16,230	20,363.75	15,856
Italian.....	2	5,802	7,373	10,052	5,718	7,252.50	3,069
Japanese.....	4	18,062	18,295	24,291	17,578	15,545.55	6,663
Norwegian.....	9	17,106	21,130	27,682	16,984	17,255.26	5,708
Panamanian.....	3	9,413	15,679	20,952	10,634	11,749.90	1,679
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	1,626
Spanish.....	1	4,120	5,518	7,578	4,402	5,150.00	214
Swedish.....	1	3,338	5,014	5,391	4,048	3,610.08	.....
United States.....	13	53,326	65,111	87,205	53,094	51,776.22	16,807
Totals, February, 1925...	70	216,255	274,848	368,110	219,224	235,784.37	108,264
Totals, February, 1924...	59	186,266	228,822	305,025	188,316	207,268.93	123,436
Totals, February, 1923...	69	141,729	218,620	279,292	175,746	185,906.09	83,229
<i>Pacific to Atlantic.</i>							
British.....	19	64,289	76,978	101,106	62,715	78,028.41	110,155
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	5,312
Colombian.....	1	67	77	153	85	83.75	148
Dutch.....	2	4,629	5,881	7,419	4,575	5,786.25	6,830
French.....	3	10,812	12,594	16,556	10,393	13,515.00	20,616
German.....	7	21,229	28,221	33,178	20,998	26,536.25	39,595
Japanese.....	4	19,859	20,087	26,570	19,592	24,104.40	37,656
Jugo-Slavic.....	1	2,799	3,412	4,292	2,789	3,498.75	6,849
Norwegian.....	7	15,359	21,610	25,242	15,265	18,972.56	38,149
Panamanian.....	3	5,437	7,548	10,080	6,711	6,779.90	10,503
Peruvian.....	3	4,664	7,746	11,209	5,934	5,705.00	4,131
Spanish.....	2	4,876	6,366	7,559	5,219	6,095.00	5,539
Swedish.....	1	3,116	3,359	4,085	2,546	3,895.00	6,523
United States.....	19	61,676	72,849	97,279	59,406	76,166.50	146,234
Totals, February, 1925...	73	222,191	271,400	352,038	220,204	273,515.52	438,240
Totals, February, 1924...	60	182,989	233,661	306,382	184,845	223,477.37	365,372
Totals, February, 1923...	66	192,511	237,590	307,323	191,428	237,447.84	340,317

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 47½ per cent of the total commercial transits of the Canal during the month of February, 1925, comprised about 53 per cent of the Panama Canal net tonnage, and carried about 56 per cent of the total cargo in transit through the Canal during the month.

The following statement shows the commercial traffic through the Canal in February, 1925, classified according to nationality of vessels, by direction of transit, and the combined traffic in both directions, with the totals for February, 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	60	208,451	268,857	343,809	207,807	\$245,790.01	173,214
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	2,073
Colombian.....	1	67	77	153	68	83.75	17
Danish.....	1	1,399	1,827	2,355	1,411	1,748.75	1,793
Dutch.....	5	22,070	28,925	35,547	21,673	26,317.31	20,956
French.....	4	11,310	13,645	18,194	11,436	14,137.50	2,817
German.....	7	21,792	29,762	35,690	21,485	26,051.43	19,882
Italian.....	2	5,802	7,373	10,052	5,718	7,252.50	3,069
Japanese.....	11	46,879	51,805	66,520	46,122	50,472.53	44,307
Norwegian.....	12	29,602	37,610	48,131	29,482	30,603.59	21,761
Panamanian.....	3	9,413	15,679	20,952	10,634	11,749.90	1,679
Peruvian.....	3	3,708	7,750	12,325	6,031	4,635.00	1,626
Spanish.....	1	4,120	5,518	7,578	4,402	5,150.00	214
Swedish.....	2	5,617	9,009	9,165	6,923	6,458.83	5,441
United States.....	93	394,026	497,615	632,782	395,361	418,474.51	284,738
Totals, February, 1925...	206	767,768	980,156	1,250,563	772,529	853,315.61	583,587
Totals, February, 1924...	219	873,586	1,099,914	1,392,547	874,930	963,469.60	679,815
Totals, February, 1923...	175	680,455	840,376	1,070,890	680,637	733,122.37	563,439
<i>Pacific to Atlantic.</i>							
British.....	40	151,860	186,876	243,978	151,652	187,492.16	254,877
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	5,312
Colombian.....	1	67	77	153	85	83.75	148
Danish.....	1	3,027	3,476	4,395	2,795	3,783.75	6,377
Dutch.....	3	10,392	13,499	14,757	10,383	12,990.00	15,921
French.....	4	14,794	17,054	22,026	13,780	18,492.50	27,633
German.....	9	26,080	35,948	41,295	25,823	32,600.00	40,141
Japanese.....	7	30,534	33,510	41,288	29,892	37,448.15	53,427
Jugo-Slavic.....	1	2,799	3,412	4,292	2,789	3,498.75	6,849
Norwegian.....	9	21,124	29,143	34,579	21,096	26,178.81	50,487
Panamanian.....	3	5,437	7,548	10,080	6,711	6,779.90	10,503
Peruvian.....	3	4,564	7,746	11,209	5,934	5,705.00	4,131
Spanish.....	2	4,876	6,366	7,559	5,219	6,095.00	5,539
Swedish.....	2	5,373	7,259	7,890	5,379	6,718.75	12,117
United States.....	87	355,688	452,705	569,261	354,776	443,434.00	752,570
Totals, February, 1925...	173	640,094	809,291	1,020,072	640,290	795,649.27	1,256,032
Totals, February, 1924...	199	807,182	1,008,965	1,294,619	806,536	1,000,685.99	1,563,801
Totals, February, 1923...	151	557,351	689,171	872,804	551,092	690,831.84	999,839
<i>Combined traffic.</i>							
British.....	100	360,311	455,733	587,787	359,459	433,282.17	428,091
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	7,385
Colombian.....	2	134	154	306	153	167.50	165
Danish.....	2	4,426	5,303	6,750	4,206	5,532.50	8,170
Dutch.....	8	32,462	42,424	50,304	32,056	39,307.31	36,877
French.....	8	26,104	30,699	40,220	25,216	32,630.00	30,450
German.....	16	47,872	65,710	76,985	47,308	58,651.43	70,023
Italian.....	2	5,802	7,373	10,052	5,718	7,252.50	3,069
Japanese.....	18	77,413	85,315	107,808	76,014	87,920.68	97,734
Jugo-Slavic.....	1	2,799	3,412	4,292	2,789	3,498.75	6,849
Norwegian.....	21	50,726	66,753	82,710	50,578	56,782.40	72,248
Panamanian.....	6	14,850	23,227	31,032	17,345	18,528.80	12,182
Peruvian.....	6	8,272	15,496	23,534	11,965	10,340.00	5,757
Spanish.....	3	8,996	11,884	15,137	9,621	11,245.00	5,753
Swedish.....	4	10,990	16,267	17,055	12,302	13,177.58	17,558
United States.....	180	749,714	950,320	1,202,043	750,137	861,908.51	1,037,308
Totals, February, 1925...	379	1,407,862	1,789,447	2,270,635	1,412,819	1,648,964.88	1,839,619
Totals, February, 1924...	418	1,680,768	2,108,879	2,687,166	1,681,466	1,964,155.59	2,243,616
Totals, February, 1923...	326	1,237,806	1,529,547	1,943,694	1,231,729	1,423,954.21	1,563,278

* Includes British warship of 4,175 tons displacement.

VESSELS WITHOUT CARGO.

Vessels transiting the Canal during the month of February, 1925, in ballast, are shown in the following tabulation, grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	6	26,834	\$19,320.48	1	4,723	\$3,400.56
Dutch.....	1	4,248	3,058.56			
German.....	1	3,344	2,407.68			
Norwegian.....	1	6,489	4,672.08			
United States.....	31	196,161	141,736.80			
General cargo ships:						
British.....	11	33,293	25,994.33			
Japanese.....	4	18,375	13,496.43			
Norwegian.....	4	14,355	10,337.76	1	698	502.56
Panamanian.....	1	45	32.40	1	45	32.40
Swedish.....	1	6,014	3,610.08			
United States.....	6	29,750	21,528.96	2	293	212.25
Totals.....	67	337,903	246,195.56	5	5,759	4,147.77

* Includes British naval vessels of 4,175 tons displacement on which tolls of \$2,087.50 were paid.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of February, 1925, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	1	4,723	\$5,310.00	38	226,669	\$232,673.95
Ballast.....	40	237,076	171,195.50	1	4,723	3,400.56
General cargo ships:						
Laden.....	138	637,525	601,810.05	130	576,863	558,827.55
Ballast.....	26	100,832	72,912.45	4	1,036	747.21
Naval vessel.....	1	(¹)	2,087.50			
Totals.....	206	980,156	853,315.61	173	809,291	795,649.27
Steamers.....	186	923,714	832,932.20	158	752,377	742,916.31
Motor ships.....	12	48,078	42,089.58	13	56,845	52,682.56
Motor schooners.....	2	122	116.15	1	45	32.40
Motor yachts.....	2	664	478.08	1	24	18.00
Colliers.....	1	6,930	4,989.60			
Naval vessels.....	1	(¹)	2,087.50			
Tugs.....	2	648	622.50			
Totals.....	206	980,156	853,315.61	173	809,291	795,649.27

* British naval vessel of 4,175 tons displacement.

Of the 344 steamers, 237 were coal burners, 106 oil burners, and one burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by the 70 Government vessels which transited the Panama Canal free of tolls during the month of February, 1925, and of the 5 vessels which were passed through free of tolls for repairs. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated with a total of \$119,046.58.

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Battleships.....	1	¹ 26,000	\$13,000.00			
Cruisers.....	8	¹ 65,000	32,500.00	2	¹ 4,960	\$2,480.00
Destroyers.....	24	¹ 31,200	15,600.00			
Minesweepers.....	3	¹ 2,950	1,475.00	1	¹ 950	475.00
Subchasers.....	1	¹ 77	38.50	1	¹ 77	38.50
Submarines.....	7	¹ 6,030	3,015.00	7	¹ 5,310	2,655.00
Subtenders.....				1	¹ 4,360	2,180.00
Supply ships.....	1	¹ 3,092	3,710.40			
Tankers.....	2	¹ 11,781	14,137.20			
Tugs.....	1	¹ 1,000	500.00			

* Indicates displacement tonnage.

* Indicates Panama Canal net tonnage.

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Army vessels:						
Launches.....	3	1 30	\$15.00	3	1 45	\$22.50
Transports.....	1	1 5,212	6,254.00	1	1 14,528	14,884.80
For repairs.....	2	1 477	572.40	3	1 7,629	5,492.88
Totals.....	54		90,817.90	21		28,228.68

* Indicates displacement tonnage.

* Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of February, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	23,953
Pacific to Atlantic.....	514
Totals.....	24,467

The following statement shows the number of launches transiting the Canal during the month of February, 1925; these launches although paying tolls are excluded from the statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	12	83	\$68.42
Pacific to Atlantic.....	1	2	1.50
Totals.....	13	85	69.92

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of February, 1925, are shown in the following tabulations:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons.	75,793	28,357	104,150
Local cargo shipped..... tons.	5,607	182	5,789
Transit cargo arriving..... tons.	1,825,560	1,816,901	3,642,461
Transit cargo clearing..... tons.	1,817,889	1,825,655	3,643,544
Cargo received for transshipment..... tons.	20,980	66	21,046
Cargo transshipped..... tons.	21,985	1	21,986
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	47	5	52
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons.	16,321	247	16,568
Coal issued, miscellaneous:			
Panama Canal departments..... tons.	62	151	213
U. S. Army, excepting vessels..... tons.	368		368
Individuals and companies..... tons.	236		236
Returned to Navy at Cristobal..... tons.	398		398
Total issues and sales..... tons.	17,385	398	17,783
Coal on hand, March 1, 1925..... tons.	79,136		79,136
Coal on hand, February 1, 1925..... tons.	57,386		57,386
Coal received during the month..... tons.	39,135		39,135
Borrowed from Navy at Balboa..... tons.		398	398
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls.	8,387.31	14,499.66	22,886.97
Panama Railroad Co..... bbls.	1,169.95	372.32	1,542.27
Army and Navy..... bbls.		80.59	80.59
Individuals and companies..... bbls.		208.95	208.95
Total issues and sales..... bbls.	9,557.26	15,161.52	24,718.78
Fuel oil received during February, 1925..... bbls.	17,316.66		17,316.66
Fuel oil on hand, March 1, 1925..... bbls.	68,440.46	47,143.15	115,583.61
Diesel oil sold during February, 1925..... bbls.	207.97		207.97
Diesel oil on hand, March 1, 1925..... bbls.	37,480.96	517.17	37,998.13
Miscellaneous transfers..... bbls.	3,728.60	586.67	4,315.27
Gasoline and kerosene pumped for Panama Canal..... bbls.	1,808.38	1,603.33	3,411.71
Gasoline pumped for individuals and companies..... bbls.		3,199.94	3,199.94
Oil pumped for individuals and companies..... bbls.	680,534.37	355,656.01	1,036,190.38
Total fuel oil and gasoline handled..... bbls.	713,153.24	376,207.47	1,089,360.71

	Cristobal.	Balboa.	Total.
Admeasurement of vessels			
U. S. equivalent certificates issued	21	5	26
Measured for Panama Canal net tonnage	5	3	8
Remeasured for Panama Canal net tonnage	23	4	27
Panama Canal net tonnage corrected	3	.....	3
U. S. equivalent tonnage corrected	17	8	25
Services of harbor equipment:			
Tugs, total operating hours	421½	319½	741½
Launches, total operating hours	1,123½	1,325	2,448½
Scows, total operating days		8	8
Revenues from tug service, pilotage, etc.:			
Tug revenue	\$12,673.75	\$8,850.85	\$21,254.60
Pilotage	15,604.00	6,344.00	21,948.00
Seamen	9,524.00	8,188.00	17,712.00
Launch service	1,295.50	2,781.00	4,076.50
Wharfage	12,578.63	3,826.52	16,404.15
Ships measured	215.00	60.00	275.00
Miscellaneous cash collections	1,480.35	1,005.50	2,485.85
Vessels repaired at Panama Canal shops:			
Commercial	41	16	57
U. S. Army and Navy	4	14	18
Canal equipment	6	17	23
Vessels dry docked:			
U. S. Army and Navy		4	4
Commercial	2	4	6
Panama Canal equipment		4	4
Clearances issued	228	212	440
Bills of health issued	223	352	575

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal	478	2,794,578	1,788,124	434	2,476,861	1,591,347
Vessels entering port but not transiting Canal	50	275,662	165,780	6	26,889	16,545
Vessels transiting Canal and handling passengers and cargo at terminal ports	79	480,013	293,435	50	298,402	176,682
<i>Ships clearing.</i>						
All vessels including those transiting Canal	478	2,788,414	1,778,008	457	2,582,102	1,690,005
Vessels entering port but not transiting Canal	51	286,743	171,750	6	35,616	25,222
Vessels transiting Canal and handling passengers and cargo at terminal ports	80	476,373	286,956	50	298,402	176,682

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First-class.	Others.	Totals.	First-class.	Others.	Totals.
Disembarking:						
From Atlantic ports	1,245	640	1,885	45	87	132
From Pacific ports	156	82	238	126	112	238
Total disembarking	1,401	722	2,123	171	199	370
Embarking:						
For Atlantic ports	981	474	1,455	26	15	41
For Pacific ports	211	65	276	131	63	194
Total embarking	1,192	539	1,731	157	78	235
Remaining on board vessels:						
From Atlantic to Pacific ports	1,423	2,532	3,955	1,084	1,262	2,346
From Pacific to Atlantic ports	692	673	1,365	998	956	1,954
From Atlantic to Atlantic ports	2,185	55	2,240	.....	.....	.....
From Pacific to Pacific ports	.....	.....	.....	10	.....	10
Total on board	4,300	3,260	7,560	2,092	2,218	4,310
Total arriving	5,701	3,982	9,683	2,263	2,417	4,680
Total departing	5,492	3,799	9,291	2,249	2,296	4,545

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of February, 1925:

	Ice.	Groceries.	Cold Storage	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$113.58	\$1,016.69	\$8,591.16	\$47.07	\$499.85	\$10,268.35
Panama Railroad vessels.....	29.70	79.48	1,894.31	920.14	612.75	3,536.38
Other commercial vessels.....	1,757.24	8,251.05	18,752.70	266.65	2,210.34	31,237.98
Total sales, February, 1925.....	1,900.52	9,347.22	29,238.17	1,233.86	3,322.94	45,042.71
Total sales, February, 1924.....	1,170.50	5,730.96	14,772.70	1,299.81	1,321.77	24,295.74
Total sales, February, 1923.....	954.42	3,798.60	17,851.85	.....	1,792.85	24,397.72
Sales at Balboa to:						
Government vessels.....	965.88	14,983.68	39,154.98	408.64	1,114.25	56,627.43
Commercial vessels.....	1,022.24	7,417.67	16,105.59	267.65	633.89	25,447.04
Total sales, February, 1925.....	1,988.12	22,401.35	55,260.57	676.29	1,748.14	82,074.47
Total sales, February, 1924.....	582.09	2,716.81	10,720.48	377.60	3,328.65	17,725.63
Total sales, February, 1923.....	1,710.45	6,384.77	33,869.97	1,737.94	4,031.97	47,735.10

The aggregate sales to Government vessels during the month were \$66,895.78; to Panama Railroad vessels \$3,536.38; to other commercial vessels \$56,685.02; making a grand total of sales to all vessels \$127,117.18.

LOCK OPERATIONS.

The following tabulations show the number of lockages, and number of vessels passing through the locks during the month of February, 1925, as compared with the corresponding month in 1924 and 1923; and the consumption of water for lockages in February, 1925, as compared with the preceding month and the corresponding month in 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.			Feb., 1925.	Feb., 1924.	Feb. 1923.
	North.	South.	Total.	North.	South.	Total.			
Gatun.....	158	190	348	3	21	24	372	428	341
Pedro Miguel.....	167	198	365	11	32	43	408	446	378
Miraflores.....	158	181	339	8	21	29	368	442	373
Number of vessels put through locks.									
Gatun.....	184	219	403	32	71	103	506	494	436
Pedro Miguel.....	177	208	385	45	79	124	509	507	506
Miraflores.....	177	208	385	41	78	119	504	507	469

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun	Pedro Miguel	Miraflores.
Army and Navy vessels.....	75	82	80
Panama Canal equipment.....	28	42	39

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	Cubic feet. 1,218,070,000	Cubic feet. 1,217,220,000	Cubic feet. 1,172,260,000
Leakage.....	25,000,000	12,100,000	20,000,000
Maintenance.....	.....	.....	37,850,000
Totals, February, 1925.....	1,243,070,000	1,239,320,000	1,230,110,000
Totals, January, 1925.....	1,501,080,000	1,353,920,000	1,316,780,000
Totals, February, 1924.....	1,716,480,000	1,235,210,000	1,207,350,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of February, 1925, are shown in comparative form:

Rainfall for month.	February, 1925.	February, 1924.	February—Years of record.		
	Inches.	Inches.	Maximum.	Minimum.	Mean.
Pacific section.....	0.07	0.33	2.51	T	0.68
Central section.....	.44	2.25	4.23	.15	1.28
Atlantic section.....	1.21	3.63	13.29	.73	2.50
Maximum recorded on any one day.....	.73	2.23	7.12	.....	.....
Gatun Lake watershed.....	.97	3.35	6.09	.37	1.81
Chagres River watershed above Alhajuela.....	.94	2.82	5.92	.24	1.68
Maximum recorded for month at any one point.....	1.76	6.85	24.94	.....	.....
Minimum recorded for month at any one point.....	0	0	.....	0	.....
<i>Hydrography.</i>					
Discharge of Chagres River at Alhajuela.....	C. f. s. 957	C. f. s. 993	C. f. s. 3,315	C. f. s. 516	C. f. s. 1,236
Maximum momentary discharge for the month.....	1,470	9,758	43,500	.....	.....
Gatun Lake watershed total yield.....	1,454	1,855	5,077	705	1,913
Gatun Lake watershed net yield.....	601	1,041	4,207	287	1,112
Draft on Gatun Lake for lockages and power.....	2,623	1,563	2,623	1,106	1,904

¹ 12.25 represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama not included in this report.) ² February 1, 1909. ³ Major power load carried by auxiliary plant at Miraflores. ⁴ Not including February, 1914.

SEISMOLOGY.

No seismic tremors were recorded during the month.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, are shown in the following tabulation:

Item.	February, 1925.	February, 1924.	February, 1923.
Gross output, KWH.: Gatun hydroelectric station.....	5,269,700	778,200	4,240,300
Miraflores steam plant.....	.....	3,780,280	40
Power distributed to consumers..... KWH.	4,135,844	3,994,231	3,635,573
Loss of power in plants, accessories, transmissions, and transformers..... KWH.	1,133,856	564,249	604,767
Per cent of loss of power to gross output.....	21.51	12.37	14.26
Water consumption..... cubic feet.	3,902,490,040	1,009,916,294	3,119,594,413
Oil consumption..... barrels.	303.27	22,615.67	1,293.00

¹ During February, 1924, the greater portion of the power used was generated at the Miraflores steam plant in order to conserve as much water as possible during the dry season.

Thirty-six work orders covering electrical installations and repairs on 16 vessels were completed during the month as well as the usual operation, maintenance, and repair work.

There were 220 work orders issued for work performed by the different sections of the Electrical Division during the month as compared with 267 work orders issued during the month of January, 1925.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 51 vessels at Cristobal, and 47 at Balboa. The more important repairs including the following:

Repairs to the bottom of the steamship *Belize*, including the renewal of 19 plates and the removal and repair of 36 additional plates, including repairs to frames, etc., was about 90 per cent completed at the end of the month.

The conversion and overhauling of the Peruvian cruiser *Almirante Grau* was completed during the month, and the ship sailed for home ports on February 20. Work on the sister ship *Coronel Bolognesi*, covering repairs and conversion to oil burner was started.

Barge No. 128, the first of the three 1,000-yard barges now under construction, was successfully launched into the dry dock on February 24, and will be ready for operation during the month of March.

Reconditioning of the collier *Achilles*, and the installation of the gantry frame on the dredge *Gamboa* were completed during the month, and the equipment returned to service.

The output of the foundry in patterns and castings, as compared with the preceding month, was as follows:

	February, 1925.			January, 1925.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	7	600	40,482½	15	805	57,716
Steel.....	6	655	52,077	10	437	64,639
Nonferrous.....	6	1,348	14,800½	7	819	13,882

There were 770 job orders on hand at the beginning of the month, 652 were authorized during the month, and 674 completed, leaving 748 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month; none were authorized and none completed during the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	February, 1925.	February, 1924.	February, 1923.
	Gallons.	Gallons.	Gallons.
Pumping stations.....	616,518,500	643,282,750	685,942,500
Filtration plants.....	377,342,000	374,423,000	393,798,000
Water consumed by Panama.....	84,106,000	92,093,000	89,097,000
Water consumed by Colon.....	43,324,000	52,192,250	58,133,500
Sales of water to vessels.....	11,954,160	11,795,775	9,506,962

The drainage system for the Army road leading to the top of Ancon Hill was completed. The sidewalk at Ancon Laundry was completed during the month, and work was continued on the service walks leading to the rear of employees' quarters in the Ancon-Balboa district. Municipal work was started for 77 additional garage stalls in the Ancon-Balboa district.

DREDGING.

West Culebra slide showed a slight movement between stations 1785 and 1794 W. The movement amounted to 0.3 foot toward the Canal for the month.

Cucaracha Village slide showed a slight movement between stations 1837 and 1842 E., and the dredge *Cascadas* removed 13,850 cubic yards from this slide area. The total excavation from this slide to date amounts to 82,600 cubic yards.

The general movement and settlement toward the Canal of Cucaracha Signal Station slide was very slight during February. The total horizontal movement (toward the Canal) amounted to 0.4 foot with a vertical movement (or drop) of 0.2 foot.

All other slides were quiescent during the month and there was no delay to traffic due to slides.

The total excavation during the month was 301,010 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
31,900	6,100	25,800	Maintenance.....	Gaillard Cut—1610 to 1647 E. and W.....	<i>Cascadas.</i>
27,100	10,450	16,650	Maintenance.....	Gaillard Cut—1674 to 1697.50 E. and W.....	<i>Cascadas.</i>
6,300	2,200	4,100	Maintenance.....	Gaillard Cut—1830 to 1824 E. and W.....	<i>Cascadas.</i>
13,850	5,550	8,300	Maintenance.....	Cucaracha Village slide, 1837 to 1842 E.....	<i>Cascadas.</i>
28,400	.....	28,400	Project No. 1.....	Pacific entrance, 2063 to 2076 E.....	<i>Paraiso</i>
6,350	3,750	2,600	Maintenance.....	Pacific entrance, 2063 to 2076 E.....	<i>Paraiso.</i>
36,000	36,000	.....	Project No. 1.....	Pacific entrance, 2234 to 2242 W.....	<i>No. 83.</i>
63,250	63,250	.....	Maintenance.....	Pacific entrance, 2234 to 2242 W.....	<i>No. 83.</i>
47,000	47,000	.....	Auxiliary.....	France Field.....	<i>No. 86.</i>
2,400	2,400	.....	Auxiliary.....	Stock pile, France Field.....	<i>No. 86.</i>
38,000	38,000	.....	Auxiliary.....	Naval Air Station, Coco Solo.....	<i>No. 86.</i>
460	460	.....	Auxiliary.....	Sand from Chame.....	<i>La Valley.</i>

VITAL STATISTICS.

A total of 146 deaths occurred during the month of February, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 14.05 per thousand. The leading causes of death were: Tuberculosis (various organs), 29; pneumonia (broncho and lobar), 15; cancer (various organs), 11; nephritis (acute and chronic), 11; diarrhea and enteritis (including colitis), 10. There were 8 deaths from apoplexy and 4 from organic diseases of the heart. Of the total deaths, 50, or 34 per cent occurred among children under 5 years of age. There were 11 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 298 live births reported during the month, and 12 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 29.84 per 1,000 population. Deaths among children under 1 year of age numbered 33, giving an infant mortality rate of 110.74 per 1,000 live births.

The total number of malaria cases reported during the month was 102. Of these, 9 were reported from Panama City, 4 from Colon, 35 from Canal Zone sanitated areas, and 54 originated outside of our sanitated areas. Of the total, 11 were employees, 50 were nonemployees, and 41 were Army and Navy personnel. There were 2 deaths from malaria.

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters, shown in comparative form, was as follows:

	As of February 28, 1925.			Comparative totals.		
	Men.	Women.	Children.	February, 1925.	February, 1924.	February, 1923.
Americans.....	2,575	2,092	2,332	6,999	6,924	6,304
Europeans.....	86	29	69	184	175	175
West Indians.....	4,198	2,631	6,705	13,534	12,823	12,802
Totals, February, 1925.....	6,859	4,752	9,106	20,717	.....	.....
Totals, February, 1924.....	6,768	4,759	8,405	.....	19,922	.....
Totals, February, 1923.....	6,626	4,640	8,019	.....	.....	19,285

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of February 18, 1925, by departments, with a comparison of the working force for the preceding month and for February, 1924:

	As of February 18, 1925.			Total employees.	
	Gold.	Silver.	Total.	January, 1925.	February, 1924.
Operation and Maintenance:					
Office.....	29	38	67	67	75
Electrical.....	171	224	395	359	357
Municipal Engineering.....	71	432	553	501	553
Lock Operation.....	257	991	1,248	1,327	1,603
Dredging.....	162	827	989	999	1,039
Mechanical.....	473	893	1,366	1,433	1,240
Marine.....	177	517	694	707	700
Fortifications.....	16	271	287	244	34
Totals.....	1,356	4,243	5,599	5,637	5,631
Supply Department:					
Quartermaster.....	159	1,014	1,173	1,148	1,266
Subsistence.....	11	121	132	125	126
Commissary.....	182	954	1,136	1,113	992
Cattle Industry, plantations.....	6	260	266	239	189
Hotel Washington.....	8	100	108	104	104
Transportation.....	37	163	200	192	192
Totals.....	403	2,612	3,015	2,921	2,869
Accounting Department.....	196	7	203	201	200
Health Department.....	216	682	898	904	930
Executive Department.....	486	267	753	757	730
Totals.....	898	956	1,854	1,862	1,860

	As of February 18, 1925.			Total employees.	
	Gold.	Silver.	Total.	January, 1925.	February, 1924.
Panama Railroad:					
Superintendent.....	47	231	278	269	299
Transportation.....	62	115	177	176	177
Receiving and Forwarding Agent.....	78	942	1,020	1,133	842
Coaling stations.....	41	242	283	300	570
Totals.....	228	1,530	1,758	1,878	1,888
Grand totals, February, 1925.....	2,885	9,341	12,226		
Grand totals, January, 1925.....	2,905	9,393		12,298	
Grand totals, February, 1924.....	2,810	9,438			12,248

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions, and received on the Isthmus during the month, cash sales from stock, etc., as compared with the preceding month and with the corresponding month in 1924, were as follows:

	February, 1925.	January, 1925.	February, 1924.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$235,066.19	\$388,018.90	\$363,155.46
For other Panama Canal departments.....	9,702.05	14,923.75	11,965.88
Totals.....	244,768.21	402,942.65	375,121.34
Cash sales on the Isthmus:			
Stock.....	30,571.36	32,474.18	21,086.26
Fuel oil.....	734.84	1,601.22	3,268.39
Scrap.....	968.21	434.57	576.28
Obsolete and second-hand material.....	1,721.95	80.09	2,123.40
Totals.....	33,996.36	34,568.06	27,054.33

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures from July 1, 1924, to January 31, 1925, inclusive. It is impossible to submit the figures for the month of February at the time of writing this report, since all the bills, charges, etc., involved in the accounting have not been completed.

	Month.		Fiscal year.	
	January, 1925.	January, 1924.	This year.	Last year.
Tolls.....	\$1,832,069.01	\$22,16,892.81	\$12,891,180.72	\$14,677,827.45
Other receipts.....	323,555.60	256,631.20	1,969,346.20	\$1,731,927.56
Total transit revenues.....	2,155,634.61	2,473,524.01	14,773,526.92	16,409,755.01
Total transit expenses.....	1,011,090.59	904,444.94	6,478,320.88	6,222,191.95
Net transit revenues.....	1,144,544.02	1,569,079.07	8,295,206.04	10,187,563.06
Three per cent capital charge (theoretical)	607,674.12	607,383.50	4,240,051.22	4,240,040.26
Transit surplus.....	536,869.89	961,695.57	4,046,154.82	5,938,522.80
Business revenues.....	1,065,790.24	1,147,049.92	7,623,222.75	7,130,332.26
Business expenses.....	969,088.65	1,067,430.00	6,919,827.89	6,501,709.82
Net business revenues.....	96,701.59	70,619.92	709,394.86	628,22.44
Three per cent capital charge (theoretical)	54,143.12	52,552.90	491,697.59	397,544.10
Business surplus.....	42,558.47	27,117.02	298,697.27	231,063.34
Combined revenues.....	2,916,410.23	3,382,332.26	23,546,951.37	21,918,472.55
Combined expenses.....	1,675,173.62	1,733,633.27	11,551,359.47	11,102,287.22
Combined net revenues.....	1,241,245.61	1,648,698.99	8,995,630.90	10,816,185.33
Three per cent capital charge (theoretical)	661,817.25	659,886.49	4,650,748.81	4,046,594.36
Combined surplus.....	579,428.36	988,812.59	4,344,882.09	6,169,591.14

Respectfully,

M. L. WALKER,

Governor.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, March 21, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
J. N. Pew	14	17.48	15	6.12	15	13.56	15	15.00	American	480.5	66.0	20.8	Philadelphia	Ballast	3,907	9,494	6,612
Cherry Branch	14	17.48	15	6.20	15	15.19	15	16.15	British	412.6	50.10	20.6	Liverpool	General	2,414	5,403	3,967
Cadaretta	14	21.45	15	7.30	15	18.03	15	18.00	American	300.0	44.0	18.0	New Orleans	General lumber	5,859	2,901	1,948
Ebebeck	15	12.10	15	7.34	15	16.11	15	20.20	American	401.7	51.7	22.0	New York	(^c)	5,859	6,928	5,103
City of Madras	15	1.50	15	8.08	15	17.03	15	18.35	British	395.0	44.0	25.0	New York	General	3,672	5,190	3,983
Maria Petrina	15	6.45	15	8.48	15	18.15	15	19.30	Jugo-Slavic	400.0	53.0	25.0	Blyth	Coal	6,886	5,808	4,163
Kermi	14	9.08	16	6.20	16	13.03	16	14.15	American	471.1	59.1	19.10	Hamburg	General	4,982	9,032	6,655
Canadian Spin-	15	13.18	16	7.05	16	14.30	16	15.45	British	410.0	52.0	19.8	Halifax	General	600	5,871	4,094
Canadian	15	17.33	16	8.45	16	16.20	16	17.35	British	400.0	52.2	20.6	Halifax	General, sugar	4,913	5,905	4,129
Texan	15	21.45	16	9.17	16	17.02	16	18.00	American	471.0	57.0	23.0	New York	General	7,200	9,154	6,903
Wales Maru	16	6.30	16	11.08	16	17.52	16	18.55	Japanese	405.1	53.0	19.6	New York	(^r)	3,793	7,043	5,077
Agwipond	16	6.50	16	11.33	16	18.52	16	20.08	American	468.3	62.7	19.0	New York	Ballast	5,045	11,700	8,274
Gen. G. W.	16	11.00	16	11.00	16	18.00	16	18.00	American	380.6	61.9	26.6	Guantanamo	General	6,891	5,701	4,126
Getty	16	15.40	17	6.20	18	15.00	18	15.00	American	89.0	22.0		Cristobal	General	1,502	7,222	5,051
St. Stephen	16	15.40	17	6.20	18	15.00	18	15.00	American	376.0	52.2	24.10	New York	General	2,054	9,165	7,056
Mytilos	17	7.03	17	7.25	17	15.17	17	22.13	British	412.3	53.4	20.0	Liverpool	Ballast	6,124	4,479	
Mapone	17	6.20	17	10.04	17	16.43	17	17.45	French	427.0	56.0	21.3	Cette	Ballast	7,085	6,050	
Thinear	16	18.43	17	11.07	17	17.44	17	18.48	Dutch	500.1	63.0	21.6	Rotterdam	Sugar	5,045	11,700	8,274
Williston	17	10.20	17	12.10	17	20.00	17	21.00	British	400.0	52.0	24.0	Louisburg	General	6,891	5,701	4,126
Rochester	17	7.35	18	6.20	18	15.00	18	15.00	American	380.6	61.9	26.6	Guantanamo	General	1,502	7,222	5,051
Venezuela	16	17.55	18	6.09	18	13.48	18	14.55	Italian	429.0	51.6	26.0	Genoa	General	2,054	9,165	7,056
Moerdijk	17	10.10	18	6.55	18	15.55	18	17.25	Dutch	473.0	61.0	19.2	London	General	6,896	6,538	4,769
Havana Maru	17	11.12	18	7.40	18	16.50	18	17.55	Japanese	407.0	50.0	24.0	New York	Sugar	6,200	7,983	5,882
Willilo	17	15.05	18	8.27	18	18.02	18	19.10	American	494.0	57.6	26.6	New York	General	6,200	7,983	5,882
Dixie Arrow	17	16.55	18	8.40	18	17.35	18	19.10	American	468.3	62.7	22.0	Providence	Ballast	6,200	7,983	5,882
Parora	17	18.03	18	9.27	18	18.33	18	19.37	British	479.7	62.3	21.0	New York	General	6,200	7,983	5,882
Graylock	18	4.10	18	10.17	18	19.11	18	20.13	American	436.0	54.3	28.3	New York	(^e)	8,910	9,486	6,867
Sun	17	23.35	18	11.10	18	19.33	18	20.32	American	382.0	49.9	17.8	Jacksonville	Ballast	8,910	9,486	6,867
Robert Luck-	18	9.00	18	11.58	18	20.25	18	21.28	American	445.0	58.0	25.3	New York	General	8,000	8,695	6,375
enbach	18	7.28	18	13.25	18	21.35	18	21.91	American	185.8	25.4	13.0	Hamburg	Ballast	8,000	8,695	6,375
Koyoski	18	10.22	18	13.25	18	21.22	18	22.20	American	254.0	33.0	17.0	Jacksonville	Ballast	8,000	8,695	6,375
Castana	18	16.45	19	6.30	19	13.33	19	14.35	American	494.0	60.0	20.0	Fall River	Ballast	8,000	8,695	6,375
Swiftsure	18	22.45	19	7.43	19	14.25	19	15.25	American	453.0	56.0	22.0	Boston	Ballast	8,000	8,695	6,375
Hypod	18	22.45	19	7.43	19	14.25	19	15.25	American	453.0	56.0	22.0	Boston	Ballast	8,000	8,695	6,375
Clyde Bank	19	6.32	19	8.35	19	15.49	19	20.35	British	429.0	53.9	25.0	New York	General	7,000	7,101	5,018

* Tanker.

* Tug.

* Cruiser.

* Yacht.

* General, case oil, cotton.

* Triplate, rosin, oils, gasoline, and general.

* Steel products and general.

Santa Cecilia.....	19	9.34	19	9.45	19	18.28	19	19.20	American.....	Isthmian Line.....	404.6	53.0	28.0	Baltimore.....	San Diego.....	8.209	6.745	4.562
Buenos Aires.....	18	7.35	19	12.00	19	18.16	19	20.25	Spanish.....	Spanish Line.....	407.0	47.9	26.8	Barcelona.....	Valparaiso.....	2.212	3.624	3.844
Finland.....	19	12.24	19	12.40	19	20.24	20	2.08	American.....	Panama-Pacific Line.....	500.0	60.0	25.5	General.....	San Francisco.....	5.600	13.559	9.016
Alvarado.....	18	1.40	20	6.07	20	13.53	20	15.05	British.....	Pacific Steam Navigation Co.....	323.0	42.0	18.0	General.....	Callao.....	1.776	2.844	1.748
Saraillo.....	20	5.25	20	6.23	20	13.49	20	14.45	American.....	Transmarine Corporation.....	804.0	46.0	20.0	General.....	San Francisco.....	3.565	3.984	2.612
Margaret.....	19	19.25	20	7.08	20	15.49	20	18.00	British.....	Ocean Carriers Co.....	411.5	54.1	22.11	(*)	Seattle.....	6.751	6.024	4.999
Coughlan.....	20	9.46	20	10.00	20	17.13	20	18.30	German.....	Roland Line.....	400.2	52.0	23.0	General.....	Coral.....	4.311	6.175	4.423
Turpin.....	20	10.20	20	10.35	20	17.35	23	11.10	American.....	U. S. Navy.....	460.0	61.1	21.0	Naval supplies.....	San Diego.....	100		
Henderson.....	20	17.20	20	12.10	20	18.44	20	20.23	American.....	Pacific Mail Steamship Co.....	404.6	53.9	27.9	General.....	San Francisco.....	4.603	6.779	4.921
Santa Olivia.....	20	5.25	20	12.05	20	18.44	20	19.40	Chilean.....	Chilean Line.....	421.8	56.0	27.0	General.....	Valparaiso.....	2.619	7.758	4.672
Teno.....	20	11.58	20	13.03	20	21.22	20	21.22	American.....	Grace Line.....	404.6	53.9	15.0	Ballast.....	Louise.....	6.760	6.450	
Santa Clara.....	.....	.....	.....	.....	.....	.....	.....	.....	Panamanian.....	A. A. Carvera.....	.....	.....	.....	.....	Gatun Lake.....	.....	.....	.....
No. 3224 *.....	.....	.....	.....	.....	.....	.....	.....	.....	Panamanian.....	Royal Netherlands W. I. Mail.....	447.4	62.7	24.0	General.....	Gatun Lake.....	.....	.....	.....
Almeo.....	20	8.35	21	6.15	21	13.31	21	14.30	Dutch.....	DuPont & Co.....	400.0	52.6	16.3	Ballast.....	Hamburg.....	5.975	9.403	6.653
Anguld.....	20	14.20	21	7.40	21	14.46	21	15.45	Norwegian.....	Nippon Yusen Kaisha.....	445.0	56.0	19.10	General.....	Iquique.....	4.769	6.098	4.990
Takaka Maru.....	20	18.30	21	8.35	21	15.20	21	17.05	Japanese.....	Isthmian Line.....	424.0	56.0	25.10	(*)	Kobe.....	8.239	7.611	5.856
Aniston City.....	21	6.38	21	9.38	21	17.28	21	20.48	American.....	Isthmian Line.....	253.0	43.0	25.0	General.....	Manila.....	3.393	2.828	1.692
El Cedro.....	21	8.16	21	9.52	21	18.50	21	19.49	American.....	Los Angeles Lumber Products Co.....	412.0	53.0	18.0	Sulphur.....	San Francisco.....	.....	.....	.....
Linnea.....	21	10.42	21	11.10	21	18.60	21	21.45	British.....	Anglo-Saxon Petroleum Co.....	412.0	53.0	18.0	Ballast.....	San Pedro.....	6.090	4.303	

* Tanker.

° Transport.

° Cayuco.

° Coke and pig iron.

° Machinery, aluminum, oil, cotton, steel, beans, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Kelfari.....	7	5.30	15	7.49	15	16.05	15	16.05	American.....	Husteca Petroleum Co.....	435.0	56.1	26.6	Melbourne.....	Acres.....	8.000	6.615	4.522
Emidio.....	14	16.50	15	6.33	15	14.50	15	14.50	Norwegian.....	D. Steen, Oslo.....	435.0	56.2	28.0	San Pedro.....	Warrens Hook.....	8.700	7.433	5.098
Queen Mand.....	14	20.00	15	7.21	15	15.35	15	16.55	British.....	Thos. Dunlop & Sons.....	400.2	52.3	24.6	Antofagasta.....	Mobile.....	7.700	5.748	3.955
Crampton.....	14	19.30	15	7.49	15	16.05	15	16.05	American.....	Husteca Petroleum Co.....	435.0	56.1	26.6	San Pedro.....	New Orleans.....	10.862	7.804	5.159
Katrina Luckenbach.....	14	20.31	15	8.04	15	15.45	15	16.45	American.....	Luckenbach Line.....	446.0	56.1	23.0	Portland, Ore.....	Mobile.....	6.814	5.804	6.179
Cape May.....	14	20.15	15	9.05	15	17.35	15	20.20	American.....	U. S. & Australasia Line (S. B.).....	415.0	53.7	18.4	Melbourne.....	New York.....	1.400	7.072	4.944
Holer.....	15	1.30	15	9.17	15	18.47	16	3.25	German.....	Roland Line.....	423.0	52.4	24.1	Vancouver.....	Austerdam.....	5.980	6.431	4.693
Walter A.....	15	1.00	15	9.37	15	18.20	15	18.20	American.....	Luckenbach Line.....	446.0	56.1	29.0	Portland.....	Boston.....	7.709	8.785	6.567
Stanley Dollar.....	15	11.05	15	11.54	15	19.45	15	20.40	American.....	Robert Dollar Line.....	401.0	54.0	25.6	Vancouver.....	Baltimore.....	7.836	6.971	5.078
Jadden.....	14	19.55	15	13.32	15	19.30	16	2.45	American.....	Tampa Intercean S. Co. (S. B.).....	423.0	54.0	24.6	Shanghai.....	New Orleans.....	7.796	7.496	5.686
Sachsen.....	15	13.10	15	14.00	15	22.30	16	6.40	German.....	Hamburg-American Line.....	468.3	58.2	28.0	Vancouver.....	London.....	9.350	9.634	6.732
Tongking.....	15	18.00	15	6.14	16	14.53	16	19.27	Danish.....	Asiatic Co.....	398.2	53.6	28.0	Portland.....	Hamburg.....	8.496	7.013	5.317
Wabana.....	15	21.00	16	8.00	16	16.00	16	16.45	British.....	British Empire Steel Co.....	375.0	52.0	25.0	Iquique.....	New Orleans.....	7.363	5.297	3.369
Hunlara.....	16	1.45	16	11.56	16	21.05	19	20.20	Peruvian.....	Peruvian Line.....	360.0	44.7	19.0	Ciudad.....	Cristobal.....	228	4.514	2.386
Santa Elisa.....	16	10.55	16	13.03	16	20.40	16	23.02	American.....	Standard Oil Co. of N. J.....	360.0	51.7	26.0	Talcahuano.....	New York.....	4,153	5,957	4.325
F. Q. Barstow.....	15	20.40	16	14.23	16	23.30	16	23.30	American.....	New Zealand Shipping Co.....	400.0	68.2	30.0	San Pedro.....	Crude petroleum.....	15,000	10,530	7.604
Rotona.....	16	14.00	17	6.19	17	13.47	17	13.47	British.....	McMurchy & Greenless.....	526.4	61.4	25.0	Port Chalmers.....	Frozen, general.....	6,100	12,846	9.439
Kintyre.....	16	17.15	17	7.46	17	15.17	17	17.05	British.....	McMurchy & Greenless.....	400.0	62.0	25.10	Talca.....	Savannah.....	7,530	5,471	3.846
Gulfrade.....	16	21.30	17	7.38	17	16.10	17	16.10	American.....	Gulf Refining Co.....	445.0	59.0	26.0	San Pedro.....	Philadelpia.....	9,000	7,420	5.446
Croton Hall.....	16	21.30	17	8.19	17	16.50	17	16.50	American.....	Isthmian Line.....	405.2	52.1	24.0	Seattle.....	Portland.....	5,055	6,958	5,192

* For orders.

° Lumber, canned goods, and general.

° Rice, wood, oil, canned pineapples.

° Wheat, fruit, and lumber.

° Lumber and canned goods.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Agathave	17	4 33	17	8 42	17	17 20	17	17 20	American...	International Shipping Corp.	480.5	66.0	28.0	San Francisco	New York...	(19)	12,121	9,394	6,305
Canadian Mil-ler	17	7 16	17	10 09	17	18 20	18	6 45	British...	Canadian Govt. Mer. Marine	413.0	52.0	24.0	Union Bay...	Halifax...	Lumber, general	4,578	5,892	4,186
Portsaid Maru	17	8 00	17	10 05	17	18 40	17	19 35	Japanese...	Kline, New York	385.0	51.0	27.6	Tocopila...	Mobile...	Nitrate	8,200	5,914	4,399
City of Panama	17	3 46	17	11 20	17	19 35	18	16 40	Panaman...	Pacific Mail Steamship Co.	296.9	45.9	20.6	San Francisco	Cristobal...	General	2,842	3,848	2,606
Chilre	17	15 45	17	16 45	17	16 00	18	16 40	American...	Ore Steamship Corporation	519.6	72.2	34.4	Cruz Grande...	New York...	Iron ore	20,000	14,538	9,348
Lieut. W. B. Gaither	17	12 30	17	6 07	17	14 55	19	4 54	American...	U. S. Army	380.6	48.6	23.3	Pedro Miguel	New York...	General	3,013	5,926	4,178
Eucador	17	16 05	18	7 00	18	17 55	18	17 55	American...	Pacific Mail Steamship Co.	400.0	53.7	30.0	San Francisco	New Orleans...	Nitrate	9,604	7,018	5,107
Expt Maru	17	19 15	18	7 00	18	17 27	18	17 27	Japanese...	Kokusai Kisen Kaisha...	407.2	52.2	25.3	Meillon...	London...	Gasoline	7,300	6,150	4,412
San Quirio	17	23 40	18	7 42	18	18 43	18	18 43	British...	Eagle Oil Transport Co.	412.5	53.8	24.0	San Pedro...	Lands End...	Gasoline	7,357	6,242	4,320
Ampullaro	17	23 40	18	7 42	18	18 43	18	18 43	British...	Anglo-Saxon Petroleum Co.	412.5	53.8	24.0	San Pedro...	Lands End...	Gasoline	7,357	6,242	4,320
Steel Trader	17	22 15	18	8 06	18	19 12	18	19 12	American...	Island Line	424.2	56.2	28.0	Seattle...	London...	General	7,828	7,611	5,450
Gertrud	17	16 55	18	8 30	18	20 30	18	22 55	German...	Reland Line	410.0	48.1	24.5	Coral...	Hamburg...	General	6,116	5,105	3,601
Willaro	17	18 45	18	8 35	18	20 40	18	20 40	American...	Williams Line	386.8	52.2	24.3	Seattle...	Norfolk...	General, lumber	5,828	5,684	5,450
Steel Traveler	17	21 00	18	9 22	18	21 22	18	21 47	American...	Island Line	424.2	56.2	27.6	Hilo...	New York...	(22)	8,700	7,698	5,509
Dagbild	17	22 00	18	9 57	18	22 55	18	22 55	British...	British Empire Steel Corporation	435.0	58.9	28.0	Antofagasta...	New Orleans...	Nitrate of soda	11,200	8,002	5,606
William Cam-pion	17	22 40	18	10 25	18	22 40	18	22 40	American...	Garland Steamship Corporation	385.0	52.0	24.0	Gray's Harbor	Philadelphia...	Lumber	6,000	6,327	4,433
Manchuria	17	20 30	18	11 19	18	21 47	18	21 50	American...	Panama-Pacific Line	600.0	65.3	28.7	San Francisco	New York...	General	4,100	17,044	11,488
Pennsylvania	18	0 12	18	11 37	18	24 00	18	24 00	American...	Sun Oil Co.	480.5	66.0	28.6	Los Angeles...	Chester, Pa...	Crude oil	13,162	9,325	6,383
Pennsylvania	18	5 20	18	12 44	19	1 10	19	1 10	American...	Anglo-Hawaiian Line	407.0	53.7	26.0	Seattle...	Boston...	General	5,400	7,107	4,916
Sudawasco	18	10 00	18	14 00	19	2 25	19	2 25	American...	Transmarine Line	335.0	46.0	22.0	Aberdeen...	Newark, N. J...	Lumber, general	4,500	3,984	2,612
Severance	18	15 25	19	6 23	19	15 30	19	16 05	American...	Union Sulphur Co.	366.0	53.0	23.0	Aberdeen...	Providence...	Lumber	5,400	5,087	3,717
Cardianshire	19	3 33	19	10 47	19	18 20	20	13 45	British...	Royal Mail Steam Packet Co.	500.0	62.0	27.0	Vancouver...	Rotterdam...	General	7,878	11,420	8,385
Oroya	19	11 30	19	13 14	19	22 12	20	6 25	British...	Pacific Steam Navigation Co.	525.3	62.9	28.3	Valparaiso...	Liverpool...	General	7,374	13,133	9,064
G. Harrison	19	5 40	19	14 13	20	13 25	20	13 25	British...	International Petroleum Co.	550.6	72.3	32.0	Talara, Peru...	New York...	Crude oil	18,800	15,476	10,751
Smith	19	20 15	20	7 11	20	16 10	20	16 10	American...	Island Line	424.2	56.2	23.9	Bellingham...	Baltimore...	General	6,440	7,611	5,450
Steel Engineer	19	20 15	20	7 11	20	16 10	20	16 10	British...	Pacific Steam Navigation Co.	303.0	43.0	16.6	Callao...	New York...	General	1,392	2,851	1,697
Arauc	20	6 00	20	8 07	20	17 15	20	12 40	American...	Standard Oil Co. of California	435.0	56.0	26.6	San Pedro...	New York...	Gasoline	8,635	7,639	5,206
R. J. Hanna	20	7 45	20	9 09	20	17 25	20	17 25	American...	J. H. Carbone	415.1	55.7	29.4	Palhoa...	Gatun Lake...	Ballast	8,500	7,645	5,637
Diana	20	20 50	21	7 19	21	14 55	21	14 55	American...	Columbia Shipping Co.	415.1	55.7	29.4	Portland...	Baltimore...	General	8,500	7,645	5,637
Eastern Knight	21	7 00	21	8 45	21	16 10	21	16 10	Norwegian...	Westfal Larsen & Co.	469.0	60.0	28.5	San Pedro...	London...	Gasoline	11,990	9,431	6,489
Vancouver	21	2 00	21	13 12	21	19 47	21	19 47	American...	U. S. Army	448.0	58.0	24.0	San Francisco	Brooklyn...	(26)	152		
Cambrat	21	2 00	21	13 12	21	19 47	21	19 47	American...	U. S. Army	448.0	58.0	24.0	San Francisco	Brooklyn...	(26)	152		
Mundeta	21	12 20	21	14 08	21	21 30	21	21 37	American...	Munson Line	370.0	53.2	25.6	Seattle...	New York...	Lumber, general	6,200	5,668	4,297

* Tanker

** California distillate.

** Launch.

** For orders.

** Philippine sugar.

** Commercial launch.

** Motor ship, tanker.

** Transport.

** General Army supplies.

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

PORT OF CRISTOBAL.

* ARRIVALS.				* DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
March 15.	Heredia.	United Fruit Co.	New Orleans via Habana.	March 15.	Heredia.	United Fruit Co.	Bocas del Toro.
March 15.	Deucalion.	Royal Netherlands W. I. Mail.	Hamburg via wayports.	March 17.	Crynssen.	Royal Netherlands W. I. Mail.	Port Limon.
March 17.	Crynssen.	Royal Netherlands W. I. Mail.	Hamburg via wayports.	March 18.	Teutonia.	Hamburg-American Line.	Port Limon.
March 17.	San Gil.	United Fruit Co.	Boston via Habana.	March 18.	Heredia.	United Fruit Co.	New Orleans via Habana.
March 17.	Teutonia.	Hamburg-American Line.	Hamburg via wayports.	March 18.	San Gil.	United Fruit Co.	Boston via Port Limon.
March 17.	Turrialba.	United Fruit Co.	New Orleans via Habana.	March 18.	Gen. G. W. Goethals.	Black Cross Navigation Co.	Port Limon.
March 18.	Yuma.	Standard Fruit Co.	San Blas coast.	March 18.	Holger.	Roland Line.	High seas.
March 18.	Holger.	Roland Line.	High seas.	March 19.	Carrillo.	United Fruit Co.	Colombian ports.
March 18.	Heredia.	United Fruit Co.	Bocas del Toro.	March 19.	Sixaoia.	United Fruit Co.	New York via Kingston.
March 18.	Carrillo.	United Fruit Co.	New York via Kingston.	March 19.	Turrialba.	United Fruit Co.	New Orleans via wayports.
March 19.	Sixaoia.	United Fruit Co.	Colombian ports.	March 19.	Cristobal.	Panama Railroad Steamship Line.	New York via Haiti.
March 19.	Ulua.	Hamburg-American Line.	Puerto Barrios.	March 20.	Deucalion.	Royal Netherlands W. I. Mail.	Havre.
March 20.	Ulua.	United Fruit Co.	New York via wayports.	March 20.	Impeco *.	Colon Import & Export Co.	Colon.
March 20.	J. M. Danziger.	Pan-American Petroleum Co.	Tampico.	March 20.	Yuma.	Standard Fruit Co.	New Orleans via wayports.
March 21.	Crynssen.	Royal Netherlands W. I. Mail.	Port Limon.	March 21.	Coronado.	Elders & Tyffels, Ltd.	Kingston.
March 21.	Coronado.	Elders & Tyffels, Ltd.	Port Limon.	March 21.	Crynssen.	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
				March 21.	Ulua.	United Fruit Co.	New York via wayports.

*7 Motor schooner.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
March 20.	Rukuyo Maru.	Toyo Kisen Kaisha.	Hongkong.	March 16.	Acacia.	Anglo-Saxon Petroleum Co.	San Pedro.
				March 21.	Rukuyo Maru.	Toyo Kisen Kaisha.	Valparaiso.

*Other than ships passing through the Canal.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended March 23:

Steamship *La Isla*, dock, clean, and paint; repair main engine, dynamo engine, circulating pump, feed pump, windlass, and propeller; manufacture strainer for and overhaul sea valve; renew hot well tank and all deck steam lines; repair hull planking, stem and stern posts and replace copper where missing, etc.; *Cristobal*, repair sounding pipe, shaft alley bulkhead, operating gear bracket for skylight, and galley stack; manufacture and install 3 lengths of copper deck exhaust pipe; clean boilers and continue scaling between decks; remove furnace front, forward port boiler, and electric weld leak in furnace; manufacture, machine and install 2 new sheaves for fairlead, forecastle head, etc.; yacht *San Blas*, dock, repair leaks, and sheathing where directed; straighten propeller blades; rebabbitt strut bearings; install new water tanks; repair awning stanchions, stern two post, docking keel, fenders, railing, wire screening, and plumbing; repair and recalk deck as directed, etc.; steamship *Acajulla*, repair refrigerator, hand tools, dynamo, fan, feed pump, windlass, oil burners, piping, and forecastle stanchion; repair leak in No. 3 between decks from refrigerating chamber, etc.

Minor repairs—Steamships *Megantic*, *Camden*, *Nortonian*, *Venezuela*, *Zinal*, *City of Panama*, *Huallaga*, *Ecuador*, *Crynssen*, *Almelo*, *Yuma*, and schooner *Impco*, U. S. S. *Fulton*, tug *Engineer*, launches *Wilhelm* and *C-857*.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for week ending March 21, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Heredia	United Fruit Co.	March 15.	March 15.	423	111
Jadden	Tampa Inter-ocean Steamship Co.	March 15.	March 16.	134	(²)
Holger	Roland Line	March 15.	March 16.	98	
Deucalion	Royal Netherlands W. I. Mail.	March 15.	March 20.	20	1,225
Santa Elisa	Grace Line	March 15.	March 16.	11½	(²)
Tongking	Danish East Asiatic Co.		March 16.		68
Venezuela	Navigazionale Gen. Italiana.	March 16.	March 18.	312	7
Huallaga	Peruvian Line	March 16.	March 19.	128	(²)
Cristobal	Panama Railroad Steamship Line.		March 19.		1,269
Turrialba	United Fruit Co.	March 17.	March 18.	769	1
Teutonia	Hamburg-American Line	March 17.	March 18.	694	23
City of Panama	Pacific Mail Steamship Line.	March 17.		2,842	
Moerdijk	Holland-American Line	March 17.	March 18.	233	
Crynssen	Royal Netherlands W. I. Mail Line	March 17.	March 17.	143	(¹)
San Gil	United Fruit Co.	March 17.	March 18.	57	292
Ecuador	Pacific Mail Steamship Line.	March 18.	March 19.	1,523	91
Carrillo	United Fruit Co.	March 18.	March 19.	177	102
Heredia	United Fruit Co.	March 18.	March 18.	76	94
Buenos Aires	Spanish Line	March 18.	March 19.	228	(²)
Alvarado	Pacific Steam Navigation Co.	March 18.	March 20.	216	997
Yuma	Standard Fruit Co.	March 18.	March 20.	(¹)	210
Cardiganshire	Pacific Steam Navigation Co.	March 19.	March 19.	(¹)	577
Sixola	United Fruit Co.	March 19.	March 19.	3	204
Santa Olivia	Pacific Mail Steamship Co.	March 19.	March 20.	689	240
Amassia	Hamburg-American Line	March 19.	March 20.	23	822
Teno	Chilean Line	March 20.	March 20.	69	130
Almelo	Royal Netherlands W. I. Mail.	March 20.	March 21.	554	64
Arana	Pacific Steam Navigation Co.	March 20.	March 21.	528	36
Ulua	United Fruit Co.	March 20.	March 21.	365	276
J. M. Danziger	Pan-American Petroleum Co.	March 20.	March 21.	10,237	(²)
Crynssen	Royal Netherlands W. I. Mail.	March 21.	March 21.	3	383
Coronado	Elder & Fryffes, Ltd.	March 21.	March 21.	11	(²)

* No cargo discharged.

* No cargo laded.

* 400 pounds.

Density of Water In Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9)	1018	1020	1013	84.0
Balboa (dock 18)	1011	1015	1005	83.0

(NOTE.—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week ending March 21, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Huallaga.....	Peruvian Line.....	March 16.....	March 16.....	90	
Santa Elisa.....	Grace Line.....	March 16.....	March 16.....	1	1
City of Panama.....	Pacific Mail Steamship Co.....	March 17.....	March 17.....	56	
Ecuador.....	Pacific Mail Steamship Co.....	March 17.....	March 18.....	147	
Cambrai.....	U. S. Army.....	March 20.....	March 21.....	17	27
Rakuyo Maru.....	Toyo Kisen Kaisha.....	March 20.....	March 21.....	451	

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective March 6, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 6, Foreign, male and female, private rooms, American girls.....	
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.; 6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	
Ward 17, Colored children.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m. Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m. Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.

Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

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."

Sale of Scrap.

The Panama Canal offers for sale to the highest bidder approximately 3,400 net tons of iron and steel scrap. Bids will be received in the offices of the General Purchasing Officer, The Panama Canal, Washington, D. C., and the Chief Quartermaster, The Panama Canal, Balboa Heights, C. Z., up to 10.30 a. m., April 1, 1925, and then opened. Forms of proposal, Circular 1658, with full information may be had upon application to the above-mentioned offices.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal,

\$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal, the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., April 1, 1925.

No. 34.

Canal Traffic in March.

There were 398 commercial transits of the Panama Canal during the month of March, 1925, on which tolls to the amount of \$1,840,103.14 were paid. In addition to these commercial transits there were 11 transits of small nonseagoing launches measuring under 20 tons on which tolls to the amount of \$44.70 were paid, making the total tolls collection for the month \$1,840,147.84, or a daily average on all traffic of \$59,359.61.

In the following tabulation the number of commercial transits and the amount of tolls collected for the first 9 months of the current fiscal year are shown, with daily averages of transits and tolls for each month and the total and daily average for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July, 1924.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.84
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
Totals.....	3,551	16,300,011.88	12.96	59,489.09

It will be noted that the daily average of both transits and tolls for March closely approximates those of the 9-month period.

The average amount of tolls paid by each of the commercial ships during the month of March was \$4,623.37.

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, March 28, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.		Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.		Operator.		Length.		Beam.		Salt water draft.		From—		For—		Cargo.		Panama Canal tonnage.	
		Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.											Nature.		Tons.		Gross.		Net.	
Acahula		11	17	30	22	6	00	22	13	10	22	15	45	British	Pacific Steam Navigation Co.	215.7	33.5	17.2	21.0	Cristobal	General	1,037	1,273	706			
Liverpool Maru		21	16	05	22	6	20	22	13	52	22	14	55	Japanese	Kokusa Kisen Kaisha	385.0	51.0	21.10	21.0	Savannah	(1)	3,513	5,919	4,400			
Dakota		22	4	05	22	6	35	22	14	33	22	15	45	American	American Hawaiian Line	407.0	53.7	21.0		New York	General	6,398	7,156	5,058			
William Rockefeller		22	6	10	22	7	33	22	15	30	22	16	25	American	Standard Oil Co.	554.9	75.3	21.0		New York	Ballast		14,785	10,313			
Comet		22	10	00	22	10	30	22	17	06	22	20	10	British	Anglo-Saxon Petroleum Co.	400.0	53.0	16.0		San Pedro	Ballast		6,047	4,137			
Romsdalhorn		22	18	15	23	6	20	23	13	43	23	16	05	Norwegian	Wessel, Duval & Co.	420.0	53.9	15.5		Pensacola	Ballast		6,592	4,733			
Melville Dollar		23	15	15	23	7	30	23	14	35	23	16	05	American	Dollar Line	429.0	55.2	20.0		Norfolk	General	4,000	7,581	5,519			
Felix Taussig		23	5	25	23	8	50	23	16	23	23	17	29	American	Munson-McCormick Line.	395.0	55.1	21.7		New York	General	6,402	7,056	4,964			
Canada		23	4	30	23	11	10	23	18	27	24	12	00	Swedish	Johnson Line.	426.9	56.0	25.7		Stockholm	General	8,711	7,476	5,456			
Indian		23	10	55	23	11	30	23	17	56	23	18	58	Danish	Orient Steamship Co.	379.4	51.7	14.0		Hull	Ballast		6,173	4,418			
Illinois		23	7	50	23	12	05	23	20	02	23	20	55	British	French Line	400.0	51.7	14.7		Bordeaux	General	1,029	6,028	4,294			
Entom		23	10	00	23	13	25	23	21	25	24	17	00	British	Norton Lilly & Co.	219.5	28.0	8.6		Montrose	Basin shag	7,031	6,217	4,680			
Lady Cecilia		23	10	05	23	13	15	23	20	48	24	16	05	British	Union Steamship Co.	375.5	52.5	25.0		New Orleans	Ballast		1,051	837			
Watertown		23	19	15	24	6	30	24	14	25	24	15	45	American	Cities Service Transport Co.	416.9	56.2	17.0		San Pedro	Ballast		6,706	4,766			
S-42		24	1	45	24	6	15	24	13	25	24	13	25	American	U. S. Navy	225.0	28.0			Cristobal	(6)	4,587	5,945	4,561			
Eastner		24	1	45	24	8	30	24	17	10	24	18	20	American	J. R. Powell	385.0	51.0	22.6		New York	Ballast		123	89			
Arabia		24	19	18	24	7	15	24	17	02	24	18	51	Panama	U. S. & A. Line (S. B.)	103.6	24.0	11.6		Cristobal	General	7,087	9,845	6,903			
Orari		24	10	54	24	11	10	24	18	34	24	19	48	British	New Zealand Shipping Co.	460.7	60.2	28.0		Newport	Ballast		19	18			
Victory		24	10	54	24	6	20	24	17	08				Panama	Eisenmann & Eleta.	39.8	12.5			Cristobal	Ballast						
F. H. Hillman		24	21	25	25	6	06	25	14	36	25	17	17	American	Standard Oil Co.	500.0	62.8	22.0		London	Ballast		11,225	7,913			
John D. Archbold		24	22	15	25	7	20	25	15	37	25	16	45	American	Standard Oil Co.	554.9	75.3	19.3		New York	Ballast		14,785	10,313			
Edgar Bowling		25	7	10	25	8	30	25	16	33	25	17	45	American	Garland Steamship Line	410.5	51.3	20.0		New York	General	4,000	6,567	4,909			
George H. Jones		25	7	58	25	10	00	25	17	15	25	20	35	American	Standard Oil Co.	429.3	59.0	19.0		Hamburg	Ballast		7,689	5,383			
K. I. Luckenbach		25	12	08	25	13	23	25	20	18	25	21	14	American	Luckenbach Line.	446.0	56.1	27.6		New York	General	7,000	8,552	6,236			
Sagadahoc		25	9	40	25	14	05	25	21	56	25	23	06	American	Argonaut Steamship Line.	420.5	54.2	27.8		Baltimore	General	8,500	7,340	5,342			
Curtis		25	10	40	25	16	05	25	17	09				American	U. S. Navy	180.0	35.6			Liverpool	Ballast	2,560	8,345	4,998			
Ortega		25	4	20	26	6	03	26	13	26	26	14	30	British	Pacific Steam Navigation Co.	465.3	56.3	24.3		Valparaiso	General						
Santa Ana		25	16	00	26	7	15	26	14	20	26	17	09	American	Grace Line.	360.2	51.6	23.7		Talcahuano	General	2,961	5,776	4,081			
Corbis		25	16	05	26	8	22	26	15	29	26	18	39	British	Anglo-Saxon Petroleum Co.	399.0	52.0	20.0		North Shields	Ballast		6,021	4,099			
Francis E. Powell		25	19	48	26	9	27	26	16	48	26	17	50	American	Atlantic Refining Co.	431.0	59.2	20.10		Philadelphia	Ballast		7,860	5,101			
Huallaga		25	17	18	26	10	58	26	17	45	26	19	54	Peruvian	Peruvian Line.	360.0	44.7	19.2		Covena	(8)	941	4,514	2,386			
Junin		25	22	30	26	11	05	26	18	25	26	19	25	British	Pacific Steam Navigation Co.	291.5	50.2	21.8		Glasgow	General	4,460	5,933	4,282			
Moorish Prince		26	12	30	26	12	45	26	20	07	26	21	10	British	Prince Line, Ltd.	425.5	56.4	27.0		New York	(9)	6,458	7,629	5,707			

* Tanker. † Motor ship. ‡ Submarine. § Motor schooner. ¶ Schooner. ** Mine sweeper. †† Cotton and rosin. ‡‡ Case oil, autos, and general. §§ 941 tons general and 300 head of cattle.

* Tanker.

* Motor ship.

* Submarine.

* Schooner.

* Mine sweeper.

* Cotton and rosin.

* Case oil, auto, and general.

* 941 tons general and 300 head of cattle.

	25	15	25	26	13	35	26	21	29	26	22	31	American...	Standard Oil Co.	500.0	68.0	17.0	Baltimore...	San Pedro...	Ballast...	10,896	7,683
A. C. Bedford ¹																						
City of Pan-																						
ama ²	27	19	35	27	6	00	27	13	07	28	1	40	Panaman	Pacific Mail Steamship Co.	296.9	45.0	19.1	Cristobal	San Francisco	General	2,500	3,848
Malakuta ¹	26	17	10	27	6	20	27	14	32	27	16	05	British	United J. Brocklebank.	470.0	58.0	22.6	New York	Fremantle	General	4,420	7,833
Mount Carroll	26	21	53	27	7	16	27	14	56	27	15	55	American	American Line.	440.3	57.2	25.9	New York	San Francisco	General	7,200	8,095
President Van																						
Buren ¹	27	5	40	27	7	20	27	15	21	28	0	12	American	Dollar Line.	502.1	62.2	25.0	New York	San Francisco	General	2,569	12,023
Rualine ¹	27	5	05	27	8	25	27	15	53	27	22	45	British	New Zealand Shipping Co.	480.6	60.3	28.6	London	Wellington	General	8,024	11,292
Canaf ¹	27	0	45	27	8	40	27	16	20	27	17	40	British	Alfred Holt & Co.	480.0	58.3	24.0	Philadelphia	Shanghai	General	2,598	9,347
Canadian																						
Seigneur ¹	27	5	30	27	9	48	27	17	21	27	22	39	British	Canadian Govt. Mer. Marine.	400.6	62.0	22.2	Antwerp	Vancouver	(?)	6,250	5,893
City of Cornub	27	6	10	27	9	35	27	17	39	27	18	44	British	Hall Line, Ltd.	391.0	54.2	23.6	New York	Brisbane	General	3,951	7,103
Liss ¹	27	8	58	27	10	55	27	18	16	27	21	27	Norwegian	A. H. Matheson.	400.2	53.0	18.0	Hamburg	San Pedro	Ballast	6,147	4,066
W. M. Irish ¹	27	10	10	27	11	18	27	18	43	27	19	50	American	Atlantic Refining Co.	435.0	56.0	20.0	Philadelphia	San Pedro	Ballast	7,387	5,443
Standard																						
Arrow ¹	27	12	03	27	12	15	27	19	27	27	20	35	American	Standard Transportation Co.	468.0	63.0	21.0	Providence	San Pedro	Ballast	9,698	6,783
Commercial																						
Guide ¹	27	12	26	27	13	05	27	21	00	27	22	04	American	Moore & McCormick Co.	406.7	55.2	25.0	Norfolk	Bremerton	Coal	8,218	6,597
Wakasa Maru.	27	6	35	27	13	35	27	21	34	27	22	29	Japanese	Nippon Yusen Kaisha.	445.0	49.0	25.7	Tampa	Yokohama	General	5,347	6,418
Indiana.	27	9	35	27	13	55	27	22	00	27	23	06	French	French Line.	417.0	56.0	24.8	Havre	Vancouver	General	5,639	7,157
Meigs ¹	26	7	05	28	6	00	28	13	32	28	15	45	American	U. S. Army.	389.8	54.1	22.2	New York	San Francisco	Gov't. supplies.	5,383	6,580
Heracles ¹	26	8	50	28	6	18	28	14	25	28	15	45	Norwegian	E. I. DuPont de Nemours.	465.0	60.2	18.0	Philadelphia	Salaverry	Explosives	3,300	4,220
Swift Eagle ¹	27	10	22	28	7	18	28	14	45	28	17	10	British	C. I. DuPont & Co.	465.0	60.9	26.0	New York	San Francisco	General	6,473	5,997
Purri ¹	27	13	35	28	7	08	28	15	43	28	17	10	British	Federal Steam Navigation Co.	475.0	66.9	26.0	New York	Auckland	General	6,875	6,145
Arcturus ¹	21	13	35	28	8	07	28	15	43	28	17	10	American	N. Y. Zoological Society.	268.3	46.2	19.0	New York	Galapagos Is.	General	2,636	1,013
Gertrude ¹	27	16	00	28	8	25	28	16	34	29	2	28	Belgian	Vanderb.	222.0	31.0	16.0	Antwerp	Vancouver	General	1,120	1,104
Scottish Bard ¹	27	20	45	28	8	45	28	16	34	29	2	28	British	Anglo-Saxon Petroleum Co.	400.0	52.4	21.3	Liverpool	San Pedro	Ballast	9,550	4,130
Orion ¹	27	23	00	28	9	55	28	19	06	28	17	45	American	U. S. Navy.	536.0	65.0	29.6	Hampton R'ds.	Balboa	Ballast	9,550	4,130
Atrato ¹	27	18	00	28	9	55	28	18	12	28	19	16	Colombian	Colombian Transport Co.	494.0	93.0	7.0	Cristobal	Buenaventura	Ballast	160	77
Grampark ¹	27	23	50	28	9	58	28	18	45	28	19	48	British	E. I. DuPont de Nemours	400.4	52.3	10.0	Norfolk	Iquique	General	5,710	4,022
Susliero ¹	28	4	05	28	10	28	18	45	28	19	48	American	Transmarine Line.	324.0	46.2	18.3	Newark	San Pedro	General	2,900	3,984	
Agwismit ¹	28	2	45	28	11	23	28	19	28	28	20	32	American	International Shipping Co.	499.9	68.1	22.0	New York	San Pedro	Ballast	10,853	7,736
Leona Lucken-																						
bach ¹	28	5	40	28	11	33	28	20	09	28	21	11	American	Luckenbach Line.	425.0	53.8	26.0	Galveston	Seattle	General	7,524	5,295
Habira ¹	28	5	50	28	12	23	28	20	42	28	21	47	American	Atlantic Refining Co.	435.6	56.2	22.0	Brunswick	San Pedro	Ballast	7,427	5,187
Tilbhorn ¹	28	6	10	28	13	20	28	21	18	28	22	28	Norwegian	Wessel Duval & Co.	420.2	53.9	16.0	Savannah	Antofagasta	Ballast	6,591	4,730
Epoca ¹	27	20	37	28	13	30	28	21	50	29	3	24	Norwegian	Gorissen & Co.	213.0	35.0	9.9	Cristobal	La Union	Ballast	1,200	698
Lieut. David																						
Putnam ¹													American	U. S. Army				Cristobal	Camboa			

1 Tanker

2 Motor ship

3 Yacht

4 Collier

5 Motor schooner

6 Launch

7 Steel, cement, and general

8 9,500 tons of coal and 50 tons of general

* Tanker.

** Motor ship.

** Transport.

** Yacht.

** Collier.

** Motor schooner.

** Launch.

** Steel, cement, and general.

** 9,500 tons of coal and 50 tons of general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Bologna.....	21	18	45	22	6	03	22	13	25	23	20	00	Italian.....	Navigazione Gle. Italiana.....	384.9	46.7	19.0	Valparaiso.....	Genoa.....	General.....	1,172	5,531	3,774
Agwisun.....	22	4	39	22	7	15	22	15	35	22	18	02	American.....	International Shipping Corp.....	429.3	59.2	28.0	San Pedro.....	Boston.....	Crude oil.....	10,930	7,612	5,402
Manuel Armas.....	22	6	00	22	8	35	22	16	36	23	11	08	Spanish.....	Compania Transatlantica.....	435.0	56.0	1.90	Valparaiso.....	Barcelona.....	Food.....	261	7,732	5,518
Empire Arrow.....	22	8	00	22	9	53	22	17	47	22	17	47	American.....	Standard Transportation Co.....	468.3	62.7	27.6	San Francisco.....	New York.....	Gasoline.....	11,000	9,841	6,946
E. T. Bedford.....	22	9	15	22	10	22	22	19	30	22	19	30	American.....	Standard Oil Co.....	499.2	68.1	30.0	San Pedro.....	Charleston.....	Crude oil.....	15,945	11,009	7,967

* 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.	Operator.	Length.	Salt Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Nature.	Tons.			Gross.	Net.		
Pomona.....	22	17.35	23	6.29	23	15.19	23	15.19	American...	Weyerhaeuser Timber Co.	440.0	56.0	27.10	Everett, Wash	Baltimore....	(*)	8,850	8,300	6,026
Horace Lock-																			
enbut.....	22	19.20	23	7.14	23	16.55	23	16.55	American...	Luckenbach Line.	445.0	58.0	28.0	Portland, Ore	Boston.....	General	9,150	8,626	6,290
Breda.....	23	4.00	23	8.05	23	17.35	24	6.20	Dutch.....	Royal Netherlands W. I. Mail.	400.0	58.0	27.0	Corral.....	Hamburg....	General	8,134	7,334	5,226
Firemore.....	23	4.00	23	9.14	23	18.30	23	20.05	American...	Ore Steamship Corporation	449.1	57.2	29.6	Cruz Grande.	Baltimore....	Iron ore.....	11,600	7,847	5,226
Samnanger.....	23	10.50	23	11.35	23	19.24	23	19.28	Norwegian.	Armore Coal & Steamship Co.	380.7	49.2	25.0	San Antonio.	Baltimore....	Nitrate, copper.	6,877	4,754	3,366
Hanna Nielson.....	23	11.45	23	13.01	23	20.40			Norwegian.	B. Stolt Nielsen & Co.	409.6	54.0	25.0	Portland....	Delfzijl.....	Nitrate, lead.	7,884	6,600	5,049
West Cactus.....	23	9.50	23	13.38	23	21.50	23	21.50	American...	Swayne & Hoyt (S. B.)	410.9	54.0	23.0	Portland....	Buenos Aires.	Lumber, general.	8,181	6,619	4,890
Supersejo.....	23	21.00	24	7.19	24	15.05	24	15.05	American...	Transmarine Corporation	324.0	46.2	24.10	San Francisco.	New York....	Lumber, general.	3,500	3,984	2,612
Superio.....	24	7.15	24	8.29	24	16.35	24	16.35	American...	Transmarine Corporation	324.1	46.2	24.0	San Francisco.	New York....	Machinery, gen.	3,650	3,984	2,612
Canadian Con-																			
structur.....	24	5.45	24	8.40	24	17.57	25	1.25	British...	Canadian Govt. Mer. Marine.	430.0	56.2	19.0	Brisbane..	Halifax, N. S.	General.	3,653	7,680	5,494
Tasolusa.....	24	9.40	24	10.25	24	19.07	24	19.07	British...	Standard Transportation Co.	420.5	54.4	17.0	Chamarel..	Tampico....	Ballast.	6,647	4,573	
Pacific Trader.....	24	3.00	24	11.23	24	20.14	24	20.14	British...	Furness, Withy & Co.	420.0	58.0	25.0	Yanconver.	Glasgow....	General, grain.	7,433	7,892	5,858
Narremo.....										Samuel F. Steadman	125.0	23.5		Gatun Lake.	Colon.....	Ballast.			
General G. W.																			
Getty.....	24	6.30	24	6.30	24	15.19			American...	U. S. Army	98.0	22.0		Balboa....	Cristobal..	Iron ore.....	19,800	15,476	4,354
Bethore.....	24	20.20	25	5.55	25	17.10	25	17.50	American...	Ore Steamship Corporation	550.3	72.2	33.0	Cruz Grande.	New York....	General, lumber	7,849	8,567	6,020
Californian *.	24	20.55	25	7.15	25	15.30	25	15.30	American...	American-Hawaiian Line.	445.1	59.2	25.0	Seattle....	Boston.....	Frozen, general.	5,300	9,189	6,561
Dorset.....	25	0.45	25	8.16	25	18.25	25	22.15	British...	New Zealand Shipping Co.	480.0	58.0	22.8	Port Chalmers.	Glasgow....	Crude oil.	13,009	9,394	6,306
Arwimex.....	25	13.15	25	14.13	25	21.40	25	21.40	American...	International Shipping Corp	490.5	66.0	28.6	San Pedro.	Baltimore....	Nitrate.	9,613	7,378	4,752
Montrolite.....	26	4.45	26	7.10	26	15.24	26	17.10	British...	Imperial Oil Co., Ltd.	421.4	57.3	27.1	Lobitos....	Halifax....	Nitrate.	3,636	2,835	1,805
Minola.....	26	4.30	26	7.30	26	16.40	26	18.25	American...	N. O. & S. A. S. Co.	293.6	54.0	22.0	Quique....	New Orleans.	General.	5,329	7,738	4,705
Aconcagua.....	26	4.45	26	11.13	26	19.13	26	21.22	Chilean...	South American Line	422.8	56.2	27.6	Valparaiso.	New York....	Copper ore.....	4,557	3,887	2,699
Pacifico.....	24	9.05	26	12.44	26	20.20	26	20.20	Norwegian.	C. Henry Smith, Inc.	330.0	46.0	24.0	Gatico, Chile.	New York....	Crude oil.	10,000	7,333	5,246
Samuel Q.																			
Brown.....	26	15.00	27	6.15	27	17.47	27	17.47	American...	Tidewater Oil Co.	439.7	58.2	26.3	Los Angeles.	New York....	Crude oil.	10,000	8,473	6,050
S-42.....	26	13.39	27	6.21	27	17.47			American...	U. S. Navy	464.6	60.2	26.0	Seas.....	Cristobal..	Crude oil.	10,000	8,473	6,050
Switarrow.....	26	18.15	27	7.24	27	18.20	27	18.20	American...	C. D. Mallory, Inc.	94.0	24.0	7.6	Aron, Calif.	Fall River..	Crude oil.	135.0	160	77
Arato.....	25	21.00	27	7.19	27	18.00	28	9.55	Colombian.	Colombian Transport Co.	416.9	56.2	25.6	Buenaventura.	Cristobal..	(*)	8,327	6,728	4,737
Hagan.....	27	0.45	27	8.07	27	19.05	27	22.25	American...	McAllister Brothers (S. B.)	406.3	53.9	27.0	Honolulu..	Mobile, Ala.	General, lumber	7,007	6,789	4,746
Santa Barbara.....	27	5.30	27	9.06	27	19.38	27	22.25	American...	Pacific Mail Steamship Co.	404.9	53.9	27.0	San Francisco.	Baltimore....	General, hides	7,007	6,789	4,746
Santa Epoca.....	26	19.20	27	9.27	27	20.37	28	13.30	Norwegian.	Gortsen & Co.	213.9	35.2	11.8	Buenaventura.	Cristobal..	General, hides	374	1,200	698
Siota.....	27	10.06	27	20.34					American...	U. S. Navy	384.6	51.2	24.6	Balboa....	Cristobal..	Lumber	6,000	6,347	4,453
Albert Jeffress.....	27	16.30	28	6.32	28	16.45	28	16.45	American...	Garland Steamship Corp.	225.0	52.4	16.7	Aberdeen..	Philadelphia.	Lumber	976	1,270	735
Salvador.....	28	2.30	28	7.33	28	16.50			British...	Pacific Steam Navigation Co.	434.3	57.7	22.6	Champerico.	Cristobal..	General.	7,142	7,982	5,911
Hanover.....	27	22.45	28	8.08	28	17.35	29	0.30	American...	Atl. Gulf & Oriental S. S. Co.	431.0	59.2	24.10	Hongkong.	New York....	General.			
District of.....																			
Columbia.....	27	23.55	28	10.17	28	19.07	28	19.07	American...	Walker & Daly (S. B.)	431.0	59.2	24.10	San Pedro.	Braintree..	Crude oil.	9,600	8,097	5,431
Chocore.....	28	10.50	28	11.53	28	19.40			American...	Ore Steamship Corporation	450.6	57.2	23.0	Cruz Grande.	Pedro Miguel.	Iron ore.....	10,500	7,956	4,866
Lieut. Crowl.....																			

19 Yacht.

20 Motor ship.

21 Submarine.

22 Towed by Cutler.

23 Fir and hemlock lumber.

24 Coffee, cocoa, and hides.

25 Molasses in bulk.

10 Yacht.

10 Motor ship.

11 Submarine.

12 Towed by Carle.

13 Fir and hemlock lumber.

14 Coffee, cocoa, and hides.

15 Molasses in bulk.

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 22.	Cartago.	United Fruit Co.	New Orleans via Habana.	March 22.	Cartago.	United Fruit Co.	Bocas del Toro.
March 23.	Gen. W. C. Gorgas.	Panama Railroad Steamship Line.	New York via Haiti.	March 25.	Cartago.	United Fruit Co.	New Orleans via Habana.
March 24.	Gen. G. W. Goethals.	Black Cross Navigation Co.	Bocas del Toro.	March 25.	Per Skogland.	T. H. Skogland.	San Blas.
March 24.	El Norte ²⁶ .	Enrique Heurtado.	Colon.	March 26.	Abangarez.	United Fruit Co.	New Orleans via wayports
March 25.	Abangarez.	United Fruit Co.	New Orleans via Habana.	March 26.	Santa Marta.	United Fruit Co.	Colombian ports.
March 25.	Gladiator.	T. & J. Harrison.	Liverpool via wayports.	March 26.	Carrillo.	United Fruit Co.	New York via Kingston.
March 25.	Cartago.	United Fruit Co.	Bocas del Toro.	March 26.	La Isla ²⁶ .	Standard Fruit Co.	Puerto Cabeza.
March 25.	Per Skogland.	T. H. Skogland.	New Orleans.	March 26.	Gladiator.	T. & J. Harrison.	Trinidad.
March 25.	Flandre.	French Line.	St. Nazaire via wayports.	March 28.	Tolosa.	United Fruit Co.	New York via wayports.
March 25.	Santa Marta.	United Fruit Co.	New York via Kingston.	March 28.	Flandre.	French Line.	St. Nazaire.
March 26.	Carrillo.	United Fruit Co.	Colombian ports.	March 28.	San Benito.	United Fruit Co.	Boston.
March 27.	Tolosa.	United Fruit Co.	New York via wayports.	March 28.	San Blas.	San Blas Development Co.	Colon.
March 27.	Camden.	United Fruit Co.	Tampico.				
March 28.	San Benito.	United Fruit Co.	Boston via wayports.				

²⁶ Motor schooner.

PORT OF BALBOA.

March 26,	Ling Nam.....	Chungwha Navigation Co. Ltd....	Hongkong.	March 27,	Ling Nam.....	Chungwha Navigation Co. Ltd....	Honolulu.
March 28,	Montebella.....	Union Oil Co. of California.....	Los Angeles				

* Other than ships passing through the Canal.

Insurance Business in the Canal Zone.

Nine insurance companies, all American corporations, transacted insurance business in the Canal Zone during the year 1924. A summary of the business follows:

MISCELLANEOUS COMPANIES.

	Premiums received in 1924.	Losses paid in 1924.
Accident.....	\$7,234.26	\$1,813.40
Fire.....	6,210.65	
Fidelity.....	3,702.96	
Health.....	401.00	131.06
Liability other than automobile.....	4,797.03	451.82
Surety.....	3,692.65	25.00
Motor vehicles.....	1,153.24	251.40
Burglary and theft.....	24.29	
Totals.....	27,167.50	2,622.68

* Credit.

LIFE INSURANCE COMPANIES.

	Number.	Amount.
Policies in force, December 31, 1923.....	687	\$1,570,659.00
Policies issued during 1924.....	57	157,533.00
Totals.....	744	1,728,192.00
Policies ceased to be in force, 1924.....	56	130,287.00
Policies in force, December 31, 1924.....	688	1,597,905.00
Losses and claims unpaid, December 31, 1923.....		
Losses and claims incurred during 1924.....	9	12,501.00
Losses and claims settled during 1924.....	9	12,501.00
Losses and claims unpaid, December 31, 1924.....		
Premiums collected in 1924.....		72,762.93

No marine or tornado insurance was written during the year. The relatively small amount of fire insurance business written is due to the fact that there are few structures in the Canal Zone outside of those owned by the Government of the United States, and none of such government property is covered by fire insurance. Fire losses have been kept down through the maintenance of an efficient fire department.

Cargo of 8,327 Tons of Molasses in Tank Ship.

The tank ship *Hagan* passed through the Canal on March 27, carrying 8,327 tons of molasses in bulk from Honolulu to Mobile, Ala. The *Hagan* is a tank ship of United States registry, owned by the United States Shipping Board, operated by McAllister Brothers, and chartered by the British Molasses Company.

Examinations for Engineering Positions.

On Thursday, April 30, 1925, promotion examinations will be held in Room 314, Administration Building, Balboa Heights, C. Z., covering the positions of Recorder, Surveyor, and Junior Engineer.

For further information concerning this examination, application should be made to the Assistant Secretary, Local Civil Service Board, Balboa Heights, C. Z. (telephone, Balboa 286).

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending March 28, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cartago.....	United Fruit Co.....	March 22.....	March 22.....	324	352
Bologna.....	Italian Steamship Line.....	March 22.....	March 23.....	73	1,308
Manuel Arnaz.....	Spanish Line.....	March 22.....	March 23.....	81	152
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	March 23.....		2,078	
Breda.....	Royal Netherlands W. I. Mail.....	March 23.....	March 24.....	3	(²)
Canada.....	Johnson Line.....	March 23.....	March 23.....	191	(²)
Illinois.....	French Line.....	March 23.....	March 23.....	84	(²)
Flandre.....	French Line.....	March 25.....	March 28.....	124	1,055
Junin.....	Pacific Steam Navigation Co.....	March 25.....	March 26.....	27	79
Gladiator.....	Harrison Line.....	March 25.....	March 26.....	820	(²)
Ortega.....	Pacific Steam Navigation Co.....	March 25.....	March 26.....	72	46
Santa Marta.....	United Fruit Co.....	March 25.....	March 26.....	205	409
A. C. Bedford.....	Standard Oil Co.....	March 25.....	March 26.....	12,660	(²)
Cartago.....	United Fruit Co.....	March 25.....	March 25.....	15	(²)
Santa Ana.....	Grace Line.....	March 25.....	March 26.....	(¹)	45
Abangarez.....	United Fruit Co.....	March 25.....	March 26.....	622	88
Herakles.....	E. I. DuPont de Nemours.....	March 25.....	March 28.....	200	(²)
Aconagua.....	Chilean Line.....	March 26.....	March 26.....	1	(²)
Carrillo.....	United Fruit Co.....	March 26.....	March 26.....	1	230
Atrato.....	Colombian Transport Co.....	March 27.....		136½	
Huallaga.....	Peruvian Line.....		March 26.....		943
Indiana.....	French Line.....	March 27.....	March 27.....	98	(²)
Epoca.....	Gorriessen & Co.....	March 27.....	March 28.....	374	(²)
City of Panama.....	Pacific Mail Steamship Line.....		March 27.....		2,518
Tolosa.....	United Fruit Co.....	March 27.....	March 28.....	326	374
Santa Barbara.....	Pacific Mail Steamship Line.....	March 27.....	March 27.....	(¹)	36
Camden.....	United Fruit Co.....	March 27.....		4,336	
Jason.....	Royal Netherlands W. I. Mail.....	March 28.....		7	
San Benito.....	United Fruit Co.....	March 28.....	March 28.....	10	15
Salvador.....	Pacific Steam Navigation Co.....	March 28.....		975	

* No cargo discharged.

* No cargo laded.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending March 28, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons..
Acajutla.....	Pacific Steam Navigation Co.....	March 22.....	March 22.....		17
Canada.....	Johnson Line.....	March 23.....	March 23.....	209	
Huallaga.....	Peruvian Line.....	March 26.....	March 26.....		5
Ling Nam.....	Chungwha Navigation Co.....	March 26.....	March 27.....	237	10
City of Panama.....	Pacific Mail Steamship Co.....	March 27.....	March 27.....		32
Montebello.....	Union Oil Co.....	March 28.....	March 29.....	10,055	

Notaries Public in the Canal Zone.

The following is a list of the notaries public commissioned in the Canal Zone as of March 27, 1925. The list gives, by towns, the name, where stationed, and the date of expiration of commission:

ANCON.

Bowen, Vollie S., Land Office, February 27, 1927.
Boyd, Oscar S., Municipal Division, July 30, 1925.
Johnston, A., Hotel Tivoli, January 23, 1928.
MacIntire, Leo A., Land Office, July 13, 1926.
McGuigan, J. J., District Attorney's Office, August 31, 1926.
Ohlson, Elmer F., Ancon Hospital, December 3, 1927.
Sheibley, F. H., District Court, October 27, 1926.

BALBOA.

Adams, R. H., Balboa Shops, August 18, 1925.
Dryden, Geo. A., Balboa Storehouse, October 10, 1926.
Kalar, J. D., Port Captain's Office, April 13, 1926.
Lefever, John E., Port Captain's Office, February 28, 1928.
Prager, Jerome F., Balboa Storehouse, December 13, 1926.
Smith, Walter R., Balboa Storehouse, September 4, 1925.

BALBOA HEIGHTS.

Attaway, E. F., Administration Building, room 343, October 28, 1927.
Boggs, W. B., Administration Building, room 262, August 4, 1925.
Fenton, J. A., Administration Building, room 201, November 15, 1926.
Illwitzer, P. G., Administration Building, room 270, October 12, 1926.
McNamara, J. W., Administration Building, room 301, October 3, 1925.
Murray, P. E., Administration Building, room 112, October 13, 1926.
Schecker, Cleveland A., Administration Building, room 244, January 19, 1927.
Shaeffer, L. E., Administration Building, room 208, April 6, 1926.
Sims, Walter H., Quarry Heights, December 1, 1927.
Taylor, R. G., Administration Building, room 318, April 30, 1927.
Wang, Frank H., Administration Building, room 303, April 29, 1926.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity, as fast as the ships can take it. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective, in the course of handling large traffic through the Canal in nearly 10 years of operation.

COROZAL.

Grimm, G. L., Corozal Hospital, June 28, 1926.
Johnson, Mrs. Anna O., Panama Ordnance Depot, February 26, 1927.
Russell, Clifford V., Corozal Hospital, April 29, 1927.

CRISTOBAL.

Atwood, H. E., Commissary Division, April 8, 1927.
Campbell, J. S., District Court, January 28, 1926.
Cotton, Charles, Coaling Plant, March 20, 1926.
Ellis, Edward E., Coaling Plant, May 20, 1927.
Flood, Arthur, Customs Office, November 15, 1925.
Hargy, F. F., Port Captain's Office, May 28, 1927.
Livingood, J. F., Commissary Division, May 17, 1925.
MacSparran, E. S., R. & F. Agency, December 1, 1927.
Mitchell, J. A., Customs Office, March 31, 1928.
Page, Courtenay K., Chase National Bank, August 24, 1927.
Scarborough, W. W., Clubhouse, January 21, 1927.
Thornton, H. O., Local Freight House, December 6, 1925.

GATUN.

Daniels, W. L., Marine Division, March 19, 1927.
Ford, Stanley R., Assistant District Quartermaster, August 19, 1926.

MOUNT HOPE.

Latimer, J. L., Cristobal Store, April 30, 1927.

PARAISO.

Holzappel, A. F., Dredging Division, August 10, 1926.

PEDRO MIGUEL.

Boyd, A. S., Municipal Division, March 29, 1927.
Cauthers, R. A., Municipal Division, October 19, 1926.
Norris, R. N., Municipal Division, June 30, 1927.

Change in Cable Rates.

Effective April 1, 1925, the following places in Colombia will take the same rate as now applies to Bogota; 18 cents per word: Via Cartagena—Bucaramanga, Ocana, Gamarra, Tamalameque, La Gloria, Banco, Magangué, Mompos, Since, Corozal, Ovejas, Carmen, Calamar, Arjona, Turbaco. Via Buenaventura—Facatativa, La Mesa, Girardot, Ibagué, Calarca, Armenia, Montenegro, Quimbaya, Alcala, Cartago, Zarzal, Bugalagrande, Tulua, Buga, Palmira, Cali, Dagua.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometric comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

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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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., April 8, 1925.

No. 35.

Tanker Traffic Through the Canal in March, 1925.

During the month of March, 92 tank ships transited the Canal, carrying 510,961 tons of cargo and paying \$483,042.03 in tolls. This is approximately two-thirds of the total tanker traffic through the Canal during the same month a year ago, but is considerably greater than the tanker traffic during January and February, 1925, as may be seen from the tabulation below. It is possible that the low point for this traffic has been reached and that succeeding months will show a growth.

As indicating a change from shipments of the crude product to those of the manufactured, it is to be noted that during March, 1925, of the total of 510,961 tons of cargo carried in tank ships through the Canal from Pacific to Atlantic, 201,725 tons, or nearly 40 per cent was refined and lubricating oil. During the same month a year ago the total tonnage of mineral oils through the Canal from the Pacific to the Atlantic was 790,068, and of this amount but 52,882 tons, or less than 7 per cent was manufactured; and during the calendar year 1924, a total of 7,707,638 tons of mineral oils passed through the Canal eastbound, of which 1,227,273 tons, or less than 16 per cent, was the manufactured product.

Tank ships comprised 23.1 per cent of the total commercial transits of the Canal during the month; made up approximately 27.7 per cent of the total Panama Canal net tonnage; paid about 26.2 per cent of the total tolls collected; and carried about 24.3 per cent of the total cargo in transit through the Canal.

The number, aggregate tonnage, Panama Canal measurement, tolls, and cargo of tank ships transiting the Canal during the month of March, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation with comparative totals for the two preceding months and for the corresponding month in 1924:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	7	30,008	\$21,605.76	.....
French.....	1	5,050	3,636.00	.....
Norwegian.....	1	4,066	2,927.52	.....
United States.....	36	223,246	161,293.68	.....
Totals, March, 1925.....	45	262,370	189,462.96	.....
Totals, February, 1925.....	41	241,799	175,505.60	9,454
Totals, January, 1925.....	47	279,487	205,250.72	16,845
Totals, March, 1924.....	63	382,076	278,288.99	27,281

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Pacific to Atlantic.</i>				
British	8	46,882	\$49,627.66	78,868
Irish	1	3,647	3,832.50	6,900
Norwegian	1	6,489	6,981.25	11,990
United States	37	224,989	233,137.66	414,103
Totals, March, 1925	47	282,007	293,579.07	510,961
Totals, February, 1925	39	231,392	236,074.51	432,173
Totals, January, 1925	31	188,124	200,860.85	347,601
Totals, March, 1924	69	437,365	442,500.33	790,057

Of the total tanker traffic shown above the following is a summary of the vessels giving Los Angeles as their port of origin or destination, with the totals for the two preceding months, and for March, 1924:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
March, 1925	38	223,214	\$161,270.64	.....
February, 1925	30	201,086	168,787.92	.....
January, 1925	32	193,222	139,508.10	.....
March, 1924	55	337,431	240,151.65	.....
<i>From Los Angeles.</i>				
March, 1925	32	198,801	210,508.10	375,327
February, 1925	27	162,553	163,528.75	308,603
January, 1925	25	150,054	160,870.85	280,136
March, 1924	62	385,190	397,957.31	720,716

Salvage of Tug "Sciota."

Investigation by Naval authorities determined that the cause of the sinking of Naval tug *Sciota* on March 8 while moored at Dock 15, was an open valve in the overboard discharge line leading from the condenser. Responsibility was placed upon the engine room crew of the vessel who were repairing the condenser and left the valves open.

The damage to the *Sciota* other than that caused by water to her electrical apparatus was slight. No damage other than that caused by the forward end, or searchlight platform, coming into contact with one of the pontoons used in raising, twisting of bilge keels, and dents in plating due to lifting slings, was caused by salvage operations. The *Sciota* was placed in the dry dock at Balboa on March 22, and on March 27 she was towed through the Canal by the mine sweeper *Curlew* to the Naval Station at Coco Solo, where cleaning and machinery overhaul preliminary to repairs will be done. Other repairs will be done by Panama Canal shops.

Notice to Mariners—Panama Bay—Pacheca Island Light.

THE PANAMA CANAL, EXECUTIVE OFFICE,

BALBOA HEIGHTS, C. Z., April 3, 1925.

Lighthouse established by Republic of Panama in position on Pacheca Island in

Latitude 8° 39' 48" N.

Longitude 79° 3' 32" W.

Structure—Ten-inch square concrete column, 26 feet high attached to a concrete tank house 8 feet high. Can not be relied on as a day mark.

Focal plane..... 55 feet above M. L. W.

Geographical range..... 12 miles.

Optical range..... 8.5 miles.

Characteristics..... 5/10 of a second light.

Characteristics..... 6 seconds dark.

10 complete flashes every 65 seconds. Flashing white.

The aid is the regular A. G. A. 200 mm. lantern equipped with a single flasher and was established in October, 1924. The light is unwatched.

M. L. WALKER,
Governor.

Exclusion of Undesirable Persons.

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., March 27, 1925.

CIRCULAR No. 714-3. (Superseding Circular No. 714):

Under the authority contained in the Executive Order of February 6, 1917, as amended by the Executive Order of September 13, 1923, relating to the exclusion of undesirable persons, the following rules are established:

1. The Division of Quarantine shall be charged with the exclusion of undesirable persons referred to in the above-mentioned Executive Orders at any time that cause for such exclusion shall come to their knowledge, whether at time of entry of such person or subsequent thereto, if they shall find, after hearing, that such person comes within any of the classes to be excluded; but in no case shall they act in a case of deportation for causes arising subsequent to entry.

2. An order for the deportation of any person may be made by the Governor at any time that it shall be made to appear to him, after hearing before the Police and Fire Division, that such person is undesirable from any of the causes mentioned in said Acts or Executive Orders, by certificate of such hearing and finding by the said Police and Fire Division: *Provided*, That in all orders of deportation the Governor shall set forth the finding on which the order is based.

3. Detention for inquiry as to the status of any person may be made by the Police and Fire Division on the complaint of the Division of Quarantine, and in construing this order the word "exclusion" as used herein shall mean the "keeping out" or "putting out" of a person for any disability within the meaning of the Act of Congress or Executive Orders, which would be a bar to entry and would continue as such until it becomes known and is acted upon.

"Deportation" shall mean the eviction from the Canal Zone of any person who shall have entered with a lawful right, but because of conduct or other cause arising after entry has become an undesirable within the meaning of the Act.

4. When a person coming within any of the undesirable classes shall arrive at a Canal Zone port and shall desire to cross the Canal Zone in transit to another country, the agreement in writing required under Section 2 of the Executive Order of February 6, 1917, from the owner, or master of, or person, or interest controlling the vessel upon which such person arrives shall be secured by the Quarantine Officer.

5. The consent required by Section 4 of the Executive Order of February 6, 1917, relating to the exclusion of undesirables, before a member of the crew of any vessel shall be paid off and discharged at any port of the Canal Zone, may be granted by any Quarantine Officer, and in all such cases the Quarantine Officer shall advise the master or person in charge of the vessel, or cause him to be advised, that such vessel shall be liable for any expenses incurred in the maintenance and deportation of such seaman from the Canal Zone in the event of the seaman becoming a public charge; and no such seaman shall be discharged at any port of the Canal Zone from an American vessel by the Shipping Commissioner or Deputy Shipping Commissioner until the consent of a Quarantine Officer is obtained, as herein provided, to permit such member of the ship's crew to enter and remain in the Canal Zone.

In the discharge of seamen from foreign vessels, consuls accredited to the Republic of Panama or to the Canal Zone, or both, shall be guided by this Section.

6. These rules shall become effective at once.

M. L. WALKER,
Governor.

Sailings of Panama Railroad Vessels.

Following is the proposed schedule of steamers of the Panama Railroad Steamship Line, between New York and Cristobal, via Port-au-Prince, Haiti, to the end of July, 1925:

Steamers.	From New York.	Arrive Cristobal.	From Cristobal.	Arrive New York.
Cristobal.....	April 4.....	April 12.....	April 24.....	May 2.....
General W. C. Gorgas.....	April 15.....	April 24.....	April 24.....	May 2.....
Panama.....	April 25.....	May 3.....	May 7.....	May 15.....
Ancon.....	May 2.....	May 10.....	May 14.....	May 22.....
Cristobal.....	May 9.....	May 17.....	May 21.....	May 29.....
Panama.....	May 21.....	May 29.....	June 2.....	June 10.....
Ancon.....	May 28.....	June 5.....	June 9.....	June 17.....
Cristobal.....	June 4.....	June 12.....	June 16.....	June 24.....
Panama.....	June 16.....	June 24.....	June 28.....	July 6.....
Ancon.....	June 23.....	July 1.....	July 5.....	July 13.....
Cristobal.....	June 30.....	July 8.....	July 12.....	July 20.....
Panama.....	July 11.....	July 19.....	July 23.....	July 31.....

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, April 4, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Net.
City of Boston.	28	18 12	29	6 15	29	13 29	29	14 58	British.	Ellerman-Hall.	450.0	57.0	22.0	New York.	Melbourne.	General.	4,600	7,573	5,517
Circus.	29	0 25	29	6 15	29	14 20	29	15 41	American.	Planet Line.	410.0	54.2	23.0	Baltimore.	Seattle.	Steel, general.	7,148	6,585	4,791
Mexican.	29	2 25	29	8 30	29	15 48	29	16 50	American.	American-Hawaiian Line.	472.3	57.2	23.8	Boston.	Los Angeles.	General.	6,973	9,258	6,874
McFarland, No. 237.	28	6 15	29	8 45	29	15 02	30	15 00	American.	U. S. Navy.	314.0	30.0	10.6	Hampton R'ds	San Francisco.	Ballast.	8,000	12,896	9,571
Athenic.	29	6 05	29	13 35	29	20 50	29	21 47	British.	White Star Line.	500.3	33.3	31.11	London.	Auckland.	General.	4,481	10,083	6,883
Cerule.	27	20 30	30	10 50	30	17 20	30	22 55	American.	U. S. Navy.	180.0	35.6		Cristobal.	Bahia.	General.	3,000	5,209	4,035
America.	29	17 15	31	6 04	31	13 57	31	15 00	Dutch.	Royal Netherlands W. I. Mail.	483.1	62.0	22.0	Hamburg.	Guayaquil.	General.	8,565	7,330	5,241
Oak Branch.	30	21 50	31	7 02	31	15 02	31	16 15	British.	Nautilus Steamship Co.	398.0	49.9	19.0	Liverpool.	San Diego.	General.	7,500	5,890	4,202
Mobile City.	31	0 35	31	8 10	31	16 41	31	18 08	American.	Isthmian Steamship Line.	411.6	55.0	27.5	Philadelphia.	Los Angeles.	General.	10,833	7,804	
M. J. Scanlon.	31	2 30	31	9 36	31	18 08	31	19 12	American.	Hammond Lumber Co.	362.0	51.2	28.0	Baltimore.	Los Angeles.	General.	6,121	7,043	5,077
Agwistone.	31	2 35	31	10 55	31	19 12	31	20 18	American.	International Shipping Co.	499.9	68.1	21.0	New York.	Cruz Grande.	Ballast.	7,808	5,139	
Lehre.	31	4 25	31	12 02	31	20 25	31	21 42	American.	Ore Steamship Co.	549.0	72.0	23.6	New York.	Cruz Grande.	General.	7,817	5,049	
Helian.	31	4 04	31	13 20	31	21 40	31	22 44	German.	Kosmos Line.	441.1	52.8	25.11	Hamburg.	Cruz Grande.	General.	6,121	7,621	5,313
Chagres.	23		31	31	31	9 28			American.	American Banana Corporation.				Cristobal.	Gatun Lake.	Ballast.			2
Motor Sailer.			31	18 45					American.	U. S. Navy.				Cristobal.	Gatun Lake.	Ballast.			2
Belfast Maru.	31	21 00	1	6 15	1	14 39	1	20 22	Japanese.	Kabushiki Kawasaki Kaisha.	405.0	53.0	25.0	Baltimore.	San Pedro.	General.	6,600	7,043	5,077
Feltre.	1	0 55	1	7 26	1	15 19	1	16 45	American.	Ore Steamship Corporation.	449.1	57.2	18.8	Baltimore.	Cruz Grande.	Ballast.	7,808	5,139	
Tulsa.	1	6 18	1	8 30	1	16 27	2	1 28	American.	Associated Oil Co.	431.0	59.2	21.0	New York.	San Francisco.	Ballast.	7,817	5,049	
Andrea F.	1	9 55	1	11 43	1	19 11	1	20 22	American.	Luckenbach Line.	496.0	68.2	25.0	Boston.	Los Angeles.	General.	9,100	11,487	8,762
Luckenbach.	1	5 10	1	12 30	1	19 53	3	2 00	German.	Roland Line.	360.0	52.0	17.10	Hamburg.	Puntarenas.	General.	1,702	4,791	3,374
Hessen.	31	18 15	2	6 09	2	13 19	2	14 25	German.	United American Line.	468.7	58.3	21.0	Hamburg.	Vancouver.	General.	3,073	9,568	6,680
Lobos.	31	23 15	2	7 20	2	14 49	2	21 45	British.	Pacific Steam Navigation Co.	404.7	54.2	24.0	Hull.	Valparaiso.	General.	7,651	7,151	4,756
Japan Arrow.	1	21 55	2	8 10	2	15 52	2	17 00	American.	Standard Transportation Co.	468.3	62.7	20.0	Providence.	San Pedro.	Ballast.	10,084	7,426	
Lochkatrine.	1	13 15	2	12 12	2	18 52	3	3 10	British.	Royal Mail Steam Packet Co.	485.4	62.3	22.8	London.	San Francisco.	General.	3,503	10,802	7,595
Mathilda.	2		2		2	14 02			Panaman.	United Fruit Co.				Cristobal.	Gatun Lake.	General.			2
No. 3263.	2		2		2	14 02			Panaman.	United Fruit Co.				Cristobal.	Gatun Lake.	General.			2
Chagres.	2		2		2	14 02			American.	American Banana Corp.				Cristobal.	Gatun Lake.	General.			2
No. 116.	2		2		2	14 02			American.	American Banana Corp.				Cristobal.	Gatun Lake.	General.			2
Sirius.	1	7 50	3	5 30	3	13 56	4	19 08	American.	U. S. Navy.	390.0	54.0	20.1	Philadelphia.	San Diego.	Navy stores.	3,482	9,291	6,301
Ebro.	2	19 40	3	7 35	3	14 49	3	17 00	British.	Pacific Steam Navigation Co.	450.0	57.0	26.7	New York.	Coronel.	General.	2,013	9,291	6,301
Asbosc.	2	3 25	3	8 25	3	16 22	4	4 50	American.	Grace Line.	333.8	48.0	20.8	New York.	Topeka.	General.	3,141	4,101	2,687
Point Judith.	3	3 42	3	8 40	3	16 31	3	17 55	American.	Swayne & Hoyt.	289.0	44.0	21.0	New Orleans.	San Francisco.	General.	3,216	2,902	1,962
Bohemian Club.	2	16 35	3	9 30	3	17 34	3	18 56	American.	Atlantic Refining Co.	425.0	57.2	22.0	Philadelphia.	Los Angeles.	Ballast.	2,204	4,602	
Oreanus.	2	17 40	3	10 55	3	18 39	3	19 84	American.	Williams Steamship Line.	395.5	55.0	21.8	New York.	San Diego.	General.	5,500	7,330	5,233
Agwathra.	3	3 32	3	10 55	3	19 04	3	20 24	American.	International Shipping Co.	480.5	66.0	22.0	New York.	Los Angeles.	General.	9,394	6,304	
El Kantara.	3	6 15	3	14 00	3	22 06	4	2 07	French.	Messageries Maritimes.	447.2	52.6	24.3	Dunkerque.	Noumea.	General.	2,633	7,357	4,983

• Destroyer. • Tanker. • Coffee, cement, iron, and general. • Towing barge No. 11. • Towing barge No. 293.

* Towing barge No. 3269, 15 Towing barge No. 11.

* Coffee, cement, iron, and general.

* Motor ship.

* Launch.

* Mine sweeper.

* Destroyer.

* 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.	Operator.	Length.	Beam.	Water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Bidwell ¹	2	18 50	3	6 20	3	14 45	3	17 40	American	Sun Oil Co.....	431 0	59 2	26 10	San Pedro.....	Chester.....	Crude oil.....	10,500	7,825
Rapot.....	3	6 10	3	7 25	3	15 25	3	18 15	German	Roland Line.....	393 4	54 3	26 0	Talcahuano.....	Hamburg.....	General.....	7,655	4,660
Jaimeira.....	3	7 40	3	8 35	3	16 45	5	13 30	British	Pacific Steam Navigation.....	220 0	33 0	13 6	Champerico.....	Cristobal.....	General.....	817	1,187
Eastern Sea.....	2	20 00	3	9 19	3	18 08	3	18 08	American	U. S. & A. Lines (S. B.).....	384 0	51 1	14 6	Port Adelaide.....	New York.....	California ops.....	783	5,034
Swiftscout.....	3	7 36	3	10 13	3	18 20	3	18 20	American	C. D. Mallory, Inc.....	451 6	60 2	26 0	San Francisco.....	Fall River.....	California ops.....	8,500	8,473
San Salvador.....	3	10 15	3	11 08	3	19 47	3	22 30	Japanese	Anglo-Mexican Petroleum Co.....	407 4	52 8	25 9	San Pedro.....	London.....	Gasoline.....	7,318	6,157
Have Narator.....	3	12 05	3	12 53	3	21 00	3	21 00	Japanese	Osaka Shosen Kaisha.....	407 2	50 8	17 0	Shanghai.....	New York.....	General.....	2,368	6,539
Modica.....	3	22 20	4	7 36	4	15 55	4	16 15	Norwegian	Wessel, Duval & Co.....	371 1	52 1	24 6	Iquique.....	Savannah.....	Nitrate.....	6,933	5,007
Georgian.....	4	3 38	4	8 11	4	16 15	4	16 15	American	American-Hawaiian Line.....	386 8	52 2	23 6	Portland.....	New York.....	Lumber.....	6,200	5,719
Carlinas.....	4	7 15	4	8 54	4	17 00	4	17 00	American	Carolina Steamship Co.....	333 8	48 0	22 0	Tacoma.....	Houston.....	General.....	4,220	4,171
Lais ²²	3	22 45	4	11 29	4	18 15	4	19 25	German	United American Line.....	392 9	51 6	24 0	Seattle.....	Hamburg.....	General.....	6,008	5,788
Dinteljik.....	4	11 10	4	12 42	4	20 20	5	11 05	Dutch	Holland-American Line.....	501 0	62 0	28 5	Vancouver.....	Rotterdam.....	General.....	9,466	10,786
Kellerwald.....	4	10 15	4	13 36	4	21 55	5	10 40	German	Hamburg-American Line.....	398 3	55 11	25 6	Corral, Chile.....	Hamburg.....	General.....	7,674	6,545

²² Motor ship.²³ Wool, sheep skins, 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—
March 29.....	Parissima.....	United Fruit Co.	New Orleans via Habana.	March 29.....	Camden.....	United Fruit Co.	Port Limon.
March 30.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	Hamburg via waypoints.	March 29.....	Parissima.....	United Fruit Co.	Bocas del Toro.
March 31.....	Achilles and Darton.	Panama Railroad Steamship Line	Amsterdam via waypoints.	March 29.....	Parissima.....	Panama Railroad Steamship Line.	New York via Haiti.
March 31.....	Atenas.....	United Fruit Co.	Norfolk.	March 30.....	Jason.....	Royal Netherlands W. I. Mail.	Curacao.
March 31.....	San Blas.....	United Fruit Co.	New Orleans via Habana.	March 31.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	Port Limon.
April 1.....	Per Skogland.....	United Fruit Co.	Boston via waypoints.	April 1.....	Parissima.....	United Fruit Co.	New Orleans via Habana.
April 1.....	Eidshorn.....	Garrison Line.	San Blas.	April 1.....	San Blas.....	United Fruit Co.	Boston via Port Limon.
April 1.....	Teutonia.....	Hamburg-American Line.	Puerto Colombia.	April 1.....	Per Skogland.....	T. H. Skogland.	New Orleans.
April 2.....	Panama.....	United Fruit Co.	Porto Barrios.	April 2.....	Santa Marta.	United Fruit Co.	New York via Kingston.
April 2.....	Atenas.....	Panama Railroad Steamship Line	Colombian ports.	April 2.....	Teutonia.....	Hamburg-American Line.	Cartagena.
April 2.....	Oranje Nassau.....	United Fruit Co.	New York via Haiti.	April 2.....	Atenas.....	United Fruit Co.	New Orleans via waypoints.
April 3.....	Calamates.....	United Fruit Co.	New York via Kingston.	April 3.....	Tivives.....	Elders & Fyffes, Ltd.	Colombian ports.
April 3.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	Port Limon.	April 4.....	Calamates.....	United Fruit Co.	Kingston.
April 3.....	Indiana.....	Navigation Gen. Italiana.	Genoa via Habana.	April 4.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.	New York via waypoints.
April 4.....	Cavina.....	Elders & Fyffes, Ltd.	Port Limon.	April 4.....	Achilles and Darton.	Panama Railroad Steamship Line.	Amsterdam via waypoints.

PORT OF BALBOA.

March 31.....	Talamanca.....	United Fruit Co.	Esmeraldas.	March 29.....	Montebello.....	Union Oil Co. of California.	San Pedro.
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*Other than ships passing through the Canal.

Commercial Traffic Through the Panama Canal in March, 1925, by Trade Routes.

ATLANTIC TO PACIFIC.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	75	333,638	414,224	529,644	332,644	\$356,086.03	254,747
United States to west coast of South America:							
British.....	4	12,270	15,544	20,629	12,629	13,341.38	5,600
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	2,619
Japanese.....	2	9,414	9,847	12,660	9,339	7,183.50	.....
Norwegian.....	6	19,964	26,725	32,343	20,004	19,580.80	300
Peruvian.....	1	446	518	684	385	557.50	693
United States.....	11	35,661	41,146	62,346	35,661	32,340.08	10,961
Totals.....	25	81,234	98,452	135,972	81,994	77,352.01	20,173
Europe to west coast of United States:							
British.....	7	24,807	30,255	39,397	24,056	22,698.07	6,751
Danish.....	2	8,773	10,081	12,615	8,801	9,665.96	7,624
Dutch.....	1	4,547	7,056	7,310	4,495	5,683.75	2,054
French.....	1	4,356	5,050	7,011	3,989	3,636.00	.....
Norwegian.....	2	7,289	8,790	11,892	7,275	6,328.80	.....
United States.....	6	27,072	34,633	43,789	27,040	25,341.66	4,982
Totals.....	19	76,844	95,865	122,014	75,656	73,351.24	21,411
Europe to west coast of South America:							
British.....	7	27,515	33,893	44,553	27,329	34,393.75	21,356
Dutch.....	2	8,927	13,536	14,632	8,927	11,158.75	10,456
German.....	4	15,118	17,889	21,304	12,997	18,667.00	17,292
Italian.....	2	8,291	9,239	12,425	7,424	10,089.35	2,563
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	6,886
Spanish.....	1	3,017	3,844	5,202	3,226	3,771.25	212
Totals.....	17	66,461	82,564	103,803	63,465	82,571.35	58,765
United States to Far East:							
British.....	6	24,722	32,521	39,200	24,910	30,902.50	32,078
Japanese.....	6	24,633	29,081	37,093	24,187	30,427.05	30,148
United States.....	4	16,612	22,319	25,464	16,457	20,765.00	28,299
Totals.....	16	65,967	83,921	101,757	65,554	82,094.55	90,525
United States to Australasia:							
British.....	10	39,680	50,527	63,437	39,956	49,600.00	46,270
Finnish.....	1	2,792	3,575	4,398	2,782	3,490.00	5,342
United States.....	1	4,530	4,561	5,840	4,497	5,473.20	4,587
Totals.....	12	47,002	58,663	73,675	47,235	58,563.20	56,199
Europe to Australasia:							
British.....	8	44,516	58,591	69,340	43,330	55,645.00	54,419
Europe to west coast of Canada:							
Belgian.....	1	685	786	1,173	824	856.25	1,120
British.....	4	14,710	18,334	24,263	14,985	18,089.58	12,324
French.....	2	7,667	10,499	12,614	7,842	9,583.75	6,273
Swedish.....	1	4,337	5,456	5,558	4,246	5,421.25	8,711
Totals.....	8	27,399	35,075	43,608	27,897	33,950.83	28,428
East coast of Canada to Australasia:							
British.....	4	16,198	19,250	25,709	16,099	20,247.50	19,858
Cristobal to west coast of Central America:							
British.....	3	1,900	2,063	3,436	1,906	2,353.90	2,733
Cristobal to west coast of South America:							
Colombian.....	2	134	154	306	136	139.19	107
Norwegian.....	1	583	698	1,036	582	502.56	.....
Totals.....	3	717	852	1,342	718	641.75	107
Cristobal to west coast of United States:							
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	2,500
United States.....	2	7,058	9,237	11,459	7,060	6,994.11	1,595
Totals.....	3	8,442	11,843	15,103	9,654	8,724.11	4,095

ATLANTIC TO PACIFIC—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
South American intercoastal:							
Peruvian.....	2	2,710	5,337	9,147	4,763	\$3,387.50	1,841
Europe to west coast of Central America:							
German.....	1	1,867	3,068	3,172	1,854	2,333.75	2,179
Nicaraguan.....	1	341	425	623	348	306.00	.....
Totals.....	2	2,208	3,493	3,795	2,202	2,639.75	2,179
East coast of United States to Philippine Islands:							
British.....	1	3,133	5,018	5,156	3,155	3,916.25	7,000
East coast of United States to west coast Canada:							
United States.....	1	4,520	5,698	7,461	4,520	5,650.00	8,910
West Indies to Far East:							
Dutch.....	1	6,680	8,274	10,836	6,730	8,350.00	5,045
Canadian intercoastal:							
British.....	1	3,258	4,129	5,334	3,242	4,072.50	4,913
East coast of South America to Far East:							
Japanese.....	1	3,645	4,230	5,761	3,556	4,556.25	2,246
West Indies to west coast of South America:							
British.....	1	4,133	4,752	7,116	3,997	3,421.44	.....
West Indies to west coast of United States:							
British.....	1	317	437	944	412	314.64	.....
East coast of Mexico to west coast United States:							
United States.....	1	5,520	6,306	8,862	5,523	4,540.32	.....
Cristobal to Balboa:							
Panaman.....	1	69	69	123	72	51.75	.....
Totals, March, 1925.	206	806,511	1,009,106	1,289,938	804,324	892,484.87	643,594
Totals, March, 1924.	212	838,815	1,055,672	1,348,476	836,248	906,732.25	623,548
Totals, March, 1923.	233	919,304	1,141,282	1,444,048	911,594	975,666.25	678,488

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States.....	73	320,317	398,887	508,039	319,870	\$399,626.75	650,071
West coast of South America to east coast of United States:							
British.....	14	51,709	64,106	83,028	51,490	64,636.25	111,529
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,331
Dutch.....	1	1,895	2,863	3,160	1,826	2,368.75	5,150
Japanese.....	3	13,705	13,906	18,427	13,318	16,687.20	26,004
Norwegian.....	5	15,861	19,752	25,565	15,875	19,826.25	39,788
Swedish.....	1	3,338	5,014	5,391	4,048	4,172.50	9,300
United States.....	15	57,048	68,374	98,460	56,890	71,044.60	160,994
Totals.....	40	147,068	178,720	241,341	147,423	183,125.55	358,076
West coast of Canada to Europe:							
British.....	7	29,248	40,540	46,831	29,067	36,650.00	52,562
Danish.....	1	4,219	5,317	6,645	4,244	5,273.75	8,496
Dutch.....	1	4,860	6,060	7,651	4,796	6,075.00	9,505
French.....	1	3,979	4,477	5,446	3,367	4,973.75	7,784
German.....	2	8,471	11,425	13,604	8,458	10,588.75	15,452
Norwegian.....	1	4,245	5,049	5,748	4,269	5,306.25	8,798
United States.....	3	10,340	14,909	16,712	10,325	12,925.00	22,659
Totals.....	16	65,362	87,777	102,697	64,526	81,702.50	125,256
West coast of South America to Europe:							
British.....	4	21,687	26,594	35,605	21,776	27,108.75	26,922
Dutch.....	3	11,362	16,263	18,226	11,340	14,202.50	24,337
German.....	3	10,278	15,017	18,123	11,383	14,097.50	22,357
Italian.....	4	13,287	15,930	21,240	12,561	16,608.75	13,020
Spanish.....	1	4,120	5,518	7,578	4,402	5,150.00	261
Totals.....	15	60,734	79,322	100,772	61,462	77,167.50	86,897

PACIFIC TO ATLANTIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Australasia to Europe:							
British.....	6	38,455	48,313	60,898	38,980	\$47,928.65	30,254
Norwegian.....	1	4,066	4,532	6,578	4,082	5,007.50	8,000
Swedish.....	1	3,094	5,106	5,234	3,602	3,867.50	8,800
Totals.....	8	45,555	57,951	72,710	46,664	56,813.65	47,054
West coast of South America to Cristobal:							
Colombian.....	2	134	154	306	170	167.50	282
Norwegian.....	2	1,196	1,363	2,156	1,214	1,495.00	1,158
Peruvian.....	3	3,699	7,742	12,452	6,277	4,623.75	1,921
Totals.....	7	5,029	9,259	14,914	7,661	6,286.25	3,361
West coast of United States to Europe:							
British.....	2	7,019	8,532	11,660	7,010	8,773.75	14,657
Irish.....	1	3,066	3,647	5,088	2,809	3,832.50	6,000
Italian.....	1	4,172	4,254	5,828	3,630	5,215.00	5,508
Norwegian.....	1	5,585	6,489	9,330	5,522	6,981.25	11,990
Swedish.....	1	3,406	5,661	5,614	3,446	4,257.50	7,464
Totals.....	6	23,248	28,583	37,520	22,417	29,060.00	45,619
West coast of United States to Cristobal:							
Panamanian.....	1	1,384	2,606	2,461	1,384	1,730.00	2,869
United States.....	2	2,499	3,142	4,127	2,470	3,123.75	2,916
Totals.....	3	3,883	5,748	6,588	3,854	4,853.75	5,785
West coast of Central America to Cristobal:							
British.....	2	1,900	2,053	3,436	1,906	2,375.00	3,099
West coast of Canada to east coast United States:							
United States.....	3	11,328	14,048	17,524	11,395	14,160.00	20,699
Far East to east coast of United States:							
Japanese.....	1	4,321	5,716	6,961	4,265	5,401.25	7,652
United States.....	2	9,736	11,597	12,686	8,826	12,170.00	14,804
Totals.....	3	14,057	17,313	19,647	13,091	17,571.25	22,456
West coast of South America to east coast Canada:							
British.....	2	9,184	10,692	15,880	12,508	11,480.00	21,455
Australasia to east coast of United States:							
British.....	1	2,979	3,556	4,647	3,031	3,723.75	2,500
United States.....	1	4,309	4,944	6,843	4,280	5,386.25	1,400
Totals.....	2	7,288	8,500	11,495	7,311	9,110.00	3,900
Australasia to east coast of Canada:							
British.....	2	8,806	10,988	14,356	8,826	11,007.50	6,155
Philippines to east coast of United States:							
United States.....	2	7,847	10,959	12,743	7,832	9,898.75	16,858
Balboa to east coast of United States:							
United States.....	1	3,006	3,378	4,901	3,524	2,432.16	.....
Hawaii to east coast of United States:							
United States.....	1	3,927	4,737	6,371	3,935	4,908.75	8,327
Canadian intercoastal:							
British.....	1	3,322	4,186	5,439	3,336	4,152.50	5,078
West coast of South America to east coast Mexico:							
British.....	1	4,006	4,573	6,499	4,052	3,292.56	.....
West coast of United States to east coast of South America:							
United States.....	1	3,524	4,890	5,643	4,195	4,405.00	8,514

PACIFIC TO ATLANTIC—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of United States to east coast of Mexico:							
British.....	1	8,918	9,023	12,097	9,003	\$10,827.60	15,941
West coast of United States to Egypt:							
British.....	1	2,761	3,403	4,353	2,816	3,451.25	6,129
Totals, March, 1925.	192	761,070	955,000	1,224,965	767,607	947,618.27	1,460,730
Totals, March, 1924.	217	873,229	1,080,407	1,378,735	867,847	1,090,406.58	1,648,924
Totals, March, 1923.	176	689,054	846,910	1,088,109	690,625	852,052.19	1,262,440

Submarines on Practice Cruise.

Nine submarines left the base at Coco Solo and passed through the Canal on March 10, 1925, for a practice cruise in the Pacific off the northern coast of South America. They cruised as far south as Guayaquil, Ecuador, approximately 1,000 miles. On the return they reached Balboa in the afternoon of April 5, and passed through the Canal to Coco Solo on the 6th.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended April 6:

Steamship *Achilles*, clean fireroom; manufacture 12 dead lights, 12 paint scrapers, 2 iron ladders, 1 bench screw, 6 H. P. piston rings, valve disc for towing engine, 4 burner tip wrenches, 1 Scotchman for towing hawser, and 6 dogs for hatches; repair governor valve for I. B. turbine, auxiliary condenser suction pipe, steering engine foundation, steam pipe to No. 1 double bottom, boat davits, lifeboat, ventilators, and gangway; renew No. 1 and No. 2 winch exhausts, plate in galley bunker and pad eye for gangway; complete scaling bunker, etc.; U. S. A. tug *Gen. G. W. Getty*, dock, clean, and paint; repair bilge pump; renew 1 shell plate and 2 keel plates; repair frames; remove, fair, and replace 1 shell plate; fair 1 shell plate in place; repair frames and floors as directed; remove bumps and redrive all bad rivets in shell; straighten rolling keel and rivet; renew damaged cement, etc.; steamship *Salvador*, manufacture 50 porcupine nuts, 3 pairs winch crosshead brass, 3 winch stop valves, and 4 gauge glass fittings; manufacture and install new main rigging port and starboard sides; calk saloon deck; paint smoking room; repair afterhouse, scales, blow down valve, main engine, brine pipe, winch exhaust pipes, corner of saloon house, galley pans, saloon skylight, specie room door, and port lights, etc.; barge *Darien*, remove obstructions on poop deck; manufacture Scotchman and 36 bolts for same, 6 cast iron rollers for fair leads and 24 stencils; renew blow down valve, nipple in pump room exhaust line, and connecting rod for eccentric and new bush for dynamo governor; repair auxiliary and circulating pumps, steering engine, automatic gear, towing engine, heating pipe, winch, sanitary line, ash guard, and angle iron and floor plates in fire room, etc.; steamships *Jamaica*, repair steering gear, winch, whistle, No. 1 tank oil pipe, plumbing, and hatching locking bar; retin 4 galley pans, etc.; *Panama*, repair No. 2 winch, sanitary line, ash guard, angle iron, and floor plate in engine room; manufacture 6 cast iron rollers for fair leads for deck winches, etc.

Minor repairs—Steamships *Jason*, *Hanover*, *Cubore*, *Orange Nassau*, *Parismina*, *Murla*, *Oklahoma*, *San Juan*, *Indiana*, yacht *Arcturus*, schooners *Arabia*, *El Norte*, U. S. A. steamer *Morgan Lewis*, tug *Porto Bello*, U. S. S. *Fullon*, launches *Chagres*, *El Terror*, and *Mary B.*

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

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Printing Telegraph System for Dispatch of Vessels Through the Canal.

To facilitate the safe dispatch of ships through the Panama Canal a printing telegraph system has been installed, with sending and receiving instruments in the offices of the port captains at Balboa and Cristobal, and at the Gatun, Pedro Miguel, and Miraflores Locks. These instruments are operated like an ordinary typewriter, and a message written at any one office is reproduced automatically and instantaneously at every other office on the line.

Prior to the installation of these machines, orders governing the dispatch of ships and messages relating to their various requirements were transmitted by telephone, with inevitable delay when the same information had to be conveyed to several stations, and constant difficulty in assuring accurate transmission and receipt. Since the human ear, voice, and recollection were all involved, occasional error and misunderstanding were inevitable. With the growth of traffic through the the Canal the need for a more rapid and dependable method of communication became urgent.

The new printing telegraph instruments have now been in satisfactory operation for approximately two months. Not only is the necessary information regarding the movement of vessels furnished simultaneously to all concerned, but the possibility of error is reduced to a minimum, and there is a permanent record at each station of orders issued and received.

The Naval Radio Station at Balboa is connected by printing telegraph with the Port Captain's office at Balboa, but not with the other offices on the main circuit.

The printing telegraph system was installed and is maintained by the Panama Railroad Company in connection with its existing telephone, telegraph, and electric clock service.

Notice to Mariners.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 7, 1925.

1. The Master of the steamship *Ucayali* reports that his vessel grounded in soft mud off Mestizos Point, Colombia, at lat. $9^{\circ} 28' N.$ and long. $75^{\circ} 57' 45'' W.$, in $2\frac{1}{2}$ fathoms of water where chart shows 4 fathoms. At lat. $9^{\circ} 29' N.$ and long. $75^{\circ} 57' 45'' W.$, he found 4 fathoms where chart showed 10 fathoms. It appears there is an extension of bank in that location.

2. The Master of the *Ucayali* also reports that the engineer of the port claims there are less than $3\frac{1}{2}$ fathoms of water 2 miles northward of Covenas, Colombia. The Pilot Book, H. O. 130, shows $3\frac{1}{2}$ fathoms on this shoal.

3. On March 16 a black buoy, with red and white interval stripes, was anchored in 6 fathoms of water to mark the $2\frac{1}{2}$ fathom shoal spot at entrance to Amapala Harbor, at northwest corner of Tiger Island, Gulf of Fonseca.

M. L. WALKER,
Governor.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, March, 1925.
(Figures represent tons of 2,240 pounds.)

From	SOUTH AMERICA.				NORTH AMERICA.						ASIA.				AUSTRALASIA.				Grand totals.	Per cent of total cargo.			
	Chile.	Colombia.	Ecuador.	Peru.	West South America. ¹	Total, South America.	West coast of United States.	West coast of Canada.	West coast of Central America.	West North America. ¹	Balboa. ²	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.			Australia.	Australasia. ¹	Total, Australasia.	Hawaii.
North America:—																							
United States:—																							
North Atlantic ports.....	2,489				13,777	16,266	208,870		2,790	8,910	220,570	19,883	12,465	1,256	38,055	71,660	19,433	36,480	6,152	62,005	370,500	57.6	
South Atlantic ports.....				693		693	139				139	2,912			813	3,725					4,557	0.7	
Gulf ports.....	45		45		2,126	2,216	41,247				41,247	6,244	775		12,454	19,473		6,300		6,300	69,236	10.7	
Totals, United States.....	2,534		45		693	15,903	250,256		2,790	8,910	261,956	29,040	13,240	1,256	51,322	94,858	19,433	42,780	6,152	68,305	444,354	69.0	
Cristobal, C. Z. ²	176				23	3,239	3,438		4,435	276	5,678										9,116	1.4	
East coast of Canada.....							967				413						10,282	600		10,882	11,295	1.7	
West Indies.....	2,610					2,610	75	4,500		569	5,144	4,918	7,923		11,941						19,695	3.1	
Totals, North America.....	5,320		45		716	19,142	25,223	251,298	7,225	9,755	273,191	33,958	20,263	1,256	51,322	106,799	29,715	43,380	6,152	79,247	484,400	75.2	
Europe:																							
British Isles.....	10,804				25	3,270	6,751	4,150	494		11,395						38,954		4,600	43,554	73,059	11.4	
France.....							14														14		
Germany.....	26						1,658				1,658										1,698	0.3	
Holland.....	407						410	90			500										1,023	0.3	
Belgium.....							1,423				19,233						8,484				29,215	4.5	
Norway and Sweden.....							500				500										500	0.1	
Europe ¹	1,707				500	31,710	33,917	12,503	2,329	2,503	17,335						7,992				51,252	7.9	
Italy.....						807	857	95			95										962	0.2	
Totals, Europe.....	13,004		25		4,378	88,162	55,589	34,240	5,880	2,823	7,773	50,716					47,438		4,600	52,038	158,323	24.7	
East coast of South America.....							59				59						752				811	0.1	
Grand totals.....	18,324		70		5,094	57,304	80,792	285,597	10,793	17,528	323,966	34,710	20,263	1,256	51,322	107,551	77,153	43,380	10,752	131,285	643,594	100.0	
Per cent of total cargo:																							
March, 1925.....	2.70			0.80	9.00	12.50	44.40	1.70	1.60	2.70	50.40	5.40	3.10	0.20	8.00	16.70	12.00	6.70	1.70	20.40	100.0		
March, 1924.....	10.40	0.30	0.10	1.60	6.10	18.50	44.80	1.40	1.20	1.30	48.70	8.10	6.30	1.50	2.60	18.50	4.80	5.90	2.70	13.10	100.0		
March, 1923.....	5.38	0.15	0.32	1.52	5.43	12.80	42.51	0.77	1.25	1.98	0.74	10.10	4.56	0.07	6.81	21.54	6.44	6.69	3.78	16.91	100.0		

¹ Includes both local and transit cargo.

² General cargo not routed so as to allow segregation between definite ports.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic, March, 1925.

(Figures represent tons of 2,240 pounds.)

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.																			
	UNITED STATES.					North America.					Europe.																														
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	Last coast of Canada.	West Indies.	East coast of Mexico.	Cristobal, C. Z.	North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Europe. ¹	Total, Europe.	East coast of South America.			Egypt																		
SOUTH AMERICA:																																									
Chile.....	175,087	74,182	76,652	325,921		258		26	326,205	18,354	752	190	6,245	806	242	4,166		39,128	69,883		396,088	27.0																			
Colombia.....	1,280			1,280				886	2,166									349			2,166	0.2																			
Ecuador.....	424			424				271	695												1,044	0.1																			
Peru.....	18,800	10,500		29,300	21,455			672	51,427	7,229			142	126		21		91			59,036	4.0																			
W. coast S. Am.:	1,091			1,091				1,591	2,592	4,380			9					4,374			11,355	0.8																			
Totals, S. Am.:	196,592	81,682	76,652	357,926	21,455	258		3,446	383,085	29,963	752	190	6,396	932	242	4,187		43,942	86,604		469,689	32.1																			
NORTH AMERICA:																																									
W. coast, U. S.:	605,994	15,945	35,376	657,315	165	218	15,941	1,481	675,120	57,733		4,337	4,543	164	5,508		90	4,600			766,758	52.5																			
W. coast, Canada:	5,022			5,022	4,913			7,403	9,935	45,335		534						3,100			59,504	4.1																			
W. coast, C. Am.:	493			493					7,890	448		2,190	2,448	123			7,374	295			20,774	1.4																			
W. coast, N. Am.:	16,153			16,153					16,153	11,987								11,115			39,255	2.7																			
Hawaii.....				8,827					8,827												8,827	0.6																			
Totals, N. Am.:	627,662	15,945	44,203	687,810	5,078	218	15,941	8,884	717,931	116,103		7,081	6,991	287	5,508		7,464	19,110			895,118	61.3																			
ASIA:																																									
China.....	2,917			2,917		73			2,990												2,990	0.2																			
Philippines.....	23,790		3,780	27,570					27,570												27,570	1.9																			
Far East:	1,986			1,986		6,298			8,254												8,254	0.6																			
Totals, Asia:	28,693		3,780	32,473		6,341			38,814												38,814	2.7																			
AUSTRALASIA:																																									
Australia.....	3,934			3,934	1,359				5,293	1,500								8,000			14,793	1.0																			
New Zealand.....	12			12					23,454												23,466	1.6																			
Australasia:	2,923			2,923	1,796				4,750	5,300								8,800			18,850	1.3																			
Totals, Australasia:	6,869			6,869	3,155				10,055	30,254								8,800			57,109	3.9																			
Grand totals.....	859,816	100,627	124,635	1,085,078	29,688	6,817	15,941	12,330	31,149,885	176,820	752	7,271	13,387	1,219	5,750	4,187	16,264	71,052	296,202	8,514	6,129	1,460,730	100.0																		
Per cent of total cargo:																																									
March, 1925.....	58.8	6.8	8.5	74.1	2.0	0.5	1.2	0.9	78.7	12.1	0.5	0.9	0.9	0.1	0.4	0.3	1.1	4.8	20.2	0.6	0.5		100.0																		
March, 1924.....	65.6	2.0	1.1	68.7	1.7	1.1	3.5	0.9	75.9	12.2	2.4	2.3	2.3	0.4	1.1	0.5	2.8	2.8	24.0	0.1	0.1		100.0																		
March, 1923.....	58.4	7.3	4.7	70.4		0.6	1.4	1.8	74.2	10.1	0.2	0.1	1.0	1.7	0.4	1.1	1.7	10.4	35.6	0.1	0.1		100.0																		

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, April 11, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.	Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	Gross.	Net.	
Baltimore Maru	4	22.25	5	6.20	5	13.36	5	15.00	Japanese.	Kisen Kabushiki Kaisha Line	405.0	53.0	19.0	New Orleans.	Yokohama.	General.	3,700	5,055	
Wido.	5	2.30	5	7.20	5	14.31	5	18.25	German.	Roland Line	393.0	54.0	20.0	Hamburg.	Corral.	General.	3,925	5,631	
Garayote 1.	5	8.02	5	8.25	5	15.32	5	17.00	American.	Vacuum Oil Co.	425.0	57.0	19.0	Philadelphia.	San Francisco.	Ballast.	6,585	4,989	
Independence.	5	10.18	5	10.25	5	17.26	5	18.40	American.	American Pioneer Line (S. B.).	440.0	56.0	23.2	New York.	San Francisco.	Case oil, general.	6,948	4,983	
Siam 1.	6	7.25	5	11.20	5	18.20	5	19.28	Danish.	East Asiatic Co.	410.0	55.2	21.3	Copenhagen.	Far East.	General.	5,050	5,303	
Jamaica.	3	16.45	5	13.30	5	18.20	5	19.28	British.	Pacific Steam Navigation Co.	220.0	54.0	11.6	Cristobal.	Vancouver.	General.	432	1,187	
Missouri.	5	14.45	6	6.20	6	13.41	6	22.43	American.	American-Hawaiian Line.	445.0	59.8	23.0	New York.	Buenaventura.	General.	6,515	8,620	
H. C. Folger 1.	5	16.45	6	6.40	6	14.48	6	16.15	American.	Atlantic Refining Co.	435.0	56.0	19.7	Mobile.	Portland.	Ballast.	7,461	5,159	
Leise Maersk 1.	5	20.30	6	7.15	6	15.40	6	20.28	Danish.	New Zealand Shipping Co.	302.2	44.2	21.0	St. John, N. B.	San Pedro.	General.	3,120	2,166	
R. J. Hanna 1.	6	7.20	6	7.40	6	16.33	6	19.25	American.	Standard Oil Co.	435.0	56.5	17.3	New York.	San Pedro.	Ballast.	7,639	5,206	
Salvador.	3-28	16.50	6	9.40	6	17.25	6	19.25	British.	Pacific Steam Navigation Co.	215.0	55.4	17.3	Cristobal.	Champerico.	General.	1,147	735	
Herford.	6	9.33	6	9.40	6	17.58	6	21.10	British.	Federal Steam Navigation Co.	520.7	64.2	28.9	Liverpool.	Auckland.	General.	9,576	12,933	
Santa Rosa.	5	3.50	6	10.37	6	18.55	6	20.00	American.	Pacific Mail Steamship Co.	404.6	54.0	26.0	Baltimore.	San Francisco.	General.	6,791	6,754	
Canadian Traveller.	6	4.45	6	11.55	6	19.50	6	21.00	British.	Canadian Govt. Mar. Marine.	399.8	52.0	18.11	Halifax.	Auckland.	General.	1,829	5,894	
William A. McKenney.	6	12.02	6	13.05	6	20.59	6	23.25	American.	Munson Line	395.0	55.1	22.0	Baltimore.	Seattle.	General.	4,685	6,993	
Lieut. David Putnam 1.	6		6		6	9.41			American.	U. S. Army				Cristobal.	Gatun Lake.	Ballast.			
London Im-porter.	6	7.05	7	6.20	7	14.17	7	19.37	British.	Furness, Withy & Co.	450.4	58.0	18.10	Manchester.	San Francisco.	General.	2,202	8,405	
Hollywood.	7	6.05	7	7.15	7	15.34	7	16.25	American.	Swaync & Hoyt (S. B.).	410.5	54.3	21.0	Buenos Aires.	San Francisco.	General.	5,030	5,903	
Ucayali.	6	19.35	7	10.42	7	17.12	7	21.55	Peruvian.	Peruvian Line.	374.0	46.7	18.11	Covenas.	Callao.	General.	600	4,406	
Dorothy Luck-enbach.	7	8.07	8	6.08	8	13.46	8	14.49	French.	French Line.	375.2	51.0	16.3	Harve.	Talcahuano.	General.	685	5,296	
Canadian Win-ner.	7	17.35	8	7.00	8	14.56	8	15.47	American.	Luckenbach Line.	447.0	60.0	27.0	Boston.	Seattle.	General.	6,987	9,294	
Steel Age.	7	22.02	8	8.25	8	16.44	8	17.44	British.	Canadian Govt. Mar. Marine.	399.8	52.0	17.0	Halifax.	Vancouver.	General.	2,140	5,885	
Maoi 1.	8	0.35	8	9.45	8	17.30	8	18.30	American.	Ishihara Line.	395.5	52.0	26.6	New Orleans.	Shanghai.	General.	8,163	7,330	
Joseph Seep 1.	8	6.00	8	10.50	8	17.36	8	18.26	American.	Matson Navigation Co.	421.5	27.7	15.0	New York.	San Francisco.	Ballast.	8,163	5,245	
Texas.	8	1.25	8	10.50	8	18.00	8	18.45	American.	Standard Oil Co.	449.3	59.2	18.4	Wilmington.	Los Angeles.	Ballast.	7,825	5,630	
Lause Nielsen.	7	2.55	8	11.58	8	19.25	8	20.26	French.	French Line.	429.3	59.2	18.4	Harve.	San Francisco.	General.	1,749	6,824	
Sophia 1.	7	14.50	8	13.41	8	20.41	8	21.40	Norwegian.	Pacific Lumber & Transport Co.	409.8	52.6	18.3	Antwerp.	San Francisco.	Cement, sand.	4,500	6,617	
Convert 1.	8	8.40	8	8.40	8	20.41	8	21.40	Panaman.	A. Ferrari.	410.0	54.0	19.2	Cristobal.	Balboa.	Ballast.	2	2	
Sailor 1.	8	8.40	8	8.40	8	20.41	8	21.40	Panaman.	Newell & Ferrari.	410.0	54.0	19.2	Cristobal.	Balboa.	Ballast.	64	44	
Santa Elisa.	8	14.30	9	6.17	9	13.25	9	16.20	Panaman.	Walker & Hooper.	360.3	51.7	23.11	Cristobal.	Gatun Lake.	Ballast.	2,418	5,957	
Princess Mar-guerite.	8	17.35	9	6.20	9	13.33	10	7.09	British.	Canadian Pacific Railroad Co.	350.0	60.0	11.9	New York.	San Antonio.	General.	2,418	5,957	
																		6,077	3,319

* Towing Convert.

* Sulphate, ammonia, tobacco, steel, and general.

* 600 tons general cargo and 325 head of cattle.

* Motor schooner.

* Launch.

* Tug.

* Motor ship.

* Tanker.

Ship	Tonnage	Type	Nationality	Date	Agent	Company	Port of Origin	Port of Destination	Remarks	General	San Francisco	New York	Panama-Pacific Line	600.0	65.3	26.8	2,700	17,044	11,488
Manchuria	9	5-42	9	7-00	9	14-49	9	23-25	American	General	San Francisco	New York	Panama-Pacific Line	600.0	65.3	26.8	2,700	17,044	11,488
Etna Maru	9	5-28	9	7-50	9	15-46	9	16-55	Japanese	General	Yokohama	Galveston	Kokusan Kisen Kaisha	415.0	55.6	16.11	1,746	7,216	5,339
Betterton	9	2-45	9	10-10	9	17-04	9	18-10	American	Ballast	Yokohama	Philadelphia	Associated Oil Co.	431.0	59.2	20.6	1,746	7,216	5,339
Tascalusa	9	2-25	9	10-15	9	19-16	9	20-20	British	General	San Pedro	Philadelphia	Standard Transportation Co.	420.5	54.4	27.9	8,600	6,022	4,543
Orta	8	22-24	9	11-50	9	18-23	9	19-16	British	General	Colonel	Liverpool	Pacific Steam Navigation Co.	485.4	58.2	24.6	3,710	9,936	6,561
G. Harrison	9	12-35	9	12-35	9	20-56	9	22-12	British	Ballast	San Pedro	New York	International Petroleum Co.	550.6	72.2	22.0	15,476	10,751	
Smith	9	22-30	9	6-25	10	14-41	10	15-45	American	Ballast	Cruz Grande	Baltimore	Ore Steamship Corporation	550.3	72.0	24.0	15,551	4,297	
Steelers	9	22-30	10	6-00	10	13-48	10	18-23	American	General	San Francisco	Cristobal	Pacific Mail Steamship Co.	502.1	62.0	17.0	1,700	2,379	1,593
San Juan	3-31	19-35	10	7-25	10	15-29	11	0-04	American	General	San Francisco	New York	Dollar Line	502.1	62.2	25.0	1,840	10,023	8,443
President Hayes	10	4-30	10	7-00	10	15-44	10	17-07	American	General	San Francisco	Jacksonville	United American Line	400.7	54.2	25.6	8,284	6,023	4,625
Myrtle Maru	9	22-50	10	7-40	10	16-33	10	17-31	American	General	San Francisco	Baltimore	Roosevelt Line	385.0	51.0	25.6	4,574	6,215	4,661
Tajana	10	1-05	10	9-00	10	16-30	10	18-17	Japanese	General	Yokohama	Norfolk	Canadian-American Shipping Co.	400.0	52.5	15.0	4,471	9,924	6,612
Sucubaco	10	6-30	10	11-15	10	18-43	10	19-38	American	General	San Francisco	Jacksonville	Transmarine Line	324.0	46.2	24.0	1,760	5,986	4,178
Euador	9	22-10	11	6-03	11	13-31	12	1-38	American	General	San Francisco	New York	Pacific Mail Steamship Co.	380.6	48.7	21.3	8,000	5,782	4,113
Firecrest	2	1-00	11	6-05	11	18-38			French	General	Marquesas Is.	Bermuda	A. Gerbault	33.0	8.6	6.0	8,000	5,782	4,113
Orchrys	10	15-15	11	6-20	11	14-06	11	15-10	British	General	Brisbane	New York	Adam Brothers	400.0	52.0	23.3	8,000	5,782	4,113
Victorie	10	18-50	11	7-14	11	15-04	11	22-30	British	General	Talara	New York	Imperial Oil Co.	500.4	68.0	22.0	11,049	7,732	
Atlantic	10	19-30	11	7-20	11	16-15	11	20-45	American	General	San Francisco	New York	Argonaut Steamship Line	410.5	53.3	24.0	7,543	6,567	4,917
Sunagutco	10	21-27	11	8-17	11	16-54	11	20-45	American	Sugar	Vancouver	Baltimore	Transmarine Line	324.0	46.0	22.0	4,558	3,984	2,628
Sunagutco	11	1-30	11	8-32	11	16-47	11	17-45	American	General	San Francisco	New York	Transmarine Line	324.0	46.2	23.0	4,600	3,984	2,628
Canadian	11	6-15	11	9-45	11	17-14	12	1-38	British	General, autos	Prisbane	Halifax	Canadian Govt. Mer. Marine	430.0	56.0	18.6	3,009	7,680	5,494
Cruiser	11	8-46	11	10-50	11	18-06	11	19-32	Japanese	General	Yokohama	New York	Nippon Yusen Kaisha	445.0	58.0	22.0	5,481	8,015	5,716
Tatsumo Maru	11	9-15	11	10-50	11	18-25	11	19-40	British	General	Yokohama	Liverpool	Gulf Line	398.6	53.9	20.0	2,960	5,760	3,866
Pear Branch	11	11-50	11	12-05	11	20-18	11	23-15	American	General	Valparaiso	Baltimore	Isthmian Line	442.0	56.0	24.0	8,128	7,611	5,454
Steel Scientist	11	11-50	11	12-05	11	20-18	11	23-15	American	General	Honolulu	Baltimore	Isthmian Line	442.0	56.0	24.0	8,128	7,611	5,454
City of Shang-	11	7-08	11	13-10	11	21-20	11	22-30	British	General	Port Pirie	New York	Ellerman-Hall Line	418.5	55.0	25.8	5,058	7,073	5,361
hal	11	6-05	11	18-38					French	General	Balboa	Cristobal	French Line						1
Coco Solo	10	11	6-05	11	18-38				French	General	Balboa	Cristobal	French Line						1

Ship	Tonnage	Type	Nationality	Date	Agent	Company	Port of Origin	Port of Destination	Remarks	General	San Francisco	New York	Panama-Pacific Line	600.0	65.3	26.8	2,700	17,044	11,488
New Britain	4	22-30	5	7-18	5	14-45	5	14-45	American	Lumber, general	Norfolk	Seattle	Black Diamond S. S. Corp.	386.8	52.2	23.6	6.07	5,684	4,082
J. L. Lucken-	4	23-45	5	8-04	5	15-30	5	15-30	American	Lumber, general	Boston	Portland	Luckenbach Line	448.9	60.2	30.0	9,500	9,294	6,861
bach	5	0-10	5	9-11	5	16-50	5	16-50	American	General	New York	Guayaquil	Panama Railroad Steamship Line	551.0	43.0	18.6	1,992	2,873	1,776
Lake Flattery	5	7-15	5	9-45	5	17-55	5	17-55	British	Nitrate	Wilmingon.	Iquique	Glenn & Co.	385.0	52.0	21.0	7,200	3,173	3,657
Tritalgar	5	7-15	5	9-45	5	17-55	5	17-55	British	Lumber, general	Mobile	San Pedro	Luckenbach Line	425.0	57.3	25.0	3,217	8,568	6,565
Edgar F. Luck-	1	22-42	6	6-19	6	13-48	6	13-48	American	Lumber, general	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
embach	5	16-30	6	6-52	6	14-45	6	14-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
Quail	5	16-30	6	6-52	6	14-45	6	14-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
O-2	5	16-30	6	6-49	6	14-45	6	14-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
O-8	5	16-30	6	6-49	6	14-45	6	14-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
O-8	5	16-30	6	6-49	6	14-45	6	14-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
Atlantic Maru	5	15-15	6	6-59	6	17-05	6	17-05	Japanese	Nitrate	Pensacola	Antofagasta	Kawasaki Shipbuilding Co.	385.0	51.0	27.0	8,333	6,251	4,700
O-1	5	16-30	6	7-45	6	15-45	6	15-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
O-7	5	16-30	6	7-45	6	15-45	6	15-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			
O-3	5	16-30	6	7-36	6	15-45	6	15-45	American	Coco Solo	Coco Solo	Guayaquil	U. S. Navy	179.0	15.0	16.0			

* Submarine.

* 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.	Operator.	Length.	Beam.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.		Day.	Hour.		Day.	Hour.	Day.	Hour.								Nature.	Tons.	
O-10 15.	5	16.30		6	7.36		6	15.45		6	22.57	U. S. Navy.	179.0	15.0	16.0	Guayaquil.	Coco Solo.	General.	3,942	6,117
Essequibo.	6	3.40		6	8.29		6	17.50		6		Pacific Steam Navigation Co.	450.0	57.8	25.0	San Antonio.	New York.	General.	7,629	5,325
David Mc-Kelvy 15.	5	16.25		6	8.50		6	18.30		6		Tidewater Oil Co.	430.0	59.0	27.6	Los Angeles.	Coco Solo.	Crude oil.	11,000	7,629
O-4 15.	5	16.30		6	9.03		6	17.20		6		U. S. Navy.	179.0	15.0	16.0	Guayaquil.	Coco Solo.	Fuel oil.	7,710	6,030
O-9 15.	5	16.30		6	9.03		6	17.20		6		U. S. Navy.	179.0	15.0	16.0	Guayaquil.	Coco Solo.	Saved lumber.	5,667	5,455
Capas 15.	6	3.00		6	9.24		6	19.30		6		Anglo Saxon Petroleum Co.	400.0	52.4	27.6	San Pedro.	Norfolk.	General.	2,500	4,912
Orinoco.	6	3.00		6	9.24		6	20.05		6		Oriental Navigation Co.	376.4	52.3	23.8	Seattle.	Hamburg.	General.	10,225	7,333
Radames E. Hopkins 15.	6	8.00		6	10.16		6	20.30		6		Kosmos Line.	380.7	47.0	19.0	Champerico.	New York.	Crude oil.	123	69
Arabia and barge No. 150	6	7.30		6	10.44		6	21.15		6		Tidewater Oil Co.	424.4	58.2	26.10	San Pedro.	Cristobal.	Ballast.	6,386	4,487
Canadian Freight.	6	9.20		6	12.06		7	9.45		7		James Powell.	103.6	24.6	12.0	David, R. P.	Hamburg.	General.	4,948	4,759
Haarlem.	4	0.05		6	13.50		6	22.25		6		Canadian Govt. Mer. Marine.	400.0	52.0	25.0	Prince Rupert.	Charleston.	Nitrate.	8,175	6,199
Camilla Gilbert.	6	15.30		7	6.16		7	14.05		7		Royal Netherlands W. I. Mail.	374.0	50.0	21.0	Coral.	New York.	(19)	567	2,878
Almagro.	6	18.00		7	7.19		7	15.25		8		Wessel, Duval & Co.	403.4	53.0	26.3	Tocopilla.			8,200	5,919
Vancouver.	6	22.00		7	8.12		7	17.10		7		Pacific Steam Navigation Co.	385.0	51.0	27.7	Callao.	Charleston.	Nitrate.	10,000	7,424
Maru.	6	21.02		7	9.12		7	17.50		7		Kokusai Kisen Kaisha.	425.0	56.0	24.0	Tocopilla.	Liverpool.	Gasoline.	9,000	6,751
Yorba Linda.	7	6.20		7	10.00		7	18.10		7		General Petroleum Co.	416.8	50.1	27.8	San Pedro.	New Orleans.	Gasoline.	6,696	5,849
W. L. Stead 15.	7	10.50		7	11.38		7	19.57		8		Pan-Amr. Pet. & Transp. Co.	396.9	50.0	24.7	Talcahuano.	Havre.	General.	6,585	7,286
Saint Jean.	7	11.15		7	12.08		7	21.05		8		Cie. Gl. Transatlantique.	438.7	53.2	22.6	Callao.	Hamburg.	(19)	10,967	7,684
Amasis.	7	11.15		7	12.08		7	21.05		8		Kosmos Line.	360.0	49.7	25.0	Callao.	Hamburg.	Crude oil.	8,250	7,082
Masconomo 15.	7	12.45		7	14.59		7	24.00		8		Masconomo (G. M. C. H.).	429.3	59.2	26.9	San Francisco.	Chester, Pa.	(21)	13,300	9,494
Chester Sun 15.	7	14.38		8	6.27		8	14.20		8		Sun Oil Co.	417.0	52.0	25.0	San Pedro.	Boston.	Crude petroleum.	7,620	6,604
Sidney M. Hauptman 15.	7	17.30		8	7.24		8	15.40		8		Munson-Mettermick Line.	480.5	66.0	28.0	San Francisco.	Wilmingon.	Nitrate.	7,800	6,757
J. N. Pew 15.	7	21.00		8	8.35		8	16.55		8		Sun Oil Co.	410.0	54.2	25.0	San Pedro.	New York.	Lumber.	5,661	7,273
Corvus.	7	23.45		8	9.12		8	17.55		8		Planet Line.	409.8	54.4	26.6	Antofagasta.	Boston.	General.	3,710	6,015
William Perkins 8.	2	00.00		8	9.25		8	18.53		8		Garland Steamship Corp.	415.0	53.7	24.6	Aberdeen.	New York.	General.	1,354	574
Floridan.	8	5.00		8	11.15		8	19.25		8		American-Hawaiian Line.	380.0	48.7	22.6	Seattle.	Galapagos Isl.		7,800	6,996
Colombia.	8	6.15		8	13.30		8	20.42		10		Pacific Mail Steamship Co.	252.6	33.7	17.6	San Francisco.	Norfolk.	Nitrates.	7,932	5,363
Surprise 16.	3-24	10.00		8	14.30		8					Geoffrey Williams.				Galapagos Isl.		Lumber, scrap iron, and general.		4,149
Darien 17.				8			8					U. S. Navy.				Balboa.				
Pacific Commerce 18.	8	20.55		9	6.15		9	14.55		9		Furness, Withy Co.	420.0	64.0	25.0	Vancouver.	Galapagos.	General.	7,800	6,996
Valdivia 18.	8	23.45		9	7.25		9	16.20		9		Soc. Italiana de Navigazione.	385.0	52.0	23.0	Iquique.	Norfolk.	Nitrates.	7,932	5,363

1 Tanker.

15 Submarine.

16 Yacht.

17 Launch.

18 Motor ship.

19 Cocoa, wood, and hats.

20 Grain, metal, ores, and nitrates.

Swiftwind	10	2	12	10	7	09	10	15	20	10	15	20	American	C. D. Mallory Co., Inc.	404.6	60.2	27.6	San Pedro	Fall River	Crude oil.	11,418	8,473	5,997
Lieut. David																							
Panama ²³	10				10		10						American	U. S. Navy				Balboa ²	Pedro Miguel	Crude oil.	14,924	11,224	7,849
H. M. Story	10	11	50	11	6	11	11	15	15	11	15	15	American	Standard Oil Co. of California.	500.0	68.2	23.6	Los Angeles	New York	Crude oil.	6,220	6,756	4,775
Santa Paula	11	1	30	11	7	21	11	16	42	11	16	40	American	Pacific Mail Steamship Co.	408.0	53.9	25.6	San Francisco	New York	Lumber, general.	5,151	7,935	5,841
Lancaster	11	4	00	11	8	13	11	17	40	11	17	40	American	Argonaut Steamship Line	435.0	57.3	24.3	Portland, Ore.	Baltimore	Lumber, general.			
Sophia ²⁴				11			11						Panamanian	Newell & Ferreri.				Balboa	Cristobal				

¹⁷ Tugboat²³ Launch²¹ Commercial launch

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—
April 5	Heredia	United Fruit Co.	New Orleans and Habana	April 5	Indiana	Navigazione General Italiana	Genoa and wayports.
April 5	Oranian	Leyland Line	Liverpool via wayports.	April 5	Heredia	United Fruit Co.	Bocas del Toro.
April 7	Pastores	United Fruit Co.	New York via Habana	April 6	Oranian	Leyland Line	New Orleans.
April 7	Puerto Rico	French Line	St. Nazaire via wayports.	April 8	Heredia	United Fruit Co.	New Orleans via Habana.
April 7	Turrialba	United Fruit Co.	New Orleans via Habana.	April 8	Pastores	United Fruit Co.	Port Limon.
April 8	Heredia	United Fruit Co.	Bocas del Toro	April 8	El Pauquiano	Panaman Government	Colon.
April 8	Sixola	United Fruit Co.	New York via Kingston.	April 9	Puerto Rico	French Line	St. Nazaire via wayports.
April 8	Wanderer III ²⁵	J. S. Webster & Sons	Santiago	April 9	Sixola	United Fruit Co.	N. Y. via Colon; Kingston.
April 8	El Pauquiano	Panaman Government	Colon	April 9	Turrialba	United Fruit Co.	New Orleans via wayports.
April 8	Eidsfjeld	Gorriessen Line	Oslo via Colombia.	April 9	Panama	Panama Railroad Steamship Line	New York via Harl.
April 10	St. Michel ²⁶	U. S. Army	New York via San Juan.	April 9	El Norte ²⁷	Enrique Heurtado	Colon.
April 10	Jan Van Nasseau	Royal Netherlands W. I. Mail	Port Limon.				
April 11	Yuma	Standard Fruit Co.	New Orleans.				

²⁵ Yacht, ²⁶ Transport, ²⁷ Motor schooner.

PORT OF BALBOA.

April 5	Paul Shoup	Associated Oil Co.	San Francisco.	April 6	Paul Shoup	Associated Oil Co.	La Union.
April 8	Tahralite	Imperial Oil Co.	Talara, Peru.				
April 11	Acacia	Anglo-Saxon Petroleum Co.	San Pedro.				
April 11	Dos Hermanos	R. Neumann.	Panama.				

* Other than ships passing through the Canal.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Two Weeks Ending April 11, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
W. S. Porter.....	Associated Oil Co.....	March 29.....	March 30.....	7,300	
San Juan.....	Pacific Mail Steamship Co.....	March 30.....	March 31.....	37	
Lochkatrine.....	Royal Mail Steam Packet Co.....	April 2.....	April 2.....		70
Edgar F. Luckenbach.....	Luckenbach Line.....	April 2.....	April 6.....	3,467	
Ashbee.....	New York Shipbuilding Corp.....	April 3.....	April 3.....		185
Sirius.....	U. S. Navy.....	April 3.....	April 6.....		3
Ebro.....	Pacific Steam Navigation Co.....	April 3.....	April 3.....		13
Ucayali.....	Peruvian Line.....	April 7.....	April 7.....		17
Colombia.....	Pacific Mail Steamship Co.....	April 8.....	April 8.....	260	110
Talaralite.....	Imperial Oil Co.....	April 8.....		3,378	
President Hayes.....	Robert Dollar Line.....	April 10.....	April 10.....	6	
Taketoyo Maru.....	Nippon Yusen Kaisha.....	April 11.....	April 12.....	669	
Ecuador.....	Pacific Mail Steamship Co.....	April 11.....	April 11.....	102	1

Examinations for Engineering Positions.

On Thursday, April 30, 1925, promotion examinations will be held in Room 314, Administration Building, Balboa Heights, C. Z., covering the positions of Recorder, Surveyor, and Junior Engineer.

For further information concerning this examination, application should be made to the Assistant Secretary, Local Civil Service Board, Balboa Heights, C. Z. (telephone, Balboa 286).

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Discontinuance of Panama-Paraiso Motor Car Service.

PANAMA RAILROAD COMPANY,
BALBOA HEIGHTS, C. Z., April 9, 1925.

To all concerned—The motor car passenger service, known as the "Toonerville Trolley," between Panama and Paraiso, will be discontinued effective Saturday, April 18. On and after that date, however, motor car No. 8 will be operated between Balboa and Pedro Miguel in the morning and afternoon for the accommodation of the school children only, which service will continue until the close of the present school year.

S. W. HEALD,
Superintendent.

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."

Cable Rates.—Dominican Republic.

The All-America Cables, Inc., advises that the deferred rate is one-half to Santo Domingo, or 25 cents per word, and the deferred rate to Laromana 33 cents per word, to all other points in the Dominican Republic the deferred rate is 28 cents per word.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., April 22, 1925.

No. 37.

Traffic During the First Fifteen Days of April.

During the first 15 days of April, 191 commercial vessels and 17 small launches transited the Canal. Tolls on the commercial vessels aggregated \$870,523.55, and on the launches \$52.50, making a total tolls collection for the period of \$870,576.05.

The daily average transits and tolls collection for the period were 12.73 and \$58,034.85 on commercial traffic only, as against 12.94 and \$59,413.61 for the first 9½ months of the current fiscal year, a very small difference. If the average of 12.94 transits and \$59,413.61 in tolls per day should be maintained to the close of the fiscal year, as seems probable, the year's commercial transits would aggregate 4,723 and the tolls collections \$21,686,000. As compared with the fiscal year 1924, for which the figures were 5,230 transits and tolls of \$24,290,963.54, these figures indicate a considerable decrease in traffic, which is caused by the decrease in oil shipments. As compared with the calendar year 1924, for which the figures were 4,893 transits and tolls collections \$22,809,416.34, the total traffic for the current fiscal year should be fairly close. The traffic in the fiscal year 1924 is the highest of record for any year to date.

In the following tabulation is shown the commercial traffic for the first 9½ months of the current fiscal year by months with the daily average transits and tolls for each month and for the period:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.84
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April (first 15 days).....	191	870,523.55	12.73	58,034.85
Totals.....	3,742	17,170,535.43	12.94	59,413.61

The average amount of tolls paid by each of the commercial transits during the first 15 days of April was \$4,557.71.

S. S. "Ancon" Returned to Service.

The Panama Railroad Company's steamship *Ancon*, which was temporarily withdrawn from service in April, 1923, and laid up in Gatun Lake, will be restored to the New York-Port-au-Prince-Cristobal run, leaving New York on May 2, 1925.

The *Ancon* has been thoroughly overhauled and refitted to carry 250 passengers instead of the 78 for which it formerly had accomo-

dations. The hull was scaled and painted on the Isthmus, and in August, 1924, the steamer was dispatched to New York, where the reconditioning was completed at a total cost of approximately \$525,000.

The remodelled *Ancon* will replace the *General W. C. Gorgas*, which is scheduled to arrive at Cristobal April 24, 1925, and will be laid up in Gatun Lake after completing discharge.

The *Ancon* is a steamer of 9,315 gross tons, 489.5 feet long and 58 feet in beam. It was built in 1902 at Sparrow's Point, Md., and was purchased by the Isthmian Canal Commission in 1909. During the construction period the *Ancon* and its sister ship, the *Cristobal*, were used primarily for the transportation of cement from the United States to the Isthmus.

The Panama Railroad Company's service between New York and Cristobal will be maintained by the *Ancon*, the *Cristobal*, and the *Panama*, with sailings approximately every 7 days, with the exception of the one interval of 12 days every fourth week.

Visit of Yacht "Kemah."

The yacht *Kemah*, owned by Hiram W. Johnson, Jr., and carrying as passengers her owner and Senator and Mrs. Hiram W. Johnson of California, arrived at Cristobal on April 12. The *Kemah* left New York sometime ago, making stops at wayports, including Habana and Kingston. Transit of the Canal was made on the 18th, and the yacht cleared for San Francisco in the afternoon of the 20th. The *Kemah* is a motor yacht 84 feet in length with a beam of 18 feet.

Radio Advice in Advance of Arrival.

BALBOA HEIGHTS, C. Z., April 18, 1925.

Steamship agents.—There seems to be a growing tendency among visiting ships to disregard Article 241, Transit and Harbor Regulations, which reads as follows:

"241. As soon as radio communication can be established, vessels should report to the Port Captain their names, whether or not they desire to pass through the Canal, requirements, probable time of arrival, draft, and any other matters of importance and interest. If this information has been previously communicated to the Port Captain, through agents or otherwise, it will not be necessary to report by radio; but the probable time of arrival should always be sent by radio to the Port Captain at least 24 hours in advance of arrival."

Especially is this true of the last sentence.

It is very desirable that ships carry out this regulation and notify the Port Captains direct as to their time of arrival 24 hours in advance, and to keep them informed of any change in arrival time within that period.

The radio stations are directly connected with the Port Captains' offices, and both are open all the time, so that messages from ships are delivered to a responsible party immediately, day or night, and proper steps taken to handle prospective arrivals. It is of great assistance to us to know as far in advance as possible the times of arrival of all ships. Port Captains' offices depend on this early information in having the proper number of pilots, seamen, etc., standing by, making up shipping bulletins, etc. The Lock and Dredging Divisions depend on the Port Captains' offices to give them this information as early as possible in planning their daily work, which depends a good deal on the number and character of ships expected, etc.

If this information is relayed through agents it frequently is delayed and its value considerably reduced, and furthermore, if the agent and Port Captain are both advised by the ship, both are benefited by the sure check.

Please advise ships of the necessity of carrying out Article 241, Transit and Harbor Regulations.

J. H. TOMB,
Marine Superintendent.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending April 11, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Gen. W. C. Gorgas...	Panama Railroad Steamship Line..	March 29.	March 29.		500
Parismina.	United Fruit Co.	March 29.	March 29.	268	104
Amersfoort.	Royal Netherlands W. I. Mail.	March 29.	March 29.	248	(²)
Santa Cruz.	Grace Line.	March 30.	March 30.	178	205
Jason.	Royal Netherlands W. I. Mail.	March 30.	March 30.		854
Santa Luisa.	Grace Line.	March 30.	March 30.	2	(²)
Oranje Nassau.	Royal Netherlands W. I. Mail.	March 30.	March 30.	65	1
San Juan.	Pacific Mail Steamship Line.	March 31.	March 31.	1,333	
Atenas.	United Fruit Co.	March 31.	April 2.	823	22
Hessen.	United American Line.	March 31.	April 2.	(¹)	195
Oklahoma.	French Line.	March 31.	April 2.	74	96
Lobos.	Pacific Steam Navigation Co.	March 31.	April 2.	102	391
San Blas.	United Fruit Co.	March 31.	April 1.	33	431
Parismina.	United Fruit Co.	April 1.	April 1.	45	176
Teutonia.	Hamburg-American Line.	April 1.	April 2.	13	262
Roland.	Roland Line.	April 1.	April 2.	490	(²)
Murla.	Roland Line.	April 1.	April 2.	48	(²)
Eidsborn.	Gorissen & Co.	April 1.	April 1.	17	
Per Skogland.	Standard Fruit Co.	April 1.	April 1.	9	(²)
Lochkatrine.	Pacific Steam Navigation Co.	April 1.	April 2.	300	172
Ashbee.	Grace Line.	April 1.	April 2.	291	442
Panama.	Panama Railroad Steamship Line.	April 2.	April 2.	2,632	
Santa Marta.	United Fruit Co.	April 2.	April 2.	4	281
Trivives.	United Fruit Co.	April 2.	April 3.	218	201
Balboa.	Johnson Line.	April 2.	April 3.	(¹)	113
Elbro.	Pacific Steam Navigation Co.	April 2.	April 3.	176	4
Jamaica.	Pacific Steam Navigation Co.	April 3.	April 3.	819	
Indiana.	French Line.	April 3.	April 3.	245	
Oranje Nassau.	Royal Netherlands W. I. Mail.	April 3.	April 4.	10	860
Calamares.	United Fruit Co.	April 3.	April 4.	359	482
Cavina.	Elder & Fyffes, Ltd.	April 4.	April 4.	20	(³)
Jamaica.	Pacific Steam Navigation Co.	April 4.	April 5.		439
Indiana.	French Line.	April 4.	April 5.		477
Siam.	Danish East Asiatic Co.	April 5.	April 5.	25	16
Heredia.	United Fruit Co.	April 5.	April 5.	461	145
Dinteldijk.	Holland-American Line.	April 5.	April 5.		177
Kellerwald.	Hamburg-American Line.	April 5.	April 5.		92
Santa Rosa.	Pacific Mail Steamship Line.	April 5.	April 6.	645	340
Oranian.	Leyland Steamship Line.	April 5.	April 6.	150	2
Lake Flatlery.	Panama Railroad Steamship Line.	April 5.	April 6.	699	(²)
Radames.	Kosmos Line.	April 6.	April 7.	(⁴)	25
Haarlem.	Royal Netherlands W. I. Mail.	April 6.	April 7.	212	2
London Importer.	Furness, Withy & Co.	April 6.	April 7.	(¹)	194
Capsa.	Anglo-Saxon Petroleum Co.	April 6.	April 9.	7,710	(²)
Essequibo.	Pacific Steam Navigation Co.	April 6.	April 6.	62	(²)
Almagro.	Pacific Steam Navigation Co.	April 7.	April 8.	393	39
Utah.	French Line.	April 7.	April 8.	82	40
Texas.	French Line.	April 7.	April 8.	73	151
Saint Jean.	French Line.	April 7.	April 8.	166	176
Panama.	Panama Railroad Steamship Line.	April 7.	April 9.		1,379
Puerto Rico.	French Line.	April 7.	April 9.	113	4404
Pastores.	United Fruit Co.	April 7.	April 8.	350	121
Turrialba.	United Fruit Co.	April 7.	April 9.	1,200	69
Heredia.	United Fruit Co.	April 8.	April 8.	165	260
Sixacola.	United Fruit Co.	April 8.	April 9.	162	342
Colombia.	Pacific Mail Steamship Line.	April 8.	April 9.	1,566	309
Santa Elisa.	Grace Line.	April 8.	April 9.	(¹)	2
Orita.	Pacific Steam Navigation Co.	April 8.	April 9.	151	165
Eidsfjeld.	Gorissen & Co.	April 8.	April 8.	7	
Ecuador.	Pacific Mail Steamship Line.	April 9.	April 11.	152	329
President Hayes.	Dollar Line.	April 10.	April 10.	8	(²)
Jan Van Nassau.	Royal Netherlands W. I. Mail.	April 10.	April 11.	17	575
San Juan.	Pacific Mail Steamship Line.	April 10.	April 10.		1,817
Casaregis.	Italian Line.	April 11.	April 11.	103	

* No cargo discharged.

* No cargo laded.

* 10 packages.

* 2 packages.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 18, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Acasta.	Anglo-Saxon Petroleum Co.	April 12.	April 13.	6,978	
Mineola.	N. O. & S. A. S. S. Line.	April 13.	April 13.	151	
Regulus.	A. O. Lindvig.	April 16.	April 16.	338	
Elcano.	Sociedad Com. de Oriente.	April 18.	April 18.	6,742	

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, April 18, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
City of Hankow	12	0 25	12	6 25	12	13 32	12	15 00	British.			New York	Yokohama	General	5,356	9,051
Juvisny	11	22 20	12	6 30	12	14 55	12	17 00	American.			Philadelphia	Eureka	General	3,400	2,653
Ohioan	12	2 45	12	6 45	12	15 12	12	15 13	American.			Boston	Portland	General	5,596	1,611
Acme	12	6 13	12	7 20	12	15 54	12	17 15	American.			New York	Shanghai	Kerosene oil.	8,746	4,896
Agwison	12	9 08	12	9 30	12	16 37	12	19 00	American.			Boston	San Pedro	Ballast.	7,612	5,402
Casaregis	11	18 20	12	12 35	12	19 51	12	21 00	Italian.			Genoa	Valparaiso	General	2,631	6,567
Joseph M. Cudahy	12	13 53	12	14 05	12	21 12	13	0 52	American.			Chester	Los Angeles	Ballast.	7,954	5,842
Lizzie	12	9 48	12	9 48	12	9 48	12	9 48	American.			Cristobal	Gatun Lake	Ballast.	1	1
Capto.	12	21 01	13	6 20	13	14 04	13	15 15	Norwegian.			New York	Tecapilla	Coke, general	3,900	5,076
Plako.	12	21 15	13	7 25	13	15 34	13	16 36	Norwegian.			London	Wellington	Ballast	8,459	6,060
Cumberland.	13	9 45	13	10 00	13	17 25	14	1 25	British.			New York	Brisbane	General	7,500	12,036
Mimbela.	12	19 55	13	11 12	13	18 40	14	0 06	American.			New Orleans	San Antonio	General	2,162	2,835
Gen. G. W. Getty	13	18 45	13	18 45	13	18 45	13	18 45	American.			Cristobal	Barboa	Ballast	1	1
No. 3406	13	11 59	13	11 59	13	11 59	13	11 59	British.			Cristobal	Gatun Lake	Ballast	2	2
Surprise	13	19 10	14	6 10	14	14 43	15	16 20	Panaman.			Cristobal	Cristobal	Ballast	40	27
Talamasca	13	17 25	14	6 10	14	13 55	14	15 00	American.			Baltimore	San Pedro	Ballast	9,394	6,306
Agwem	13	18 35	14	6 25	14	14 48	14	16 15	American.			New York	Cruz Grande	Ballast	15,476	4,354
Bethore	13	8 22	14	8 35	14	15 45	14	17 05	American.			Philadelphia	San Francisco	General	5,269	6,373
West Katon.	14	8 22	14	8 35	14	15 45	14	17 05	American.			New York	Callao	General	3,227	3,545
Amazonas.	13	19 20	14	9 45	14	17 47	15	11 55	Peruvian.			New York	San Pedro	Ballast	12,171	8,782
Standard	14	9 38	14	11 00	14	19 08	14	20 45	American.			New York	San Pedro	Ballast	8,500	7,611
Montgomery	14	3 58	14	11 45	14	20 19	14	21 43	American.			Philadelphia	Vancouver	General	4,454	10,793
City	13	11 30	14	13 15	14	21 25	14	22 42	Dutch.			Rotterdam	Vancouver	General	2	2
Dredchdyk	13	11 30	14	13 15	14	21 25	14	22 42	Dutch.			Cristobal	Barboa	Ballast	14,538	9,348
Sofia	11	2 20	15	6 25	15	14 40	15	15 44	American.			New York	Cruz Grande	Ballast	2,399	6,123
Chilero.	15	3 55	15	7 10	15	15 10	15	16 20	Japanese.			Santos	Kobe	General	7,500	9,262
Chicago Maru.	15	3 55	15	7 10	15	15 10	15	16 20	Japanese.			Santos	Kobe	General	7,500	9,262
Harry Luckenbach.	15	4 38	15	8 30	15	16 32	15	17 35	American.			New York	Seattle	General	6,840	5,014
Sagoland	15	5 30	15	9 45	15	17 19	15	19 04	Swedish.			Norfolk	William Head	General	1,133	6,982
Zenon.	14	5 00	15	10 45	15	18 25	15	19 31	French.			Haarlem	Vancouver	General	6,000	5,749
Portfield.	15	7 25	15	11 55	15	20 30	15	22 00	British.			Port Arthur	Auckland	Case oil, general	6,000	5,749
Canadian	15	11 32	15	13 20	15	22 35	15	23 44	British.			Antwerp	Vancouver	General	6,450	5,891
Importer	15	11 15	16	6 10	16	13 19	16	16 00	American.			London	San Pedro	Ballast	6,979	5,079
Ocidental	15	11 15	16	6 10	16	13 19	16	16 00	American.			London	San Pedro	Ballast	6,979	5,079
Commercial	15	15 50	16	7 15	16	15 30	16	16 49	American.			Galveston	Port Alice	Sulphur, general	5,876	5,657
Traveler	15	15 50	16	7 15	16	15 30	16	16 49	American.			Galveston	Port Alice	Sulphur, general	5,876	5,657

¹ Cotton, rosin, lime, and general.

² Steel products and general.

³ Motor ship.

⁴ Row boat.

⁵ Motor schooner.

⁶ Launch.

⁷ Tug.

⁸ Tanker.

	15	22	40	16	7.15	16	16.22	16	17.40	American	Transmarine Line	324.0	46.2	21.0	Newark	San Francisco	3,000	3,984	2,628
Surichco	15	22	40	16	7.15	16	16.22	16	17.40	American	Transmarine Line	324.0	46.2	21.0	Newark	San Francisco	3,000	3,984	2,628
Willalo	15	23	20	16	8.30	16	17.17	16	18.10	American	Williams Steamship Line	434.0	57.0	20.0	Baltimore	Seattle	3,907	7,983	5,882
Napoli	15	23	30	16	8.30	16	20.00	16	21.07	Italian	Nav. Gen. Italiana	406.0	51.7	21.11	Genoa	Valparaiso	1,083	6,731	4,271
Karina Luckenbach	16	14	20	16	14.25	16	21.20	17	0.34	American	Luckenbach Line	446.0	53.0	30.3	Galveston	Seattle	9,946	8,508	6,179
Gaiveston	16	5.40	17	6.10	17	13.07	17	14.07	17	American	U. S. Navy	292.0	44.0	18.0	Guantanamo	Balboa	4,601	6,766	4,809
Santa Malta	16	11.02	17	6.00	17	13.09	17	14.15	17	American	Pacific Mail Steamship Co.	404.0	53.7	22.2	Baltimore	San Francisco	6,000	7,216	4,912
La Paz	16	12.20	17	7.05	17	15.00	17	22.30	17	British	Pacific Steam Navigation Co.	406.0	54.0	20.0	Hull	Puntarenas	6,700	5,471	3,846
Kintyre	16	22.55	17	8.30	17	16.37	17	17.40	17	British	Andrew Weir & Co.	400.0	52.0	25.6	Sabine	Australia	7,202	6,220	4,432
San Francisco	17	6.10	17	9.55	17	17.37	17	18.44	17	American	Isthmian Line	405.0	52.0	26.0	New York	San Antonio	1,278	1,200	698
Epoca	17	6.10	17	10.10	17	18.15	17	19.42	17	Norwegian	Gerrisson Line	213.9	35.2	12.3	Cristobal	Chaparrero	7,481	4,975	4,975
S. C. T. Dodd	17	8.13	17	10.40	17	18.31	17	21.27	17	Chilean	Standard Oil Co.	425.0	57.2	16.0	New York	Los Angeles	1,620	7,758	4,705
Aconagua	17	4.10	17	11.35	17	19.04	17	20.00	17	Panamanian	Chilean Line	422.8	56.2	25.4	New York	Valparaiso	13	13	13
No. 11	17	17	17	17	17	17	17	17	17	Panamanian	American Banana Corporation				Cristobal	Gatun Lake	9	6	2
Chagres	17	17	17	17	17	17	17	17	17	Panamanian	Walker & Hooper				Cristobal	Gatun Lake	9	6	2
Spillway	17	17	17	17	17	17	17	17	17	American	American Banana Corporation				Cristobal	Gatun Lake	9	6	2
No. 12	17	17	17	17	17	17	17	17	17	Panamanian	J. A. Walker				Cristobal	Gatun Lake	9	6	2
Jugoslavija	17	12.00	18	6.20	18	14.24	18	15.40	18	Jugo-Slavic	Balbiriza	410.0	49.0	25.6	Cristobal	Gatun Lake	20	20	20
Elcano	18	2.30	18	7.40	18	14.52	18	16.35	18	Spanish	Anglo-Saxon Petroleum Co.	400.0	52.2	25.0	Cristobal	Gatun Lake	6,410	5,721	4,188
Tongariro	18	1.30	18	8.38	18	16.40	18	20.58	18	British	New Zealand Shipping Co.	400.0	62.6	28.6	Cristobal	Gatun Lake	6,742	6,086	4,470
Chickasaw City	18	8.42	18	9.40	18	17.38	18	18.52	18	American	North American Shipping Co.	396.0	55.0	27.0	London	Auckland	7,900	7,900	5,237
Kemah	12	3.30	18	10.00	18	17.33	18	20.50	18	American	Isham W. Johnson, Jr.	84.0	18.0	6.0	Ker West	San Francisco	93	93	73
W. S. Rheem	18	11.07	18	11.20	18	18.34	18	19.32	18	American	Standard Oil Co.	500.0	68.2	23.0	Cristobal	San Pedro	11,224	7,800	7,800
White Cap	18	18	18	18	18	18	18	18	18	American	Lieutenant Asp.				Cristobal	Balboa	2	2	2

15 Towing barges.

14 Yacht.

13 Launch.

12 Barge.

11 Motor ship.

10 Cruiser.

9 Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	11	4.30	12	6.26	12	13.40	12	19.52	Japanese	Nippon Yusen Kaisha	445.0	58.0	23.0	Ilo Ilo, P. I.	New York	7,252	7,972	5,687
Takotoyo Maru	11	4.30	12	6.26	12	13.40	12	19.52	Japanese	Nippon Yusen Kaisha	445.0	58.0	23.0	Ilo Ilo, P. I.	New York	7,252	7,972	5,687
Peter Kerr	11	16.30	12	6.56	12	15.00	12	15.00	American	United American Line	415.0	55.6	29.0	Portland	Baltimore	9,200	7,704	5,707
Hagood	11	20.00	12	7.29	12	16.35	12	16.35	American	Cities Service Transport Co.	435.6	56.2	28.3	San Pedro	Boston	10,612	7,426	5,094
Susan Maersk	11	22.00	12	7.50	12	17.45	12	19.40	Danish	Moller & Co. (Isbrandesen)	299.8	42.4	17.6	Anacortes	Tampico	2,643	2,586	1,827
Paul Luckenbach	12	5.30	12	8.01	12	18.10	12	18.10	American	Luckenbach Line	471.1	59.2	26.8	Portland	Boston	9,200	9,027	6,539
Vera Radcliffe	12	5.40	12	8.46	12	18.43	12	20.00	British	Ryan Thomas Radcliffe	415.5	55.5	24.6	Pisagua	Wilmington	8,500	6,791	4,906
La Brea	12	6.30	12	9.12	12	19.30	13	0.20	American	Union Oil Co.	425.0	56.2	26.0	Los Angeles	Providence	8,500	7,150	4,765
Melpomene	12	6.05	13	6.20	13	15.10	13	16.35	French	Cie. Auxiliaire de Navigation	426.0	56.0	26.0	San Pedro	Le Havre	9,050	7,085	5,050
Sulanico	12	19.00	13	7.11	13	15.55	13	15.55	American	Transmarine Corporation	424.0	46.0	23.0	San Angeles	New York	4,200	3,984	2,612
Mississippi	12	22.90	13	8.12	13	18.05	16	2.00	French	Cie. Cie. Transatlantique	420.0	52.0	24.0	San Francisco	Havre	6,900	7,156	4,984
Talman	3-31	10.50	13	8.19	13	19.00	14	6.10	Panamanian	United Fruit Co.	65.0	16.0	8.5	Esmeraldas	Colon	78	40	27
San Luis	13	8.45	13	8.19	13	19.00	14	6.10	Panamanian	United Fruit Co.	65.0	16.0	8.5	Esmeraldas	Colon	78	40	27
Barrhill	13	4.00	13	8.45	13	18.55	13	18.55	British	Bar Crombie	405.0	53.0	25.0	Mejillones	Balboa	7,900	5,555	4,026
Santa Teresa	13	8.00	13	10.25	13	17.55	13	21.57	American	Grace Line, Inc.	360.2	51.6	23.6	Talcahuano	Savannah	3,411	5,726	4,086
Montpelier	12	23.45	13	12.18	13	20.10	13	20.10	American	United American Line	477.0	53.0	26.6	San Pedro	New York	8,567	6,368	4,161
Austral	13	11.45	13	13.04	13	21.35	13	21.35	Norwegian	Dupont Line, Inc.	400.0	52.0	26.0	Iquique	Savannah	8,100	6,698	4,980
Coco Solo	13	11.45	13	13.04	13	21.35	13	21.35	Norwegian	Cie. Cie. Transatlantique	400.0	52.0	26.0	Iquique	Savannah	8,100	6,698	4,980
Surprise	13	13	13	13	13	13	13	13	British	Godfrey Williams	352.6	33.7	17.6	Batavia	Colon	1,345	1	1
Acosta	11	13.00	14	6.16	14	13.35	14	13.35	British	Anglo-Saxon Petroleum Co.	400.0	52.4	15.3	San Pedro	Tampico	6,134	4,604	4,604

19 Lumber, copper, scrap iron, and general.

18 Commercial launch.

17 Motor schooner.

16 Yacht.

9 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Suzileneo.	13	1.50	14	6.48	14	15.45	14	15.45	American.	Transmarine Line.	324.0	46.2	21.0	Gray's Harbor	New York.	Lumber.	3,000	3,984	2,612
Dixie Arrow.	13	23.20	13	7.49	14	17.30	14	17.30	American.	Standard Transportation Co.	468.3	62.7	28.0	San Pedro.	New York.	Gas oil.	12,230	9,744	7,140
Bantu.	14	8.50	14	10.01	14	18.35	14	21.20	American.	Idem.	360.0	47.0	25.6	Iquique.	Norfolk.	Nitrate of soda.	6,150	4,607	3,132
Sant Andre.	14	10.00	14	10.48	14	19.40	15	13.30	French.	Cie. Cie. Transatlantique.	397.9	50.3	26.0	Talcahuano.	Havre.	General.	6,636	5,917	4,146
Akwipond.	14	11.30	14	12.57	14	21.20	14	21.20	American.	International Shipping Corp.	468.3	62.7	28.0	San Francisco.	New York.	Gas oil.	13,571	9,910	6,965
Epoeca.	14	13.40	14	14.24	14	23.45	17	10.10	Norwegian.	Pacific Mail Steamship Co.	213.9	35.3	12.4	La Union.	Cristobal.	Gas oil.	725	1,200	698
Oreoma.	14	9.53	14	14.48	14	22.42	15	11.55	British.	Pacific Steam Navigation Co.	528.0	62.0	27.0	Valparaiso.	Liverpool.	General.	5,413	12,414	8,302
William Rockefeller.	14	13.50	15	15.38	15	12.33	15	12.33	American.	Standard Oil Co. of N. J.	554.9	75.3	32.0	Los Angeles.	New York.	Crude oil.	19,938	14,781	10,313
Ansch.	14	17.20	15	6.15	15	14.40	15	20.00	German.	Roland Line.	408.4	54.2	25.0	Corral.	Hamburg.	General.	8,061	6,541	4,532
Swiftsure.	14	9.18	15	7.02	15	15.35	15	15.35	American.	C. D. Mallory, Inc.	465.0	60.2	27.6	San Pedro.	Fall River.	Crude oil.	10,690	8,477	6,017
Virgiman.	14	23.00	15	8.06	15	15.15	15	16.45	American.	American-Hawaiian Line.	491.5	58.2	26.7	Seattle.	Boston.	General.	7,000	10,491	7,546
Finland.	15	2.30	15	11.13	15	18.05	15	18.30	American.	Panama-Pacific Line.	560.0	60.2	29.7	San Francisco.	New York.	General.	3,684	13,551	9,016
Santa Clara.	15	13.50	15	14.45	15	22.20	16	2.30	Peruvian.	Grave Line.	404.8	56.9	28.6	Iquique.	Charleston.	Nitrate.	8,800	6,790	4,450
Trubamba.	15	13.50	15	14.45	15	22.20	16	2.30	Peruvian.	Grave Line.	404.8	56.9	28.6	Iquique.	Charleston.	Nitrate.	8,800	6,790	4,450
Acajutla.	16	0.50	16	8.33	16	17.05	17	9.35	British.	Peruvian Line.	381.0	46.1	17.0	Callao.	Cristobal.	General.	77	1,803	2,951
Royal Arrow.	16	1.40	16	8.35	16	17.05	17	9.35	British.	Pacific Steam Navigation Co.	215.7	33.5	16.3	San Pedro.	Cristobal.	General.	818	1,273	706
Sofia.	16	8.00	16	9.04	16	18.23	16	18.23	American.	Standard Oil Co. of N. J.	467.3	62.7	27.0	San Pedro.	New York.	Gasoline.	11,425	9,199	6,895
Convert.	15	13.00	16	8.56	16	22.15	16	22.15	Panamanian.	A. Ferrari.	24.0	7.0	1.6	Panama.	Colon.	Ballast.	2	2	2
Onandaga.	16	4.25	16	14.11	16	21.41	16	21.41	American.	Ford Motor Co.	62.0	19.0	6.0	Panama.	Colon.	Ballast.	2	2	2
Ionic.	17	2.11	17	6.25	17	16.01	17	16.01	British.	Shaw Savill & Albion Co.	251.0	43.6	18.3	Seattle.	New York.	Lumber.	2,023	2,656	1,632
Ronsdalsbarn.	17	22.23	17	6.25	17	16.01	17	16.01	British.	Shaw Savill & Albion Co.	251.0	43.6	18.3	Seattle.	New York.	Lumber.	2,023	2,656	1,632
El Abeto.	16	22.30	17	8.20	17	18.50	17	18.50	Norwegian.	Wessel, Daval & Co.	509.3	63.3	26.2	Wellington.	London.	General, frozen.	8,000	12,872	9,577
Ammon.	16	22.30	17	8.20	17	18.50	17	18.50	Norwegian.	Wessel, Daval & Co.	509.3	63.3	26.2	Wellington.	London.	General, frozen.	8,000	12,872	9,577
Eupatoria.	17	8.09	17	9.18	17	17.30	17	18.53	German.	Kermes Line.	438.2	55.3	23.3	Vancouver.	Philadelphia.	Lumber.	3,183	2,828	1,697
Alarato.	18	5.30	18	7.30	18	15.35	19	9.26	German.	Los Angeles Products Lumber Co.	523.4	43.7	23.3	Corral.	Hamburg.	General.	6,647	7,341	5,209
Sun.	18	6.03	18	8.14	18	16.25	18	16.55	Colombian.	Hamburg-American Line.	327.0	48.3	23.6	Champerico.	Hamburg.	General.	1,795	4,232	3,068
Santa Tecla.	17	23.00	18	9.17	18	16.55	18	16.55	American.	Sun Oil Co.	94.0	23.0	7.6	Buenaventura.	Cristobal.	Coffee, cocoa.	118	160	77
Port Deniston.	18	7.39	18	9.36	18	17.50	18	21.05	British.	Commonwealth & Dom. Line.	380.3	40.0	21.0	Talcahuano.	New Orleans.	Nitrate.	3,515	2,832	1,803
Anglo-Saxon.	18	8.09	18	11.26	18	17.50	18	21.05	British.	Commonwealth & Dom. Line.	380.3	40.0	21.0	Talcahuano.	New Orleans.	Nitrate.	3,515	2,832	1,803
	18	8.09	18	11.26	18	17.50	18	21.05	British.	Lawther, Latta & Co.	380.3	40.0	21.0	Talcahuano.	New Orleans.	Nitrate.	3,515	2,832	1,803

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

22 Sugar, coffee, skins, and balsam.

23 Motor ship.

24 Commercial launch.

25 Schooner.

26 Tanker.

PORT OF CRISTOBAL.

*ARRIVALS.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
April 12.....	Cartago.....	United Fruit Co.....	New Orleans via Habana.	April 12.....	Jan Van Nassau.....	Royal Netherlands W. I. Mail.	Curacao.
April 12.....	Pastores.....	United Fruit Co.....	Port Limon.	April 12.....	Pastores.....	United Fruit Co.....	New York via Habana.
April 12.....	Cristobal.....	Panama Railroad Steamship Line..	New York via Haiti.	April 12.....	Cartago.....	United Fruit Co.....	Bocas del Toro.
April 13.....	San Bruno.....	United Fruit Co.....	Boston via Port Limon.	April 13.....	St. Michel ²⁵	U. S. Army.....	New York via San Juan.
April 14.....	Ulua.....	United Fruit Co.....	New York via Habana.	April 13.....	San Bruno.....	United Fruit Co.....	Boston.
April 14.....	Abangarez.....	United Fruit Co.....	Bocas del Toro.	April 13.....	Eidsfjeld.....	Gorissen Line.....	Curacao.
April 15.....	Cartago.....	United Fruit Co.....	New York via Habana.	April 13.....	Yuma.....	Standard Fruit Co.....	San Blas.
April 15.....	Carrillo.....	United Fruit Co.....	Boston via Kingston.	April 14.....	Wanderer III ²⁴	J. S. Webster & Sons.....	Santiago, Cuba.
April 15.....	Yuma.....	Pan-American Petroleum Co.....	Tampico.	April 15.....	Gen. G. W. Goethals.....	Black Cross Trading Co.....	New Orleans via Kingston.
April 16.....	Westerwal I.....	Standard Fruit Co.....	San Blas.	April 15.....	Cartago.....	United Fruit Co.....	New Orleans via Habana.
April 16.....	Surprise ²¹	Hamburg-American Line.....	Livinston.	April 15.....	San Gil.....	United Fruit Co.....	Boston via Port Limon.
April 17.....	Camito.....	Godfrey H. Williams.....	San Blas.	April 15.....	Ulua.....	United Fruit Co.....	Port Limon.
April 18.....	La Playa.....	Ellers & Fyffes, Ltd.....	Port Limon.	April 15.....	Elshorn.....	Gorissen Line.....	Santo Domingo via Kingston.
April 18.....		United Fruit Co.....	Philadelphia.	April 16.....	Carrillo.....	United Fruit Co.....	Colombian ports.
				April 16.....	Abangarez.....	Standard Fruit Co.....	New Orleans via wayports.
				April 17.....	Yuma.....	Pan-American Petroleum Co.....	New Orleans.
				April 17.....	Edward L. Doheny.....	Elders & Fyffes, Ltd.....	Tampico.
				April 18.....	Camito.....	Hamburg-American Line.....	Kingston.
				April 18.....	Nueva Espana ²⁶	Esteban Garcia.....	Cartagena.
				April 18.....			Colon.

PORT OF BALBOA.

²⁴ Yaebt. ²⁵ Transport. ²⁶ Launch.

April 15.....	Dos Hermanos.....	R. Neuman.....	Panama.	April 16.....	Talaritic.....	Imperial Oil Co.....	Talara, Peru.
April 16.....	Regulus.....	Latin-American Line.....	Iquique.	April 16.....	Dos Hermanos.....	R. Neuman.....	Panama.
				April 16.....	Regulus.....	Latin-American Line.....	San Francisco.

* Other than ships passing through the Canal.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended April 20:

Steamship *Wanderer III*, dry dock, clean, and paint; yacht *Kemah*, dry dock, clean, calk and paint; pull tail shafts, babbitt bearings, ship and bore two new propellers; remove timer gears and install new ones; weld and test motor head; manufacture two brass gears for circulating pump; manufacture funnel; paint bilge; manufacture tank plugs; steamships *Cristobal*, manufacture 300 footling pins and 150 special screws; manufacture two snap rings for main engines; scale boilers; repair lifeboats; renew main shrouds and stays; repair hatch; scale, wire brush, and paint bulkhead; *San Luis*, dry dock, and paint hull; manufacture two brass gears and two steel gears; rebabbitt stern bearings; install entire rigging for main mast; manufacture and install rudder and fittings; remove part of deck house and install lavatory; fair keel and install new bottom section; renew rudder post; repair stern post; manufacture and install boom, gaff and main mast; remove copper sheathing and calk hull.

Minor repairs—Steamships *Capsa*, *Ecuador*, *Yuma*, *Mississippi*, *Achilles*, *Occidental*, *Napoli*, *Acajutla*, *Ares*, *Ulysses*, barge *Darien*, tug *Porto Bello*, launches *Azimuth*, *Panquiac*, *Nena*, U. S. submarine *O-9*.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective March 6, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.18
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.16
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.66
Oil, engine, gas, extra heavy, in drums.....	Gal.	.56
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.14
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.135
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.24

Sailings of Panama Railroad Vessels.

Following is the proposed schedule of steamers of the Panama Railroad Steamship Line, between New York and Cristobal, via Port-au-Prince, Haiti, to the end of July, 1925:

Steamers.	From New York.	Arrive Cristobal.	From Cristobal.	Arrive New York.
Cristobal.....	April 4.....	April 12.....	April 24.....	May 2.....
General W. C. Gorgas.....	April 15.....	April 24.....		
Panama.....	April 25.....	May 3.....	May 7.....	May 15.....
Ancon.....	May 2.....	May 10.....	May 14.....	May 22.....
Cristobal.....	May 9.....	May 17.....	May 21.....	May 29.....
Panama.....	May 21.....	May 29.....	June 2.....	June 10.....
Ancon.....	May 28.....	June 5.....	June 9.....	June 17.....
Cristobal.....	June 4.....	June 12.....	June 16.....	June 24.....
Panama.....	June 16.....	June 24.....	June 28.....	July 6.....
Ancon.....	June 23.....	July 1.....	July 5.....	July 13.....
Cristobal.....	June 30.....	July 8.....	July 12.....	July 20.....
Panama.....	July 11.....	July 19.....	July 23.....	July 31.....

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Volume XVIII.

Balboa Heights, C. Z., April 29, 1925.

No. 38.

Customs Regulations Concerning Storing of "Cargo for Orders."

THE PANAMA CANAL, EXECUTIVE OFFICE,
BALBOA HEIGHTS, C. Z., April 18, 1925.

CIRCULAR No. 679-11.

1. The Chief Customs Inspectors shall be furnished a copy of the record on form No. 9360, "Canal Zone for Orders" cargo, of all goods, wares, and merchandise stored for orders at their respective ports.

2. For goods withdrawn for delivery and use in the Canal Zone by Army Post Exchanges, The Panama Canal, United States Army and Navy, and similar organizations located in the Canal Zone, and entitled to free entry, a release shall be furnished by the Chief Customs Inspector at the port at which the goods to be withdrawn have been stored. This release shall be made in triplicate, the original to be retained by warehouse from which goods have been withdrawn, one copy retained in the files of the customs at which it was issued, and one copy to go to the person making withdrawal. The person requesting release for withdrawal of goods in accordance with foregoing conditions shall furnish the Chief Customs Inspector with an itemized list in triplicate of goods to be withdrawn, one copy of which shall be retained by the warehouse from which the goods have been withdrawn; the original to be returned by the person making withdrawal with receipt thereon of organization to which delivery has been made, when the third copy of list showing authority for original withdrawal will be delivered to person making withdrawal. Only the signatures of Army Post Supply Officers and Post Exchange Officers, Naval Supply Officers, and the responsible heads of other similar organizations will be accepted.

3. For goods withdrawn for delivery to vessels for use as ship's stores, the same procedure as outlined above shall be observed, and receipt for the delivery of the goods on board the vessel shall be signed by the master, purser, or chief steward, and returned to the Chief Customs Inspector by the person making withdrawal.

4. At all times, or at any time the Chief Customs Inspector may see fit, both the withdrawal and delivery of goods may be witnessed and verified by any customs inspector assigned to that duty.

5. For goods to be withdrawn by employees of The Panama Canal or other residents of the Canal Zone entitled to the free entry of goods for the personal use of themselves and families, the regular form 164, Request for Reduced Freight Rate and Free Entry, shall be used in the same manner as for regular shipments consigned to such persons, excepting that one copy of the request shall be furnished for record to the person making withdrawal.

6. For goods to be withdrawn for delivery and use in the Republic of Panama the person making the withdrawal shall furnish the Chief Customs Inspector with evidence that the corresponding customs duties have been paid and authority for delivery from the authorities of the Panama Government in the same manner as for the release of regular cargo received at Canal Zone ports and consigned to persons in the Republic of Panama. In such cases the Panama customs inspectors designated for that duty by proper authority may witness and verify withdrawal of goods from warehouse. Any exceptions that may be taken to withdrawals by such inspectors shall first be brought to the attention of the Chief Customs Inspector.

7. The Chief Customs Inspectors shall keep a record of all goods stored for orders by copies of form 9360, furnished by Receiving and Forwarding Agent of the Panama Railroad Company and of all goods withdrawn as shown by releases issued and by outgoing manifests of goods exported from the Canal Zone to foreign ports. The Chief Customs Inspectors are authorized at any time they may see fit to check their records against those of the Receiving and Forwarding Agent, Panama Railroad Company, and to verify balance of goods in storage.

M. L. WALKER,
Governor.

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, 1925.

BALBOA HEIGHTS, C. Z., April 17, 1925.

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, 1925:

NUMBER OF TRANSITS.

During the month, 398 commercial vessels, 11 small launches, and 37 vessels of the United States Government passed through the Canal, making the total transits for the month 446, or an average of 14.38 transits per day.

Tolls for the month aggregated \$1,840,147.84, an average of \$59,359.61 in tolls per day. Of the foregoing, \$1,840,103.14 represents the amount collected in tolls from the 398 commercial vessels on which tolls were paid, and \$44.70 was the amount collected in tolls from the 11 small launches.

The revenue from tolls for the month is about the same as for the past 9 months of the fiscal year with the exception of the short month of February, when the tolls aggregated \$1,649,034.80.

The total craft of all kinds transiting the Canal during the month of March, 1925, as compared with the same month in 1924 and 1923 is shown in the following tabulation:

	March, 1925.	March, 1924.	March, 1923.
Commercial vessels.....	398	429	409
Noncommercial vessels, Army and Navy.....	37	27	106
Launches, under 20 tons measurement.....	11	13	6
Total vessels transiting Canal.....	446	469	521

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun.....	6	7	13
Pedro Miguel.....	32	33	65
Miraflores.....	36	35	71

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by vessels transiting the Canal each month from the beginning of the fiscal year 1925 to the end of March, 1925, as compared with the same months in the previous year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1923-4	1924-5	1923-4.	1924-5.	1923-4.	1924-5.	1923-4.	1924-5.
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	\$2,124,830.02	\$1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,756	1,958,479	2,050,656.97	1,769,999.94
September.....	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November.....	436	384	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
December.....	506	407	2,516,491	1,989,196	2,494,634	2,265,687	2,335,729.81	1,893,495.04
January.....	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
February.....	418	379	2,108,879	1,789,447	2,243,616	1,839,619	1,964,155.59	1,648,964.88
March.....	429	398	2,136,079	1,964,106	2,272,472	2,104,324	1,997,138.83	1,840,103.14
Totals....	4,033	3,551	21,081,998	17,413,450	20,459,153	18,264,569	18,638,616.14	16,300,011.88

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

A decrease in commercial traffic for the first 9 months of the current fiscal year, as compared with the same period for the preceding fiscal year has been 11.9 per cent in number of transits; 17.4 per cent in Panama Canal net tonnage; 10.7 per cent in tons of cargo carried; and 12.4 per cent in tolls.

Following is a summary of commercial traffic for March, 1925, as compared with the corresponding month in 1924 and 1923, and with the monthly average for the calendar year ending December 31, 1924:

	March, 1925.	March, 1924.	March, 1923.	Average per month for calendar year 1924.
Number of transits.....	398	429	409	408
United States net tonnage.....	1,567,581	1,712,044	1,608,353	1,617,898
Panama Canal net tonnage.....	1,964,106	2,136,079	1,988,192	2,034,313
Registered gross tonnage.....	2,514,903	2,727,211	2,532,157	2,593,977
Registered net tonnage.....	1,571,931	1,704,095	1,602,219	1,620,002
Tolls.....	\$1,840,103.14	\$1,997,125.08	\$1,827,718.44	\$1,900,784.70
Tons of cargo carried.....	2,104,324	2,272,472	1,940,928	2,157,678

The average daily number of transits, tonnage, tolls, and cargo is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	March, 1925.	March, 1924.	March, 1923.	
Number of transits.....	12.62	13.84	13.20	13.36
Panama Canal net tonnage.....	63,358	68,996	64,135	66,698
Tolls.....	\$59,358.16	\$64,423.39	\$58,953.66	\$62,320.81
Tons of cargo carried.....	678.817	73.306	62.611	70.743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of March, 1925, as compared with March, 1924, and March, 1923, are shown in the following tabulation:

	Average per vessel.		
	March, 1925.	March, 1924.	March, 1923.
United States equivalent net tonnage.....	3,938	3,991	3,932
Panama Canal net tonnage.....	4,935	4,979	4,861
Registered gross tonnage.....	6,319	6,217	6,191
Registered net tonnage.....	3,949	3,972	3,917
Tolls.....	\$4,623.37	\$4,655.30	\$4,468.75
Tons of cargo (including vessels in ballast).....	5,287	5,297	4,745
Tons of cargo (laden vessels only).....	6,455	6,568	6,342

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal, for the month of March for the past 4 years. Although showing a decline as compared with the same month in the two preceding years, the 148 transits during the month of March, 1925, is the greatest for any month of the current fiscal year with the exception of July, 1924, when 163 transits were made over this route. The monthly average for the 9 months of the current fiscal year is 138 transits.

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
March, 1922...	34	162,572	141,648	25	128,988	123,657	59	291,560	265,305
March, 1923...	85	479,786	237,564	71	397,063	658,267	156	876,810	895,831
March, 1924...	89	484,283	242,341	94	525,486	873,372	183	1,009,774	1,115,713
March, 1925...	75	414,224	254,747	73	393,887	650,071	148	813,111	904,818

UNITED STATES SHIPPING BOARD VESSELS.

During the month of March, 1925, 10 vessels of the United States Shipping Board transited the Canal. Of the 10 vessels, 7 were general cargo carriers and 3 were tank ships. Of these, 2 were employed in the United States intercoastal trade and 8 in foreign trade of the United States.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels routed through the Canal during the month of March for the past 3 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels.	Panama Canal net tonnage.	Cargo tonnage.
March, 1923....	13	66,314	40,177	11	57,632	78,243	24	123,946	118,420
March, 1924....	11	55,197	33,929	11	55,382	88,301	22	110,579	122,230
March, 1925....	4	21,411	17,281	6	31,599	42,645	10	53,010	59,926

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of March, 1925, by principal geographical areas, as compared with the same month in 1924 and 1923; the figures representing the net tonnage as determined by the Panama Canal rules of measurement:

Areas.	March, 1925.	March, 1924.	March, 1923.
	<i>Net tons.</i>	<i>Net tons.</i>	<i>Net tons.</i>
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	665,976	765,115	794,442
Europe (including British Isles).....	275,588	230,623	239,194
Cristobal, C. Z.....	14,827	9,157	21,411
East coast of Mexico and Central America.....	6,306	17,046	13,688
East coast of South America.....	9,567	9,465	40,980
East coast of Canada.....	23,379	21,237	22,042
West Indies.....	13,463	3,029	9,155
Miscellaneous.....			370
Totals.....	1,009,106	1,055,672	1,141,282
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	528,675	595,456	596,845
West coast of South America.....	191,957	219,202	233,257
Australasia.....	136,504	84,623	120,615
Far East.....	101,443	99,459	118,258
West coast of Canada.....	44,902	40,067	55,391
West coast of Mexico and Central America.....	5,556	16,865	16,916
Miscellaneous.....	69		
Totals.....	1,009,106	1,055,672	1,141,282
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	450,534	649,342	462,977
West coast of South America.....	282,566	212,701	243,903
Australasia.....	77,439	64,694	46,910
Far East.....	33,009	25,848	15,535
West coast of Mexico and Central America.....	2,003	7,427	7,131
West coast of Canada.....	106,011	120,369	70,454
Miscellaneous.....	3,378	26	
Totals.....	955,000	1,080,407	846,910
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	636,542	697,516	554,233
Europe (including British Isles).....	253,633	293,623	228,074
East coast of Mexico.....	13,596	50,806	19,213
East coast of Canada.....	25,866	16,083	4,354
Cristobal, C. Z.....	17,070	17,469	28,267
East coast of South America.....	4,890	4,910	8,495
West Indies.....			4,244
Miscellaneous.....	3,403		
Totals.....	955,000	1,080,407	846,910

TOLLS.

Under the present method of assessing tolls, the revenue from commercial traffic during the month of March, 1925, was \$1,840,103.14. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively and the tolls computed at \$1.20 per ton for laden vessels, 72 cents per ton for vessels in ballast, and \$1.20 per ton for all deck cargo, this revenue would have been increased by \$371,769.98. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
Belgian.....	\$86.95		\$86.95
British.....	52,996.05	\$48,915.00	101,911.05
Chilean.....	1,257.65	1,258.40	2,516.05
Colombian.....	8.65	20.90	29.55
Danish.....	310.60	1,106.65	1,417.25
Dutch.....	9,446.70	7,576.95	17,023.65
Finnish.....	953.60		953.60
French.....	3,015.05	398.65	3,413.70
German.....	4,260.45	7,072.95	11,333.40
Irish.....		543.90	543.90
Italian.....	997.45	3,006.65	4,004.10
Japanese.....	4,896.24	1,457.95	6,354.19
Jugo-Slavic.....	504.35		504.35
Norwegian.....	1,686.80	7,102.55	8,789.35
Panama.....	1,395.13	1,429.60	2,824.73
Peruvian.....	3,081.00	4,666.65	7,747.65
Spanish.....	841.55	1,471.60	2,313.15
Swedish.....	1,125.95	6,639.70	7,765.65
United States.....	67,528.56	124,709.15	192,237.71
Totals.....	154,392.73	217,377.25	371,769.98

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$53,995.49	\$79,037.65	\$133,033.14
United States foreign trade.....	13,133.02	45,024.85	58,157.87
United States to Canal Zone trade.....	400.05	646.65	1,046.70
Totals.....	67,528.56	124,709.15	192,237.71

Of the additional \$371,769.98 that would have been collected by using exclusively Panama Canal rules of measurement and charging for deck load, \$23,281.20 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement of vessels transiting the Panama Canal in March, 1925, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included.

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Belgian.....	1.42		1.42
British.....	.90	1.27	1.10
Chilean.....	.56	1.13	.85
Colombian.....	1.39	1.83	1.68
Danish.....	1.24	1.59	1.46
Dutch.....	.60	1.54	1.05
Finnish.....	1.49		1.49
French.....	.59	1.73	.94
German.....	.93	1.42	1.21
Irish.....		1.64	1.64
Italian.....	.27	.91	.71
Japanese.....	.97	1.61	1.24
Jugo-Slavic.....	1.65		1.65
Norwegian.....	.07	1.87	1.69
Panama.....	.96	1.10	1.03
Peruvian.....	.43	.24	.32
Spanish.....	.06	.04	.05
Swedish.....	1.59	1.61	1.61
United States.....	1.10	1.68	1.48
Average, March, 1925.....	.94	1.54	1.30
Average, March, 1924.....	1.06	1.54	1.37
Average, March, 1923.....	1.06	1.52	1.24

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade	.61	1.63	1.11
United States and South America	.20	2.00	1.36
United States and Europe	.22	1.59	.53
United States and Far East	1.07	1.29	1.11
United States and Australasia	.96	.45	.89
United States and Canada	1.56	1.47	1.79
Europe and South America	.71	1.09	.89
Europe and Canada	.81	1.42	1.25
Europe and Australasia	.92	.81	.87
Cristobal and South America	.12	.36	.34

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of March, 1925, was 2,104,324 tons. Cargo from the Atlantic to the Pacific totaled 643,594 tons, as compared with 623,548 tons in March, 1924, and 583,587 in February, 1925. From the Pacific to the Atlantic there were 1,460,730 tons, as compared with 1,648,924 tons in March, 1924, and 1,256,032 in February, 1925.

From the Atlantic to the Pacific, manufactured goods aggregating 167,433 tons, was the heaviest item, followed by mineral oils with 60,568 tons, and cement with 24,219 tons.

From the Pacific to the Atlantic, mineral oil shipments aggregating 473,987 tons, made up approximately one-third of the total cargo movement, as compared with 790,067 tons in March, 1924, and 434,170 tons in February, 1925. Nitrate shipments totaled 223,701 tons for the month, and lumber shipments 214,304 tons. These commodities ranked second and third in importance, respectively.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is indicated below, the figures representing tons of 2,240 pounds:

Commodity.	March, 1925.	March, 1924.	March, 1923.
<i>Atlantic to Pacific.</i>			
Agricultural implements	2,042	2,608	2,581
Ammonia	2,572	2,283	13,397
Asphalt	426	1,638	533
Automobiles and accessories	18,257	11,547	9,135
Cement	24,219	16,970	9,936
Chemicals	2,600	1,713	856
Coal and coke	15,193	44,041	19,381
Coffee	1,379	170	4,958
Cotton	15,586	11,625	19,088
Glassware	3,598	2,081	3,968
Liquors	1,126	982	1,842
Manufactured goods:			
Iron and steel	128,254	103,150	118,339
Machinery	12,313	5,518	14,182
Railroad material	12,607	10,082	15,541
Textiles	11,332	6,878	4,605
Other	2,927	6,400	22,828
Metal, iron	5,551	2,532	12,110
Metal, tin	19,005	23,646	15,662
Mineral oils	60,568	80,754	78,800
Paper	9,592	5,078	10,390
Phosphates	8,814	2,701	6,865
Salt	1,582	748	3,674
Sand	744	4,551	.....
Silversand	1,350	1,262	2,220
Slag	11,035	1,000	4,395
Sugar	19,402	5,380	3,400
Sulphur	6,732	9,470	9,450
Tobacco	6,334	5,244	3,287
Wax	1,094	1,796	1,004
Miscellaneous	237,360	251,700	266,061
Totals	643,594	623,548	678,488

Commodity.	March, 1925.	March, 1924.	March, 1923.
<i>Pacific to Atlantic.</i>			
Barley.....	3,981	18,807	25,276
Beans.....	5,494	7,621	7,202
Borax.....	5,317	3,390	4,491
Canned goods, various.....	27,968	34,034	30,753
Coffee.....	14,748	21,070	15,584
Cold storage products.....	20,580	12,194	16,805
Copra.....	1,750	6,586	45
Cotton.....	4,549	3,006	3,756
Flour.....	8,564	2,254	7,429
Fruits, dried and fresh.....	12,111	15,864	9,728
Lumber.....	214,304	163,950	132,014
Metals, various.....	45,733	30,311	24,360
Nitrates.....	223,701	115,194	222,086
Mineral oils.....	473,987	790,067	540,849
Ores, various.....	135,787	89,755	65,081
Phosphates.....	8,800		
Rice.....	8,468	834	84
Skins and hides.....	5,178	5,793	4,270
Sugar.....	23,327	23,636	17,587
Wheat.....	10,781	173,496	39,280
Wool.....	12,523	18,153	13,808
Miscellaneous.....	193,079	112,009	81,952
Totals.....	1,460,730	1,648,924	1,262,440

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of March, 1925, was published in THE PANAMA CANAL RECORD for April 8, 1925. The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of March, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	March, 1925.	March, 1924.	March, 1923.	March, 1925.	March, 1924.	March, 1923.
United States intercoastal.....	75	92	85	73	94	71
United States and South America.....	25	25	32	40	25	23
Europe and South America.....	17	21	16	15	19	25
United States and Far East.....	16	17	22	3	3	3
Europe and United States.....	19	13	14	6	13	8
Europe and Canada.....	8	6	7	16	21	8
Europe and Australasia.....	8	4	8	8	6	4
Mexico and South America.....		2	1	1	1	2
Cristobal and South America.....	3	2	8	7	6	9
United States and Canada.....	1	2	3	3	5	5
United States and Australasia.....	12	10	9	2	5	3
Miscellaneous.....	22	18	28	18	19	15
Totals.....	206	212	233	192	217	176
	Panama Canal net tonnage.			Panama Canal net tonnage.		
	March, 1925.	March, 1924.	March, 1923.	March, 1925.	March, 1924.	March, 1923.
United States intercoastal.....	414,224	507,331	479,786	398,887	525,486	397,033
United States and South America.....	98,452	107,354	134,311	178,720	112,085	100,227
Europe and South America.....	82,564	96,786	71,749	79,322	88,430	113,683
United States and Far East.....	83,921	90,475	113,969	17,313	14,945	15,535
Europe and United States.....	95,865	66,251	69,041	28,583	60,164	37,441
Europe and Canada.....	35,075	32,247	36,161	87,777	100,914	43,181
Europe and Australasia.....	58,591	27,359	56,566	57,951	40,998	31,005
Mexico and South America.....		9,554	4,723	4,573	4,831	9,608
Cristobal and South America.....	852	144	14,754	9,259	9,081	16,141
United States and Canada.....	5,698	12,958	14,743	14,048	31,394	27,273
United States and Australasia.....	58,663	49,077	52,498	8,500	23,696	11,551
Miscellaneous.....	75,201	56,136	92,981	70,067	68,383	44,232
Totals.....	1,009,106	1,055,672	1,141,282	955,000	1,080,407	846,910
	Tons of cargo carried.			Tons of cargo carried.		
	March, 1925.	March, 1924.	March, 1923.	March, 1925.	March, 1924.	March, 1923.
United States intercoastal.....	254,747	242,341	237,564	650,071	873,372	658,267
United States and South America.....	20,173	29,543	27,353	358,076	195,543	169,850
Europe and South America.....	58,765	69,863	44,860	86,897	103,373	180,635
United States and Far East.....	90,525	104,369	145,230	22,456	18,781	21,500
Europe and United States.....	21,411	24,695	29,228	45,619	99,638	52,669
Europe and Canada.....	28,428	11,749	23,168	125,256	162,509	64,088
Europe and Australasia.....	54,419	22,268	46,384	47,054	32,846	24,641
Mexico and South America.....		19,319	9,500			
Cristobal and South America.....	107	118	4,659	3,361	4,272	6,532
United States and Canada.....	8,910	7,666	17,295	20,699	49,726	35,623
United States and Australasia.....	56,199	52,305	51,884	3,900	8,558	5,446
Miscellaneous.....	49,910	39,312	41,363	97,341	100,306	43,189
Totals.....	643,594	623,548	678,488	1,460,730	1,648,924	1,262,440

LATIN-AMERICAN TRAFFIC.

In the following tabulation a summary of Latin-American traffic for the month of March is given for the years 1923, 1924, and 1925, and for the month of February, 1925:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
March, 1923.....	149	587,835	\$511,621.19	509,275
March, 1924.....	132	528,811	502,681.64	534,030
March, 1925.....	131	512,400	481,117.58	579,326
February, 1925.....	143	545,248	509,299.89	546,504

The totals for March, 1925, are about the same as for the same month in the preceding year, although not as great as for the month of February, 1925.

Nitrate shipments from the west coast of South America totaled 223,701 tons, as against 223,974 tons for February, 1925, and 265,144 for January, 1925.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during March, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for March in 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British	15	45,818	56,252	75,734	45,861	\$53,510.47	29,698
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	2,619
Colombian.....	2	134	154	306	136	139.19	107
Dutch.....	2	8,927	13,536	14,632	8,927	11,158.75	10,456
German.....	5	16,985	20,937	24,476	14,851	21,000.75	19,471
Italian.....	2	8,291	9,239	12,425	7,424	10,089.35	2,563
Japanese.....	3	13,059	14,077	18,421	12,895	11,739.75	2,246
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	6,886
Nicaraguan.....	1	341	425	623	348	306.00	.....
Norwegian.....	7	20,547	27,423	33,379	20,586	20,083.36	300
Panamanian.....	2	1,453	2,675	3,767	2,666	1,781.75	2,500
Peruvian.....	3	3,156	5,855	9,831	5,148	3,945.00	2,534
Spanish.....	1	3,017	3,844	5,202	3,226	3,771.25	212
United States.....	13	42,719	50,383	73,805	42,721	39,334.19	12,556
Totals, March, 1925.....	58	171,519	213,655	285,598	172,327	185,699.81	92,139
Totals, March, 1924.....	65	209,256	256,904	349,428	211,338	230,138.11	143,161
Totals, March, 1923.....	77	225,871	281,383	369,230	227,293	241,154.34	111,268
<i>Pacific to Atlantic.</i>							
British.....	24	88,486	108,128	144,448	91,732	108,892.56	163,005
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,331
Colombian.....	2	134	154	306	170	167.50	282
Dutch.....	4	13,257	19,126	21,386	13,166	16,571.25	29,487
German.....	3	10,278	15,017	18,123	11,383	14,097.50	22,357
Italian.....	4	13,287	15,930	21,240	12,561	16,608.75	13,020
Japanese.....	3	13,705	13,906	18,427	13,318	16,687.20	26,004
Norwegian.....	7	17,057	21,115	27,721	17,089	21,321.25	40,926
Panamanian.....	1	1,384	2,606	2,461	1,384	1,730.00	2,869
Peruvian.....	3	3,699	7,742	12,452	6,277	4,623.75	1,921
Spanish.....	1	4,120	5,518	7,578	4,402	5,150.00	261
Swedish.....	1	3,338	5,014	5,391	4,048	4,172.50	9,300
United States.....	19	66,077	79,784	113,131	67,079	81,005.51	172,424
Totals, March, 1925.....	73	238,334	298,745	399,974	246,585	295,417.77	487,187
Totals, March, 1924.....	67	221,431	271,907	357,535	221,710	272,543.53	390,869
Totals, March, 1923.....	72	221,318	306,447	363,971	224,272	270,466.85	398,097

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 51 per cent of the total commercial transits of the Canal during the month of March, 1925, comprised about 55 per cent of the Panama Canal net tonnage, and carried about 58 per cent of the total cargo in transit through the Canal during the month.

The following statement shows the commercial traffic through the Canal in March, 1925, classified according to nationality of vessels, by direction of transit, and the combined traffic in both directions, with the totals for March, 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
Belgian.....	1	685	786	1,173	824	\$856.25	1,120
British.....	57	217,159	275,314	348,514	216,006	258,996.51	213,302
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	2,619
Colombian.....	2	134	154	306	136	139.19	107
Danish.....	2	8,773	10,081	12,615	8,801	9,665.96	7,624
Dutch.....	4	20,154	28,866	32,778	20,152	25,192.50	17,555
Finnish.....	1	2,792	3,575	4,398	2,782	3,490.00	5,342
French.....	3	12,023	15,549	19,625	11,831	13,219.75	6,273
German.....	5	16,985	20,957	24,476	14,851	21,000.75	19,471
Italian.....	2	8,291	9,239	12,425	7,424	10,089.35	2,563
Japanese.....	9	37,692	43,158	55,514	37,082	42,166.80	32,394
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	6,886
Nicaraguan.....	1	341	425	623	348	306.00	.....
Norwegian.....	9	27,836	36,213	45,271	27,861	26,412.16	300
Panamanian.....	2	1,453	2,675	3,767	2,666	1,781.75	2,500
Peruvian.....	3	3,156	5,855	9,831	5,148	3,945.00	2,534
Spanish.....	1	3,017	3,844	5,202	3,226	3,771.25	212
Swedish.....	1	4,337	5,456	5,558	4,246	5,421.25	8,711
United States.....	101	434,611	538,124	694,865	433,402	457,190.40	314,081
Totals, March, 1925.....	206	806,511	1,009,106	1,289,938	804,324	892,484.87	643,594
Totals, March, 1924.....	212	838,815	1,055,672	1,348,476	836,248	906,732.25	623,548
Totals, March, 1923.....	233	919,304	1,141,282	1,444,048	911,594	975,666.25	678,488
<i>Pacific to Atlantic.</i>							
British.....	45	189,994	236,569	304,729	193,801	235,327.56	296,281
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	5,331
Colombian.....	2	134	154	306	170	167.50	282
Danish.....	1	4,219	5,317	6,645	4,244	5,273.75	8,496
Dutch.....	5	18,117	25,186	29,037	17,962	22,646.25	38,992
French.....	1	3,979	4,477	5,446	3,367	4,973.75	7,784
German.....	5	18,749	26,442	31,787	19,841	24,686.25	37,809
Irish.....	1	3,066	3,647	5,088	2,809	3,832.50	6,000
Italian.....	5	17,459	20,184	27,068	16,191	21,823.75	18,528
Japanese.....	4	18,026	19,622	25,388	17,583	22,088.45	33,656
Norwegian.....	10	30,893	37,185	49,377	30,962	38,616.25	69,714
Panamanian.....	1	1,384	2,606	2,461	1,384	1,730.00	2,869
Peruvian.....	3	3,099	7,742	12,452	6,277	4,623.75	1,921
Spanish.....	1	4,120	5,518	7,578	4,402	5,150.00	261
Swedish.....	3	9,838	15,781	16,239	11,066	12,297.50	25,564
United States.....	104	433,881	539,865	694,054	433,542	539,991.01	907,242
Totals, March, 1925.....	192	761,070	955,000	1,224,965	767,607	947,618.27	1,460,730
Totals, March, 1924.....	217	873,229	1,080,407	1,378,735	867,847	1,090,406.58	1,648,924
Totals, March, 1923.....	176	689,054	846,910	1,088,109	690,625	852,052.19	1,262,440
<i>Combined traffic.</i>							
Belgian.....	1	685	786	1,173	824	856.25	1,120
British.....	102	407,153	511,883	653,243	409,807	494,324.07	509,583
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	7,950
Colombian.....	4	268	308	612	306	306.69	389
Danish.....	3	12,992	15,398	19,260	13,045	14,939.71	16,120
Dutch.....	9	38,271	54,052	61,815	38,114	47,838.75	59,547
Finnish.....	1	2,792	3,575	4,398	2,782	3,490.00	5,342
French.....	4	16,002	20,026	25,071	15,198	18,193.50	14,057
German.....	10	35,734	47,399	56,263	34,692	45,687.00	57,280
Italian.....	7	25,750	29,423	39,493	23,615	31,913.10	21,091
Irish.....	1	3,066	3,647	5,088	2,809	3,832.50	6,000
Japanese.....	13	55,718	62,780	80,902	54,665	64,255.25	66,050
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	6,886
Nicaraguan.....	1	341	425	623	348	306.00	.....
Norwegian.....	19	58,729	73,398	94,648	58,823	65,028.41	70,014
Panamanian.....	3	2,827	5,281	6,228	4,050	3,511.75	5,369
Peruvian.....	6	6,855	13,597	22,283	11,425	8,568.75	4,455
Spanish.....	2	7,137	9,362	12,780	7,628	8,921.25	473
Swedish.....	4	14,175	21,237	27,797	15,342	17,718.75	34,275
United States.....	205	868,492	1,077,989	1,388,919	866,944	997,181.41	1,221,323
Totals, March, 1925.....	398	1,567,581	1,964,106	2,514,903	1,571,931	1,840,103.14	2,104,324
Totals, March, 1924.....	429	1,712,044	2,136,079	2,727,211	1,704,095	1,977,138.83	2,272,472
Totals, March, 1923.....	409	1,608,358	1,988,192	2,532,157	1,602,219	1,827,718.44	1,940,928

VESSELS WITHOUT CARGO.

Vessels transiting the Canal during the month of March, 1925, in ballast, are shown in the following tabulation, grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	7	30,008	\$21,605.76	1	4,573	\$3,292.56
French.....	1	5,050	3,636.00			
Norwegian.....	1	4,066	2,927.52			
United States.....	36	223,246	161,293.68	1	3,378	2,432.16
General cargo ships:						
British.....	4	8,855	6,375.60			
Colombian.....	1	77	55.44			
Danish.....	1	4,418	3,180.96			
Japanese.....	2	9,847	7,183.50			
Nicaraguan.....	1	425	306.00			
Norwegian.....	7	27,927	20,097.14			
Panaman.....	1	69	51.75			
United States.....	8	29,877	21,634.77			
Totals.....	70	343,865	248,348.12	2	7,951	5,724.72

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of March, 1925, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....				15	274,056	\$287,854.35
Ballast.....	45	262,370	\$189,462.96	2	7,951	5,724.72
General cargo ships:						
Laden.....	136	665,241	644,136.75	115	672,993	654,039.20
Ballast.....	25	81,495	58,885.16			
Totals.....	206	1,009,106	892,484.87	192	955,000	947,618.27
Steamers.....	195	973,163	859,072.20	179	908,474	902,767.02
Motor ships.....	19	35,874	23,360.92	13	47,474	44,851.25
Motor schooners.....	1	69	51.75			
Totals.....	206	1,009,106	892,484.87	192	955,000	947,618.27

Of the 374 steamers, 117 were coal burners, 256 oil burners, and 1 burned either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage of the 37 Government vessels which transited the Canal free of tolls during the month of March, 1925. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated, with a total of \$81,048.80:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Colliers.....	1	19,500	\$9,750.00	1	19,500	\$9,750.00
Cruisers.....	2	11,350	5,675.00			
Destroyers.....	1	1,550	775.00			
Minesweepers.....	3	2,396	1,198.00	1	723	361.50
Submarines.....	12	7,338	3,669.00	1	906	453.00
Supply ships.....	2	19,900	9,950.00	2	17,726	8,863.00
Transports.....	1	12,000	6,000.00			
Transports.....	1	4,752	5,702.00			
Tugs.....	1	1,000	500.00	1	1,000	500.00
U. S. Army vessels:						
Launches.....	1	10	5.00	1	10	5.00
Transports.....	2	9,218	11,522.50	1	5,212	6,254.40
Tugs.....	1	46	57.50	1	46	57.50
Totals.....	28	89,060	54,804.40	9	45,123	26,244.40

¹ Displacement tonnage.

² Panama Canal net tonnage.

³ Registered net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of March, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	27,204
Pacific to Atlantic.....	3,155
Totals.....	30,359

The following statement shows the number of launches transiting the Canal during the month of March, 1925; these launches although paying tolls are excluded from the statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	8	43	\$34.95
Pacific to Atlantic.....	3	13	9.75
Totals.....	11	56	44.70

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of March, 1925, are shown in the following tabulation:

	Cristobal.	Balboa.	Totals.
Local cargo arriving..... tons..	57,320	46,102	103,422
Local cargo shipped..... tons..	15,852	311	16,163
Transit cargo arriving..... tons..	2,122,179	2,098,318	4,220,497
Transit cargo clearing..... tons..	2,105,721	2,091,705	4,197,426
Cargo received for transshipment..... tons..	29,398	495	29,893
Cargo transshipped..... tons..	25,092	233	25,325
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	61		61
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons..	29,242		29,242
Coal issued, miscellaneous:			
Panama Canal departments..... tons..	263	55	318
U. S. Army, excepting vessels..... tons..	1,357	4	1,361
Individuals and companies..... tons..	415		415
Returned to Navy at Cristobal..... tons..	59		59
Panama Railroad..... tons..	23		23
Total issues and sales..... tons..	31,359	59	31,418
Coal on hand, April 1, 1925..... tons..	67,000		67,000
Coal on hand, March 1, 1925..... tons..	79,136		79,136
Coal received during the month..... tons..	19,223		19,223
Borrowed from Navy at Balboa..... tons..		59	59
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls..	8,551.73	16,619.15	25,170.88
Panama Railroad Company..... bbls..	472.05		472.05
Army and Navy..... bbls..		135.35	135.35
Individuals and companies..... bbls..		116.81	116.81
Total issues and sales..... bbls..	9,023.78	16,871.31	25,895.09
Fuel oil on hand, April 1, 1925..... bbls..	59,416.68	30,319.10	89,735.78
Diesel oil sold during March, 1925..... bbls..	2,100.42		2,100.42
Diesel oil on hand, April 1, 1925..... bbls..	35,390.09	517.17	35,907.26
Miscellaneous transfers..... bbls..	731.000	1,119.46	1,850.46
Gasoline and kerosene pumped for Panama Canal..... bbls..	1,784.07	1,809.29	3,593.36
Gasoline pumped for individuals and companies..... bbls..		3,264.32	3,264.32
Oil pumped for individuals and companies..... bbls..	558,093.71	468,789.79	1,026,883.50
Total fuel oil and gasoline handled..... bbls..	571,732.98	491,854.17	1,063,587.15
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	15	4	19
Measured for Panama Canal net tonnage.....	5	1	6
Remeasured for Panama Canal net tonnage.....	10	3	13
Panama Canal net tonnage.....	4		4
U. S. equivalent tonnage corrected.....	12	8	20
Services of harbor equipment:			
Tugs, total operating hours.....	473	308½	781½
Launches, total operating hours.....	1,263½	1,219½	2,483
Scows, total operating days.....		5½	5½

	Cristobal.	Balboa.	Total.
Revenues from tug service, pilotage, etc.:			
Tug revenue.....	\$14,018.75	\$6,693.75	\$20,712.50
Pilotage.....	17,244.00	6,080.00	23,324.00
Seamen.....	9,776.00	9,200.00	18,976.00
Launch service.....	1,667.00	2,255.50	3,922.50
Wharfage.....	14,094.06	3,650.82	17,744.88
Ships measured.....	205.00		205.00
Miscellaneous cash collections.....	1,560.60	309.50	1,870.10
Vessels repaired at Panama Canal shops:			
Commercial.....	34	24	58
U. S. Army and Navy.....	10	12	22
Panama Canal equipment.....	10	17	27
Vessels dry docked:			
Commercial.....	4	2	6
U. S. Army and Navy.....	4	1	5
Panama Canal equipment.....		8	8
Clearances issued.....	242	217	459
Bills of health issued.....	247	217	464

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.....	488	3,047,490	1,922,548	419	2,676,890	1,696,762
Vessels entering port but not transiting Canal.....	70	419,967	239,762	9	59,624	38,473
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	86	536,089	338,841	56	347,869	210,417
<i>Ships clearing.</i>						
All vessels including those transiting Canal.....	482	3,008,285	1,895,500	417	2,643,019	1,675,969
Vessels entering port but not transiting Canal.....	66	392,161	222,547	10	65,461	42,047
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	82	507,213	317,347	55	332,427	201,109

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First-class.	Others.	Total.	First-class.	Others.	Total.
Disembarking:						
From Atlantic ports.....	985	530	1,515	50	31	81
From Pacific ports.....	217	93	310	212	199	411
Total disembarking.....	1,202	623	1,825	262	230	492
Embarking:						
For Atlantic ports.....	1,090	566	1,656	82	377	459
For Pacific ports.....	151	108	259	161	122	283
Total embarking.....	1,241	674	1,915	243	499	742
Remaining on board vessels:						
From Atlantic to Pacific ports.....	1,021	4,092	5,113	2,330	3,195	5,525
From Pacific to Atlantic ports.....	1,021	1,225	2,247	1,359	1,607	2,966
From Atlantic to Atlantic ports.....	3,272	104	3,376			
From Pacific to Pacific ports.....				36	495	531
Total on board.....	5,314	5,422	10,736	3,725	5,297	9,022
Total arriving.....	6,516	6,045	12,561	3,987	5,527	9,514
Total departing.....	6,555	4,996	12,651	3,968	5,796	9,764

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of March, 1925:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$91.67	\$474.01	\$5,266.01	\$36.77	\$236.58	\$6,105.04
Panama Railroad vessels.....	9.45	32.53	1,611.40	631.38	568.60	2,853.36
Other commercial vessels.....	1,824.55	7,466.79	21,422.50	254.22	1,857.69	32,825.75
Total sales, March, 1925.....	1,925.67	7,973.33	28,299.91	922.37	2,662.87	41,781.15
Total sales, March, 1924.....	1,335.15	7,224.32	19,188.34	762.46	1,758.97	30,269.24
Total sales, March, 1923.....	1,542.86	5,746.26	22,662.45	.....	3,835.22	33,786.79
Sales at Balboa to:						
Government vessels.....	278.53	3,203.93	11,238.02	106.52	2,048.17	16,875.17
Commercial vessels.....	570.40	7,865.26	14,051.56	63.13	984.92	23,535.27
Total sales, March, 1925.....	848.93	11,069.19	25,289.58	169.65	3,033.09	40,410.44
Total sales, March, 1924.....	741.27	3,974.85	20,179.28	415.54	6,269.38	31,571.32
Total sales, March, 1923.....	3,700.49	15,463.70	72,820.75	2,610.39	20,654.81	115,250.14

The aggregate sales to Government vessels during the month were \$22,980.21; to Panama Railroad vessels, \$2,853.36; to other commercial vessels, \$56,361.02; making the grand total of commissary sales to all vessels \$82,194.59.

LOCK OPERATIONS.

The following tabulations show the number of lockages, and number of vessels passing through the locks during the month of March, 1925, as compared with the corresponding month in 1924 and 1923; and the consumption of water for lockages in March, 1925, as compared with the preceding month and the corresponding month in 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	Mar. 1925.	Mar. 1924.	Mar. 1923.
Gatun	187	194	380	4	12	16	397	430	434
Pedro Miguel	190	202	392	15	31	46	438	444	454
Miraflores.....	190	199	389	11	23	37	426	442	465
Number of vessels put through locks.									
Gatun	198	214	412	16	35	51	463	500	54
Pedro Miguel.....	194	209	403	42	62	104	507	505	599
Miraflores.....	194	209	403	46	62	108	511	506	586

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	38	39	37
Panama Canal equipment.....	13	65	71

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,148,520,000	<i>Cubic feet.</i> 903,350,000	<i>Cubic feet.</i> 852,930,000
Leakage.....	25,000,000	13,250,000	20,600,000
Maintenance.....	.....	.....	11,880,000
Totals, March, 1925.....	1,173,520,000	916,600,000	884,810,000
Totals, February, 1925.....	1,243,070,000	1,239,320,000	1,230,110,000
Totals, March, 1924.....	1,394,150,000	921,545,000	896,380,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of March, 1925, are shown in comparative form:

Rainfall for month.	March, 1925.	March, 1924.	March—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	.07	.83	1.93	T	.55
Central section.....	.39	.69	4.28	.09	.67
Atlantic section.....	.62	1.55	7.65	.58	1.73
Maximum recorded on any one day.....	.35	1.19	3.24		
Gatun Lake watershed.....	.58	.70	2.11	.24	.74
Chagres River watershed, above Alhajuela.....	.47	.54	4.58	.22	1.03
Maximum recorded for month at any one point.....	.99	1.55	9.71		
Minimum recorded for month at any one point.....	.05	.01		0	
<i>Hydrography.</i>					
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	636	565	1,625	382	726
Maximum momentary discharge for the month.....	1,106	780	19,400		
Gatun Lake watershed total yield.....	731	962	1,792	594	1,089
Gatun Lake watershed net yield.....	-278	93	1,250	-385	221
Draft on Gatun Lake for lockages and power.....	2,227	1,943	2,488	1,148	1,851

¹ 12.25 represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE.—Extreme outlying stations in the Republic of Panama not included in this report.) ² March 31, 1910. ³ Not including March, 1914. ⁴ Gatun hydroelectric resumed full power load on March 10, 1924.

SEISMOLOGY.

Seismic disturbances were recorded on the 18th and 29th. The disturbance of the 29th was of intensity IV, and generally felt. Its distance was about 150 miles.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, is shown in the following tabulation:

Item.	March, 1925.	March, 1924.	March, 1923.
Gross output, KWH:			
Gatun hydroelectric station.....	5,114,400	3,639,300	4,816,000
Miraflores steam plant.....		1,263,540	100
Power distributed to consumers..... KWH.....	4,019,959	4,271,288	4,123,009
Loss of power in plants, accessories, transmissions and transformers..... KWH.....	1,094,441	631,552	693,101
Per cent of loss of power to gross output.....	21.39	12.88	14.39
Water consumption..... cubic feet.....	3,913,582.321	2,923,666,209	3,567,034,663
Oil consumption..... barrels.....	430.38	10,554.50	1,225

¹ On March 10, 1924, the dry season load was transferred from the Miraflores steam plant to the Gatun hydroelectric station.

Thirty-six work orders covering electrical repairs and installations on 27 vessels were completed during the month; 265 work orders were issued during the month, as compared with 220 during February, 1925.

SALVAGE OF THE UNITED STATES NAVY TUG "SCIOTA."

The tug *Sciota*, belonging to the United States Navy, sank suddenly while tied up at Dock 15, Balboa, in the afternoon of March 8. The tug was raised by the salvage section of The Panama Canal, using the wrecking tug *Favorite* and the 250-ton cranes *Ajax* and *Hercules*, and towed into the dry dock on March 22.

Investigation by Naval authorities determined that the sinking was due to an open valve in the overboard discharge line leading from the condenser. Responsibility was placed upon the engine room crew of the vessel who were repairing the condenser and left the valve open.

The *Sciota* was towed through the Canal on March 27 by the mine sweeper *Curlew* to the Naval Station at Coco Solo, where cleaning and machinery overhaul preliminary to repairs will be made. Other repairs will be done by Panama Canal shops.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 54 vessels at Cristobal, and 53 at Balboa. The more important repairs included the following:

A new stern log was installed and other repairs made on the hull of the steamship *La Isla*.

The conversion and overhauling of the Peruvian cruiser *Coronel Bolognesi* was carried forward during the month.

Drill barge *Terrier No. 2* was completed at Balboa shops and turned over to the Dredging Division at Paraiso.

The United States Navy tug *Sciota*, submerged, was carried in slings under the pontoons of the floating cranes *Ajax* and *Hercules* and was towed into the dry dock. While in dock it was placed on an even keel and docked for examination and repairs necessary to enable it to be towed through the Canal.

The output of the foundry in patterns and castings, as compared with the previous month, was as follows:

	March, 1925.			February, 1925.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	16	579	35,504	7	609	40,482½
Steel.....		486	63,653½	6	655	52,077
Nonferrous.....	19	249	6,367½	6	1,348	14,800½

There were 593 job orders on hand at the beginning of the month, 555 were authorized during the month, and 594 completed, leaving 554 on hand at the close of the month.

There were 368 standing orders on hand at the beginning of the month; 1 was authorized during the month and none completed, leaving 369 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels, are shown in comparative form in the following tabulation:

	March, 1925.	March, 1924.	March, 1923.
	Gallons.	Gallons.	Gallons.
Pumping stations.....	684,530,500	664,221,500	781,838,250
Filtration plants.....	422,426,000	390,442,000	447,734,000
Water consumed by Panama.....	96,225,000	97,509,000	94,535,000
Water consumed by Colon.....	47,634,500	55,157,500	68,764,000
Sales of water to vessels.....	10,387,225	8,935,559	14,135,672

Municipal work on the 77 additional garage stalls in the Ancon-Balboa district, started during the month of February, was continued during the month. Removed two lamp posts and widened road in front of Administration Building. The reconstruction of intersection of Gorgona Road and Ancon Boulevard was started during the month.

DREDGING.

West Culebra slide showed a slight movement between stations 1785 and 1794 W. The movement amounted to 0.7 feet toward the Canal for the month.

The dredge *Cascadas* worked in front of the Cucaracha Signal Station slide during the month, removing 40,700 cubic yards. This slide has been quiescent during the month.

Cocoli Hill slide showed some activity between the 13th and 26th, since which time there has been no perceptible movement. The dredge *Paraiso* removed 21,700 cubic yards of material from this slide during the month.

All other slide areas were quiescent during the month and there was no delay to traffic due to slides.

The total excavation during the month was 332,000 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
40,700	3,450	37,250	Maintenance.....	Gaillard Cut—1815 to 1821 W.....	<i>Cascadas</i> .
22,300	2,600	19,700	Maintenance.....	Gaillard Cut—1797-1829 E. and W.....	<i>Cascadas</i> .
9,500	1,250	8,300	Maintenance.....	Gaillard Cut—1797-1793 W.....	<i>Cascadas</i> .
700	400	300	Maintenance.....	Gaillard Cut—1791-1795 E.....	<i>Cascadas</i> .
11,750	2,400	9,350	Maintenance.....	Gaillard Cut—West Culebra slide.....	<i>Gambao</i> .
35,800		35,800	Project No. 1.....	Pacific entrance, 2066-2081 E. and W.....	<i>Paraiso</i> .
21,700	6,600	15,100	Maintenance.....	Pacific entrance, 2066-2081 E. and W.....	<i>Paraiso</i> .
42,500	42,500		Project No. 1.....	Pacific entrance, 2222-2246 W.....	<i>No. 83.</i>
44,000	44,000		Maintenance.....	Pacific entrance, 2222-2246 W.....	<i>No. 83.</i>
103,000	103,000		Auxiliary.....	Naval Air Station, Coco Solo.....	<i>No. 86.</i>

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters, shown in comparative form, was as follows:

	As of March 31, 1925.			Comparative totals.		
	Men.	Women.	Children.	March, 1925.	March, 1924.	March, 1923.
Americans.....	2,530	2,080	2,332	6,942	6,351	6,320
Europeans.....	91	29	69	189	172	169
West Indians.....	4,184	2,623	6,753	13,560	12,757	12,777
Totals, March, 1925.....	6,805	4,732	9,154	20,691		
Totals, March, 1924.....	6,553	4,511	8,216		19,280	
Totals, March, 1923.....	6,547	4,644	8,075			19,266

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of March 18, 1925, by departments, with a comparison of the working force for the preceding month and for March, 1924:

	As of March 18, 1925.			Total employees.	
	Gold.	Silver.	Total.	February, 1925.	March, 1924.
Operation and Maintenance:					
Office.....	29	38	67	67	82
Electrical.....	165	205	371	395	377
Municipal Engineering.....	71	649	720	553	580
Lock Operation.....	208	658	866	1,248	1,367
Dredging.....	166	857	1,023	989	1,027
Mechanical.....	523	928	1,451	1,366	1,254
Marine.....	179	698	877	674	641
Fortifications.....	21	318	339	287	137
Totals.....	1,393	4,351	5,714	5,599	5,475
Supply Department:					
Quartermaster.....	159	1,042	1,201	1,173	1,299
Subsistence.....	11	125	136	132	119
Commissary.....	184	925	1,109	1,136	1,005
Cattle Industry, plantations.....	6	268	274	266	189
Hotel Washington.....	8	98	106	108	103
Transportation.....	37	165	202	200	188
Totals.....	405	2,623	3,028	3,015	2,903
Accounting Department.....	195	7	202	203	200
Health Department.....	216	704	920	898	938
Executive Department.....	496	253	749	753	747
Totals.....	907	964	1,871	1,854	1,885
Panama Railroad:					
Superintendent.....	47	218	265	278	306
Transportation.....	62	114	176	177	175
Receiving & Forwarding Agent.....	77	884	961	1,020	929
Coaling stations.....	41	203	244	283	544
Totals.....	227	1,419	1,646	1,758	1,954
Grand totals, March, 1925.....	2,902	9,357	12,259		
Grand totals, February, 1925.....	2,885	9,341		12,226	
Grand totals, March, 1924.....	2,769	9,448			12,217

VITAL STATISTICS.

A total of 138 deaths occurred during the month of March, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 13.26 per 1,000. The leading causes of death were: Pneumonia (broncho and lobar), 24; tuberculosis (various organs), 18; organic diseases of the heart, 13. There were 6 deaths from cancer; 6 deaths from diarrhea and enteritis (including colitis); and 6 deaths from apoplexy. Of the total deaths, 44, or 32 per cent occurred among children under 5 years of age. There were 21 deaths among non-residents of the Isthmus; these are not included in the above statistics.

There were 272 live births reported during the month, and 17 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 27.76 per 1,000 population. Deaths among children under 1 year of age numbered 28, giving an infant mortality rate of 102.95 per 1,000 live births.

The total number of malaria cases reported during the month was 74. Of these, 3 were reported from Panama City, 1 from Colon, 27 from Canal Zone sanitarized areas, and 43 originated outside of our sanitarized areas. Of the total 10 were employees, 30 were nonemployees, and 34 were Army and Navy personnel. There were no deaths from malaria.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of material ordered on United States requisitions, and received on the Isthmus during the month, cash sales from stock, etc., as compared with the preceding month and with the corresponding month in 1924, were as follows:

	March, 1925.	February, 1925.	March, 1924.
Material received on United States requisitions:			
For department of Operation and Maintenance.....	\$585,867.13	\$235,066.19	\$347,987.13
For other Panama Canal departments.....	18,496.70	9,702.05	5,450.53
Totals.....	604,363.83	244,768.24	353,437.66
Cash sales on the Isthmus:			
Stock.....	36,923.50	30,571.36	22,964.00
Fuel oil.....	5,108.57	734.84	117.95
Scrap.....	505.34	968.21	558.32
Obsolete and second-hand material.....	650.47	1,721.95	3,776.14
Totals.....	43,187.88	33,996.36	27,416.41

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures from July 1, 1924, to February 28, 1925, inclusive. It is impossible to submit the figures for the month of March at the time of writing this report, since all the bills, charges, etc., involved in the accounting have not been completed.

	Month.		Fiscal year.	
	February, 1925.	February, 1924.	This year.	Last year.
Tolls.....	\$1,643,829.89	\$1,964,182.04	\$14,448,010.61	\$16,642,009.49
Other receipts.....	301,906.60	443,983.01	2,271,252.80	2,175,910.57
Total transit revenues.....	1,945,736.49	2,408,165.05	16,719,263.41	18,817,920.06
Total transit expenses.....	995,670.21	975,033.30	7,473,991.09	7,197,225.25
Net transit revenues.....	950,066.28	1,433,131.75	9,245,272.32	11,620,694.81
Three per cent capital charge (theoretical).....	607,112.88	608,183.84	4,856,194.10	4,857,224.10
Transit surplus.....	342,923.40	824,947.91	4,389,078.22	6,763,470.71
Business revenues.....	1,161,133.73	1,372,241.04	8,781,356.48	8,502,573.30
Business expenses.....	1,082,369.11	1,298,508.44	8,002,197.00	7,800,218.26
Net business revenues.....	78,764.62	73,732.60	779,159.48	702,355.04
Three per cent capital charge (theoretical).....	54,008.02	51,791.90	455,705.61	449,346.00
Business surplus.....	24,756.60	21,940.70	323,453.87	253,009.04
Combined revenues.....	2,280,582.86	3,554,775.41	23,367,534.23	25,473,248.17
Combined expenses.....	1,791,751.96	2,047,911.06	13,343,102.43	131,50,198.32
Net revenues.....	1,028,830.90	1,506,864.35	10,024,431.80	12,323,049.85
Three per cent capital charge (theoretical).....	661,159.90	659,975.74	5,311,899.71	5,306,570.10
Combined surplus.....	367,580.00	846,888.61	4,712,532.09	7,016,479.75

Respectfully,

M. L. WALKER,
Governor.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, April 25, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Manuel Calvo.	17	20.10	19	6.05	19	13.32	19	14.35	Spanish.	Spanish Line.	421.0	48.0	20.6	Barcelona.	Valparaiso	General.	312	5,996	3,897
J. R. Gordon.	19	6.45	19	6.25	19	14.31	19	19.01	American.	Union Sulphur Co.	409.8	54.2	24.0	New York.	Barnett, B.C.	Sulphur.	7,500	6,581	4,784
Arzonan.	19	1.30	19	7.15	19	15.20	19	16.30	American.	American-Hawaiian Line.	470.1	57.2	21.0	Philadelphia.	Los Angeles.	General.	4,518	9,141	6,684
Minnesota.	19	3.35	19	7.55	19	16.14	19	17.10	American.	American-Hawaiian Line.	407.0	53.7	22.0	Boston.	Seattle.	General.	4,402	7,150	4,899
Urumbaba.	16	15.40	19	9.35	19	17.07	19	19.13	Peruvian.	Peruvian Line.	381.0	46.0	19.6	Cristobal.	Callao.	General.	637	4,893	2,951
Atrato.	18	16.35	19	9.26	19	18.10	19	19.01	Colombian.	Colombian Transport Co.	94.0	23.0	9.0	Cristobal.	Buenaventura.	Ballast.	160	77	
Albertoli.	19	9.40	19	9.55	19	17.55	19	19.01	British.	Imperial Oil Co.	463.3	60.0	20.0	Halifax.	Talara.	Ballast.	8,491	5,879	
Garned.	19	12.20	19	12.30	19	18.10	20	4.35	American.	Grace Line.	299.4	45.0	18.0	New York.	Panama.	General.	1,365	3,256	2,010
Pomona.	19	12.20	19	12.30	19	18.10	20	3.19	American.	Norton, Lilly & Co.	440.0	56.0	27.0	Norfolk.	Panama.	Navy coal.	9,882	8,300	6,026
Egmont Castle.	19	23.38	20	9.05	20	16.53	20	18.10	British.	James Chambers & Co.	410.0	52.0	27.1	New York.	Yokohama.	General.	6,111	6,049	4,422
Fairfield City.	20	10.55	20	11.05	20	17.35	20	23.50	American.	Isthmian Line.	424.2	56.2	25.3	Philadelphia.	Java.	Steel, general.	8,352	7,611	5,450
Swiftlight.	20	11.32	20	12.00	20	17.55	20	20.30	American.	C. D. Mallory & Co.	464.0	62.0	20.6	Fall River.	Aron.	Ballast.	8,473	6,050	
Ares.	19	21.00	20	12.00	20	21.15	21	17.45	Dutch.	Royal Netherlands W. I. Mail.	340.0	48.0	23.5	Amsterdam.	Corral.	General.	4,663	4,385	3,195
Ixon.	20	12.00	20	13.15	20	21.58	21	1.45	British.	Punch Edye & Co.	506.0	60.3	26.0	New York.	Yokohama.	General.	1,462	10,510	7,522
Corinthic.	19	21.00	20	13.25	20	20.35	20	21.53	British.	Shaw, Savill & Albion Co.	509.0	63.0	30.0	London.	Wellington.	General.	7,100	12,821	9,507
Lieut. David Putnam.	21	6.15	21	8.15					American.	U. S. Army.				Cristobal.	Gatun Lake.	Ballast.			
Kanagawa.	20	14.35	21	6.30	21	15.00	21	16.10	Japanese.	Nippon Yusen Kaisha.	445.0	49.0	21.0	New York.	Kobe.	General.	2,546	6,279	4,369
Maru.	20	14.45	21	6.15	21	14.05	21	15.15	American.	International Shipping Co.	429.3	59.2	18.4	Philadelphia.	San Pedro.	Ballast.	7,596	5,209	
Agwimars.	20	15.00	21	7.20	21	15.20	21	19.50	British.	Bank Line, Ltd.	419.6	53.9	24.0	Newport News.	Shanghai.	General.	6,500	7,137	5,054
Birdbank.	20	18.05	21	7.40	21	16.01	21	17.05	American.	Ore Steamship Corporation.	499.6	57.2	29.0	Baltimore.	Cruz Grande.	Ballast.	7,956	4,866	
Cubore.	20	18.15	21	8.35	21	16.22	21	17.15	American.	Cities Service Corporation.	435.0	54.0	26.0	Boston.	Port San Luis.	Ballast.	7,411	5,109	
Shirveport.	20	19.50	21	8.55	21	16.22	21	17.15	British.	Commonwealth & Dom. Line.	415.0	58.2	25.5	Liverpool.	Auckland.	General.	5,300	9,336	6,682
Port Victor.	20	20.30	21	9.05	21	17.21	21	18.21	British.										
City of Solis-bury.	20	20.53	21	9.45	21	17.45	21	23.59	British.	Hall Line, Ltd.	470.0	54.0	25.4	New York.	Freemantle.	General.	3,690	6,946	5,198
Munares.	20	22.05	21	10.22	21	18.41	21	23.59	American.	Munson Line.	370.0	53.1	23.2	New York.	Seattle.	General.	6,780	5,577	4,225
Robin Hood.	21	5.42	21	11.45	21	19.36	21	20.38	American.	Seas Shipping Co.	424.8	55.2	27.5	New York.	San Francisco.	General.	8,956	7,473	5,523
Montreille.	21	12.36	21	12.45	21	20.07	21	21.25	British.	Imperial Oil Co.	421.0	57.3	20.0	Halifax.	Talara.	Ballast.	7,378	4,752	
Celtic Prince.	21	12.40	21	13.05	21	21.00	21	22.10	British.	Prince Line, Ltd.	449.0	57.3	26.4	New York.	Kobe.	General.	6,265	8,759	6,264
Seckonk.	22	7.00	22	7.10	22	14.00	22	15.00	American.	United American Line.	390.0	54.2	19.0	Baltimore.	Portland.	General.	3,617	6,162	4,417
Walter A.	22	7.00	22	7.10	22	14.00	22	15.00	American.	United American Line.	390.0	54.2	19.0	Baltimore.	Portland.	General.	3,617	6,162	4,417
Lukenbach.	22	1.15	22	8.15	22	15.45	22	16.40	American.	Lukenbach Line.	446.5	56.1	23.6	Boston.	Seattle.	General.	5,415	8,785	6,567
Hebburn.	21	23.40	22	9.26	22	16.31	22	17.35	British.	Commonwealth & Dom. Line.	370.0	51.0	20.9	Newcastle.	Melbourne.	General.	5,104	4,606	3,106
Santa Luisa.	22	15.40	23	6.10	23	13.18	23	16.35	American.	Grace Line.	360.2	51.6	23.6	New York.	Talcahuano.	General.	2,453	5,710	3,998
Samuel Q.	21	13.20	23	6.20	23	14.12	23	15.20	American.	Tidewater Oil Co.	424.4	58.2	17.6	Tampico.	San Pedro.	Ballast.	7,332	5,240	
Brown.	22	14.40	23	7.15	23	15.01	23	16.10	British.	Imperial Oil Co.	403.3	60.2	21.0	New York.	Talara.	Ballast.	8,491	5,940	
Calgarotte.	21	13.20	23	6.20	23	14.12	23	15.20	American.	Tidewater Oil Co.	424.4	58.2	17.6	Tampico.	San Pedro.	Ballast.	7,332	5,240	
Calgarotte.	22	14.40	23	7.15	23	15.01	23	16.10	British.	Imperial Oil Co.	403.3	60.2	21.0	New York.	Talara.	Ballast.	8,491	5,940	

* Motor ship.

* Launch.

* Motor schooner.

* Tanker.

23	7 28	23	8 05	23	16 03	24	10 40	American	Panama-Pacific Line	600 0	65 3	25 0	New York	San Francisco	General	2,448 17,041 11,426
23	8 40	23	9 30	23	16 58	23	18 10	American	C. D. Mallory & Co.	460 0	60 2	21 0	Fall River	San Pedro	Ballast	8,473 6,104
23	11 13	23	11 20	23	18 24	23	21 01	American	Transmarine Line	324 0	46 2	20 6	Newark	San Francisco	General	3,117 3,984 2,628
23	12 30	24	6 10	24	13 55	24	14 55	American	American Pioneer Line (S. B.)	439 6	60 2	22 2	New York	Singapore	Case oil, general	6,515 9,019 6,226
24	1 15	24	6 15	24	14 38	24	15 35	American	Tidewater Oil Co.	430 0	59 0	19 0	New York	Los Angeles	Ballast	7,629 5,325
24	5 52	24	7 15	24	15 01	25	0 57	American	Dollar Line	502 1	62 2	24 0	New York	San Francisco	General	1,945 12,660 9,254
21	18 00	24	8 30	24	16 32	24	17 55	British	Pacific Steam Navigation Co.	305 4	43 0	18 2	New York	Callao	General	2,701 2,851 1,697
21	2 40	24	8 30	24	16 26	24	17 45	American	Transmarine Line	324 0	46 2	17 6	Newark	Oakland	General	2,400 3,981 2,628
24	3 35	24	9 45	24	17 10	24	18 26	British	New Zealand Shipping Co.	387 6	52 0	19 6	Louisburg	Melbourne	General	5,123 3,691
24	6 05	24	10 55	24	18 28	26	7 03	German	Hamburg-American Line	399 0	54 0	24 10	Hamburg	Buenaventura	General	8,029 6,791 4,997
23	7 45	24	11 05	24	19 15	24	21 24	Danish	A. P. Moller	291 2	51 2	16 8	Liverpool	Guayaquil	Cast iron pipes	2,315 2,615 1,844
23	8 13	24	13 25	24	20 25	24	21 24	American	Texas Oil Co.	435 0	56 0	20 4	Boston	San Pedro	Ballast	7,446 5,144
16	17 05	25	6 00	25	13 42	25	14 55	British	Pacific Steam Navigation Co.	215 7	33 5	16 6	Cristobal	Champerito	General	1,052 1,278 706
24	16 40	25	7 15	25	15 02	25	16 05	British	Stanley & Thompson	399 3	53 3	24 0	Port Arthur	Tsingtan	General (6)	7,000 7,473 5,044
22	0 35	25	8 14	25	16 22	25	17 35	American	Garland Steamship Corporation	385 0	51 0	20 10	New York	Seattle	General	4,000 6,327 4,433
25	2 20	25	9 55	25	17 06	25	18 15	British	Commonwealth & Dom. Line	399 2	52 0	21 2	New York	Adelaide	General	4,026 6,067 4,449
24	9 23	25	10 55	25	17 51	25	22 57	British	Furness, Withy & Co	450 4	58 1	16 0	London	Vancouver	Coffee, bananas	8,416 5,720

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Kerosene and gasoline.

* Tanker.

18	18 00	19	7 09	19	14 25	19	14 25	American	Williams Steamship Co.	386 8	62 2	23 0	Seattle	New York	Lumber	5,988 5,680 4,080
19	1 00	19	7 34	19	16 15	20	0 33	British	Pacific Steam Navigation Co.	415 0	52 5	23 0	Talcahuano	Hull	General	6,414 5,733 4,015
19	6 04	19	8 15	19	17 35	19	17 35	American	Standard Oil Co. of N. J.	500 0	68 0	30 8	San Pedro	Charleston	Crude oil	15,604 10,808 7,688
19	6 04	19	8 59	19	17 45	19	19 05	Italian	Nitrato Acetates Ltd.	400 3	52 3	25 2	Autofagasta	Norfolk	Nitrate	7,179 5,870 4,188
19	11 30	19	12 27	19	20 00	19	20 55	British	William S. Miller & Co.	347 2	50 0	24 0	Autofagasta	Baltimore	Nitrate	6,600 5,202 3,840
19	12 21	19	13 08	19	21 45	20	1 55	American	American Pioneer Line (S. B.)	405 0	54 6	27 3	Manila, P. I.	New York	Copra and sugar	8,300 6,929 5,216
19	12 20	19	14 10	19	22 10	20	0 15	American	American-Hawaiian Line	448 9	60 2	27 0	Portland	Boston	General, lumber	8,500 9,294 6,805
19	12 15	19	14 18	19	23 20	19	23 20	American	Munson-McCormick Line	370 0	53 0	24 2	Portland	Baltimore	General, lumber	6,000 5,235 4,097
19	16 50	20	6 20	20	12 50	20	12 50	British	British Government	446 0	41 6	15 5	Valparaiso	Bermuda	Ballast	1,514 994
19	18 00	20	7 12	20	17 00	20	17 30	British	Clan Line, Ltd	255 6	35 0	14 0	San Francisco	Quebec	Ballast	816 1,187 622
19	15 20	20	7 16	20	17 25	20	17 30	British	Pacific Steam Navigation Co.	229 0	33 0	13 0	Tumaco	Cristobal	General	9,915 6,909 5,147
19	21 00	20	8 12	20	18 05	20	20 05	Japanese	Suzuki & Co.	425 0	53 6	28 6	Pisagua	Savannah	Nitrate	1,496 952
20	5 47	20	9 13	20	18 28	20	22 05	British	Clan Line, Ltd	255 3	35 0	16 3	San Francisco	Quebec	Ballast	9,200 8,460 6,084
20	8 50	20	10 12	20	19 35	20	19 35	American	United American Line	468 5	58 5	26 6	Portland, Ore	Baltimore	Lumber, copper	9,270 7,387 5,443
20	9 30	20	10 25	20	19 50	20	19 50	American	Atlantic Refining Co.	435 0	56 0	27 6	San Pedro	Philadelphia	Gasoline	8,188 7,381 5,505
20	9 40	20	10 41	20	21 15	21	3 25	American	Planet Steamship, Inc.	400 0	56 2	27 0	Seattle	London	General	8,346 6,706 4,766
19	21 07	20	12 12	20	21 20	20	21 20	American	Glens Service Transport Co.	416 9	56 2	27 0	San Pedro	London	Gasoline	7,950 7,097 4,386
20	12 00	20	13 13	20	23 30	21	14 35	French	Cie. Gle. Transatlantique	425 0	55 0	25 7	Vancouver	Havre	General	9,986 7,860 5,101
20	12 16	20	13 57	20	23 32	20	23 33	American	Atlantic Refining Co.	431 0	59 2	26 0	Los Angeles	Philadelphia	Gasoline	6,636 6,224 4,465
20	13 00	20	14 14	20	0 38	21	0 38	American	Garland Steamship Corporation	385 3	51 2	24 0	Aberdeen	Philadelphia	Lumber	20,200 14,325 4,635
21	4 00	21	6 29	21	16 55	21	16 55	American	Ore Steamship Corporation	500 4	68 2	34 0	Talara, Peru	New York	Crude oil	15,331 11,049 7,732
20	15 00	21	7 53	21	17 20	21	17 20	British	Imperial Oil Co.	500 0	68 2	30 0	London	Montreal	Crude oil	15,331 11,049 7,732
21	8 38	21	18 20	22	7 30	22	7 30	American	U. S. Navy	309 0	44 0		Balboa	Caragena	Crude oil	15,331 11,049 7,732

* British cruiser.

* 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.	Operator.	Length.	Beam.	Water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Eker	20	19.30	21	9.12	21	18.30	21	19.40	Norwegian.	Elias Sandvik.	202.0	29.0	14.0	Caleta Buena.	Regla, Cuba.	Nitrate.	980	579
Elcano	18	14.52	21	9.51	21	18.35	21	19.35	Spanish.	Anglo-Saxon Petroleum Co.	400.0	52.4	17.6	Curacao.	Tampico.	Ballast.	6,085	4,470
Elcan Alpine.	21	0.45	21	10.47	21	19.50	21	19.50	British.	Cayser, Irvine & Co.	409.7	52.5	23.0	Seville.	London.	(14)	5,840	5,182
Iowan.	21	6.30	21	12.10	21	20.10	22	0.15	American.	American-Hawaiian Line.	407.7	53.7	23.0	Seattle.	Boston.	General.	5,720	5,002
Lieut. David Putnam	21	18.23	22	6.21	22	13.35	22	13.35	American.	U. S. Navy.	324.0	46.2	24.0	Gatun Lake.	Cristobal.	Lumber.	3,643	2,612
Suremco	21	21.30	22	7.18	22	15.30	22	21.35	American.	Transmarine Line.	400.0	52.0	26.9	Aberdeen.	New York.	General.	6,415	4,317
Montana	21	22.05	22	8.12	22	16.15	22	16.15	American.	Cie. Cie. Transatlantique.	499.9	68.1	28.6	Los Angeles.	Rordeaux.	Crude oil.	14,500	10,853
Agwismith	22	8.35	22	9.09	22	17.30	23	11.07	Spanish.	International Shipping Corp.	407.5	47.9	21.6	Valparaiso.	Barcelona.	(14)	257	5,624
Buenos Aires.	22	8.35	22	9.09	22	17.30	23	11.07	Spanish.	Compania Transatlantica.	407.5	47.9	21.6	Valparaiso.	Barcelona.	(14)	257	5,624
Commercial Spirit.	23	1.30	23	7.16	23	15.35	23	16.15	American.	McCormack & Co.	380.4	53.1	23.6	Vancouver.	New York.	Lumber.	6,131	4,659
Antinous	23	5.00	23	8.17	23	16.40	23	23.55	French.	Messageries Maritimes.	413.7	56.9	18.0	Noumea.	Dunkirk.	(14)	2,926	7,643
Teno	23	5.00	23	9.21	23	17.03	23	18.35	Chilean.	South American Line.	421.8	56.0	29.0	Valparaiso.	New York.	General.	4,171	7,758
Somerset.	23	8.50	23	9.59	23	18.10	23	20.08	British.	Federal Steam Navigation Co.	460.6	62.8	26.4	Sydney.	London.	Frozen, general.	8,262	10,550
John D. Archbold	23	8.07	23	15.50	24	12.10	24	12.10	American.	Standard Oil Co. of N. J.	554.9	75.3	31.0	San Pedro.	New York.	Crude oil.	19,531	14,785
White Cap	23	10.15	24	10.15	24	12.10	24	12.10	American.	Lieut. M. B. Asp.	24.0	4.6	2.6	Panama.	Cristobal.	Panama.	19,531	14,785
F. J. Luckenbach.	23	14.33	24	6.24	24	13.32	24	13.32	American.	Luckenbach Line.	446.0	51.0	24.0	Portland.	Mobile.	General.	5,400	8,508
W. I. Radcliffe.	23	20.25	24	7.22	24	15.30	24	17.43	British.	Evan Thomas Radcliffe.	415.0	55.6	25.6	Tatal.	New Orleans.	Nitrate.	9,070	6,898
Belle.	23	21.06	24	7.42	24	16.55	24	16.55	American.	Ore Steamship Corporation.	449.1	57.2	27.0	Cruz Grande.	Baltimore.	Iron ore.	11,000	8,808
Fretre.	23	21.15	24	8.09	24	17.55	24	22.30	Dutch.	Royal Dutch West India Mail.	423.0	58.0	29.5	Curral.	Havre.	Grain.	8,523	7,322
Bendijk.	23	23.20	24	8.44	24	18.10	25	1.05	Dutch.	North-Pacific Coast Line.	469.7	58.3	26.6	Vancouver.	Rotterdam.	General.	9,787	8,514
Santa Olivia.	24	2.06	24	9.09	24	18.45	24	18.45	American.	Pacific Mail Steamship Co.	404.6	53.9	25.6	San Francisco.	New York.	General, lumber.	6,518	6,779
Pacific.	24	2.30	24	9.09	24	18.45	24	18.45	American.	Argonaut Steamship Co.	399.7	56.2	26.0	Everett, Wash.	Providence.	Lumber.	7,800	6,517
Venezuela.	24	8.00	24	10.05	24	20.28	26	17.50	Italian.	Navigazione Gle. Italiana.	420.0	51.6	22.6	Valparaiso.	Genoa.	General.	2,268	7,622
Kurohime Maru.	24	6.15	24	12.16	24	20.25	24	20.25	Japanese.	Kurohime Kisen Kaisha.	385.0	51.0	24.9	Victoria.	Alexandria.	Lumber.	5,913	5,880
Grangepark.	24	20.00	25	6.08	25	14.15	25	14.15	British.	J. J. Denholm, Ltd.	400.4	52.3	25.0	Iquique.	Wilmington.	Nitrate.	5,913	5,880
Hakra.	24	22.15	25	7.32	25	15.15	25	15.15	British.	Atlantic Refining Co.	435.6	56.2	29.6	San Pedro.	Philadelphia.	Crude oil.	10,000	7,427
Margaret Doll.	25	6.00	25	8.06	25	16.50	25	19.26	American.	Robert Dollar Line.	429.0	55.0	28.0	Seattle.	Baltimore.	General, lumber.	3,180	7,579
Agwistone	25	9.20	25	10.19	25	18.40	25	19.25	American.	International Shipping Corp.	499.9	68.1	28.6	San Pedro.	New York.	Crude oil.	15,000	10,553
Chateau Thierry	24	12.10	25	13.14	25	20.00	25	20.00	American.	U. S. Army (Q. M. Corps).	448.0	58.0	25.0	San Francisco.	New York.	Army supplies.	1,400	.....

10 Launch.

11 Commercial launch.

12 Transport.

13 Copra and cocoa beans.

14 Wine, hats, and cacao.

15 General, copra, cotton, and coffee.

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

Banana Shipments from Cristobal.

In THE PANAMA CANAL RECORD for January 28, 1925, there was published a statement of bananas shipped from Cristobal each month during 1922, 1923, and 1924. Figures are now available for the first 3 months of the current calendar year. The total for the quarter was 296,730 stems, as compared with 319,850 stems during the last quarter of 1924. The decrease is normal and seasonal, for while bananas ripen throughout the year, production declines during the dry months. As compared with the first quarter of 1924, when shipments totaled 120,504 stems, 1925 shows an increase of more than 140 per cent. Following is a statement of exports during each month of the past quarter, with values as declared at the Cristobal customs house:

Month.	Stems.	Value.
January.....	113,094	\$85,460.65
February.....	84,996	63,429.28
March.....	98,640	75,809.25

Shipments in the calendar year 1922 were 208,688 bunches; in 1923, 399,716 bunches; and in 1924 they amounted to 840,421 bunches.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 18, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cristobal.....	Panama Railroad Steamship Line.	April 12.....	April 12.....	3,775	.....
Cartago.....	United Fruit Co.....	April 12.....	April 12.....	205	93
Pastores.....	United Fruit Co.....	April 12.....	April 12.....	26	180
Casaregis.....	Italian Line.....	April 12.....	April 12.....	.....	16
Takeotoy Maru.....	Nippon Yusen Kaisha.....	April 12.....	April 12.....	125	(*)
Mineola.....	Grace Line.....	April 12.....	April 13.....	231	213
Eidsfjeld.....	Gorissen Line.....	April 12.....	April 13.....	.....	16
Mississippi.....	French Line.....	April 13.....	April 15.....	85	(*)
Drechtidijk.....	Holland American Line.....	April 13.....	April 14.....	196	319
Santa Teresa.....	Grace Line.....	April 13.....	April 13.....	11	(*)
Ulua.....	United Fruit Co.....	April 14.....	April 15.....	474	14
Zenon.....	French Line.....	April 14.....	April 15.....	43½	62
Saint Andre.....	French Line.....	April 14.....	April 15.....	110	20
Epoca.....	Gorissen Line.....	April 14.....	April 17.....	725	1441
Abangarez.....	United Fruit Co.....	April 14.....	April 16.....	562	9
Cartago.....	United Fruit Co.....	April 15.....	April 15.....	82½	281
Carrillo.....	United Fruit Co.....	April 15.....	April 16.....	312	239
E. L. Doheny.....	Pan-American Petroleum Co.....	April 15.....	April 17.....	9,225	(*)
Ansgir.....	Roland Steamship Line.....	April 15.....	April 15.....	233	(*)
Napoli.....	Italian Line.....	April 15.....	April 16.....	181	(*)
San Gil.....	United Fruit Co.....	April 15.....	April 15.....	23	191
Santa Malta.....	Pacific Mail Steamship Line.....	April 16.....	April 17.....	273	(*)
Westorwald.....	Hamburg American Line.....	April 16.....	April 18.....	15	683
Urubamba.....	Peruvian Steamship Line.....	April 16.....	April 16.....	77	.....
Yuma.....	Standard Fruit Co.....	April 16.....	April 16.....	(*)	298
Acajutla.....	Pacific Steam Navigation Co.....	April 16.....	April 16.....	317	.....
La Paz.....	Pacific Steam Navigation Co.....	April 16.....	April 17.....	19	240
Aconagua.....	Chilean Steamship Line.....	April 16.....	April 17.....	(*)	18½
Manuel Calvo.....	Spanish Line.....	April 17.....	April 18.....	218	(*)
Atrato.....	Colombian Transport Co.....	April 18.....	April 18.....	118	.....

* No cargo discharged.

* No cargo laded.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces

Notice to Mariners—Aids to Navigation.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., April 28, 1925.

On April 22 the Lighthouse Subdivision of The Panama Canal established the following spar buoys along the Canal channel:

1. Spar Buoy No. 88 on Canal berm, equidistant between Spar Buoy No. 86 and Beacon No. 28.
2. Spar Buoy No. 93, equidistant between gas Buoy No. 91 and Beacon No. 27.

These buoys are established for the convenience of the Dredging Division. They will be lighted at night with kerosene lantern. Spar Buoy No. 93 will show a fixed white light, and No. 88 a fixed red light.

Lighting of these buoys will be done by the Dredging Division for their own convenience.

M. L. WALKER,
Governor.

Animals Interrupt Transmission Line Service.

An interruption to service on the 44,000-volt transmission line of the Panama Canal, which occurred during the month of March, was traced to a sloth. The animal, which had come in contact with one of the charged wires of No. 2 line, was discovered some 10 hours later on the same tower in the act of climbing out on one of the charged wires of No. 1 line. It was still very much alive, although burned and singed in several places by the flash-over. The incident may explain various previous interruptions for which no primary cause could be found.

During the same month a lineman discovered a porcupine on a tower and in contact with a dead line. When an attempt was made to knock it down with a stick it ran out on the line in an upright position as if on level ground. Some time was required to dislodge it and bring it down.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive Cristobal.	Leave Cristobal.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive New York.
	3 p. m.	a. m.	p. m.	a. m.	3 p. m.	a. m.	p. m.	a. m.
Panama *.....	April 25...	April 30...	April 30...	May 3....	May 7....	May 10...	May 10...	May 15.
Ancon.....	May 2....	May 7....	May 7....	May 10...	May 14...	May 17...	May 17...	May 22.
Cristobal.....	May 9....	May 14...	May 14...	May 17...	May 21...	May 24...	May 24...	May 29.
Panama *.....	May 21...	May 26...	May 26...	May 29...	June 2....	June 5....	June 5....	June 10.
Ancon.....	May 28...	June 2....	June 2....	June 5....	June 9....	June 12...	June 12...	June 17.
Cristobal.....	June 4....	June 9....	June 9....	June 12...	June 16...	June 19...	June 19...	June 24.
Panama *.....	June 16...	June 21...	June 21...	June 24...	June 28...	July 1....	July 1....	July 6.
Ancon.....	June 23...	June 28...	June 28...	July 1....	July 5....	July 8....	July 8....	July 13.
Cristobal.....	June 30...	July 5....	July 5....	July 8....	July 12...	July 15...	July 15...	July 20.
Panama *.....	July 11...	July 16...	July 16...	July 19...	July 23...	July 26...	July 26...	July 31.
Ancon.....	July 18...	July 23...	July 23...	July 26...	July 30...	Aug. 2....	Aug. 2....	Aug. 7.
Cristobal.....	July 25...	July 30...	July 30...	Aug. 2....	Aug. 6....	Aug. 9....	Aug. 9....	Aug. 14.

Effective May 2, steamers sail daylight saving time.

Steamers sail at 3 p. m. from Pier 65, North River, foot of West 25th St., New York.

* Sails 3 p. m. from Pier 67, North River, foot of West 27th Street.

The stay of steamers at Port-au-Prince, Haiti is of sufficient length of time to allow passengers to visit points of interest.

WEST COAST SERVICE.

In addition, a regular freight service is maintained without calls en route direct to Cristobal, Buenaventura, and Ecuadorian ports. Particulars upon application.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective March 6, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.23
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending April 25, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ares.....	Dutch Line.....	April 20.....	April 21.....	339	
Elcano.....	Sociedad Com. de Oriente.....	April 20.....	April 21.....	6,742	
President Polk.....	Robert Dollar Line.....	April 24.....	April 24.....		10
Chateau Thierry.....	U. S. Army.....	April 24.....	April 25.....	20	129
Arana.....	Pacific Steam Navigation Co.....	April 24.....	April 24.....		10
Spreewald.....	Hamburg-American Line.....	April 24.....	April 24.....	399	1

Publication of Notices and Circulars of Interest to Shipping.

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Cable Rates.

All America Cables, Inc. advises that effective May 1, 1925, the rate to Portugal and Azores will be increased 1 cent per word.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in

bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal. \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., May 6, 1925.

No. 39.

Canal Traffic During April.

During the month of April, 1925, 382 commercial ocean-going vessels, 27 small launches, and 27 United States Government vessels passed through the Canal, making a total of 436 transits for the month, or an average of 14.53 transits per day.

Tolls for the month aggregated \$1,735,535.27, giving a daily average tolls collection of \$57,851.18 for all traffic. Of the foregoing, \$1,735,429.37 represents the revenue in tolls from the 382 commercial vessels, and \$105.90 the tolls collected from the 27 small launches, the Government vessels being passed through the Canal without payment of tolls.

Both the number of transits and the amount collected in tolls were a little under the preceding month's totals, and also slightly under the average month for the current fiscal year.

The following shows the month's traffic segregated by direction:

Direction.	Commercial vessels.	Launches.	U. S. Government vessels.	Tolls.
Atlantic to Pacific.....	194	23	9	\$863,298.34
Pacific to Atlantic.....	188	4	18	872,236.93
Totals.....	382	27	27	1,735,535.27

In the following tabulation, the number of commercial transits and the amount of tolls collected are shown for the first 10 months of the current fiscal year, together with the daily averages of transits and tolls:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April.....	382	1,735,429.37	12.73	57,847.65
Totals.....	3,933	18,035,441.25	12.93	59,327.11

The average amount paid by each of the commercial transits during the month was \$4,543.01.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Shipments of Lumber Through Canal.

The steamship *Lewis Luckenbach* of the Luckenbach Line transited the Canal on April 29, en route from Portland, Oreg., to Boston, Mass., carrying 12,064 tons of lumber.

This is said to be the largest cargo of lumber ever loaded aboard one vessel. The largest cargo of lumber to have passed through the Canal previously was 10,833 tons carried by the steamship *Pomona* on March 8, 1924.

Shipments of lumber through the Canal have increased very rapidly as may be seen from the following tabulation in which are given the total shipments for the past 4 years, together with the first 3 months of 1925, showing locality of origin and destination. The west coast of the United States and Canada are thrown together, as in many cases it is impossible to differentiate between them.

Year.	Originated.			Destined to—		
	Total shipments.	Miscellaneous.	West coast United States and Canada.	East coast United States.	Europe.	Miscellaneous.
1921.....	448,087	2,665	445,422	346,349	71,943	29,795
1922.....	1,121,705	20,745	1,100,960	972,353	98,305	51,047
1923.....	1,656,776	9,167	1,647,609	1,492,030	93,045	71,701
1924.....	2,127,952	15,383	2,112,569	1,856,751	172,526	98,675
1925 *.....	525,963	834	525,129	443,369	56,506	26,088

* First 3 months.

Ford Motor Company Shipping Products via Canal.

Two vessels owned and operated by the Ford Motor Company have made transits of the Panama Canal since March 1 of the present year. The *Onondaga* transited the Canal southbound on March 1, en route from New York to ports on the western coast of the United States, laden with 2,371 tons of automobiles and automobile parts; and a second vessel, the *Oneida*, transited the Canal on April 27, carrying 2,334 tons of automobiles and accessories over the same route. The steamer *Onondaga* returned through the Canal on April 16 with a cargo of lumber.

The above two steamers are the first vessels owned and operated by the Ford Motor Company to transit the Canal. They are sister ships, 251 feet long by 46 feet 6 inches beam, and have a net tonnage of 1,632, Panama Canal measurement.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 2, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Venezuela.....	Pacific Mail Steamship Co.....	April 26.....	April 27.....	277	61
Stanley.....	American-Pioneer Line.....	April 26.....	April 26.....	2	
City of San Francisco.	Pacific Mail Steamship Co.....	April 25.....	April 26.....	125	
Lima.....	Johnson Line.....	April 26.....	April 26.....	524	
Edgemoor.....	U. S. Army.....	April 27.....	April 28.....	245	169
Rakuyo Maru.....	Toyo Kisen Kaisha.....	April 27.....	April 28.....		14
Cambrai.....	U. S. Army.....	April 29.....	April 30.....	276	10
Jamaica.....	Pacific Steam Navigation Co.....	April 30.....	April 30.....		10
Salvador.....	Pacific Steam Navigation Co.....	May 1.....	May 1.....	13	
Colombia.....	Pacific Mail Steamship Co.....	May 1.....	May 1.....	43	9
Alda.....	Roland Line.....	May 2.....	May 2.....	124	
George Washington.....	Fred Olsen & Co.....	May 2.....	May 3.....	877	
City of San Francisco.	Pacific Mail Steamship Co.....	May 2.....	May 2.....		17

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending April 25, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Ulua.....	United Fruit Co.....	April 19.....	April 19.....	31	461
Parismina.....	United Fruit Co.....	April 19.....	April 19.....	272	270
Garfield.....	Grace Line.....	April 19.....	April 19.....	206	97
Ares.....	Royal Netherlands W. I. Mail.....	April 19.....	April 19.....	462	38
Urubamba.....	Peruvian Steamship Line.....	April 19.....	April 19.....		657½
Bogota.....	Pacific Steam Navigation Co.....	April 19.....	April 20.....	24	149
Jamaica.....	Pacific Steam Navigation Co.....	April 20.....		816	
Arizona.....	French Line.....	April 20.....	April 21.....	140	170
San Benito.....	United Fruit Co.....	April 21.....	April 22.....	513	22
Galicia.....	Hamburg-American Line.....	April 21.....	April 21.....	330	33½
Samuel Q. Brown.....	Tidewater Oil Co.....	April 21.....	April 23.....	10,080	(²)
Atenas.....	United Fruit Co.....	April 21.....	April 23.....	932	37
Venezuela.....	Royal Netherlands W. I. Mail.....	April 21.....	April 22.....	4	(²)
P. de Latouche.....	French Line.....	April 21.....	April 23.....	445	424
Montana.....	French Line.....	April 22.....	April 23.....	5	(²)
Buenos Aires.....	Spanish Line.....	April 22.....	April 23.....	190½	226
Santa Luisa.....	Grace Line.....	April 22.....	April 23.....	1	(²)
Santa Marta.....	United Fruit Co.....	April 22.....	April 23.....	110	396
Parismina.....	United Fruit Co.....	April 22.....	April 23.....	14½	51
Carrillo.....	United Fruit Co.....	April 23.....	April 23.....	1	209
Camden.....	United Fruit Co.....	April 23.....	April 25.....	9,127	(²)
Teno.....	Chilean Steamship Line.....	April 23.....	April 23.....	63	7
Cristobal.....	Panama Railroad Steamship Line.....		April 24.....		928
London Merchant.....	Furness, Withy & Co.....	April 24.....	April 25.....	(¹)	266
Eemdijk.....	Holland-American Line.....	April 24.....	April 25.....	(¹)	185
Prielle.....	Royal Netherlands W. I. Mail.....	April 24.....	April 24.....	142	(²)
Venezuela.....	Royal Netherlands W. I. Mail.....	April 24.....	April 25.....	10	663
Venezuela.....	Italian Steamship Line.....	April 24.....		78	
Gen. W. C. Gorgas.....	Panama Railroad Steamship Line.....	April 24.....		2,170	
Lima.....	Johnson Steamship Line.....	April 25.....		497	
Dakotian.....	Leyland Steamship Line.....	April 25.....		787	
Acajutla.....	Pacific Steam Navigation Co.....		April 25.....		1,057

* No cargo discharged.

* No cargo laded.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the two weeks ended May 4:

Steamships *Jamaica*, dock, clean, and paint; draw tail shaft for examination and overhaul sea valves; repair bilge valves, dynamo, main engine circulating pump, Weir pump, donkey feed pump, whistle, wash deck pipe, air pipe to No. 1 tank, blocks, and gangway door; clean and cement wash afterpeak tank; calk decks; manufacture new ash chute, etc.; *Achilles*, manufacture 12 bolts for dynamo coupling, main engine crosshead wrench, yoke for handling H. P. pistons, two valve discs for auxiliary steam line; repair piping on bilge pumps, galley bulkhead, bunker in galley, ventilators, signal box on bridge and bulkhead, starboard side, leading to bunker; furnish laborers for fireroom; balance armature, etc.; U. S. Army steamer *Morgan Lewis*, dock, clean, and paint; install hull zincs; refasten all holding-down bolts; manufacture hose couplings; weld cylinder of No. 2 generator; repair port lights, engine parts, piping, etc.; steamship *Salvador*, repair refrigerator, bilge pipe, No. 1 winch, accommodation ladder, gin block, and piping; calk main deck, etc.; barge *Darien*, repair condenser division plate, galley stove and towing engine control; manufacture 3 sheaves and 3 pins for towing chock, and new double eye for slide valve spindle of ballast pump; barges *No. 17*, *No. 20*, and *No. 116*, dock, clean, and paint; test all tanks and stop leaks; repair fenders and fender angles; renew bitts and miscellaneous repairs to place barges in good condition; U. S. Navy barge *Y. C. 291*, dock, clean, and paint, and renew loose rivets.

Minor repairs—Steamships *Venezuela*, *Derbyline*, *William Campion*, *Camden*, *Per Skogland*, *Oropesa*, *Bohemian Club*, *City of Vancouver*, *General W. C. Gorgas*, *Florida Maru*, *Lake Flattery*, *Huallaga*, *Colombia*, *Ortega*, *Panama*, *M. B. Inapaguina*, and yacht *San Blas*; launches *Panquiac* and *Podah*, dredge *No. 86*; U. S. S. *Fulton*, U. S. submarine *V-1*; U. S. A. steamer *Nones*, and U. S. A. D. boat *L-53*, and U. S. A. transport *Edgemoor*.

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MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, May 2, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Maple Branch.	25	23	30	26	6	10	26	13	44	26	15	00	26	15	00	British			
Lima.	25	19	40	26	8	25	26	15	03	27	23	10	27	23	10	Swedish			
Pennsylvania.	26	7	13	26	9	36	26	17	58	26	17	30	27	16	30	American			
Romero.	26	10	07	26	10	23	26	17	58	26	19	15	27	16	30	British			
Matilde.	26	15	15	27	6	25	27	13	42	27	14	44	27	14	44	Panamanian			
Oneta.	26	21	55	27	7	40	27	14	51	27	16	00	27	16	00	American			
Finmore.	26	22	53	27	8	30	27	15	36	27	19	44	27	19	44	British			
San Dunstano	27	0	05	27	9	30	27	17	07	27	18	00	27	18	00	American			
Robert E. Hopkins.	27	10	03	27	10	30	27	19	11	27	21	16	27	21	16	American			
Cape May.	27	10	05	27	12	15	27	20	15	27	21	40	27	21	40	French			
Papamou.	27	7	00	27	13	00	27	21	07	27	22	15	27	22	15	French			
Vermont.	27	7	00	27	13	00	27	21	07	27	22	15	27	22	15	French			
Willfaro.	27	16	20	28	6	20	28	13	49	28	14	45	28	14	45	American			
Manila Maru.	27	17	50	28	7	20	28	14	49	28	15	55	28	15	55	Japanese			
Florence Luckenbach.	27	21	45	28	8	15	28	16	09	28	17	22	28	17	22	American			
Birk.	28	6	35	28	9	45	28	17	04	28	18	15	28	18	15	Norwegian			
H. M. Sterey.	28	7	48	28	10	55	28	17	31	28	18	29	28	18	29	American			
Lochnagar.	27	23	55	29	6	00	29	13	13	29	17	15	29	17	15	British			
Santora.	28	17	45	29	6	00	29	13	13	29	17	15	29	17	15	American			
Hagan.	28	18	15	29	7	15	29	15	37	29	16	50	29	16	50	American			
Steel Voyager.	28	22	02	29	8	13	29	16	43	29	17	45	29	17	45	American			
J. C. Donnell.	28	8	20	29	7	30	29	16	43	29	17	45	29	17	45	American			
San Macdonell.	29	9	13	29	9	30	29	17	38	29	19	06	29	19	06	British			
Cambrai.	29	9	55	29	10	50	29	17	47	30	14	15	29	14	15	American			
Edward Luckenbach.	29	8	30	29	11	50	29	18	56	29	19	58	29	19	58	American			
Robin Good-fellow.	29	9	40	29	12	50	29	20	41	30	0	27	29	0	27	American			
Quail.	29	9	40	29	12	50	29	20	41	30	0	27	29	0	27	American			
Santa.	29	6	15	29	6	15	29	14	36	29	14	36	29	14	36	American			
Chagres.	29	7	50	29	7	50	29	10	42	29	10	42	29	10	42	American			
No. 14.	28	22	05	30	5	55	30	10	52	30	13	50	30	13	50	Panamanian			
Patrician.	29	15	05	30	7	20	30	14	30	30	15	30	30	15	30	British			
Santa Barbara.	29	15	05	30	7	20	30	14	30	30	15	30	30	15	30	American			
Vancolie.	29	17	32	30	8	20	30	16	22	30	18	15	30	18	15	British			
Jamaica.	20	17	25	30	9	30	30	17	12	30	19	36	29	19	36	British			

Motor ship.

Launch.

Transport.

Tug.

Harge.

Motor cars and parts.

Naphtha and kerosene.

Towing barge No. 14.

Towing barge No. 14.

Hamlin F.	30	2.05	30	9.50	30	17.15	30	18.15	American.	Swayne & Hoyt.	321.0	50.0	20.0	Mobile.	Seattle.	General.	2,924	3,883	2,484
McCormick.	30	15.17	30	12.45	30	19.30	1	6.05	British.	Pacific Steam Navigation Co.	530.0	60.0	22.6	Liverpool.	Valparaiso.	General.	1,853	14,824	10,827
Oropesa.	30	5.50	1	5.55	1	12.35	1	15.52	British.	Pacific Steam Navigation Co.	459.0	57.0	24.10	New York.	Salinas.	General.	3,111	9,099	6,117
Essequibo.	30	1.04	1	7.15	1	14.00	1	18.31	British.	Canadian Govt. Mer. Marine.	400.0	52.4	19.0	Avonmouth.	Vancouver.	General.	2,940	6,192	4,402
Canadian Highlander.	1	0.42	1	8.25	1	15.55	1	16.55	British.	Canadian Govt. Mer. Marine.	400.3	52.0	18.0	Halifax.	Orient.	General.	2,000	5,892	4,786
Canadian Milner.	30	21.40	1	9.35	1	17.30	2	0.40	Swedish.	Axel Brostrom & Co.	561.1	72.2	21.0	Hamburg.	Cruz Grande.	Ballast.	15,425	3,826	
Svealand.	30	7.28	1	11.05	1	18.31	1	19.45	American.	Panama Railroad Steamship Line	251.0	43.0	22.2	New York.	Guayaquil.	General.	2,738	2,873	1,776
Lake Flattery.	30	7.10	1	11.10	1	18.28	1	19.38	French.	French Line	419.0	54.0	23.9	Havre.	Vancouver.	General.	4,086	7,500	5,196
Nevada.	30	7.38	1	13.40	1	20.55	2	1.35	American.	Pacific Mail Steamship Co.	380.0	48.7	23.9	New York.	San Francisco.	General.	3,120	6,015	4,281
Colombia.	30	7.38	1	13.40	1	20.55	2	1.35	American.	Pacific Mail Steamship Co.	380.0	48.7	23.9	New York.	San Francisco.	General.	3,120	6,015	4,281
White Cap.	1	17.28	2	6.15	2	13.10	2	14.10	American.	Lieutenant Asp.	435.0	56.2	22.0	Boston.	Bahoa.	Ballast.	7,425	5,094	2
Hagood.	1	17.28	2	6.15	2	13.10	2	14.10	American.	Cities Service Transportation Co.	435.0	56.2	22.0	Boston.	Bahoa.	Ballast.	7,425	5,094	2
La Brea.	2	2.05	2	7.45	2	14.09	2	17.55	American.	Union Oil Co.	435.0	56.2	22.0	Providence.	San Pedro.	Ballast.	7,150	4,765	
Talbot.	2	2.15	2	8.32	2	15.29	2	16.30	Norwegian.	W. S. Bjorness & Son.	410.0	56.3	17.0	Antwerp.	San Francisco.	Ballast.	8,279	6,311	
George Washington.	2	8.20	2	9.43	2	17.07	3	16.08	Norwegian.	Fred Olsen & Co.	425.5	55.0	22.10	Oslo.	Honolulu.	Cement, general.	9,450	7,505	6,627
Alfa.	1	23.45	2	12.15	2	19.55	3	13.18	German.	Roland Line.	360.0	51.0	29.6	Hamburg.	Guayaquil.	General.	5,079	4,791	3,392
City of San Francisco.	27	13.17	2	13.17	2	20.14	2	23.43	Panaman.	Pacific Mail Steamship Co.	269.0	45.0	19.8	Cristobal.	San Francisco.	General.	2,536	3,848	2,606
Lieut. David Putnam.	2	9.27	2	9.27	2	9.27	2	9.27	American.	U. S. Army.				Cristobal.	Gatun Lake.	Ballast.			

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

1 Tanker. 12 Motor ship. 13 Launch.

Stanley.....	25	23.30	26	7.06	26	15.05	26	18.48	American.....	American Pioneer Line (S. B.).....	401.7	54.8	25.6	Manila.....	New York.....	(19)	7,815	6,933	5,187
Robin Gray.....	26	1.00	26	7.43	26	15.20	26	15.20	American.....	Seas Shipping Co., Inc.....	424.8	55.3	26.0	Seattle.....	Boston.....	(16)	7,000	7,274	5,512
Canadian Inventor.....	26	2.20	26	8.10	26	16.55	26	18.10	British.....	Canadian Govt. Mer. Marine.....	400.1	52.4	23.6	Vancouver.....	Montreal.....	Lumber, general.	6,000	5,916	4,159
Agwaheve.....	26	5.00	26	8.48	26	18.15	26	18.15	American.....	International Shipping Corp.....	480.5	66.0	29.0	Los Angeles.....	Baltimore.....	Crude oil.....	12,500	9,394	6,305
Adair.....	26		26		26				American.....	U. S. Army.....				Balboa.....	Cristobal.....				
City of San Francisco.....	26	11.44	27	6.20	27	13.17	2	13.17	Panaman.....	Pacific Mail Steamship Co.....	314.6	46.5	17.8	San Francisco.....	Cristobal.....	General.....	1,022	3,848	2,606
Santa Ana.....	27	3.30	27	8.00	27	14.40	27	20.30	American.....	Grace Line.....	360.2	51.6	22.6	Antofagasta.....	New York.....	General.....	2,765	5,776	4,081
Jacob Luckenbach.....	26	18.00	27	8.07	27	16.05	27	16.05	American.....	Luckenbach Line.....	414.5	53.7	24.6	Seattle.....	New York.....	General, lumber.....	4,759	7,315	5,270
Alvarado.....	27	2.50	27	8.21	27	17.10	28	2.00	British.....	Pacific Steam Navigation Co.....	303.0	43.0	16.6	Callao.....	New York.....	Crude oil.....	1,591	2,844	1,748
Halo.....	27	3.20	27	9.10	27	17.40	27	17.40	American.....	Cities Service Transportation.....	435.0	56.0	28.8	San Pedro.....	Boston.....	General.....	10,148	7,434	5,093
Venezuela.....	26	13.29	27	9.30	27	18.20	28	12.00	American.....	Pacific Mail Steamship Co.....	380.0	48.7	21.8	San Francisco.....	New York.....	General.....	2,348	6,032	4,353
Rome.....	27	16.25	28	6.19	28	14.35	28	14.35	American.....	Line Navigation Co.....	251.0	43.7	19.6	Willapa Harbor.....	New York.....	Lumber.....	2,580	2,651	1,619
West Notus.....	27	18.30	28	7.05	28	15.40	28	15.40	American.....	Swayne & Holt (S. B.).....	410.0	54.3	24.0	Portland.....	Buenos Aires.....	Lumber, general.....	6,043	6,582	9,414
Hurundi.....	27	24.00	28	8.02	28	16.10	28	17.40	British.....	New Zealand Shipping Co.....	470.0	62.5	23.2	New Plymouth.....	London.....	Frozen, general.....	6,048	10,174	7,237
Standard Arrow.....	28	1.00	28	8.31	28	16.55	28	16.55	American.....	Standard Transportation Co.....	467.6	62.7	28.0	San Pedro.....	New York.....	Gasoline.....	11,000	9,698	6,783
Hualaga.....	28	1.54	28	9.25	28	17.05	28	17.05	Peruvian.....	Peruvian Line.....	360.0	44.7	18.0	Callao.....	Cristobal.....	General.....	352	4,514	2,389
Emden.....	28	4.45	28	9.44	28	18.20	29	12.57	German.....	Hamburg-American Line.....	389.0	52.0	25.4	Antofagasta.....	Hamburg.....	General.....	6,592	5,994	4,057
Swiftgate.....	28	5.30	28	10.10	28	18.50	28	18.50	American.....	C. D. Mallory & Co.....	465.6	60.2	25.0	San Francisco.....	Fall River.....	Gasoline.....	11,000	8,473	5,997

¹⁴ Launch.
¹⁵ Sugar, copra, and general.
¹⁶ Lumber, canned goods, and general.
¹⁷ Coffee, cocoa, and ivory nuts.

17 Coffee, cocoa, and ivory nuts.

16 Lumber, canned goods, and general.

15 Sugar, copra, and general.

14 Launch.

1 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.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Water draft.			Nature.	Tons.	Gross.	Net.
Edgemoor *.	27	14.45	28	14.01	28	21.25	1	22.08	American	U. S. Army.	409.6	54.2	18.0	Honolulu	New York	Army supplies.	606	.....	.....
Remera.	28	8.27	29	6.37	29	13.14	2	13.14	British	New Zealand Shipping Co.	485.0	62.3	35.8	Auckland	London	Frozen, general.	5,253	11,717	8,751
Kronprinsessan	28	10.45	29	7.34	29	16.25	29	17.55	Swedish	Johnson Line.	360.2	51.4	24.2	Vancouver.	Stockholm	General.	5,200	5,268	3,994
Margareta.	28	15.51	29	7.45	29	17.00	29	17.25	British	W. R. Smith & Sons	331.3	46.8	21.6	Mejillones	New Orleans.	Nitrate.	4,830	3,476	2,188
Watness.	28	18.50	29	8.13	29	17.05	29	21.10	American	Atlantic Refining Co.	425.0	57.2	22.6	Los Angeles	Philadelphia	Gasoline	10,000	7,204	4,602
Bohemian Club.	28	20.00	29	8.38	29	18.05	30	5.50	American	Lockenbach Line	496.0	68.2	31.4	Portland, Oreg.	Boston	Lumber	12,061	11,487	8,762
Lewis Luckenbach.	28	21.00	29	8.55	29	17.30	2	15.30	British	Royal Mail Steam Packet Co.	485.6	62.3	28.0	Vancouver.	Antwerp	General	8,830	10,803	7,606
Lochgoil.	29	2.30	29	9.32	29	19.00	2	15.30	American	American-Hawaiian Line.	407.0	53.7	23.5	Seattle	Boston	General	6,243	7,098	5,029
Panama.	29	7.15	29	9.55	29	19.45	29	20.50	British	Thomas & James Harrison.	423.0	53.0	26.0	Vancouver.	London	General	7,000	6,382	4,614
Author.	29	7.25	29	12.46	29	20.20	29	20.20	British	Furness-Pacfic Line.	430.4	58.0	29.6	Vancouver.	Manchester	General	9,067	8,412	5,851
London Shipper	29	12.15	29	13.06	29	21.44	30	8.47	British	Canadian Govt. Mer. Marine	400.1	52.2	17.0	Napier	Montreal	General	2,190	6,142	4,354
Challenger.	30	6.20	30	7.10	30	15.05	30	15.05	British	Imperial Oil Co.	421.4	57.3	27.6	Tahara, Peru.	Villa, Norway	Crude oil.	8,507	7,378	4,752
Montrolite t.	30	6.40	30	8.12	30	16.35	30	17.55	American	Atlantic Refining Co.	495.0	56.0	26.6	San Pedro.	Philadelphia	Gasoline	10,000	7,001	5,159
H. G. Folger t.	29	11.20	30	8.50	30	15.09			American	U. S. Navy.	189.0	35.6		Balboa	Coco Solo.				
Quail t.	30	12.10	30	11.55	30	22.15	30	23.20	Norwegian	Norway-Pacfic Line.	425.5	55.2	30.0	Seattle	Bergen.	(*)	9,449	7,053	5,637
Theodore Roosevelt.	30	16.05	30	16.35	1	14.15	1	14.15	American	Ore Steamship Corporation	550.3	72.2	33.0	Cruz Grande.	Baltimore.	Iron ore.	12,000	15,551	4,297
Steeble.	30	17.45	1	6.19	1	15.30	1	16.40	British	Rankin Gilmore & Co.	400.0	53.0	29.4	Antofagasta.	Charleston.	Nitrate.	8,200	5,880	4,111
San Dunstan.	30	19.15	1	7.14	1	16.29	1	16.20	American	Standard Transportation Co.	468.3	27.6	27.6	San Pedro.	New York	Refined gasoline	11,300	10,084	7,425
Japan Arrow.	1	4.50	1	11.26	1	17.55			British	Pacific Steam Navigation Co.	225.0	35.4	15.5	Champerico	Cristobal	General	624	1,270	735
Salvador.	1	12.00	1	12.44	1	21.10	1	21.10	British	Imperial Oil Co.	402.9	50.2	27.6	Lolaites	Montreal	Crude oil.	11,728	8,491	5,879
Albertolite t.	1	18.00	2	6.14	2	13.50	2	21.20	British	Pacific Steam Navigation Co.	465.3	60.2	36.6	Talcahuano	Liverpool.	General	5,788	8,345	4,908
Ortega.	1	18.50	2	7.05	2	15.55	2	15.35	American	Standard Oil Co. of N. J.	429.3	59.2	28.0	San Pedro.	Hamburg.	Naphtha tops.	9,476	7,689	5,383
George H. Jones.	1	21.30	2	8.00	2	16.55	2	16.55	American	Swayne & Hoyt.	289.0	44.1	19.0	Portland.	New Orleans.	General	2,927	2,899	1,962
Point Lobos.	2	0.25	2	9.11	2	17.30	2	19.25	British	Federal Steam Navigation Co.	495.0	63.0	24.0	Port Chalmers	London.	Frozen, general.	5,539	11,758	7,845
Cornwall.	2	4.00	2	10.11	2	18.15	2	18.15	British	Imperial Oil Co.	493.3	60.2	29.0	Tahara, Peru.	Montreal.	Crude oil.	11,645	8,491	5,940
Calgarotte t.	2	4.00	2	11.10	2	18.43	2	18.43	British	Commonwealth & Dom. Line	501.3	63.3	27.5	Wangai.	Montreal.	Frozen, general.	7,940	11,812	8,957
Port Sydney	2	4.00	2	12.20	2	20.53	4	14.20	Japanese	Kawasaki Kisen Kaisha	405.0	53.0	27.0	Vancouver.	Colon **	Wheat.	8,048		
Florida Naru **	29	10.00	2	14.36	2	22.40	3	18.10	French	Cie. Gle. Transatlantique	421.0	52.0	27.0	Vancouver.	La Havre.	General	8,446	6,830	4,932

* Mine sweeper.

** Transport.

** For orders.

** Denotes first transit of Canal. P. C. certificate not completed.

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

* Tanker.

(Continued on page 544, column 2.)

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity, as fast as the ships can take it. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective, in the course of handling large traffic through the Canal in nearly 10 years of operation.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 542.

PORT OF CRISTOBAL.				PORT OF BALBOA.			
*ARRIVALS.		*DEPARTURES.		*ARRIVALS.		*DEPARTURES.	
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
April 26	Heredia	United Fruit Co.	New Orleans via Habana.	April 26	Heredia	United Fruit Co.	Bocas del Toro.
April 26	V-1 ²¹	U. S. Navy	Port-of-Spain.	April 26	Dakotian	Leyland Line	Mobile.
April 27	San Benito	United Fruit Co.	Port Limon.	April 27	San Benito	United Fruit Co.	New York via Habana.
April 27	Per Skogland	T. H. Skogland & Son	San Blas.	April 27	Per Skogland	T. H. Skogland & Son	New Orleans.
April 28	San Blas	Boston via Habana.	Boston via Habana.	April 28	Achilles and Darien.	Panama Railroad Steamship Line.	Norfolk.
April 28	Calamures	United Fruit Co.	New Orleans via Habana.	April 29	Heredia	United Fruit Co.	New Orleans via Habana.
April 28	Turrialba	United Fruit Co.	Bocas del Toro.	April 29	San Blas	United Fruit Co.	Boston via Port Limon.
April 29	Heredia	United Fruit Co.	Bocas del Toro.	April 29	Calamures	United Fruit Co.	Port Limon.
April 29	Turrialba	United Fruit Co.	Bocas del Toro.	April 30	Turives	United Fruit Co.	Colombia.
April 30	Inapapina ²¹	United Fruit Co.	Port Limon.	April 30	Turrialba	United Fruit Co.	New Orleans via wayports.
May 2	Coronado	Elders & Fyfe, Ltd		May 2	Coronado	Elders & Fyfe, Ltd.	Kingston.
²¹ Submarine.				²¹ Motor schooner.			
April 27	Rakuyo Maru	Toyo Kisen Kaisha.	Valparaiso.	April 28	Rakuyo Maru	Toyo Kisen Kaisha	Hongkong.
April 28	Los Amigos	National Constructing Co.	Panama.	April 28	Los Amigos	National Constructing Co.	Panama.
May 2	Reiyo Maru	Toyo Kisen Kaisha	Hongkong.				

* Other than ships passing through the Canal

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., May 13, 1925.

No. 40.

Twenty-first Anniversary of The Panama Canal.

May 4, 1925, was the 21st anniversary of the occupancy of the Canal Zone by the United States, which took place on May 4, 1904. The day was commemorated at various places in the Canal Zone, in the terminal cities of Panama and Colon, and at various places in the United States, by gatherings of employees and ex-employees who served in the Canal organization during construction days.

The Canal was opened to commercial traffic on August 15, 1914. From the date of opening to May 3, 1925, inclusive, 29,001 commercial vessels and 2,548 vessels belonging to or chartered by the United States Government have passed through the Canal. During the period the Canal has been open to traffic there has been no serious accident to shipping due to Canal operation, nor has there been any considerable delay in passing vessels through since April 15, 1916, when the last serious slide was cleared.

A considerable amount of dredging is still necessary in order to remove small slides in Gaillard Cut and silting in other sections. In excavating the Canal, and in maintaining the channels, harbors, etc., the total excavation by American forces from the Canal prism, harbors, etc., up to May 3, 1925, totals 325,287,600 cubic yards. If we add to this amount the 29,908,000 cubic yards that were excavated by the French which proved useful to the present Canal, we have a total excavation to May 3, 1925, of 355,195,600 cubic yards.

Tanker Traffic Through the Canal in April, 1925.

During the month of April, 82 tank ships transited the Canal carrying an aggregate of 497,509 tons of cargo on which tolls of \$433,430.33 were paid. In point of net tonnage, tanker traffic for the past month was about 70 per cent of the same traffic for the corresponding month a year ago, while the cargo tonnage was approximately 80 per cent of the cargo tonnage for April, 1924.

Tank ships comprised 21.4 per cent of the total commercial transits of the Canal during the month; made up approximately 26.2 per cent of the total Panama Canal net tonnage; were the source of 24.6 per cent of the total tolls collected; and carried 25.5 per cent of the total cargo in transit through the Canal.

The number, aggregate tonnage, tolls, and cargo of tank ships transiting the Canal during the month of April, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation with comparative totals for the two preceding months and for April, 1924:

(Continued on page 554.)

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, May 9, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
William Roeke-feller ¹	2	17.30	3	6.20	3	13.15	3	14.18	American.	Standard Oil Co.	554.9	75.3	22.0	New York.	Los Angeles.	Ballast.		14,785	10,313
Queen Taite ¹	2	18.00	3	6.37	3	14.04	3	15.05	Irish.	Anglo-American Oil Co.	387.7	51.7	17.10	London.	San Francisco.	Ballast.		5,382	3,647
City of Van-couver	2	19.05	3	7.07	3	14.49	3	16.00	British.	British Canadian S. S. Co.	411.5	54.1	23.19	Antwerp.	San Francisco.	General.	7,700	6,614	4,995
San Leon ¹	2	21.20	3	7.10	3	15.14	3	16.25	British.	Anglo-American Petroleum Co.	396.0	55.0	29.0	Amsterdam.	San Pedro.	Crocodile.	8,353	6,741	4,423
Californian ²	3	5.46	3	8.30	3	16.01	3	16.51	American.	American-Hawaiian Line.	445.0	59.8	24.0	Boston.	Portland.	General.	6,000	8,567	6,020
Stanley Dollar	3	6.10	3	8.40	3	16.18	3	18.28	American.	Dollar Line.	402.0	54.0	19.0	New York.	San Francisco.	Steel, general.	3,434	6,971	5,078
Atto	3	10.15	3	12.10	3	18.58	3	20.26	German.	Roland Line.	360.7	51.0	23.5	Hamburg.	San Diego.	General.	4,900	4,805	3,400
Marok.	3	18.40	4	6.05	4	14.10	6	12.20	American.	Ore Steamship Corporation.	550.3	72.0	25.0	New York.	Cruz Grande.	Ballast.	15,451	4,297	
Norfolk.	3	21.10	4	7.20	4	15.27	4	19.50	British.	New Zealand Shipping Co.	520.0	60.0	26.0	Bristol.	Dunedin.	General.	7,005	12,963	9,337
Quail ¹			4	7.45	4	15.23			American.	U. S. Navy.	180.0	35.6		Cristobal.	Pearl Islands.	General.			
No. 285 ⁴			4	7.45	4	15.23			American.	U. S. Navy.	105.0	14.83		Cristobal.	Pearl Islands.	General.			
Somnanger.	4	0.05	4	8.30	4	16.25	4	17.30	Norwegian.	Ardmore Steamship Co.	380.7	49.2	24.4	Baltimore.	San Antonio.	General.	5,200	4,754	3,360
O-2 ⁵			4	8.45	4	17.32			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-6 ⁵			4	8.45	4	17.32			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-8 ⁵			4	8.45	4	17.32			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-7 ⁵			4	8.55	4	17.35			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-9 ⁵			4	8.55	4	17.35			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-10 ⁵			4	8.55	4	17.35			American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
Camilla Gilbert.	4	3.15	4	9.50	4	17.52		10.12	Norwegian.	Wessel, Duval & Co.	400.2	53.1	26.5	Norfolk.	Iquique.	Coal.	7,075	6,199	4,513
O-1 ⁵			4	9.50	4	18.40	4	19.10	American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-3 ⁵			4	9.50	4	18.40	4	19.10	American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
O-4 ⁵			4	9.50	4	18.40	4	19.10	American.	U. S. Navy.	172.4	18.3		Cristobal.	Pearl Islands.	General.			
Theresa P. Beal	4	7.35	4	10.50	4	19.00	4	20.00	American.	Munson-McCormick Line.	392.1	55.1	25.6	New York.	Seattle.	Steel, general.	6,721	7,047	5,100
Dionys ⁶	5	1.20	5	6.10	5	13.30			American.	U. S. Navy.	294.0	41.2		Pto. Barrios.	Bahoa.	Ballast.			
El Panquico ⁷			5	6.10	5	13.31			American.	Panama Government.	125.6	23.5	12.9	Colon.	Panama.	Ballast.	288		101
Swiftwind ⁷	4	18.00	5	7.30	5	14.51	5	16.00	American.	C. D. Mallory & Co.	464.0	60.0	19.0	New York.	San Francisco.	Ballast.	8,473	5,997	
W. H. Libby ¹	5	2.55	5	8.17	5	15.51	5	17.00	American.	Standard Oil Co.	462.0	60.2	15.0	Norfolk.	Los Angeles.	Ballast.	8,461	6,104	
Steel Inventor.	5	9.50	5	10.09	5	17.29	5	18.28	American.	United States Steel Products Co.	424.2	56.2	26.0	Port Arthur.	Yokohama.	Case oil.	8,139	7,011	3,459
Luigfield.	5	13.05	5	13.05	5	21.08	5	23.04	British.	Woodfield Steamship Co.	365.0	52.0	24.0	Port Arthur.	Townsville.	Ballast.	5,426	5,014	3,691
Fulton ⁸			5	13.35	5	22.02	5	23.18	American.	U. S. Navy.	206.0	35.0		Cristobal.	Bahoa.	General.	7,776	7,334	5,010
Loreto.	5	13.28	6	6.05	6	13.42	6	18.32	British.	Pacific Steam Navigation Co.	416.2	54.2	25.6	Glasgow.	Corral.	General.	3,024	4,830	3,556
Abhol.	5	15.50	6	6.15	6	14.02	6	15.00	British.	Federal Steam Navigation Co.	385.0	49.0	21.6	New York.	Freemantle.	General.	4,000	9,085	6,933
City of Tokio.	5	16.25	6	7.13	6	14.51	6	15.56	British.	Hall Line, Ltd.	442.0	59.0	21.0	New York.	Yokohama.	General.	8,356	7,047	5,030
A. L. Kent.	6	4.40	6	7.25	6	15.50	6	21.17	American.	Mystic Steamship Co.	394.1	55.1	27.6	Baltimore.	Seattle.	General.	5,712	8,543	6,402
Julia Licken-bach.	6	1.45	6	8.24	6	15.50	6	16.50	American.	Luckenbach Line.	436.0	57.0	24.10	Boston.	Seattle.	General.			

¹ Tanker.

² Motor ship.

³ Mine sweeper.

⁴ Subehaser.

⁵ Submarine.

⁶ Cruiser.

⁷ Ex Mafresmo.

⁸ Sub-tender.

⁹ Steel, sulphate, and general.

¹⁰ Autos, gas, and general.

¹¹ Steel products and general.

City of	6	6.55	6	8.55	6	16.43	7	17.50	British	Ellerman Lines, Ltd.	380.1	53.0	24.0	New York	Adelaide	General	6,440	4,824
Christiana	5 <td>16.00</td> <td>6<td>9.25</td><td>6<td>17.05</td><td>6<td>19.08</td><td>American</td><td>Grace Line</td><td>384.0</td><td>50.2</td><td>19.1</td><td>New York</td><td>Antofagasta</td><td>General</td><td>5,534</td><td>3,865</td></td></td></td>	16.00	6 <td>9.25</td> <td>6<td>17.05</td><td>6<td>19.08</td><td>American</td><td>Grace Line</td><td>384.0</td><td>50.2</td><td>19.1</td><td>New York</td><td>Antofagasta</td><td>General</td><td>5,534</td><td>3,865</td></td></td>	9.25	6 <td>17.05</td> <td>6<td>19.08</td><td>American</td><td>Grace Line</td><td>384.0</td><td>50.2</td><td>19.1</td><td>New York</td><td>Antofagasta</td><td>General</td><td>5,534</td><td>3,865</td></td>	17.05	6 <td>19.08</td> <td>American</td> <td>Grace Line</td> <td>384.0</td> <td>50.2</td> <td>19.1</td> <td>New York</td> <td>Antofagasta</td> <td>General</td> <td>5,534</td> <td>3,865</td>	19.08	American	Grace Line	384.0	50.2	19.1	New York	Antofagasta	General	5,534	3,865
Santa Cruz	5 <td>11.55</td> <td>6<td>10.05</td><td>6<td>17.45</td><td>6<td>19.07</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>56.0</td><td>20.8</td><td>Cette</td><td>San Pedro</td><td>Ballast</td><td>7,080</td><td>4,909</td></td></td></td>	11.55	6 <td>10.05</td> <td>6<td>17.45</td><td>6<td>19.07</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>56.0</td><td>20.8</td><td>Cette</td><td>San Pedro</td><td>Ballast</td><td>7,080</td><td>4,909</td></td></td>	10.05	6 <td>17.45</td> <td>6<td>19.07</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>56.0</td><td>20.8</td><td>Cette</td><td>San Pedro</td><td>Ballast</td><td>7,080</td><td>4,909</td></td>	17.45	6 <td>19.07</td> <td>French</td> <td>Cie. Aux. de Navigation</td> <td>425.0</td> <td>56.0</td> <td>20.8</td> <td>Cette</td> <td>San Pedro</td> <td>Ballast</td> <td>7,080</td> <td>4,909</td>	19.07	French	Cie. Aux. de Navigation	425.0	56.0	20.8	Cette	San Pedro	Ballast	7,080	4,909
General W. C.	4-24	6.13	6 <td>10.55</td> <td>6<td>13.09</td><td>7<td>1.30</td><td>American</td><td>Panama Railroad Steamship Line</td><td>370.0</td><td>45.0</td><td>17.0</td><td>New York</td><td>Gatun Lake</td><td>Ballast</td><td>5,123</td><td>3,268</td></td></td>	10.55	6 <td>13.09</td> <td>7<td>1.30</td><td>American</td><td>Panama Railroad Steamship Line</td><td>370.0</td><td>45.0</td><td>17.0</td><td>New York</td><td>Gatun Lake</td><td>Ballast</td><td>5,123</td><td>3,268</td></td>	13.09	7 <td>1.30</td> <td>American</td> <td>Panama Railroad Steamship Line</td> <td>370.0</td> <td>45.0</td> <td>17.0</td> <td>New York</td> <td>Gatun Lake</td> <td>Ballast</td> <td>5,123</td> <td>3,268</td>	1.30	American	Panama Railroad Steamship Line	370.0	45.0	17.0	New York	Gatun Lake	Ballast	5,123	3,268
Gorgas	6 <td>8.05</td> <td>6<td>11.33</td><td>6<td>18.48</td><td>7<td>1.30</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>57.0</td><td>20.6</td><td>Rouen</td><td>San Pedro</td><td>Ballast</td><td>7,178</td><td>5,072</td></td></td></td>	8.05	6 <td>11.33</td> <td>6<td>18.48</td><td>7<td>1.30</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>57.0</td><td>20.6</td><td>Rouen</td><td>San Pedro</td><td>Ballast</td><td>7,178</td><td>5,072</td></td></td>	11.33	6 <td>18.48</td> <td>7<td>1.30</td><td>French</td><td>Cie. Aux. de Navigation</td><td>425.0</td><td>57.0</td><td>20.6</td><td>Rouen</td><td>San Pedro</td><td>Ballast</td><td>7,178</td><td>5,072</td></td>	18.48	7 <td>1.30</td> <td>French</td> <td>Cie. Aux. de Navigation</td> <td>425.0</td> <td>57.0</td> <td>20.6</td> <td>Rouen</td> <td>San Pedro</td> <td>Ballast</td> <td>7,178</td> <td>5,072</td>	1.30	French	Cie. Aux. de Navigation	425.0	57.0	20.6	Rouen	San Pedro	Ballast	7,178	5,072
Myrtam	6 <td>8.40</td> <td>6<td>12.25</td><td>6<td>19.24</td><td>7<td>9.13</td><td>British</td><td>Canadian Govt. Mar. Marine</td><td>400.0</td><td>52.4</td><td>14.5</td><td>Halifax</td><td>Auckland</td><td>General</td><td>6,174</td><td>4,223</td></td></td></td>	8.40	6 <td>12.25</td> <td>6<td>19.24</td><td>7<td>9.13</td><td>British</td><td>Canadian Govt. Mar. Marine</td><td>400.0</td><td>52.4</td><td>14.5</td><td>Halifax</td><td>Auckland</td><td>General</td><td>6,174</td><td>4,223</td></td></td>	12.25	6 <td>19.24</td> <td>7<td>9.13</td><td>British</td><td>Canadian Govt. Mar. Marine</td><td>400.0</td><td>52.4</td><td>14.5</td><td>Halifax</td><td>Auckland</td><td>General</td><td>6,174</td><td>4,223</td></td>	19.24	7 <td>9.13</td> <td>British</td> <td>Canadian Govt. Mar. Marine</td> <td>400.0</td> <td>52.4</td> <td>14.5</td> <td>Halifax</td> <td>Auckland</td> <td>General</td> <td>6,174</td> <td>4,223</td>	9.13	British	Canadian Govt. Mar. Marine	400.0	52.4	14.5	Halifax	Auckland	General	6,174	4,223
Skirmisher	6 <td>10.30</td> <td>6<td>13.00</td><td>6<td>19.48</td><td>6<td>20.51</td><td>American</td><td>Garland Steamship Co.</td><td>384.6</td><td>51.6</td><td>18.0</td><td>New York</td><td>Aberdeen</td><td>General</td><td>4,000</td><td>6,347</td></td></td></td>	10.30	6 <td>13.00</td> <td>6<td>19.48</td><td>6<td>20.51</td><td>American</td><td>Garland Steamship Co.</td><td>384.6</td><td>51.6</td><td>18.0</td><td>New York</td><td>Aberdeen</td><td>General</td><td>4,000</td><td>6,347</td></td></td>	13.00	6 <td>19.48</td> <td>6<td>20.51</td><td>American</td><td>Garland Steamship Co.</td><td>384.6</td><td>51.6</td><td>18.0</td><td>New York</td><td>Aberdeen</td><td>General</td><td>4,000</td><td>6,347</td></td>	19.48	6 <td>20.51</td> <td>American</td> <td>Garland Steamship Co.</td> <td>384.6</td> <td>51.6</td> <td>18.0</td> <td>New York</td> <td>Aberdeen</td> <td>General</td> <td>4,000</td> <td>6,347</td>	20.51	American	Garland Steamship Co.	384.6	51.6	18.0	New York	Aberdeen	General	4,000	6,347
Albert Jeffers	6 <td>10.15</td> <td>6<td>13.40</td><td>6<td>22.15</td><td>6<td>23.48</td><td>British</td><td>Tyroside Line, Ltd</td><td>372.8</td><td>51.6</td><td>20.6</td><td>Middlesboro</td><td>San Francisco</td><td>(+)</td><td>5,671</td><td>5,133</td></td></td></td>	10.15	6 <td>13.40</td> <td>6<td>22.15</td><td>6<td>23.48</td><td>British</td><td>Tyroside Line, Ltd</td><td>372.8</td><td>51.6</td><td>20.6</td><td>Middlesboro</td><td>San Francisco</td><td>(+)</td><td>5,671</td><td>5,133</td></td></td>	13.40	6 <td>22.15</td> <td>6<td>23.48</td><td>British</td><td>Tyroside Line, Ltd</td><td>372.8</td><td>51.6</td><td>20.6</td><td>Middlesboro</td><td>San Francisco</td><td>(+)</td><td>5,671</td><td>5,133</td></td>	22.15	6 <td>23.48</td> <td>British</td> <td>Tyroside Line, Ltd</td> <td>372.8</td> <td>51.6</td> <td>20.6</td> <td>Middlesboro</td> <td>San Francisco</td> <td>(+)</td> <td>5,671</td> <td>5,133</td>	23.48	British	Tyroside Line, Ltd	372.8	51.6	20.6	Middlesboro	San Francisco	(+)	5,671	5,133
Newton Ash	5 <td>18.15</td> <td>6<td>13.40</td><td>6<td>20.56</td><td>6<td>21.54</td><td>Dutch</td><td>Royal Netherlands W. I. Mail</td><td>471.4</td><td>65.5</td><td>26.9</td><td>Amsterdam</td><td>Chile</td><td>General</td><td>7,161</td><td>11,638</td></td></td></td>	18.15	6 <td>13.40</td> <td>6<td>20.56</td><td>6<td>21.54</td><td>Dutch</td><td>Royal Netherlands W. I. Mail</td><td>471.4</td><td>65.5</td><td>26.9</td><td>Amsterdam</td><td>Chile</td><td>General</td><td>7,161</td><td>11,638</td></td></td>	13.40	6 <td>20.56</td> <td>6<td>21.54</td><td>Dutch</td><td>Royal Netherlands W. I. Mail</td><td>471.4</td><td>65.5</td><td>26.9</td><td>Amsterdam</td><td>Chile</td><td>General</td><td>7,161</td><td>11,638</td></td>	20.56	6 <td>21.54</td> <td>Dutch</td> <td>Royal Netherlands W. I. Mail</td> <td>471.4</td> <td>65.5</td> <td>26.9</td> <td>Amsterdam</td> <td>Chile</td> <td>General</td> <td>7,161</td> <td>11,638</td>	21.54	Dutch	Royal Netherlands W. I. Mail	471.4	65.5	26.9	Amsterdam	Chile	General	7,161	11,638
Amsterdam	6 <td>20.35</td> <td>7<td>6.08</td><td>7<td>13.32</td><td>7<td>14.40</td><td>American</td><td>Sun Oil Co.</td><td>382.0</td><td>49.9</td><td>17.10</td><td>Jacksonville</td><td>San Francisco</td><td>Ballast</td><td>5,020</td><td>3,324</td></td></td></td>	20.35	7 <td>6.08</td> <td>7<td>13.32</td><td>7<td>14.40</td><td>American</td><td>Sun Oil Co.</td><td>382.0</td><td>49.9</td><td>17.10</td><td>Jacksonville</td><td>San Francisco</td><td>Ballast</td><td>5,020</td><td>3,324</td></td></td>	6.08	7 <td>13.32</td> <td>7<td>14.40</td><td>American</td><td>Sun Oil Co.</td><td>382.0</td><td>49.9</td><td>17.10</td><td>Jacksonville</td><td>San Francisco</td><td>Ballast</td><td>5,020</td><td>3,324</td></td>	13.32	7 <td>14.40</td> <td>American</td> <td>Sun Oil Co.</td> <td>382.0</td> <td>49.9</td> <td>17.10</td> <td>Jacksonville</td> <td>San Francisco</td> <td>Ballast</td> <td>5,020</td> <td>3,324</td>	14.40	American	Sun Oil Co.	382.0	49.9	17.10	Jacksonville	San Francisco	Ballast	5,020	3,324
Sun	6 <td>21.50</td> <td>7<td>6.25</td><td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>United American Line</td><td>410.5</td><td>54.3</td><td>19.0</td><td>Savannah</td><td>Seattle</td><td>General</td><td>4,208</td><td>6,572</td></td></td></td>	21.50	7 <td>6.25</td> <td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>United American Line</td><td>410.5</td><td>54.3</td><td>19.0</td><td>Savannah</td><td>Seattle</td><td>General</td><td>4,208</td><td>6,572</td></td></td>	6.25	7 <td>14.38</td> <td>7<td>15.40</td><td>American</td><td>United American Line</td><td>410.5</td><td>54.3</td><td>19.0</td><td>Savannah</td><td>Seattle</td><td>General</td><td>4,208</td><td>6,572</td></td>	14.38	7 <td>15.40</td> <td>American</td> <td>United American Line</td> <td>410.5</td> <td>54.3</td> <td>19.0</td> <td>Savannah</td> <td>Seattle</td> <td>General</td> <td>4,208</td> <td>6,572</td>	15.40	American	United American Line	410.5	54.3	19.0	Savannah	Seattle	General	4,208	6,572
Vinita	6 <td>23.08</td> <td>7<td>6.25</td><td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>Grace Line</td><td>369.2</td><td>51.6</td><td>23.3</td><td>New York</td><td>Valparaiso</td><td>General</td><td>2,286</td><td>7,726</td></td></td></td>	23.08	7 <td>6.25</td> <td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>Grace Line</td><td>369.2</td><td>51.6</td><td>23.3</td><td>New York</td><td>Valparaiso</td><td>General</td><td>2,286</td><td>7,726</td></td></td>	6.25	7 <td>14.38</td> <td>7<td>15.40</td><td>American</td><td>Grace Line</td><td>369.2</td><td>51.6</td><td>23.3</td><td>New York</td><td>Valparaiso</td><td>General</td><td>2,286</td><td>7,726</td></td>	14.38	7 <td>15.40</td> <td>American</td> <td>Grace Line</td> <td>369.2</td> <td>51.6</td> <td>23.3</td> <td>New York</td> <td>Valparaiso</td> <td>General</td> <td>2,286</td> <td>7,726</td>	15.40	American	Grace Line	369.2	51.6	23.3	New York	Valparaiso	General	2,286	7,726
Santa Teresa	6 <td>23.08</td> <td>7<td>6.25</td><td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>Transatlantic Steamship Co.</td><td>429.0</td><td>56.0</td><td>24.0</td><td>Gothenburg</td><td>San Francisco</td><td>Ballast</td><td>5,761</td><td>4,086</td></td></td></td>	23.08	7 <td>6.25</td> <td>7<td>14.38</td><td>7<td>15.40</td><td>American</td><td>Transatlantic Steamship Co.</td><td>429.0</td><td>56.0</td><td>24.0</td><td>Gothenburg</td><td>San Francisco</td><td>Ballast</td><td>5,761</td><td>4,086</td></td></td>	6.25	7 <td>14.38</td> <td>7<td>15.40</td><td>American</td><td>Transatlantic Steamship Co.</td><td>429.0</td><td>56.0</td><td>24.0</td><td>Gothenburg</td><td>San Francisco</td><td>Ballast</td><td>5,761</td><td>4,086</td></td>	14.38	7 <td>15.40</td> <td>American</td> <td>Transatlantic Steamship Co.</td> <td>429.0</td> <td>56.0</td> <td>24.0</td> <td>Gothenburg</td> <td>San Francisco</td> <td>Ballast</td> <td>5,761</td> <td>4,086</td>	15.40	American	Transatlantic Steamship Co.	429.0	56.0	24.0	Gothenburg	San Francisco	Ballast	5,761	4,086
Tismarck	7 <td>1.15</td> <td>7<td>8.23</td><td>7<td>15.55</td><td>7<td>17.10</td><td>Swedish</td><td>T. and J. Brookbank</td><td>445.0</td><td>58.3</td><td>24.0</td><td>New York</td><td>Sydney</td><td>General</td><td>4,753</td><td>7,414</td></td></td></td>	1.15	7 <td>8.23</td> <td>7<td>15.55</td><td>7<td>17.10</td><td>Swedish</td><td>T. and J. Brookbank</td><td>445.0</td><td>58.3</td><td>24.0</td><td>New York</td><td>Sydney</td><td>General</td><td>4,753</td><td>7,414</td></td></td>	8.23	7 <td>15.55</td> <td>7<td>17.10</td><td>Swedish</td><td>T. and J. Brookbank</td><td>445.0</td><td>58.3</td><td>24.0</td><td>New York</td><td>Sydney</td><td>General</td><td>4,753</td><td>7,414</td></td>	15.55	7 <td>17.10</td> <td>Swedish</td> <td>T. and J. Brookbank</td> <td>445.0</td> <td>58.3</td> <td>24.0</td> <td>New York</td> <td>Sydney</td> <td>General</td> <td>4,753</td> <td>7,414</td>	17.10	Swedish	T. and J. Brookbank	445.0	58.3	24.0	New York	Sydney	General	4,753	7,414
Malatya	6 <td>20.43</td> <td>7<td>9.00</td><td>7<td>17.05</td><td>7<td>18.05</td><td>British</td><td>Peruvian Line</td><td>360.0</td><td>44.7</td><td>20.6</td><td>Cristobal</td><td>Puнавventura</td><td>General</td><td>742</td><td>4,514</td></td></td></td>	20.43	7 <td>9.00</td> <td>7<td>17.05</td><td>7<td>18.05</td><td>British</td><td>Peruvian Line</td><td>360.0</td><td>44.7</td><td>20.6</td><td>Cristobal</td><td>Puнавventura</td><td>General</td><td>742</td><td>4,514</td></td></td>	9.00	7 <td>17.05</td> <td>7<td>18.05</td><td>British</td><td>Peruvian Line</td><td>360.0</td><td>44.7</td><td>20.6</td><td>Cristobal</td><td>Puнавventura</td><td>General</td><td>742</td><td>4,514</td></td>	17.05	7 <td>18.05</td> <td>British</td> <td>Peruvian Line</td> <td>360.0</td> <td>44.7</td> <td>20.6</td> <td>Cristobal</td> <td>Puнавventura</td> <td>General</td> <td>742</td> <td>4,514</td>	18.05	British	Peruvian Line	360.0	44.7	20.6	Cristobal	Puнавventura	General	742	4,514
Huallaga	4-28	17.05	7 <td>10.17</td> <td>7<td>17.26</td><td>7<td>22.32</td><td>Peruvian</td><td>Panama-Pacific Line</td><td>560.0</td><td>60.0</td><td>25.0</td><td>New York</td><td>San Francisco</td><td>General</td><td>3,000</td><td>13,559</td></td></td>	10.17	7 <td>17.26</td> <td>7<td>22.32</td><td>Peruvian</td><td>Panama-Pacific Line</td><td>560.0</td><td>60.0</td><td>25.0</td><td>New York</td><td>San Francisco</td><td>General</td><td>3,000</td><td>13,559</td></td>	17.26	7 <td>22.32</td> <td>Peruvian</td> <td>Panama-Pacific Line</td> <td>560.0</td> <td>60.0</td> <td>25.0</td> <td>New York</td> <td>San Francisco</td> <td>General</td> <td>3,000</td> <td>13,559</td>	22.32	Peruvian	Panama-Pacific Line	560.0	60.0	25.0	New York	San Francisco	General	3,000	13,559
Huallaga	7 <td>12.34</td> <td>7<td>12.50</td><td>7<td>19.38</td><td>8</td><td>1.45</td><td>American</td><td>N. O. & S. A. S. S. Line</td><td>293.6</td><td>40.0</td><td>20.8</td><td>New Orleans</td><td>Talchano</td><td>General</td><td>2,672</td><td>2,832</td></td></td>	12.34	7 <td>12.50</td> <td>7<td>19.38</td><td>8</td><td>1.45</td><td>American</td><td>N. O. & S. A. S. S. Line</td><td>293.6</td><td>40.0</td><td>20.8</td><td>New Orleans</td><td>Talchano</td><td>General</td><td>2,672</td><td>2,832</td></td>	12.50	7 <td>19.38</td> <td>8</td> <td>1.45</td> <td>American</td> <td>N. O. & S. A. S. S. Line</td> <td>293.6</td> <td>40.0</td> <td>20.8</td> <td>New Orleans</td> <td>Talchano</td> <td>General</td> <td>2,672</td> <td>2,832</td>	19.38	8	1.45	American	N. O. & S. A. S. S. Line	293.6	40.0	20.8	New Orleans	Talchano	General	2,672	2,832
Finland	7 <td>0.50</td> <td>7<td>12.02</td><td>7<td>20.22</td><td>8</td><td>3.00</td><td>American</td><td>William Hale Thompson</td><td>60.7</td><td>16.6</td><td>6.4</td><td>Bonaca</td><td>Gallapagos Is.</td><td>Ballast</td><td>51</td><td>13</td></td></td>	0.50	7 <td>12.02</td> <td>7<td>20.22</td><td>8</td><td>3.00</td><td>American</td><td>William Hale Thompson</td><td>60.7</td><td>16.6</td><td>6.4</td><td>Bonaca</td><td>Gallapagos Is.</td><td>Ballast</td><td>51</td><td>13</td></td>	12.02	7 <td>20.22</td> <td>8</td> <td>3.00</td> <td>American</td> <td>William Hale Thompson</td> <td>60.7</td> <td>16.6</td> <td>6.4</td> <td>Bonaca</td> <td>Gallapagos Is.</td> <td>Ballast</td> <td>51</td> <td>13</td>	20.22	8	3.00	American	William Hale Thompson	60.7	16.6	6.4	Bonaca	Gallapagos Is.	Ballast	51	13
Santa Tecla	4-19	16.25	7 <td>12.00</td> <td>7<td>20.22</td><td>8</td><td>3.00</td><td>American</td><td>S. M. Perkins</td><td>360.0</td><td>51.0</td><td>21.0</td><td>Cristobal</td><td>Gatun Lake</td><td>Ballast</td><td>5</td><td>5</td></td>	12.00	7 <td>20.22</td> <td>8</td> <td>3.00</td> <td>American</td> <td>S. M. Perkins</td> <td>360.0</td> <td>51.0</td> <td>21.0</td> <td>Cristobal</td> <td>Gatun Lake</td> <td>Ballast</td> <td>5</td> <td>5</td>	20.22	8	3.00	American	S. M. Perkins	360.0	51.0	21.0	Cristobal	Gatun Lake	Ballast	5	5
Big Bill	7 <td>17.25</td> <td>8<td>6.00</td><td>8<td>13.28</td><td>8<td>14.40</td><td>Danish</td><td>East Asiatic Steamship Co.</td><td>386.8</td><td>52.2</td><td>17.00</td><td>Copenhagen</td><td>Vancouver</td><td>General</td><td>4,632</td><td>4,670</td></td></td></td>	17.25	8 <td>6.00</td> <td>8<td>13.28</td><td>8<td>14.40</td><td>Danish</td><td>East Asiatic Steamship Co.</td><td>386.8</td><td>52.2</td><td>17.00</td><td>Copenhagen</td><td>Vancouver</td><td>General</td><td>4,632</td><td>4,670</td></td></td>	6.00	8 <td>13.28</td> <td>8<td>14.40</td><td>Danish</td><td>East Asiatic Steamship Co.</td><td>386.8</td><td>52.2</td><td>17.00</td><td>Copenhagen</td><td>Vancouver</td><td>General</td><td>4,632</td><td>4,670</td></td>	13.28	8 <td>14.40</td> <td>Danish</td> <td>East Asiatic Steamship Co.</td> <td>386.8</td> <td>52.2</td> <td>17.00</td> <td>Copenhagen</td> <td>Vancouver</td> <td>General</td> <td>4,632</td> <td>4,670</td>	14.40	Danish	East Asiatic Steamship Co.	386.8	52.2	17.00	Copenhagen	Vancouver	General	4,632	4,670
Libboat No. 1	7 <td>22.30</td> <td>8<td>6.22</td><td>8<td>14.12</td><td>8<td>15.15</td><td>American</td><td>American-Hawaiian Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>Philadelphia</td><td>Seattle</td><td>General</td><td>2,000</td><td>5,543</td></td></td></td>	22.30	8 <td>6.22</td> <td>8<td>14.12</td><td>8<td>15.15</td><td>American</td><td>American-Hawaiian Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>Philadelphia</td><td>Seattle</td><td>General</td><td>2,000</td><td>5,543</td></td></td>	6.22	8 <td>14.12</td> <td>8<td>15.15</td><td>American</td><td>American-Hawaiian Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>Philadelphia</td><td>Seattle</td><td>General</td><td>2,000</td><td>5,543</td></td>	14.12	8 <td>15.15</td> <td>American</td> <td>American-Hawaiian Line</td> <td>425.0</td> <td>57.3</td> <td>26.0</td> <td>Philadelphia</td> <td>Seattle</td> <td>General</td> <td>2,000</td> <td>5,543</td>	15.15	American	American-Hawaiian Line	425.0	57.3	26.0	Philadelphia	Seattle	General	2,000	5,543
Natal	7 <td>22.30</td> <td>8<td>6.22</td><td>8<td>14.12</td><td>8<td>15.15</td><td>American</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>New Orleans</td><td>Seattle</td><td>(+)</td><td>6,077</td><td>8,543</td></td></td></td>	22.30	8 <td>6.22</td> <td>8<td>14.12</td><td>8<td>15.15</td><td>American</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>New Orleans</td><td>Seattle</td><td>(+)</td><td>6,077</td><td>8,543</td></td></td>	6.22	8 <td>14.12</td> <td>8<td>15.15</td><td>American</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>New Orleans</td><td>Seattle</td><td>(+)</td><td>6,077</td><td>8,543</td></td>	14.12	8 <td>15.15</td> <td>American</td> <td>Shaw Savill & Albion Co.</td> <td>477.5</td> <td>63.5</td> <td>24.6</td> <td>New Orleans</td> <td>Seattle</td> <td>(+)</td> <td>6,077</td> <td>8,543</td>	15.15	American	Shaw Savill & Albion Co.	477.5	63.5	24.6	New Orleans	Seattle	(+)	6,077	8,543
Edgar F. Luck	8 <td>4.20</td> <td>8<td>7.18</td><td>8<td>15.05</td><td>8<td>16.10</td><td>American</td><td>Lucienbach Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td></td></td>	4.20	8 <td>7.18</td> <td>8<td>15.05</td><td>8<td>16.10</td><td>American</td><td>Lucienbach Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td></td>	7.18	8 <td>15.05</td> <td>8<td>16.10</td><td>American</td><td>Lucienbach Line</td><td>425.0</td><td>57.3</td><td>26.0</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td>	15.05	8 <td>16.10</td> <td>American</td> <td>Lucienbach Line</td> <td>425.0</td> <td>57.3</td> <td>26.0</td> <td>London</td> <td>Auckland</td> <td>Ballast</td> <td>11,005</td> <td>8,019</td>	16.10	American	Lucienbach Line	425.0	57.3	26.0	London	Auckland	Ballast	11,005	8,019
enbach	7 <td>23.35</td> <td>8<td>8.45</td><td>8<td>15.44</td><td>8<td>16.45</td><td>British</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td></td></td>	23.35	8 <td>8.45</td> <td>8<td>15.44</td><td>8<td>16.45</td><td>British</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td></td>	8.45	8 <td>15.44</td> <td>8<td>16.45</td><td>British</td><td>Shaw Savill & Albion Co.</td><td>477.5</td><td>63.5</td><td>24.6</td><td>London</td><td>Auckland</td><td>Ballast</td><td>11,005</td><td>8,019</td></td>	15.44	8 <td>16.45</td> <td>British</td> <td>Shaw Savill & Albion Co.</td> <td>477.5</td> <td>63.5</td> <td>24.6</td> <td>London</td> <td>Auckland</td> <td>Ballast</td> <td>11,005</td> <td>8,019</td>	16.45	British	Shaw Savill & Albion Co.	477.5	63.5	24.6	London	Auckland	Ballast	11,005	8,019
Pakela	8 <td>7.00</td> <td>8<td>9.30</td><td>8<td>17.28</td><td>8<td>23.37</td><td>British</td><td>New Zealand Shipping Co</td><td>526.0</td><td>61.4</td><td>24.6</td><td>London</td><td>Wellington</td><td>General</td><td>5,400</td><td>12,846</td></td></td></td>	7.00	8 <td>9.30</td> <td>8<td>17.28</td><td>8<td>23.37</td><td>British</td><td>New Zealand Shipping Co</td><td>526.0</td><td>61.4</td><td>24.6</td><td>London</td><td>Wellington</td><td>General</td><td>5,400</td><td>12,846</td></td></td>	9.30	8 <td>17.28</td> <td>8<td>23.37</td><td>British</td><td>New Zealand Shipping Co</td><td>526.0</td><td>61.4</td><td>24.6</td><td>London</td><td>Wellington</td><td>General</td><td>5,400</td><td>12,846</td></td>	17.28	8 <td>23.37</td> <td>British</td> <td>New Zealand Shipping Co</td> <td>526.0</td> <td>61.4</td> <td>24.6</td> <td>London</td> <td>Wellington</td> <td>General</td> <td>5,400</td> <td>12,846</td>	23.37	British	New Zealand Shipping Co	526.0	61.4	24.6	London	Wellington	General	5,400	12,846
Rotoma	8 <td>8.35</td> <td>8<td>10.15</td><td>8<td>18.21</td><td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td></td></td>	8.35	8 <td>10.15</td> <td>8<td>18.21</td><td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td></td>	10.15	8 <td>18.21</td> <td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td>	18.21	8 <td></td> <td></td> <td>Transmarine Line</td> <td>324.0</td> <td>46.2</td> <td>22.6</td> <td>Jacksonville</td> <td>San Francisco</td> <td>General</td> <td>3,200</td> <td>9,984</td>			Transmarine Line	324.0	46.2	22.6	Jacksonville	San Francisco	General	3,200	9,984
Sotomayo	8 <td>8.35</td> <td>8<td>10.15</td><td>8<td>18.21</td><td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td></td></td>	8.35	8 <td>10.15</td> <td>8<td>18.21</td><td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td></td>	10.15	8 <td>18.21</td> <td>8<td></td><td></td><td>Transmarine Line</td><td>324.0</td><td>46.2</td><td>22.6</td><td>Jacksonville</td><td>San Francisco</td><td>General</td><td>3,200</td><td>9,984</td></td>	18.21	8 <td></td> <td></td> <td>Transmarine Line</td> <td>324.0</td> <td>46.2</td> <td>22.6</td> <td>Jacksonville</td> <td>San Francisco</td> <td>General</td> <td>3,200</td> <td>9,984</td>			Transmarine Line	324.0	46.2	22.6	Jacksonville	San Francisco	General	3,200	9,984
Touroeke	8 <td>8.40</td> <td>8<td>12.50</td><td>8<td>20.19</td><td>8<td>21.25</td><td>American</td><td>Texas Steamship Co.</td><td>416.8</td><td>56.1</td><td>17.0</td><td>Port Arthur</td><td>San Pedro</td><td>Ballast</td><td>6,976</td><td>5,226</td></td></td></td>	8.40	8 <td>12.50</td> <td>8<td>20.19</td><td>8<td>21.25</td><td>American</td><td>Texas Steamship Co.</td><td>416.8</td><td>56.1</td><td>17.0</td><td>Port Arthur</td><td>San Pedro</td><td>Ballast</td><td>6,976</td><td>5,226</td></td></td>	12.50	8 <td>20.19</td> <td>8<td>21.25</td><td>American</td><td>Texas Steamship Co.</td><td>416.8</td><td>56.1</td><td>17.0</td><td>Port Arthur</td><td>San Pedro</td><td>Ballast</td><td>6,976</td><td>5,226</td></td>	20.19	8 <td>21.25</td> <td>American</td> <td>Texas Steamship Co.</td> <td>416.8</td> <td>56.1</td> <td>17.0</td> <td>Port Arthur</td> <td>San Pedro</td> <td>Ballast</td> <td>6,976</td> <td>5,226</td>	21.25	American	Texas Steamship Co.	416.8	56.1	17.0	Port Arthur	San Pedro	Ballast	6,976	5,226
President	8 <td>17.12</td> <td>9<td>6.10</td><td>9<td>13.44</td><td>9<td>14.45</td><td>American</td><td>Dollar Line</td><td>502.1</td><td>62.2</td><td>28.4</td><td>New York</td><td>San Francisco</td><td>General</td><td>2,694</td><td>12,057</td></td></td></td>	17.12	9 <td>6.10</td> <td>9<td>13.44</td><td>9<td>14.45</td><td>American</td><td>Dollar Line</td><td>502.1</td><td>62.2</td><td>28.4</td><td>New York</td><td>San Francisco</td><td>General</td><td>2,694</td><td>12,057</td></td></td>	6.10	9 <td>13.44</td> <td>9<td>14.45</td><td>American</td><td>Dollar Line</td><td>502.1</td><td>62.2</td><td>28.4</td><td>New York</td><td>San Francisco</td><td>General</td><td>2,694</td><td>12,057</td></td>	13.44	9 <td>14.45</td> <td>American</td> <td>Dollar Line</td> <td>502.1</td> <td>62.2</td> <td>28.4</td> <td>New York</td> <td>San Francisco</td> <td>General</td> <td>2,694</td> <td>12,057</td>	14.45	American	Dollar Line	502.1	62.2	28.4	New York	San Francisco	General	2,694	12,057
Adams	8 <td>16.05</td> <td>9<td>6.05</td><td>9<td>13.43</td><td>9<td>15.45</td><td>American</td><td>Standard Transportation Co.</td><td>468.3</td><td>62.7</td><td>21.0</td><td>New York</td><td>San Francisco</td><td>Ballast</td><td>9,744</td><td>7,140</td></td></td></td>	16.05	9 <td>6.05</td> <td>9<td>13.43</td><td>9<td>15.45</td><td>American</td><td>Standard Transportation Co.</td><td>468.3</td><td>62.7</td><td>21.0</td><td>New York</td><td>San Francisco</td><td>Ballast</td><td>9,744</td><td>7,140</td></td></td>	6.05	9 <td>13.43</td> <td>9<td>15.45</td><td>American</td><td>Standard Transportation Co.</td><td>468.3</td><td>62.7</td><td>21.0</td><td>New York</td><td>San Francisco</td><td>Ballast</td><td>9,744</td><td>7,140</td></td>	13.43	9 <td>15.45</td> <td>American</td> <td>Standard Transportation Co.</td> <td>468.3</td> <td>62.7</td> <td>21.0</td> <td>New York</td> <td>San Francisco</td> <td>Ballast</td> <td>9,744</td> <td>7,140</td>	15.45	American	Standard Transportation Co.	468.3	62.7	21.0	New York	San Francisco	Ballast	9,744	7,140
Dixie Arrow	8 <td>21.42</td> <td>9<td>8.50</td><td>9<td>17.01</td><td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td></td></td>	21.42	9 <td>8.50</td> <td>9<td>17.01</td><td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td></td>	8.50	9 <td>17.01</td> <td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td>	17.01	9 <td>17.55</td> <td>American</td> <td>Ore Steamship Corporation</td> <td>550.0</td> <td>72.0</td> <td>24.0</td> <td>Baltimore</td> <td>Cruz Grande</td> <td>Ballast</td> <td>14,325</td> <td>4,035</td>	17.55	American	Ore Steamship Corporation	550.0	72.0	24.0	Baltimore	Cruz Grande	Ballast	14,325	4,035
Lebore	8 <td>21.42</td> <td>9<td>8.50</td><td>9<td>17.01</td><td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td></td></td>	21.42	9 <td>8.50</td> <td>9<td>17.01</td><td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td></td>	8.50	9 <td>17.01</td> <td>9<td>17.55</td><td>American</td><td>Ore Steamship Corporation</td><td>550.0</td><td>72.0</td><td>24.0</td><td>Baltimore</td><td>Cruz Grande</td><td>Ballast</td><td>14,325</td><td>4,035</td></td>	17.01	9 <td>17.55</td> <td>American</td> <td>Ore Steamship Corporation</td> <td>550.0</td> <td>72.0</td> <td>24.0</td> <td>Baltimore</td> <td>Cruz Grande</td> <td>Ballast</td> <td>14,325</td> <td>4,035</td>	17.55	American	Ore Steamship Corporation	550.0	72.0	24.0	Baltimore	Cruz Grande	Ballast	14,325	4,035
Lumabosa City	9 <td>11.05</td> <td>9<td>11.30</td><td>9<td>18.42</td><td>9<td>19.45</td><td>American</td><td>Island Steamship Line</td><td>424.2</td><td>56.2</td><td>27.8</td><td>Baltimore</td><td>Honolulu</td><td>Steel, general</td><td>7,896</td><td>6,611</td></td></td></td>	11.05	9 <td>11.30</td> <td>9<td>18.42</td><td>9<td>19.45</td><td>American</td><td>Island Steamship Line</td><td>424.2</td><td>56.2</td><td>27.8</td><td>Baltimore</td><td>Honolulu</td><td>Steel, general</td><td>7,896</td><td>6,611</td></td></td>	11.30	9 <td>18.42</td> <td>9<td>19.45</td><td>American</td><td>Island Steamship Line</td><td>424.2</td><td>56.2</td><td>27.8</td><td>Baltimore</td><td>Honolulu</td><td>Steel, general</td><td>7,896</td><td>6,611</td></td>	18.42	9 <td>19.45</td> <td>American</td> <td>Island Steamship Line</td> <td>424.2</td> <td>56.2</td> <td>27.8</td> <td>Baltimore</td> <td>Honolulu</td> <td>Steel, general</td> <td>7,896</td> <td>6,611</td>	19.45	American	Island Steamship Line	424.2	56.2	27.8	Baltimore	Honolulu	Steel, general	7,896	6,611
Tumina	9 <td>10.00</td> <td>9<td>11.30</td><td>9<td>18.42</td><td>9<td>20.50</td><td>British</td><td>Anglo-American Oil Co.</td><td>407.6</td><td>52.3</td><td>21.2</td><td>Newcastle</td><td>San Francisco</td><td>Ballast</td><td>5,940</td><td>4,408</td></td></td></td>	10.00	9 <td>11.30</td> <td>9<td>18.42</td><td>9<td>20.50</td><td>British</td><td>Anglo-American Oil Co.</td><td>407.6</td><td>52.3</td><td>21.2</td><td>Newcastle</td><td>San Francisco</td><td>Ballast</td><td>5,940</td><td>4,408</td></td></td>	11.30	9 <td>18.42</td> <td>9<td>20.50</td><td>British</td><td>Anglo-American Oil Co.</td><td>407.6</td><td>52.3</td><td>21.2</td><td>Newcastle</td><td>San Francisco</td><td>Ballast</td><td>5,940</td><td>4,408</td></td>	18.42	9 <td>20.50</td> <td>British</td> <td>Anglo-American Oil Co.</td> <td>407.6</td> <td>52.3</td> <td>21.2</td> <td>Newcastle</td> <td>San Francisco</td> <td>Ballast</td> <td>5,940</td> <td>4,408</td>	20.50	British	Anglo-American Oil Co.	407.6	52.3	21.2	Newcastle	San Francisco	Ballast	5,940	4,408
Alybank	9 <td>11.15</td> <td>9<td>13.15</td><td>9<td>20.16</td><td>10</td><td>0.23</td><td>British</td><td>Andrew Weir & Co.</td><td>420.0</td><td>53.9</td><td>22.0</td><td>New York</td><td>Far East</td><td>Case oil, general</td><td>6,411</td><td>7,093</td></td></td>	11.15	9 <td>13.15</td> <td>9<td>20.16</td><td>10</td><td>0.23</td><td>British</td><td>Andrew Weir & Co.</td><td>420.0</td><td>53.9</td><td>22.0</td><td>New York</td><td>Far East</td><td>Case oil, general</td><td>6,411</td><td>7,093</td></td>	13.15	9 <td>20.16</td> <td>10</td> <td>0.23</td> <td>British</td> <td>Andrew Weir & Co.</td> <td>420.0</td> <td>53.9</td> <td>22.0</td> <td>New York</td> <td>Far East</td> <td>Case oil, general</td> <td>6,411</td> <td>7,093</td>	20.16	10	0.23	British	Andrew Weir & Co.	420.0	53.9	22.0	New York	Far East	Case oil, general	6,411	7,093
																	5,002	
1 Tanker.										13 Yacht.							15 Cast iron pipe and general.	
										THROUGH THE CANAL—PACIFIC TO ATLANTIC.								
										14 Pig iron, coke, and fire bricks.								
										15 Yacht.								
										THROUGH THE CANAL—PACIFIC TO ATLANTIC.								
										16 Yacht.								
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										87 Yacht.								
										88 Yacht.								
										89 Yacht.								

as Cast iron pipe and general.

⁴ Pigion, coke, and fire bricks.

Yacht.

2 Motor ship.

1 Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

1 Tanker.
16 Yacht.

6 Yacht.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Salt water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Tons.			Nature.	Tons.	Gross.	Net.
Ebro.	4	5.40	4	8.04	4	16.10	5	0.36	British	Pacific Steam Navigation Co.	450.3	57.8	25.0	San Antonio	New York	General.	3,353	9,291	6,301
James B. Duke.	4	9.50	4	11.13	4	18.50	4	18.50	American	Gardner Steamship Corp.	385.0	51.2	26.6	Aberdeen	Philadelphia	Lumber.	5,500	6,242	4,471
Chile.	4	7.20	4	12.19	4	20.35	4	23.45	Danish	East Asiatic Co.	425.3	55.2	28.5	Vancouver	Copenhagen.	(19)	9,700	8,243	6,266
Kongosan Maru	4	12.30	4	13.34	4	21.25	4	23.00	Japanese	Ryoko Kisen Kaisha	410.0	49.4	25.0	Portland.	United King m	Wheat	7,018	5,656	4,207
San Roberto	4	13.50	4	14.41	4	22.45	5	3.25	British	Anglo-Mexican Petroleum Co.	407.0	52.2	27.7	San Pedro	London	Gasoline.	7,321	6,239	4,350
General G. W.																			
Getty			4		4				American	U. S. Army				Balboa	Miraflores	Iron ore.	20,000	14,538	9,348
Culmore.	4	22.40	5	5.55	5	16.00	5	15.10	American	Ore Steamship Corporation	550.0	72.2	34.0	Cruz Grande.	Baltimore.	Gasoline	14,000	11,225	7,913
F. H. Hillman	4	14.00	5	7.28	5	15.10	5	16.00	American	Standard Oil Co. of California.	500.0	68.2	30.0	Los Angeles.	London	Lumber.	9,200	8,301	5,995
Hanley	4	20.30	5	7.56	5	17.25	5	17.25	American	Hanley Steamship Co.	440.0	56.0	27.0	Everett.	Baltimore.				
Canadian																			
Planter	5	7.20	5	9.49	5	17.35	5	17.35	British	Canadian Govt. Mer. Marine	400.0	52.4	23.0	Vancouver	Montreal	Timber, general	5,380	5,858	4,108
Kambole	5	8.30	5	10.55	5	19.05	5	21.55	British	Kaye, Son & Co.	380.0	50.0	24.6	Talalt	Baltimore.	Nitrate.	6,950	4,970	3,498
Tanna.	5	8.15	5	12.47	5	20.15	6	5.25	American	Alaska Steamship Co.	320.7	46.0	21.6	Swanson Bay	Philadelphia	Lumber.	3,047	3,963	2,355
Ansaldo San	5	12.35	5	14.50	5	23.18	6	9.05	Italian	Rubino Cetere	385.7	49.0	25.8	Antofagasta.	New Orleans	Nitrate	7,264	5,657	4,069
Mayebashi																			
Maru.	4	18.15	5	15.05	5	22.32	6	21.22	Japanese	Nippon Yusen Kaisha	445.0	58.0	23.7	Yokohama.	New York	General	6,085	8,012	5,749
Canadian Ex-																			
plorer	5	19.20	6	6.05	6	17.35	6	17.35	British	Canadian Govt. Mer. Marine	499.0	52.0	21.6	Brisbane.	Montreal	General	5,418	5,853	4,058
Diana Dollar.	5	22.40	6	7.20	6	18.25	6	18.25	American	Dollar Line.	429.0	55.2	28.0	Vancouver	Portland	Lumber, general	8,900	7,582	5,521
Suternco.	6	4.40	6	8.10	6	18.50	6	18.50	American	Transmarine Line	324.0	46.2	24.0	San Pedro	Newark	Lumber	4,000	3,981	2,612
Henry S. Grove	6	7.00	6	9.06	6	19.42	6	19.42	American	Transmarine Line	404.6	53.3	25.0	Seattle	Baltimore.	Lumber, general	6,000	6,755	4,688
R. J. Hanna	6	7.00	6	10.07	6	21.20	6	21.20	American	Standard Oil Co. of California.	435.0	56.2	27.0	San Pedro	New York	Gasoline.	8,648	7,639	5,206
Texas	6	8.15	6	11.02	6	22.45	6	22.45	American	American-Hawaiian Line	471.0	57.2	26.0	Seattle	Boston	Lumber, general	8,200	9,154	6,903
Joseph Seep	6	11.40	6	12.57	7	0.13	7	0.13	American	Standard Oil Co. of N. J.	429.3	59.2	27.6	Los Angeles.	New York	Gasoline.	9,410	7,825	5,650
Robin Adair	7	5.30	7	7.49	7	17.45	7	17.45	American	Seas Shipping Co.	424.8	55.2	25.0	Seattle	Boston	Lumber, general	6,900	7,470	5,329
Agwinex	7	7.35	7	8.49	7	18.32	7	18.32	American	International Shipping Corp.	480.5	56.0	29.7	San Pedro	Baltimore.	Crude oil	13,000	9,394	6,306
Kermis	7	3.40	7	10.51	7	19.25	7	19.25	American	United American Line	471.7	59.1	26.8	Seattle	Antwerp	General	8,646	9,032	6,565
Arava.	7	10.55	7	11.29	7	21.25	8	12.02	British	Shaw, Savill & Albion Co.	460.0	60.5	23.0	Dunedin.	London.	General	5,500	10,035	7,504
Ansaldo Ottavo	7	13.30	7	14.15	7	22.40	8	13.25	Italian	Villa Staffano.	378.5	51.5	21.4	Valparaiso	Geneva.	General	5,506	5,521	3,599
Lieut. David																			
Putnam			7		7				American	U. S. Army				Balboa	Cristobal	Gas, kerosine	5,929	7,227	4,827
Lubrico	7	10.45	8	6.43	8	18.00	9	8.53	American	Standard Oil Co. of California.	425.0	57.2	27.0	San Francisco	San Juan	Crude oil	17,000	12,171	8,782
Standard	8	5.55	8	7.25	8	19.05	8	19.05	American	Standard Oil Co. of N. J.	523.8	68.3	31.0	Los Angeles.	New Jersey	General	1,077	6,291	4,454
Cokesit.	8	9.45	8	10.57	8	21.05	9	5.35	American	U. S. & A. Line (S. B.)	401.5	53.2	16.0	Adelaide.	New York				
El Panquico	8	10.19	8	11.00	8	20.30	8	20.30	Panamanian	Panamanian Government	135.6	23.5	23.5	Taboga	Colon				
Agwinex	8	19.30	9	6.21	9	17.28	9	17.28	American	A. G. W. I. S. S. Line	429.3	59.2	27.0	San Pedro	New York	Crude oil	10,791	7,612	5,402

19 General, wheat, etc.

18 Yacht.

17 Motor ship.

1 Tanker.

Wiegand	9 1.00	9 7.28	9 18.30	9 20.10	German	393.1	54.3	27.0	Corral	Hamburg	General	8.100	6.573	4.629
Gargoyle	9 3.00	9 8.10	9 19.05	9 19.05	American	425.0	52.2	27.0	San Francisco	Philadelphia	Lubricating oil	9.894	7.510	4.989
Atlanta City	9 4.30	9 9.15	9 20.15	10 8.44	American	424.2	56.2	26.2	Seattle, Wash.	Avonmouth	Wheat	8.100	7.611	5.450
Joseph M.	9 5.15	9 10.16	9 20.45	9 20.45	American	430.2	59.2	26.2	Los Angeles	Newark, N. J.	Gasoline	9.112	7.854	5.842
Cudahy														

* Tanker.

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—
May 3.....	Erato	Gorissen Line	Puerto Colombia.	May 3.....	Calamares	United Fruit Co.	New York via Habana.
May 3.....	Calamares	United Fruit Co.	Port Limon.	May 3.....	Cartago	United Fruit Co.	Bocas del Toro.
May 3.....	Cartago	United Fruit Co.	New Orleans via Habana.	May 4.....	Galacia	Hamburg-American Line.	Hamburg via wayports.
May 3.....	Panama	Panama Railroad Steamship Line.	New York via Haiti.	May 5.....	Erato	Gorissen Line	Puerto Colombia.
May 3.....	Galicia	Hamburg-American Line	Livingston.	May 6.....	Unapauquina * ..	United Fruit Co.	Colon.
May 4.....	Perou	French Line	St. Nazaire via wayports.	May 6.....	Cartago	United Fruit Co.	New Orleans via Habana.
May 5.....	Pastores	United Fruit Co.	New York via Habana.	May 6.....	Pastores	United Fruit Co.	Port Limon.
May 5.....	Abangarez	United Fruit Co.	New Orleans via Habana.	May 6.....	Stuyvesant	Royal Netherlands W. I. Mail.	Port Limon.
May 6.....	Stuyvesant	Royal Netherlands W. I. Mail.	Amsterdam via wayports.	May 7.....	Perou	French Line	St. Nazaire via wayports.
May 6.....	Cartago	United Fruit Co.	Bocas del Toro.	May 7.....	Sixola	United Fruit Co.	N. Y. via Colombia and Jamaica.
May 6.....	Sixola	United Fruit Co.	New York via Kingston.	May 7.....	Tivives	United Fruit Co.	New Orleans via Kingston.
May 7.....	Tivives	United Fruit Co.	Colombian ports.	May 7.....	Abangarez	United Fruit Co.	New Orleans via wayports.
May 7.....	Yuma	Standard Fruit Co.	Puerto Cabeza.	May 7.....	Panama	Panama Railroad Steamship Line.	New York via Haiti.
May 8.....	Imapauquina * ..	United Fruit Co.	High seas.	May 7.....	Yuma	Standard Fruit Co.	San Blas.
May 8.....	Camden	United Fruit Co.	Tampico.	May 9.....	Yuma	Standard Fruit Co.	New Orleans.
May 9.....	Stuyvesant	Royal Netherlands W. I. Mail.	Port Limon.	May 9.....	Stuyvesant	Royal Netherlands W. I. Mail.	Puerto Colombia.
May 9.....	Yuma	Standard Fruit Co.	San Blas.				
May 9.....	Agnes * ..	Colon Import & Export Co.	Colon.				

** Motor schooner.

** Schooner.

PORT OF BALBOA.

May 5.....	Meton	Struthers & Barry (S. B.)	Los Angeles.	May 4.....	Reijo Maru	Toyo Kisen Kaisha	Valparaiso.
May 8.....	Los Amigos	National Constructing Co.	Panama.	May 6.....	Meton	Struthers & Barry (S. B.)	San Pedro.
May 5.....	Arcurus * ..	New York Zoological Society	Galapagos Islands.	May 8.....	Los Amigos	National Constructing Co.	Panama.

** Yacht

* Other than ships passing through the Canal

Commercial Traffic Through the Panama Canal in April, 1925, by Trade Routes.

ATLANTIC TO PACIFIC.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States	69	292,035	368,794	467,981	290,898	\$318,394.11	220,633
East coast of United States to west coast of South America:							
British	5	26,696	29,544	41,404	27,115	23,630.05	4,714
Chilean	1	3,512	3,705	7,310	3,976	4,390.00	1,621
Norwegian	1	2,762	3,647	4,443	2,777	3,452.50	3,900
Peruvian	1	2,060	2,382	3,287	1,993	2,575.00	3,302
United States	13	48,631	57,585	81,458	48,593	45,433.94	18,827
Totals	21	83,661	97,863	137,902	84,454	79,481.49	32,364
Europe to west coast of South America:							
British	6	28,461	34,838	46,029	28,524	35,576.25	24,552
Danish	1	1,587	1,844	2,357	1,423	1,983.75	2,314
Dutch	1	2,494	3,195	2,981	2,423	3,117.50	4,663
French	2	6,467	7,859	10,322	6,462	8,083.75	2,333
German	2	6,658	9,628	11,016	6,665	8,322.50	12,034
Italian	2	8,198	9,200	12,646	7,391	10,247.50	3,774
Jugo-Slavic	1	3,447	4,188	5,168	3,304	4,308.75	6,410
Norwegian	1	2,189	3,160	3,664	2,178	2,736.25	5,450
Spanish	1	3,284	3,897	5,617	3,342	4,105.00	312
Totals	17	62,785	77,829	100,890	61,712	78,481.25	61,842
United States to Far East:							
British	6	28,097	35,741	41,821	26,278	35,121.25	32,831
Japanese	6	25,749	30,217	38,947	25,413	31,958.05	24,647
United States	4	16,450	21,684	26,350	16,330	20,562.50	32,209
Totals	16	70,297	87,642	107,118	68,021	87,641.80	89,687
Europe to west coast of Canada:							
British	7	30,213	38,833	51,731	31,283	37,766.25	18,916
Danish	1	4,223	5,303	6,637	4,223	5,278.75	5,050
Dutch	1	5,763	7,619	9,338	5,808	7,203.75	4,454
French	1	3,223	4,834	5,390	3,219	4,028.75	1,133
German	1	4,909	6,680	8,116	4,887	6,134.25	3,073
Totals	11	48,351	63,269	81,212	49,420	60,413.75	32,626
United States to Australasia:							
British	8	33,460	42,913	50,552	31,901	41,593.80	52,214
United States	1	4,309	4,944	6,848	4,289	5,385.25	4,830
Totals	9	37,769	47,857	57,400	36,181	46,980.05	57,044
Europe to Australasia:							
British	6	32,279	42,254	51,793	32,327	40,248.75	35,070
French	1	4,308	4,983	6,888	4,427	5,385.09	2,633
Totals	7	36,587	47,237	58,681	36,754	45,733.75	37,703
Europe to west coast of United States:							
British	1	3,928	4,465	6,238	3,965	3,214.80	
French	1	4,222	4,885	6,723	4,227	5,277.50	1,741
Japanese	1	4,086	5,081	6,577	4,044	5,107.50	7,249
Norwegian	1	3,436	4,834	5,760	4,268	4,285.00	4,590
Swedish	1	2,259	3,900	3,805	2,833	2,823.75	4,284
United States	1	5,091	5,079	6,728	5,109	3,818.25	
Totals	6	23,022	28,244	35,841	24,146	24,536.80	17,782
East coast of United States to west coast of Canada:							
British	1	3,182	4,297	5,278	3,266	3,993.84	
Swedish	1	3,338	5,014	5,561	4,048	3,610.08	
United States	3	11,176	15,770	18,130	11,141	13,970.00	24,978
Totals	5	17,696	25,081	28,769	18,455	20,673.92	24,978

ATLANTIC TO PACIFIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
East coast of Canada to Australasia:							
British	3	10,601	13,328	17,187	10,674	\$13,251.25	9,144
Danish	1	1,715	2,166	2,925	1,748	2,143.75	3,120
Totals	4	12,316	15,494	20,112	12,422	15,395.00	12,264
Cristobal to west coast of South America:							
British	2	1,228	1,244	2,276	1,294	1,492.80	885
Colombian	1	67	77	153	68	55.44	
Peruvian	1	1,506	2,951	4,744	2,673	1,882.50	637
Totals	4	2,801	4,272	7,173	3,945	3,430.74	1,522
Cristobal to west coast of Central America:							
British	2	1,286	1,441	2,298	1,304	1,607.50	2,199
Norwegian	1	583	698	1,036	582	728.75	1,278
Totals	3	1,869	2,139	3,334	1,886	2,336.25	3,477
West Indies to west coast of Canada:							
British	1	3,180	4,205	4,962	3,168	3,975.00	6,850
United States	1	2,099	2,628	3,286	1,998	2,511.25	4,558
Totals	2	5,189	6,833	8,248	5,166	6,486.25	11,408
East coast of Mexico to west coast of South America:							
British	2	7,583	8,890	12,437	7,665	9,478.75	16,145
East coast of United States to Hawaii:							
United States	2	7,389	10,191	12,093	7,407	7,741.89	8,128
East coast of Canada to west coast of South America:							
British	2	9,137	10,631	15,577	9,957	7,654.32	
East coast of South America to Far East:							
Japanese	2	9,590	11,574	15,294	9,550	11,987.50	3,046
Cristobal to Balboa:							
Panaman	2	70	73	99	74	53.94	
East coast of United States to Philippines:							
United States	1	4,938	6,226	7,615	4,838	6,172.50	6,515
Foreign vessels in ballast, United States intercoastal:							
British	1	9,342	10,751	15,371	9,326	7,740.72	
West Indies to west coast of United States:							
United States	1	56	73	79	54	52.56	
East coast of Mexico to west coast of United States:							
United States	1	5,080	5,246	6,625	4,117	3,810.00	
Europe to west coast of Central America:							
German	1	2,531	3,374	4,174	2,584	3,163.75	1,702
South American intercoastal:							
Peruvian	1	989	2,405	3,305	1,514	1,236.25	600
East coast of South America to west coast of Canada:							
United States	1	3,515	4,932	5,614	3,526	4,393.75	5,330
Canadian intercoastal:							
British	1	3,258	4,073	5,482	3,375	4,072.50	2,140
Cristobal to west coast of United States:							
United States	1	1,332	1,593	2,153	1,309	1,665.00	1,700
East coast of South America to Balboa:							
Spanish	1	3,192	4,470	5,196	3,107	3,990.00	6,742
Totals, April, 1925	194	762,350	957,036	1,225,715	762,163	863,198.59	655,078
Totals, April, 1924	202	819,360	1,036,598	1,317,594	818,921	891,826.49	635,029
Totals, April, 1923	204	828,410	1,022,618	1,306,995	823,665	884,124.27	653,369

THE PANAMA CANAL RECORD

PACIFIC TO ATLANTIC.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States	68	311,438	389,258	496,146	312,984	\$388,617.40	613,019
West coast of South America to east coast of United States:							
British	10	30,254	37,249	46,493	28,489	37,649.70	57,543
Chilean	1	3,479	4,672	7,310	3,976	4,318.75	4,108
Italian	2	8,434	8,337	9,831	6,022	10,004.40	14,571
Japanese	3	13,771	14,236	18,524	13,598	16,878.20	26,451
Norwegian	4	13,149	17,775	21,360	13,160	16,436.25	33,913
United States	10	31,855	37,954	54,497	31,906	39,637.15	85,441
Totals	30	100,942	120,223	158,015	97,151	124,954.45	222,027
West coast of South America to Europe:							
British	6	23,881	29,301	39,913	23,883	29,851.25	34,993
Dutch	2	6,656	8,914	10,604	6,684	8,320.00	13,480
French	3	10,418	12,544	16,797	10,620	13,022.50	17,023
Italian	1	4,051	5,051	7,028	4,175	5,063.75	2,268
German	7	23,677	33,455	38,898	23,599	29,596.25	51,245
Spanish	1	3,017	3,844	5,205	3,226	3,771.25	257
Totals	20	71,700	93,109	118,445	72,187	89,625.00	119,266
West coast Canada to Europe:							
British	8	31,228	41,444	50,422	31,378	39,035.00	60,064
Dutch	2	10,639	13,617	17,054	10,613	13,298.75	19,253
French	1	4,249	4,984	8,713	4,198	5,311.25	7,200
German	1	2,624	4,027	4,454	2,618	3,280.00	6,068
Swedish	2	5,709	9,527	9,328	7,100	7,136.25	12,434
United States	2	6,468	9,756	10,400	6,330	8,085.00	17,345
Totals	16	60,917	83,355	100,371	62,237	76,146.25	122,364
Australasia to Europe:							
British	8	44,146	58,015	68,955	43,206	55,182.50	52,336
French	1	4,287	5,364	7,139	4,335	5,358.75	2,927
Totals	9	48,433	63,379	76,094	47,541	60,541.25	55,263
West coast of United States to Europe:							
British	1	3,544	4,137	5,805	3,547	4,430.00	7,318
French	1	4,356	5,050	7,011	3,989	5,445.00	9,050
German	1	2,877	3,344	4,512	2,637	3,596.25	6,559
Norwegian	1	4,509	5,637	7,116	4,493	5,636.25	9,472
United States	2	8,200	9,843	13,217	8,157	10,250.00	18,346
Totals	6	23,486	28,011	37,661	22,823	29,357.50	50,745
West coast of Canada to east coast of United States:							
United States	5	14,385	19,899	22,385	14,324	17,981.25	28,608
West coast of South America to Cristobal:							
British	1	614	622	1,138	602	767.50	849
Colombian	1	67	77	153	85	83.75	118
Panaman	1	24	27	40	19	30.00	.....
Peruvian	2	2,710	5,337	9,147	4,763	3,387.50	439
Totals	5	3,415	6,063	10,478	5,469	4,268.75	1,406
West coast of United States to east coast Mexico:							
British	1	3,307	4,604	5,259	3,213	3,314.88	.....
Danish	1	1,399	1,827	2,355	1,411	1,748.75	2,810
Totals	2	4,706	6,431	7,614	4,624	5,063.63	2,810
West coast United States to Cristobal:							
British	1	3,470	4,135	5,574	3,478	4,337.50	7,710
Panaman	1	1,387	2,606	3,644	2,594	1,730.00	1,625
Totals	2	4,857	6,741	9,218	6,072	6,067.50	9,335

PACIFIC TO ATLANTIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of United States to east coast of Canada:							
British.....	2	1,633	1,946	2,877	1,739	\$1,401.12	.....
West coast of Central America to Cristobal:							
British.....	2	1,252	1,328	2,308	1,256	1,560.70	1,664
Norwegian.....	1	583	698	1,036	582	728.75	725
Panaman.....	1	69	69	123	72	82.80	.....
United States.....	1	175	175	175	175	210.00	10
Totals.....	5	2,079	2,270	3,642	2,085	2,582.25	2,399
West coast of Central America to Europe:							
German.....	2	4,824	6,496	7,922	4,823	6,030.00	4,295
Balboa to Cristobal:							
Panaman.....	2	85	91	96	96	87.60	5
West coast of South America to West Indies:							
British.....	1	.....	.....	.....	4,020	2,010.00	.....
Norwegian.....	1	502	579	858	489	627.50	980
Totals.....	2	502	579	858	4,509	2,637.50	980
Philippines to east coast of United States:							
Japanese.....	1	4,374	5,687	6,965	4,288	5,467.50	7,352
United States.....	2	9,467	10,403	12,681	9,440	11,833.75	16,115
Totals.....	3	13,841	16,090	19,646	13,728	17,301.25	23,467
West coast of United States to east coast of South America:							
United States.....	1	3,522	4,914	5,652	3,522	4,402.50	6,643
Far East to east coast of United States:							
Japanese.....	1	3,516	4,773	5,652	3,451	4,395.00	2,398
Australasia to east coast of United States:							
United States.....	1	4,445	4,415	5,838	4,493	5,298.00	733
Australasia to east coast of Canada:							
British.....	1	3,273	4,354	5,439	3,331	4,091.25	2,190
Balboa to east coast of Mexico:							
Spanish.....	1	3,192	4,470	5,196	3,107	3,218.40	.....
West coast of Canada to Egypt:							
Japanese.....	1	3,476	4,324	4,697	2,893	4,345.00	6,207
Canadian intercoastal:							
British.....	1	3,301	4,159	5,497	3,384	4,126.25	6,333
West coast of South America to east coast Canada:							
British.....	1	7,632	7,732	10,825	7,443	9,278.40	15,331
South American intercoastal:							
British.....	1	394	574	1,144	446	413.28	.....
Totals, April, 1925...	188	699,994	883,656	1,121,408	704,462	872,230.78	1,295,824
Totals, April, 1924...	201	815,284	1,016,573	1,308,018	818,988	1,011,934.78	1,523,692
Totals, April, 1923...	200	806,047	985,072	1,272,556	803,668	994,813.88	1,533,776

* British naval cruiser of 4,020 tons displacement.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 9, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Reiyo Maru.....	Toyo Kisen Kaisha.....	May 2.....	May 3.....	1,328	.....
Mayebashi Maru.....	Nippon Yusen Kaisha.....	May 4.....	May 5.....	827	.....
Meton.....	U. S. Shipping Board.....	May 5.....	May 6.....	10,715	.....
Lubrico.....	Standard Oil Co.....	May 7.....	May 8.....	2,814	.....
Santa Teresa.....	Grace Line.....	May 6.....	May 6.....	.....	1
Santa Tecla.....	Grace Line.....	May 7.....	May 8.....	175	.....
Huallaga.....	Peruvian Line.....	May 7.....	May 7.....	.....	62

(Continued from page 545.)

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	9	56,283	\$43,919.89	16,145
Spanish.....	1	4,470	3,990.00	6,742
United States.....	29	167,035	122,598.61	8,746
Totals, April, 1925.....	39	227,788	170,508.50	31,633
Totals, March, 1925.....	45	262,370	189,462.96	.....
Totals, February, 1925.....	41	241,799	175,505.60	9,454
Totals, April, 1924.....	66	392,710	292,044.65	31,247
<i>Pacific to Atlantic.</i>				
British.....	5	25,360	26,527.03	38,866
French.....	1	5,050	5,445.00	9,050
German.....	1	3,344	3,596.25	6,559
Spanish.....	1	4,470	3,218.40	.....
United States.....	35	217,201	224,136.15	411,401
Totals, April, 1925.....	43	255,425	262,922.83	465,876
Totals, March, 1925.....	47	282,007	293,579.07	510,961
Totals, February, 1925.....	39	231,392	236,074.51	432,173
Totals, April, 1924.....	52	315,835	324,023.63	568,339

Of the total tanker traffic shown above the following is a summary of the vessels showing Los Angeles as their port of origin or destination, with the totals for the two preceding months and for April, 1924:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
April, 1925.....	26	156,500	\$113,180.13	.....
March, 1925.....	38	223,214	161,270.64	.....
February, 1925.....	30	201,086	168,787.92	.....
April, 1924.....	56	338,481	217,212.52	8,529
<i>From Los Angeles.</i>				
April, 1925.....	35	212,737	219,083.03	396,408
March, 1925.....	32	198,801	210,508.10	375,327
February, 1925.....	27	162,553	163,528.75	308,603
April, 1924.....	42	254,414	26,941.35	475,272

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective March 6, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.23
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.275
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.20
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.575
Paint, lead, white, dry.....	Lb.	.14
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	1.25
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending May 9, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Venezuela.....	Italian Line.....		April 26.....		464
Stanley.....	American Pioneer Line.....	April 26.....	April 26.....	1	(²)
Heredia.....	United Fruit Co.....	April 26.....	April 26.....	357	70
Alvarado.....	Pacific Steam Navigation Co.....	April 27.....	April 27.....	577	321
San Benito.....	United Fruit Co.....	April 27.....	April 27.....	20	269
City of San Francisco.	Pacific Mail Steamship Co.....	April 27.....		1,747	
Vermont.....	French Line.....	April 27.....	April 27.....	79	47
Santa Ana.....	Grace Line.....	April 27.....	April 27.....	3	62
Venezuela.....	Pacific Mail Steamship Co.....	April 27.....	April 28.....	314	64
Lochmonar.....	Pacific Steam Navigation Co.....	April 27.....	April 29.....	206	517
Calamares.....	United Fruit Co.....	April 28.....	April 29.....	428	206
Emden.....	Hamburg-American Line.....	April 28.....	April 29.....	206	139½
Huallaga.....	Peruvian Line.....	April 28.....		352	
San Blas.....	United Fruit Co.....	April 28.....	April 29.....	75	101
Patrician.....	Leyland Line.....	April 28.....	April 30.....	659	(²)
Turrialba.....	United Fruit Co.....	April 28.....	April 30.....	731	5½
Santa Barbara.....	Pacific Mail Steamship Co.....	April 29.....	April 30.....	20	116
Tivives.....	United Fruit Co.....	April 29.....	April 30.....	71	199
Heredia.....	United Fruit Co.....	April 29.....	April 29.....	81	289
Lochgoil.....	Pacific Steam Navigation Co.....	April 29.....	May 2.....	(¹)	469½
Lake Flattery.....	Panama Railroad Steamship Line.....	April 30.....	May 1.....	183	88
Colombia.....	Pacific Mail Steamship Co.....	April 30.....	May 1.....	519	858
Oropesa.....	Pacific Steam Navigation Co.....	April 30.....	April 30.....	80	180
Essequibo.....	Pacific Steam Navigation Co.....	April 30.....	May 1.....	248	½
Nevada.....	French Line.....	May 1.....	May 1.....	6	65
Salvador.....	Pacific Steam Navigation Co.....	May 1.....		624	
Ortega.....	Pacific Steam Navigation Co.....	May 2.....	May 2.....	2	(²)
Georgie.....	French Line.....	May 2.....		62	
Georgie.....	French Line.....		May 3.....		283
Calamares.....	United Fruit Co.....	May 3.....	May 3.....	11	398
Cartago.....	United Fruit Co.....	May 3.....	May 3.....	361	164
Galicia.....	Hamburg-American Line.....	May 3.....	May 4.....	20	386
Erato.....	Gorissen Line.....	May 3.....	May 5.....	215	(²)
Panama.....	Panama Railroad Steamship Line.....	May 3.....	May 7.....	2,465	931
Perou.....	French Line.....	May 4.....	May 7.....	65	504
Chile.....	Danish East Asiatic Co.....	May 4.....	May 4.....	(¹)	93
Ebro.....	Pacific Steam Navigation Co.....	May 4.....	May 5.....	9	151
Loreto.....	Pacific Steam Navigation Co.....	May 4.....	May 6.....	(²)	650
Mayebashi Maru.....	Nippon Yusen Kaisha.....	May 5.....	May 6.....	897	(²)
Amsterdam.....	Royal Netherlands W. I. Mail.....	May 5.....	May 6.....	307	35
Santa Cruz.....	Grace Line.....	May 5.....	May 6.....	179	135
Pastores.....	United Fruit Co.....	May 5.....	May 6.....	288	102
Abangarez.....	United Fruit Co.....	May 5.....	May 7.....	531	68
Stuyvesant.....	Royal Netherlands W. I. Mail.....	May 6.....	May 6.....	74½	(²)
Sixaola.....	United Fruit Co.....	May 6.....	May 7.....	35	515
Cartago.....	United Fruit Co.....	May 6.....	May 6.....	83	239
Tivives.....	United Fruit Co.....	May 7.....	May 7.....	5	99½
Santa Tecla.....	N. O. & S. A. S. S. Line.....	May 7.....	May 7.....	140	48
Ansaldo VIII.....	Transatlantica Italiana.....	May 7.....	May 8.....	350	7
Yuma.....	Standard Fruit Co.....	May 7.....	May 8.....	(¹)	12½
Natal.....	Danish East Asiatic Co.....	May 7.....	May 8.....	43	211
Lubrico.....	Standard Oil Co.....	May 8.....	May 9.....	729	(²)
President Adams.....	Dollar Line.....	May 8.....	May 9.....	7	(²)
Yuma.....	Standard Fruit Co.....	May 9.....	May 9.....	1	547
Sesostiris.....	Kosmos Line.....	May 9.....		450	
Camden.....	United Fruit Co.....	May 9.....		9,179	

¹ No cargo discharged.² No cargo laded.³ 2 cases.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.; 6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 6, Foreign, male and female, private rooms, American girls.....	
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.; 6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m.
Ward 17, Colored children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m. } Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.
Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive Cristobal.	Leave Cristobal.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive New York.
	3 p. m.	a. m.	p. m.	a. m.	3 p. m.	a. m.	p. m.	a. m.
Panama.....	April 25..	April 30..	April 30..	May 3....	May 7....	May 10...	May 10...	May 15.
Ancon.....	May 2....	May 7....	May 7....	May 10...	May 14...	May 17...	May 17...	May 22.
Cristobal.....	May 9....	May 14...	May 14...	May 17...	May 21...	May 24...	May 24...	May 29.
Panama.....	May 21...	May 26...	May 26...	May 29...	June 2....	June 5....	June 5....	June 10.
Ancon.....	May 28...	June 2....	June 2....	June 5....	June 9....	June 12...	June 12...	June 17.
Cristobal.....	June 4....	June 9....	June 9....	June 12...	June 16...	June 19...	June 19...	June 24.
Panama.....	June 16...	June 21...	June 21...	June 24...	June 28...	July 1....	July 1....	July 6.
Ancon.....	June 23...	June 28...	June 28...	July 1....	July 5....	July 8....	July 8....	July 13.
Cristobal.....	June 30...	July 5....	July 5....	July 8....	July 12...	July 15...	July 15...	July 20.
Panama.....	July 11...	July 16...	July 16...	July 19...	July 23...	July 26...	July 26...	July 31.
Ancon.....	July 18...	July 23...	July 23...	July 26...	July 30...	Aug. 2....	Aug. 2....	Aug. 7.
Cristobal.....	July 25...	July 30...	July 30...	Aug. 2....	Aug. 6....	Aug. 9....	Aug. 9....	Aug. 14.

Effective May 2, steamers sail daylight saving time.

Steamers sail at 3 p. m. from Pier 65, North River, foot of West 25th St., New York.

1 Sails 3 p. m. from Pier 67, North River, foot of West 27th Street.

The stay of steamers at Port-au-Prince, Haiti is of sufficient length of time to allow passengers to visit points of interest.

WEST COAST SERVICE.

In addition, a regular freight service is maintained without calls en route direct to Cristobal, Buenaventura, and Ecuadorian ports. Particulars upon application.

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OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., May 20, 1925.

No. 41.

Traffic During First Fifteen Days of May.

During the first 15 days of May, 178 commercial vessels and 6 small launches transited the Canal. Tolls on the commercial vessels aggregated \$819,712.06, and on the launches \$50.25, making a total tolls collection for the period of \$819,762.31, or a daily average of \$54,650.82 on all traffic.

In number of transits and receipts from tolls, daily averages for the first 15 days of May were lower than for any preceding month of the present fiscal year.

In the following tabulation, the number of commercial transits and amount of tolls collected are shown for the first 10½ months of the current fiscal year, together with the daily averages of transits and tolls:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,206.43	13 61	\$32,428.92
August.....	372	1,769,999.94	12 60	57,067.09
September.....	395	1,832,935.33	13 17	61,067.84
October.....	393	1,796,255.77	12 68	57,943.73
November.....	384	1,750,937.00	12 89	58,364.57
December.....	407	1,893,495.04	13 12	61,080.49
January.....	401	1,832,024.35	12 93	59,097.56
February.....	379	1,648,964.88	13 53	58,891.60
March.....	398	1,849,103.14	12 81	59,358.16
April.....	382	1,735,429.37	12 73	57,847.65
May (first 15 days only).....	178	819,712.06	11 86	51,647.47
Totals.....	4,111	18,855,153.31	12 81	59,107.06

The average amount of tolls paid by each of the commercial transits during the first 15 days of the month was \$4,605.12.

Record Shipments of Bananas from Cristobal.

During the 6-day period from May 9 to 14, inclusive, 58,000 bunches of bananas from the Gatun Lake area were loaded at Cristobal for export. The destination of these shipments were as follows: Twenty-nine thousand bunches to New Orleans, 16,000 bunches to New York, and 13,000 bunches to Los Angeles. This is the heaviest movement of bananas at Cristobal over a similar length of period that has yet occurred.

The growth of the banana industry in the Gatun Lake area is illustrated by the shipments recorded during the past three calendar years, which are as follows:

	Bunches.
1922.....	208,688
1923.....	309,716
1924.....	810,321

Current shipments indicate that the aggregate for 1925 will be considerable in excess of any preceding year.

"Empress of France" on Around-the-World Cruise.

The steamship *Empress of France* arrived at Balboa in the morning of May 15 from San Francisco on a tour around the world. She passed through the Canal on May 16, en route to Habana and New York. She is to complete the tour in New York on May 23, after a cruise of approximately 30,000 miles, extending over a period of about 130 days.

The *Empress of France* is a vessel of British registry, 18,357 gross tons, 571.4 feet long by 72.4 feet beam, and is owned and operated by the Canadian Pacific Steamships, Limited. She is said to hold the record for a trans-Atlantic voyage between Cherbourg and Quebec, having made the passage in 5 days 8 hours and 51 minutes, equivalent to an average speed of 20.48 knots, or approximately 23½ statute miles per hour. On her recent run from San Francisco to Balboa she averaged 18.3 knots.

This is the second transit of this vessel through the Panama Canal, the first having been made in January, 1923, in connection with a round-the-world cruise over practically the same route. On this last voyage she had a crew of 428 and a passenger list of 284, while on her preceding trip she carried a crew of 600 and a passenger list of 727.

Visit of the Steam Yacht "Arcturus."

The steam yacht *Arcturus* arrived at Balboa on May 5 for repairs, fuel, and supplies, after having spent several weeks in the vicinity of the Galapagos Islands. This is the second visit of the *Arcturus* to local waters, she having transited the Canal during the latter part of March while en route from the Sargasso Sea to the Galapagos Islands.

The *Arcturus* is 268 feet long with a beam of 46 feet, and has been specially equipped for deep sea exploration. She is engaged in scientific research work for the New York Zoological Society, under the direction of Dr. William Beebe. Included in her equipment are several hundred fathoms of steel cable, which can be lowered with trawls attached for the purpose of securing specimens of marine life which inhabits the lower regions of the sea. The vessel also carries equipment for making deep-sea soundings and for securing the temperature of the water at great depths.

While at Balboa, a number of live specimens of various marine life were transferred to the steamer *Manchuria*, which sailed for New York on May 10. After securing fuel and supplies at Balboa, the *Arcturus* left on May 9 for further exploration in the vicinity of the Galapagos Islands.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 16, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Sesostris.....	Kosmos Line.....	May 10.....	May 11.....	256	.....
Jamaica.....	Pacific Steam Navigation Co.....	May 11.....	May 11.....	1	.....
Almagro.....	Pacific Steam Navigation Co.....	May 13.....	May 13.....	.....	2
Acajutla.....	Pacific Steam Navigation Co.....	May 16.....	May 17.....	2	.....
Atrato.....	Colombian Transport Co.....	May 15.....	May 16.....	.....	10

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Notice to Mariners.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 19, 1925.

The Toro Point radio compass station, operating in conjunction with Colon Naval Radio (N. A. X.), is open for continuous service to all vessels in the vicinity of the Atlantic terminal of the Panama Canal, from noon, May 18, 1925.

The compass house is located on the breakwater extending out from Fort Sherman, southwest of the entrance channel; latitude $9^{\circ} 22' 31.1''$ N. and Longitude $79^{\circ} 56' 58.3''$ W.; call letters N. A. X.

M. L. WALKER,
Governor.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

At the office of the Port Captain in Balboa a limited stock of navigational charts, books, etc., is also carried, and this office is in a position to fill practically any order in this connection that a ship might place.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, April, 1925.

(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.					NORTH AMERICA.					ASIA.					AUSTRALASIA.					Grand totals.	Per cent of total cargo.	
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	Canada.	West coast of Central America.	West coast of North America.	Palestine. ²	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.	Australia.	Australasia. ¹			Total, Australasia.	Hawaii.
NORTH AMERICA:																							
UNITED STATES—																							
North Atlantic ports	5,023		21	249,17,092	22,390	192,040	368	250	8,978		292,536	9,880	7,265	17,105	25,678	59,928	11,619	5,516	32,725	49,860	3,990	338,704	51.7
South Atlantic ports				3,302	3,302	5,923					5,923		9,100		1,133	1,272						10,497	1.6
Gulf ports	582			197	4,153	31,630	7,500				39,130	7,583	7,637		18,228	32,848	6,000		6,700	12,700		89,610	13.7
Totals, U. S.	5,610			213,748	21,245	30,624	230,493	7,868	8,978		247,589	17,472	14,402	17,105	45,069	94,048	17,619	5,516	39,425	62,560	3,990	438,811	67.0
Cristobal, C. Z. ²		446		4,454	4,910	4,533		5,499			10,032											14,942	2.3
East coast of Canada						2,140					2,140						8,569	3,009		11,578		13,718	2.1
West Indies	821			205	1,026		11,408				11,408				4,066	4,066						16,500	2.5
East coast of Mexico.	16,145				16,145																	16,145	2.4
Totals, N. America.	22,576	446		213,748	25,914	52,705	235,026	21,416	8,978		271,109	17,472	14,402	17,105	49,135	98,114	26,188	8,525	39,425	74,138	3,990	500,116	76.3
Europe:																							
British Isles	12,576		2,314	70,167,728	31,688	9,998	1,198		1,804		13,000						25,150	5,104		30,254		74,942	11.4
France	44			1,624	1,668	1,609					1,609									2,633		5,910	1.0
Germany				440	3,822	3,762	440	197	1,472		2,109											5,871	1.0
Holland						748					748											748	
Italy	1,129			335	1,170	2,634																2,634	0.4
Belgium					2,820	2,820	9,761		200	2,228	12,189											14,709	2.3
Norway and Sweden.						618					618											618	
Europe ¹				16,721	16,721	6,713	2,916	7,343			17,072											33,793	5.2
Denmark.						136					136											136	
Spain.				107	107																	107	
Totals, Europe.	13,749		2,314	845,421,192	59,100	30,023	4,311	1,672	11,475		47,481						25,150	5,104	2,633	32,887		139,468	21.3
East coast of S. America.		1,042		84	34	1,160	80	30			6,742	909										15,494	2.4
Grand totals.	36,325	1,488	2,335	4,677,38,140	112,965	271,613	25,816	7,451	20,433	6,742	332,075	18,381	14,402	17,105	49,135	99,023	51,338	13,629	42,058	107,025	3,990	655,078	100.0
Per cent of total cargo:																							
April, 1925.	5.5	0.2	0.4	0.7	10.4	17.2	41.5	4.0	1.1	3.1	1.0	50.7	2.7	2.2	2.6	7.5	15.0	7.8	2.1	6.4	16.3	0.8	100.00
April, 1924.	6.9	0.2	0.4	1.1	7.5	16.1	46.7	2.0	1.0	0.6	0.1	50.4	5.1	5.0	0.3	4.3	14.7	5.8	4.5	7.4	17.7	1.1	100.00
April, 1923.	7.1	0.2	0.5	1.6	5.7	15.1	43.3	1.5	0.7	2.4	1.6	49.6	9.1	5.4	0.1	6.0	20.6	4.7	3.1	14.2	0.4	100.00	

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic, April, 1925.

(Figures represent tons of 2,240 pounds.)

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.	
	UNITED STATES.					Total, North America.					EUROPE.					East coast of South America.	Egypt.						
	North Atlantic ports.	South Atlantic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	East coast of Mexico.	Cristobal, C. Z.	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.			Italy.	Norway and Sweden.	Europe. ¹			Denmark.	Total, Europe.
SOUTH AMERICA:																							
Chile.....	99,793	93,151	25,749	218,693	1,158	1,158	.....	22	219,873	15,081	3,791	5,771	34,551	2,064	.....	7	.....	44,627	.....	105,892	.....	325,765	25.1
Colombia.....	.....	.....	.....	.....	.....	.....	.....	967	967	.....	.....	.....	.....	.....	.....	68	.....	707	.....	775	.....	1,742	0.1
Ecuador.....	577	.....	.....	577	.....	.....	.....	274	851	100	.....	22	60	.....	.....	.....	.....	2,638	.....	2,820	.....	3,671	0.3
Peru.....	23	.....	.....	23	.....	.....	.....	15,354	496	7	.....	.....	.....	.....	2	.....	8,507	.....	9,012	.....	24,366	1.9	
W. coast S. America.....	2,556	.....	.....	2,556	.....	.....	.....	439	2,995	.....	.....	.....	.....	.....	.....	.....	.....	472	.....	472	.....	3,467	0.3
Totals, South America.....	102,949	93,151	25,749	221,849	15,331	1,158	.....	1,702	240,040	15,677	3,798	5,793	34,611	2,064	2	75	8,507	48,444	.....	118,971	.....	359,011	27.7
NORTH AMERICA:																							
W. coast N. America.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,486	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,310	.....	3,310	0.3
West coast of Canada.....	17,748	.....	1,850	19,598	6,333	.....	.....	.....	25,931	47,043	1,740	8,314	.....	.....	.....	.....	6,172	8,374	.....	71,643	.....	103,781	8.0
W. coast Cen. America.....	60	.....	.....	60	.....	.....	.....	3,503	3,563	1,215	.....	520	3,795	.....	.....	.....	750	90	.....	6,370	.....	9,933	0.8
W. coast United States.....	579,035	16,604	26,330	621,969	.....	.....	.....	8,236	633,015	43,064	.....	12,668	16,815	1,172	.....	.....	311	22,050	.....	96,080	6,643	735,738	56.6
Totals, N. America.....	596,843	16,604	28,180	641,627	6,333	.....	.....	2,810	11,739	662,509	93,808	1,740	21,502	20,610	1,172	.....	7,233	31,338	.....	177,403	6,643	852,762	65.7
ASIA:																							
China.....	3,160	.....	.....	3,160	.....	.....	.....	.....	3,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,160	0.3
Japan.....	25	.....	.....	25	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....
Philippines.....	20,282	.....	.....	20,282	.....	.....	.....	.....	20,282	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,282	1.4
Far East.....	2,398	.....	.....	2,398	.....	.....	.....	.....	2,398	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,398	0.2
Totals, Asia.....	25,805	.....	.....	25,805	.....	.....	.....	.....	25,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,805	1.9
AUSTRALASIA:																							
Australia.....	733	.....	.....	733	.....	.....	.....	.....	733	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	733	.....
New Zealand.....	2,190	.....	.....	2,190	.....	.....	.....	.....	2,190	41,403	.....	.....	.....	.....	.....	.....	.....	8,017	.....	13,800	.....	43,593	3.7
Australasia.....	.....	.....	.....	.....	.....	.....	.....	.....	5,843	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,800	1.0
Totals, Australasia.....	2,923	.....	.....	2,923	.....	.....	.....	.....	2,923	47,246	.....	.....	.....	.....	.....	.....	.....	8,017	.....	55,263	.....	58,186	4.7
Grand totals.....	728,580	109,755	53,929	892,264	21,664	1,158	2,810	13,441	931,337	156,731	5,338	27,265	55,221	3,236	2	75	15,740	87,799	.....	351,637	6,643	1,295,824	100.0
Per cent of total cargo:	56.2	8.5	4.2	68.9	1.7	0.1	0.2	1.0	71.9	12.1	0.4	2.1	4.3	0.3	.....	.....	1.2	6.7	.....	27.1	0.5	100.0	.....
April, 1925.....	63.9	3.2	2.8	69.9	.....	1.0	0.2	1.5	72.6	14.7	2.1	1.5	0.6	0.6	.....	.....	0.6	6.0	0.2	27.2	0.2	100.0	.....
April, 1924.....	61.93	8.18	6.32	76.43	1.89	0.83	4.12	1.16	84.43	6.55	0.30	0.54	1.03	0.39	0.20	.....	0.53	5.25	.....	14.78	0.32	100.0	.....
April, 1923.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

¹ General cargo not routed so as to allow segregation between definite ports.² Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS. *Week ending at midnight, May 16, 1925.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Rozan Maru.	9	23.30	10	7.20	10	14.43	10	17.45	Japanese.	Kokuso Kisen Kaisha.	400.0	53.0	27.0	New York.	Yokohama.	(⁹) Ballast.	5,536	5,914	4,295
San Luis.	4-13	19.00	10	7.20	10	14.43	10	15.40	Panama.	United Fruit Co.	50.0	18.4		Cristobal.	Balboa.	General.	78	78	45
Sesostis.	9	19.27	10	11.55	10	18.30	11	2.20	German.	Kosmos Line.	365.0	50.0	18.6	Hamburg.	Puntarenas.	Ballast.	2,000	4,979	3,381
Curlw.	10	18.15	10	12.00	10	19.15	11	14.35	American.	U. S. Navy.	180.0	35.6	22.0	Cristobal.	Seattle.	General.	4,331	7,049	4,941
Kentuckian.	10	18.15	11	6.20	11	13.36	11	14.35	American.	American-Hawaiian Line.	414.5	53.7	22.0	Boston.	Carriz.	(⁹) General.	6,191	5,524	4,053
Emma Maersk.	10	21.30	11	7.20	11	14.37	11	23.19	Danish.	A. P. Moller.	378.0	50.2	23.0	New York.	Aukland.	General.	7,856	6,237	4,537
Keelung.	11	3.40	11	9.50	11	16.45	11	18.05	British.	Ellerman & Bucknall Line.	400.0	52.0	23.11	New York.	Yokohama.	General.	3,794	6,483	4,869
Bolton Castle.	11	4.00	11	11.00	11	18.41	11	20.05	British.	Barber Line.	324.0	53.0	25.10	New York.	Los Angeles.	General.	3,000	3,984	2,628
Sunewarko.	11	13.00	11	13.08	11	20.06	11	21.20	American.	Transmarine Corporation.	324.0	46.0	22.6	London.	Aukland.	General.	9,278	11,861	9,065
P. R. Melbourne.	11	6.20	11	13.35	11	21.11	11	22.40	British.	Commonwealth & Dom. Line.	501.0	63.4	32.2	Baltimore.	Los Angeles.	Ballast.	989	9,394	6,205
Aguiavre.	12	3.45	12	6.15	12	13.06	12	14.05	American.	International Shipping Corp.	480.5	66.0	21.0	Cristobal.	Champerico.	General.	989	1,270	735
Salvador.	1	17.55	12	8.40	12	15.33	12	15.30	British.	Pacific Steam Navigation Co.	215.0	35.4	16.0	New York.	San Luis.	Ballast.	9,810	6,965	
Agwipond.	11	18.30	12	13.30	12	20.18	12	23.30	American.	International Shipping Corp.	468.3	62.7	20.6	Antwerp.	Auckland.	Basic slag.	4,128	7,468	5,433
Waiver.	12	13.55	13	6.05	13	13.26	13	14.40	British.	Shaw, Savill & Albion Co.	425.7	54.0	26.6	Baltimore.	Seattle.	Coal, general.	5,100	8,243	6,312
Tiger.	12	14.30	13	6.05	13	13.31	13	14.50	German.	Williams Steamship Line.	410.0	56.0	22.11	Hamburg.	Guayaquil.	General.	2,780	7,684	5,234
Poseidon.	12	17.05	13	7.15	13	14.51	13	16.00	American.	F. Laeys.	450.7	57.2	18.4	Hamburg.	San Pedro.	Ballast.			
Cleveland.	13	8.50	13	9.00	13	15.44			American.	Standard Oil Co.	460.0	60.0	21.9	New York.	Balboa.	Ballast.	4,900	4,171	2,927
H. M. Flagler.	13	9.05	13	9.15	13	16.00			American.	Steel Steamship Co.	334.0	48.2	23.0	New Orleans.	Los Angeles.	Sulphur, general.	909	2,878	1,714
Carollinas.	13	10.10	13	10.15	13	17.36			American.	Pacific Steam Navigation Co.	303.4	43.0	18.0	New York.	Callao.	General.	3,140	7,680	5,494
Almagro.	12	16.42	13	11.16	13	18.07	13	19.20	British.	Canadian Govt. Mer. Marine.	430.0	56.0	22.11	Halifax.	Brisbane.	General.	3,140	7,680	5,494
Canadian Con- structor.	12	20.25	13	11.40	13	18.36	13	19.44	British.	Canadian Govt. Mer. Marine.	430.0	56.0	22.11	Halifax.	Brisbane.	General.	3,140	7,680	5,494
Horace Luck- enbach.	13	9.14	13	12.25	13	19.40	14	0.10	American.	Lockenbach Line.	445.0	58.0	23.0	Boston.	Seattle.	General.	6,328	8,626	6,290
Centarus.	13	13.30	13	13.40	13	21.32	14	17.40	American.	Planet Steamship Line.	409.8	54.2	25.0	Baltimore.	Vancouver.	Steel, general.	7,818	6,581	4,795
Canadian Ranger.	13	16.50	14	6.15	14	13.50	14	15.05	British.	Canadian Govt. Mer. Marine.	399.8	52.0	23.0	Antwerp.	Vancouver.	General.	6,600	5,879	4,121
W. M. Irish.	13	23.58	14	7.20	14	14.40	14	15.45	American.	Atlantic Refining Co.	435.0	56.0	21.0	Providence.	San Pedro.	Ballast.	7,387	5,443	
Augvald.	14	6.05	14	8.30	14	15.42	14	17.20	Norwegian.	DuPont & Co.	400.0	52.0	18.0	Philadelphia.	Callao.	Coal, dynamite.	2,250	6,698	4,990
Rhodopis.	14	6.30	14	11.43	14	12.12	14	21.20	German.	Kosmos Line.	437.7	53.2	25.2	Falmouth.	Corral.	General.	5,403	7,525	5,154
Oroya.	14	3.30	14	11.43	14	18.43	15	1.15	British.	Pacific Steam Navigation Co.	525.0	62.0	24.0	Liverpool.	Colonel.	General.	4,019	13,133	9,064
Ansaldo San Giorgio II.	13	18.45	14	11.48	14	18.13	14	23.53	Italian.	Soc. Naz. di Navigazione.	378.0	52.0	16.0	Genoa.	Valparaiso.	General.	1,080	5,591	3,975
Pacific Shipper.	13	17.25	14	13.53	14	20.45	15	2.35	British.	Furness, Withly & Co.	420.0	58.0	21.0	Manchester.	Vancouver.	(⁹) General.	1,695	7,892	5,858
Santa Paula.	13	22.02	14	6.00	15	12.44	15	14.00	American.	Pacific Mail Steamship Co.	404.6	53.0	19.0	New York.	San Francisco.	General.	5,108	6,756	4,775
Orient.	14	15.10	15	6.20	15	13.46	15	14.30	American.	Oriental Navigation Co.	376.4	52.3	22.9	New Orleans.	La Union.	(⁹) General.	5,800	5,455	3,879
Pennsylvania.	14	8.00	15	7.00	15	15.27	15	16.25	British.	French Line.	400.0	52.0	17.5	Haarlem.	Guayaquil.	General.	420	5,764	4,384
Francis E. Powell.	14	21.45	15	8.15	15	16.15	15	17.15	American.	Atlantic Refining Co.	431.0	59.0	19.3	Philadelphia.	San Francisco.	Ballast.	7,860	5,101	

* Motor schooner. * Mine sweeper. * Cruiser. * Raw cotton and phosphate rock. * Petroleum, gasoline, and general cargo. * General and 12,264 bunches of bananas.

* Tanker. * Motor schooner. * Mine sweeper. * Motor ship. * Cruiser. * Raw cotton and phosphate rock. * Petroleum, gasoline, and general cargo. * General and 12,264 bunches of bananas.

* Iron pipes and railroad ties.

Stromboli	14	7 05	15	9 30	15	17 09	15	18 41	Italian	Navigazione Gen. Italiana	400 0	52 0	19 0	Genoa	Guayaquil	General	1,900	5,738	3,961
Grace Dollar	15	1 15	12 16	15	19 49	15	20 48	American	Dollar Line		436 0	52 0	19 1	Philadelphia	San Pedro	General	2,700	7,436	5,396
Atrato	10	20 35	15	12 20	15	20 31	17 14 00	Colombian	Colombian Transport Co		94 0	23 0	6 0	Cristobal	Buenaventura	General	62	160	77
Florence B.	24	17 10	15	10 45	15	13 21		American	Pablo Pinel		177 5	36 9		Cristobal	Gatun Lake	Ballast		708	594
Teno	10	14 35	16	6 00	16	13 22	16 14 15	Chilean	Chilean Line		421 8	56 0	26 8	New York	Valparaiso	General	1,805	7,758	4,672
Nemaha	14	14 50	16	6 05	16	13 10	17 09	American	C. B. Dillingham		91 0	16 0	6 0	Miami	Seattle	Ballast		82	59
Atlantic Sun	15	21 58	16	7 20	16	14 30	16 15 15	American	Sun Oil Co.		420 3	59 2	19 0	New York	Los Angeles	Ballast		7,508	5,283
Winward	15	14 05	16	7 05	16	15 46		American	Harry C. Fisher		79 3	19 5	14 0	Habana	Los Angeles	Ballast		64	54
W. H. Tifford	15	19 22	16	9 00	16	15 45	16 25	American	Standard Oil Co.		411 6	53 4	19 0	Wilmington	San Pedro	Ballast		6,205	4,264
Plum Branch	16	5 46	16	10 10	16	16 46	16 17 50	British	F and W. Ritson		400 10	53 8	19 7	Liverpool	Guayaquil	General	2,360	5,761	3,881
W. L. Stead	16	13 25	16	13 30	16	20 10	16 20 59	American	Pan-American Petroleum Co.		416 8	56 1	20 2	Jacksonville	San Pedro	Ballast		6,751	4,795

* Tanker.

** Motor schooner.

** Yacht.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Manchuria	8	1 35	10	6 25	10	15 55	10	15 35	American	Panama-Pacific Line	600 0	65 3	23 5	San Francisco	New York	General	3,800	17,044	11,488
Caledonia	9	23 30	10	7 30	10	16 10	10 18 50	Belgian	Lloyd Royal Belge		400 0	52 4	23 0	Talait	Norfolk	Nitrates	7,386	5,704	3,986
Memas	10	2 20	10	8 35	10	17 10	10 19 20	Greek	Vergetis & Co., London		375 2	50 0	24 0	Coquimbo	Cortek N. J.	Copper ore	6,800	4,772	3,460
Ucayali	10	3 00	10	8 53	10	17 07		Peruvian	Peruvian Line		374 1	46 7	17 0	Hollo	Cristobal	General	695	4,466	4,614
Ipswich	10	8 45	10	18 09	10	18 35	10 18 35	American	United American Lines, Inc.		400 7	54 2	27 0	Portland	New York	General	7,251	6,616	4,614
Atrato	10	10 00	10	11 59	10	20 35	15 12 20	Colombian	Colombian Transport Co		94 0	23 0	7 0	Buenaventura	Cristobal	Lumber, copper	101	160	77
K. I. Luckenbach	10	11 15	10	12 08	10	19 52	10 19 52	American	Luckenbach Line		446 0	56 0	29 0	Portland	New York	General	7,500	8,552	6,236
Bethore	10	8 40	10	15 23	11	13 35	11 13 35	American	Ore Steamship Corporation		550 3	72 2	34 0	Cruz Grande	New York	Iron ore	19,800	12,476	4,354
Santa Rosa	10	20 46	11	7 08	11	14 50	11 14 50	American	Pacific Mail Steamship Co.		404 5	53 9	27 8	San Francisco	New York	Lumber, general	7,621	6,754	4,780
Jamaica	10	22 25	11	8 09	11	16 18		British	Pacific Steam Navigation Co.		229 0	53 0	12 0	Buenaventura	Cristobal	General	772	1,187	622
Willbio	11	13 00	11	13 54	11	21 55	11 21 55	American	Williams Steamship Line		434 3	57 7	26 5	Seattle, Wash.	New York	Lumber, general	7,681	7,983	5,882
Santa Elisa	12	0 30	12	7 02	12	13 30	12 15 12	American	Grace Line		360 2	51 7	28 9	Talcahuano	New York	General	3,093	5,957	4,325
Ocidental	11	19 30	12	7 09	12	13 35	12 15 35	American	Texas Steamship Co.		416 1	50 7	23 0	Los Angeles	New York	Crude oil	9,348	6,979	5,079
Dakota	12	0 42	12	8 30	12	16 32	12 16 32	American	American-Hawaiian Line		407 7	53 7	29 2	Seattle	Boston	General	4,644	7,156	5,058
W. S. Rheem	12	8 45	12	9 41	12	17 55	12 17 55	American	Standard Oil Co. of California		300 0	68 2	29 2	San Pedro	New York	Crude oil	14,864	11,234	9,860
Suralco	12	8 58	12	10 15	12	18 20	12 18 20	American	Transmarine Corporation		334 0	68 0	23 0	Coos Bay	Newark	Lumber	4,000	3,984	2,612
Heffron	11	23 50	12	11 10	12	19 35	12 19 35	American	American-Pioneer Line (S. B.)		440 0	50 0	28 2	Manila	New Orleans	General	10,090	8,319	6,201
Canadian	12	9 40	12	11 47	12	20 05	12 21 50	British	Canadian Govt. Mer. Marine		400 0	52 2	26 0	Vancouver	Glasgow	Lumber, grain	6,334	5,905	4,129
Scottish	12	12 00	12	13 14	12	21 10	12 21 10	British	Pacific Steam Navigation Co.		485 0	58 0	34 0	Colonel	Liverpool	General	3,808	9,926	6,561
Arkansas	12	15 00	13	6 20	13	16 10	14 10 45	French	Cie. Gle. Transatlantique		448 8	52 3	26 0	Vancouver	Port Talbot	General	8,041	7,678	5,563
Bennetom	12	17 25	13	7 07	13	17 12	14 14 10	Dutch	Royal Netherlands W. I. Mail		449 7	58 2	27 6	Corral	Hamburg	(17)	8,785	7,849	5,806
Vancolie	12	20 45	13	7 43	13	17 50	13 17 50	British	Imperial Oil Co.		500 3	68 0	30 6	Lobitos, Peru	Montreal	Crude oil	15,296	11,043	7,874
Suimaco	13	20 00	14	7 10	14	15 50	14 15 50	American	Transmarine Line		334 0	46 2	24 6	Aberdeen	Newark	Lumber	4,000	3,984	2,628
Lena Luckenbach	14	6 30	14	8 08	14	17 10	14 17 10	American	Luckenbach Line		425 0	52 8	24 6	Portland, Ore.	Mobile	General	5,202	7,217	5,295
O-9	14	10 58	14	10 58	14	17 55		American	U. S. Navy					Pearl Islands	Coco Solo	(18)		6	
Anita	14	7 25	14	7 25	14			Panamanian	Ezekiel Rios		42 0	12 0	4 6	Balboa	Gatun Lake	Banana seed	(19)	15	
Argo	13	23 00	14	10 00	14			Panamanian	D. T. Baker					Pacora					
Gen. G. W. Getty	14	10 15	14	10 15	14			American	U. S. Army		98 0	22 0		Balboa	Cristobal				

* Tanker.

** Submarine.

** Commercial launch.

** Coffee, hides, and platinum.

** Wheat, cacao, ivory nuts.

** Towing barge No. 1.

** 15,000 seed.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Epoca.	14	23.30	15	9.30	15	10.38	Norwegian.	Pacific Mail Steamship Co.	213.9	35.2	12.6	Champerico.	Cristobal.	General.	408	1,200
Moordijk.	15	10.30	15	11.28	15	20.10	Dutch.	Holland-American Line.	487.0	61.0	25.6	Vancouver.	Rotterdam.	General.	8,917	9,165
O-3.	15	.....	15	11.53	15	19.35	American.	U. S. Navy.	.....	.....	.....	Pearl Islands.	Coco Solo.	General.	.....	7,056
Empress of France.	15	8.05	16	6.27	16	14.15	British.	Canadian Pacific Line.	571.4	72.4	26.1	New York.	New York.	General.	.....	17,255
Clarissa Radcliffe.	15	15.20	16	7.17	16	15.30	British.	Evans Thomas Radcliffe.	415.0	55.5	26.0	Antofagasta.	Wilmington.	Nitrate.	8,900	6,851
Agwimars.	16	4.00	16	8.14	16	16.40	American.	International Shipping Corp.	429.3	59.2	27.0	San Pedro.	New York.	Crude petroleum	10,500	7,596
Taxandret.	16	9.30	16	10.34	16	19.40	Belgian.	Lloyd Royal Belge.	400.0	52.3	25.6	Chamara.	New York.	Copper ore.	7,433	.....
Corinto.	16	10.00	16	11.34	16	19.17	American.	Pacific Mail Steamship Co.	261.6	40.8	15.6	San Francisco.	Cristobal.	General.	1,283½	2,352

* Tanker. ** Submarine. ** Coffee, sugar, and hides. ** Passengers only. Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.

PORT OF CRISTOBAL.

* ARRIVALS.

Date.	Vessel.	Line.		Date.	Vessel.	Line.		For—
		From—	Line.			From—	Line.	
May 2.	Islander ²¹ .	Port of Spain.	Henry Pidgeon.	May 10.	Camden.	United Fruit Co.	Mobile.	
May 10.	Parissima.	New Orleans via Habana.	United Fruit Co.	May 10.	Parissima.	United Fruit Co.	Bocas del Toro.	
May 10.	Pastores.	Port Limon.	United Fruit Co.	May 10.	Pastores.	United Fruit Co.	New York via Habana.	
May 10.	San Gil.	New York via Haiti.	Panama Railroad Steamship Line.	May 12.	San Gil.	United Fruit Co.	Boston via waypts.	
May 12.	Ulua.	Boston via Habana.	United Fruit Co.	May 13.	Parissima.	United Fruit Co.	New Orleans via Habana.	
May 12.	Atenas.	New York via Habana.	United Fruit Co.	May 13.	Ulua.	United Fruit Co.	Port Limon.	
May 12.	Parissima.	New Orleans via Habana.	United Fruit Co.	May 14.	Carrillo.	United Fruit Co.	Colombia.	
May 13.	Carrillo.	Bocas del Toro.	United Fruit Co.	May 14.	Atenas.	United Fruit Co.	New Orleans via waypts	
May 13.	New York via Kingston.	Colon.	Panama Railroad Steamship Line.	May 14.	Arcon.	Panama Railroad Steamship Line.	New York via Haiti.	
May 15.	El Panquaco.	Colon.	Panama Government.	May 15.	El Panquaco.	Heavy Pidgeon.	High seas.	
May 16.	Achilles and Darian.	Norfolk.	Panama Railroad Steamship Line.	May 15.	El Panquaco.	Panaman Government.	Colon.	
May 16.	Cavina.	Port Limon.	Elders & Fyffes, Ltd.	May 15.	Inapaquina ²⁴ .	United Fruit Co.	Colon.	
May 16.	Per Skotland.	New Orleans.	Standard Fruit Co.	May 16.	Cavina.	Elders & Fyffes, Ltd.	Kingston.	

** Yacht.

** Motor schooner.

PORT OF BALBOA.

May 13.	Legia Elena.	Junta de Caminos.	May 10.	Arcturus.	New York Zoological Society.	Cocos Islands.
			May 13.	Legia Elena.	Junta de Caminos.	Panama.

* Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

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Decrease in Canal Traffic Due to Decline in Mineral Oil Shipments.

For the first 10 months of the current fiscal year, as compared with the first 10 months of the preceding fiscal year, there has been a decrease in the amount of traffic routed through the Canal of approximately 12 per cent. Traffic statistics for the first 10 months of 1925, as compared with the corresponding period of 1924, show the following:

TOTAL OF ALL TRAFFIC PASSING THROUGH CANAL.

Period from—	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
July to April, 1924	4,436	22,135,169	\$20,542,377.41	22,617,874
July to April, 1925.....	3,933	19,254,142	18,035,441.18	20,215,471
Decrease, 10 months.....	503	2,881,027	2,506,936.23	2,402,403

Segregating the tanker transits for the two years, the statistics show approximately a 40 per cent decrease in this trade during the first 10 months of 1925, as compared with the corresponding period of 1924, the number of transits, tonnage, etc., being as follows:

Period from—	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
July to April, 1924.....	1,478	8,813,127	\$7,847,820.61	8,711,479
July to April, 1925.....	914	5,491,748	4,886,230.92	5,407,114
Decrease, 10 months.....	564	3,321,379	2,961,589.69	3,304,365

Eliminating the tanker transits, the traffic statistics show a small gain in general cargo transits, the increase varying from 2 per cent in the number of transits to 6 per cent in the amount of cargo tonnage. Statistics on this traffic are as follows:

Period from—	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
July to April, 1924.....	2,958	13,322,042	\$12,694,556.80	13,906,395
July to April, 1925.....	3,019	13,762,394	13,149,210.26	14,808,357
Increase, 10 months.....	61	440,352	454,653.46	901,962

Tanker traffic through the Canal reached its peak in September, 1923, when it comprised nearly one-half of the total shipping routed through the Canal, and shipments of mineral oils reached a total of 1,000,000 tons a month. It was anticipated that as the tanker tonnage decreased, traffic through the Canal would show a decline also, unless the decrease in tanker traffic should be so gradual as to be counterbalanced by increases along other lines. The volume of tanker tonnage passing through the Canal at present is but one-half of what

(Continued on page 581.)

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, 1925.

BALBOA HEIGHTS, C. Z., May 13, 1925.

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, 1925:

NUMBER OF TRANSITS.

During the month, 382 commercial vessels, 27 small launches, and 27 vessels of the United States Government passed through the Canal, making the total transits for the month 436, or an average of 14.53 transits per day.

Tolls for the month aggregated \$1,735,535.27, an average of \$57,851.18 in tolls per day. Of the foregoing, \$1,735,429.37 represents the amount collected in tolls from the 382 commercial transits, and \$105.90 the amount collected from the 27 small launches.

Traffic through the Canal still continues to show a slight decline from previous figures as will be seen from the tabulation below giving the traffic each month for the current fiscal year.

The total number of craft of all kinds transiting the Canal during the month of April, 1925, as compared with the same month in 1924 and 1923, is shown in the following tabulation:

	April, 1925.	April, 1924.	April, 1923.
Commercial vessels	382	403	404
Noncommercial vessels, U. S. Army and Navy	27	86	20
Launches, under 20 tons measurement	27	17	16
Total vessels transiting Canal	436	506	440

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North- bound.	South- bound.	Total.
Gatun	6	5	11
Pedro Miguel	18	18	36
Miraflores	20	19	39

COMMERCIAL TRAFFIC.*

The following tabulation shows the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by vessels transiting the Canal each month from the beginning of the fiscal year 1925 to the end of April, 1925, as compared with the same months in the preceding year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1923-4	1924-5	1923-4.	1924-5.	1923-4.	1924-5.	1923-4.	1924-5.
July	474	422	2,310,027	2,036,097	2,337,784	2,097,154	\$2,124,830.02	\$1,935,296.43
August	454	372	2,232,590	1,991,895	2,168,750	1,958,479	2,050,656.97	1,769,999.94
September	413	395	2,041,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October	427	393	2,139,475	1,923,950	2,127,567	2,017,989	1,988,607.69	1,796,255.77
November	436	384	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
December	506	407	2,516,491	1,989,196	2,494,631	2,265,687	2,335,729.81	1,893,495.04
January	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
February	418	379	2,108,879	1,789,447	2,243,616	1,839,619	1,964,155.59	1,648,964.88
March	429	398	2,136,079	1,964,106	2,272,472	2,104,324	1,997,438.83	1,849,103.14
April	403	382	2,053,171	1,840,692	2,158,721	1,950,902	1,903,761.27	1,735,429.37
Totals	4,436	3,933	22,135,169	19,254,142	22,617,874	20,215,471	20,542,377.41	18,035,441.25

* Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The decrease in commercial traffic for the first 10 months of the current fiscal year, as compared with the same period for the preceding fiscal year has been 11.3 per cent in number of transits; 13 per cent in Panama Canal net tonnage; 9.6 per cent in tons of cargo carried; and 12.2 per cent in tolls.

Following is a summary of commercial traffic for April, 1925, as compared with the corresponding month in 1924 and 1923, and the monthly average for the calendar year ending December 31, 1924:

	April, 1925.	April, 1924.	April, 1923.	Average per month for calendar year 1924.
Number of transits.....	382	403	404	408
United States net tonnage.....	1,462,344	1,634,644	1,634,457	1,617,898
Panama Canal net tonnage.....	1,840,692	2,053,171	2,007,690	2,034,313
Registered gross tonnage.....	2,347,123	2,625,612	2,579,551	2,593,977
Registered net tonnage.....	1,466,625	1,637,909	1,627,333	1,620,002
Tolls.....	\$1,735,429.37	\$1,903,761.27	\$1,878,938.15	\$1,900,784.70
Tons of cargo carried.....	1,950,902	2,158,721	2,187,145	2,157,678

The average daily number of transits, tonnage, tolls, and cargo is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	April, 1925.	April, 1924.	April, 1923.	
Number of transits.....	12.73	13.43	13.5	13.36
Panama Canal net tonnage.....	61,356	68,439	66,923	66,698
Tolls.....	\$57,847.65	\$63,458.71	\$62,631.27	\$62,320.81
Tons of cargo carried.....	65,030	71,957	72,905	70,743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of April, 1925, as compared with April, 1924, and April, 1923, are shown in the following tabulation:

	Average per vessel.		
	April, 1925.	April, 1924.	April, 1923.
United States equivalent net tonnage.....	3,828	4,056	4,045
Panama Canal net tonnage.....	4,819	5,095	4,970
Registered gross tonnage.....	6,143	6,515	6,385
Registered net tonnage.....	3,839	4,064	4,028
Tolls.....	\$4,543.01	\$4,723.97	\$4,650.76
Tons of cargo (including vessels in ballast).....	5,106	5,357	5,414
Tons of cargo (laden vessels only).....	6,122	6,653	6,603

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of April for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
April, 1922.....	24	114,283	137,207	26	131,193	118,662	50	245,476	255,869
April, 1923.....	95	534,294	238,636	90	516,214	876,228	185	1,050,508	1,114,864
April, 1924.....	85	492,358	200,865	83	455,967	716,486	168	948,325	917,351
April, 1925.....	69	368,794	220,633	68	389,258	613,019	137	758,052	833,652

UNITED STATES SHIPPING BOARD VESSELS.

During the month of April, 1925, 8 vessels of the United States Shipping Board transited the Canal. Of the 8 vessels, 7 were general cargo carriers and 1 was a tank ship. One of these vessels was employed in the United States intercoastal trade and the other 7 in the foreign trade of the United States.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels routed through the Canal during the month of April for the past 3 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
April, 1923.....	20	105,563	44,466	17	89,131	140,082	37	194,694	184,548
April, 1924.....	10	53,941	35,224	10	53,833	78,985	20	107,774	114,209
April, 1925.....	5	26,902	23,323	3	14,516	15,191	8	41,418	38,514

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of April, 1925, by principal geographical areas, as compared with the same month in 1924 and 1923; the figures representing the net tonnage by the Panama Canal rules of measurement:

Areas.	April, 1925.	April, 1924.	April, 1923.
	<i>Net tons.</i>	<i>Net tons.</i>	<i>Net tons.</i>
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	654,405	756,924	743,891
Europe (including British Isles).....	219,933	214,093	183,803
Cristobal, C. Z.....	8,077	10,841	22,340
East coast of Mexico and Central America.....	14,136	16,917	23,561
East coast of South America.....	23,381	15,065	20,426
East coast of Canada.....	30,198	12,422	13,551
West Indies.....	6,906	10,336	10,087
Miscellaneous.....			4,959
Totals.....	957,036	1,036,598	1,022,618
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	427,297	594,992	630,637
West coast of South America.....	199,465	165,933	156,237
Australasia.....	110,588	106,140	85,201
Far East.....	105,442	93,616	99,648
West coast of Canada.....	104,188	64,714	32,236
West coast of Mexico and Central America.....	10,056	8,203	18,659
Totals.....	957,036	1,036,598	1,022,618
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	437,301	557,938	603,664
West coast of South America.....	228,280	199,711	237,790
Australasia.....	72,148	71,311	49,359
Far East.....	20,863	40,515	21,844
West coast of Canada.....	111,737	138,673	50,968
West coast of Mexico and Central America.....	13,327	8,425	21,447
Totals.....	883,656	1,016,573	985,072
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	554,658	668,087	693,753
Europe (including British Isles).....	274,350	307,342	172,627
East coast of Mexico.....	10,901	11,381	41,401
East coast of Canada.....	18,191		16,537
Cristobal, C. Z.....	15,165	21,914	24,963
East coast of South America.....	5,488	7,849	10,983
West Indies.....	579		7,470
Miscellaneous.....	4,324		17,338
Totals.....	883,656	1,016,573	985,072

TOLLS.

Under the present method of assessing tolls, the revenue from commercial traffic during the month of April, 1925, was \$1,735,429.37. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively and the tolls computed at \$1.20 per ton for laden vessels, 72 cents for vessels in ballast, and \$1.20 per ton for all deck cargo, this revenue would have been increased by \$366,134.23. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$50,736.57	\$40,068.35	\$90,804.92
Chilean.....	1,256.00	1,257.65	2,513.65
Colombian.....		8.65	8.65
Danish.....	1,769.35	644.05	2,413.40
Dutch.....	2,655.55	5,418.45	8,074.00
French.....	4,298.20	4,754.10	9,052.30
German.....	5,995.90	14,329.50	20,325.40
Italian.....	864.50	997.45	1,861.95
Japanese.....	7,193.35	4,091.10	11,284.45
Jugo-Slavic.....	716.85		716.85
Norwegian.....	3,594.30	6,736.85	10,331.15
Panaman.....	1.38	1,403.20	1,401.82
Peruvian.....	3,681.85	3,016.90	6,698.75
Spanish.....	1,945.40	841.55	2,786.95
Swedish.....	1,856.25	4,296.15	6,152.40
United States.....	76,509.44	115,198.15	191,707.59
Totals.....	163,072.13	203,062.10	366,134.23

* Indicates gain.

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	\$56,611.92	\$92,845.30	\$149,457.22
United States foreign trade.....	19,650.92	22,352.85	42,003.77
United States to Canal Zone trade.....	246.60		246.60
Totals.....	76,509.44	115,198.15	191,707.59

Of the additional \$366,134.23 that would have been collected by using exclusively Panama Canal rules of measurement and charging for deck load, \$21,908.40 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in April, 1925, is shown in the following tabulation, segregated by nationality of vessels, and direction of transit. Laden vessels only are included

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
British.....	.87	1.28	1.05
Chilean.....	.34	.88	.61
Colombian.....		1.53	1.53
Danish.....	1.13	1.54	1.19
Dutch.....	.84	1.45	1.25
French.....	.35	1.29	.87
German.....	.85	1.44	1.27
Italian.....	.41	1.26	.91
Japanese.....	.74	1.46	1.02
Jugo-Slavic.....	1.53		1.53
Norwegian.....	1.22	1.82	1.62
Panaman.....		.59	.59
Peruvian.....	.59	.08	.38
Spanish.....	.84	.07	.60
Swedish.....	1.10	1.30	1.24
United States.....	1.08	1.61	1.41
Average, April, 1925.....	.94	1.49	1.24
Average, April, 1924.....	1.01	1.52	1.32
Average, April, 1923.....	1.12	1.63	1.42

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	.60	1.57	1.10
United States and South America.....	.33	1.84	1.18
United States and Europe.....	.63	1.81	1.22
United States and Far East.....	1.03	1.25	1.07
United States and Australasia.....	1.19	.16	1.10
United States and Canada.....	.99	1.44	1.19
Europe and South America.....	.79	1.28	1.06
Europe and Canada.....	.51	1.47	1.05
Europe and Australasia.....	.80	.87	.84
Cristobal and South America.....	.35	1.38	.98

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of April, 1925, was 1,950,902 tons. Cargo from the Atlantic to the Pacific aggregated 655,078 tons, as compared with 635,029 tons in April, 1924, and 643,594 tons in March, 1925. From the Pacific to the Atlantic there were 1,295,824 tons as compared with 1,523,692 tons in April, 1924, and 1,648,924 tons in March, 1925.

From the Atlantic to the Pacific, various manufactured goods with 176,597 tons was the heaviest item, followed by mineral oils with 88,844 tons, and coal and coke with 27,625 tons.

From the Pacific to the Atlantic, mineral oils with 466,982 tons made up a little over one-third of the total cargo as compared with 568,435 tons in April, 1924, and 473,987 tons in March, 1925. Lumber shipments aggregated 189,190 tons for the month, and nitrate shipments 187,795 tons, these two commodities ranking second and third respectively in cargo tonnage. April shipments of ore through the Canal showed a sharp drop, aggregating but 56,567 tons, being the lowest since August, 1923.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is shown below, the figures representing tons of 2,240 pounds:

Commodity.	April, 1925.	April, 1924.	April, 1923.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	2,455	3,196	1,624
Ammonia.....	5,099	7,614	8,798
Asphalt.....	211	2,439	538
Automobiles and accessories.....	16,307	9,981	6,888
Blood and tankage.....	375	421	3,736
Bricks, fire.....	3,887	2,202	1,537
Canned goods, various.....	4,339	2,339	2,409
Cement.....	19,667	29,485	9,150
Chemicals.....	1,859	2,838	2,931
Coal and coke.....	27,625	18,500	23,450
Coffee.....	3,236	3,675	2,383
Cotton.....	9,466	7,115	16,756
Creosote.....		8,500	59
Glass and glassware.....	3,039	4,243	5,195
Liquors.....	547	3,464	1,609
Manufactured goods:			
Iron and steel.....	151,165	113,943	134,603
Machinery.....	6,441	12,973	10,619
Railroad material.....	9,040	16,236	15,705
Textiles.....	5,337	3,772	4,101
Other.....	4,614	2,623	11,360
Metals, various.....	10,144	30,270	27,545
Mineral oils.....	88,844	78,324	109,332
Ores, various.....	3,568	6,566	913
Paper.....	4,841	4,238	3,970
Phosphates.....	70	6,170	
Rice.....	2,238	3,492	1,287
Rosin.....	2,219	2,006	1,236
Salt.....	2,122	4,362	558
Sand and silver sand.....	4,753	925	3,700
Slag.....	5,460	12,000	5,153
Sugar.....	17,354	5,779	7,564
Sulphur.....	18,240	11,314	2,342
Tobacco.....	9,155	11,125	4,153
Wax.....	2,571	3,051	1,740
Miscellaneous.....	208,790	199,848	220,425
Totals.....	655,078	635,029	653,369
<i>Pacific to Atlantic.</i>			
Barley.....	7,902	14,603	13,121
Beans.....	4,656	4,091	6,164
Borax.....	5,924	838	1,711
Cocoa.....	6,055	3,473	3,756

Commodity.	April, 1925.	April, 1924.	April, 1923.
<i>Pacific to Atlantic.—Continued.</i>			
Canned goods:			
Fish.....	6,330	13,107	3,130
Fruit.....	7,384	14,431	6,404
Other.....	2,607	5,010	2,323
Coffee.....	8,517	13,920	14,210
Cold storage, various.....	32,015	16,408	18,516
Copra.....	17,445	6,039	8,432
Flour.....	15,927	5,480	2,621
Fruit, dried and fresh.....	8,379	19,958	1,451
Hemp.....	1,384	3,089	1,702
Lumber.....	189,190	222,712	170,712
Metals, various.....	39,374	22,889	30,606
Nitrates.....	187,795	121,925	197,983
Oats.....	5,511	3,307	760
Mineral oils.....	466,982	568,435	822,187
Ore, various.....	56,567	124,049	82,933
Rice.....	40	18,967	3,303
Skins and hides.....	4,252	3,468	5,501
Sugar.....	14,643	25,094	19,555
Wheat.....	94,112	174,930	16,700
Wool.....	13,337	9,015	10,970
Miscellaneous.....	99,499	108,544	89,025
Totals.....	1,295,824	1,523,692	1,533,776

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of April, 1925, was published in THE PANAMA CANAL RECORD for May 13, 1925. The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of April, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	April, 1925.	April, 1924.	April, 1923.	April, 1925.	April, 1924.	April, 1923.
United States intercoastal.....	69	85	95	68	83	90
United States and South America.....	21	20	16	30	29	30
Europe and South America.....	17	14	14	20	11	18
United States and Far East.....	16	16	17	4	7	4
Europe and United States.....	6	14	12	6	15	4
Europe and Canada.....	11	7	5	16	21	4
Europe and Australasia.....	7	7	4	9	9	6
Mexico and South America.....	2	2	3	.....	2	2
Cristobal and South America.....	1	3	8	5	5	11
United States and Canada.....	5	6	.....	5	7	6
United States and Australasia.....	9	10	9	1	2	1
Miscellaneous.....	30	18	21	24	10	24
Totals.....	194	202	204	188	201	200
	Panama Canal net tonnage.			Panama Canal net tonnage.		
	April, 1925.	April, 1924.	April, 1923.	April, 1925.	April, 1924.	April, 1923.
United States intercoastal.....	368,794	492,358	534,294	389,258	455,967	516,214
United States and South America.....	97,863	86,876	58,433	120,223	130,457	122,432
Europe and South America.....	77,809	66,593	59,177	93,109	51,179	82,274
United States and Far East.....	87,642	89,375	95,530	20,863	40,515	21,744
Europe and United States.....	28,244	69,035	61,952	28,011	84,363	24,264
Europe and Canada.....	63,269	29,199	27,237	83,355	108,079	22,649
Europe and Australasia.....	47,237	45,885	32,056	63,379	60,653	40,323
Mexico and South America.....	8,890	9,554	18,536	.....	9,554	9,412
Cristobal and South America.....	4,272	3,080	12,195	6,063	5,562	15,271
United States and Canada.....	25,081	34,270	.....	19,899	30,490	28,319
United States and Australasia.....	47,857	55,901	44,639	4,415	10,658	4,944
Miscellaneous.....	100,078	54,472	78,669	55,081	29,096	97,226
Totals.....	957,036	1,036,598	1,022,618	883,656	1,016,573	985,072
	Tons of cargo carried.			Tons of cargo carried.		
	April, 1925.	April, 1924.	April, 1923.	April, 1925.	April, 1924.	April, 1923.
United States intercoastal.....	220,633	200,865	238,636	613,019	716,486	876,228
United States and South America.....	32,364	27,715	26,782	222,027	260,330	220,744
Europe and South America.....	61,842	51,539	34,344	119,266	65,500	119,547
United States and Far East.....	89,687	100,504	131,646	25,865	57,709	31,644
Europe and United States.....	17,782	55,455	25,823	50,745	132,818	40,205
Europe and Canada.....	32,626	25,757	25,885	122,364	169,819	35,270
Europe and Australasia.....	37,703	46,380	32,284	55,263	47,349	35,572
Mexico and South America.....	16,145	19,169	34,033	.....	.....	.....
Cristobal and South America.....	1,522	738	3,217	1,496	2,648	6,074
United States and Canada.....	24,978	25,779	.....	28,698	45,966	37,432
United States and Australasia.....	57,044	56,042	50,203	733	5,010	3,000
Miscellaneous.....	62,752	25,086	50,516	56,528	20,057	128,060
Totals.....	655,078	635,029	653,369	1,295,824	1,523,692	1,533,776

LATIN-AMERICAN TRAFFIC.

In the following tabulation, a summary of Latin-American traffic for the month of April is given for the years 1923, 1924, and 1925, and for the month of March, 1925:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
April, 1923.....	140	515,991	\$498,699.93	576,400
April, 1924.....	111	435,905	412,879.17	469,551
April, 1925.....	126	486,466	461,918.21	507,627
March, 1925.....	131	512,400	481,117.58	579,326

The totals for April, 1925, are not quite as great as for the month preceding nor for the same month in 1923, but are larger than for April, 1924.

Nitrate shipments from the west coast of South America totaled 187,795 tons, as against 223,701 tons for March, 1925, and 223,794 tons for February, 1925.

The principal commodities shipped to Latin-American ports through the Canal were various manufactured goods, coal and coke, mineral oils, and cement in order named. From Latin-American ports the principal commodities were nitrates, various ores, grains, and various metals in order named.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin-America during April, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for April in 1923 and 1924.

LATIN-AMERICAN TRAFFIC.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	19	74,391	86,588	120,021	75,769	\$79,439.67	48,495
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	1,621
Colombian.....	1	67	77	153	68	55.44	.....
Danish.....	1	1,587	1,844	2,357	1,423	1,983.75	2,314
Dutch.....	1	2,494	3,195	3,981	2,423	3,117.50	4,663
French.....	2	6,467	7,859	10,322	6,462	8,083.75	2,333
German.....	3	9,189	13,002	15,190	9,249	11,486.25	13,736
Italian.....	2	8,198	9,200	12,646	7,391	10,247.50	3,774
Japanese.....	2	9,590	11,574	15,294	9,550	11,987.50	3,046
Jugo-Slavic.....	1	3,447	4,188	5,168	3,304	4,308.75	6,410
Norwegian.....	3	5,534	7,505	9,143	5,537	6,917.50	10,628
Peruvian.....	3	4,555	7,738	11,336	6,180	5,693.75	4,539
Spanish.....	2	6,476	8,367	10,813	6,449	8,095.00	7,054
United States.....	15	57,226	67,763	93,697	56,236	53,637.69	23,857
Totals, April, 1925.....	56	192,733	233,605	317,431	194,017	209,444.05	132,470
Totals, April, 1924.....	55	168,691	210,161	281,141	171,760	183,745.30	121,016
Totals, April, 1923.....	60	174,440	218,404	286,803	175,819	202,893.29	138,830
<i>Pacific to Atlantic.</i>							
British.....	23	67,334	81,410	107,080	69,352	84,845.71	110,380
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	4,108
Colombian.....	1	67	77	153	85	83.75	118
Danish.....	1	1,399	1,827	2,355	1,411	1,748.75	2,810
Dutch.....	2	6,656	8,914	10,604	6,684	8,320.00	13,480
French.....	3	10,418	12,544	16,797	10,620	13,022.50	17,023
German.....	9	28,501	39,951	46,820	28,422	35,626.25	55,540
Italian.....	3	12,485	13,388	16,859	10,197	15,068.15	16,839
Japanese.....	3	13,771	14,236	18,524	13,598	16,878.20	26,451
Norwegian.....	6	14,234	19,052	23,254	14,231	17,792.50	35,618
Panaman.....	2	93	96	163	91	112.80	.....
Peruvian.....	2	2,710	5,337	9,147	4,763	3,387.50	439
Spanish.....	2	6,209	8,314	10,401	6,333	6,989.65	257
United States.....	12	35,552	43,043	60,324	35,603	44,249.65	92,094
Totals, April, 1925.....	70	202,908	252,861	329,791	205,366	252,474.16	375,157
Totals, April, 1924.....	56	187,121	225,744	207,024	190,542	229,133.87	348,535
Totals, April, 1923.....	80	240,334	297,584	391,696	239,941	295,806.64	437,570

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up 50 per cent of the total commercial transits of the Canal during the month of April, 1925, comprised about 54 per cent of the Panama Canal net tonnage, and carried about 57 per cent of the total cargo in transit through the Canal during the month.

The following statement shows the commercial traffic through the Canal in April, 1925, classified according to nationality of vessels, by direction of transit, and the combined traffic in both directions, together with the totals for April, 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British	54	231,931	287,448	370,436	231,332	\$269,617.83	205,660
Chilean	1	3,512	4,705	7,310	3,976	4,390.00	1,621
Colombian	1	67	77	153	68	55.44	.....
Danish	3	7,525	9,313	11,919	7,394	9,406.25	10,484
Dutch	2	8,257	10,814	13,319	8,231	10,321.25	9,117
French	5	18,220	22,561	29,333	18,335	22,775.00	7,848
German	4	14,098	19,682	23,306	14,136	17,622.50	16,809
Italian	2	8,198	9,200	12,646	7,391	10,247.50	3,774
Japanese	9	39,416	46,872	60,818	39,007	49,053.05	34,942
Jugo-Slavic	1	3,447	4,188	5,168	3,304	4,308.75	6,410
Norwegian	4	8,970	12,339	14,903	9,805	11,212.50	15,128
Panaman	2	70	73	99	74	53.94	.....
Peruvian	3	4,555	7,738	11,336	6,180	5,693.75	4,539
Spanish	2	6,476	8,367	10,813	6,449	8,095.00	7,054
Swedish	2	5,597	8,914	9,196	6,881	6,433.83	4,284
United States	99	402,011	504,745	644,960	399,600	433,912.00	327,408
Totals, April, 1925	194	762,350	957,036	1,225,715	762,163	863,198.59	655,078
Totals, April, 1924	202	819,360	1,036,598	1,317,594	818,921	891,826.49	635,029
Totals, April, 1923	204	828,410	1,022,618	1,306,995	823,665	884,124.27	653,369
<i>Pacific to Atlantic.</i>							
British	45	157,929	199,600	251,649	159,415	197,449.33	246,331
Chilean	1	3,479	4,672	7,310	3,976	4,348.75	4,108
Colombian	1	67	77	153	85	83.75	118
Danish	1	1,399	1,827	2,355	1,411	1,748.75	2,810
Dutch	4	17,295	22,531	27,658	17,297	21,618.75	32,733
French	6	23,310	27,942	39,660	23,142	29,137.50	36,200
German	11	34,002	47,322	55,786	33,677	42,502.50	68,167
Italian	3	12,485	13,388	16,859	10,197	15,068.15	16,839
Japanese	6	25,137	29,020	35,838	24,230	31,085.70	42,408
Norwegian	7	18,743	24,689	30,370	18,724	23,428.75	45,090
Panaman	5	1,565	2,793	3,903	2,781	1,930.40	1,630
Peruvian	2	2,710	5,337	9,147	4,763	3,387.50	439
Spanish	2	6,209	8,314	10,401	6,333	6,989.65	257
Swedish	2	5,709	9,527	9,328	7,100	7,136.25	12,434
United States	92	389,955	486,617	620,991	391,331	486,315.05	786,260
Totals, April, 1925	188	699,994	883,656	1,121,408	704,462	872,230.78	1,295,824
Totals, April, 1924	201	815,284	1,016,573	1,308,018	818,988	1,011,934.78	1,523,692
Totals, April, 1923	200	806,047	985,072	1,272,556	803,668	994,813.88	1,533,776
<i>Combined traffic.</i>							
British	99	389,860	487,048	622,085	390,747	467,067.16	451,991
Chilean	2	6,991	9,377	14,620	7,952	8,738.75	5,729
Colombian	2	134	154	306	153	139.19	118
Danish	4	8,924	11,140	14,274	8,805	11,155.00	13,294
Dutch	6	25,552	33,345	40,977	25,528	31,940.00	41,850
French	11	41,530	50,503	68,993	41,477	51,912.50	44,048
German	15	48,100	67,004	79,092	47,813	60,125.00	84,976
Italian	5	20,683	22,588	29,505	17,588	25,315.65	20,613
Japanese	15	64,553	75,892	96,656	63,237	80,138.75	77,350
Jugo-Slavic	1	3,447	4,188	5,168	3,304	4,308.75	6,410
Norwegian	11	27,713	37,028	45,273	28,529	34,641.25	60,218
Panaman	7	1,635	2,866	4,002	2,855	1,984.34	1,630
Peruvian	5	7,265	13,075	20,483	10,943	9,081.25	4,978
Spanish	4	12,685	16,681	21,214	12,782	15,084.65	7,311
Swedish	4	11,306	18,441	18,524	13,981	13,570.08	16,718
United States	191	791,966	991,362	1,265,951	790,931	920,227.05	1,113,668
Totals, April, 1925	382	1,462,344	1,840,692	2,347,123	1,466,625	1,735,429.37	1,950,902
Totals, April, 1924	403	1,634,644	2,053,171	2,625,612	1,637,909	1,903,761.27	2,158,721
Totals, April, 1923	404	1,634,457	2,007,690	2,579,551	1,627,333	1,878,938.15	2,187,145

* Includes British Naval vessel of 4,020 displacement tonnage shown under registered net and \$2,010 tolls.

VESSELS WITHOUT CARGO.

Vessels transiting the Canal during the month of April, 1925, in ballast, are shown in the following tabulation, grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	7	47,393	\$34,441.14	1	4,604	\$3,314.88
Spanish.....				1	4,470	3,218.40
United States.....	28	162,109	117,128.61			
General cargo ships:						
British.....	3	13,679	11,718.84	3	2,520	3,824.40
Colombian.....	1	77	55.44			
Panamanian.....	2	73	53.94	3	141	145.20
Swedish.....	1	5,014	3,610.08			
United States.....	9	38,513	27,779.64			
Totals.....	51	266,858	194,787.60	8	11,735	10,502.88

¹ Includes 2 vessels of 9,379 tons which paid \$8,625 tolls on account of excess bunkers. ² Includes \$2,010 tolls on British Naval vessel of 4,020 tons displacement. ³ Includes 2 vessels of 92 tons which paid \$112.80 tolls account of towing barges.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of April, 1925, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	4	18,286	\$18,938.75	41	246,351	\$256,389.55
Ballast.....	35	209,502	151,569.75	2	9,074	6,532.28
General cargo ships:						
Laden.....	139	671,892	649,472.15	139	625,570	605,338.35
Ballast.....	16	57,356	43,217.94	6	2,661	3,969.60
Totals.....	194	957,036	863,198.59	188	883,656	872,230.78
Steamers.....	174	880,539	791,791.24	175	847,158	837,908.35
Motor ships.....	15	76,162	71,164.77	6	35,660	31,615.00
Motor schooners.....	4	223	161.94	6	838	697.43
Naval vessels.....				1		2,010.00
Tugs.....	1	112	80.64			
Totals.....	194	957,036	863,198.59	188	883,656	872,230.78

¹ British Naval vessel of 4,020 tons displacement.

Of the 349 steamers, 244 burned oil, 104 coal, and 1 either coal or oil.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage of the 27 Government vessels which transited the Canal free of tolls during the month of April, 1925. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated, with a total of \$39,668.75.

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Cruisers.....	1	3,200	\$1,600.00	2	6,390	\$3,195.00
Launches.....				2	20	10.00
Minesweepers.....	1	950	475.00	3	2,900	1,450.00
Submarines.....				9	7,650	3,825.00
Supply ships.....	2	8,333	10,416.25			
Tugs.....	1	1,000	500.00			
U. S. Army vessels						
Launches.....	2	10	5.00			
Transports.....	1	5,212	6,515.00	2	9,296	11,620.00
Tugs.....	1	246	57.50			
Totals.....	9	18,751	19,568.75	18	26,256	20,100.00

¹ Indicates displacement tonnage. ² Indicates registered net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of April, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	13,992
Pacific to Atlantic.....	2,006
Totals.....	15,998

The following statement shows the number of launches transiting the Canal during the month of April, 1925. These launches although paying tolls are excluded from the statements concerning commercial traffic.

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	23	115	\$99.75
Pacific to Atlantic.....	4	7	6.15
Totals.....	27	122	109.50

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of April, 1925, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons.	49,729	24,928	74,657
Local cargo shipped..... tons.	5,270	644	5,914
Transit cargo arriving..... tons.	1,924,207	1,953,318	3,877,525
Transit cargo clearing..... tons.	1,930,919	1,955,912	3,886,831
Cargo received for transshipment..... tons.	24,822		24,822
Cargo transhipped..... tons.	24,670	171	24,841
Vessels supplied with bunker coal:			
U. S. Army and Navy.....		1	1
Commercial, other than Panama Railroad.....	67	4	71
Totals.....	67	5	72
Coal supplied to above vessels:			
U. S. Army and Navy..... tons.		22	22
Commercial, other than Panama Railroad..... tons.	25,567	90	25,657
Coal issued, miscellaneous:			
Panama Canal departments..... tons.	104	110	214
U. S. Army, excepting vessels..... tons.	361		361
Individuals and companies..... tons.	276		276
Returned to Navy at Cristobal..... tons.	46,244		46,244
Panama Railroad..... tons.	10		10
Total issues and sales..... tons.	72,562	222	72,784
Coal on hand, May 1, 1925..... tons.	32,986	22	33,008
Coal on hand, April 1, 1925..... tons.	67,000		67,000
Coal received during the month..... tons.	38,548		38,548
Borrowed from Navy at Balboa..... tons.		244	244
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls.	6,670.88	14,391.71	21,062.59
Panama Railroad Company..... bbls.	1,563.06	470.77	2,033.83
Army and Navy..... bbls.		747.21	747.21
Individuals and companies..... bbls.		262.45	262.45
Less in pipe line..... bbls.		26.70	26.70
Total issues and sales..... bbls.	8,233.94	15,898.84	24,132.78
Fuel oil received during April, 1925..... bbls.		43,234.93	43,234.93
Fuel oil on hand, May 1, 1925..... bbls.	51,182.74	57,655.19	108,837.93
Diesel oil sold during April, 1925..... bbls.	49.15	13.01	62.16
Diesel oil on hand, May 1, 1925..... bbls.	35,340.94	504.16	35,845.10
Miscellaneous transfers..... bbls.		722.82	722.82
Gasoline and kerosene pumped for Panama Canal..... bbls.	1,967.69	1,854.24	3,821.93
Gasoline pumped for individuals and companies..... bbls.		3,110.75	3,110.75
Oil pumped for individuals and companies..... bbls.	488,605.33	278,308.99	766,914.32
Total fuel oil and gasoline handled..... bbls.	498,856.11	343,116.88	841,972.99
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	16	5	21
Measured for Panama Canal net tonnage.....	5		5
Remeasured for Panama Canal net tonnage.....	18	4	22
Panama Canal net tonnage corrected.....	10	2	12
U. S. equivalent tonnage corrected.....	20	2	23

	Cristobal.	Balboa.	Total.
Services of harbor equipment:			
Tugs, total operating hours.....	418½	295¼	713¾
Launches, total operating hours.....	1,119½	1,125	2,244½
Scows, total operating days.....		10½	10½
Revenues from tug services, pilotage, etc.:			
Tug revenue.....	\$12,423.75	\$6,938.75	\$19,362.50
Pilotage.....	16,201.00	5,778.00	21,979.00
Seamen.....	9,140.00	8,688.00	17,828.00
Launch service.....	397.00	2,219.50	2,616.50
Wharfage.....	13,279.82	4,634.08	17,913.90
Ships measured.....	135.00		135.00
Miscellaneous cash collections.....	826.65	991.76	1,818.41
Ships repaired at Panama Canal shops:			
Commercial.....	34	13	47
U. S. Army and Navy.....	10	8	18
Panama Canal equipment.....	8	21	29
Vessels dry docked:			
Commercial.....	5	5	10
U. S. Army and Navy.....	3		3
Panama Canal equipment.....	1	3	4
Clearances issued.....	227	197	424
Bills of Health issued.....	232	197	429

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.....	457	2,701,324	1,677,177	396	2,406,151	1,504,040
Vessels entering port but not transiting Canal.....	62	299,559	180,948	4	22,382	13,626
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	80	488,406	297,476	57	353,524	214,999
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.....	460	2,720,958	1,701,175	398	2,422,456	1,513,077
Vessels entering port but not transiting Canal.....	65	322,802	195,462	5	22,422	13,644
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	80	493,558	307,313	57	354,894	215,700

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Total.	First class.	Others.	Total.
Disembarking:						
From Atlantic ports.....	934	1,472	2,406	16	38	54
From Pacific ports.....	192	107	299	176	152	328
Total disembarking.....	1,126	1,579	2,705	192	190	382
Embarking:						
For Atlantic ports.....	1,208	1,098	2,306	65	144	209
For Pacific ports.....	152	43	195	125	118	243
Total embarking.....	1,360	1,141	2,501	190	262	452
Remaining on board vessels:						
From Atlantic to Pacific ports.....	813	2,176	2,989	744	2,367	3,111
From Pacific to Atlantic ports.....	1,072	1,999	3,071	1,563	1,692	3,255
From Atlantic to Atlantic ports.....	747	167	914			
From Pacific to Pacific ports.....				7	137	144
Total on board.....	2,632	4,342	6,974	2,314	4,196	6,510
Total arriving.....	3,758	5,921	9,679	2,506	4,386	6,892
Total departing.....	3,992	5,483	9,475	2,504	4,458	6,962

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of April, 1925:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$46.19	\$58.21	\$1,940.41	\$103.81	\$345.76	\$2,494.38
Panama Railroad vessels.....	58.05	96.90	1,347.72	489.56	438.60	2,430.83
Commercial vessels.....	1,931.59	8,034.65	22,494.70	150.54	2,096.27	34,707.75
Total sales, April, 1925.....	2,035.83	8,189.76	25,782.83	743.91	2,880.63	39,632.96
Totals, April, 1924.....	574.59	9,702.31	21,855.22	1,713.74	4,295.72	38,141.58
Totals, April, 1923.....	1,248.19	6,075.01	14,917.01	.....	2,358.77	24,598.98
Sales at Balboa to:						
Government vessels.....	309.60	3,317.73	13,881.87	269.46	413.50	18,192.16
Commercial vessels.....	821.45	65,78.77	9,204.98	655.76	1,331.73	18,592.69
Total sales, April, 1925.....	1,131.05	9,896.50	23,086.85	925.22	1,745.23	36,784.85
Total sales, April, 1924.....	1,289.35	12,227.12	36,490.72	1,115.52	8,823.16	59,945.87
Total sales, April, 1923.....	942.35	2,954.62	17,428.53	593.47	2,924.61	24,843.58

The aggregate sales to Government vessels during the month were \$20,686.54; to Panama Railroad vessels \$2,430.83; to other commercial vessels \$53,300.44; making the grand total sales to all vessels \$76,417.81.

LOCK OPERATIONS.

The following tabulations show the number of lockages, and the number of vessels passing through the locks during the month of April, 1925, as compared with the corresponding month in 1924 and 1923, together with the consumption of water for lockages in April, 1925, as compared with the preceding month and the corresponding month in 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.					
	North.	South.	Total.	North.	South.	Total.	April, 1925.	April, 1924.	April, 1923.
Gatun.....	181	181	362	4	2	6	368	425	397
Pedro Miguel.....	180	188	368	8	13	21	389	442	435
Miraflores.....	181	187	368	7	5	12	380	441	427
Number of vessels put through locks.									
Gatun.....	202	217	419	26	13	39	458	534	456
Pedro Miguel.....	191	202	393	36	25	61	454	544	503
Miraflores.....	191	202	393	38	26	64	457	550	483

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	28	25	25
Panama Canal equipment.....	11	36	39

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	Cubic feet. 1,018,720,000	Cubic feet. 702,220,000	Cubic feet. 718,040,000
Leakage.....	25,000,000	15,000,000	20,000,000
Maintenance.....	6,640,000	.....	.....

At the Pedro Miguel and Miraflores Locks the water saving campaign was continued throughout the month, advantage being taken of every practical opportunity to economize. This has resulted in saving considerable water as may be seen from the above tabulation showing the water used for lockages at these locks and at Gatun. This water saving is, however, at the expense of additional wear on operating machinery and loss of time for ships and lock operating crews.

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of April, 1925, are shown in comparative form:

Rainfall for month.	April, 1925.	April, 1924.	April—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific section.....	5.13	2.64	7.70	.06	3.42
Central section.....	5.47	6.58	9.12	.27	3.83
Atlantic section.....	5.74	12.80	12.83	1.18	5.72
Maximum recorded on any one day.....	4.34	4.80	9.09	.....	.....
Gatun Lake watershed.....	4.43	9.46	12.00	.87	4.48
Chagres River watershed above Alhajuela.....	4.22	7.64	16.06	.51	4.47
Maximum recorded for month at any one point.....	9.08	17.80	21.75	.....	.....
Minimum recorded for month at any one point.....	1.52	1.51	.....	.00	.....
<i>Hydrography.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	638	1,175	3,140	304	1,010
Maximum momentary discharge for the month.....	2,525	16,528	29,200	.....	.....
Gatun Lake watershed, total yield.....	1,409	3,044	6,263	328	1,910
Gatun Lake watershed, net yield.....	652	2,303	5,400	-706	1,160
Draft on Gatun Lake for lockages and power.....	2,099	2,275	2,371	1,019	1,813

¹ 12.25 represents the maximum 24 hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama not included in this report.) ² April 3, 1915. ³ Not including April, 1914.

SEISMOLOGY.

Slight seismic disturbances were recorded on April 9, 10, 16, 22, and 25.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, is shown in the following tabulation:

Item.	April, 1925.	April, 1924.	April, 1923.
Gross output, KWH:			
Gatun hydroelectric station.....	4,769,200	4,620,400	4,324,900
Miraflores steam plant.....	.....	114,370	200
Power distributed to consumers.....KWH.	3,959,493	4,094,674	3,757,765
Loss of power in plants, accessories, transmissions, and transformers.....KWH.	809,707	640,096	567,345
Per cent of loss of power to gross output.....	16.97	13.51	13.11
Water consumption.....cubic feet.	3,713,149,259	3,458,310,044	3,305,507,335
Oil consumption.....barrels.	452.60	1,740.70	1,050

In addition to the usual operation and maintenance work carried on, electrical installation and repair work was performed on 32 vessels during the month. There were 244 work orders issued during the month as compared with 265 work orders during the month of March, 1925.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 52 vessels at Cristobal and 42 at Balboa. The more important items of repair included the following:

The completion of repairs to the hull and framing of the United States Army tug *General Getty*.

Extensive running repairs to the collier *Achilles*, barge *Darien*, steamship *Jamaica*, and the motor schooner *San Luis*.

The new propellers were bored and fitted to the yacht *Kemah*, bearings were re-babbitted, and other minor repairs were performed.

Construction of the derrick barge was carried forward.

The output of the foundry in patterns and castings, as compared with the previous month was as follows:

	April, 1925.			March, 1925.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	5	962	36,135	16	579	35,504
Steel.....	6	108	26,656	.....	486	63,653½
Nonferrous.....	10	527	11,473½	10	249	6,367½

There were 554 job orders on hand at the beginning of the month, 655 were authorized during the month, and 642 completed, leaving 567 on hand at the close of the month.

There were 369 standing orders on hand at the beginning of the month, 3 were authorized during the month and 2 completed, leaving 370 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels are shown in comparative form in the following tabulation:

	April, 1925.	April, 1924.	April, 1923.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	636,717,750	619,456,500	708,093,250
Filtration plants.....	391,853,000	365,229,000	417,145,000
Water consumed by Panama.....	92,156,000	91,625,000	91,143,000
Water consumed by Colon.....	44,267,500	52,344,000	67,513,700
Sales of water to vessels.....	11,298,530	12,827,775	9,784,860

In addition to the usual repair and maintenance work, the municipal work incidental to the erection of 77 additional garage stalls in the Ancon-Balboa district was completed. Work at the intersection of Gorgona Road and Ancon Boulevard was finished. Construction of service walks to rear of employees quarters in Ancon-Balboa district was started and 90 per cent completed. Construction of a sidewalk along Roosevelt Avenue, Balboa, was started and 5 per cent completed.

DREDGING.

West Culebra slide has shown some movement between stations 1772 and 1794 W. This movement amounted to 3.2 feet toward the Canal for the month.

Cocoli Hill slide showed activity again on the 22d instant and a slight movement continued toward the Canal prism until the 25th, since which time there has been no perceptible movement. The dredge *Paraiso* removed 14,000 cubic yards of material from this slide during the month.

All other slides were quiescent during the month and there was no interference with Canal traffic due to slides.

The total excavation during the month was 319,850 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
75,300	10,400	64,900	Maintenance.....	Gaillard Cut, West Culebra slide.....	<i>Gamboa.</i>
2,400	.....	2,400	Maintenance.....	Gaillard Cut, Cucuracha Signal Station slide.....	<i>Gamboa.</i>
3,550	700	2,850	Maintenance.....	Gaillard Cut, relay pump barge anchorage.....	<i>Gamboa.</i>
2,950	500	2,450	Maintenance.....	Gaillard Cut, grader No. 3 anchorage.....	<i>Gamboa.</i>
2,700	.....	2,700	Maintenance.....	Gaillard Cut, 1780 to 1795 E.....	<i>Gamboa.</i>
34,100	.....	34,100	Project No. 1.....	Pacific entrance.....	<i>Paraiso.</i>
7,200	.....	7,200	Maintenance.....	Pacific entrance.....	<i>Paraiso.</i>
14,000	6,100	7,900	Maintenance.....	Cocoli Hill slide.....	<i>Paraiso.</i>
63,500	63,500	.....	Project No. 1.....	Pacific entrance.....	<i>No. 83.</i>
17,900	17,900	.....	Maintenance.....	Pacific entrance.....	<i>No. 83.</i>
94,000	94,000	.....	Auxiliary.....	Naval Air Station, Coco Solo.....	<i>No. 86.</i>
2,250	200	2,050	Maintenance.....	Gaillard Cut—1897-60 to 1820-50.....	<i>Gamboa.</i>

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters as of April 30, shown in comparative form, was as follows:

	As of April 30, 1925.			Comparative totals.		
	Men.	Women.	Children.	April, 1925.	April, 1924.	April, 1923.
Americans.....	2,526	2,055	2,308	6,889	6,766	6,296
Europeans.....	86	28	69	183	175	170
West Indians.....	4,074	2,620	6,699	13,393	12,844	12,766
Totals, April, 1925.....	6,686	4,703	9,076	20,465	.....	.....
Totals, April, 1924.....	6,721	4,668	8,396	.....	19,785	.....
Totals, April, 1923.....	6,588	4,634	8,010	.....	.....	19,232

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of April 15, 1925, together with a comparison of the working force for the preceding month and for April, 1924:

	As of April, 1925.			Total employees.	
	Gold.	Silver.	Total.	March, 1925.	April, 1924.
Operation and Maintenance:					
Office.....	29	37	66	67	69
Electrical.....	170	206	376	371	339
Municipal Engineering.....	73	653	726	720	580
Lock Operation.....	206	638	844	866	837
Dredging.....	166	855	1,024	1,023	1,035
Mechanical.....	495	973	1,468	1,451	1,117
Marine.....	178	531	709	877	679
Fortifications.....	20	313	333	339	49
Totals.....	1,337	4,209	5,546	5,714	4,705
Supply Department:					
Quartermaster.....	158	1,123	1,281	1,201	1,219
Subsistence.....	7	99	106	136	103
Commissary.....	185	894	1,079	1,109	1,017
Cattle Industry, plantations.....	6	260	266	274	190
Hotel Washington.....	8	96	104	106	108
Transportation.....	37	164	201	202	191
Totals.....	401	2,636	3,037	3,028	2,820
Accounting Department.....	197	7	204	202	199
Health Department.....	220	717	937	920	940
Executive Department.....	490	273	763	749	744
Totals.....	907	997	1,904	1,871	1,883
Panama Railroad:					
Superintendent.....	47	223	270	265	303
Transportation.....	62	116	178	176	178
Receiving and Forwarding Agent.....	74	1,085	1,159	961	1,118
Coaling Stations.....	41	263	304	244	587
Totals.....	224	1,687	1,911	1,646	2,166
Grand totals, April, 1925.....	2,869	9,529	12,398		
Grand totals, March, 1925.....	2,902	9,357		12,259	
Grand totals, April, 1924.....	2,770	8,804			11,574

VITAL STATISTICS.

A total of 147 deaths occurred during the month of April, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 14.20 per 1,000. The leading causes of death were: Tuberculosis (various organs), 21; pneumonia (broncho and lobar), 17; nephritis (acute and chronic), 12; organic diseases of the heart, 10; cancer (various organs), 8; and diarrhea and enteritis (including colitis), 7. Of the total deaths, 50, or 34 per cent occurred among children under 5 years of age. There were 16 deaths among non-residents of the Isthmus; these are not included in the above statistics.

There were 268 live births reported during the month, and 15 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 27.34 per 1,000 population. Deaths among children under 1 year of age numbered 35, giving an infant mortality rate of 130.60 per 1,000 live births.

The total number of malaria cases reported during the month was 59. Of these, 2 were reported from Panama City, 0 from Colon 17 from Canal Zone sanitated areas, and 40 originated outside of our sanitated areas. Of the total, 7 were employees, 20 were nonemployees, and 32 were from Army and Navy personnel. There was 1 death from malaria.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of materials ordered on United States requisitions and received on the Isthmus during the month, cash sales from stock, etc., as compared with the preceding month, and with the corresponding month in 1924, were as follows:

	April, 1925.	March, 1925.	April, 1924.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$563,296.88	\$585,867.13	\$237,653.56
For other Panama Canal departments.....	9,903.15	18,496.70	20,348.47
Totals.....	573,200.03	604,363.83	258,002.03
Cash sales on the Isthmus:			
Stock.....	31,750.28	30,571.36	22,519.31
Fuel oil.....	538.29	734.84	6,306.04
Scrap.....	3,074.88	968.21	373.69
Obsolete and second-hand material.....	6,094.42	1,721.95	128.19
Totals.....	41,457.87	33,996.36	29,327.23

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures from July 1, 1924 to March 31, 1925, inclusive. It is impossible to submit the figures for the month of April at the time of writing this report, since all bills, charges, etc., involved in the accounting have not been completed:

	Month.		Fiscal year.	
	March, 1925.	March, 1924.	This year.	Last year.
Tolls.....	\$1,840,137.54	\$1,997,160.03	\$16,288,148.15	\$18,639,169.52
Other receipts.....	320,725.57	254,133.31	2,591,978.37	2,430,043.88
Total transit revenues.....	2,160,863.11	2,251,293.34	18,880,126.52	21,069,213.40
Total transit expenses.....	940,877.16	1,011,062.60	8,414,868.25	8,208,287.85
Net transit revenues.....	1,219,985.95	1,240,230.74	10,465,258.27	12,860,925.55
Three per cent capital charge (theoretical).....	608,658.51	608,726.15	5,464,852.61	5,465,950.25
Transit surplus.....	611,327.44	631,504.59	5,000,405.66	7,394,975.30
Business revenues.....	1,539,380.10	1,097,045.07	10,411,751.27	9,696,139.59
Business expenses.....	1,484,034.39	1,049,221.53	9,558,565.47	8,931,441.83
Net business revenues.....	55,345.71	47,823.54	853,185.80	764,697.76
Three per cent capital charge (theoretical).....	53,341.82	52,065.00	523,232.62	515,930.18
Business surplus.....	2,003.89	4,241.46	329,953.18	248,767.58
Combined revenues.....	3,395,442.20	3,108,464.25	26,853,991.12	28,678,233.64
Combined expenses.....	2,120,110.54	1,820,499.97	15,535,547.05	15,052,610.33
Net revenues.....	1,275,331.66	1,288,054.28	11,318,444.07	13,625,623.31
Three per cent capital charge (theoretical).....	662,000.33	660,791.15	5,988,085.23	5,981,880.43
Combined surplus.....	613,331.33	627,263.13	5,330,358.84	7,643,742.88

Respectfully,

M. L. WALKER,
Governor.

(Continued from page 565.)

it was 18 months ago, yet owing to substantial increases in shipments of a number of other items, the decline in all shipments has been largely off-set by increased shipments of lumber, grains, nitrate, ores, and other commodities. With the decrease in tanker tonnage and the increase in tonnage in other and more diversified lines, Canal traffic is gradually settling down to a normal basis where it is unlikely to be seriously affected by anything less than a world-wide depression in shipping such as occurred a few years ago, following the World War.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, May 23, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Ingram.	16	13.58	17	6.15	17	13.25	17	14.30	German.	Roland Line.	369.0	50.0	21.1	Hamburg.	Valparaiso.	General.	3,860	4,899	3,704
Steel Engineer.	16	17.15	17	6.07	17	14.20	17	15.15	American.	Norton, Lilly & Co.	424.2	56.2	26.10	Baltimore.	San Diego.	Steel, general.	8,587	7,611	5,450
Floridan.	17	5.43	17	7.15	17	14.56	17	16.05	American.	American-Hawaiian Line.	415.0	53.7	22.6	Boston.	Los Angeles.	General.	4,784	7,273	5,105
Silverstar.	17	6.30	17	7.30	17	15.20	17	18.40	British.	Stanley & John Thompson.	375.0	52.6	23.10	Port Arthur.	Hankow.	Asphalt, kerosene.	7,306	6,091	4,681
Canadian	17	10.15	17	10.30	17	15.14	17	21.35	British.	Canadian Govt. Mer. Marine.	400.0	52.0	18.0	Glasgow.	Vancouver.	General.	3,000	6,228	4,491
Transporter.	17	10.15	17	10.30	17	15.14	17	21.35	British.	Pacific Mail Steamship Co.	213.9	35.2	13.6	Cristobal.	Champerico.	General.	906	1,200	698
Epoca.	17	12.27	17	12.40	17	19.24	18	1.58	Norwegian.	American Pioneer Line (S. B.).	440.6	56.0	24.0	New York.	Soerabaya.	Case oil, general.	6,134	8,315	6,100
Archer.	17	12.27	17	12.40	17	19.24	18	1.58	British.	New Zealand Shipping Co.	457.3	58.0	27.6	Avonmouth.	Auckland.	General.	8,650	9,079	6,798
Rumpel.	17	20.38	18	6.05	18	13.18	19	19.47	American.	G. W. Penneyers.	457.3	58.0	27.6	Avonmouth.	Auckland.	General.	8,650	9,079	6,798
Adieu.	17	13.50	18	6.18	18	14.01	18	15.18	American.	A. P. Moller.	276.0	41.2	13.6	Cristobal.	Gatun Lake.	Ballast.	2,458	2,458	1,681
Emilie Maersk.	17	13.50	18	6.18	18	14.01	18	15.18	Danish.	A. P. Moller.	276.0	41.2	13.6	New Orleans.	Puntarenas.	Ballast.	2,458	2,458	1,681
Onondaga.	17	16.05	18	6.18	18	13.56	18	15.02	American.	Ford Motor Co.	251.0	43.6	18.0	New York.	Seattle.	Automobile parts.	2,290	2,656	1,632
Frank Lynch.	17	17.10	18	7.18	18	14.52	18	16.18	American.	W. J. Gray & Co.	252.0	43.0	18.8	Mobile.	Seattle.	General.	2,040	2,283	1,369
Standard	17	22.45	18	7.25	18	15.49	18	17.06	American.	Standard Transportation Co.	467.6	62.7	21.0	Providence.	San Pedro.	Ballast.	9,698	6,783	
Arrow.	18	1.55	18	8.50	18	15.54	18	17.06	American.	Garland Steamship Co.	409.8	54.2	20.0	Newport News.	San Pedro.	General.	3,909	6,757	4,919
William Perkins	18	5.00	18	9.10	18	16.46	18	17.52	American.	Ore Steamship Corporation.	550.3	72.2	23.0	Baltimore.	Cruz Grande.	Ballast.	15,551	4,297	
Steelore.	18	5.00	18	9.10	18	16.46	18	17.52	American.	Ore Steamship Corporation.	550.3	72.2	23.0	Baltimore.	Cruz Grande.	Ballast.	15,551	4,297	
H. C. Folger.	18	9.42	18	9.50	18	17.21	18	18.22	American.	Atlantic Refining Co.	435.0	56.0	22.0	Philadelphia.	San Pedro.	Ballast.	7,461	5,159	
Genoa Maru.	18	5.00	18	10.50	18	18.10	18	19.43	Japanese.	Nippon Yusen Kaisha.	425.0	53.0	25.7	New York.	Kobe.	(*)	7,215	6,865	5,073
Bohemian Club.	18	12.03	18	12.10	18	18.15	19	2.10	American.	Atlantic Refining Co.	425.0	57.2	21.0	Philadelphia.	Los Angeles.	Ballast.	7,204	4,769	
No. 8.	17	17.50	19	7.00	19	13.00	19	16.45	American.	Walker & Hooper.	376.0	51.0	20.10	Cristobal.	Gatun Lake.	Ballast.	4,191	5,788	4,073
Ostris.	17	17.50	19	7.00	19	13.00	19	16.45	German.	United American Line.	376.0	51.0	20.10	Antwerp.	San Pedro.	General.	4,191	5,788	4,073
Jaenica.	11	16.10	19	6.10	19	13.30	19	15.25	British.	Pacific Steam Navigation Co.	220.0	33.0	13.0	Cristobal.	Champerico.	General.	770	1,187	6
Leon XIII.	17	20.35	19	7.15	19	14.30	19	15.25	Spanish.	Spanish Line.	410.0	46.0	22.10	Valencia.	Valparaiso.	General.	656	5,321	3,729
San Ubaldo.	18	15.48	19	8.10	19	15.34	19	16.40	British.	Eagle Oil Transport Co.	413.0	53.0	19.6	Newcastle.	San Pedro.	Ballast.	5,976	4,959	
Sidney M.	18	16.05	19	9.38	19	16.51	19	18.10	American.	Munson-McCormick Line.	401.4	52.0	23.0	Boston.	San Francisco.	General.	5	7,082	5,167
Haupman.	19	3.50	19	10.40	19	17.41	19	18.44	American.	Grace Line	404.6	53.0	22.0	New York.	Tacopilla.	(*)	3,261	7,760	4,430
Santa Clara.	19	4.30	19	11.05	19	17.57	19	19.51	American.	Standard Oil Co.	425.0	57.0	20.0	San Juan.	San Pedro.	Ballast.	8,083	7,698	5,509
Lubrico.	19	8.30	19	12.09	19	18.52	19	19.55	American.	Isthmian Steamship Line.	424.2	56.2	27.0	Philadelphia.	Dutch E. Indies	(*)	8,083	7,698	5,509
Steel Traveler.	19	8.30	19	12.09	19	18.52	19	19.55	American.	Isthmian Steamship Line.	424.2	56.2	27.0	Philadelphia.	Dutch E. Indies	(*)	8,083	7,698	5,509
Chas. H.	19	10.00	19	12.47	19	19.48	20	1.31	American.	Argonaut Steamship Line.	404.6	53.0	27.6	Baltimore.	Bellingham.	Steel, general.	8,411	6,755	4,750
Cramp.	19	10.00	19	12.47	19	19.48	20	1.31	American.	Argonaut Steamship Line.	404.6	53.0	27.6	Baltimore.	Bellingham.	Steel, general.	8,411	6,755	4,750
Husvik.	17	15.08	19	13.19	19	21.08	19	22.15	Norwegian.	Jonsberg Hvalfangeri Co.	95.4	19.1	12.0	Fort de France.	Callao.	Ballast.	6,920	9,135	28
Slavic Prince.	19	13.57	19	14.05	19	21.14	19	22.15	British.	Prince Line, Ltd.	448.5	57.0	27.11	New York.	Hongkong.	General.	6,920	9,139	6,759
Sunbeam.	19	18.50	20	5.45	20	13.47	20	15.05	American.	Sun Oil Co.	429.3	59.2	27.8	Amsterdam.	Seattle.	Crossite.	9,724	7,709	5,481
Swiftagle.	20	4.20	20	7.23	20	14.55	20	16.15	American.	C. D. Mallory & Co.	465.0	60.0	20.0	Fall River.	San Pedro.	Ballast.	8,473	5,997	
J. L. Luckenbach.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Tanker.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Motor ship.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Whaler.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Barge.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Barge.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Whaler.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Machinery, steel, and oil.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Railroad material, manufactured goods, and general.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861
Subsidiary of ammonia, steel and general.	20	1.50	20	8.05	20	16.52	20	17.40	American.	Luckenbach Line.	448.9	60.2	25.0	Boston.	Seattle.	General.	7,000	9,294	6,861

* Tanker. * Motor ship.

* Barge.

* Whaler.

* Railroad material, manufactured goods, and general.

* Steel, general.

* Crossite.

* General.

* Steel, general.

* Steel, general.

Somiramis ¹	20	10	30	20	10	55	20	17	27	20	21	40	Dutch	Anglo-Saxon Petroleum Co.	412	0	53	3	17	6	Rotterdam	San Pedro	Ballast	6,298	4,317
Acajula	17	15	23	20	12	40	20	19	28	20	20	48	British	Pacific Steam Navigation Co.	215	7	33	5	13	10	Cristobal	General	185	1,273	70
Beetr	20	5	30	21	6	05	21	13	21	20	1	50	Dutch	Royal Netherlands W. I. Mail.	322	3	44	0	24	6	Hamburg	General	3,675	3,677	2,689
Bogota	20	15	21	1	6	40	21	15	06	20	1	06	Italian	Navigatione Gen. Italiana	384	0	46	0	20	0	Genoa	General	6,000	5,531	3,774
Artemisia	20	17	52	21	7	05	21	15	03	21	16	50	British	H. M. Thompson	430	2	51	6	27	11	Sabine	Valparaiso	7,150	7,828	9,728
Santa Ana	21	1	00	21	8	15	21	16	54	21	18	05	American	Ellerman Hall Line	499	9	58	2	22	11	New York	General	2,760	5,776	4,081
City of Manila	21	1	00	21	9	40	21	16	54	21	18	05	British	International Shipping Co.	499	9	58	2	22	0	New York	General	7,530	9,677	7,504
Agawstone ¹	21	6	00	21	11	00	21	18	09	21	19	15	American	Ore Steamship Corporation	549	0	72	0	20	0	New York	General	10,835	7,804	8,804
Chilore	21	7	00	21	11	00	21	18	09	21	19	15	British	Pacific Steam Navigation Co.	549	0	72	0	20	0	Baltimore	Ballast	14,538	9,348	7,804
Legia ⁹	20	15	40	21	11	40	21	20	10	21	3	15	British	Anglo-Saxon Petroleum Co.	406	5	54	2	20	3	Hull	General	4,555	7,331	5,091
Oliva ¹⁰	21	13	00	21	13	10	21	20	10	21	23	57	British	Anglo-Saxon Petroleum Co.	411	0	53	4	20	0	Hamburg	Los Angeles	6,110	4,351	4,351
Curlew ¹⁰	21	13	00	21	13	10	21	20	10	21	23	57	American	U. S. Navy	180	0	35	6	20	0	Hamburg	Ballao	6,110	4,351	4,351
O-3 ¹¹	21	13	00	21	13	10	21	20	10	21	23	57	American	U. S. Navy	180	0	35	6	20	0	Cristobal	Ballao	6,110	4,351	4,351
Uxayali	10	17	30	21	6	00	22	12	46	22	13	55	Peruvian	Peruvian Line	374	0	46	7	21	2	Cristobal	General	1,773	4,456	2,405
Kinderdijk	21	0	35	22	6	40	22	13	56	22	15	00	Dutch	Holland-American Line	467	2	58	0	24	0	Rotterdam	Callao	7,935	8,515	6,060
President	22	5	52	22	7	25	22	14	10	23	0	13	American	Dollar Line	502	2	62	2	26	0	New York	Los Angeles	3,263	12,057	87,509
Garfield	21	13	20	22	8	00	22	16	31	22	17	45	Danish	Andrew Weir & Co.	331	0	48	0	23	10	Sabine	General	5,100	4,510	3,329
Sierra Morena	21	21	45	22	8	30	22	16	22	22	17	45	American	Transmarine Corporation	324	0	46	2	21	0	New York	San Francisco	3,050	3,984	2,628
San Lorenzo	21	22	55	22	9	45	22	17	16	22	18	20	American	American Pioneer Line (S. B.)	439	6	60	2	26	3	Port Arthur	Cebu	7,905	8,987	6,554
Ethan Allen	22	4	05	22	11	00	22	18	20	22	19	34	American	Texas Steamship Co.	416	8	56	1	21	6	Wilmington	San Pedro	6,967	5,191	5,191
Shenandoah ¹	22	14	03	22	14	10	22	20	45	22	21	53	American	Atlantic Refining Co.	435	6	56	2	20	0	Newport News	San Pedro	7,427	5,157	5,157
Hahira ¹	21	11	35	22	8	50	22	12	08	22	2	2	Panaman	United Fruit Co.	380	0	48	7	20	3	Cristobal	Gatun	878	6,033	2
No. 10 ¹²	21	18	42	23	6	05	23	12	55	23	22	34	Panaman	United Fruit Co.	380	0	48	7	20	3	Cristobal	Gatun	878	6,033	2
Venezuela	22	15	30	23	6	15	23	13	33	23	15	35	American	McAllister Brothers (S. B.)	416	0	56	0	19	11	New York	San Francisco	6,706	4,693	4,693
Baldhutte	22	16	14	23	7	20	23	14	25	23	15	35	Norwegian	B. Stolt Nielsen	410	0	54	0	14	0	Mobile	San Pedro	6,623	5,082	5,082
Niels Nielsen	22	16	40	23	8	15	23	15	13	23	16	25	British	Alfred Holt & Co.	443	5	52	6	25	0	Newport News	Yokohama	2,698	6,942	4,849
Areus	22	16	50	23	9	30	23	16	20	23	17	25	American	Standard Oil Co.	435	0	56	2	19	0	New York	San Pedro	7,639	5,206	5,206
R. J. Hanna ¹	23	3	00	23	10	40	23	17	35	23	18	39	Swedish	Transatlantic Steamship Co.	406	4	53	9	19	0	New York	Brisbane	3,679	5,892	4,144
Slagern	23	3	00	23	10	40	23	17	35	23	18	39	American	Pacific Mail Steamship Co.	261	1	40	0	15	8	Cristobal	San Francisco	1,425	2,352	1,547
Corinto	16	19	17	23	11	59	23	29	49	24	1	25	Japanese	Oseka Shoen Kaisha	407	0	50	0	24	0	New York	Shanghai	6,048	6,539	4,773
Hayre Maru	23	11	35	23	11	59	23	29	49	24	5	39	Japanese	Oseka Shoen Kaisha	407	0	50	0	24	0	New York	Shanghai	6,048	6,539	4,773

¹⁰ Mine-sweeper.

¹¹ O-3.

¹² No. 10.

¹³ Launch.

¹⁴ Case oil, cotton, and general.

¹⁵ Towing barge No. 10.

⁹ Motor ship.¹⁰ Mine-sweeper.¹¹ Submarine.¹² Launch.¹³ Barge.¹⁴ Case oil, cotton, and general.¹⁵ Towing barge No. 10.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Horocata.....	16	17	00	17	6	15	17	14	15	17	17	30	British.....	New Zealand Shipping Co.....	511.1	64.2	28.0	Port Chalmers	London.....	Frozen, general.....	6,462	12,623	8,763	
Acajula.....	16	21	00	17	6	55	17	15	20	17	20	12	40	British.....	Pacific Steam Navigation Co.....	215.7	33.5	17.0	Champerloo	Cristobal.....	General.....	897	1,273	706
Curlew ¹⁷	17	2	20	17	6	45	17	15	23	17	15	55	American.....	U. S. Navy.....	187.0	35.6		Balboa.....	Coco Solo.....					
Greylock.....	17	2	20	17	7	33	17	15	55	17	15	55	American.....	Seas Shipping Co.....	430.7	54.3	24.0	Vancouver.....	Portland.....	(18)	6,800	7,946	5,698	
Marie Petri- novie.....	17	6	00	17	8	09	17	16	55	17	17	55	Jugo Slavic.....	John Biden.....	400.0	53.0	26.3	Talca.....	St. Thomas.....	Nitrate.....	8,400	5,808	4,163	
Samuel Q. Brown ¹⁸	17	6	00	17	8	55	17	17	20	17	17	20	American.....	Tidewater Oil Co.....	439.7	58.2	26.6	Los Angeles.....	New York.....	Crude oil.....	10,080	7,333	5,246	
Atlantic City.....	17	9	50	17	10	43	17	18	10	17	18	10	British.....	Sir W. R. Smith & Sons.....	411.3	54.6	26.6	Vancouver.....	Davenport.....	Lumber, grain.....	7,034	6,555	4,659	
Hanawa.....	17	11	45	17	12	25	17	19	35	17	19	35	American.....	Columbia Shipping Co.....	440.0	56.0	30.0	Portland, Ore.....	Baltimore.....	Lumber, copper.....	7,400	8,300	6,010	
David McKel- vy ¹⁹	18	4	15	18	7	02	18	14	30	18	14	30	American.....	Tidewater Oil Co.....	430.0	59.2	28.0	Los Angeles.....	New York.....	Crude oil.....	11,000	7,629	5,325	
Darbyline ¹⁹	18	3	55	18	7	54	18	16	05	19	0	50	American.....	The Texas Co.....	435.0	56.0	26.9	San Pedro.....	Philadelphia.....	Crude oil.....	10,620	7,446	5,144	
Tanker.....	19	2	55	18	7	54	18	16	05	19	0	50	American.....	The Texas Co.....	435.0	56.0	26.9	San Pedro.....	Philadelphia.....	Crude oil.....	10,620	7,446	5,144	

¹⁶ Lumber, canned goods, and general.¹⁷ Tug.¹⁸ Tanker.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.		Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.		
	Day.	Hour.	Day.	Hour.	Day.	Hour.				Day.	Hour.				Nature.	Tons.	Gross.	Net.	
Andrea F. Luckenbach.	18	6 05	18	9 05	18	16 17	18	16 17	American.	Luckenbach Line.	496.0	68.2	28.8	Portland.	Philadelphia	Lumber, general	12,800	11,487	8,762
Australic.	18	6 00	18	10 02	18	17 25	18	18 15	Swedish.	Transatlantic Steamship Co.	380.0	49.0	23.6	Vancouver.	Boston	Lumber	5,000	5,169	3,736
Felix Taussig.	18	7 15	18	11 06	18	18 45	18	18 45	American.	Munson Steamship Line.	395.0	55.1	25.6	Seattle.	Boston	Lumber, general	7,200	7,056	4,964
Henderson ¹⁹ .	18	9 15	18	13 21	18	20 10	18	20 10	American.	U. S. Navy	483.0	61.0	21.0	Honolulu.	Hampton R ds	(25)	2,280		
Circinus.	18	1 00	19	7 05	19	16 18	19	16 18	American.	Planet Line.	410.0	54.2	24.2	Everett, Wash	Baltimore.	Lumber	7,000	6,585	5,977
Firmore.	19	6 30	19	8 27	19	18 25	19	20 00	American.	Ore Steamship Corp.	449.1	57.2	29.6	Cruz Grande.	Fall River	Iron ore	11,600	7,847	5,185
Swiftscout ¹ .	19	7 30	19	9 06	19	18 05	19	18 05	American.	C. D. Mallory & Co.	464.6	60.2	27.0	San Pedro	Fall River	Crude oil	12,076	8,473	6,104
Patrick Henry.	19	2 00	19	12 03	19	19 25	19	19 25	American.	American Pioneer Line (S. B.).	439.6	60.2	27.6	Manila	New York	Copra, sugar, etc	11,161	8,987	6,612
Rose Mahony ²⁰ .	19	16 45	20	6 38	20	16 55	20	19 10	American.	Andrew F. Mahony	260.7	48.3	22.9	Seattle.	Erie, N. J.	Lumber, piles	(27)	2,116	1,960
Woe Nizam ²¹ .	17	16 45	20	7 09	20	14 30	20	14 30	British.	Anglo-Saxon Petroleum Co.	399.5	52.3	19.6	San Pedro.	Tampico	Ballast.	6,062	4,124	
Santa Inez.	19	16 45	20	7 21	20	15 32	20	17 30	American.	Andrew F. Mahony	240.0	41.0	18.0	Seattle.	Erie, N. J.	Lumber	1,350	1,901	1,132
Turakina.	19	17 50	20	7 51	20	17 30	20	17 30	British.	New Zealand Shipping Co.	400.0	60.6	24.0	Auckland.	London.	Frozen, general.	6,560	10,618	7,355
Mongolia.	19	15 30	20	8 19	20	17 15	20	17 50	American.	Panama-Pacific Line.	600.0	65.3	29.0	San Francisco	New York	(28)	8,794	17,041	11,426
Swiftlight ¹ .	19	3 55	20	8 34	20	18 30	20	18 30	American.	C. D. Mallory & Co., Inc.	464.6	60.2	24.6	San Francisco	Fall River	Crude oil.	9,840	8,473	6,050
Toluna.	20	6 15	20	9 24	20	19 25	20	20 45	Norwegian.	Grace Line.	417.8	54.4	28.3	Bahia Blanco.	New York.	General, nitrates	9,150	6,176	5,219
Sushiro.	20	4 30	20	10 00	20	19 36	20	19 30	American.	Transmarine Corporation.	324.0	46.2	24.0	Raymond.	Newark.	Lumber	3,765	3,984	2,612
Mexican.	20	6 30	20	10 23	20	20 10	20	20 10	American.	American-Hawaiian Line.	472.0	57.2	24.2	Seattle.	New York.	General.	7,293	9,258	6,874
Robert E. Hopkins ¹ .	20	16 40	21	6 12	21	14 57	21	14 57	American.	Tidewater Oil Co.	424.0	58.2	28.0	San Pedro.	New York	Crude oil.	10,000	7,333	5,182
Lagarto ² .	20	20 45	21	7 18	21	16 27	22	15 20	British.	Pacific Steam Navigation Co.	398.3	52.0	25.6	Punta Arenas.	Liverpool	General	5,547	5,656	3,823
Aconcagua.	21	0 30	21	8 08	21	16 45	21	16 45	Chilean.	South American Line.	422.8	56.2	25.0	Valparaiso	New York.	General	3,017	7,758	4,705
Roland.	21	4 15	21	9 15	21	17 45	22	16 05	German.	Roland Line.	360.6	57.0	17.1	Champerico.	Bremen.	General.	2,763	4,791	3,374
O-10 ²² .	21	11 29	21	9 57	21	17 20	21	20 05	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-10 ²³ .	21	11 21	21	12 10	21	20 05	21	20 05	American.	General Petroleum Co.	435.0	56.2	27.0	San Pedro.	Baltimore.	Gasoline.	9,200	7,433	5,058
O-1 ²⁴ .	22	5 36	22	6 55	22	13 50	22	13 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-1 ²⁵ .	22	5 36	22	6 55	22	13 50	22	13 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-8 ²⁶ .	22	5 36	22	6 55	22	13 50	22	13 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-8 ²⁷ .	22	10 10	22	13 38	22	20 45	22	20 45	British.	Anglo-Mexican Petroleum Co.	420.2	54.4	25.6	San Pedro.	London.	Gasoline.	8,247	6,376	4,465
San Domingo ¹ .	22	13 30	22	14 13	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
Quail ²⁸ .	22	13 30	22	14 13	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
No. 285 ²⁹ .	22	13 58	22	14 30	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-2 ³⁰ .	22	13 58	22	14 30	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-4 ³¹ .	22	13 58	22	14 30	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-7 ³² .	22	13 58	22	14 30	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
O-7 ³³ .	22	13 58	22	14 30	22	21 50	22	21 50	American.	U. S. Navy				Pearl Islands.	Coco Solo.				
Manuel Calvo.	22	16 50	23	6 17	23	13 50	23	13 50	Spanish.	Compania Transatlantica	435.0	48.0	20.0	Valparaiso.	Barcelona.	General	305	5,976	3,897
Fulton.	22	15 42	23	7 19	23	15 05	23	17 37	American.	U. S. Navy	226.0	35.0		Pearl Islands.	Coco Solo.				
Santon.	22	23 45	23	8 08	23	16 24	23	16 45	American.	Ore Steamship Corporation.	449.1	57.2	28.0	Cruz Grande.	Baltimore.	Iron ore	11,000	7,808	5,139
Kent.	23	5 30	23	9 20	23	16 4	23	16 45	British.	Federal Steam Navigation Co.	460.1	68.2	24.3	Dunedin.	London.	(24)	5,774	10,614	8,224
J. C. J. C. Donnell ¹ .	23	11 45	23	12 29	23	20 3	23	20 35	American.	Atlantic Refining Co.	500.0	68.2	28.6	San Pedro.	Philadelphia.	Crude oil.	15,500	10,435	7,304
Tanker.																			

¹⁹ 812 tons of lumber and 1,390 piles.

²⁰ Motor ship.

²¹ Sub chaser.

²² Mine-sweeper.

²³ Schooner.

²⁴ Sub chaser.

²⁵ Navy general automobiles, household effects.

²⁶ Canned fruits and general.

²⁷ Tanker.

²⁸ 812 tons of lumber and 1,390 piles.

²⁹ Frozen meat, fruit, and general.

³⁰ Hours are expressed on the 24-hour basis and all hours greater than 24 are postmeridian.

PORT OF CRISTOBAL.

*ARRIVALS.				* DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For —
May 17.....	Heredia.....	United Fruit Co.....	New Orleans via Habana.	May 17.....	Heredia.....	United Fruit Co.....	Bocas del Toro.
May 17.....	Uha.....	United Fruit Co.....	Port Limon.	May 17.....	Uha.....	United Fruit Co.....	New York via Habana.
May 17.....	Ninian.....	Leyland Line.....	Liverpool via wayports.	May 17.....	Per Skogland.....	Standard Fruit Co.....	San Blas.
May 17.....	Cristobal.....	Panama Railroad Steamship Line.	New York via Haiti.	May 19.....	Ninian.....	Leyland Line.....	Kingston via Port Limon.
May 17.....	V-1 ²⁹	U. S. Navy.....	High seas.	May 19.....	Rugia.....	Panama Railroad Steamship Line.	Port Limon.
May 17.....	Inapaquina ³⁰	United Fruit Co.....	Colon.	May 20.....	Achilles and Darien.	Hamburg-American Line.....	Norfolk.
May 18.....	Rugia.....	Hamburg-American Line.....	Hamburg via wayports.	May 20.....	Darien.....	United Fruit Co.....	New Orleans via Habana.
May 19.....	Tolua.....	United Fruit Co.....	New York via Habana.	May 20.....	Per Skogland.....	Standard Fruit Co.....	New Orleans.
May 19.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Amsterdam via wayports.	May 20.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Port Limon.
May 19.....	Turrialba.....	United Fruit Co.....	New Orleans via Habana.	May 20.....	Tolua.....	United Fruit Co.....	Port Limon.
May 20.....	Per Skogland.....	Standard Fruit Co.....	San Blas.	May 21.....	Santa Marta.....	United Fruit Co.....	Colombian ports.
May 20.....	Heredia.....	United Fruit Co.....	Bocas del Toro.	May 21.....	Carrillo.....	United Fruit Co.....	New York via Kingston.
May 20.....	Santa Marta.....	United Fruit Co.....	New York via Kingston.	May 21.....	Turrialba.....	Panama Railroad Steamship Line.	New Orleans and wayports.
May 20.....	Flandre.....	French Line.....	Havre via wayports.	May 21.....	Cristobal.....	United Fruit Co.....	New York via Haiti.
May 21.....	Carrillo.....	United Fruit Co.....	Colombian ports.	May 22.....	Inapaquina ³⁰	United Fruit Co.....	Colon.
May 21.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Port Limon.	May 23.....	Van Rensselaer.....	Royal Netherlands W. I. Mail.....	Amsterdam via wayports.
May 22.....	.....	.....	.....	May 23.....	Flandre.....	French Line.....	Havre via wayports.
30 Motor schooner.				PORT OF BALBOA.			
May 22.....	Legia Elena.....	Junta de Caminos.....	Panama.	May 22.....	Legia Elena.....	Junta de Caminos.....	Panama.
31 Submarine.				30 Motor schooner.			

Liner "Franconia" Transits the Canal on Around-the-World Cruise.

The Cunard liner *Franconia* arrived at Balboa Sunday morning, May 24, on an around-the-world tour, which will terminate upon her arrival at New York about June 1, after a cruise of approximately 4 months.

Arriving at Balboa at 8 a. m., the passengers disembarked for a few hours sight-seeing on the Pacific side. The vessel began the transit of the Canal at 11.14 a. m. and arrived at Cristobal at 6.45 p. m., where the passengers again disembarked for a few hours ashore at the Atlantic terminus. The vessel sailed for Habana at 6.35 a. m., May 25.

The *Franconia* is 601 feet long, with a gross registered tonnage of 20,158. She is somewhat larger than the *Empress of France*, which transited the Canal on May 15, 1925, on a similar around-the-world cruise. The *Franconia* paid \$12,607.50 in tolls, as compared with \$11,153.75 for the *Empress of France*.

The *Franconia* transited the Canal previously on November 23, 1923, on an around-the-world cruise, at which time, however, she made the transit in the opposite direction.

The present cruise was under the management of Thomas Cook & Sons, and the vessel carried 309 passengers at the time of her transit.

The *Franconia* cruise was the last of the scheduled tours to the Isthmus for the 1924-1925 season.

Ships at Canal Repair Shops.

The following vessels were at the Cristobal shops for repairs during the three weeks ended May 25:

Steamships *Acajutla*, furnish diver to clear main injection inlet; renew 33 tubes in port boiler; repair refrigerator condenser coil, oil burner nuts, wash port on port side, two ventilators, scuppers, deck water pipe, bilge pump, injector suction pipe, and main boiler check valves; manufacture new check valve for injector, and 4 piston rings for anchor windlass, etc.; *Ancon*, install whistle from steamship *General W. C. Gorgas* and repair whistle pulls; manufacture and install new forestay; repair plumbing; manufacture and install wood tray in pantry; furnish 12 laborers to clean engine room bilges and paint lower engine room; manufacture 20 sections wood lagging for winch drums; furnish 20 laborers to paint ship's side to water line, etc.; *Jamaica*, manufacture two piston rings for Weir's pump; repair tennel water service pipe, windlass steam pipe, two hatch locking bars, and poop deck over Purser's office; install new tee in boiler blow down pipe; calk bridge deck and complete calking of saloon deck, etc.; *Achilles*, manufacture 100 pounds white metal as directed; install steering gear shaft and gear; repair heating pipes in double bottoms, and motor boat releasing gear on chocks; furnish 6 laborers to clean fire room; renew missing letters on stern; continue scaling coal bunker and hatch cover, etc.; U. S. Army tug *Wilson B. Gaither*, dry dock and remove copper sheathing; renew rotted planks and recalk hull; replace copper sheathing; rebabbitt stern bearing; remove engine from foundation, repair foundation, and overhaul engine; overhaul electric wiring in engine room and repair batteries and magneto; manufacture and install coupling on bilge pump, also large grease cup on shaft log; renew guards on hull and replace guard irons; renew rotted bulwarks and railing; repair stem and install bitt; overhaul steering gear including quadrant and sheaves; remove rotted deck planks, reset deck fastenings and recalk deck and smooth up same, etc.; barge *Darien*, renew top end pin of dynamo engine, lay shaft of slide valve of bilge pump, also repair valve control arm and turn down and make true collet of bilge pump; manufacture cover of sheet iron for after capstan; repair ash guards, and manufacture one stotchman for towing hawser; calk deck of bridge above captain's rooms, etc.; U. S. Army steamer *Nones*, dry dock; remove copper sheathing and calk hull; manufacture 120 grate bars and 6 bearing bars for boilers; repair main engine, galley pump, and grating over forehold; manufacture and install link block and pin on circulating pump engine, and one roller and pin for boat gear; renew brass pipe in feed line; reset four 6-inch steam valves in engine room; manufacture and fit three bunker plates and forge three cross arms; renew bolts in quarter sheaves to quadrant; renew rotten wood

under anchor windlass, and incovering board and stanchions on starboard side, etc.; steamship *Cristobal*, manufacture 4 strongbacks as sample for bonnets on beam bilge pump, 2 flanges for feed pump, and iron bar for windlass brakes; renew with copper pipe two sections of deck steam line; repair leak in waste pipe in butcher's shop, top of pantry steam press, and air duck in kitchen; refit stanchion for forward hand pump; renew lower section of ladder to shaft alley, etc.; schooner *Agnes E.*, dock for examination and clean bottom.

Minor repairs—Steamships *Loreto*, *Stuyvesant*, *President Adams*, *Camden*, *Agwisun*, *Agripont*, *Stromboli*, *Ucayali*, *Heredia*, *Corinto*, *Hector*, *Van Rensselaer*, *Venezuela*, *Loriga*, *Frandre*, schooner *Arabia*, tugs *Tavernilla* and *Kay Dee*, dredge No. 86, U. S. A. steamer *Morgan Lewis*, U. S. submarine O-3, launches *Coco Solo*, *Gargoyle*, *Quippo*, *Capron*, J-10, J-12, and launch for Panaman Government.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending May 23, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Pastores.....	United Fruit Co.....	May 10.....	May 10.....	13	562
Parismina.....	United Fruit Co.....	May 10.....	May 10.....	247	161½
Ancon.....	Panama Railroad Steamship Line.....	May 10.....	May 14.....	2,277	2,027
Atrato.....	Colombian Transport Co.....	May 10.....	May 15.....	109	12
Ucayali.....	Peruvian Line.....	May 10.....	May 10.....	695	
Jamaica.....	Pacific Steam Navigation Co.....	May 11.....	May 11.....	767½	
Atenas.....	United Fruit Co.....	May 12.....	May 14.....	559	(¹)
Santa Elisa.....	Grace Line.....	May 12.....	May 12.....	1½	(¹)
Ulua.....	United Fruit Co.....	May 12.....	May 13.....	286	42
Almagro.....	Pacific Steam Navigation Co.....	May 12.....	May 13.....	117	73
Orita.....	Pacific Steam Navigation Co.....	May 12.....	May 13.....	(²)	218
San Gil.....	United Fruit Co.....	May 12.....	May 12.....	7	83
Santa Paula.....	Pacific Mail Steamship Line.....	May 13.....	May 15.....	392	308
Carrillo.....	United Fruit Co.....	May 13.....	May 14.....	65	702
Arkansas.....	French Line.....	May 13.....	May 14.....	185½	184
Bennekom.....	Royal Netherlands W. I. Mail.....	May 13.....	May 14.....	572½	(¹)
Ansaldo II.....	Transatlantica Italiana.....	May 13.....	May 14.....	111	(¹)
Parismina.....	United Fruit Co.....	May 13.....	May 13.....	91	293
Stromboli.....	Italian Line.....	May 14.....	May 15.....	101	(¹)
Oroya.....	Pacific Steam Navigation Co.....	May 14.....	May 14.....	14	194
Pennsylvania.....	French Line.....	May 14.....	May 15.....	127	(¹)
Epoca.....	Pacific Mail Steamship Line.....	May 15.....	May 17.....	408	902
Moerdijk.....	Holland-American Line.....	May 15.....	May 16.....	(²)	66
Teno.....	Chilean Line.....	May 15.....	May 16.....	(²)	136½
Corinto.....	Pacific Mail Steamship Line.....	May 15.....	May 15.....	1,283½	
Cavina.....	Elder & Fyffes, Ltd.....	May 16.....	May 16.....	5	(¹)
Heredia.....	United Fruit Co.....	May 17.....	May 17.....	210	198
Ulua.....	United Fruit Co.....	May 17.....	May 17.....	46	497
Ninian.....	Leyland Line.....	May 17.....	May 18.....	886	(¹)
Leon XIII.....	Spanish Line.....	May 17.....	May 19.....	122	(¹)
Jamaica.....	Pacific Steam Navigation Co.....	May 17.....	May 19.....		772
Acajutla.....	Pacific Steam Navigation Co.....	May 17.....	May 20.....	897	165
Cristobal.....	Panama Railroad Steamship Line.....	May 17.....	May 21.....	2,340	1,013
Rugia.....	Hamburg-American Line.....	May 18.....	May 19.....	232	26
Turrialba.....	United Fruit Co.....	May 18.....	May 21.....	1,151	63
Van Rensselaer.....	Royal Dutch W. I. Mail.....	May 19.....	May 20.....	311	1
Tolosa.....	United Fruit Co.....	May 19.....	May 20.....	265	68½
Loriga.....	Pacific Steam Navigation Co.....	May 20.....	May 21.....	194	128
Flandre.....	French Line.....	May 20.....	May 22.....	85	769
Hector.....	Royal Dutch W. I. Mail.....	May 20.....	May 21.....	474	62
Bologna.....	Italian Line.....	May 20.....	May 21.....	174	(¹)
Heredia.....	United Fruit Co.....	May 20.....	May 20.....	83	276
Santa Marta.....	United Fruit Co.....	May 20.....	May 21.....	63	306
Santa Ana.....	Grace Line.....	May 20.....	May 21.....	1	9
Ucayali.....	Peruvian Line.....	May 22.....	May 22.....		1,701
Venezuela.....	Pacific Mail Steamship Line.....	May 21.....	May 23.....	281	206
Carrillo.....	United Fruit Co.....	May 21.....	May 21.....	(⁴)	220
Roland.....	Roland Line.....	May 21.....	May 21.....	82	21
Kinderdijk.....	Holland-American Line.....	May 21.....	May 22.....	312	147
Aconagua.....	Chilean Line.....	May 21.....	May 21.....	21	3½
Largarto.....	Pacific Steam Navigation Co.....	May 21.....	May 22.....	386	169
Van Rensselaer.....	Royal Dutch W. I. Mail.....	May 22.....	May 23.....	22	975
Corinto.....	Pacific Mail Steamship Line.....	May 22.....	May 23.....		1,810
La Marseillaise.....	French Line.....	May 23.....	May 23.....	16	
Manuel Calvo.....	Spanish Line.....	May 23.....	May 23.....	27	

* No cargo laded.

* No cargo discharged.

* 12 packages.

* 4 packages.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity. \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity.72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton.50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton. 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.

Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 23, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
War Nizam.....	British Tankers, Ltd.....	May 17.....	May 20.....	7,614	.....
Epoca.....	Gorissen & Co.....	May 17.....	May 17.....	136	.....
Acajutla.....	Pacific Steam Navigation Co.....	May 20.....	May 20.....		6
Santa Ana.....	Grace Line.....	May 21.....	May 21.....		1
Hector.....	Royal Netherlands W. I. Mail.....	May 21.....	May 21.....	313	.....
Corinto.....	Pacific Mail Steamship Co.....	May 23.....	May 23.....		4
Venezuela.....	Pacific Mail Steamship Co.....	May 23.....	May 23.....	91	.....

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective May 23, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gala.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gala.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.56
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.10
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

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."

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., June 3, 1925.

No. 43.

Canal Traffic During May.

During the month of May, 1925, 372 commercial vessels transited the Canal, on which tolls of \$1,705,592.20 were collected. The average daily receipts from tolls for the month was \$55,019.10, which is the lowest daily average receipts for any month of the current fiscal year. Aggregate tolls for the month were slightly in excess of February's receipts, however, as the latter month had but 28 days.

In addition to the commercial traffic listed above, 13 small launches transited the Canal on which tolls of \$88.65 were paid. These were small vessels measuring under 20 tons.

In the following tabulation, the number of commercial transits and the amount of tolls collected are shown for the first 11 months of the current fiscal year, together with the daily averages of transits and tolls:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$63,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,759,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April.....	382	1,735,429.37	12.73	57,847.65
May.....	372	1,705,592.20	12.00	55,019.10
Totals.....	4,305	19,741,033.45	12.85	58,928.46

A feature of the month's traffic was the preponderance of south-bound traffic, the transits in this direction numbering 56 more than northbound transits.

Tolls for the current fiscal year will be less by approximately \$3,000,000 than for the fiscal year 1924. With the exception of 1924, however, receipts from tolls for the current fiscal year will be considerably in excess of tolls for any preceding fiscal year.

The following tabulation shows the number of transits and aggregate tolls for the first 11 months of the current fiscal year, as compared with the corresponding period for the three preceding fiscal years:

	Number of transits.	Receipts from tolls.
First 11 months of		
Fiscal year 1925.....	4,305	\$19,741,033.45
Fiscal year 1924.....	4,853	22,498,142.32
Fiscal year 1923.....	3,550	15,610,155.77
Fiscal year 1922.....	2,508	10,265,541.99

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, May 30, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Le Marsellaise.	23	10.40	24	6.08	24	13.01	24	14.25	French.	French Line.	429.5	58.3	15.6	Bordeaux.	Vancouver.	General.	2,326	8,175	5,641
Nordbo.	23	18.00	24	6.28	24	13.45	24	17.44	Danish.	Norden Steamship Co.	489.0	52.3	14.0	Rotterdam.	San Francisco.	Ballast.	6,183	4,569	3,906
Agrinex.	23	19.45	24	7.05	24	14.40	24	15.45	American.	International Shipping Co.	489.5	66.0	23.0	Baltimore.	San Pedro.	Ballast.	9,394	6,906	5,946
Virginian.	23	20.25	24	7.45	24	15.02	24	16.10	American.	American-Hawaiian Line.	491.5	58.2	23.3	Boston.	Portland.	General.	5,500	10,491	7,546
Orinoco.	23	20.35	24	9.00	24	16.54	24	18.05	American.	Oriental Navigation Co.	376.4	52.3	15.6	New York.	Seattle.	Ballast.	5,455	3,902	5
Islander.	20	23.00	24	8.28	24	13.21	24	14.35	American.	Henry Ridgion.	34.0	40.0	52.0	Port of Spain.	Los Angeles.	Ballast.	4,558	5,816	4,113
Ballena.	24	13.45	25	9.00	25	13.21	25	14.35	British.	Pacific Steam Navigation Co.	435.0	50.0	21.11	Hull.	Corral.	General, sugar.	7,424	5,077	4,655
Yorba Linda.	24	13.50	25	7.20	25	14.06	25	15.20	American.	General Petroleum Co.	410.0	54.0	24.0	Liverpool.	Los Angeles.	Ballast.	7,327	6,604	5,707
Corvus.	24	17.50	25	8.35	25	16.05	25	17.15	American.	Planet Steamship Corporation.	415.0	54.0	24.0	Baltimore.	Portland.	Steel, general.	6,000	7,704	5,707
Peter Kerr.	25	6.15	25	9.43	25	16.47	25	17.50	American.	United Steamship Line.	405.2	52.1	25.7	Baltimore.	Portland.	General.	6,523	6,958	5,192
Groffon Hall.	25	1.10	25	10.45	25	17.55	25	19.04	American.	Isthmian Line.	383.0	49.0	27.2	New York.	Vancouver.	General.	4,618	4,941	3,291
Captaine Joseph Plisson.	25	4.00	25	12.00	25	19.55	25	21.22	French.	Cie. Navale de L'Océanie.	446.0	56.0	26.0	New York.	Noumea.	General.	6,400	8,508	6,179
F. J. Luckenbach.	25	14.50	26	6.05	26	13.31	26	14.45	American.	Luckenbach Line.	446.0	56.0	26.0	Galveston.	Seattle.	General.	8,473	6,017	5,489
Swiftsure.	25	18.10	26	7.20	26	14.45	26	16.00	American.	C. D. Mallory & Co.	455.0	60.0	20.0	Fall River.	San Pedro.	Ballast.	9,431	6,489	5,657
Varanger.	26	6.30	26	8.20	26	15.32	26	16.40	Norwegian.	Westfall Larsen & Co.	499.0	60.0	29.0	Amsterdam.	San Pedro.	General.	8,160	7,643	5,882
Eastern Knight.	26	6.12	26	9.30	26	18.18	26	19.24	American.	Columbia Pacific Shipping Co.	415.0	55.6	20.0	Baltimore.	Tacoma.	General.	3,987	5,684	4,082
New Britain.	26	3.25	26	10.50	26	18.11	26	19.24	American.	Black Diamond S. S. Corp.	387.0	52.2	21.0	Baltimore.	Dunedin.	General.	2,394	7,896	5,835
Paparoa.	26	15.55	27	6.12	27	13.06	27	14.15	British.	New Zealand Shipping Co.	430.0	54.0	24.9	Liverpool.	Iquique.	General.	6,250	5,236	3,987
Izled.	27	6.05	27	7.15	27	15.03	27	16.15	Jugo-Slavic.	Baburizza & Co.	378.0	53.3	22.0	River Tyno.		(s)			
Paul Luckenbach.	27	4.05	27	8.08	27	16.06	27	17.00	American.	Luckenbach Line.	471.1	59.2	21.9	Boston.	Seattle.	General.	7,200	9,027	6,539
El Abato.	27	6.50	27	9.45	27	17.18	28	9.00	American.	Los Angeles Lumber Products.	253.4	43.7	24.0	Freeport.	San Francisco.	Sulphur.	3,500	2,828	1,697
John D. Archbold.	27	9.50	27	10.30	27	18.17	27	19.25	American.	Standard Oil Co.	554.9	75.3	20.0	New York.	San Pedro.	Ballast.	14,735	10,313	8,313
Eastern Sea.	27	13.00	27	13.05	27	20.26	27	22.15	American.	U. S. & A. Line (S. B.).	384.0	51.1	25.2	New York.	Adelaide.	General, case oil.	4,503	5,934	4,415
Niebris.	27	10.55	28	6.14	28	15.04	28	17.45	German.	Kosmos Line.	411.8	50.6	28.0	Hamburg.	Valparaiso.	General.	4,998	6,632	4,704
Agrinath.	28	4.20	28	7.05	28	16.09	28	17.15	American.	International Shipping Co.	499.9	68.1	19.3	New York.	San Pedro.	Ballast.	10,853	7,736	6,312
Pandora.	28	6.25	28	8.50	28	16.30	28	20.43	British.	Anglo-Saxon Petroleum Co.	411.0	53.3	18.0	Cardiff.	San Pedro.	Ballast.	6,239	4,312	3,842
Joseph M. Cudahy.	28	10.50	28	11.05	28	17.32	28	18.36	American.	Sinclair Navigation Co.	530.2	59.2	21.0	Newark.	San Francisco.	Ballast.	7,954	5,842	5,127
Kronland.	28	11.23	28	12.05	28	18.18	29	2.29	American.	Panama-Pacific Line.	580.0	60.2	24.0	New York.	San Francisco.	General.	3,200	13,514	9,127
Sancti Joseph.	28	6.00	28	12.55	28	19.49	29	20.43	French.	French Line.	415.0	51.0	18.0	Havre.	Talcahuano.	General.	5,281	5,979	4,170
Santa Olivia.	28	2.25	28	13.50	28	23.31	28	24.34	American.	Pacific Mail Steamship Co.	404.5	53.9	22.8	Baltimore.	San Francisco.	Steel, general.	5,281	5,551	3,881
Republic.	28	18.25	29	6.15	29	13.03	29	14.00	American.	Galena Navigation Co.	391.8	51.3	18.0	Wilmington.	San Pedro.	Ballast.	8,000	11,049	7,732
Victrolite.	28	11.10	29	11.10	29	18.40	30	3.54	British.	Imperial Oil Co.	499.7	68.0	25.9	Tampico.	Corinto.	Fuel & crude oil.	8,000	11,049	7,732
Orizaba.	28	19.33	29	13.15	29	19.52	29	21.15	British.	Pacific Steam Navigation Co.	465.7	56.0	22.11	Liverpool.	Valparaiso.	General.	2,732	8,620	5,345

s Coal and fire bricks.

e Motor ship—tanker.

y Yacht.

* Motor ship.

* Tanker.

	29	4.55	29	13.36	29	20.54	29	22.05	British		Pacific Steam Navigation Co....	450.0	57.0	25.8	New York	Colonel	General	2.113	9.291	9,301
Ebro.....	28	6.35	30	6.00	30	12.57	30	13.36	American		U. S. Army.....	409.6	54.2	18.2	Brooklyn	Balboa	Army supplies			
Eldorado.....	29	14.43	30	6.15	30	13.36	31	10.25	Norwegian		U. S. Navy.....	362.0	51.5	26.0	Oslo	Seattle	General	6,750	5,274	3,886
Borgland.....	29	16.52	30	7.05	30	14.18	30	15.30	French		Glen & Co.....	385.0	52.0	23.0	Baltimore	San Antonio	Coke, general	1,720	5,174	3,657
Trafalgar.....	29	18.40	30	7.00	30	15.17	30	18.19	British		Messageries Maritimes.....	447.3	52.0	21.0	Dunkirk	New California	General	1,720	7,487	5,162
Lougar.....	29	18.45	30	8.35	30	16.38	30	17.40	American		Ore Steamship Corporation.....	550.3	68.2	24.0	New York	Cruz Grande	General		15,476	4,354
Bethore.....	30	7.25	30	9.20	30	16.08	30	17.15	American		Standard Oil Co.....	500.0	68.2	22.9	New York	San Pedro	Ballast		11,224	7,860
W. S. Rheem.....	30	10.10	30	10.20	30	17.01	30	22.30	Norwegian		A. S. R. Odell.....	375.0	51.6	21.0	Newcastle	San Francisco	Pig iron, coke		4,900	5,651
Hallfred.....	30	10.45	30	11.00	30	17.23	30	18.40	American		Tidewater Oil Co.....	405.4	60.2	20.0	New York	San Pedro	Ballast		8,546	5,870
Byron.....	30	10.45	30	11.00	30	17.23	30	18.40	American											

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	23	17.15	24	6.16	24	13.45	24	13.45	American		Pacific Mail Steamship Co....	404.6	53.9	28.6	San Francisco	New York	General	6,150	6,766	4,809
Santa Malta.....	23	18.00	24	7.06	24	14.10	24	14.18	American		Luckenbach Line.....	448.9	60.2	30.0	Portland, Mass.	Porton, Mass.	Lumber, general	9,500	9,294	6,861
Dorothy.....	33	18.50	24	7.28	24	14.55	24	14.55	British		Anglo-Saxon Petroleum Co.....	410.5	53.4	29.0	San Pedro	Philadelphia	Gasoline	7,500	6,118	4,306
Scaloria.....	33	18.45	24	7.41	24	15.35	24	15.35	American		Robert Dollar Co.....	429.0	55.2	28.0	Seattle	London	Lumber, general	9,200	7,581	5,519
Melville Dollar.....	24	5.27	24	11.29	24	18.45	25	6.35	British		Thos. Cook & Son, Ltd.....	601.0	73.7	27.0	New York	New York	(*)		22,513	16,521
Franconia.....	24	10.35	24	12.16	24	19.45	25	15.22	American		Grace Line.....	299.4	45.4	18.0	Guayquil	New York	(*)	2,023	3,256	2,010
Garfield.....	24	17.00	25	5.47	25	16.00	27	7.05	American		Norton, Lilly & Co., Ltd.....	261.0	39.0	23.0	Seattle	New York	Magnesite, etc.	2,107	1,802	1,646
Tustala.....	25	4.15	25	7.25	25	16.30	25	18.05	British		W. Runciman & Co., Ltd.....	330.1	47.7	20.0	Vancouver	St. Thomas	Wheat	4,800	3,583	2,503
Linkmork.....	25	4.30	25	8.15	25	16.30	25	22.00	American		Grace Line.....	390.2	51.6	26.6	Talcahuano	New York	General	3,365	5,710	3,998
Santa Luisa.....	25	3.50	25	9.29	25	16.45	25	18.05	American		U. S. Navy.....	292.0	44.0		Balboa	New York	Lumber, general	7,000	7,330	5,253
Orleans.....	25	3.50	25	10.15	25	17.50	25	17.50	American		Oriental Navigation Co.....	395.5	55.0	26.6	Seattle	Baltimore	General	292	6,567	4,929
Cassigeris.....	25	13.50	25	14.32	25	22.30	26	11.40	Italian		Transatlantica Italiana.....	388.2	50.1	16.0	Valparaiso	Genoa	General			
O-3.....	25	3.02	26	9.10	26	13.50	27	12.15	American		U. S. Navy.....	380.6	48.7	23.6	Balboa	Coco Solo	General	3,581	5,926	4,178
Ecuador.....	25	20.00	26	7.05	26	15.00	27	6.15	Italian		Pacific Mail Steamship Co.....	495.9	58.7	23.0	San Francisco	New York	General	1,350	6,781	4,271
Napoli.....	26	5.20	26	7.56	26	15.00	26	23.59	British		Navigazione G. E. Italiana.....	484.1	62.3	26.6	Valparaiso	Genoa	General	9,016	10,802	7,595
Lockhartine.....	26	6.15	26	9.02	26	18.02	27	17.27	British		Royal Mail Steam Packet Co.....	484.1	62.3	26.6	Vancouver	London	General	5,445	9,486	6,578
Tasmania.....	26	6.30	26	10.10	26	18.47	26	18.47	American		New Zealand Shipping Co.....	410.5	54.3	24.6	Auckland	Glasgow	Frozen	7,700	6,567	4,909
Edgar Bowling.....	26	9.43	26	11.06	26	19.00	26	19.00	American		Garland Steamship Corp.....	435.6	56.2	29.6	Aberdeen	Philadelphia	Lumber	2,000	5,426	5,094
Hagood.....	26	13.05	26	14.00	26	21.49	27	1.45	German		Cities Service Transport Co.....	468.5	58.2	28.6	Seattle	Boston	Crude oil	9,074	9,568	6,680
Hessen.....	26	18.10	26	19.43	27	12.25	27	12.25	American		United American Lines.....	554.9	75.3	30.0	Los Angeles	Antwerp	Lumber, copper	19,562	14,875	10,313
William Rockefeller.....	27	5.30	27	7.00	27	14.23	27	14.23	American		Standard Oil Co. of N. J.....	425.0	57.2	28.3	Los Angeles	Charleston	Crude pet.	9,104	7,841	4,975
S. C. T. Dodd.....	27	9.25	27	10.01	27	17.30	27	19.25	American		Standard Oil Co. of California.....	298.6	40.0	21.0	San Antonio	New York	Gasoline	3,691	2,835	1,805
Mineola.....	27	9.25	27	10.01	27	17.30	27	19.25	American		N. O. & S. A. S. Co.....				San Antonio	New Orleans	Nitrate, general			
G. Harrison.....	28	2.46	28	6.42	28	17.20	28	17.20	British		International Petroleum Co.....	550.6	72.3	32.0	Talara	New York	Crude oil	18,074	15,476	10,751
Port Brisbane.....	27	14.30	28	7.28	28	15.10	28	19.06	British		Commonwealth & Dom. Line.....	480.0	62.0	24.6	Wellington	London	General	5,870	10,720	8,107
Tannu.....	28	1.30	28	7.56	28	17.50	28	23.16	British		Shaw, Savill & Albion.....	476.8	61.1	23.0	Auckland	London	Frozen, general	4,500	10,631	7,606
Amelo.....	28	6.00	28	9.18	28	18.40	29	2.10	Dutch		Royal Netherlands W. I. Mail.....	447.4	45.9	18.6	Corral	Hamburg	General	8,126	9,403	6,653
City of Panama.....	28	7.50	28	10.01	28	18.50	29	19.28	Panamanian		Pacific Mail Steamship Co.....	296.9	42.7	24.3	San Francisco	Cristobal	(*)	1,458	3,848	2,606
Santa Cecilia.....	28	9.10	28	11.02	28	19.00	28	19.28	American		Planet Steamship Corp.....	404.6	53.9	27.0	Seattle	Philadelphia	(*)	6,992	6,745	4,562
Sweland.....	28	12.50	28	14.58	28	13.40	29	13.40	Swedish		Axel Brostrom & Son.....	502.0	72.2	33.2	Cruz Grande	Baltimore	Iron ore	20,000	15,425	8,825
Argo.....	28	19.00	29	6.20	29	15.08	29	16.05	Panamanian		D. T. Baker.....	400.0	51.9	23.0	Valparaiso	Gatun Lake	Panama			15
Cherry Branch.....	28	19.00	29	6.20	29	15.08	29	16.05	British		Nauticus Steamship Co.....	400.0	51.9	23.0	Valparaiso	Dublin	General	6,500	5,403	3,967

* Tanker. * Full-rigged ship. * Light cruiser.

** Submarine. ** Motor ship. ** Auxiliary sloop. ** For orders.

** Passengers only. ** Coffee, cocoa, tagua hides.

** Coffee, sugar, and lumber.

** Lumber, canned goods, and general.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Acajula.....	29	4.25	29	7.27	29	15.20	British	Pacific Steam Navigation Co.	215.7	33.5	16.2	Turkey	Cristobal	General	637½	1,273
Sagaland.....	29	7.10	29	7.38	29	18.25	Swedish	South Alberta Lumber Co.	447.0	34.0	25.3	Vancouver	New York	Lumber	8,000	705
Charles R. McCormick.....	29	7.55	29	8.59	29	17.49	American	McCormick Steamship Co.	401.0	52.0	25.9	St. Helena	New York	Lumber	5,201	5,014
Canadian Seigneur.....	29	10.40	29	11.30	29	19.58	British	Canadian Govt. Mtr. Marine	409.0	52.0	25.0	Vancouver	Antwerp	Lumber, lead, etc	7,100	7,082
Carlisle.....	29	9.30	29	9.30	29	17.03	American	U. S. Navy	189.0	35.6		Balboa	Coco Solo	Lumber	5,983	4,135
White Cap.....	29	8.55	30	6.16	30	13.50	Norwegian	Lieut. R. A. Day	24.0	4.6		Balboa	Cristobal	Lumber, lead	7,500	2
Digford.....	28	8.55	30	7.11	30	14.28	American	John P. Pedersen & Co.	400.0	52.9	26.6	N. W. Minister	Rotterdam	General	6,513	4,724
Arizona.....	23	4.00	30	7.11	30	14.28	American	American-Hawaiian Line	470.0	52.2	25.0	San Francisco	Boston	General	6,701	6,684
Baldpate.....	23	13.48	30	8.12	30	15.22	American	McAllister Brothers	416.0	55.0	20.6	Balboa	Mobile	Ballast	6,706	4,693
Hilversum.....	30	6.30	30	8.55	30	21.18	Dutch	Finke & Co., Amsterdam	359.9	48.3	23.6	Tatal.	Charleston	Nitrate	5,970	3,480

* Tanker.

** Tug.

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—
May 24.....	Cartago.....	United Fruit Co.	New York via Habana.	May 24.....	Cartago.....	United Fruit Co.	Bocas del Toro.
May 24.....	Tolosa.....	United Fruit Co.	Port Limon.	May 24.....	Tolosa.....	United Fruit Co.	New York via Habana.
May 24.....	Inapaguina *.....	United Fruit Co.	Colon.	May 27.....	Cartago.....	United Fruit Co.	New Orleans via Habana.
May 26.....	Calamarez.....	United Fruit Co.	New York via Habana.	May 27.....	Calamarez.....	United Fruit Co.	Port Limon.
May 26.....	Abangarez.....	United Fruit Co.	New Orleans via Habana.	May 28.....	Trivies.....	United Fruit Co.	Colombian ports.
May 27.....	Cartago.....	United Fruit Co.	Rocas del Toro.	May 28.....	Abangarez.....	United Fruit Co.	New Orleans via wayports.
May 27.....	Tivies.....	United Fruit Co.	New York via Kingston.	May 29.....	Inapaguina *.....	United Fruit Co.	Colon.
May 28.....	Paul H. Harwood.....	Pan-American Petroleum Co.	Tampico.	May 29.....	Anclilan.....	Leyland Line	Port Limon.
May 28.....	Anclilan.....	Leyland Line	Liverpool via wayports.	May 30.....	Paul H. Harwood.....	Pan-American Petroleum Co.	Tampico.
May 29.....	Camden.....	United Fruit Co.	Baytown.	May 30.....	Camito.....	Elders & Fyffes, Ltd.	Kingston.
May 29.....	Panama.....	Panama Railroad Steamship Line.	New York via Haiti.	May 30.....	Camden.....	United Fruit Co.	Baytown.
May 30.....	Camito.....	Elders & Fyffes, Ltd.	Port Limon.				

** Motor schooner.

PORT OF BALBOA.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
May 29.....	Enure.....	A. S. Gorrissen & Co.	San Jose de Guatemala.	May 25.....	Enure.....	A. S. Gorrissen & Co.	Guayaquil.
May 29.....	Windward *.....	H. C. Fisher	High seas.				

** Yacht.

* Other than ships passing through the Canal.

Instructions Governing Medical Assistance to Ships.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., May, 25, 1925.

To all concerned:

1. During boarding hours (6 a. m. to 10 p. m.) the quarantine physicians, at the time of their boarding visits, will attend to persons on arriving vessels who require the services of a Canal physician because of illness or injury, provided that such action will not delay the progress of other ships intending to dock or to transit the Canal. In the event that delay to ships would result, or that the quarantine physician does not have the facilities for carrying out treatment, or that it is found necessary to transfer the patient to hospital, signals will be made during daylight as provided below, and, in addition, priority radio dispatch to the Port Captain may be sent; during darkness priority radio dispatch to the Port Captain will be sent. When a quarantine physician knows that a signal or radio request for medical assistance has been made he will, upon reaching shore, inquire of the Port Captain's Office as to whether the signal or radio was properly received.

2. When the services of a physician are required after the departure of the quarantine physician, or between the hours of 10 p. m. and 6 a. m., such service will be obtained from the Balboa Dispensary for ships at the Pacific anchorage, and from the Colon Dispensary for ships anchored in Cristobal harbor. To obtain this service during daylight the ship should hoist one of the signals indicated in paragraph 4; during darkness it should transmit a priority radio dispatch to the Port Captain, Balboa, or to the Port Captain, Cristobal, as the case may be.

3. Ships in transit may obtain a physician from Gatun Dispensary or Pedro Miguel Dispensary, whichever is most convenient to the vessel. The physician at Gatun Dispensary can not leave Gatun Locks with the ship. The physician at Pedro Miguel Dispensary may board or leave at Miraflores if necessary, but is it preferable that he board and leave the ship at Pedro Miguel when the number of cases requiring treatment is not great enough to cause delay in transit of the vessel. For northbound transiting ships, if the number of patients requiring treatment exceeds two, arrangements should be made for the physician to board at Miraflores.

Signals.

4. The following signals, taken from the International Signal Book, will be used from ship to shore during daylight for the purpose of obtaining required medical assistance as laid down above:

YL Want immediate medical assistance.

Physician to be sent to ship from the nearest dispensary as *quickly as possible*.

WO Want a physician.

For southbound transiting ships physicians will board at Gatun or Pedro Miguel, as circumstances may require.

For northbound transiting ships physicians will board at Miraflores, Pedro Miguel or Gatun, as circumstances may require.

For local ships physician will board at dock or mooring.

EDY Ambulance required to convey a patient to hospital.

Ambulance will meet ship at dock or lock, as the case may be. If it is necessary for a physician to go aboard a ship to accompany an ambulance case, the signal "W O" will be flown in conjunction with "E D Y."

LXE Emergency.

Boat with physician will be sent to ship for patient, and ambulance will meet boat at regular boat landing.

After each of the above signals a numeral will be given indicating the number of patients requiring treatment; the physician will be informed of this number. Radio requests should state the general nature of any serious cases, since such information may enable a physician to make better preparations for the patient's care.

5. Rendering of medical assistance to incoming ships will be handled as follows: Signal stations will transmit signals to the Port Captain's office where arrangements with the District Physician will be made and other necessary action will be taken, including notification of the ships' local agent. If any of the above signals are made within sight of a signal station in the Cut, they will be reported immediately to the

Port Captain, Balboa, who will take the necessary action. The use of the above signals does not preclude the use of the radio for the same purpose, but is preferable when within signal distance of a signal station.

6. Ships at docks can obtain medical assistance by calling the Port Captain's Office from nearest telephone.

M. L. WALKER,
Governor.

Directory of The Panama Canal.

Executive Department.

Headquarters, Balboa Heights.

COL. M. L. WALKER, 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.

W. W. ANDREW, Superintendent, Division of Schools.

T. S. BOOZ, General Secretary, Bureau of Clubs and Playgrounds.

F. E. MITCHELL, District Attorney, Ancon.

N. A. BECKER, Land Agent and Assistant Counsel, Ancon.

Department of Operation and Maintenance.

(Under immediate direction of the Governor as head of the department.)

Headquarters, Balboa Heights.

COL. HARRY BURGESS, U. S. A., Engineer of Maintenance.

MAJ. F. C. HARRINGTON, 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.

E. S. RANDOLPH, 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. G. CLAYBOURN, Superintendent, Dredging Division, Paraiso.

LEONARD FOOTE, Assistant Engineer, Dredging Division, Paraiso.

CAPT. J. H. TOMB, U. S. N., Marine Superintendent, Marine Division.

COMMANDER W. F. JACOBS, U. S. N., Captain of the Port, Cristobal.

COMMANDER M. E. MANLY, U. S. N., Captain of the Port, Balboa.

BOARD OF LOCAL INSPECTORS, COMMANDER W. F. JACOBS, U. S. N., *Chairman*,

COMMANDER M. E. MANLY, U. S. N., and LIEUT. F. E. NELSON, U. S. N., members.

John J. Walker, Recorder.

BOARD OF ADMEASURERS, CAPT. J. H. TOMB, U. S. N., *Chairman*.

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H. H. EVANS, Assistant Superintendent, Mechanical Division, Balboa.

LIEUT. CLAUDE O. KELL, U. S. N., Assistant to the Superintendent, 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.

C. A. GILMARTIN, General Manager, Commissary Division, Cristobal (P. R. R.)

J. B. FIELDS, Constructing Quartermaster.

E. H. PARMELEE, General Storekeeper, Balboa.

J. H. K. HUMPHREY, Superintendent, Cattle Industry, Balboa (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.

ELWYN GREENE, AUDITOR, Panama Canal.

WILSON H. KROMER, Assistant Auditor on the Isthmus.

ROBERT W. GLAW, Paymaster.

ALFRED H. MOHR, Collector.

JOHN J. LUCKEY, Chief Accountant.

SAMUEL BARDELSON, Chief Examiner.

H. H. HUDSON, Claim Officer.

M. L. DUFF, Railroad Accountant.

Health Department.

Headquarters, Balboa Heights.

COL. W. P. CHAMBERLAIN, U. S. A., Chief Health Officer.

DR. D. P. CURRY, Assistant Chief Health Officer.

SURG. C. P. KNIGHT, U. S. P. H. S., Chief Quarantine Officer.

COL. W. L. PYLES, U. S. A., Superintendent, Ancon Hospital, Ancon.

MAJ. JOHN WALLACE, U. S. A., Superintendent, Colon Hospital, Cristobal.

CAPT. G. E. HESNER, U. S. A., Superintendent, Corozal Hospital, Corozal.

DR. HENRY GOLDTHWAITE, Health Officer of Panaman, Ancon.

DR. J. L. BYRD, Health Officer of Cristobal-Colon, Cristobal.

DR. C. A. HEARNE, Quarantine Officer, Cristobal.

DR. J. D. ODOM, Quarantine Officer, Balboa.

Courts.

HON. G. H. MARTIN, District Judge, Ancon.

E. M. GOOLSBY, Clerk, Ancon.

J. S. CAMPBELL, Assistant Clerk, Cristobal.

HORACE D. RIDENOUR, U. S. Marshal, Ancon.

J. W. BLACKBURN, Magistrate, Balboa.

R. A. WADE, Magistrate, Cristobal.

Wage and Complaints Boards.

Balboa Heights.

Wage Board:

MAJ. F. C. HARRINGTON, representing The Panama Canal.

H. A. MCCONAUGHEY, representing employees.

Board on Complaints Concerning Working Conditions:

MAJ. F. C. HARRINGTON, and Head of Department or Division interested, representing The Panama Canal.

H. A. MCCONAUGHEY and A. M. WRIGHT, representing employees.

The Panama Canal in the United States.

Headquarters, Munitions Building, 19th and "B" 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.

NOBLE MOORE, Assistant Auditor.

W. J. SHERIDAN, Assistant Purchasing Agent, 24 State St., 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.

COL. M. L. WALKER, U. S. A., President.

COL. HARRY BURGESS, U. S. A., 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.

A. L. PRATHER, Superintendent, Coaling Plants, Cristobal.

C. W. LEE, Commercial Agent.

JOHN O. COLLINS, Counsel, Ancon.

Panama Railroad Company.—Continued.*Office in the United States, 24 State Street, New York City.***E. A. DRAKE**, First Vice President.**T. H. ROSSBOTTOM**, Third Vice President.**W. R. PFIZER**, Assistant to Vice President and Secretary.**SYLVESTER DEMING**, Treasurer.**V. M. NEWTON**, Auditor.**RICHARD REID ROGERS**, General Counsel.**A. E. PATERSON**, Freight Agent.**T. J. BOWER**, Passenger Agent.**J. H. MILLER**, Claim Agent.**W. L. G. MCGUIRE**, Pier Superintendent.**W. J. SHERIDAN**, Commissary Purchasing Agent.**A. S. PERRY**, Assistant Commissary Purchasing Agent, New Orleans, La.**Fuel and Diesel Oil Prices at Pacific Ports.**

The Union Oil Company of California advises of a reduction in price of both fuel oil and Diesel oil at North Pacific ports, the prices now in effect being as follows:

	Fuel oil.	Diesel oil.
	<i>Per barrel.</i>	<i>Per barrel.</i>
Seattle.....	\$1.80	\$0.0486
Portland.....	1.80	.0486
Astoria.....	1.80	
Oleum (San Francisco Bay).....	1.55	.0427
San Pedro.....	1.50	.0453
San Diego.....	1.65	.0451
Vancouver (in bond).....	1.85	* 2.80
Honolulu.....	2.00	.0535

* Per barrel (duty paid).

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending May 30, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Ecuador.....	Pacific Mail Steamship Line.....	May 25.....	May 26.....	91	.....
Bargland.....	Fred Olsen & Company.....	May 30.....	May 31.....	695	.....

Official Circulars.
Instructions Regarding Preparation of Travel Expense Vouchers (Form No. 1012).

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,

BALBOA HEIGHTS, C. Z., May 20, 1925.

1. After "U. S." on first line, insert "The Panama Canal."
2. Appropriation: Leave blank.
3. After "The United States, Dr., To," insert name of employee (payee).
4. Address (employee's post office address).
5. Official Headquarters (insert employee's official station). Domicile (insert name of town in which he resides). Residence (insert house number).
6. "For Reimbursement . . . under authority," insert: "of written order attached" or, if not written, "of verbal order of (giving the title of the official)."
7. Affidavit. In order to comply with The Panama Canal regulations governing reimbursement of expenses for meals, affidavit must be amended by adding after the word "impracticable" the words "board at Panama Canal hotel," "keep house," or "board at monthly rate," as the case may be.

If affidavit is executed before a notary public, the date his commission expires must be shown as heretofore.

8. Certificate at bottom of voucher should be signed in the lower right-hand corner by the head of employee's Department, Division, or Bureau.

9. The Auditor will sign under "Approved for \$" after the voucher clerk in his office has verified the correctness of the account or indicated the differences in the space provided.

ELWYN GREENE,
Auditor, The Panama Canal.

THE PANAMA CANAL,
ACCOUNTING DEPARTMENT,
BALBOA HEIGHTS, C. Z., May 20, 1925.

To all concerned.—Effective July 1, 1925, a new form of voucher (standard form No. 1012, original; No. 1012-A, memorandum; No. 1012-B, continuation sheet for original; and No. 1012-C, continuation sheet for memorandum), entitled "Public Voucher for Reimbursement for Travel and Other Expenses, including per Diem," will be used for the rendition of travel expenses and per diem accounts, instead of form No. 5130 now in use. Form No. 5130 must not be used after June 30, 1925.

Vouchers must be made out in triplicate (one original and two memorandum duplicates) and forwarded to the Auditor, The Panama Canal, prepared in accordance with instructions attached.*

The new form will be supplied by the Storekeeper, Administration Building, Balboa Heights, upon requisition.

ELWYN GREENE,
Auditor, The Panama Canal,

* Incl.

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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Volume XVIII.

Balboa Heights, C. Z., June 10, 1925.

No. 44.

Tanker Traffic Through the Canal in May, 1925.

During the month of May, 84 tank ships transited the Canal, carrying an aggregate of 396,980 tons of cargo on which tolls of \$424,970.79 were paid. In point of net tonnage, tanker traffic for the past month was about 67 per cent of the same traffic for the corresponding month a year ago, while the cargo tonnage was approximately 49 per cent of the cargo tonnage for May, 1924. In point of number of transits the total tanker traffic for the month was approximately 69 per cent of the total tanker traffic for the corresponding month a year ago. The heavy decline in cargo tonnage was due to the small number of laden tankers transiting the Canal during the month, 48 of the 84 tank ships being in ballast, while 36 carried cargo.

Tank ships comprised 22.3 per cent of the total commercial transits of the Canal during the month; made up approximately 25.8 per cent of the total Panama Canal net tonnage; were the source of 24.3 per cent of the total tolls collected; and carried 21.7 per cent of the total cargo in transit through the Canal.

The number, aggregate tonnage, tolls, and cargo of tank ships transiting the Canal during the month of May, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation with comparative totals for the two preceding months and for May, 1924:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	6	28,995	\$26,186.62	16,383
Dutch.....	1	4,317	3,108.24	.....
French.....	2	9,981	7,186.32	.....
Irish.....	1	3,647	2,625.84	.....
Norwegian.....	1	6,489	4,672.08	.....
United States.....	39	230,035	167,752.16	9,724
Totals, May, 1925.....	50	283,464	211,531.26	26,107
Totals, April, 1925.....	39	227,788	170,508.50	31,633
Totals, March, 1925.....	45	262,370	189,462.96	.....
Totals, May, 1924.....	51	311,217	248,649.09	28,069
<i>Pacific to Atlantic.</i>				
British.....	8	47,689	50,370.58	78,822
United States.....	26	156,766	163,068.95	292,051
Totals, May, 1925.....	34	204,455	213,439.53	370,873
Totals, April, 1925.....	43	255,425	262,922.83	465,876
Totals, March, 1925.....	47	282,007	293,579.07	519,961
Totals, May, 1924.....	70	417,358	433,705.31	782,341

(Continued on page 601.)

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, June 6, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Smaland ²	30	17.30	31	6.05	31	13.05	1	3.17	Swedish	Roderi A. Bol. Smaland	184.5	30.8	11.6	Santiago.	Talara.	Ballast.		854	483
George Allen	29	17.45	31	6.05	31	13.46	31	14.50	American	Garland Line	385.3	51.2	19.0	New York	Seattle.	General	3,745	6,224	4,465
Pacific Trader	30	14.50	31	6.10	31	13.00	31	17.50	British	Furness, Withy & Co.	420.0	58.0	17.10	New York	Vancouver.	(s)	1,259	7,892	5,858
Illinois	30	17.55	31	7.15	31	14.11	31	15.15	American	Texas Co.	416.0	56.1	20.7	Baltimore.	San Pedro.	Ballast	7,130	7,130	5,413
Tekoa	30	19.37	31	7.20	31	15.28	31	16.40	British	New Zealand Shipping Co.	460.6	62.8	27.0	London.	New Plymouth	General	7,762	10,598	7,563
Gargyle	31	2.10	31	8.57	31	15.46	31	16.45	American	Vacuum Oil Co.	425.0	57.2	18.6	Philadelphia.	San Francisco	Ballast	7,510	7,510	4,989
Iowa	31	4.25	31	8.28	31	16.11	31	17.50	American	American-Hawaiian Line	407.7	53.1	23.0	Boston.	Portland.	General	5,681	7,091	5,002
Munindes	31	6.45	31	9.40	31	16.35	31	17.50	American	Munindes Steamship Corp.	370.0	53.1	23.0	Baltimore.	Seattle.	General	6,600	5,325	4,097
Japan Arrow	31	8.45	31	10.00	31	17.07	31	19.20	American	Standard Transportation Co.	408.3	62.7	21.0	New York	Los Angeles	Ballast	10,084	7,428	
Tuxpanoff	1	6.48	1	6.55	1	14.00	1	14.55	American	McAlister Brothers (S. B.)	431.0	59.2	18.0	New York	San Pedro	Ballast	7,862	5,049	
Acajutla	29	15.20	1	10.35	1	16.49	1	19.35	British	Pacific Steam Navigation Co.	215.7	33.5	16.10	Cristobal	Champerico.	General	816	1,273	706
Clausen	1	5.58	1	11.22	1	18.35	1	19.54	American	Planet Line	409.8	54.2	24.1	New York	Tacoma	General	7,407	4,581	4,795
Holger	1	15.02	2	6.15	2	13.18	2	14.34	German	Roland Line	437.0	53.0	23.10	Bremen.	Guayaquil	General	4,500	6,431	4,693
Mazatlan	2	3.20	2	7.12	2	14.14	2	15.25	British	Nautilus Steamship Co.	400.4	51.2	19.6	Liverpool.	Valparaiso.	General	5,100	5,208	3,578
Hazel Branch	2	3.20	2	7.12	2	14.14	2	15.25	British	Shaw, Savill & Albion Co.	447.5	56.5	28.10	Liverpool.	Dunedin.	General	5,915	8,315	5,659
Matatua	1	7.57	2	12.30	2	18.57	2	20.05	British	Transmarine Corporation	324.0	46.0	23.0	New York	San Pedro.	(s)	2,902	3,984	2,628
Suremco	2	16.20	3	6.12	3	14.47			American										
Irene S. Wilkin-son ¹	1	14.38	3	6.40	3	14.50			American	Howard Lumber Co.	180.0	38.0	10.0	Paseagonla.	S. Miguel Bay	Ballast.		866	730
Chateau	3	4.05	3	7.05	3	14.33	3	22.40	American	U. S. Army	448.0	58.0	25.0	New York	Honolulu.	Army supplies.	1,473		
Takeo Maru	2	18.49	3	7.05	3	15.48	3	17.20	Japanese	Nippon Yusen Kaisha	445.0	58.0	25.9	New York	Osaka.	(s)	8,793	7,972	5,087
Lillian Lucken-bach	2	19.15	3	8.36	3	16.36	3	17.30	American	Luckenbach Line	448.9	60.2	24.7	Boston.	Seattle.	General	6,480	9,294	6,865
Cubore	3	2.00	3	10.00	3	16.53	3	18.00	American	Ore Steamship Corporation	450.6	57.2	20.0	Baltimore.	Cruz Grande.	Ballast.		7,956	4,866
Margaret Dol-lar	3	7.40	3	10.20	3	17.50	3	18.47	American	Dollar Line	429.0	55.6	19.8	Philadelphia.	San Francisco	General	2,657	7,579	5,527
Elmbank	3	9.10	3	11.10	3	18.34	3	22.07	British	Bank Line, Ltd.	420.0	53.0	21.0	New York	Shanghai	General, case oil.	5,525	7,097	5,010
Jacksonville	3	0.35	3	12.00	3	20.00	3	22.00	American	Grace Line	323.8	48.0	19.8	New York	Antofagasta	General	2,379	4,128	2,664
Santa Rosa	3	11.38	3	13.00	3	19.20	3	21.50	American	Grace Line	360.3	57.7	22.9	New York	Talcahuano	General	2,325	5,937	4,325
Mount Clinton	3	14.00	3	14.10	3	20.40	3	22.00	American	Matson Navigation Co.	440.0	57.0	18.0	Baltimore.	San Francisco	Ballast	8,141	5,398	
Dunholm	4	6.42	4	6.50	4	14.19	4	15.55	British	New Zealand Shipping Co.	385.0	49.8	23.0	Montreal.	Auckland.	General	4,874	7,885	3,479
Anchoria	4	6.05	4	11.20	4	19.48	4	20.52	American	Commonwealth & Dom. Line	446.4	53.3	23.8	New York	Sydney	(s)	4,445	6,873	4,690
City of Pan-ama	28	18.50	4	11.42	4	18.03	5	0.55	Panaman	Pacific Mail Steamship Co.	296.9	45.0	18.3	Cristobal.	San Francisco	General	1,922	3,848	2,606
Alkmaar	3	6.15	5	6.05	5	14.51	5	15.45	Dutch	Royal Netherlands W. I. Mail	447.2	62.8	24.6	Hamburg.	Coral	General	6,848	9,505	6,644
Sachsen	4	2.25	5	6.05	5	14.14	5	15.00	German	Hamburg-American Line	468.0	58.0	26.7	Hamburg.	Portland.	General, bananas	8,182	9,624	6,732
David McKel-vy	4	20.15	5	7.10	5	15.48			American	Tide-water Oil Co.	430.0	59.0	19.0	New York	San Pedro.	Ballast.		7,629	5,325

¹Tanker. ²Motor ship. ³Schooner.

⁴Transport. ⁵1,259 tons general cargo and 21,749 bunches of bananas.

⁶General and structural material.

⁷General, machinery, and sugar.

Mincio.....	4	9.13	5	8.05	5	16.36	5	17.30	Italian.....	Navigazione Gen. Italiana.....	382.7	48.3	16.3	Genoa.....	Talcahuano.....	General.....	380	5.544	3.838
Monticello.....	4	22.35	5	9.25	5	17.05	5	17.35	United American Line.....	United American Line.....	485.5	58.5	21.0	New York.....	San Francisco.....	General.....	6,975	8.460	3.884
Galena.....	5	1.30	5	10.55	5	17.28	5	18.36	Galena Navigation Co.....	Galena Navigation Co.....	391.8	51.3	17.6	Wilmington.....	San Pedro.....	Ballast.....	8,640	5.551	3.834
Wario.....	5	9.00	5	10.55	5	18.34	5	19.50	Standard Transportation Co.....	Standard Transportation Co.....	435.0	50.2	26.0	Buenos Aires.....	Hongkong.....	Refined pet.....	8,640	7.886	5.117
West Camargo.....	4	21.30	5	13.20	5	19.39	5	20.20	Swayne & Hoyt (S. B.).....	Swayne & Hoyt (S. B.).....	435.0	54.0	17.6	San Francisco.....	Sydney.....	(*).....	3,850	6.024	4.919
Australind.....	6	1.30	6	6.10	6	13.23	6	15.20	Australind Steamship Co.....	Australind Steamship Co.....	384.0	50.0	23.6	New York.....	Yokohama.....	General.....	8,173	7.330	5.239
Enslay City.....	6	2.10	6	7.00	6	15.00	6	16.10	Norton, Lilly & Co.....	Norton, Lilly & Co.....	395.5	55.0	27.3	Baltimore.....	Tacoma.....	Steel, general.....	8,272	7.935	5.841
Monterey.....	6	3.40	6	8.27	6	16.50	7	0.40	Argonaut Steamship Line.....	Argonaut Steamship Line.....	434.3	57.2	18.0	New York.....	San Pedro.....	Ballast.....	7,481	7.481	4.946
M. F. Elliott.....	6	8.40	6	9.37	6	16.15	6	17.20	Standard Oil Co.....	Standard Oil Co.....	425.0	57.2	23.6	Boston.....	Portland.....	General.....	6,100	7.098	5.029
Panama.....	6	10.18	6	11.45	6	17.56	6	19.18	American-Hawaiian Line.....	American-Hawaiian Line.....	407.7	53.7	23.6	New York.....	Manila.....	Case oil, general.....	5,330	6.773	4.973
Kendal Castle.....	6	9.23	6	13.18	6	20.25	6	21.30	Barber Lines.....	Barber Lines.....	418.5	55.6	25.0	Cristobal.....	Gatun Lake.....	Ballast.....	2	2	1
No. 1.....	6	9.23	6	13.18	6	20.25	6	21.30	Walker & Hooper.....	Walker & Hooper.....	418.5	55.6	25.0	Cristobal.....	Gatun Lake.....	Ballast.....	2	2	1
No. 2 & No. 6.....	6	9.23	6	13.18	6	20.25	6	21.30	Walker & Hooper.....	Walker & Hooper.....	418.5	55.6	25.0	Cristobal.....	Gatun Lake.....	Ballast.....	2	2	1

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Tanker. * Cayuco. ** Frozen meat, coffee, and Brazilian nuts.

Denderah.....	30	19.40	31	6.15	31	14.00	1	10.37	German.....	D. D. G. Kosmos Line.....	360.0	51.0	23.0	Talcahuano.....	Antwerp.....	Nitrates, general.....	5,578	4.924	3,524
Turpin.....	30	15.15	31	7.14	31	16.00	31	18.35	German.....	Roland Line (A. G.).....	396.0	52.0	20.6	Valparaiso.....	Hamburg.....	(*).....	7,461	6.175	4,423
Urubamba.....	31	5.45	31	9.16	31	16.13	3	6.00	Peruvian.....	Peruvian Line.....	381.2	46.1	19.6	Callao.....	Covenas.....	General.....	1,998	4.803	2,951
Onieda.....	31	5.30	31	9.00	31	15.54	31	15.54	Ford Motor Co.....	Ford Motor Co.....	251.0	43.6	14.6	San Francisco.....	New York.....	General, lumber.....	1,005	2,636	1,632
Harry Luckenbach.....	31	14.35	1	6.06	1	14.05	1	14.05	American.....	Luckenbach Line.....	448.9	60.2	28.0	Portland.....	Boston.....	General.....	8,000	9,602	6,853
Ashbee.....	1	2.30	1	7.02	1	15.20	2	3.50	American.....	Grace Line.....	333.8	48.0	16.0	Antofagasta.....	New York.....	General.....	1,664	4,101	2,687
Essaquibo.....	1	5.15	1	8.21	1	15.08	2	3.50	British.....	Pacific Steam Navigation Co.....	450.3	57.8	22.6	San Antonio.....	New York.....	General.....	1,674	9,099	6,117
W. H. Libby.....	1	5.30	1	9.10	1	16.40	1	16.40	American.....	Standard Oil Co. of N. J.....	462.4	27.0	27.0	San Pedro.....	Baton Rouge.....	Gasoline.....	10,606	8,461	6,104
Oak Branch.....	1	6.00	1	9.37	1	17.55	1	18.45	British.....	Nautilus Steamship Co.....	385.0	49.8	21.0	Liquine.....	United King.....	General.....	5,728	5,209	4,035
Katrina Luckenbach.....	1	9.15	1	11.15	1	18.19	1	18.19	American.....	Luckenbach Line.....	446.0	55.1	22.0	Portland, Oreg.....	Mobile, Ala.....	Lumber, general.....	3,300	8,508	6,179
Canadian.....	1	10.20	1	14.50	1	19.42	2	1.25	British.....	Canadian Govt. Mer. Marine.....	400.3	52.2	17.0	Sydney.....	Montreal.....	Wool, hides.....	755	5,906	4,141
London Im.....	1	16.45	2	6.15	2	13.40	2	13.40	British.....	Furness, Withy & Co.....	450.4	58.0	30.0	Vancouver.....	London.....	General.....	9,016	8,405	5,903
Saradaboe.....	1	17.00	2	6.25	2	14.40	2	14.40	American.....	Argonaut Steamship Co.....	420.5	54.2	26.0	Seattle, Wash.....	Baltimore.....	Lumber.....	7,500	7,340	5,342
William A. Mc.....	1	21.05	2	7.00	2	15.39	2	15.39	American.....	Munson Line.....	395.0	55.1	25.6	Tacoma.....	Boston, Mass.....	Lumber.....	7,000	6,993	4,990
Kenney.....	2	4.30	2	7.34	2	17.20	3	0.10	French.....	Cie. Auxiliale de Navigation.....	425.8	56.7	29.0	San Pedro.....	Rouen.....	Gasoline.....	8,930	7,080	4,908
Mcroepe.....	2	5.10	2	8.03	2	15.55	3	0.45	American.....	American-Hawaiian Line.....	407.7	53.7	22.0	Tacoma.....	Boston.....	General.....	4,413	7,112	4,896
Illinois.....	2	6.15	2	8.28	2	18.15	3	0.45	British.....	Cie. Cie. Transatlantique.....	400.3	51.6	25.0	Talcahuano.....	Antwerp.....	Wheat, general.....	7,147	6,028	4,294
Roanoke.....	2	7.20	2	9.18	2	17.08	3	17.08	American.....	The Texas Co.....	416.8	56.1	26.0	San Pedro.....	Bayonne, N.Y.....	General.....	8,289	6,976	5,226
Mobile City.....	2	12.40	2	13.20	2	20.49	3	5.08	American.....	Ishtman Steamship Co.....	395.5	55.0	21.8	Seattle.....	London.....	Lumber, general.....	8,192	7,330	5,241
Lisbon Maru.....	2	7.55	2	14.30	2	21.40	3	14.00	Japanese.....	Nippon Yusen Kaisha.....	443.0	58.0	21.8	Manila.....	New York.....	General.....	5,576	8,015	5,849
Swiftwind.....	2	15.25	3	6.15	3	15.00	3	17.20	American.....	C. D. Mallory & Co., Inc.....	464.6	60.2	25.0	San Francisco.....	Fall River.....	Gasoline tops.....	10,400	8,478	5,997
Maria Stathatos.....	2	18.15	3	7.12	3	16.50	3	18.55	Greek.....	D. A. Stathatos & Co., Ltd.....	400.8	52.3	27.6	Papudo, Chile.....	New York.....	Copper ore.....	7,000	5,780	4,047
Finland.....	3	0.30	3	11.28	3	18.50	3	19.35	American.....	Panama-Pacific Line.....	560.0	60.2	25.6	San Francisco.....	New York.....	General.....	5,020	13,559	9,016
Queen Taite.....	3	10.35	3	11.46	3	20.10	4	0.40	Irish.....	Anglo-American Oil Co., Ltd.....	387.8	51.7	22.0	San Francisco.....	Liverpool.....	Lubricating oil.....	6,000	5,382	3,647
Sucacoe.....	3	14.30	4	6.16	4	13.55	4	13.55	American.....	Transmarine Lines.....	324.0	46.2	24.6	Raymond.....	New York.....	Lumber.....	3,750	3,984	2,628
W. J. Scanlon.....	3	21.25	4	7.09	4	15.12	4	15.12	American.....	General Steamship Corporation.....	362.3	51.2	25.0	Grays Harbor.....	New York.....	Lumber.....	6,450	5,890	4,202
Agwhavre.....	4	0.30	4	7.59	4	16.17	4	16.17	American.....	International Shipping Corp.....	480.5	60.0	29.0	Los Angeles.....	Baltimore.....	Crude oil.....	12,600	9,394	6,305

** Wheat, copper, tin, and barley.

* 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Myriam	4	0 25	4	9 02	4	16 57	5	5 25	French	Anglo-Saxon Petroleum Co.	425 0	57 0	26 0	San Pedro	Thameshaven.	Benzine.	9,200	5,072
Salvador	4	2 00	4	10 31	4	17 20	5	5 25	British	Pacific Steam Navigation Co.	225 0	35 0	16 7	Acajutla.	Cristobal.	General.	890	759
Edgemoor	5-30	12 57	4	14 15	4	21 40	6	17 35	American	U. S. Army (Q. M. Corps)	409 6	54 2	16 1	Balboa	New York	Household goods	5	
Marce.	5	1 50	5	6 13	5	13 35	5	15 35	American	Ore Steamship Corporation	550 3	72 2	23 6	Cruz Grande.	Baltimore.	Iron ore.	19,500	4,297
La Brea	4	22 15	5	7 26	5	16 27	5	16 27	American	Union Oil Co. of California	425 0	56 2	26 4	Los Angeles.	New Orleans	Gasoline.	8,500	4,765
Tatiana.	4	23 20	5	7 59	5	17 00	5	18 30	British	Canadian-American Shipping Co.	399 9	52 2	26 4	N. West ster.	New York	Lumber	6,300	4,834
Zenon	5	1 00	5	9 15	5	17 55	5	19 00	French	Cie. Cie. Transatlantique.	425 0	55 0	25 6	Tacoma.	London.	General.	2,693	1,962
Point Judith	4	20 15	5	10 21	5	18 03	5	18 05	American	Swaine & Hoyt	289 0	44 1	18 8	Portland.	Houston, Tex.	General.	7,600	6,982
Oropesa	5	11 30	5	13 46	5	21 30	6	10 15	British	Pacific Steam Navigation Co.	384 8	51 2	10 6	Coronel.	Liverpool.	Wool, general.	6,707	14,824
Eastern Moon.	5	12 45	5	13 51	5	21 55	6	10 15	British	U. S. & A. Lines (S. B.)	384 8	51 2	10 6	Sydney	New York	Lumber, general.	6,117	5,904
Santa Barbara	6	4 15	6	7 45	6	14 45	6	15 20	American	Pacific Mail Steamship Co.	404 6	53 9	25 8	San Francisco	New York	Gas oil.	12,080	7,140
Dixie Arrow	6	1 40	6	8 31	6	16 25	6	16 25	American	Standard Transportation Co.	468 3	62 7	27 6	San Francisco	New York	Lumber	4,200	3,984
Sunngento.	6	7 40	6	9 19	6	17 24	6	17 24	American	Transmarine Line.	324 0	46 2	24 0	Seattle, Wash.	New York	General.	2,226	2,615
Betty Macsk.	6	8 25	6	9 47	6	17 15	6	17 15	Danish	A. P. Moller	300 0	42 0	18 0	Guayaquil.	Hamburg.	Cocoa, general.	5,710	8,641
Mamari	6	10 15	6	11 10	6	18 50	6	21 00	British	Shaw, Savill & Albion Co.	455 0	56 4	25 0	Sydney	London.	General, frozen.	5,710	8,641

* Tanker.

** Transport.

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—
May 31.	Parissima.	United Fruit Co.	New Orleans via Habana.	May 31.	Parissima.	United Fruit Co.	Bocas del Toro.
May 31.	Calamures	United Fruit Co.	Port Limon.	May 31.	Calamures.	United Fruit Co.	New York via Habana.
May 31.	Rugia.	Hamburg-American Line.	Puerto Barrios.	June 1.	Rugia.	Hamburg-American Line.	Hamburg and waypoints.
May 31.	Inapaquina ¹ .	United Fruit Co.	Colon.	June 2.	Panama.	Panama Railroad Steamship Line.	New York via Haiti.
June 2.	Pastores.	United Fruit Co.	New York via Habana.	June 3.	San Mateo.	United Fruit Co.	Port Limon.
June 2.	San Mateo.	United Fruit Co.	Haiti.	June 3.	Parissima.	United Fruit Co.	New Orleans via Habana.
June 2.	Atenas.	United Fruit Co.	Haiti.	June 3.	Cryssen.	Royal Netherlands W. I. Mail.	Port Limon.
June 2.	Cryssen.	Royal Netherlands W. I. Mail.	New Orleans via Habana.	June 3.	Pastores.	United Fruit Co.	Port Limon.
June 2.	Parissima.	United Fruit Co.	Hamburg ² via waypoints.	June 4.	Sxaola.	United Fruit Co.	New Orleans via waypoints.
June 3.	Sxaola.	United Fruit Co.	Bocas del Toro.	June 4.	Atenas.	United Fruit Co.	New Orleans via waypoints.
June 3.	Tivives.	United Fruit Co.	New York via Kingston.	June 4.	Tivives.	United Fruit Co.	New York via Kingston.
June 3.	Puerto Rico	French Line.	Colombian ports.	June 5.	Inapaquina ¹ .	United Fruit Co.	Colon.
June 5.	Ancon.	Panama Railroad Steamship Line.	St. Nazaire via waypoints.	June 6.	Puerto Rico.	French Line.	St. Nazaire via waypoints.
June 6.	Royal Netherlands W. I. Mail.	Royal Netherlands W. I. Mail.	New York via Haiti.	May 6.	Cryssen.	Royal Netherlands W. I. Mail.	Amsterdam via waypoints.
June 6.	Achilles and Darien.	Panama Railroad Steamship Line.	Port Limon.				
June 6.			Norfolk.				

PORT OF BALBOA.

** Motor schooner.

Date.	Vessel.		From—	Line.	Date.	Vessel.		From—	Line.
	Day.	Hour.				Day.	Hour.		
June 2.	R. Neuman.		Panama.		June 2.	Dos Hermanos.		R. Neuman.	Panama.
June 6.	Anjo Maru.		Hongkong.						

* Other than ships passing through the Canal.

(Continued from page 597.)

Of the total tanker traffic shown above the following is a summary of the vessels showing Los Angeles as their port of origin or destination, with the totals for the two preceding months and for May, 1924:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
May, 1925.....	39	223,138	\$162,927.82	8,383
April, 1925.....	26	156,590	113,180.13	.....
March, 1925.....	38	223,214	161,270.64	.....
May, 1924.....	42	256,124	192,117.47	.....
<i>From Los Angeles.</i>				
May, 1925.....	27	158,145	162,578.23	288,637
April, 1925.....	35	212,737	219,086.03	396,408
March, 1925.....	32	198,891	210,508.10	375,327
May, 1924.....	57	347,224	357,691.85	657,144

Notice to Mariners.

THE PANAMA CANAL, EXECUTIVE DEPARTMENT,
BALBOA HEIGHTS, C. Z., June 6, 1925.

The center of the Toro Point radio compass station (operating in conjunction with Colon Naval Radio, NAX) is 368 yards. 59° true, from Toro Point Lighthouse, and is on the center line of the West Breakwater.

M. L. WALKER,
Governor.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 6, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Maria Stathatos.....	D. A. Stathatos & Co.....	June 2.....	June 3.....	.....	1
Lisbon Maru.....	Nippon Yusen Kaisha.....	June 2.....	June 2.....	125	.....
La Brea.....	Union Oil Co.....	June 5.....	June 5.....	2	.....
City of Panama.....	Pacific Mail Steamship Co.....	June 4.....	June 4.....	.....	1
Anyo Maru.....	Toyo Kisen Kaisha.....	June 6.....	June 8.....	211	.....

Commercial Traffic Through the Panama Canal in May, 1925, by Trade Routes.

ATLANTIC TO, PACIFIC.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	79	341,281	424,107	537,251	341,821	\$351,556.42	203,304
Europe to west coast of South America:							
British.....	7	30,553	36,888	49,651	30,538	38,058.30	26,613
Dutch.....	2	8,522	10,346	14,305	9,452	10,652.50	10,836
French.....	1	3,638	4,170	5,796	3,689	4,547.50	523
German.....	6	19,102	25,569	30,891	19,220	23,877.50	24,227
Italian.....	3	9,477	11,710	15,480	9,755	11,846.25	3,580
Jugo-Slavic.....	1	2,694	3,987	4,289	2,705	3,367.50	6,250
Norwegian.....	1	22	28	130	45	20.16	.....
Spanish.....	1	2,960	3,729	5,687	3,000	3,700.00	656
Swedish.....	1	3,721	3,826	15,339	4,377	2,790.75	.....
Totals.....	23	80,589	100,253	140,968	82,781	98,850.46	72,690

ATLANTIC TO PACIFIC.—Continued.

Route and registry.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Europe to west coast of United States:							
British	7	24,151	29,879	39,861	24,202	\$24,900.47	21,754
Danish	1	2,707	4,569	4,465	2,730	3,289.68	
Dutch	2	8,554	10,377	13,443	8,175	9,183.24	7,935
French	2	8,609	9,981	13,806	8,683	7,186.32	
German	1	2,571	3,400	4,176	2,593	3,213.75	4,900
Irish	1	3,066	3,647	5,088	2,890	2,625.84	
Norwegian	4	17,704	20,830	27,248	17,755	17,025.35	11,650
Swedish	1	3,468	5,346	5,783	4,300	3,819.12	
United States	2	8,472	10,558	13,565	8,393	8,932.94	9,724
Totals	21	79,302	98,587	127,449	79,125	89,216.71	55,963
East coast of United States to west coast of South America:							
British	4	13,832	17,789	23,953	14,621	17,290.00	11,243
Chilean	1	3,479	4,672	7,310	3,976	4,348.75	1,805
Danish	1	1,325	1,591	2,243	1,347	1,217.52	
Norwegian	3	9,003	12,863	14,746	9,010	11,253.75	14,588
United States	11	49,947	49,995	71,894	40,974	38,875.81	16,793
Totals	20	68,586	84,010	120,146	69,928	72,985.83	44,429
East coast of United States to Far East:							
British	6	23,176	33,093	37,661	23,556	29,345.00	33,129
Japanese	3	12,006	14,141	17,884	11,751	14,770.10	18,799
United States	4	17,612	23,593	28,654	17,590	22,015.00	30,265
Totals	13	53,094	70,827	83,599	52,897	66,130.10	82,194
East coast of United States to Australasia:							
British	7	24,419	34,810	38,755	24,532	30,523.75	40,613
Danish	2	5,229	7,392	8,670	5,268	6,526.25	11,249
French	1	2,861	3,291	4,785	2,899	3,570.25	4,618
Swedish	1	2,941	4,147	5,895	4,395	4,351.25	3,759
United States	1	4,445	4,415	5,828	4,493	5,298.00	4,503
Totals	12	40,595	54,085	63,943	41,587	50,485.50	64,742
Europe to west coast Canada:							
British	5	17,820	24,736	29,188	17,862	22,275.00	15,494
Danish	1	2,716	3,303	4,171	2,575	3,395.90	4,672
French	2	7,637	10,837	13,062	8,060	9,546.25	6,412
German	1	2,620	4,023	4,453	2,621	3,275.00	4,191
Totals	9	30,793	42,893	50,874	31,218	38,491.25	30,769
Europe to Australasia:							
British	8	46,381	61,489	71,299	45,410	57,976.25	41,637
French	1	4,357	5,102	6,889	4,446	5,446.25	1,720
Totals	9	50,738	66,651	78,188	49,856	63,422.50	43,357
Cristobal to west coast South America:							
British	2	1,252	1,328	2,308	1,255	1,543.90	935
Colombian	1	67	77	153	68	83.75	62
Peruvian	2	2,193	4,791	7,708	3,304	2,741.25	2,515
Totals	5	3,512	6,196	10,169	4,928	4,368.90	3,512
East coast of United States to west coast of Canada:							
Norwegian	1	4,092	5,062	5,745	4,263	3,644.61	
United States	3	9,655	12,814	14,443	8,886	11,318.75	19,266
Totals	4	13,147	17,876	20,208	13,149	14,963.39	19,266
Cristobal to Balboa:							
Panamanian	1	39	45	50	50	32.10	
United States	2	3,305	3,862	5,235	3,295	2,788.71	
Totals	3	3,344	3,907	5,286	3,415	2,821.11	

ATLANTIC TO PACIFIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
East coast of Canada to Australasia:							
British.....	2	7,643	9,817	12,551	7,691	\$9,553.75	5,830
West Indies to west coast of United States:							
United States.....	2	4,344	4,881	7,021	4,344	3,515.94	.....
Around the World:							
United States.....	2	12,433	16,966	21,118	12,400	15,541.25	5,957
Cristobal to west coast of United States:							
Panaman.....	1	1,384	2,606	3,644	2,594	1,730.00	2,586
United States.....	1	1,167	1,549	1,974	1,161	1,458.75	1,425
Totals.....	2	2,551	4,155	5,618	3,755	3,188.75	4,011
Cristobal to west coast of Central America:							
British.....	1	648	735	1,128	650	810.00	989
Norwegian.....	1	583	698	1,036	582	728.75	909
Totals.....	2	1,231	1,433	2,164	1,232	1,538.75	1,898
East coast of United States to west coast of Central America:							
United States.....	1	3,082	3,879	4,995	3,059	3,852.50	5,980
East coast of United States to Hawaii:							
United States.....	1	3,465	5,450	5,687	3,450	4,331.25	7,906
Europe to Hawaii:							
Norwegian.....	1	4,523	5,627	7,093	4,479	5,653.75	9,450
East coast of Canada to Far East:							
British.....	1	3,322	4,186	5,439	3,336	4,152.50	2,000
East coast of Mexico to west coast of Central America:							
British.....	1	7,632	7,732	10,825	7,443	9,278.40	8,000
West Indies to Balboa:							
Swedish.....	1	423	483	860	534	347.76	.....
Totals, May, 1925...	214	815,730	1,034,001	1,321,443	822,458	905,256.77	674,258
Totals, May, 1924...	209	833,791	1,051,624	1,335,551	831,856	926,387.18	712,344
Totals, May, 1923...	229	931,410	1,139,661	1,467,094	929,315	986,949.06	742,351

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States.....	60	257,855	322,046	406,873	256,197	\$321,391.40	491,096
West coast of South America to east coast United States:							
Belgium.....	2	6,982	8,064	10,236	6,290	8,727.50	14,789
British.....	5	24,248	29,646	39,791	24,407	30,310.00	45,477
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	3,017
Dutch.....	1	2,221	3,480	3,720	2,254	2,776.25	5,970
Greek.....	1	2,724	3,460	4,359	2,773	3,405.00	6,800
Italian.....	1	3,347	4,069	5,488	3,276	4,183.75	7,264
Norwegian.....	3	12,022	14,169	17,964	12,077	14,781.55	27,350
Swedish.....	1	3,721	3,826	15,339	4,377	4,591.20	20,000
United States.....	9	34,712	41,030	57,597	34,648	43,366.05	84,539
Totals.....	24	93,489	112,449	161,804	94,078	116,531.30	215,206
West coast of South America to Europe:							
British.....	4	16,413	19,349	27,244	16,580	20,516.25	21,381
Dutch.....	2	7,852	12,459	12,688	7,706	9,815.00	17,014
German.....	4	12,052	15,950	19,464	12,101	15,065.00	23,521
Italian.....	3	11,295	12,799	18,022	10,473	14,118.75	7,300
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	8,400
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	304
Totals.....	15	54,489	68,617	88,722	53,764	68,111.25	77,920

PACIFIC TO ATLANTIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of Canada to Europe:							
British.....	5	18,140	23,021	29,911	18,463	\$22,677.00	36,740
Danish.....	1	5,188	5,663	6,913	5,218	6,485.00	9,700
Dutch.....	1	4,547	7,056	7,310	4,495	5,683.75	9,150
French.....	2	8,501	10,495	13,532	8,511	10,622.25	17,116
Japanese.....	1	3,681	4,999	5,833	3,644	4,601.25	8,048
Norwegian.....	1	3,663	4,724	5,961	3,557	4,578.75	8,058
United States.....	2	7,623	12,105	12,334	7,570	9,528.75	16,771
Totals.....	13	51,343	68,063	81,794	51,478	64,178.75	105,583
Australasia to Europe:							
British.....	9	53,426	70,939	84,830	53,729	66,782.50	53,596
West coast of Canada to east coast United States:							
Swedish.....	2	5,870	8,750	9,388	6,827	7,337.50	13,683
United States.....	5	18,953	23,665	31,127	18,897	23,691.25	33,953
Totals.....	7	24,823	32,415	40,515	25,724	31,028.75	47,636
West coast United States to Europe:							
British.....	3	10,965	13,121	17,811	11,011	13,706.25	23,078
German.....	1	4,909	6,680	8,116	4,887	6,136.25	9,414
Japanese.....	1	3,298	4,207	5,177	3,217	4,122.50	7,018
United States.....	2	10,239	13,296	16,525	10,172	12,798.75	25,000
Totals.....	7	29,411	37,304	47,629	29,287	36,763.75	64,510
West coast of South America to Cristobal:							
British.....	2	1,252	1,328	2,308	1,256	1,551.10	1,463
Colombian.....	1	67	77	153	68	83.75	109
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	2,693
Totals.....	5	3,814	6,761	10,510	5,511	4,753.60	4,265
West coast of Central America to Cristobal:							
British.....	2	1,286	1,441	2,298	1,504	1,607.50	1,551
Norwegian.....	1	583	698	1,036	582	728.75	408
Totals.....	3	1,869	2,139	3,334	2,086	2,336.25	1,959
West coast of South America to east coast Canada:							
British.....	3	17,829	19,693	27,996	19,001	22,017.55	37,670
Philippines to east coast of United States:							
United States.....	2	9,782	12,813	15,199	9,694	12,227.50	21,191
Around the world:							
British.....	2	19,009	28,967	38,532	22,113	23,761.25	.....
West coast of United States to Cristobal:							
Panaman.....	1	1,384	2,606	2,461	1,384	1,730.00	1,518
United States.....	1	1,167	1,549	1,974	1,161	1,458.75	1,321
Totals.....	2	2,551	4,155	4,435	2,545	3,188.75	2,839
Canadian intercoastal:							
British.....	1	3,245	4,108	5,399	3,333	4,056.25	5,974
Australasia to east coast of United States:							
United States.....	1	4,420	4,454	6,177	4,401	5,344.80	1,077
Australasia to east coast of Canada:							
British.....	1	3,231	4,058	5,408	3,321	4,038.75	5,419
Far East to east coast of United States:							
Japanese.....	1	4,393	5,749	7,005	4,321	5,491.25	6,085
West coast of United States to West Indies:							
United States.....	1	4,290	4,827	6,957	4,290	5,362.50	6,758
West coast of United States to east coast of Mexico:							
British.....	1	3,468	4,124	5,605	3,444	2,969.28	.....
Totals, May, 1925...	158	642,737	813,681	1,048,774	648,317	800,335.43	1,148,784
Totals, May, 1924...	208	824,455	1,034,046	1,330,911	828,755	1,029,377.73	1,641,642
Totals, May, 1923...	190	793,989	988,753	1,272,944	801,474	985,266.98	1,522,732

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending June 6, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
La Marseillaise	French Line	May 24	May 24		77
Cartago	United Fruit Co.	May 24	May 24	113	84
Tolosa	United Fruit Co.	May 24	May 24	4	522½
Garfield	Grace Line	May 24	May 25	538	(²)
Ballena	Pacific Steam Navigation Co.	May 24	May 25	(²)	153
Manuel Calvo	Spanish Line	May 24	May 25		219
Casaregis	Transatlantica Italiana	May 24	May 25	(²)	41
Santa Luisa	Grace Line	May 25	May 25	1	(²)
Lochkatrine	Pacific Steam Navigation Co.	May 26	May 26	34	327
Calamares	United Fruit Co.	May 26	May 27	291	35
Napoli	Nav. Gen. Italiana	May 26	May 27	148	274
Ecuador	Pacific Mail Steamship Co.	May 26	May 27	681	5
Abangarez	United Fruit Co.	May 26	May 28	827	13
Cartago	United Fruit Co.	May 27	May 27	80	324
Tivives	United Fruit Co.	May 27	May 28	192	877
Nitokris	Kosmos Line	May 27	May 28	(²)	½
Antillian	Leyland Line	May 28	May 29	718	114
Oriana	Pacific Steam Navigation Co.	May 28	May 29	82	162
Victrolite	Imperial Oil Co.	May 28	May 29	10,000	(²)
City of Panama	Pacific Mail Steamship Line	May 28	May 29	1,478	
Almelo	Royal Dutch W. I. Mail	May 28	May 29	(²)	44
Saint Joseph	French Line	May 28	May 28	31	13
Camden	United Fruit Co.	May 28	May 30	9,223	(²)
Paul H. Harwood	Pan-American Petroleum Co.	May 28	May 30	10,000	(²)
Santa Olivia	Pacific Mail Steamship Co.	May 28	May 28	374	156
Ebro	Pacific Steam Navigation Co.	May 29	May 29	80	759
Acajutla	Pacific Steam Navigation Co.	May 29		637	
Panama	Panama Railroad Steamship Line	May 29		1,935	
Camito	Elders & Fyfes, Ltd.	May 30	May 30	1	(²)
City of Panama	Pacific Mail Steamship Co.		June 5		1,923
Acajutla	Pacific Steam Navigation Co.		June 1		826
Panama	Panama Railroad Steamship Line		June 2		2,258
Ashbee	Grace Line	June 1	June 2	178	15
Essequibo	Royal Mail Steam Packet Co.	June 1	June 2	(²)	779
Illinois	French Line	June 2	June 3	47	12
Crynssen	Royal Netherlands W. I. Mail	June 2	June 3	70	(²)
Lisbon Maru	Nippon Yusen Kaisha	June 2	June 3	300	(²)
Pastores	United Fruit Co.	June 2	June 3	423	171
Atenas	United Fruit Co.	June 2	June 4	1,102	78
Sixaola	United Fruit Co.	June 3	June 4	47	465
Jacksonville	Grace Line	June 3	June 3	70	138
Parismina	United Fruit Co.	June 3	June 3	83	261
Alkmaar	Royal Netherlands W. I. Mail	June 3	June 5	192	621
Tivives	United Fruit Co.	June 3	June 4	(²)	558
West Camargo	Swayne & Hoyt	June 4	June 5	122	(²)
Muncio	Italian Line	June 4	June 5	44	(²)
Salvador	Pacific Steam Navigation Co.	June 4		890	
Oropesa	Pacific Steam Navigation Co.	June 5	June 6	(²)	89
Zenon	French Line	June 5	June 6	30	(²)
Puerto Rico	French Line	June 5	June 5	86	595
Urubamba	Peruvian Line	June 5		(²)	
Ancon	Panama Railroad Steamship Line	June 5		3,885	
Haimon	Roland Line	June 6		209	
Alvarado	Pacific Steam Navigation Co.	June 6		188	

* No cargo discharged.

* No cargo laded.

* 8 packages.

Motor Ships for Chilean Ore Trade.

The motorship *Svealand*, Swedish registry, owned by Alex Brostrom and chartered by the Bethlehem Steel Corporation, transited the Canal on May 8, 1925, in ballast, en route from Hamburg to Cruz Grande, Chile, and returned through the Canal on May 28 with a cargo of 20,000 tons of iron ore for discharge at Baltimore.

The *Svealand* is one of two vessels specially designed and constructed for the carrying of ore cargoes. A sister ship, the *Amerikaland*, is expected to transit the Canal at an early date, as both vessels have been chartered by the Bethlehem Steel Corporation for the carrying of ore from Cruz Grande to Baltimore.

Iron ore, being very heavy, permits the stowing of a cargo of this commodity in a relatively small hold space. Accordingly, the hulls

of these two vessels were constructed with very large ballast tanks on both sides of the hold, and with a double bottom of abnormal depth. This arrangement was adopted with a view to obtaining a small metacentric height in order to insure stability and quiet behavior in a heavy sea. These vessels embody as far as practicable in the design of ocean-going ships, the hold arrangements of the Great Lakes ore carriers, which are noted for quick loading and discharge of their cargoes. The ore holds are 30 feet wide and 30 feet high, with a total length of 365 feet.

The principal dimensions of these vessels are: Length over all, 572 feet; extreme breadth, 72 feet; loaded draft, 33.2 feet; cargo capacity, 20,000 tons. The *Svealand* has a registered tonnage of 15,339 gross and 4,377 net, with a Panama Canal net tonnage of 3,826. On her laden transit she paid but \$4,591.20 in tolls, which was equivalent to but 22.956 cents in tolls per cargo ton. This is the lowest tolls per cargo ton paid by any commercial vessel transiting the Canal to date, though different vessels of the Ore Steamship Corporation have transited the Canal with toll charges as low as 25.782 cents per cargo ton.

Iron ore is a low class commodity and commands but a low freight rate; if these vessels were carrying any class of cargo other than ore, their capacity would not exceed 8,500 tons.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective June 10, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.25
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.58
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

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."

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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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., June 17, 1925.

No. 45.

Traffic During First Fifteen Days of June.

During the first 15 days of June, 186 commercial vessels and 8 small launches transited the Canal. Tolls on the commercial vessels aggregated \$825,589.88, and on the launches, \$14.40, making a total tolls collection for the period of \$825,604.28, or a daily average of \$55,040.28 on all traffic.

Although there were 8 more commercial transits during the first 15 days of June than for the first 15 days of May, the increase in tolls was only \$5,877.82. The average amount of tolls paid by each of the commercial transits during the first 15 days of June was \$4,438.66, as compared with \$4,605.12 for the first 15 days of May.

In the following tabulation, the number of commercial transits and amount of tolls collected are shown for the first 11½ months of the current fiscal year, together with the daily averages of transits and tolls:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April.....	382	1,735,429.37	12.73	57,847.65
May.....	372	1,705,592.20	12.00	55,019.10
June (first 15 days only).....	186	825,589.88	12.40	55,039.32
Totals.....	4,491	20,566,623.33	12.86	58,930.15

Arrival of Naval Academy Practice Squadron.

The Practice Squadron of the U. S. Naval Academy, carrying approximately 1,200 midshipmen from the Academy on a practice cruise, arrived at Cristobal in the morning of June 13. The squadron consists of the battleships *New York* (flagship), *Utah*, and *Arkansas*. Transit of the Canal was made on June 14 to Balboa where the squadron remained until the morning of June 17, when they departed for Seattle.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 13, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Alvarado.....	Pacific Steam Navigation Co.....	June 7.....	June 7.....		12
Rheinland.....	Hamburg-American Line.....	June 8.....	June 9.....	759	118
Lake Flattery.....	Panama Railroad Steamship Line..	June 8.....	June 9.....	6	54
Smaland.....	Rederi A. Bel Smaland.....	June 11.....	June 12.....	35	
Mineola.....	Grace Line.....	June 12.....	June 12.....	189	3

THE PANAMA CANAL RECORD

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, May, 1925.
(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.					NORTH AMERICA.					ASIA.					AUSTRALASIA.				Hawaii.	Grand totals.	Per cent of total cargo.		
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	Canada.	West coast of North America. ¹	West coast of Central America.	Balboa. ²	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.	Australia.				Australasia.	Total, Australasia.
NORTH AMERICA:																								
UNITED STATES—																								
North Atlantic ports.....	17,157	1,900			3,600	18,598	41,255	190,122	945	243		191,310	24,008	1,810	2,045	35,488	63,351	10,230	28,463	7,610	46,303	1,434	343,653	51.1
South Atlantic ports.....												5,998											5,998	0.8
Gulf ports.....												38,287											80,540	11.9
Totals, United States.....	17,157	1,900			3,600	21,372	44,029	225,677	3,695	6,223		235,595	24,008	5,294	2,045	35,839	85,186	15,238	28,463	20,186	63,937	1,444	430,191	63.8
Cristobal, C. Z. ²	150	107			270	4,880	5,407	2,807		5,570		8,377											13,784	2.0
East coast of Canada.....												1,775											7,830	1.1
West Indies.....	8,130						8,130					8,000											8,130	1.2
East coast of Mexico.....												8,000											9,172	1.4
Totals, North America.....	25,437	2,007			3,870	26,252	57,566	228,434	5,470	19,793		253,747	25,180	5,294	2,045	54,064	86,583	17,888	31,093	20,186	69,707	1,444	469,107	69.5
EUROPE:																								
British Isles.....	6,864				1,721	11,219	19,804	5,145	7,106	898		13,149											71,068	10.5
France.....	516						516	2,229	20			2,249											2,765	0.4
Germany.....	41				73	24,035	24,149	4,317	339			4,656											28,805	4.3
Holland.....	243						243	18,107				18,107											18,350	2.7
Italy.....							510																510	0.1
Belgium.....	100						100	28,682	353	2,847		31,882											38,350	5.8
Norway and Sweden.....					5		5	6,750				6,750											6,755	0.9
Norway.....							142																142	
Spain.....	2,120						15,667	17,796	9,442	223	466	10,131											38,406	5.8
Europe.....					15,667	17,796	17,796	9,442	223	466		10,131											38,406	5.8
Totals, Europe.....	9,893				731,726	51,573	63,265	74,672	7,702	4,550		86,924											8,000	30.5
Grand totals.....	35,330	2,007			735,596	77,825	120,831	303,156	13,172	4,550	19,793	340,671	25,180	5,294	2,045	54,064	86,583	52,349	31,693	32,687	116,729	9,444	674,258	100.0
Per cent of total cargo:																								
May, 1925.....	5.2	0.3			0.8	11.6	17.9	45.0	1.9	0.7		50.5											1.4	100.0
May, 1924.....	8.0				0.6	10.2	18.8	37.4	3.4	1.8		45.4											16.7	0.4
May, 1923.....	6.0	0.3	0.9	1.1	2.8	11.1	11.1	49.7	2.2	0.5		53.2											12.5	100.0

¹ Includes both local and transit cargo.

² General cargo not routed so as to allow segregation between definite ports.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic, May, 1925.

(Figures represent tons of 2,240 pounds.)

From—	North America.										Europe.										Grand totals.	Per cent of total cargo.		
	United States.					North America.					Europe.													
	North Atlan- tic ports.	South Atlan- tic ports.	Total, United States.		East coast of Canada.	West Indies.	East coast of Mexico.	Cristobal, C. Z. †	Total, North America.	British Isles.	Belgium.	France.	Germany.	Holland.	Spain and Portugal.	Italy.	Norway and Sweden.	Denmark.	Europe. †	Total, Europe.			East coast of South America.	Egypt.
SOUTH AMERICA:																								
Chile.....	142,161	41,270	10,955	194,386	.....	17	16	194,419	21,337	820	7,577	7,422	175	153	4,710	.....	.....	22,253	64,447	.....	.....	258,866	22.4	
Colombia.....	244	.....	.....	244	.....	.....	1,452	1,696	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,696	0.1		
Ecuador.....	.....	.....	.....	.....	.....	.....	469	469	24	.....	.....	2,776	.....	1,006	.....	.....	.....	1,327	5,133	.....	.....	5,602	0.5	
Peru.....	19,350	.....	.....	19,350	37,670	.....	2,125	59,145	1,049	.....	.....	10	.....	4	.....	.....	.....	.....	1,083	.....	.....	60,208	5.3	
West coast of South America †	840	.....	.....	840	.....	.....	672	1,512	.....	.....	.....	2,937	.....	.....	.....	.....	.....	4,240	7,177	.....	.....	8,689	0.8	
Totals, South America.....	162,595	41,270	10,955	214,820	37,670	17	4,734	257,241	22,410	820	7,577	13,145	175	153	5,720	.....	.....	27,820	77,820	.....	.....	335,061	29.1	
NORTH AMERICA:																								
W. coast of North America †	11,968	.....	.....	11,968	.....	.....	.....	11,968	49,038	2,652	1,480	.....	.....	.....	.....	.....	.....	4,738	4,738	.....	.....	16,706	1.5	
West coast of Canada.....	22,794	.....	.....	22,794	5,974	.....	.....	28,768	800	.....	498	.....	200	.....	.....	.....	.....	19,049	72,419	.....	.....	101,187	8.8	
W. coast of Central America.....	100	.....	.....	100	.....	50	4,992	5,142	.....	.....	.....	.....	.....	.....	.....	.....	.....	864	2,163	.....	.....	7,364	0.6	
West coast of United States.....	474,695	19,564	8,415	502,674		6,199	202	510,389	44,524	966	2,520	15,332	7,008					200	20,219	90,769			601,158	52.3
Totals, North America.....	509,557	19,564	8,415	537,536	5,974	6,249	202	6,306	556,267	44,362	3,618	4,498	15,332	7,208				200	44,870	170,088			726,355	63.2
ASIA:																								
Philippines.....	13,601	.....	10,090	23,691	.....	.....	.....	23,691	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,691	2.1	
Far East †.....	3,585	.....	.....	3,585	.....	.....	.....	3,585	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,585	0.3	
Totals, Asia.....	17,186	.....	10,090	27,276	.....	.....	.....	27,276	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27,276	2.4	
AUSTRALASIA:																								
Australia.....	2,496	.....	.....	2,496	4,000	.....	.....	6,496	5,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,500	.....	.....	11,996	1.0	
New Zealand.....	.....	.....	.....	.....	.....	.....	.....	.....	48,096	.....	.....	.....	.....	.....	.....	.....	.....	.....	48,096	.....	.....	48,096	4.3	
Totals, Australasia.....	2,496	.....	.....	2,496	4,000	.....	.....	6,496	53,596	.....	.....	.....	.....	.....	.....	.....	.....	.....	53,596	.....	.....	60,092	5.3	
Grand totals.....	691,834	60,834	29,460	782,128	47,644	6,266	202	11,040	847,280	170,368	4,438	12,075	28,477	7,383	153	5,720	200	72,690	301,504	.....	.....	1,148,784	.....	
Per cent of total cargo:																								
May, 1925.....	60.1	5.3	2.6	68.0	4.1	0.6	1.0	73.7	14.9	0.4	1.0	2.5	0.7	.....	0.5	.....	6.3	26.3	.....	.....	.....	100.0		
May, 1924.....	58.6	5.4	3.4	67.4	4.5	0.5	0.9	74.4	14.8	0.4	0.8	1.3	0.2	.....	1.5	.....	3.9	24.7	0.3	0.6	.....	100.0		
May, 1923.....	67.0	1.3	5.8	74.1	2.0	1.1	1.3	84.9	8.3	.....	0.6	0.2	0.9	0.6	.....	1.1	.....	15.1	.....	.....	.....	100.0		

† General cargo not routed so as to allow segregation between definite ports.

‡ Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, June 13, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Parana	6	15 12	7	6 10	7	13 19	Danish	Pacific Steamship Co.	387 0	54 0	15 0	Algiers	San Francisco	Ballast.	7,088	5,219
Alvarado	6	15 35	7	7 15	7	14 05	British	Pacific Steamship Co.	303 0	43 0	17 2	New York	Callao	General.	2,021	1,748
Samuel Q.	6	17 25	8	8 22	7	16 59	American	Tideewater Oil Co.	424 4	58 2	20 0	New York	Los Angeles	Ballast.	7,323	5,246
Brown	6	22 45	7	12 17	7	19 11	German	Roland Line	390 0	45 0	19 0	Przem.	Champerico.	General.	800	4,356
Hamon	7	11 15	7	12 22	7	20 30	American	Island Lines	410 0	55 0	29 0	New York	Los Angeles	Steel general.	9,301	7,780
Challenger	5	15 22	7	13 25	7	20 48	Peruvian	Peruvian Lines	381 2	43 1	18 5	Covanas.	Callao.	(s)	1,435	4,803
Urubamba	7	6 35	7	13 50	7	21 42	British	Shaw, Savill & Albion.	500 3	63 3	28 7	London.	New Zealand.	General.	5,000	12,872
Ionie	7	13 55	8	6 05	8	13 19	French	French Line	427 0	58 3	15 13	Havre.	Vancouver.	General.	770	8,043
Notre Dame	7	14 15	8	13 19	8	13 19	American	French Line	427 0	58 3	15 13	Havre.	Vancouver.	General.	770	8,043
de Fourviere.	7	14 55	8	6 15	8	14 04	American	French Line	427 0	58 3	15 13	Havre.	Vancouver.	General.	770	8,043
Romagne.	7	15 15	8	6 15	8	14 04	American	French Line	427 0	58 3	15 13	Havre.	Vancouver.	General.	770	8,043
Derbyshire	7	15 25	8	7 05	8	14 52	American	Texas Oil Co.	435 0	56 0	16 0	Philadelphia.	San Francisco.	Ballast.	1,538	2,631
Rheinland	8	6 22	8	8 45	8	15 39	German	Hamburg-American Line.	449 1	58 3	23 0	Hamburg.	Colonel.	General.	7,446	5,144
Santa Rosa.	8	5 35	8	10 58	8	15 39	American	Pacific Mail Steamship Co.	404 5	53 0	19 0	Baltimore.	San Francisco.	General.	6,321	8,604
Lillehorn	7	12 45	8	13 30	8	20 52	British	Central American Shipping Co.	207 5	33 6	11 6	Antwerp.	Vancouver.	Wines, general.	3,678	6,754
Gurna	8	3 50	9	6 08	9	13 29	British	Norton, Lilly & Co.	398 8	52 2	22 10	New York.	Burnie.	General.	800	1,219
Swifscout	9	3 40	9	9 35	9	13 53	American	C. D. Mallory & Co.	464 0	60 2	22 0	Fall River.	San Pedro.	Ballast.	3,641	5,707
Guilquer	9	4 55	9	7 15	9	14 29	American	Gulf Refining Co.	419 5	58 5	19 0	Philadelphia.	San Pedro.	Ballast.	8,473	6,104
Harvester	9	1 25	9	8 22	9	15 16	American	Texas Oil Co.	416 8	51 0	21 0	New York.	San Pedro.	Ballast.	6,890	4,940
Cardiganshire.	8	11 53	9	9 30	9	16 35	British	Royal Mail Steam Packet Co.	499 0	62 4	23 7	London.	Vancouver.	General.	6,977	5,221
City of Kim-	9	4 15	9	10 50	9	17 56	British	Ellerman & Bucknall Line.	416 0	56 0	24 0	New York.	Melbourne.	General.	4,799	7,987
berly	9	4 45	9	10 50	9	18 02	American	Williams Line.	386 8	52 2	19 4	Norfolk.	Seattle.	General.	4,200	5,680
Willpolo	9	4 45	9	10 50	9	18 02	American	Williams Line.	386 8	52 2	19 4	Norfolk.	Seattle.	General.	4,200	5,680
Jacob Christen-	9	6 10	9	11 55	9	20 02	Norwegian.	J. Christensen.	356 0	48 8	22 10	New York.	Colonel.	General.	5,460	4,177
sen.	9	12 13	9	12 25	9	20 10	American	Transmarine Line.	324 0	46 0	22 0	Jacksonville.	Seattle.	(s)	4,602	3,984
Sumaco.	9	11 00	9	13 50	9	20 40	American	General Petroleum Co.	435 0	56 2	21 0	Baltimore.	San Pedro.	Ballast.	7,433	5,058
Emido	10	5 55	10	6 15	10	12 24	American	U. S. Navy.	555 0	55 0	15 0	Hampton Rds	Balboa.	Ballast.	2,422	6,142
Memphis	9	21 00	10	7 15	10	14 44	British	Canadian Govt. Mer. Marine	400 0	52 2	18 0	Montreal.	Auckland.	General.	7,377	8,413
Canadian Chal-	10	10 12	10	10 25	10	17 19	British	Prince Line, Ltd.	469 4	58 3	27 0	New York.	Yokohama.	Cargo oil, general.	7,377	8,413
tenger.	9	21 00	10	7 15	10	14 44	British	Canadian Govt. Mer. Marine	400 0	52 2	18 0	Montreal.	Auckland.	General.	7,377	8,413
Eastern Prince.	10	10 12	10	10 25	10	17 19	British	Prince Line, Ltd.	469 4	58 3	27 0	New York.	Yokohama.	Cargo oil, general.	7,377	8,413
Lewis Lucken-	10	9 42	10	11 28	10	18 19	American	Luckenbach Line	496 0	68 0	24 6	Boston.	Seattle.	General.	6,446	11,487
bach.	10	16 30	11	6 10	11	13 02	British	Pacific Steam Navigation Co.	511 6	62 0	25 0	Liverpool.	Valparaiso.	General.	2,943	12,414
Oreoma.	11	7 05	11	7 20	11	14 09	American	U. S. Navy	483 0	61 0	21 0	Hampton Rds	Honolulu.	Navy cargo.	18,666	8,302
Henderson	10	17 45	11	8 25	11	16 35	American	Moore & McCormick Line.	399 0	51 0	26 0	Calbairen.	Vancouver.	Sugar.	7,000	6,190
Comercial	10	17 45	11	8 25	11	16 35	American	Moore & McCormick Line.	399 0	51 0	26 0	Calbairen.	Vancouver.	Sugar.	7,000	6,190
Trader	11	9 25	11	11 05	11	18 31	Jugo-Slavic	Dubrovaeka Par Plovidba.	420 6	54 7	24 0	Blyth.	Iquique.	Coal.	7,900	6,839
Federico Glavie	11	9 25	11	11 05	11	18 31	Jugo-Slavic	Dubrovaeka Par Plovidba.	420 6	54 7	24 0	Blyth.	Iquique.	Coal.	7,900	6,839

Cast iron pipe.

General cargo and 350 head of cattle.

Transport.

Cruiser.

Motor ship.

Tanker.

	THROUGH THE CANAL—PACIFIC TO ATLANTIC.										No. 12.																								
	7 Launch.					8 Barge.					9 Cruiser.					10 Mine-sweeper.					11 Motor ship.					12 Battleship.					13 Towing barge No. 12.				
Tanker.	6	20.10	7	6.25	7	13.58	7	15.45	Danish.	East Asiatic Co., Ltd.	410 0	55.2	29.0	Vancouver.	Copenhagen.	General.	9,349	7,068	5,303																
Siam ¹⁴ .	7	1.00	7	7.13	7	16.55	7	16.55	British.	Canadian Govt. Mer. Marine.	413 0	52.0	18.0	Wellington.	Montreal.	General.	2,118	5,934	4,127																
Canadian Con- queror.	7	3.30	7	8.07	7	17.38	7	18.15	American.	Lukenbach Line.	469 3	56.1	26.6	Portland.	Boston.	Lumber, general.	9,662	8,785	6,567																
Walter A.	7	10.10	7	10.49	7	18.32	7	21.50	American.	Standard Oil Co. of N. J.	461 6	60.0	26.6	San Pedro.	New York.	Crude oil.	12,000	8,450	6,089																
Lukenbach.	7	10.10	7	11.04	7	18.52	7	18.52	American.	California & Eastern S. Co.	410 0	54.0	25.0	Portland.	Philadelphia.	Lumber, general.	6,800	6,573	4,916																
H. M. Flagler ¹⁵ .	7	10.10	7	11.04	7	18.52	7	18.52	American.	Standard Oil Co. of N. J.	410 0	54.0	25.0	Portland.	New York.	Lumber, general.	6,800	6,573	4,916																
West Karan.	7	13.15	7	14.24	7	21.45	7	21.45	Japanese.	Osaka Shosen Kaisha.	425.0	53.6	16.0	Shanghai.	Havre.	Wheat in bags.	7,506	5,938	4,114																
Shunko Maru.	7	12.10	8	6.36	8	14.05	8	14.05	British.	R. S. Dalgleish & Co., Ltd.	400.0	53.2	25.0	Sydney.	Havre.	Wheat in bags.	7,506	5,938	4,114																
Elmworth.	8	4.00	8	7.10	8	14.37	8	14.37	American.	Transmarine Lines.	324 0	46.2	24.4	Grays Harbor.	New York.	Lumber.	4,800	3,984	2,612																
Suebago.	8	6.00	8	8.15	8	16.25	9	16.25	French.	Cie. Gl. Transatlantique.	417 8	55.9	27.0	Vancouver.	Havre.	Lumber.	7,633	7,157	4,936																
Indiana.	8	6.50	8	9.09	8	16.58	9	16.58	American.	Transmarine Line.	324 0	46.0	24.6	Aberdeen.	New York.	Lumber.	3,570	3,984	2,628																
Surichco.	8	6.50	8	9.09	8	16.58	9	16.58	American.	Transmarine Line.	324 0	46.0	24.6	Aberdeen.	New York.	Lumber.	3,570	3,984	2,628																
Santa Teresa.	8	10.45	8	12.37	8	19.16	9	19.16	British.	Grace Line.	360 2	51.6	22.0	Talcahuano.	New York.	General.	2,374	5,726	4,086																
Laguna ¹⁴ .	8	15.15	9	6.16	9	14.45	9	15.35	British.	Pacific Steam Navigation Co.	420 3	54.2	15.0	Punta Arenas.	Liverpool.	General.	1,699	7,139	4,640																
Lake Plattery.	8	15.45	9	7.15	9	16.10	10	16.40	American.	Pacific Railroad Steamship Line	251 0	43.0	19.2	Guayaquil.	New York.	General.	2,580	2,873	1,770																
Lake Plattery.	8	15.45	9	7.15	9	16.10	10	16.40	American.	Pacific Steam Navigation Co.	229 3	34.0	13.6	Champerico.	Cristobal.	General.	402	1,187	622																
Jamaica.	9	3.40	9	8.45	9	16.05	9	16.05	British.	Atlantic Refining Co.	435.0	56.0	27.0	San Pedro.	Philadelphia.	Gasoline.	10,000	7,387	5,443																
W. M. Irish ¹⁵ .	9	5.55	9	9.08	9	17.30	9	17.30	American.	Cie. des Chargeurs Francais.	362 7	49.1	24.6	Noumea.	Havre.	General.	5,361	4,836	3,270																
Passat.	9	8.00	9	10.01	9	19.25	10	19.25	French.	Cie. des Chargeurs Francais.	362 7	49.1	24.6	Noumea.	Havre.	General.	5,361	4,836	3,270																
W. H. Thilord ¹⁶ .	9	13.45	10	6.17	10	14.02	10	14.02	American.	Standard Oil Co. of N. J.	411 6	53.4	26.6	San Pedro.	Baton Rouge.	Gasoline.	7,815	6,205	4,264																
San Teodoro ¹⁷ .	9	14.36	10	7.11	10	15.00	10	15.00	British.	Anglo-Mexican Petroleum Co.	412 0	53.4	25.0	San Pedro.	London.	Gasoline.	7,300	6,006	4,200																
Tanker.																																			
															</																				

14 Motor ship.

15 Wheat, barley, copra, etc.

16 Copper, lumber, and general.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Atlantic Sun	9	22.20	10	7.57	10	15.45	American	Sun Oil Co.	429.3	59.2	27.0	Los Angeles	New York	Gasoline	9,158	7,508	5,283
Willis	10	1.20	10	9.02	10	17.25	American	Williams Steamship Line	334.3	57.7	27.6	Seattle	New York	Lumber, general	8,000	7,983	5,882
Minnesota	10	5.50	10	10.06	10	17.35	American	American-Hawaiian Line	400.7	53.7	24.7	Tacoma	Boston	General	6,549	7,150	4,899
Texas	10	8.05	10	11.13	10	19.00	French	French Line	409.8	52.5	25.9	Vancouver	Havre	Wheat, copper	7,670	6,824	4,885
Drechtijk	10	13.20	10	14.02	10	21.05	Dutch	Holland-American Line	485.0	61.0	29.6	Vancouver	Rotterdam	General	9,770	10,792	7,619
Rubine	10	18.55	11	6.21	11	13.05	British	New Zealand Shipping Co.	486.6	60.3	26.0	Lytleton	London	Frozen, general	4,145	11,292	8,266
W. L. Steed	11	2.30	11	7.30	11	14.52	American	Pan-Am. Pet. & Trans. Co.	415.9	56.1	28.0	Los Angeles	New York	Gasoline in bulk	8,343	6,751	3,795
Oakworth	10	21.15	11	8.27	11	16.18	British	Dakifish Steamship Co.	400.0	52.4	24.0	San Antonio	Dublin	Barley	7,013	6,615	3,757
Araucaria	11	8.30	11	9.50	11	15.47	British	Pacific Steam Navigation Co.	303.0	43.0	17.0	Callao	New York	Cocoa, coffee	1,740	2,881	1,697
Nysta	11	9.05	11	10.35	11	17.50	American	United American Line	400.7	54.2	25.0	Bellingham	New York	Lumber	8,000	6,623	4,625
Margaret	10	9.30	11	11.19	11	18.55	British	Ocean Carriers Co.	411.5	54.1	24.6	Port Alberni	New York	Lumber	7,209	6,624	4,999
Coughlan	11	10.40	11	12.19	11	20.35	Norwegian	B. Stolt-Nielsen & Co.	376.5	52.3	22.9	San Antonio	Baltimore	Copper, nitrate	6,340	5,076	3,647
Capto	12	4.20	12	6.06	12	17.38	American	Ore Steamship Corporation	549.6	72.2	33.6	Cruz Grande	New York	Iron ore	20,000	14,325	4,635
Lebare	11	17.35	12	7.29	12	16.25	British	Commonwealth & Dom. Line	470.1	60.4	22.0	Dunedin	London	General	5,594	10,381	7,551
Port Wellington	11	20.00	12	8.03	12	17.50	British	H. E. Moss	407.1	52.3	25.6	San Francisco	Liverpool	Gasoline	7,336	5,940	4,108
Lumina	11	23.46	12	8.42	12	18.32	American	Isthmian Steamship Line	424.2	56.2	24.0	Vancouver	Baltimore	Lumber, general	6,530	7,611	5,450
Montgomery	12	7.00	12	10.08	12	19.00	Norwegian	H. M. Wrangell & Co.	390.0	52.0	25.0	Tatal, Chile	Thompson Bay	Nitrates	7,300	5,530	3,955
City	12	7.00	12	11.16	12	19.35	French	French Line	375.0	51.0	24.0	Antwerp	Antwerp	Corn, general	5,553	5,296	3,737
Sigurn	12	7.00	12	12.03	12	19.50	American	McAllister Brothers (S. R.)	416.9	56.2	25.3	Honolulu	Mobile, Ala.	Molasses (bulk)	8,393	6,728	4,737
Hagan	12	7.00	12	12.03	12	19.50	American	Moore & McCormack Co.	406.7	55.2	24.2	N. W. minister	New York	Lumber	6,825	6,597	4,752
Commercial	3	3.00	13	6.14	13	13.47	American	Line Navigation Co.	251.0	43.6	19.6	Raymond	New York	Lumber	2,600	2,633	1,611
Guide	12	16.30	13	7.16	13	14.55	American	Atlantic Refining Co.	425.0	57.2	27.6	San Pedro	Philadelphia	Gasoline in bulk	10,000	7,204	4,789
Juvigny	13	9.35	13	10.17	13	18.32	American	Atlantic Refining Co.	425.0	57.2	27.6	San Pedro	Philadelphia	Gasoline in bulk	10,000	7,204	4,789
Bohemian Club	13	9.35	13	10.17	13	18.32	American	Atlantic Refining Co.	425.0	57.2	27.6	San Pedro	Philadelphia	Gasoline in bulk	10,000	7,204	4,789
Francis E.	13	10.15	13	11.05	13	19.38	American	Atlantic Refining Co.	431.0	59.0	30.0	San Francisco	Philadelphia	Gasoline	9,995	7,860	5,101
Powell	13	10.15	13	11.05	13	19.38	American	Atlantic Refining Co.	431.0	59.0	30.0	San Francisco	Philadelphia	Gasoline	9,995	7,860	5,101

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

PORT OF CRISTOBAL.

*ARRIVALS.

*DEPARTURES.

Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
June 7	Pastores	United Fruit Co.	Port Limon.	June 7	Pastores	United Fruit Co.	New York via Habana.
June 7	Heredia	United Fruit Co.	New Orleans via Habana.	June 7	Heredia	United Fruit Co.	Bocas.
June 7	Uru	United Fruit Co.	Colon.	June 7	Inapaguina	United Fruit Co.	Colon.
June 7	Uru	United Fruit Co.	New York via Habana.	June 9	Aneon	Panama Railroad Steamship Line.	New York via Haiti.

* Other than ships passing through the Canal.

(Continued on page 614, column 2.)

Correction.—Fuel and Diesel Oil Prices at North Pacific Ports.

In the statement published in the issue of June 3, giving prices of fuel and Diesel oil at North Pacific ports, as quoted by the Union Oil Company of California, the prices listed for Diesel oil should have shown as *per gallon* instead of *per barrel*. The correct quotations are as follows:

	Fuel oil.	Diesel oil.
	<i>Per barrel.</i>	<i>Per gallon.</i>
Seattle.....	\$1.80	\$0.0486
Portland.....	1.80	0.0486
Astoria.....	1.80	.....
Oleum (San Francisco Bay).....	1.55	.0427
San Pedro.....	1.50	.0453
San Diego.....	1.65	.0451
Vancouver (in bond).....	1.85	2.80
Honolulu.....	2.00	.0535

* Per barrel, duty paid.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective June 10, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.28
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.56
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., June 24, 1925.

No. 46.

Regulating Level of Gatun Lake.

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,

BALBOA HEIGHTS, C. Z., June 4, 1925.

To all concerned—Usual wet season conditions of operations, as regards usage of water, may now be resumed.

The following schedule for maintaining Gatun Lake during the 1925 rainy season will be adhered to as closely as conditions permit:

The lake will be allowed to fill to elevation +85.5 before any water is wasted over the spillway. This elevation should be reached not later than August 1, 1925.

The lake will then be held between elevations 85.5 and 86.0 until October 1; filled to elevation 86.5 in October; elevation 87 will be reached in November or December.

After spillage is begun a variation of 0.5 feet will be allowed to lessen number of simultaneous gate operations in lake regulation of level.

H. BURGESS,

Engineer of Maintenance.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending June 13, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Urubamba.....	Peruvian Line.....	.....	June 7.....	.....	1,276
Alvarado.....	Pacific Steam Navigation Co.....	.....	June 7.....	.....	386
Siam.....	Danish East Asiatic Co.....	June 7.....	June 7.....	(¹)	7
Pastores.....	United Fruit Co.....	June 7.....	June 7.....	28	26
Heredia.....	United Fruit Co.....	June 7.....	June 7.....	294	162
Notre Dame de Four- niere.....	French Line.....	June 7.....	June 8.....	31	4
Santa Rosa.....	Pacific Mail Steamship Line.....	June 8.....	June 8.....	209	114
Santa Teresa.....	Grace Line.....	June 8.....	June 8.....	4	(²)
Indiana.....	French Line.....	June 8.....	June 9.....	256	103
Ancon.....	Panama Railroad Steamship Line.....	.....	June 9.....	.....	541
Cardiganshire.....	Pacific Steam Navigation Co.....	June 8.....	June 9.....	478	95
Jamaica.....	Pacific Steam Navigation Co.....	June 9.....	June 9.....	402	.....
Ulua.....	United Fruit Co.....	June 9.....	June 10.....	175	22
Lake Flattery.....	Panama Railroad Steamship Line.....	June 9.....	June 10.....	371	(²)
Turrialba.....	United Fruit Co.....	June 9.....	June 11.....	544	(³)
Carrillo.....	United Fruit Co.....	June 10.....	June 11.....	75	544
Heredia.....	United Fruit Co.....	June 10.....	June 10.....	157½	389
Orconoma.....	Pacific Steam Navigation Co.....	June 10.....	June 11.....	136	203
Arana.....	Pacific Steam Navigation Co.....	June 11.....	June 11.....	824	24
Mineola.....	N. O. & S. A. S. S. Line.....	June 12.....	June 12.....	384	16
Cristobal.....	Panama Railroad Steamship Line.....	June 12.....	.....	1,587	.....
Wawa.....	San Blas Developing Co.....	June 12.....	June 13.....	6	522
Aconagua.....	Chilean Line.....	June 12.....	June 12.....	(¹)	61
Buenos Aires.....	Johnson Line.....	June 12.....	June 13.....	230	(²)
Utah.....	French Line.....	June 12.....	June 13.....	125	(²)
Coronado.....	Elders & Fyffes, Ltd.....	June 13.....	June 13.....	1½	(⁴)
Camden.....	United Fruit Co.....	June 13.....	.....	9,359	.....

¹ No cargo discharged.

² No cargo laded.

³ 1 case.

⁴ 10 packages.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

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, 1925.

BALBOA HEIGHTS, C. Z., June 16, 1925.

*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, 1925:

NUMBER OF TRANSITS.

During the month, 372 commercial vessels, 13 small launches, and 39 vessels of the United States Government passed through the Canal. In addition, 2 transits were made by a vessel belonging to the Panama Government on which no tolls were paid, and 1 vessel transited the Canal solely for repairs and was also passed through free of tolls. The total transits for the month were 427, or an average of 13.77 transits per day.

Tolls for the month aggregated \$1,705,680.85, equivalent to an average of \$55,021.96 in tolls per day. Of the foregoing, \$1,705,592.20 represents the amount collected in tolls from the 372 commercial vessels on which tolls were paid, and \$88.65 was the amount collected in tolls from the 13 small launches.

Traffic continued to decline from previous figures as will be seen from the tabulation below giving the traffic each month for the current fiscal year.

A feature of the month's traffic was the preponderance of southbound traffic, the transits in this direction numbering 56 more than northbound transits.

The total number of craft of all kinds transiting the Canal during the month of May, 1925, as compared with the same month in 1924 and 1923, is shown in the following tabulation:

	May, 1925.	May, 1924.	May, 1923.
Commercial vessels.....	372	417	419
Noncommercial vessels, Army and Navy.....	39	43	13
Launches, under 20 tons measurement.....	13	12	10
Panama Government.....	2		
For repairs.....	1		
Total vessels transiting Canal.....	427	472	442

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks as follows:

	North-bound.	South-bound.	Total.
Gatun.....	8	9	17
Pedro Miguel.....	21	15	36
Miraflores.....	22	16	38
Totals.....	51	40	91

COMMERCIAL TRAFFIC. ¹

The following tabulation shows the number of vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by vessels transiting the Canal each month from the beginning of the fiscal year 1925 to the end of May, 1925, as compared with the same months in the previous year:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1923-4	1924-5	1923-4.	1924-5.	1923-4.	1924-5.	1923-4.	1924-5.
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	\$2,124,830.02	\$1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,750	1,953,479	2,050,656.97	1,769,999.94
September.....	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November.....	436	354	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
December.....	506	467	2,516,491	1,989,196	2,494,634	2,265,687	2,335,729.81	1,893,495.04
January.....	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
February.....	418	379	2,108,879	1,789,447	2,243,616	1,839,619	1,964,155.59	1,648,964.88
March.....	429	398	2,136,079	1,964,106	2,272,472	2,104,324	1,997,138.83	1,840,103.14
April.....	403	382	2,053,171	1,840,692	2,158,721	1,950,902	1,903,761.27	1,735,429.37
May.....	417	372	2,085,670	1,847,682	2,353,986	1,823,042	1,955,764.91	1,705,592.20
Totals.....	4,853	4,305	24,220,839	21,101,824	24,971,860	22,038,513	22,498,142.32	19,741,033.45

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

The decrease in commercial traffic for the first 11 months of the current fiscal year, as compared with the same period for the preceding fiscal year has been 11.3 per cent in number of transits; 12.8 per cent in Panama Canal net tonnage; 11.7 per cent in tons of cargo carried; and 12.2 per cent in tolls.

Following is a summary of commercial traffic for May, 1925, as compared with the corresponding month in 1924 and 1923, and the monthly average for the calendar year ending December 31, 1924:

	May, 1925.	May, 1924.	May, 1923.	Average per month for calendar year 1924.
Number of transits.....	372	417	419	408
United States net tonnage.....	1,458,467	1,660,246	1,725,399	1,617,898
Panama Canal net tonnage.....	1,847,682	2,085,570	2,128,414	2,034,313
Registered gross tonnage.....	2,370,217	2,666,462	2,740,038	2,593,977
Registered net tonnage.....	1,470,775	1,660,611	1,736,789	1,620,002
Tolls.....	\$1,705,592.20	\$1,955,764.91	\$1,972,216.04	\$1,900,784.70
Tons of cargo carried.....	1,823,042	2,353,986	2,265,083	2,157,678

The average daily transits, tonnage, tolls, and cargo are shown in the following statement, in comparative form, for commercial vessels only:

	Average per day.			Average per day for calendar year 1924.
	May, 1925.	May, 1924.	May, 1923.	
Number of transits.....	12.00	13.45	13.52	13.36
Panama Canal net tonnage.....	59,602	67,280	68,658	66,698
Tolls.....	\$55,019.10	\$63,089.19	\$63,619.87	\$62,320.81
Tons of cargo carried.....	58,808	75,935	73,067	70,743

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of May, 1925, as compared with May, 1924, and May, 1923, are shown in the following tabulation:

	Average per vessel.		
	May, 1925.	May, 1924.	May, 1923.
United States equivalent net tonnage.....	3,920	3,981	4,118
Panama Canal net tonnage.....	4,967	5,002	5,079
Registered gross tonnage.....	6,371	6,394	6,539
Registered net tonnage.....	3,953	3,982	4,131
Tolls.....	\$1,584.92	\$4,690.08	\$4,706.96
Tons of cargo (including vessels in ballast).....	4,901	5,645	5,406
Tons of cargo (laden vessels only).....	5,996	6,688	7,104

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the intercoastal traffic through the Canal for the month of May for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
May, 1922.....	32	152,260	173,128	23	108,686	108,319	55	260,946	281,447
May, 1923.....	112	615,836	311,625	93	534,559	916,104	205	1,150,395	1,227,729
May, 1924.....	82	452,689	231,798	87	467,574	781,717	169	920,263	1,013,515
May, 1925.....	79	424,107	203,304	60	322,046	491,096	139	746,153	694,400

UNITED STATES SHIPPING BOARD VESSELS.

During the month of May, 1925, 7 vessels of the United States Shipping Board transited the Canal. Of the 7 vessels, 6 were general cargo carriers and 1 was a tank ship. One of these vessels was employed in the United States intercoastal trade and the other 6 in the foreign trade of the United States.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels routed through the Canal during the month of May for the past 3 years.

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
May, 1923.....	12	61,691	37,588	12	62,046	108,715	24	123,737	146,303
May, 1924.....	10	52,926	34,731	10	50,391	77,209	20	103,317	111,940
May, 1925.....	4	21,742	18,542	3	17,267	22,268	7	39,009	40,810

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of May, 1925, by principal geographical areas, as compared with the same month in 1924 and 1923; the figures representing the net tonnage by the Panama Canal rules of measurement:

Areas.	May, 1925.	May, 1924.	May, 1923.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	660,234	744,240	843,449
Europe (including British Isles).....	314,011	243,594	209,057
Cristobal, C. Z.....	15,691	11,072	22,593
East coast of Mexico and Central America.....	7,732	9,269	14,723
East coast of South America.....	18,201	18,201	9,267
East coast of Canada.....	14,003	25,248	11,618
West Indies.....	5,364		
Miscellaneous.....	16,966		28,554
Totals.....	1,034,001	1,051,624	1,139,661
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	531,730	525,973	729,396
West coast of South America.....	190,459	212,703	153,804
Australasia.....	130,553	123,042	94,173
Far East.....	86,090	128,481	117,231
West coast of Canada.....	60,769	49,055	40,039
West coast of Mexico and Central America.....	13,044	12,370	5,018
Miscellaneous.....	21,356		
Totals.....	1,034,001	1,051,624	1,139,661
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	372,456	597,738	629,613
West coast of South America.....	207,520	219,188	165,119
Australasia.....	79,451	31,788	42,707
Far East.....	18,562	54,342	55,422
West coast of Canada.....	104,586	119,255	83,194
West coast of Mexico and Central America.....	2,139	11,735	7,698
Miscellaneous.....	28,967		
Totals.....	813,681	1,034,046	988,753
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	489,926	676,170	703,708
Europe (including British Isles).....	244,923	274,975	181,724
East coast of Mexico.....	4,124	14,052	56,218
East coast of Canada.....	27,859	40,100	6,096
Cristobal, C. Z.....	13,055	12,294	23,251
East coast of South America.....		7,317	
West Indies.....	4,827	4,272	
Miscellaneous.....	28,967	4,866	17,756
Totals.....	813,681	1,034,046	988,753

TOLLS.

Under the present method of assessing tolls, the revenue from commercial traffic during the month of May, 1925, was \$1,705,592.20. Had the net tonnage as determined by the Panama Canal rules of measurement been used exclusively and the tolls computed at \$1.20 per ton for laden vessels, 72 cents for vessels in ballast, and \$1.20 per ton for all deck cargo, this revenue would have been increased by \$377,643.70. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Belgium.....		\$949.30	\$949.30
British.....	\$61,351.68	50,658.00	112,009.68
Chilean.....	1,257.65	1,256.00	2,513.65
Colombian.....	8.65	8.65	17.30
Danish.....	2,950.75	310.60	3,261.35
Dutch.....	2,959.70	9,724.60	12,684.30
French.....	5,035.75	2,002.55	7,038.30
German.....	9,352.55	6,362.75	15,715.30
Greek.....		747.00	747.00
Italian.....	2,205.75	1,939.10	4,144.85
Japanese.....	2,199.10	3,731.00	5,930.10
Jugo-Slavic.....	1,416.90	504.25	1,921.15
Norwegian.....	7,276.20	4,089.75	11,365.95
Panaman.....	1,397.20	1,445.20	2,842.40
Peruvian.....	3,007.95	3,308.45	6,316.40
Spanish.....	774.80	571.40	1,346.20
Swedish.....	485.12	3,982.10	4,467.22
United States.....	78,194.92	106,178.33	184,373.25
Totals.....	179,874.67	197,769.03	377,643.70

The additional revenue that would have been assessed against vessels of United States registry would have been made up with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
United States intercoastal trade.....	\$55,938.65	\$83,899.78	\$139,838.43
United States foreign trade.....	21,864.29	21,878.50	43,742.79
United States to Canal Zone trade.....	391.98	400.05	792.03
Totals.....	78,194.92	106,178.33	184,373.25

Of the additional \$377,643.70 that would have been collected on the basis of Panama Canal rules of measurement and charging for deck load, \$25,622.40 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in May, 1925, is shown in the following tabulation, segregated by nationality of vessels, and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
Belgium.....		1.83	1.83
British.....	.86	1.08	.96
Chilean.....	.38	.64	.51
Colombian.....	.80	1.42	1.11
Danish.....	1.49	1.71	1.60
Dutch.....	1.14	1.39	1.29
French.....	.56	1.63	.90
German.....	1.01	1.49	1.19
Greek.....		1.96	1.96
Italian.....	.30	.86	.63
Japanese.....	1.33	1.41	1.37
Jugo-Slavic.....	1.56	2.02	1.79
Norwegian.....	1.34	1.82	1.55
Panaman.....	.99	.58	.79
Peruvian.....	.52	.50	.51
Spanish.....	.17	.08	.13
Swedish.....	.90	2.67	2.24
United States.....	1.01	1.57	1.34
Average, May, 1925.....	.95	1.41	1.20
Average, May, 1924.....	1.01	1.59	1.36
Average, May, 1923.....	1.17	1.56	1.41

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal.....	.48	1.52	.93
United States and South America.....	.53	1.91	1.33
United States and Europe.....	.57	1.72	.89
United States and Far East.....	1.16	1.05	1.15
United States and Australasia.....	1.20	.24	1.12
United States and Canada.....	1.08	1.40	1.33
Europe and South America.....	.73	1.13	.89
Europe and Canada.....	.72	1.55	1.23
Europe and Australasia.....	.70	.76	.73
Cristobal and South America.....	.57	.63	.60

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of May, 1925, was 1,823,042 tons. Cargo from the Atlantic to the Pacific aggregated 674,258 tons, as compared with 712,344 tons in May, 1924, and 655,078 tons in April, 1925. From the Pacific to the Atlantic there were 1,148,784 tons as compared with 1,641,642 tons in May, 1924, and 1,295,824 tons in April, 1925. Cargo tonnage for May was the lowest for any month since February, 1923.

From the Atlantic to the Pacific, various manufactured goods with 144,903 tons was the heaviest item, followed by mineral oils with 71,072 tons, and cement with 42,938 tons.

From the Pacific to the Atlantic, mineral oils with 372,173 tons made up approximately one third of the total cargo as compared with 782,542 tons in May, 1924, and 466,982 tons in April, 1925. Lumber shipments aggregated 224,534 tons for the month, and ore shipments 123,886 tons, these two commodities ranking second and third, respectively, in cargo tonnage. May shipments of nitrates through the Canal showed a sharp drop, aggregating but 91,526 tons, being the lowest since June, 1924.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is shown below, the figures representing tons of 2,240 pounds:

Commodity.	May, 1925.	May, 1924.	May, 1923.
<i>Atlantic to Pacific.</i>			
Ammonia.....	6,991	3,828	19,145
Automobiles and accessories.....	14,463	20,092	5,422
Cement.....	42,938	21,990	17,358
Chemicals.....	1,524	6,823	2,318
Coal and coke.....	30,416	37,546	23,825
Cotton.....	1,804	6,277	8,552
Creosote.....	18,107		
Liquors.....	1,486	4,596	986
Manufactured goods:			
Iron and steel.....	107,343	154,438	166,126
Machinery.....	12,668	17,249	12,900
Railroad material.....	17,639	19,153	16,227
Textiles.....	4,571	8,301	7,007
Other.....	2,682	2,565	7,652
Metals, various.....	21,126	2,354	38,602
Mineral oils.....	71,072	95,369	80,488
Ores, various.....	491	390	4,935
Paper.....	10,397	6,279	11,429
Phosphates.....	8,101	86	68
Rice.....	3,954	2,285	1,204
Sand and silver sand.....	3,000	8,728	500
Slag.....	5,028	6,674	
Sugar.....	10,413	252	6,681
Sulphur.....	22,043	24,371	20,083
Tobacco.....	5,631	8,015	3,339
Miscellaneous.....	250,370	233,683	287,504
Totals.....	674,258	712,344	742,351
<i>Pacific to Atlantic.</i>			
Barley.....	3,712	22,282	14,322
Beans.....	1,378	3,613	4,951
Borax.....	2,141	4,908	4,457
Cocoa.....	5,066	3,526	3,916
Canned goods:			
Fish.....	4,487	3,316	6,363
Fruit.....	6,174	10,669	8,849
Other.....	2,269	2,420	1,247
Coffee.....	9,874	12,156	11,219
Cold storage, various.....	33,411	6,881	10,675
Copra.....	3,612	5,933	4,398

Commodity.	May, 1925.	May, 1924.	May, 1923.
<i>Pacific to Atlantic.—Continued.</i>			
Corn.....	15,866	8,440	313
Flour.....	2,570	6,546	3,293
Fruit, dried and fresh.....	5,991	3,694	6,706
Hemp.....	969	759	4,260
Lumber.....	224,534	198,433	141,699
Metals, various.....	36,308	36,108	37,533
Nitrates.....	91,526	84,289	66,618
Oats.....	2,105	5,551	3,773
Mineral oils.....	372,173	782,542	926,561
Ores, various.....	123,886	116,022	85,508
Rice.....	713	9,275	10,677
Skins and hides.....	3,699	3,804	4,007
Sugar.....	10,921	23,041	25,724
Wheat.....	79,542	180,107	52,749
Wool.....	12,500	7,198	8,941
Miscellaneous.....	93,357	100,129	73,973
Totals.....	1,148,784	1,641,642	1,522,732

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through the Panama Canal by trade routes for the month of May, 1925, was published in THE PANAMA CANAL RECORD for June 10, 1925. The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of May, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	May, 1925.	May, 1924.	May, 1923.	May, 1925.	May, 1924.	May, 1923.
United States intercoastal.....	79	82	112	60	87	93
United States and South America.....	20	24	14	24	25	18
Europe and South America.....	23	20	16	15	18	15
United States and Far East.....	13	21	21	1	5	8
Europe and United States.....	21	10	15	7	19	6
Europe and Canada.....	9	5	5	13	17	9
Europe and Australasia.....	9	9	6	9	4	5
Mexico and South America.....		1	2			1
Cristobal and South America.....	5	5	7	5	5	4
United States and Canada.....	4	3	3	7	11	7
United States and Australasia.....	12	10	9	1	1	3
Miscellaneous.....	19	19	19	16	16	21
Totals.....	214	209	229	158	208	190
Panama Canal net tonnage.						
United States intercoastal.....	424,107	452,689	615,836	322,046	467,574	534,559
United States and South America.....	84,010	102,954	49,497	112,449	120,427	66,438
Europe and South America.....	100,253	90,699	74,175	68,617	79,820	68,578
United States and Far East.....	70,827	116,516	117,231	5,749	46,409	55,422
Europe and United States.....	98,587	45,358	61,673	37,304	82,864	30,826
Europe and Canada.....	42,893	27,331	22,604	68,063	81,537	51,753
Europe and Australasia.....	66,651	66,470	48,073	70,939	27,373	27,814
Mexico and South America.....		4,831	9,412			4,723
Cristobal and South America.....	6,196	6,785	15,030	6,761	6,785	11,669
United States and Canada.....	17,876	13,034	13,556	32,415	64,694	32,396
United States and Australasia.....	54,085	48,296	41,914	4,454	4,415	14,893
Miscellaneous.....	68,516	76,661	70,660	84,884	52,148	89,682
Totals.....	1,034,001	1,051,624	1,139,661	813,681	1,034,046	988,753
Tons of cargo carried.						
United States intercoastal.....	203,304	231,798	311,625	491,096	781,717	916,104
United States and South America.....	44,429	43,230	17,918	215,206	249,979	112,129
Europe and South America.....	72,690	83,562	43,688	77,920	109,870	74,725
United States and Far East.....	82,194	128,263	170,616	6,085	22,692	47,910
Europe and United States.....	55,963	23,788	25,512	64,510	136,799	50,875
Europe and Canada.....	30,769	26,451	25,462	105,583	135,252	77,015
Europe and Australasia.....	46,357	61,004	33,162	53,596	22,445	26,562
Mexico and South America.....		9,739	18,318			
Cristobal and South America.....	3,512	2,695	2,823	4,265	4,454	3,598
United States and Canada.....	19,266	13,706	21,936	47,636	105,627	46,207
United States and Australasia.....	64,742	49,887	55,502	1,077	1,020	13,541
Miscellaneous.....	51,032	38,221	15,789	81,810	71,779	154,066
Totals.....	674,258	712,344	742,351	1,148,784	1,641,642	1,522,732

LATIN-AMERICAN TRAFFIC.

In the following tabulation, a summary of Latin-American traffic for the month of May is given for the years 1923, 1924, and 1925, and for the month of April, 1925:

Period.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
May, 1923.....	111	428,212	\$407,921.00	421,590
May, 1924.....	124	490,025	469,753.04	577,375
May, 1925.....	114	439,694	426,028.88	487,137
April, 1925.....	126	486,466	461,918.21	507,627

The totals for May, 1925, show a decline over the figures of the preceding month and for the same month in 1924. This decline is largely due to the falling off of nitrate shipments from the west coast of South America.

Nitrate shipments totaled 91,526 tons, as compared with 187,795 tons in April, 1925, and 84,289 in May, 1924.

The principal commodities shipped to Latin-American ports through the Canal were various manufactured goods, coal and coke, and cement in the order named. From Latin-American ports the principal commodities were various ores, nitrates, mineral oils, and grain, in the order named.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during May, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for May in 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	15	53,917	64,472	87,865	54,508	\$66,980.60	47,780
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,805
Colombian.....	1	67	77	153	68	83.75	62
Danish.....	1	1,325	1,691	2,243	1,347	1,217.52	.....
Dutch.....	2	8,522	10,346	14,305	9,452	10,652.50	10,836
French.....	1	3,638	4,170	5,796	3,689	4,547.50	528
German.....	6	19,102	25,569	30,891	19,220	23,877.50	24,227
Italian.....	3	9,477	11,710	15,480	9,755	11,846.25	3,580
Jugo-Slavic.....	1	2,694	3,987	4,289	2,705	3,367.50	6,250
Norwegian.....	5	9,608	13,589	15,912	9,637	12,002.66	15,497
Panaman.....	2	1,423	2,651	3,694	2,644	1,762.40	2,586
Peruvian.....	2	2,193	4,791	7,708	3,604	2,741.25	2,515
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	656
Swedish.....	2	4,144	4,309	16,199	4,911	3,138.51	.....
United States.....	17	52,845	61,166	91,120	52,933	50,491.71	24,198
Totals, May, 1925.....	60	175,394	216,929	308,052	181,499	200,758.40	140,520
Totals, May, 1924.....	63	195,331	242,964	324,382	195,079	218,721.54	160,940
Totals, May, 1923.....	54	157,461	197,263	262,188	156,807	176,589.55	95,548
<i>Pacific to Atlantic.</i>							
Belgium.....	2	6,982	8,064	10,236	6,290	8,727.50	14,789
British.....	17	64,496	75,581	105,242	66,192	78,971.68	107,542
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	3,017
Colombian.....	1	67	77	153	68	83.75	109
Dutch.....	3	10,073	15,939	16,408	9,960	12,591.25	22,984
German.....	4	12,052	15,950	19,464	12,101	15,065.00	23,521
Greek.....	1	2,724	3,460	4,359	2,773	3,405.00	6,800
Italian.....	4	14,642	16,868	23,510	13,749	18,302.50	14,564
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	8,400
Norwegian.....	4	12,605	14,867	19,000	12,659	15,510.30	27,758
Panaman.....	1	1,384	2,606	2,461	1,384	1,730.00	1,518
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	2,693
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	304
Swedish.....	1	3,721	3,826	15,339	4,377	4,591.20	20,000
United States.....	11	40,169	47,406	66,528	40,099	50,187.30	92,618
Totals, May, 1925.....	54	181,799	222,765	309,363	184,719	225,270.48	346,617
Totals, May, 1924.....	61	202,332	247,061	339,076	207,251	251,031.50	416,435
Totals, May, 1923.....	57	187,294	230,949	318,347	196,625	231,331.45	326,042

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 51 per cent of the total commercial transits of the Canal during the month of May, 1925, comprised about 53 per cent of the Panama Canal net tonnage, and carried about 54 per cent of the total cargo in transit through the Canal during the month.

The following statement shows the commercial traffic through the Canal in May, 1925, classified according to nationality of vessels, by direction of transit, and the combined traffic in both directions, together with the totals for May, 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British.....	51	201,129	262,506	322,619	201,097	\$245,716.32	211,237
Chilean.....	1	3,479	4,672	7,310	3,976	4,348.75	1,805
Colombian.....	1	67	77	153	68	83.75	62
Danish.....	5	11,977	16,955	19,549	12,020	14,438.45	15,921
Dutch.....	4	17,076	20,723	27,748	17,627	19,835.74	18,771
French.....	7	27,102	33,441	44,338	27,177	30,302.57	13,278
German.....	8	24,293	32,992	39,520	24,434	30,366.25	33,318
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	3	9,477	11,710	15,480	9,755	11,846.25	3,580
Japanese.....	3	12,006	14,141	17,884	11,751	14,770.10	18,799
Jugo-Slavic.....	1	2,694	3,987	4,289	2,705	3,367.50	6,250
Norwegian.....	11	35,927	45,108	56,018	36,134	38,327.40	36,597
Panaman.....	2	1,423	2,651	3,694	2,644	1,762.40	2,586
Peruvian.....	2	2,193	4,791	7,708	3,604	2,741.25	2,515
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	656
Swedish.....	4	11,253	13,802	27,882	13,606	11,538.88	3,759
United States.....	109	449,608	559,069	717,076	449,971	469,485.32	305,124
Totals, May, 1925.....	214	815,730	1,034,001	1,321,443	822,458	905,256.77	674,258
Totals, May, 1924.....	209	833,791	1,051,624	1,335,551	831,856	926,387.18	712,344
Totals, May, 1923.....	229	931,410	1,139,661	1,467,094	929,315	986,949.06	742,351
<i>Pacific to Atlantic.</i>							
Belgian.....	2	6,982	8,064	10,236	6,290	8,727.50	14,789
British.....	38	172,512	219,795	287,183	178,182	213,991.68	232,349
Chilean.....	1	3,512	4,705	7,310	3,976	4,390.00	3,017
Colombian.....	1	67	77	153	68	83.75	109
Danish.....	1	5,188	5,663	6,913	5,218	6,485.00	9,700
Dutch.....	4	14,620	22,995	23,718	14,455	18,275.00	32,134
French.....	2	8,501	10,495	13,532	8,511	10,626.25	17,116
German.....	5	16,961	22,630	27,580	16,988	21,201.25	32,935
Greek.....	1	2,724	3,460	4,359	2,773	3,405.00	6,800
Italian.....	4	14,642	16,868	23,510	13,749	18,302.50	14,564
Japanese.....	3	11,372	14,955	18,015	11,182	14,215.00	21,151
Jugo-Slavic.....	1	3,593	4,163	5,687	3,562	4,491.25	8,400
Norwegian.....	5	16,268	19,591	24,961	16,216	20,089.05	35,816
Panaman.....	1	1,384	2,606	2,461	1,384	1,730.00	1,518
Peruvian.....	2	2,495	5,356	8,049	4,187	3,118.75	2,693
Spanish.....	1	3,284	3,897	5,617	3,342	4,105.00	304
Swedish.....	3	9,591	12,576	24,727	11,204	11,928.70	33,683
United States.....	82	349,041	435,785	554,763	347,030	435,169.75	681,706
Totals, May, 1925.....	158	642,737	813,681	1,048,774	648,317	800,335.43	1,148,784
Totals, May, 1924.....	208	826,455	1,034,046	1,330,911	828,755	1,029,377.73	1,641,642
Totals, May, 1923.....	190	793,989	988,753	1,272,944	801,474	985,266.98	1,522,732
<i>Combined traffic.</i>							
Belgian.....	2	6,982	8,064	10,236	6,290	8,727.50	14,789
British.....	89	373,641	482,301	609,802	379,279	459,708.00	443,586
Chilean.....	2	6,991	9,377	14,620	7,952	8,738.75	4,822
Colombian.....	2	134	154	306	136	167.50	171
Danish.....	6	17,165	22,618	26,462	17,238	20,923.45	25,621
Dutch.....	8	31,696	43,718	51,466	32,082	38,110.74	50,905
French.....	9	35,603	43,936	57,870	35,688	40,928.82	30,394
German.....	13	41,254	55,622	67,100	41,422	51,567.50	66,253
Greek.....	1	2,724	3,460	4,359	2,773	3,405.00	6,800
Irish.....	1	3,066	3,647	5,088	2,889	2,625.84	.....
Italian.....	7	24,119	28,578	38,990	23,504	30,148.75	18,144
Japanese.....	6	23,378	29,096	35,899	22,933	28,985.10	39,950
Jugo-Slavic.....	2	6,287	8,150	9,976	6,267	7,858.75	14,650
Norwegian.....	16	52,195	64,699	80,979	52,350	58,416.45	72,413
Panaman.....	3	2,807	5,257	6,155	4,028	3,492.40	4,104
Peruvian.....	4	4,688	10,147	15,757	7,791	5,860.00	5,208
Spanish.....	2	6,244	7,626	10,704	6,342	7,805.00	960
Swedish.....	7	20,844	26,378	52,609	24,810	23,467.58	37,442
United States.....	192	798,649	994,854	1,271,839	797,001	904,655.07	986,830
Totals, May, 1925.....	372	1,458,467	1,847,682	2,370,217	1,470,775	1,705,592.20	1,823,042
Totals, May, 1924.....	417	1,660,246	2,085,670	2,666,462	1,660,611	1,955,764.91	2,353,986
Totals, May, 1923.....	419	1,725,399	2,128,414	2,740,038	1,730,789	1,972,216.04	2,265,083

VESSELS WITHOUT CARGO.

Vessels transiting the Canal during the month of May, 1925, in ballast, are shown in the following tabulation, grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	4	16,840	\$12,150.72	1	4,124	\$2,969.28
Dutch.....	1	4,317	3,108.24			
French.....	2	9,981	7,186.32			
Irish.....	1	3,647	2,625.84			
Norwegian.....	1	6,489	4,672.08			
United States.....	38	224,554	162,474.66			
General cargo ships:						
Danish.....	2	6,260	4,507.20			
Norwegian.....	3	11,431	8,230.32			
Panamanian.....	1	45	32.40			
Swedish.....	3	9,655	6,987.63			
United States.....	10	34,808	25,231.41	1	359	302.25
Totals.....	66	328,027	237,206.82	2	4,483	3,271.53

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of May, 1925, is as follows:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	3	17,636	\$19,313.40	33	200,331	\$210,470.25
Ballast.....	47	265,828	192,217.86	1	4,124	2,969.28
General cargo ships:						
Laden.....	145	688,338	648,736.55	123	608,867	586,593.65
Ballast.....	19	62,199	44,988.96	1	359	302.25
Totals.....	214	1,034,091	905,256.77	158	813,681	800,335.43
Steamers.....	192	958,529	840,974.28	151	791,657	776,870.48
Motor ships.....	17	74,643	63,646.89	5	19,987	20,964.95
Motor schooners.....	4	235	199.85	1	77	83.75
Sailboats.....	1	594	435.75	1	1,960	2,416.25
Totals.....	214	1,034,091	905,256.77	158	813,681	800,335.43

Of the 343 steamers, 251 were oil burners and 92 were coal burners.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by vessels transiting the Panama Canal free of tolls during the month of May, 1925. If tolls had been assessed against these vessels at commercial rates the amounts would have been approximately as indicated:

Class.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of ships.	Panama Canal net tonnage.	Tolls.	No. of ships.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Cruisers.....	2	6,600	\$3,300.00	1	3,400	\$1,700.00
Minesweepers.....	3	2,396	1,198.00			
Subchasers.....	1	77	38.50	1	77	38.50
Submarines.....	10	5,200	2,600.00	10	5,200	2,600.00
Subtenders.....	1	1,400	700.00	1	1,400	700.00
Transports.....				1	3,992	4,790.40
Tugs.....				3	3,000	1,500.00
U. S. Army vessels:						
Launches.....	1	5	2.50	1	5	2.50
Transports.....	1	5,852	7,022.40			
Tugs.....				2	1,000	500.00
Panama Government.....	1	101	72.72	1	101	72.72
For repairs.....				1	4,693	3,378.96
Totals.....	20	21,631	14,934.12	22	22,863	15,283.08

* Indicates displacement tonnage.

* Indicates Panama Canal net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of May, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific	
Pacific to Atlantic	23
Totals	23

The following statement shows the number of launches transiting the Canal during the month of May, 1925. These launches although paying tolls are excluded from the statements concerning commercial traffic.

	Number.	Tonnage.	Tolls.
Atlantic to Pacific	8	43	\$33.15
Pacific to Atlantic	5	54	55.50
Totals	13	97	88.65

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of May, 1925, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving	50,042	26,094	76,136
Local cargo shipped	7,890	112	8,002
Transit cargo arriving	1,833,468	1,792,180	3,625,648
Transit cargo clearing	1,845,308	1,805,499	3,650,807
Cargo received for transshipment	23,455	22	23,477
Cargo transshipped	24,946		24,946
Vessels supplied with bunker coal:			
U. S. Army and Navy		1	1
Commercial, other than Panama Railroad	61	3	64
Totals	61	4	65
Coal supplied to above vessels:			
U. S. Army and Navy		4	4
Commercial, other than Panama Railroad	24,972	631	25,603
Coal issued, miscellaneous:			
Panama Canal departments	295	93	388
U. S. Army, excepting vessels	498		498
Individuals and companies	227		227
Returned to Navy at Cristobal	726		726
Total issues and sales	26,718	728	27,446
Coal on hand, June 1, 1925	25,503	20	25,523
Coal on hand, May 1, 1925	32,986	22	33,008
Coal received during the month	19,235		19,235
Borrowed from Navy at Balboa		726	726
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments	7,815.67	17,614.24	25,429.91
Panama Railroad Company	466.86		466.86
Army and Navy		99.53	99.53
Individuals and companies		103.81	103.81
Total issues and sales	8,282.53	17,817.58	26,100.11
Fuel oil received during May, 1925			
Fuel oil on hand, June 1, 1925	42,900.21	39,837.60	82,737.82
Diesel oil sold during May, 1925	109.98		109.98
Diesel oil on hand, June 1, 1925	35,230.96	504.16	35,735.12
Miscellaneous transfers		698.14	698.14
Gasoline and kerosene pumped for Panama Canal	7,823.90	10,875.26	18,699.16
Gasoline pumped for individuals and companies		18,999.77	18,999.77
Oil pumped for individuals and companies	453,208.50	284,741.46	737,949.96
Total fuel oil, gasoline, and kerosene handled	469,424.91	333,132.21	802,557.12
Admeasurement of vessels:			
U. S. equivalent certificates issued	19	8	27
Measured for Panama Canal net tonnage	9		9
Remeasured for Panama Canal net tonnage	14	7	21
Panama Canal net tonnage corrected	6	4	10
U. S. equivalent tonnage corrected	18	7	25

	Cristobal.	Balboa.	Total.
Services of harbor equipment:			
Tugs, total operating hours.....	421½	223½	645½
Launches, total operating hours.....	1,011	1,267	2,278
Scows, total operating days.....		13	13
Revenues from tug services, pilotage, etc.:			
Tug revenue.....	\$12,510.00	\$6,949.50	\$19,459.50
Pilotage.....	15,128.00	5,845.00	20,973.00
Seamen.....	10,104.00	7,568.00	17,672.00
Launch service.....	1,346.00	2,312.12	3,658.12
Wharfage.....	12,949.18	3,182.31	16,131.49
Ships measured.....	365.00	15.00	380.00
Miscellaneous cash collections.....	937.36	587.50	1,524.86
Ships repaired at Panama Canal shops:			
Commercial.....	33	12	45
U. S. Army and Navy.....	9	6	15
Panama Canal equipment.....	15	17	32
Vessels dry docked:			
Commercial.....	2	2	4
U. S. Army and Navy.....	4	2	6
Panama Canal equipment.....	3	1	4
Clearances issued.....	200	217	417
Bills of Health issued.....	204	217	421

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.....	423	2,665,386	1,658,598	383	2,397,411	1,488,449
Vessels entering port but not transiting Canal.....	58	308,273	186,903	11	19,376	13,442
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	72	449,259	275,457	53	311,084	183,603
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.....	426	2,695,952	1,673,199	384	2,408,152	1,493,991
Vessels entering port but not transiting Canal.....	56	295,964	179,476	10	19,312	13,388
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	75	476,746	293,059	53	318,117	186,822

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Total.	First class.	Others.	Total.
Disembarking:						
From Atlantic ports.....	931	513	1,444	40	78	118
From Pacific ports.....	174	124	298	166	88	254
Total disembarking.....	1,105	637	1,742	206	166	372
Embarking:						
For Atlantic ports.....	1,330	495	1,825	44	62	106
For Pacific ports.....	176	47	223	62	71	133
Total embarking.....	1,506	542	2,048	106	133	239
Remaining on board vessels:						
From Atlantic to Pacific ports.....	785	1,409	2,194	760	1,451	2,211
From Pacific to Atlantic ports.....	1,916	2,623	4,539	2,072	2,667	4,739
From Atlantic to Atlantic ports.....	551	89	640			
From Pacific to Pacific ports.....				14		14
Total on board.....	3,252	4,121	7,373	2,846	4,118	6,964
Total arriving.....	4,357	4,758	9,115	3,052	4,284	7,336
Total departing.....	4,758	4,663	9,421	2,952	4,251	7,203

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to vessels during the month of May, 1925:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$67.34	\$425.87	\$1,748.71	\$49.66	\$131.09	\$2,422.67
Panama Railroad vessels.....	18.90	25.77	1,639.65	716.35	588.65	2,989.32
Commercial vessels.....	1,654.62	7,547.70	16,266.30	192.59	1,830.16	27,491.37
Totals, May, 1925.....	1,740.86	7,999.34	19,654.66	958.60	2,549.90	32,903.36
Totals, May, 1924.....	1,858.05	6,415.74	19,905.02	782.62	2,278.56	31,239.99
Totals, May, 1923.....	1,144.30	4,653.96	14,713.20	.....	3,145.33	23,656.79
Sales at Balboa to:						
Government vessels.....	532.51	3,552.03	15,971.75	157.39	782.09	20,995.77
Commercial vessels.....	887.94	5,185.93	10,796.77	964.54	794.29	18,629.47
Totals, May, 1925.....	1,420.45	8,737.96	26,768.52	1,121.93	1,576.38	39,625.24
Totals, May, 1924.....	802.03	5,622.57	22,102.23	294.89	7,647.90	36,469.62
Totals, May, 1923.....	862.53	3,292.95	14,274.08	635.90	4,434.43	23,499.89

The aggregate sales to Government vessels during the month were \$23,418.44; to Panama Railroad vessels \$2,989.32; to other commercial vessels \$46,120.84; making the grand total of sales to all vessels \$72,528.60.

LOCK OPERATIONS.

The following tabulations show the number of lockages, and the number of vessels passing through the locks during the month of May, 1925, as compared with the corresponding month in 1924 and 1923, together with the consumption of water for lockages in May, 1925, as compared with the preceding month and the corresponding month in 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Noncommercial.			May, 1925.	May, 1924.	May, 1923.
	North.	South.	Total.	North.	South.	Total.			
Gatun.....	155	201	356	7	6	13	369	416	416
Pedro Miguel.....	159	208	267	9	14	23	390	448	444
Miraflores.....	159	208	367	8	8	16	383	441	438
Number of vessels put through locks.									
Gatun.....	162	222	384	28	29	57	441	503	458
Pedro Miguel.....	163	217	380	40	35	75	455	510	490
Miraflores.....	163	217	380	42	38	80	460	505	485

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	40	39	42
Panama Canal equipment.....	17	36	38

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
Lockages.....	<i>Cubic feet.</i> 1,069,390,000	<i>Cubic feet.</i> 870,800,000	<i>Cubic feet.</i> 926,420,000
Leakage.....	25,000,000	13,500,000	20,000,000
Maintenance.....	22,970,000	.....	7,870,000
Totals, May, 1925.....	1,117,360,000	884,300,000	954,290,000
Totals, April, 1925.....	1,040,360,000	717,220,000	738,040,000
Totals, May, 1924.....	1,655,130,000	1,429,010,000	1,341,380,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of May, 1925, are shown in comparative form:

Rainfall for month.	May, 1925.	May, 1924.	May—Years of record.		
	Inches.	Inches.	Maximum.	Minimum.	Mean.
Pacific section.....	7.85	8.68	12.13	4.95	9.06
Central section.....	7.79	10.06	16.05	6.31	10.64
Atlantic section.....	8.20	16.23	22.24	4.54	13.42
Maximum recorded on any one day.....	3.61	3.70	10.65		
Gatun Lake watershed.....	6.77	12.22	17.88	6.18	11.46
Chagres River watershed above Alhajuela.....	6.79	18.47	20.51	5.69	12.60
Maximum recorded for month at any one point.....	12.14	24.38	30.51		
Minimum recorded for month at any one point.....	3.12	5.51		1.60	
<i>Hydrography.</i>					
	C. f. s.	C. f. s.	C. f. s.	C. f. s.	C. f. s.
Discharge of Chagres River at Alhajuela.....	1,021	2,588	5,220	491	2,146
Maximum momentary discharge for month.....	7,039	32,740	61,200		
Gatun Lake watershed total yield.....	2,499	5,199	8,665	1,417	4,645
Gatun Lake watershed net yield.....	1,792	4,754	7,964	583	4,069
Draft on Gatun Lake for lockages and power.....	2,187	2,616	2,616	1,067	1,885

¹ 12.25 represents the maximum 24 hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun on October 23 and 24, 1923. (NOTE—Extreme outlying stations in the Republic of Panama not included in this report.) ² May 5, 1918. ³ Not including May, 1914.

SEISMOLOGY.

One slight seismic tremor was recorded on May 3d.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, is shown in the following tabulation:

Item.	May, 1925.	May, 1924.	May, 1923.
Gross output, KWH:			
Gatun hydroelectric station.....	5,045,900	5,265,500	4,463,200
Miraflores steam plant.....	250	70	
Power distributed to consumers..... KWH..	4,066,260	4,050,852	3,712,543
Loss of power in plants, accessories, transmissions, and transformers..... KWH..	979,890	1,214,718	583,694
Per cent of loss of power to gross output.....	19.41	23.06	13.08
Water consumption..... cubic feet..	3,893,399,272	3,960,295,407	3,556,450,506
Oil consumption..... barrels..	282.87	448.87	1,006

In addition to the usual operation and maintenance work carried on, electrical installation and repair work was performed on 29 vessels during the month. There were 297 work orders issued during the month, as compared with 244 work orders during the month of April, 1925.

SHOP, FOUNDRY AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 57 vessels at Cristobal and 35 at Balboa. The more important items of repair included the following:

Calking and recoppering of entire underwater body of the S. S. *Nones*.

The steamship *Baldbutte* was put in dry dock and temporary repairs made to allow vessel to proceed to destination.

The conversion and overhauling of the Peruvian Cruiser *Coronel Bolognesi* was carried forward during the month.

The output of the foundry in patterns and castings, as compared with the previous month was as follows:

	May, 1925.			April, 1925.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	15	1,038	58,403	5	962	36,135
Steel.....	4	355	64,232	6	108	26,656
Nonferrous.....	12	716	11,093½	10	527	11,473½

There were 567 job orders on hand at the beginning of the month, 677 were authorized during the month, and 732 completed, leaving 512 on hand at the close of the month. There were 370 standing orders on hand at the beginning of the month, none were authorized during the month and none completed, leaving 370 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels are shown in comparative form in the following tabulation:

	May, 1925.	May, 1924.	May, 1923.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	626,680,750	610,151,500	684,899,000
Filtration plants.....	387,564,000	366,550,000	408,187,000
Water consumed by Panama.....	94,767,000	91,315,000	93,479,000
Water consumed by Colon.....	46,160,000	53,055,750	58,896,500
Sales of water to vessels.....	10,552,819	10,292,685	8,551,122

The usual maintenance work was performed on the roads, streets, and walks, and the water and sewer systems. Work was continued on repair of Bolivar Highway. Additional portions of the highway started to break up during the month and authority was given to repair these sections.

DREDGING.

West Culebra slide has shown a slight movement between stations 1774 and 1794 W. This movement amounted to 2.0 feet toward the Canal for the month.

A portion of the bank fronting the Cucaracha slide basin between stations 1809 and 1813 E settled and pushed out into the basin for about 50 feet. The dredge *Gamboa* worked from the 4th to the 8th on this slide and removed 18,650 cubic yards of material.

On the 20th of the month an additional break of approximately 100 feet in depth occurred along the back and southerly portions of Cucaracha Village slide between stations 1841.50 and 1844. Only a slight shoaling occurred in the channel, which requires no immediate attention.

All other slides were quiescent during the month and there was no interference with Canal traffic due to slides.

The total excavation during the month was 323,350 cubic yards as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
2,950	2,950		Maintenance.....	Gaillard Cut, East Culebra.....	<i>Gamboa.</i>
29,950	8,550	21,400	Maintenance.....	Gaillard Cut, grader No. 3 anchorage.....	<i>Gamboa.</i>
28,900	7,250	21,650	Maintenance.....	Gaillard Cut, Empire mooring.....	<i>Gamboa.</i>
18,650	4,650	14,000	Maintenance.....	Gaillard Cut, Cucaracha slide.....	<i>Gamboa.</i>
15,600	15,600		Maintenance.....	Gaillard Cut, Las Cascadas reach.....	<i>No. 83.</i>
26,700	4,700	22,000	Project No. 1.....	Pacific entrance.....	<i>Paraiso.</i>
22,500		22,500	Maintenance.....	Pacific entrance.....	<i>Paraiso.</i>
5,000	5,000		Project No. 1.....	Pacific entrance.....	<i>No. 83.</i>
14,100	14,100		Maintenance.....	Pacific entrance.....	<i>No. 83.</i>
80,000	80,000		Maintenance.....	Atlantic entrance.....	<i>No. 86.</i>
45,000	45,000		Auxiliary.....	Naval Air Station, Coco Solo.....	<i>No. 86.</i>
6,000	6,000		Auxiliary.....	Balboa inner harbor.....	<i>No. 83.</i>
28,000	28,000		Maintenance.....	Balboa inner harbor.....	<i>No. 83.</i>

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters as of May 31, shown in comparative form, was as follows:

	As of May 31, 1925.			Comparative totals.		
	Men.	Women.	Children.	May, 1925.	May, 1924.	May, 1923.
Americans.....	2,534	2,048	2,303	6,885	6,941	6,416
Europeans.....	74	29	69	172	177	166
West Indians.....	4,128	2,650	6,774	13,552	12,824	13,007
Totals, May, 1925.....	6,736	4,727	9,146	20,609		
Totals, May, 1924.....	6,665	4,756	8,521		19,942	
Totals, May, 1923.....	6,625	4,820	8,144			19,589

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of May 20, 1925, together with a comparison of the working force for the preceding month and for May, 1924:

	As of May 20, 1925.			Total employees.	
	Gold.	Silver.	Total.	April, 1925.	May, 1924.
Operation and Maintenance:					
Office.....	37	38	75	66	66
Electrical.....	171	182	353	376	342
Municipal Engineering.....	72	515	587	726	593
Lock Operation.....	205	621	826	844	810
Dredging.....	170	847	1,017	1,024	1,040
Mechanical.....	475	762	1,237	1,468	1,169
Marine.....	176	543	719	709	725
Fortifications.....	24	403	427	333	34
Totals.....	1,330	3,911	5,241	5,546	4,779
Supply Department:					
Quartermaster.....	165	1,145	1,310	1,281	1,271
Subsistence.....	7	97	104	106	91
Commissary.....	190	915	1,105	1,079	1,009
Cattle Industry, plantations.....	6	268	274	266	163
Hotel Washington.....	8	97	105	104	97
Transportation.....	38	165	203	201	197
Totals.....	414	2,687	3,101	3,037	2,828
Accounting Department.....	196	7	203	204	202
Health Department.....	222	715	937	937	959
Executive Department.....	512	272	784	763	759
Totals.....	930	994	1,924	1,904	1,920
Panama Railroad:					
Superintendent.....	48	228	276	270	254
Transportation.....	61	106	167	178	168
Receiving and Forwarding Agent.....	79	970	1,049	1,159	868
Coaling Stations.....	41	339	380	304	497
Totals.....	229	1,643	1,872	1,911	1,787
Grand totals, May, 1925.....	2,903	9,235	12,138		
Grand totals, April, 1925.....	2,869	9,529		12,398	
Grand totals, May, 1924.....	2,804	8,510			11,314

VITAL STATISTICS.

A total of 147 deaths occurred during the month of May, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 14.16 per thousand. The leading causes of death were: Tuberculosis (various organs), 27; pneumonia (broncho and lobar), 19; diarrhea and enteritis (including colitis), 10; organic diseases of the heart, 9; and nephritis (acute and chronic), 8; cancer (various organs), 8. Of the total deaths, 44, or 30 per cent occurred among children under 5 years of age. There were 11 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 265 live births reported during the month, and 14 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 28.88 per 1,000 population. Deaths among children under 1 year of age numbered 34, giving an infant mortality rate of 128.30 per thousand live births.

The total number of malaria cases reported during the month was 121. Of these, 7 were reported from Panama City, 1 from Colon, and 72 from Canal Zone sanitarized areas, and 41 originated outside of our sanitarized areas. Of the total, 18 were employees, 38 were nonemployees, and 65 were Army and Navy personnel. There was 1 death from malaria, a colored nonemployee living near Frijoles.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of materials ordered on United States requisitions and received on the Isthmus during the month, cash sales from stock, etc., as compared with the preceding month, and with the corresponding month in 1924, were as follows:

	May, 1925.	April, 1925.	May, 1924.
Material received on United States requisitions:			
For Department of Operation and Maintenance	\$250,746.64	\$563,296.88	\$343,886.15
For other Panama Canal departments	8,497.29	9,903.15	14,402.30
Totals	259,243.93	573,200.03	358,288.45
Cash sales on the Isthmus:			
Stock	27,120.95	31,750.28	27,739.12
Fuel oil	332.50	538.29	348.11
Scrap	609.29	3,074.88	528.81
Obsolete and second-hand material	3,432.78	6,094.42	854.90
Totals	31,495.52	41,457.87	29,470.94

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures from July 1, 1924, to April 30, 1925, inclusive. It is impossible to submit the figures for the month of May at the time of writing this report, since all bills, charges, etc., involved in the accounting have not been completed:

	Month.		Fiscal year.	
	April, 1925.	April, 1924.	This year.	Last year.
Tolls	\$1,735,535.27	\$1,903,855.97	\$18,023,683.42	\$20,543,025.49
Other receipts	255,848.07	238,143.64	2,847,826.44	2,668,187.52
Total transit revenues	1,991,383.34	2,141,999.61	20,871,509.86	23,211,213.01
Total transit expenses	888,725.05	989,357.55	9,303,593.30	9,197,645.40
Net transit revenues	1,102,658.29	1,152,642.06	11,567,916.56	14,013,567.61
Three per cent capital charge (theoretical)	610,398.37	607,439.14	6,075,250.98	6,073,389.39
Transit surplus	492,259.92	545,202.92	5,492,665.58	7,940,178.22
Business revenues	1,284,891.94	1,070,644.41	11,696,643.21	10,766,784.00
Business expenses	1,359,022.27	978,524.29	10,917,587.74	9,909,966.22
Net business revenues	(74,130.33)	92,120.12	779,055.47	856,817.78
Three per cent capital charge (theoretical)	53,231.28	52,053.31	576,463.90	567,983.39
Business deficit	(127,361.61)	40,066.81	202,591.57	288,834.39
Combined revenues	3,034,851.12	2,988,735.89	29,888,842.24	31,666,969.53
Combined expenses	2,006,323.16	1,743,973.71	17,541,870.21	16,796,584.14
Net revenues	1,028,527.96	1,244,762.18	12,346,972.03	14,870,385.39
Three per cent capital charge (theoretical)	663,629.65	650,492.45	6,651,714.88	6,641,372.78
Combined surplus	364,898.31	585,269.73	5,695,257.15	8,229,012.61

Respectfully,

M. L. WALKER,

Governor.

Dry Season Rainfall from 1912 to 1925 at Various Points.

Dry season period extending from—	Duration of dry season. (in days.)	RAINFALL—INCHES.						
		Porto Bello.	Colon.	Gatun.	Gamboa.	Alha- juela.	Pedro Miguel.	Balboa Heights.
December 1, 1911 to May 7, 1912	159	5.74	6.37	10.30	3.03	1.02	6.29	4.76
January 2, 1913 to April 23, 1913	112	9.67	8.15	10.85	3.45	1.22	1.14	1.28
December 23, 1913 to April 24, 1914	123	7.37	5.55	5.46	2.23	.43	3.17	2.32
January 7, 1915 to April 19, 1915	103	.....	21.98	25.14	6.92	7.54	3.24	4.56
December 26, 1915 to April 10, 1916	107	.....	7.68	7.09	5.08	2.41	3.04	3.97
December 18, 1916 to April 26, 1917	130	.....	4.14	3.62	1.31	.67	2.92	3.63
December 20, 1917 to April 19, 1918	121	.....	7.90	10.20	4.09	2.24	7.27	5.43
November 27, 1918 to April 12, 1919	137	.....	5.33	4.92	2.36	1.52	2.00	.93
December 16, 1919 to May 13, 1920	150	10.18	5.26	3.37	2.52	1.78	6.15	4.46
December 8, 1920 to May 11, 1921	155	23.87	14.05	13.16	7.69	5.81	4.60	10.64
January 7, 1922 to May 4, 1922	118	13.92	5.39	7.41	3.56	1.22	5.64	3.69
January 4, 1923 to May 4, 1923	121	15.68	6.88	4.77	1.13	1.33	.47	1.96
December 19, 1923 to April 19, 1924	123	10.59	4.94	6.23	3.35	2.17	1.66	.38
January 7, 1925 to April 23, 1925	107	9.37	5.11	7.87	2.54	1.83	3.46	1.36

MOVEMENTS OF OCEAN VESSELS.
Week ending at midnight, June 20, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Salvador.....	4	17	20	5	14	13	00	14	15	20	215	50	17	2	Cristobal	General.	1,037	1,270	735
Sutermco.....	13	23	55	14	6	15	14	13	54	14	324	0	46	2	Newark	General.	3,000	3,984	2,628
Calgarolite.....	13	15	45	14	6	15	14	14	58	14	463	3	20	0	Tampico	Crude oil	8,401	8,401	5,940
Avonede.....	13	17	05	14	7	00	14	14	36	14	380	0	53	3	New York	Ballast	11,500	5,449	4,014
Mundaka.....	14	5	15	14	7	08	14	15	35	14	370	0	53	2	Baltimore	General	5,000	5,668	4,297
Texan.....	14	7	22	14	8	34	14	16	28	14	471	0	59	2	Los Angeles	General	5,198	9,154	6,903
Svealand.....	14	7	15	14	9	15	14	17	08	14	572	0	72	0	Cruz Grande	General	15,425	3,826	
Norina.....	14	10	20	14	10	25	14	17	18	14	385	0	51	0	Baltimore	General	4,054	5,466	4,181
Steel Seafarer.....	14	7	00	14	12	53	14	13	34	14	424	2	56	6	Philadelphia	(s)	7,427	7,611	5,454
Swiflight.....	14	14	46	14	13	15	14	21	07	American	464	0	60	0	New York	Ballast	2,920	3,803	2,355
Tanana.....	14	17	10	15	7	20	15	14	27	15	320	0	46	0	New York	General	9,055	7,472	55,42
Robin Gray.....	14	20	15	15	8	35	15	16	20	15	424	8	55	2	New Orleans	Steel, general	2,083	5,999	4,101
Canada Maru.....	15	6	30	15	9	35	15	16	58	15	407	9	49	7	New Orleans	(s)			
Framlington Court.....	15	11	30	15	12	18	15	19	30	15	396	7	53	3	Rio de Janeiro	Ballast	5,540	3,702	
Uarda.....	15	7	15	15	12	52	15	20	23	15	470	0	61	0	Hamburg	General	4,888	9,154	6,712
Vega.....	13	0	40	15	13	00	15	21	00	16	401	0	54	0	Hampton R'ds	Navy supplies	3,193		
Manuel Armas.....	14	17	42	16	6	05	16	14	48	16	435	0	56	0	Barcelona	General	127	7,732	5,518
Apple Branch.....	15	21	31	16	7	10	16	15	00	16	371	0	51	0	Valparaiso	General	2,486	5,112	3,511
Auditor.....	15	6	25	16	9	00	16	13	38	16	410	0	52	3	Liverpool	Ballast	6,235	4,245	
Losada.....	15	20	15	16	10	00	16	16	48	16	406	1	54	2	Vancover	General	6,844	7,221	4,844
Dryden.....	16	10	15	16	10	54	16	17	51	16	434	3	57	7	Carra	General	7,171	7,983	5,882
Jamaica.....	9	16	05	16	12	40	16	19	30	16	229	0	33	0	Manila	Case oil, general	870	1,187	622
Mayebashi Maru.....	17	4	20	17	6	18	17	13	18	17	445	0	58	0	Cristobal	General	5,798	8,012	5,749
Eagle.....	17	6	05	17	7	20	17	14	45	17	410	0	56	0	Kobe	(r)	4,038	8,243	6,266
London Cor-pxation.....	17	7	20	17	8	30	17	15	33	17	419	0	55	0	Portland	General	1,012	7,026	4,515
The Lambs.....	17	11	10	17	11	20	17	18	14	19	395	5	55	0	Vancover	General	4,555	7,285	5,256
K. I. Lukenbach.....	17	11	15	17	13	45	17	20	19	17	446	0	56	0	Honolulu	Coal, general	6,000	8,552	6,236
Alma.....	17	12	35	18	6	18	18	14	18	23	457	0	58	0	San Francisco	General	7,404	9,201	6,961
Rumutaka.....	17	18	30	18	7	25	18	14	35	18	360	2	51	6	Gatun Lake	General	2,914	5,760	3,998
Santa Luisa.....	14	17	20	18	8	05	18	16	18	16	213	9	35	2	Auckland	General	1,229	1,200	698
Epoeca.....	18	7	55	18	7	58	18	16	18	21	600	0	65	3	Champerico	General	1,644	1,041	411
Mongolia.....	18	7	55	18	8	35	18	15	33	18	233	0	65	3	San Francisco	General	4,269	7,384	5,226
Breda.....	15	6	00	18	9	40	18	17	00	18	282	0	58	0	Valparaiso	General	3,118	2,899	1,962
Point Lobos.....	17	23	25	18	9	40	18	17	20	18	289	0	44	0	Vancover	General			

* Motor ship.

* Transport.

* Launch.

* Sulphate of ammonia, tin, steel, and general.

* Cotton, bones, resin, and general.

* Cotton, lubricating oil, iron, screws, and general.

Port Auckland.	18	8	05	18	10	46	18	18	16	18	19	20	British	Commonwealth & Dom. Line.	480.8	62.0	25.10	Hull	Adelaide.	General.	4,304	10,862	8,191
La Poca	18	12	20	18	12	30	18	18	08	18	20	09	American.	Union Oil Co.	425.0	56.2	19.0	St. Rose.	San Pedro.	Ballast.	7,150	4,765	
Watertown	18	15	43	19	6	25	19	14	15	19	15	30	American.	Cities Service Transp. Co.	416.9	56.2	20.0	New York.	San Francisco.	Ballast.	6,706	4,766	
President Mon-	19	17	50	19	7	12	19	14	09	20	0	14	American.	Dollar Line.	502.1	62.2	26.3	New York.	San Francisco.	General.	3,698	12,023	
roce	19	0	35	19	8	25	19	15	44	19	16	45	British.	Roosevelt Steamship Co.	400.3	55.3	20.0	New York.	Boalick.	Sulphur, general.	5,193	7,476	
Silverlarch	18	16	59	19	9	55	19	16	10	20	1	55	American.	Pacific Mail Steamship Co.	380.0	48.0	23.6	New York.	San Francisco.	General.	2,817	5,926	
Ecuador.	18	16	59	19	9	55	19	16	10	20	1	55	American.	Pacific Mail Steamship Co.	380.0	48.0	23.6	New York.	San Francisco.	General.	2,817	5,926	
Middleham	19	6	50	19	12	40	19	19	27	19	20	37	British.	James Chambers & Co.	380.0	50.0	22.0	New York.	Wanronni.	General, gasoline	3,551	5,028	
Castle	19	14	40	20	6	30	20	12	56	20	13	59	American.	Dollar Line.	429.0	55.0	18.8	Philadelphia	Seattle.	General.	1,800	7,582	
Diana Dollar.	17	17	55	20	7	05	20	14	04	20	15	30	British.	Tankers, Ltd.	400.0	52.4	16.9	Cristobal.	San Pedro.	Ballast.	6,069	4,130	
Scottish Bard	17	17	55	20	7	05	20	14	04	20	15	30	British.	Tankers, Ltd.	400.0	52.4	16.9	Cristobal.	San Pedro.	Ballast.	6,069	4,130	
Kalfarli.	20	0	25	20	8	15	20	16	18	20	17	35	Norwegian.	D. Steen.	414.5	54.0	30.7	Antwerp.	Honolulu.	(*)	8,800	7,062	
Quail.	20	6	45	20	9	27	20	16	34	20	20	51	American.	Argonaut Steamship Co.	399.6	56.7	26.1	New York.	Seattle.	(*)	7,949	6,517	
Canadun Ex-	20	6	45	20	9	27	20	16	34	20	20	51	American.	Argonaut Steamship Co.	399.6	56.7	26.1	New York.	Seattle.	(*)	7,949	6,517	
placur	29	3	45	20	10	55	20	17	32	20	18	35	British.	Canadian Govt. Mer. Marine	400.0	52.0	20.8	Montreal.	Adelaide.	General.	3,560	5,852	
Venezuela.	18	12	20	11	45	20	18	24	20	19	15	35	Italian.	Navigazione Gen. Italiana	420.0	51.5	25.4	Genoa.	Valparaiso.	General.	1,309	7,622	
Ronoke.	20	12	08	20	12	32	20	19	23	20	20	20	American.	Texas Oil Co.	416.8	56.1	19.0	New York.	San Pedro.	Ballast.	6,976	5,202	
Pakipaki.	20	12	20	20	13	15	20	20	31	20	21	45	British.	Norton, Lilly & Co.	472.1	60.0	23.0	New York.	Adelaide.	(*)	6,370	9,150	

* Tanker.

* Motor ship.

* Mines weeper.

* Coke, bricks, and general.

* Tin plates and general.

* Case oil, motor cars, and general.

* Motor ship.

° Minesweeper.

° Coke, bricks, and general.

° Tin plates and general.

° Case oil, motor cars, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Wilkesden.....	13	15	10	14	6	25	14	15	50	14	15	50	British	Britain Steamship Co	400.0	52.3	27.7	Caleta Colosa	Alexandria.....	Nitrate.....	7,850	6,363	4,669
Quail ¹³	13	16	11	14	14	15	43	20	9	45	American	U. S. Navy	180.0	35.6	.....	Pearl Islands.....	Coco Solo.....	Gasoline.....	7,313	5,976	4,069		
San Ubaldo	13	19	30	14	7	14	14	16	18	14	17	10	British	Eagle Oil Transport Co.	412.0	53.2	24.6	San Pedro	London.....	(¹⁶)	554	2,000	698
Epoca.....	13	22	00	14	8	04	14	17	20	18	7	08	Norwegian	Pacific Mail Steamship Co.	213.9	25.2	12.5	Champerico.....	Cristobal.....	Crude oil.....	15,000	10,853	7,804
Argstone.....	14	9	20	14	10	10	14	18	30	14	19	20	American	International Shipping Corp.	500.0	58.1	29.0	San Pedro	New York.....	Gasoline in bulk.....	8,704	7,639	5,206
R. J. Hanna	14	12	35	14	13	32	14	21	35	14	23	25	American	Standard Oil Co. of California	435.0	56.2	26.6	San Pedro	New York.....	General.....	4,907	6,585	4,631
Wido.....	14	15	25	15	6	27	15	13	50	16	9	25	German	Roland Line (A. G.)	393.4	53.4	20.8	Valparaiso.....	Hamburg.....	Lumber, general.....	5,644	6,583	4,931
Hallwood.....	14	21	10	15	6	40	15	14	35	15	14	35	American	Swayne & Hoyt, Inc. (S. B.)	410.5	54.3	21.0	Portland.....	Buenos Aires.....	Lumber.....	6,700	6,581	4,784
J. R. Gordon	14	21	25	15	7	12	15	16	49	15	16	40	American	Union Sulphur Co.	409.8	54.2	23.6	Aberdeen.....	New York.....	Lumber.....	9,000	7,641	5,159
H. C. Folger	14	21	45	15	7	58	15	17	15	15	17	15	American	Atlantic Refining Co.	435.0	56.0	27.0	San Francisco	Philadelphia.....	Gasoline.....	9,000	7,641	5,159
Edward Luckenbach	14	22	00	15	8	12	15	17	50	25	19	00	American	Luckenbach Line	436.6	57.7	29.0	Portland, Oreg.	Boston.....	Lumber, general.....	7,205	8,543	6,427
Standard Arrow	14	23	30	15	8	55	15	18	19	15	18	19	American	Standard Transportation Co	467.6	62.7	28.0	San Pedro	Providence.....	Gasoline.....	11,020	9,698	6,783
Canadian Highlander	15	3	40	15	9	19	15	19	08	16	3	50	British	Canadian Govt. Mer. Marine	400.0	52.4	24.0	Vancouver.....	Glasgow.....	Lumber, general.....	6,700	6,192	4,402
Canada ¹⁴	15	6	15	15	9	50	15	19	50	15	23	30	Swedish	Johnson Line	425.0	56.0	27.6	San Francisco	Bergen.....	Grain, general.....	7,920	7,576	5,456
Sun	15	1	20	15	10	34	15	20	05	15	20	05	American	San Oil Co.	382.0	49.9	22.0	San Francisco	Jacksonville.....	Gasoline.....	6,000	5,020	3,324
Habira	15	12	01	15	12	45	15	20	35	15	20	35	American	Atlantic Refining Co.	435.6	56.2	28.0	San Pedro	Philadelphia.....	Crude oil.....	10,500	7,427	5,187
San Juan	14	17	55	15	13	24	15	21	30	16	17	16	American	Pacific Mail Steamship Co.	293.0	37.0	13.6	San Francisco	Cristobal.....	General.....	299	2,379	1,593
Scudora	16	4	25	16	5	53	16	17	10	16	17	16	American	Ore Steamship Corporation	550.3	72.2	33.2	Cruz Grande.....	New York.....	Iron ore (bulk).....	20,000	15,551	4,297
Columbia	15	7	38	16	7	28	16	15	55	17	3	55	American	Pacific Mail Steamship Co.	380.0	48.7	22.3	San Francisco	Almirante.....	Coffee, general.....	4,287	6,015	4,281
Galveston ¹⁵	16	6	00	16	8	17	16	17	15	17	6	05	American	U. S. Navy	292.0	44.0	18.0	Balboa.....	New York.....	General.....	1,591	4,514	2,386
Hualtagua	16	6	00	16	9	01	16	18	08	21	6	07	Peruvian	Peruvian Line	360.0	44.7	20.0	Mollendo.....	Cristobal.....	Lumber.....	4,450	3,984	2,628
Sudawsonco.....	15	19	45	16	9	04	16	18	12	16	18	12	American	Transmarine Line	324.0	46.2	24.6	Aberdeen.....	Newark, N. J.	Lumber.....	4,450	3,984	2,628

¹⁶ Coffee, sugar, hides.

¹³ Minesweeper.

¹⁴ Motor ship.

¹⁵ Light cruiser.

° Minesweeper.

° Motor ship.

° Light cruiser.

° Coffee, sugar, hides.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Net.
Pomona.....	15	20.30	16	9.54	16	18.18	16	18.18	American.	Weyerhaeuser Timber Co.	440.0	56.0	27.0	Everett, Wash.	Baltimore.	Lumber.	7,000	8,324	6,036
Seitengle ¹⁷	16	7.40	16	10.36	16	19.40	16	19.40	American.	C. D. Mallory & Co., Inc.	464.6	60.2	28.0	San Pedro.	Fall River.	Crude oil (bulk).	10,685	8,473	5,997
Seckong ¹⁷	16	5.00	16	10.39	16	19.13	16	19.13	American.	United American Line.	390.0	54.2	25.0	Seattle.	Baltimore.	Lumber, general.	6,621	6,162	4,417
Agwimex ¹⁷	16	14.15	16	15.05	16	22.30	16	22.30	American.	International Shipping Corp.	480.5	66.0	30.6	San Pedro.	Baltimore.	Crude oil.	13,500	9,394	6,306
Ohio ¹⁸	14	22.00	16	6.19	17	12.25	17	15.00	American.	E. W. Scripps.	160.5	26.0	11.0	Chapo River.	Baltimore.	Ballast.	530	530	240
Munarios.....	16	15.00	17	7.03	17	14.48	17	14.48	American.	Munson Line.	370.0	62.0	24.6	Seattle.	Jacksonville.	General.	5,550	5,577	4,225
Amsfort ¹⁷	17	6.00	17	8.07	17	15.55	17	18.25	Dutch.	Royal Netherlands W. I. Mail.	482.1	62.7	28.0	Carral.	Hamburg.	General.	9,194	10,083	6,883
Scottish Bard ¹⁷	16	23.00	17	9.25	17	17.55	20	7.05	British.	Tankers, Ltd.	400.0	52.4	26.0	San Pedro.	Cristobal.	Fuel oil.	7,500	6,069	4,130
Canadian Win- ner.....	17	8.20	17	10.06	17	17.28	17	17.28	British.	Canadian Govt. Mer. Marine.	399.8	52.2	25.0	Vancouver.	Antwerp.	Lumber, general.	6,456	5,885	4,073
Pennsylvania.....	17	11.30	17	13.48	17	20.15	18	1.25	American.	American-Hawaiian Line.	407.7	53.7	26.0	Seattle.	Boston.	General.	6,512	7,107	4,916
Big Bill ¹⁸	17	11.30	17	13.48	17	20.15	18	1.25	American.	William Hale Thompson.	60.7	16.6		Gatun Lake.	Cristobal.	Ballast.	51	51	13
Jugoslavija.....	17	23.25	18	6.11	18	14.50	16	16.30	Jugo-Slavic.	Baburizza & Co.	410.0	49.0	26.8	Taitai.	Algiers.	Nitrate of soda.	8,244	5,721	4,188
Argyllshire.....	17	23.30	18	7.18	18	15.45	18	20.20	British.	Turnbull, Martin & Co.	526.2	61.4	24.0	Sydney.	London.	Frozen, general.	8,500	12,206	8,508
Santa Cruz.....	18	0.20	18	8.25	18	15.50	19	0.05	American.	Grace Line.	384.0	50.2	18.6	Iquique.	New York.	General.	2,889	5,534	3,868
Shenandoah ¹⁷	17	13.30	18	9.04	18	16.42	18	16.42	American.	The Texas Co.	416.8	56.1	27.0	San Pedro.	Baton Rouge.	Gasoline, refined.	8,679	6,997	5,191
Teno.....	17	24.00	18	10.08	18	17.20	18	19.20	Chilean.	Gia. Sud Americana de Vapores	421.8	56.0	25.0	Valparaiso.	New York.	General.	3,245	7,758	4,672
Santa Tecla.....	17	23.30	18	11.16	18	18.08	18	18.30	American.	N. O. & S. A. S. Co.	298.6	40.0	21.6	Antofagasta.	New Orleans.	Nitrate of soda.	3,600	2,832	1,803
Emilie Maersk.....	17	3.30	18	12.20	18	20.50	18	22.05	Danish.	A. P. Moller.	284.9	42.4	15.6	Puntarenas.	New York.	(*)	1,275	2,438	1,691
London Mer- chant.....	17	23.35	18	13.49	18	21.10	18	21.10	British.	Furness, Withy & Co.	450.4	58.1	28.6	Vancouver.	Manchester.	General.	9,500	8,416	5,720
San Ugon ¹⁸	18	15.45	19	6.14	19	13.25	19	13.25	British.	Eagle Oil Transport Co.	413.0	53.4	25.6	San Pedro.	London.	Gasoline.	7,384	5,976	4,069
Swaniron.....	18	20.30	19	7.19	19	15.15	19	15.30	American.	Transmarine Corporation.	324.0	46.2	23.0	Grays Harbor.	New York.	Lumber.	5,000	3,984	2,628
Rio ¹⁹	19	10.55	19	11.50	19	18.42	19	19.50	German.	Roland Line (A. G.).	367.0	51.0	21.6	Antofagasta.	New York.	Copper ore.	5,399	4,899	3,704
John D. Arch- bold ¹⁹	19	10.50	19	13.18	20	12.15	20	14.05	American.	Standard Oil Co. of N. J.	554.9	73.3	30.2	San Pedro.	Charleston.	Crude oil.	19,500	14,785	10,313
Athenic.....	19	17.30	20	6.20	20	13.50	20	16.45	British.	Shaw, Savill & Albion Co.	500.3	63.3	24.9	Port Chalmers.	London.	Frozen, general.	5,000	12,896	9,571
Arato ¹⁹	19	3.30	20	6.27	20	15.45	20	16.45	Colombian.	S. Passo and A. A. Thorp.	94.0	24.0	7.0	Buenaventura.	Cristobal.	(*)	114	160	77
Ansald II.....	19	17.20	20	7.15	20	16.15	20	19.25	Italian.	Societa Nazionale de Nav.	393.2	51.6	24.6	Antofagasta.	Alexandria.	Nitrate.	7,200	5,405	3,846
Santa Paula.....	20	5.00	20	7.56	20	16.35	20	16.35	American.	Pacific Mail Steamship Co.	404.6	53.9	26.9	San Francisco.	New York.	General.	7,000	6,756	4,775
Leikanger.....	20	2.20	20	9.03	20	17.05	20	17.05	Norwegian.	Westfall, Larsen & Co. (A. S.).	375.3	52.3	23.11	Cebu.	New Orleans.	Copra, hemp.	5,118	5,953	4,354
Luse Nielsen.....	20	8.35	20	9.58	20	17.55	20	17.55	Norwegian.	Dingwall, Cotts & Co.	409.6	54.0	23.10	Vancouver.	New York.	Lumber.	6,775	6,617	4,831
Canadian Im- porter.....	20	10.00	20	10.59	20	19.43	20	21.15	British.	Canadian Govt. Mer. Marine.	400.5	52.4	23.0	Vancouver.	Montreal.	Lumber, general.	5,617	5,891	4,187

¹⁷ Tanker.¹⁸ Motor ship¹⁹ Yacht.²⁰ Lumber, lathes, and general.²¹ Cedar logs and hardwood.²² Coffee, hides, and hats.

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

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From —	Date.	Vessel.	Line.	For —
June 14.....	Cartago.....	United Fruit Co.....	New Orleans via Habana.	June 14.....	Cartago.....	United Fruit Co.....	Bocas del Toro.
June 14.....	Ulua.....	United Fruit Co.....	Port Limon.	June 14.....	Ulua.....	United Fruit Co.....	New York via Habana.
June 14.....	Inapaquina ²²	United Fruit Co.....	Coast ports.	June 14.....	Camden.....	United Fruit Co.....	Baton Rouge.
June 15.....	Teutonia.....	Hamburg-American Line.....	Hamburg via wayports.	June 14.....	Inapaquina ²²	United Fruit Co.....	Colon.
June 16.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.....	Amsterdam via wayports.	June 15.....	Teutonia.....	Hamburg-American Line.....	Puerto Barrios.
June 16.....	Tolca.....	United Fruit Co.....	New York via Habana.	June 16.....	Brian.....	Royal Netherlands W. I. Mail.....	Curacao.
June 16.....	Abangarez.....	United Fruit Co.....	Havre via wayports.	June 17.....	Cristobal.....	United Fruit Co.....	New Orleans via Habana.
June 16.....	Pellerin de La Touche.....	French Line.....	New Orleans via Habana.	June 17.....	Oranje Nassau.....	Panama Railroad Steamship Line.....	New York via Haiti.
June 17.....	Nellie Moulton ²²	Surgeon Brothers.....	Colon.	June 17.....	Carrillo.....	Royal Netherlands W. I. Mail.....	Port Limon.
June 17.....	Cartago.....	United Fruit Co.....	Bocas del Toro.	June 18.....	Santa Marta.....	United Fruit Co.....	New York via Kingston.
June 17.....	Carrillo.....	United Fruit Co.....	Colombian ports.	June 18.....	Abangarez.....	United Fruit Co.....	Colombian ports.
June 17.....	S-42 ²³	United Fruit Co.....	New York via Kingston.	June 18.....	Nellie Moulton ²²	Surgeon Brothers.....	New Orleans via wayports.
June 17.....	U. S. Navy.....	High seas.	Colon.	June 19.....	Pellerin de La Touche.....	French Line.....	Colon.
June 18.....	El Norte.....	Enrique Heurtado.....	Colon.	June 19.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.....	Havre via wayports.
June 18.....	Impeco ²²	Colon Import & Export Co.....	New York via San Juan.	June 20.....	Impeco ²²	Colon Import & Export Co.....	Amsterdam via wayports.
June 20.....	St. Michel ²⁴	U. S. Army.....	Port Limon.				Colon.
June 20.....	Oranje Nassau.....	Royal Netherlands W. I. Mail.....					

PORT OF BALBOA.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From —	Date.	Vessel.	Line.	For —
June 8.....	Romulus.....	A. O. Lindvig.....	Tacana.	June 17.....	Romulus.....	A. O. Lindvig.....	Tocopilla.

* Other than ships passing through the Canal.

Dry Season, 1925.

Meteorologically, the dry season began about January 7 and ended about April 23, extending over a period of 107 days, but it was preceded and followed by a transitional period of several weeks' duration. Indications of the approaching dry season began to be noticeable by December 6, and continued rainy season conditions did not begin until about May 17.

The duration of actual dry season conditions was slightly below the average; but from a water-supply standpoint, this season was the fourth driest in the last 14 years.

Chagres River—The Chagres River discharge at Alhajuela was 18 per cent below the 24-year, 4-months (January to April, inclusive) dry-season average, or 1,028 c. f. s. against a mean of 1,251 c. f. s. The minimum discharge of the Chagres River during the 4-months period was 467 c. f. s. on April 24; the maximum discharge for the same period was 13,300 c. f. s. on January 3.

Gatun Lake.—Gatun Lake continued to fall, but to a lesser extent, from April 23 to May 17, during the transitional period from dry to rainy season conditions, and reached its lowest elevation, 82.57 feet, on May 17. A storage depletion from Gatun Lake of 20.67 billion cubic feet occurred during the past dry season, as compared with 14.60 billion cubic feet for last year and 24.42 billion cubic feet in 1920; these figures represent total storage losses from maximum to minimum lake height.

The full Isthmian power load was carried by the Gatun hydro-electric station throughout the duration of the dry season, and water used for generating purposes totaled 15.86 billion cubic feet from January to April, inclusive; while requirements for lockage purposes totaled 9.03 billion cubic feet during the same period. By short chamber lockages and cross filling, the water saved at the locks during the 4 months from January to April, inclusive, amounted to approximately 0.45 feet on Gatun Lake.

The following data are indicative of the net inflow into Gatun Lake during the dry season months during the past 10 years:

NET YIELD IN C. F. S. ¹

	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	10-year average for the month.
December	7,673	4,986	9,218	2,158	4,939	3,698	7,649	7,842	4,232	7,742	6,014
January	1,863	1,111	3,023	1,541	769	1,216	8,641	2,363	1,050	2,565	2,414
February	1,320	139	431	73	-287	951	1,482	698	1,041	601	645
March	698	-182	36	-50	-385	-121	190	-84	93	-278	-8
April	1,076	447	1,119	3,259	-706	244	210	-185	2,303	652	841
May	4,063	4,635	7,964	4,352	583	2,109	4,605	2,825	4,754	1,792	3,768

¹ Net yield in the total yield minus the evaporation on Gatun Lake.

² Decembers are of previous year, i. e., December of 1925 dry season is December, 1924.

The net yield of Gatun Lake watershed for the dry season period of each year since the formation of Gatun Lake has been as follows:

	c. f. s.		c. f. s.
1912	3 10	1919	998
1913	1,267	1920	9
1914	782	1921	873
1915	2,791	1922	1,347
1916	1,336	1923	658
1917	519	1924	736
1918	1,329	1925	525

³ Estimated.

**Report of Cargo Discharged and Laded by Vessels Entering and Clearing
from Port of Balboa for Week Ending June 20, 1925.**

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Salvador.....	Pacific Steam Navigation Co.....	June 14.....	June 14.....	59	5
San Juan.....	Pacific Mail Steamship Co.....	June 14.....	June 15.....	114	
Colombia.....	Pacific Mail Steamship Co.....	June 15.....	June 16.....	228	
Vega.....	U. S. Navy.....	June 15.....	June 16.....	102	
Jamaica.....	Pacific Steam Navigation Co.....	June 16.....	June 16.....		4
Emilie Maersk.....	A. P. Moller.....	June 17.....	June 18.....	469	
Santa Luisa.....	Grace Line.....	June 18.....	June 18.....		2

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

At the office of the Port Captain in Balboa a limited stock of navigational charts, books, etc., is also carried, and this office is in a position to fill practically any order in this connection that a ship might place.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity. \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity.72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton.50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton. 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.

Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive Cristobal.	Leave Cristobal.	Arrive Port-au- Prince.	Leave Port-au- Prince.	Arrive New York.
	3 p. m.	a. m.	p. m.	a. m.	3 p. m.	a. m.	p. m.	a. m.
Panama	June 16...	June 21...	June 21...	June 24...	June 28...	July 1...	July 1...	July 6.
Ancon.	June 23...	June 28...	June 28...	July 1...	July 5...	July 8...	July 8...	July 13.
Cristobal.	June 30...	July 5...	July 5...	July 8...	July 12...	July 15...	July 15...	July 20.
Panama	July 11...	July 16...	July 16...	July 19...	July 23...	July 26...	July 26...	July 31.
Ancon.	July 18...	July 23...	July 23...	July 26...	July 30...	Aug. 2...	Aug. 2...	Aug. 7.
Cristobal.	July 25...	July 30...	July 30...	Aug. 2...	Aug. 6...	Aug. 9...	Aug. 9...	Aug. 14.

Effective May 2, steamers sail daylight saving time.

Steamers sail at 3 p. m. from Pier 65, North River, foot of West 25th St., New York.

* Sails 3 p. m. from Pier 67, North River, foot of West 27th Street.

The stay of steamers at Port-au-Prince, Haiti is of sufficient length of time to allow passengers to visit points of interest.

WEST COAST SERVICE.

In addition, a regular freight service is maintained without calls en route direct to Cristobal, Buenaventura, and Ecuadorian ports. Particulars upon application.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storeshouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Sale of Scrap.

The Panama Canal offers for sale to the highest bidder approximately 4,258 net tons of iron and steel scrap. Bids will be received in the offices of the General Purchasing Officer, The Panama Canal, Washington, D. C., and the Chief Quartermaster, The Panama Canal, Balboa Heights, Canal Zone, up to 10.30 a. m., June 25, 1925, and then opened. Forms of proposal, Circular 1676, with full information, may be had upon application to the above-mentioned offices.

Sale of Refrigerating and Ice-making Machines.

The Panama Canal offers for sale to the highest bidders one refrigerating and ice-making machine with gasoline engine, and one steam driven ice-making machine. 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., July 14, 1925, and then opened. Forms of proposal with full description may be had upon application to the office of the Chief Quartermaster.

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.

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., July 1, 1925.

No. 47.

Traffic Through Canal for Fiscal Year 1925.

During the month of June, 1925, 368 commercial vessels transited the Canal, on which tolls of \$1,659,490.06 were collected. The average daily receipts from tolls for the month was \$55,316.33, which is the lowest daily average receipts for any month of the past fiscal year except May.

In addition to the commercial traffic, 11 small launches transited the Canal on which tolls of \$27.60 were paid. These were small vessels measuring under 20 tons.

The total number of commercial transits for the fiscal year 1925 was 4,673, on which tolls of \$21,400,523.51 were paid. As compared with the fiscal year 1924, which was a record year in Panama Canal traffic, this shows a decrease of 10.6 per cent in number of transits, and 11.9 per cent in tolls. As compared with the fiscal year 1923, the traffic for the fiscal year just ended shows an increase of 17.8 per cent in transits and 22.2 per cent in tolls.

From the opening of the Panama Canal to traffic on August 15, 1914, to the close of business on June 30, 1925, a total of 29,705 commercial vessels have transited the Canal paying \$119,203,341.97 in tolls.

In the following tabulation, the number of commercial transits and amount of tolls collected are shown for the fiscal year 1925, together with the daily averages of transits and tolls, with comparative totals for the fiscal years 1924 and 1923:

Month.	Totals for month.		Daily averages.	
	Transits.	Tolls.	Transits.	Tolls.
July.....	422	\$1,935,296.43	13.61	\$62,428.92
August.....	372	1,769,999.94	12.00	57,097.09
September.....	395	1,832,935.33	13.17	61,097.84
October.....	393	1,796,255.77	12.68	57,943.73
November.....	384	1,750,937.00	12.80	58,364.57
December.....	407	1,893,495.04	13.12	61,080.49
Totals, half year.....	2,373	10,978,919.51	12.89	59,668.04
January.....	401	1,832,024.35	12.93	59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April.....	382	1,735,429.37	12.73	57,847.65
May.....	372	1,705,592.20	12.00	55,019.10
June.....	368	1,659,490.06	12.26	55,316.33
Totals, half year.....	2,300	10,421,604.00	12.70	57,577.92
Totals, fiscal year, 1925.....	4,673	21,400,523.51	12.80	58,631.57
Totals, fiscal year, 1924.....	5,230	24,290,963.54	14.29	66,368.75
Totals, fiscal year, 1923.....	3,967	17,508,414.85	10.87	47,968.26

Cable Notice.

The All-America Cables, Incorporated, advises that effective July 1, cable rates to the Dutch East Indies will be increased one-cent per word.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, June 27, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Rennera.	20	18.55	21	6.05	21	12.56	21	21.24	British.	New Zealand Shipping Co.	485.0	62.3	27.1	London.	Wellington.	General.	8,170	11,717	8,751
Agwihavre.	20	18.28	21	6.15	21	13.45	21	15.05	American.	International Shipping Co.	383.0	56.0	20.0	Baltimore.	Los Angeles.	Ballast.	9,334	6,305	6,305
Jersey Moor.	20	20.05	21	7.20	21	14.39	21	15.59	British.	Moor Line, Ltd.	430.5	51.0	15.6	St. Thomas.	San Francisco.	Ballast.	5,640	4,262	4,262
Hagood.	21	1.00	21	7.28	21	15.07	21	17.08	American.	Cities Service Transp. Co.	435.0	56.0	22.0	New York.	San Pedro.	Ballast.	7,426	5,094	5,094
Dakota.	21	3.10	21	7.55	21	15.36	21	16.35	American.	American-Hawaiian Line.	407.7	53.7	22.8	Boston.	Seattle.	General.	5,300	7,156	5,058
Crampton Anderson.	21	8.05	21	11.05	21	17.10	21	18.00	American.	Pan-American Petroleum Co.	435.0	56.0	19.9	Perth Amboy.	San Pedro.	Ballast.	7,406	5,159	5,159
Hanley.	21	21.10	22	6.08	22	13.48	22	17.40	American.	Weyerhaeuser Timber Co.	440.0	56.0	20.0	Baltimore.	Seattle.	Ballast.	9,077	5,995	5,995
Bengal Maru.	22	3.05	22	7.05	22	14.37	22	15.45	Japanese.	Nippon Yusen Kaisha.	440.0	54.5	20.6	New York.	Yokohama.	General.	3,294	8,897	4,125
Nardana.	22	9.30	22	10.30	22	16.57	22	18.24	British.	British India Steam Nav. Co.	409.5	58.0	26.0	New York.	Sydney.	General.	4,356	8,213	5,434
Waimana.	21	18.20	22	9.45	22	17.36	22	18.28	British.	Shaw, Savill & Albion Co.	449.5	63.0	29.3	London.	Auckland.	General.	6,750	11,229	8,252
Caifaro.	21	17.27	22	11.40	22	20.14	22	21.26	Italian.	Transatlantica Italiana.	398.0	50.0	18.0	Genoa.	Valparaiso.	General.	3,000	6,554	4,906
Catla.	22	10.23	22	12.02	22	18.51	23	11.13	British.	Union Steamship Co.	217.9	37.0	11.0	Montrose.	Vancouver.	Ballast.	1,640	927	927
Iowa.	22	0.30	22	13.05	22	21.22	22	22.30	French.	French Line.	448.9	53.3	23.6	Havre.	Vancouver.	General.	5,260	7,469	5,020
El Captain.	22	22	22	22	22	22	22	22	American.	Captain Brown.				Cristobal.	Balboa.	Ballast.	13	13	13
Swiftwind.	22	14.35	23	6.10	23	13.05	23	14.00	American.	C. D. Mallory & Co.	464.0	60.2	20.6	Fall River.	San Pedro.	Ballast.	8,473	5,797	5,797
Willbilo.	23	6.40	23	10.08	23	16.47	23	18.20	American.	Williams Line.	435.0	57.0	22.0	New York.	Seattle.	Coal, general.	5,500	7,983	5,882
Freighter.	23	12.35	23	12.45	23	19.22	24	5.18	British.	Canadian Govt. Mer. Marine.	400.0	52.0	15.0	Glasgow.	Vancouver.	General.	2,500	6,224	4,487
San Roberto.	23	14.00	23	14.10	23	20.24	24	3.39	British.	Anglo-Mexican Petroleum Co.	406.0	52.2	18.0	Hull.	San Pedro.	Ballast.	6,239	4,350	4,350
Min.	24	5.30	24	5.30	24	13.19	24	12.35	British.	Hain Steamship Co.	400.0	53.0	22.0	New York.	Auckland.	General.	3,984	5,156	4,480
Trontolite.	24	6.03	24	8.55	24	16.03	24	20.37	British.	Imperial Oil Co.	420.8	57.0	24.0	Kiel.	Tahara.	Ballast.	7,226	4,649	4,649
Kinkasan Maru.	23	22.35	24	8.50	24	17.22	24	18.52	Japanese.	Mitsui Bussan Kaisha.	380.0	53.5	20.6	Antwerp.	San Francisco.	General.	5,009	5,545	3,488
Robert Luckenbach.	24	12.36	24	12.56	24	19.18	24	20.12	American.	Luckenbach Line.	445.0	58.0	23.6	New York.	Los Angeles.	General.	8,695	6,375	6,375
Garfield.	24	6.25	24	14.00	24	20.24	25	20.30	American.	Grace Line.	299.4	45.0	19.8	New York.	Salverry.	General.	1,360	3,256	2,010
Frogner.	24	18.15	25	6.05	25	13.31	25	14.40	Norwegian.	Fearnley & Eger.	407.1	53.8	26.10	Port Arthur.	Brisbane.	Oil, sulphur.	7,520	7,010	5,310
Robert E. Hopkins.	25	0.55	25	7.10	25	14.12	25	15.30	American.	Tidewater Oil Co.	424.0	58.2	18.0	New York.	San Pedro.	Ballast.	5,988	7,727	5,182
Mula.	25	7.45	25	8.42	25	15.35	25	18.54	American.	Roland Line.	449.0	58.0	24.0	Antwerp.	Corral.	General.	7,727	5,349	5,349
Atrato.	20	15.45	25	11.23	25	19.02	27	17.27	Colombia.	Colombian Transport Co.	34.0	23.0	9.0	Cristobal.	Tumaco.	General.	57	160	77
Saint Louis.	25	3.30	25	11.30	25	18.25	25	19.30	French.	French Line.	398.0	59.3	18.2	Havre.	Valparaiso.	General.	1,366	5,857	4,166
Ortega.	24	22.00	25	13.45	25	19.45	25	21.10	British.	Pacific Steam Navigation Co.	465.3	56.0	24.0	Liverpool.	Valparaiso.	General.	3,422	8,345	4,998
San Juan.	15	21.30	26	6.08	26	15.05	26	16.10	American.	Pacific Mail Steamship Co.	283.0	37.0	17.6	Cristobal.	San Francisco.	General.	1,498	2,379	1,593
Isis.	25	10.08	26	6.08	26	13.55	26	17.30	German.	United American Line.	376.0	51.6	24.3	Hamburg.	Vancouver.	General.	6,183	5,788	4,027
Lena Luckenbach.	22	14.03	26	7.05	26	15.15			American.	U. S. Navy.	310.0	44.0	18.0	Obaldia.	Balboa.	Ballast.			
Tanker.	26	6.00	26	8.35	26	15.50	26	17.05	American.	Luckenbach Line.	425.0	53.8	25.0	Galveston.	Seattle.	General.	6,679	7,217	5,295

* Launch.

† Tender.

‡ Motor ship; tanker.

§ Motor schooner.

¶ Motor ship.

‡ Cruiser.

§ Steel products and general.

W. H. Libby	26	8.58	26	10.05	26	16.34	27	8.08	American	Standard Oil Co.	462.0	60.7	19.0	Norfolk.	San Pedro	Ballast.	8,461	6,104
Hualaga	23	16.43	26	11.00	26	17.45	26	19.34	Peruvian	Peruvian Line	300.0	44.7	21.4	Covenas.	Callao	(*)	1,060	4,514
Norman Mon-																		
arch.	26	10.00	26	11.10	26	18.36	26	19.41	British	Monarch Steamship Co.	400.0	52.0	15.0	Norfolk.	Williams Head	Ballast.	5,508	4,146
Essequibo.	26	3.35	26	12.05	26	19.42	26	20.30	British	Pacific Steam Navigation Co.	450.0	57.0	24.6	New York.	Valparaiso	General	9,099	6,117
Vistula	26	15.18	27	6.02	27	14.07	27	15.23	Danzig	Standard Oil Co.	498.8	54.1	18.10	New York.	Talcahuano	Ballast.	10,604	8,167
Amis.	26	16.25	27	7.10	27	14.55	27	16.30	German	Kosmos Line	438.7	55.0	20.6	Hamburg.	Talcahuano	General	7,286	5,174
Commercial																		
Pathfinder	26	20.35	27	8.15	27	16.07	27	17.40	American	Moore & McCormick	395.1	49.4	26.2	New Orleans.	San Pedro	Sulphur, general	6,733	5,220
James B. Duke.	27	6.50	27	9.25	27	16.34	27	17.45	American	Garland Steamship Co.	385.0	51.0	16.0	New York.	San Pedro	General	2,050	6,242
Silver	27	9.48	27	10.55	27	18.04	27	19.13	British	S. & J. Thompson	375.0	52.0	24.0	New York.	Yokohama	General	7,002	6,085
Santa Malta.	26	23.25	27	12.37	27	18.59	27	19.58	American	Atlantic & Pacific Steamship Co.	404.0	53.7	22.0	Baltimore.	San Francisco	General	4,650	6,766

* Motor ship. ** 1,060 tons general and 250 head of cattle.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Oroya.	20	17.05	21	6.16	21	13.30	21	16.08	British	Pacific Steam Navigation Co.	525.3	62.8	24.6	Cerone.	Liverpool	(*)	5,380	13,133
Willaro.	20	15.50	21	6.57	21	15.05	21	15.05	American	Williams Steamship Line	386.8	52.2	24.0	Bellingham.	Norfolk	Lumber, general.	5,602	5,684
Julia Lucken-																		
bach.	21	1.00	21	8.00	21	15.15	21	15.15	American	Luckenbach Line	436.6	57.2	29.0	Portland, Ore.	Boston	Lumber, general.	7,716	8,543
Swiftsure	21	6.30	21	8.48	21	16.20	21	16.20	American	C. D. Mallory & Co.	464.0	60.2	29.0	San Pedro.	River	Crude oil.	10,500	8,473
Chickasaw City	21	10.20	21	11.03	21	17.53	21	17.53	American	Isthmian Lines	411.6	54.0	27.5	Los Angeles.	New York.	Lumber, general.	8,132	7,322
Florence Luck-																		
enbach.	21	10.00	21	11.24	21	18.50	21	18.50	American	Luckenbach Line	401.8	52.5	26.4	Tacoma.	New York.	Lumber	5,996	6,002
San Maca-																		
domio	21	9.00	21	12.16	21	19.50	21	19.50	British	Eagle Oil Transport Co., Ltd.	487.2	52.3	26.6	San Pedro.	London	Gasoline.	7,218	6,192
Quail	21	15.25	22	6.24	22	11.32			American	U. S. Navy	180.0	33.6		Pearl Island.	Coco Solo			
Acayulta	21	23.00	22	7.06	22	13.35			British	Pacific Steam Navigation Co.	215.7	33.5	16.0	Champerco.	Cristobal	General	524	1,273
Santa Ana	22	0.42	22	8.00	22	15.22	22	21.20	American	Grace Line	360.2	51.9	19.6	Antofagasta.	New York.	General	1,658	5,776
Pearl Franch.	22	2.30	22	9.00	22	16.27	22	16.27	British	Gulf Line, Ltd.	398.1	53.9	22.0	Valparaiso.	Liverpool	Nitrate, cotton	5,786	5,760
Canadian																		
Spinner	22	8.20	22	10.04	22	17.40	22	18.15	British	Canadian Govt. Mer. Marine	399.2	52.4	15.0	Sydney.	Montreal	General	5,871	4,094
Agawismit	22	10.05	22	11.36	22	20.10	22	20.10	American	International Shipping Corp.	499.9	68.1		San Pedro.	New York.	Crude oil.	14,500	10,853
Steel Worker.	22	10.45	22	12.09	22	19.27	23	6.00	American	Isthmian Lines	424.2	56.2	24.0	Anacortes.	Lumber	Lumber	6,280	7,611
Comibank	22	10.20	22	15.21	22	22.20	23	0.10	British	Andrew Weir & Co.	419.6	53.9	25.0	Makata.	Malmö	Phosphate	8,200	7,097
Leon XIII.	22	17.00	23	6.19	23	13.05	26	0.45	Spanish	Spanish Line	410.0	46.0	21.1	Valparaiso.	Barcelona	General	765	5,521
Seastris	22	23.00	23	7.07	23	14.45	23	23.23	German	Kosmos Line	381.0	50.0	18.5	Vancouver.	Hamburg	General	2,478	4,979
Lochinvar	22	23.10	23	8.28	23	16.05	23	22.35	British	Royal Mail Steam Packet Co.	484.7	62.3	29.0	Vancouver.	Antwerp	General	9,442	10,766
Cincinnati	23	0.35	23	9.07	23	17.35	26	21.55	American	U. S. Navy	555.6	53.4	15.8	Honolulu.	New York.	General	(*)	
Calverton	23	5.31	23	10.08	23	17.20	23	17.20	American	American-Hawaiian Line	445.0	59.0	23.4	Tacoma.	Boston	General	7,000	8,507
Veranger	23	8.30	23	11.08	23	18.33	23	18.33	Norwegian.	Westfall, Larsen & Co. (A. S.)	469.0	60.0	28.8	San Pedro.	Liverpool	Benzine.	12,000	9,431
William Cam-																		
pion.	23	16.45	24	6.17	24	13.40	24	13.40	American	Garland Steamship Corporation	384.4	51.2	25.0	Aberdeen.	Philadelphia	Lumber	6,000	6,327
Bessmer City.	23	16.13	24	7.16	24	14.55	24	14.55	American	U. S. Steel Products Co.	434.2	56.2	25.6	Mangarin, P.I.	Port Galveston	Sugar	7,821	7,611
Byron D. Ben-																		
son	23	17.20	24	8.15	24	16.20	24	16.20	American	Tide-water Oil Co.	465.4	60.2	28.3	San Pedro.	New York	Crude oil.	11,925	8,546
Paulina	23	20.30	24	9.14	24	17.25	24	17.25	British	Anglo-Saxon Petroleum Co.	412.0	53.3	25.6	San Pedro.	London	Gasoline.	7,522	6,239
Patrician.	24	7.00	24	10.14	24	17.55	24	19.10	British	T. and J. Harrison	421.0	56.0	25.0	Vancouver.	London	(*)	8,300	6,353

* Tender.

** Motor ship.

** Cruiser.

** Tin ore, cotton, copper, oil cake, borate, and general.

** Grain, lead, and general.

** 9,000 tons displacement.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—Continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam, water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Kronland.	23	22.10	24	11.11	24	18.55	24	19.20	American.	Panama-Pacific Line.	560.0	60.2	28.0	San Francisco.	New York.	General.	4,200	13,514	9,127
Vancote	24	9.35	24	12.11	24	21.16	24	21.16	British.	Imperial Oil Co., Ltd.	499.6	68.0	30.0	Talara, Peru.	Montreal.	Crude oil.	15,591	11,043	7,374
Arcutius	20	22.20	24	13.20	24	22.26	24	22.26	American.	New York Zoological Society.	268.3	46.2	17.4	Galapagos Is.	New York.	Gasoline.	2,636	1,613	
Republic	24	14.30	24	15.04	24	23.13	24	23.13	American.	Galena Navigation Co.	391.8	51.3	25.0	San Pedro.	Baton Rouge.	Gasoline.	5,747	5,551	3,881
Bologna.	24	16.45	25	6.28	25	14.00	26	3.10	Italian.	Navigazione Generale Italiana.	384.9	46.7	21.0	San Antonio.	Genoa.	General.	1,885	5,531	3,774
Illinois	24	19.10	25	7.03	25	14.55	25	14.55	American.	The Texas Co.	416.8	56.1	26.0	San Pedro.	Marcus Hook.	Gasoline (bulk).	8,225	7,130	5,413
Gen. William M. Graham.	25	7.28	25	11.45	25	16.20	25	16.20	American.	U. S. Army.	156.0	32.0	...	Balboa.	Cristobal.	...	...	...	...
Camden	24	20.30	25	8.11	25	16.20	25	16.20	American.	U. S. Navy.	400.0	47.1	25.0	Honolulu.	New London.	...	...	...	...
Bushnell	24	22.25	25	8.37	25	17.40	25	17.40	American.	U. S. Navy.	356.0	45.8	16.0	Honolulu.	New London.	...	...	...	...
S-10	24	20.35	25	8.46	25	17.10	25	17.10	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
S-11	24	20.35	25	8.46	25	17.10	25	17.10	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
Falcon	24	20.30	25	9.12	25	17.55	25	17.55	American.	U. S. Navy.	187.0	35.6	19.0	Honolulu.	New London.	...	...	...	...
S-22	24	21.00	25	9.10	25	17.37	25	17.37	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
S-23	24	21.00	25	9.10	25	17.37	25	17.37	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
Almagro	25	0.20	25	10.00	25	19.15	26	23.45	British.	Pacific Steam Navigation Co.	303.4	43.0	16.11	Callao.	New York.	General.	1,632	2,578	1,714
S-12	24	23.40	25	10.09	25	18.55	25	18.55	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
S-13	24	20.40	25	10.09	25	18.55	25	18.55	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
Victrolite	25	5.30	25	12.41	25	19.32	25	19.32	British.	Imperial Oil Co.	459.7	68.2	30.3	San Pedro.	Hamburg.	Crude oil.	15,000	11,049	7,732
Helan	25	11.15	25	12.29	25	20.55	26	11.10	German.	Kosmos Line.	459.1	52.8	25.0	Coral.	Hamburg.	Nitrate, general.	6,830	7,621	5,313
Nevada	25	12.05	25	13.16	25	21.30	26	18.50	French.	Cie. Gle. Transatlantique.	436.0	56.0	26.0	Vancouver.	Le Havre.	General.	7,869	7,500	5,196
S-21	24	20.40	25	14.00	25	24.00	25	24.00	American.	U. S. Navy.	231.0	21.0	16.0	Honolulu.	New London.	...	...	...	...
Karama	25	14.15	25	15.05	26	0.20	26	11.05	British.	Shaw, Savill & Albion Co.	420.0	51.0	21.0	Port Chalmers.	London.	Frozen, general.	4,443	7,105	5,073
Clan MacQuarrie	25	6.30	26	7.22	26	15.00	26	15.00	British.	Clan Line Steamers, Ltd.	429.3	53.7	24.0	Melbourne.	Lands End.	Copra and gen.	5,000	7,112	4,917
Eastern Planet	25	23.00	26	7.13	26	15.38	26	15.28	American.	U. S. & A. Lines (S. B.).	384.8	51.2	18.0	Melbourne.	New York.	General.	2,406	6,235	4,450
Ares	25	24.00	26	8.11	6	16.20	27	2.00	Dutch.	Royal Netherlands W. I. Mail.	340.9	48.2	20.4	Valparaiso.	Dunkirk.	General.	4,143	4,385	3,195
Japan Arrow	26	3.40	26	9.09	26	16.57	26	16.57	American.	Standard Transportation Co.	468.3	62.7	26.6	San Pedro.	New York.	General.	11,577	10,084	7,426
Edgar F. Luckenbach	26	3.45	26	10.13	26	17.42	26	17.42	American.	Luckenbach Line.	425.0	57.3	26.6	Seattle.	Boston.	Lumber.	7,704	8,568	6,565
Lima	26	10.40	26	11.24	26	18.48	26	20.12	Swedish.	Johnson Line, Stockholm.	364.0	51.5	24.11	Vancouver.	Esbjerg.	General.	6,200	5,304	3,900
Enare	26	11.10	26	12.10	26	19.25	26	19.25	Norwegian.	A. S. Gorrissen & Co.	265.0	42.1	12.11	Guayaquil.	New York.	General.	1,303	2,062	1,437
Tuxpanoil	26	13.20	26	14.06	26	22.18	27	4.20	American.	McAlister Prethers (S. B.).	431.0	59.2	27.0	San Pedro.	Boston.	Crude oil.	10,000	7,862	5,049
Chilre	27	3.20	27	5.43	28	13.28	28	13.38	American.	Ore Steamship Corporation.	549.6	72.2	34.7	San Grande.	Baltimore.	Iron ore.	20,000	14,538	9,348
Sirius	26	11.55	27	7.20	27	14.17	27	14.17	American.	U. S. Navy.	401.0	54.0	23.0	San Diego.	Hampton Rds.	Naval stores.	4,538		
Tsuyama Maru	26	18.40	27	8.22	27	15.52	27	15.52	Japanese.	Nippon Yusen Kaisha.	445.0	58.0	18.0	Idaho.	New York.	Sugar, general.	3,721	7,956	5,681
Samao	26	18.40	27	9.13	27	18.30	27	18.30	Norwegian.	Westfal, Larsen & Co.	380.7	49.2	24.6	Talati, Chile.	Savannah.	Nitrates, copper.	7,010	4,751	3,360
Camilla Gilbert.	27	6.00	27	10.04	27	18.30	27	21.25	Norwegian.	Wessel, Duval & Co.	400.2	53.0	26.3	Tecopilla.	Savannah.	Nitrate of soda.	8,276	6,199	4,513
Joseph M. Cuddey	27	7.35	27	11.13	27	19.35	27	19.35	American.	Sinclair Navigation Co.	430.2	59.2	27.0	San Francisco.	Newark.	Gasoline.	9,179	7,954	5,842

* Tanker.

** Tender.

** Yacht.

** Submarine.

** Tug.

** Motor ship.

** Auxiliary.

** For orders.

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

(Continued on page 646, column 2.)

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Two Weeks Ending June 27, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Cartago.	United Fruit Co.	June 14.	June 14.	55	145
Ulua.	United Fruit Co.	June 14.	June 14.	14	500
Indiana.	Italian Steamship Line.	June 14.	June 15.	54	282
Manuel Arnus.	Spanish Steamship Line.	June 14.	June 16.	549	(¹)
Epoca.	Gorissen Steamship Line.	June 14.	June 18.	554	1229
San Juan.	Pacific Mail Steamship Line.	June 15.		299	
Oranje Nassau.	Royal Dutch W. I. Mail.	June 15.	June 17.	102	(¹)
Canada.	Johnson Steamship Line.	June 15.	June 15.	(²)	72
Breda.	Royal Dutch W. I. Mail.	June 15.	June 18.	533	202
Teutonia.	Hamburg-American Line.	June 15.	June 15.	162	15
Wido.	Roland Steamship Line.	June 15.	June 16.	196	458
Auditor.	Harrison Steamship Line.	June 15.	June 16.	785	(¹)
Losada.	Pacific Steam Navigation Co.	June 15.	June 16.	17	13
Abangarez.	United Fruit Co.	June 16.	June 18.	688	83 ¹ / ₂
Colombia.	Pacific Mail Steamship Line.	June 16.	June 17.	539	58
P. de Latouche.	French Line.	June 16.	June 19.	253	935
Huallaga.	Peruvian Steamship Line.	June 16.	June 20.	1,591	(¹)
Tolca.	United Fruit Co.	June 16.	June 17.	375	34
Scottish Bard.	Anglo-Saxon Petroleum Co.	June 16.	June 17.	7,500	(¹)
Santa Luisa.	Grace Line.	June 17.	June 18.	(²)	3
Cartago.	United Fruit Co.	June 17.	June 17.	167	299 ¹ / ₂
Santa Marta.	United Fruit Co.	June 17.	June 18.	91	301
Carrillo.	United Fruit Co.	June 17.	June 18.	1	372 ¹ / ₂
Teno.	Chilean Steamship Line.	June 18.	June 18.	¹ / ₂	(¹)
Venezuela.	Italian Line.	June 18.	June 20.	143	9 ¹ / ₂
Santa Cruz.	Grace Line.	June 18.	June 19.	179	(¹)
Ecuador.	Pacific Mail Steamship Line.	June 18.	June 19.	496	196
Oranje Nassau.	Royal Dutch W. I. Mail.	June 20.	June 20.	30	620
Oroya.	Pacific Steam Navigation Co.	June 21.	June 21.	(²)	38
Parismina.	United Fruit Co.	June 21.	June 21.	360	145
Tolca.	United Fruit Co.	June 21.	June 21.	15	579
Caffaro.	Transatlantica Italiana.	June 21.	June 22.	100	(¹)
Iowa.	French Line.	June 22.	June 22.	8	124
Bowden.	United Fruit Co.	June 22.	June 25.	(²)	500
Acajutla.	Pacific Steam Navigation Co.	June 22.		513	
Atenas.	United Fruit Co.	June 23.	June 25.	467	3
Sesoetris.	Kosmos Line.	June 23.	June 23.	6 ¹ / ₂	215
Lochmonar.	Pacific Steam Navigation Co.	June 23.	June 23.	11	265
Leon XIII.	Spanish Steamship Line.	June 23.	June 26.	155	577 ¹ / ₂
Huallaga.	Peruvian Line.	June 23.	June 26.	(¹)	1,094
Calamares.	United Fruit Co.	June 23.	June 24.	229	32
Parismina.	United Fruit Co.	June 24.	June 24.	160	18
Garfield.	Grace Line.	June 24.	June 24.	15	378
Panama.	Panama Railroad Steamship Line.	June 24.		1,945	
Tivivies.	United Fruit Co.	June 24.	June 25.	131	164
Ortega.	Pacific Steam Navigation Co.	June 24.	June 25.	60	340
Isis.	Kosmos Line.	June 25.	June 26.	(²)	20
Saint Louis.	French Line.	June 25.	June 25.	167	8
Atrato.	Colombian Transport Co.		June 25.		58
Nevada.	French Line.	June 25.	June 25.	41	246
Hetuan.	Kosmos Line.	June 25.	June 25.	240	(¹)
Bologna.	Italian Line.	June 25.	June 26.	27	105
San Juan.	Pacific Mail Steamship Line.		June 26.		1,693
Almagro.	Pacific Mail Steamship Line.	June 25.	June 27.	373	63
Essequibo.	Royal Mail Steam Packet Co.	June 26.	June 26.	308	3
Ares.	Royal Dutch W. I. Mail.	June 26.	June 27.	393	78
Enare.	Gorissen Steamship Line.	June 26.		240	
Amasis.	Kosmos Line.	June 26.	June 27.	57	(¹)
Santa Malta.	Pacific Mail Steamship Line.	June 26.	June 27.	109	17 ¹ / ₂
Camden.	United Fruit Co.	June 27.		9,072	
Surailco.	Transmarine Steamship Line.	June 27.		314	
Cavina.	Elder & Fyffes, Ltd.	June 27.	June 27.	3	(¹)

* No cargo laded.

* No cargo discharged.

* 2 packages.

* 8 packages.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending June 27, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Vega.	U. S. Navy.	June 15.	June 16.		15
Montebello.	Union Oil Company.	June 21.	June 22.	10,078	
Bologna.	Italian Line.	June 24.	June 25.	56	
Garfield.	Grace Line.	June 24.	June 25.		197
San Juan.	Pacific Mail Steamship Line.	June 26.	June 26.		1
Atrato.	Colombian Transport Co.	June 25.	June 27.		4
Tsuyama Maru.	Nippon Yusen Kaisha.	June 27.	June 27.	80	

Official Circular.

THE PANAMA CANAL, DEPARTMENT OF OPERATION AND MAINTENANCE,
BOARD OF ADMEASUREMENT,
BALBOA HEIGHTS, C. Z., July 1, 1925.

To all steamship agents—Your attention is invited to pamphlet issued by the Department of Commerce, Bureau of Navigation, January 2, 1925, entitled "Measurement of Vessels" (fourth edition), article 21 (a), Part I, of which disallows the use of plates in making temporary closures of tonnage openings in *intermediate* bulkheads of shelter deck, forecastle, bridge, and poop spaces.

Heretofore plates have been permitted in closing tonnage openings in *intermediate* bulkheads of such isolated erections as forecastle, bridge, and poop, but the above-mentioned article, confirmed by letter of recent date from the Commissioner of Navigation, disqualifies the space as an exemption by the use of plates except in the *exterior* bulkheads.

This ruling, while not retroactive, will be applied at once in deriving United States equivalent net tonnage as a factor for Panama Canal tolls.

All other specifications and regulations in article 21, Measurement of Vessels, fourth edition, will be uniformly and impartially applied as heretofore.

J. H. TOMB,

Chairman, Board of Admeasurement.

Revision of Telephone Directory.

The copy for a revised telephone directory, to be issued as of October 1, 1925, will go to the printer July 15, 1925. All changes or corrections in the present directory should be forwarded to the Telephone Supervisor, Balboa Heights, not later than July 10, 1925. Proof corrections will be made to September 1, 1925.

Transit of Auxiliary Yacht "St. George."

The auxiliary yacht *St. George*, 327 net tons, Panama Canal measurement, arrived at Balboa, June 30, 1925, en route from Tahiti and South Pacific islands to Dartmouth, England. She is owned and operated by the Research Expeditions, Ltd., of England and has a party of distinguished scientists aboard who have been engaged in scientific research work in the South Pacific islands for several months.

The *St. George* ran out of coal on the return voyage and proceeded under sail to Panama Bay, when a radio was sent for assistance. The Panama Canal tug *Gorgona* was sent to her assistance and towed the yacht to Balboa.

The expedition left England more than a year ago and has cruised approximately 17,000 miles since that time. After receiving fuel and supplies she will proceed on her homeward voyage.

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.;
Ward 6, Foreign, male and female, private rooms, American girls.....	6.30 to 8.00 p. m. (No visitors permitted in nursery.)
Ward 7, White female, private rooms.....	
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.;
	6.30 to 7.30 p. m.
Ward 16, American, male, medical, eye and ear.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m.
Ward 17, Colored children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 18, White children.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m.
Ward 19, Colored, female, medical.....	} Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 20, Colored, female, surgical, obstetrical.....	
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office.

Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective June 10, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.28
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.56
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Sale of Refrigerating and Ice-making Machines.

The Panama Canal offers for sale to the highest bidders one refrigerating and ice-making machine with gasoline engine, and one steam driven ice-making machine. 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., July 14, 1925, and then opened. Forms of proposal with full description may be had upon application to the office of the Chief Quartermaster.

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletin may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometric comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 642.

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
June 21.....	Parismina.....	United Fruit Co.	New Orleans via Habana.	June 21.....	Parismina.....	United Fruit Co.	Bocas del Toro.
June 21.....	Tolosa.....	United Fruit Co.	Port Limon.	June 21.....	Tolosa.....	United Fruit Co.	New York via Habana.
June 21.....	Inapaquina ²⁵	United Fruit Co.	Coast ports.	June 22.....	St. Michel ²⁶	U. S. Army.	New York.
June 22.....	Bowden.....	United Fruit Co.	Kingston.	June 22.....	El Panquiao.....	Panaman Government.	Colon.
June 22.....	El Panquiao.....	United Fruit Co.	Colon.	June 24.....	Parismina.....	United Fruit Co.	New Orleans via Habana.
June 23.....	Panama Railroad Steamship Line.	Panama Railroad Steamship Line.	New York via Habana.	June 24.....	Calamares.....	United Fruit Co.	Port Limon.
June 23.....	United Fruit Co.	United Fruit Co.	New Orleans via Habana.	June 24.....	Bowden.....	United Fruit Co.	Mobile.
June 24.....	Panama Railroad Steamship Line.	Panama Railroad Steamship Line.	New York via Haiti.	June 24.....	San Blas.....	San Blas Dev. Co.	Colon.
June 24.....	Parismina.....	United Fruit Co.	Bocas del Toro.	June 25.....	Trivies.....	United Fruit Co.	Colombian ports.
June 24.....	Tivies.....	United Fruit Co.	New York via Kingston.	June 25.....	Atenas.....	United Fruit Co.	New Orleans via wayports.
June 27.....	Achilles & Darien.....	Panama Railroad Steamship Line.	Port Limon.	June 26.....	Inapaquina.....	United Fruit Co.	Colon.
June 27.....	Cavina.....	Elders & Fyffes, Ltd.	Port Limon.	June 27.....	El Norte ²⁵	Enrique Heurtado	Colon.
June 27.....	Camden.....	United Fruit Co.	Baton Rouge, La.	June 27.....	Cavina.....	Elders & Fyffes, Ltd.	Kingston.

²⁵ Motor schooner. ²⁶ Transport.

PORT OF BALBOA.

June 21.....	Montebello.....	Union Oil Co. of California.	Los Angeles.	June 22.....	Montebello.....	Union Oil Co. of California.	Los Angeles.
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* Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

Subscription rates, domestic, \$0.50 per year; foreign, \$1.00; 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.

Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., July 8, 1925.

No. 48.

Tanker Traffic Through the Canal in June, 1925.

During the month of June, 81 tank ships transited the Canal, carrying an aggregate of 492,786 tons of cargo on which tolls of \$417,160.55 were paid. In point of net tonnage, tanker traffic for the past month was about 69 per cent of the same traffic for the corresponding month a year ago, while the cargo tonnage and the number of transits for the month were approximately 77 per cent of the corresponding figures for the same month a year ago.

Tank ships comprised 22 per cent of the total commercial transits of the Canal during the month; made up approximately 25.3 per cent of the total Panama Canal net tonnage; were the source of 25.1 per cent of the total tolls collected; and carried 25.6 per cent of the total cargo in transit through the Canal.

The number, aggregate tonnage, tolls, and cargo of tank ships transiting the Canal during the month of June, 1925, segregated by direction of transit and nationality of vessels, are shown in the following tabulation with comparative totals for the two preceding months and for June, 1924:

Nationality.	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>Atlantic to Pacific.</i>				
British.....	5	26,943	\$21,597.13	11,500
Danzig.....	1	8,167	5,880.24	
United States.....	28	149,739	109,554.78	8,640
Totals, June, 1925.....	34	184,849	137,032.15	20,140
Totals, May, 1925.....	50	283,464	211,531.26	26,107
Totals, April, 1925.....	39	227,788	170,508.50	31,633
Totals, June, 1924.....	53	312,935	233,757.22	30,714
<i>Pacific to Atlantic.</i>				
British.....	9	44,841	49,580.95	82,164
French.....	2	9,981	10,761.25	18,130
Irish.....	1	3,647	3,832.50	6,000
Norwegian.....	1	6,489	6,981.25	12,000
United States.....	34	195,328	208,972.45	354,352
Totals, June, 1925.....	47	260,286	280,128.40	472,646
Totals, May, 1925.....	34	204,455	213,439.53	370,873
Totals, April, 1925.....	43	255,425	262,922.83	465,876
Totals, June, 1924.....	52	331,745	337,912.62	609,000

Of the total tanker traffic shown above the following is a summary of the vessels showing Los Angeles as their port of origin or destination, with the totals for the two preceding months and for June, 1924:

(Continued on page 651.)

MOVEMENTS OF OCEAN VESSELS. *Week ending at midnight, July 4, 1925.*

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Mexican	28	4 55	28	8 05	28	15 02	28	16 09	American	American-Hawaiian Line.	472.3	57.2	21.0	Boston	Los Angeles.	General	5,453	9,258	6,874
W. M. Irish	28	11 10	28	11 20	28	17 34	28	18 37	American	Atlantic Refining Co.	435.0	56.0	19.0	Philadelphia	San Francisco.	Ballast	7,387	5,443	
Eclipse	28	11 35	28	11 50	28	23 15	28	23 15	American	American Pioneer Line (S. B.)	440.0	56.0	24.0	New York	Manila.	Case oil, general.	6,181	8,293	6,078
Chattanooga	28	6 45	28	12 22	28	19 50	28	20 45	American	Isthmian Steamship Line.	424.2	56.2	26.3	New York	Tacoma	Steel, pipe, gen.	7,850	7,611	5,450
Cokest	27	11 55	29	6 08	29	13 24	29	14 40	American	U. S. & Australasia Line (S. B.)	401.0	53.0	23.10	New York	Brisbane.	General	5,234	6,291	4,454
Felix Taussig.	29	3 00	29	7 40	29	14 21	29	15 20	American	Munson Line	395.0	55.1	19.0	New York	Los Angeles.	General	4,596	7,056	4,964
Domira	29	2 00	29	8 45	29	15 52	29	17 00	British	Ardmore Steamship Co.	352.2	50.0	23.8	New York	San Antonio.	Coke, steel, gen.	5,530	4,330	3,195
Sonora	28	21 45	29	11 12	29	17 57	29	19 06	French	French Line.	388.7	54.1	17.5	Havre	Talcahuano.	General	712	6,394	4,465
Swiftarrow	29	12 25	29	12 55	29	20 01	29	21 15	American	C. D. Mallory & Co.	464.0	60.0	21.0	Fall River	Avon, Calif.	Ballast	8,473	6,473	6,050
Suralco	27	6 35	29	13 30	29	21 11	29	22 18	American	Transmarine Line	324.0	46.0	21.2	Newark	San Francisco	General	3,277	3,984	2,628
Rhine Maru	29	20 22	30	6 15	30	13 57	30	15 15	Japanese.	Kawasaki Dockyard Co.	405.0	53.0	28.0	New York	Yokohama.	Petroleum, gen.	6,782	7,044	5,136
Noordwijk.	30	6 58	1	6 00	1	13 20	1	15 00	Dutch.	Holland-American Line.	470.0	58.0	24.5	Rotterdam.	Vancouver.	General	4,391	8,888	6,612
Dorothy Luckenbach	30	22 30	1	7 30	1	14 54	1	15 55	American.	Luckenbach Line.	448.9	60.2	24.6	Boston	Seattle	General	6,309	9,294	6,861
Silvanus	1	5 35	1	7 20	1	15 49	1	19 52	Dutch.	Anglo-Saxon Petroleum Co.	412.0	53.3	16.0	Rotterdam.	San Pedro.	Ballast	6,249	4,248	
Mandeville.	1	2 55	1	7 40	2	8 42	2	8 42	Norwegian.	United Fruit Co.	255.3	35.7	14.0	Pto. Castillo.	Bananas.	306	1,756	5070	
R. J. Hanna	1	7 10	1	8 35	1	16 22	1	17 15	American.	Standard Oil Co.	435.0	56.2	18.6	Baltimore.	San Pedro.	Ballast	7,639	5,206	
Atlantic Sun	1	7 48	1	10 15	1	16 41	1	17 30	American.	Sun Oil Co.	429.3	59.2	18.0	New York	San Francisco	Ballast	7,568	5,283	
Florana	30	20 55	1	9 55	1	19 15	2	13 55	Ecuadorian.	F. Christensen	150.0	27.0	10.6	Sandefjord.	Guayaquil	Cement.	340	410	307
Heart	30	10 05	1	12 05	1	19 12	1	20 20	Dutch.	Royal Netherlands W. I. Mail.	361.0	50.0	22.0	Hamburg	Corral	General	3,998	4,759	3,660
Dorset	1	0 25	1	13 25	1	21 43	1	23 00	British.	Federal Steam Navigation Co.	460.0	58.0	29.11	Liverpool.	Auckland.	General	5,151	9,189	6,561
Hanna Nielsen.	1	15 40	2	6 35	2	13 04	2	14 05	Norwegian.	B. Stolt Nielsen & Co.	410.5	54.0	15.0	New York	Vancouver.	Ballast	1,858	3,559	9,016
Finland	2	7 35	2	8 00	2	13 49	2	22 55	American.	Panama-Pacific Line.	560.0	60.2	24.3	New York	San Francisco.	General	2,665	5,726	4,086
Santa Teresa.	2	1 25	2	8 15	2	16 03	2	17 05	American.	Grace Line.	360.2	51.6	23.6	New York	Valparaiso.	General	6,967	5,191	
Shenandoah	2	8 12	2	9 00	2	15 57	2	17 05	American.	Texas Steamship Co.	416.8	56.1	17.10	Baton Rouge.	San Pedro.	Ballast.	10,853	7,804	
Agawstone	2	9 23	2	9 25	2	16 08	2	17 20	American.	International Shipping Co.	499.9	68.1	19.0	New York	San Pedro.	Ballast.	4,851	3,311	
El Lobo	2	9 25	2	9 55	2	16 51	2	20 54	British.	C. T. Bowring & Co.	385.2	51.0	18.0	South Shields.	Lobitos	Ballast.	4,454	3,328	
Kallisto	2	6 50	2	11 05	2	17 54	2	19 56	British.	W. W. Near	163.0	28.5	13.6	Southampton.	Suba	Ballast.	1,642	7,097	4,936
Arizona	1	12 00	2	11 35	2	18 43	2	19 56	British.	French Line.	425.0	55.0	18.5	Havre.	Vancouver.	(6)	7,785	7,480	5,533
Balboa	2	8 10	2	12 10	2	19 35	3	0 05	Swedish.	Johnson Line.	427.0	56.2	24.3	Antwerp.	San Pedro.	General	7,785	7,480	5,533
Solana	2	6 27	2	12 45	2	20 20	2	21 19	American.	Associated Oil Co.	419.5	56.5	18.0	New York.	San Pedro.	Ballast.	7,060	5,025	
Karina Luckenbach.	2	12 57	2	13 20	2	21 12	2	22 25	American.	Luckenbach Line.	446.0	56.0	23.0	Mobile	Seattle	General	4,532	8,508	6,179
Nitro	2	13 25	3	6 05	3	13 20	3	15 40	American.	U. S. Navy.	483.0	60.0	26.0	Hampton Rds.	Mare Island.	Naval stores	4,354		
San Luis	2	20 10	3	5 55	3	14 48	3	15 40	Panama.	United Fruit Co.	50.0	18.7	7.6	Cristobal.	Balboa.	(7)		78	45
President Harrison.	3	5 10	3	7 25	3	14 54	4	0 08	American.	Dollar Line.	501.2	62.2	24.6	New York.	Los Angeles.	General	2,560	12,031	8,495

Motor schooner.

Yacht.

Motor ship.

Auxiliary.

Casting pipe, iron bars, and general.

887 bags banana seed.

Tanker.

* Casting pipe, iron bars, and general.

* Auxiliary.

* Motor ship.

* Yacht.

* Motor schooner.

* Tanker.

1687 bags banana seed.

Stockwell,	3	7 20	3	9 00	3	16 37	3	17 45	British	Commonwealth & Dom. Line.	425 0	53 0	20 4	New York	Freemantle	2,995	6,278	4,421
Labore	2	4 40	3	10 10	3	18 17	3	19 20	American	Ore Steamship Corporation	549 0	72 0	23 7	Baltimore	Cruz Grande	14,325	4,635	
Henry S. Grove	3	9 37	3	10 40	3	19 10	4	17 20	American	Argonaut Line	404 6	54 0	29 0	Norfolk	Seattle	8,329	6,755	4,688
Sailor T.	3					3	9 43		American	J. A. Walker				Cristobal	Catun Lake	2	2	
No. 1,						3	9 43		American	J. A. Walker				Cristobal	Catun Lake	7	7	
Strombus,	6-29	7 20	3	15 05	5	14 03	5	15 40	Peruvian	Cia. Ballenera del Peru	410 0	52 1	24 3	Tonsberg	Catun Lake	6,446	4,792	
Atajula,	22	13 55	4	6 03	4	12 54	4	14 40	British	Pacific Steam Navigation Co.	215 0	33 5	17 0	Cristobal	Callao	1,140	1,273	706
Pacific Com-																		
merce,	4	5 30	4	7 10	4	14 35	4	15 30	British	Furness, Withy & Co.	420 0	54 0	19 6	Glasgow	Vancouver	3,442	6,996	5,306
Sun 1,	4	7 58	4	11 40	4	18 30	4	19 42	American	Sun Oil Co.	382 0	49 9	18 10	Jacksonville	San Francisco	5,020	3,324	
Rio Ita,	4	7 20	4	11 50	4	18 30	5	6 30	Peruvian	Tansberg Whaling Co.	106 5	20 0	13 6	Dartmouth	Callao	173	47	
Hanawa,	4	12 12	4	12 25	4	19 50	4	20 50	American	Columbia Pacific Steamship Co.	440 0	56 0	24 0	Baltimore	Portland	6,100	8,300	6,020
Carlen 1,	6-27	11 25	4	6 20	4	8 17			American	Panama Railroad Steamship Line	352 0	52 0	10 6	Cristobal	Catun Lake	4,290	3,638	

..Towing launch No.1.

arge.2 Motor ship81

Yonah

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THROUGH THE CANAL—PACIFIC TO ATLANTIC

Augruld	28	6.30	28	7.16	28	18.22	28	18.20	Norwegian.	E. I. Dupont & Co.	400 0	52 0	25 9	Mejillones	Sorel, Canada.	Nitrate of soda.	8,000	6,698	4,990
Samboam	28	9.25	28	10.11	28	17.30	28	17.30	American.	Sun Oil Co.	429 3	59 2	30 0	San Pedro	Philadelphia.	Crude oil.	10,936	7,709	5,481
Samboam	28	9.45	28	10.58	28	18.50	28	21.35	British.	Moore & McCormack Co.	401.4	52.2	24.6.	Vancouver.	New York.	Lumber, bides.	6,850	5,587	4,205
Horace Luck-	28	10.30	28	12.10	28	18.45	28	20.30	American.	Luckenbach Line.	445.0	58 0	25 6	Seattle.	Boston.	Lumber, general	8,077	6,626	6,290
enbach.	28	20.00	29	6.29	29	13.42	29	13.42	American.	Transmarine Corporation.	324.0	46 2	21 6	Aberdeen	New York.	Dressed lumber.	3,000	3,984	2,628
Suteresoy	28	20.20	29	7.02	29	14.55	29	14.55	American.	Munson-McCormick Line.	394.0	55 0	26 8	Seattle.	New York.	Lumber.	7,507	7,047	5,100
Thomas P. Beal	28	23.10	29	8.04	29	16.30	30	1.50	British.	Pacific Steam Navigation Co.	490.3	57.8	24.6	Talcahuano.	New York.	Lumber.	2,994	9,291	6,300
Albert.	28	23.30	29	8.04	29	16.30	30	1.50	British.	Pacific Steam Navigation Co.	490.3	57.8	24.6	Talcahuano.	New York.	Lumber.	2,994	9,291	6,300
Elbro.	28	23.10	29	8.04	29	16.30	30	1.50	British.	Pacific Steam Navigation Co.	490.3	57.8	24.6	Talcahuano.	New York.	Lumber.	2,994	9,291	6,300
Jeffress.	28	23.10	29	8.04	29	16.30	30	1.50	British.	Pacific Steam Navigation Co.	490.3	57.8	24.6	Talcahuano.	New York.	Lumber.	2,994	9,291	6,300
Dundrennan	29	1.20	29	10.47	29	18.50	29	20.05	Norwegian.	Garland Steamship Corporation.	385.3	37 7	23 6	Aberdeen.	Philadelphia.	Nitrates	6,560	6,347	4,453
Balboa 12	29	6.00	29	12.29	29	20.37	30	17.50	Norwegian.	Andrew War & Co.	385.3	37 7	23 6	Aberdeen.	Philadelphia.	Nitrates	6,560	6,347	4,453
Bencleuch.	29	18.15	30	6.31	30	13.50	30	15.55	British.	Lars Thiesen.	410.3	54 1	24 6	Maguelaine.	Hampton Rds.	Whale oil.	612	1,415	1,024
Benclench.	29	18.15	30	6.31	30	13.50	30	16.00	British.	Ben Line, Ltd.	410.3	54 1	24 6	Grays Harbor.	Capetown.	Lumber, general.	7,000	6,221	4,227
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
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Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57	30	14.50	30	16.00	British.	W. G. Tatem, Ltd.	399.7	52 3	26 0	Caleta Colosa.	Alexandria.	Nitrate.	8,050	5,718	3,992
Benclench.	29	17.45	30	6.57															

s Lumber, ore, and general.

Displacement 9,000 tons.

Light cruiser

120.00 120
12 Motor chin

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MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Steel Scientist.	1	9 00	1	11 19	1	20 47	2	0 30	American.	Isthmian Steamship Lines.	424.2	56.2	25.10	Vancouver.	Belfast.	General.	8,127	7,611	5,454
Kentuckian.	1	10 45	1	12 12	1	21 25	2	21 25	American.	American-Hawaiian Line.	414.5	53.7	25.0	Tacoma.	Boston.	General.	5,167	7,049	4,941
Coraca.	1	12 40	1	13 54	1	23 00	2	2 25	Panamanian.	Grace Line.	403.0	52.4	29.5	Antofagasta.	Boston.	Gasoline. ⁽²⁶⁾	8,976	6,804	4,987
Galena.	1	15 05	2	6 20	2	16 18	2	16 18	American.	Galena Steamship Co.	405.0	51.0	25.0	San Pedro.	Baton Rouge.	Gasoline.	5,872	5,551	3,834
Detroit. ¹⁶	1	16 03	2	7 19	2	16 50	2	16 50	American.	U. S. Navy.	550.0	55.0	...	Honolulu.	Philadelphia.	...	(27)	(28)	(29)
M. F. Elliott.	1	18 00	2	8 25	2	17 45	2	17 45	American.	Standard Oil Co. of N. J.	425.0	57.2	28.0	San Pedro.	New York.	Naphtha tops.	9,283	7,481	4,946
Stad Dorrecht.	1	21 00	2	10 12	2	18 20	2	21 45	Dutch.	Halcyon Steamship Line.	342.0	50.0	24.0	Caleta Bueno.	Rotterdam.	Nitrates.	5,750	4,283	2,961
Mandeville.	2	7 10	2	7 10	2	8 42	2	8 42	Norwegian.	United Fruit Co.	255.0	35.7	...	Gatun Lake.	Mobile.	Bananas.	306	1,756	1,070
San Luis. ¹⁷	2	12 43	2	12 43	2	20 10	3	5 55	Panamanian.	United Fruit Co.	50.0	18.4	8.0	Panama.	Colon.	Ballast.	2,623	12,821	9,507
Corintia.	2	10 10	3	6 24	3	14 40	3	18 25	British.	Shaw, Savill & Albion Co., Ltd.	500.3	63.3	23.6	Lytleton.	London.	Navy supplies.	50	(30)	(31)
Antares. ¹⁸	2	10 30	3	7 04	3	14 30	3	14 30	American.	U. S. Navy.	401.0	40.0	15.0	Port Alberni.	Norfolk.	Lumber.	6,200	7,473	5,533
Robin Hood.	2	17 15	3	8 11	3	15 30	3	16 08	American.	Seas Shipping Co.	324.8	55.2	24.0	Everett, Wash.	New York.	Lumber.	8,000	7,047	5,030
A. L. Kent.	2	21 20	3	8 59	3	16 15	3	16 15	American.	Mystic Steamship Co.	394.0	55.1	25.6	Hobart.	Baltimore.	Lumber.	6,964	10,742	7,904
Port Campbell.	3	4 00	3	10 10	3	18 00	3	22 05	British.	Commonwealth & Dom. Line.	480.8	62.4	25.0	Hobart.	London.	General, frozen.	19,800	15,476	4,354
Behore.	3	9 20	3	15 11	4	15 15	4	16 40	American.	Ore Steamship Corporation.	550.3	72.2	33.8	Cruz Grande.	New York.	Iron ore.	19,800	15,476	4,354
Canadian Prospector.	4	2 30	4	7 24	4	15 20	4	15 20	British.	Canadian Govt. Mer. Marine.	400.0	52.4	23.0	Vancouver.	St. John.	General.	5,331	5,893	4,068
N. V. Victorious.	4	7 00	4	8 12	4	16 30	4	16 30	American.	American-Pioneer Line (S. B.).	440.0	56.0	27.0	Iloilo.	New York.	Sugar, general.	7,708	8,328	6,036
Griana.	4	9 30	4	10 37	4	17 00	4	20 35	British.	Pacific Steam Navigation Co.	465.7	56.2	27.0	Valparaiso.	Liverpool.	Gasoline. ⁽²²⁾	3,724	8,620	5,345
Harvester.	4	11 45	4	12 47	4	19 55	4	22 05	American.	Texas Oil Co.	416.8	56.1	26.0	San Pedro.	Boston.	Gasoline.	8,750	6,977	5,221
Lianberis.	4	13 20	4	14 12	4	22 55	5	0 40	British.	Llanberis Steamship Co.	336.5	46.0	23.6	Mejillones.	Hampton Roads. ¹⁹	Nitrates.	5,736	(32)	(33)
Onondaga.	4	4 40	4	14 42	4	22 12	4	22 12	American.	Ford Motor Co.	251.0	43.6	19.0	Seattle.	Passaic, N. J.	Lumber.	2,600	2,656	1,632

¹⁶ Light cruiser.

¹⁷ Motor schooner.

¹⁸ Supply ship.

¹⁹ For orders.

²⁰ Nitrates and sheep skins.

²¹ Refrigerated cargo.

²² Metal, cotton, wool, and general.

²³ New ship.

²⁴ Displacement 14,500 tons.

²⁵ Panama Canal tonnage measurement not completed.

¹ Tanker. ¹⁶ Light cruiser. ²³ Displacement 7,500 tons.

¹⁷ Motor schooner. ²⁴ Displacement 14,500 tons.

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

PORT OF CRISTOBAL.

*ARRIVALS.				*DEPARTURES.			
Vessel.		Line.		Vessel.		Line.	
Date.				Date.			
June 28.	Heredia.	United Fruit Co.	From—	June 28.	Panama.	Panama Railroad Steamship Line.	For—
June 28.	Calamares.	United Fruit Co.	New Orleans via Habana.	June 28.	Heredia.	United Fruit Co.	New York via Haiti.
June 28.	Inapaquina. ²⁶	United Fruit Co.	Port Limon.	June 29.	Calamares.	United Fruit Co.	Bocas del Toro.
June 28.	Macoris.	French Line.	Coast ports.	June 28.	Camden.	United Fruit Co.	New York via Habana.
June 30.	Edward L. Doheny.	Pan-American Petroleum Co.	Tampico.	June 28.	Inapaquina. ²⁶	United Fruit Co.	Baton Rouge.
							Colon.

²⁶ Motor schooner.

*Other than ships passing through the Canal.

(Continued on page 654, column 2.)

(Continued from page 647.)

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
<i>To Los Angeles.</i>				
June, 1925.....	25	131,699	\$94,955 22	
May, 1925.....	39	223,138	162,927 82	8,383
April, 1925.....	26	156,500	113,180 13	
June, 1924.....	42	251,453	181,112 61	
<i>From Los Angeles.</i>				
June, 1925.....	37	207,357	223,365 45	378,671
May, 1925.....	27	158,145	162,578 23	288,637
April, 1925.....	35	212,737	219,086 03	396,408
June, 1924.....	39	257,142	259,613 50	483,592

First Steamer to Load Bananas in Gatun Lake.

The steamship *Mandeville*, owned by A. F. Klaveness & Co., and operated by the United Fruit Co., arrived at Cristobal on July 1, 1925, and proceeded through the Canal to Gatun Lake where 12,253 stems of bananas were loaded on board. The vessel left the following day for New Orleans. This is the first vessel to have loaded bananas in Gatun Lake, and if the new arrangement proves successful midweek shipments in future will be made from there instead of being shipped by rail to the docks at Cristobal.

It is not contemplated that there will be any saving in time or money under the new plan but damage to the fruit will be avoided by doing away with excessive handling.

The *Mandeville* is of Norwegian registry and has a tonnage of 1,070 tons, Panama Canal measurement. Tolls amounted to \$1,260. Another shipment will be made this week by the steamship *Bowden*, also operated by the United Fruit Co.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 4, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
Panama.....	Panama Railroad Steamship Line..	June 28.....	June 28.....		1,847
Calamares.....	United Fruit Co.....	June 28.....	June 28.....	$\frac{1}{2}$	1,056
Heredia.....	United Fruit Co.....	June 28.....	June 28.....	134	90
Sonora.....	French Line.....	June 28.....	June 29.....	97	(¹)
Ebro.....	Pacific Steam Navigation Co.....	June 29.....	June 30.....	1	83
Macoris.....	French Line.....	June 29.....	July 1.....	174	530
E. L. Doheny.....	Pan-American Petroleum Co.....	June 29.....	July 1.....	9,235	(¹)
Pastores.....	United Fruit Co.....	June 30.....	July 1.....	216	195
Turrialba.....	United Fruit Co.....	June 30.....	July 2.....	1,068	16
City of San Francisco.	Pacific Mail Steamship Line.....	June 30.....	July 2.....	1,140	
Teutonia.....	Hamburg-American Line.....	June 30.....	July 2.....	72	297 $\frac{1}{2}$
Noorderdyk.....	Holland-American Line.....	June 30.....	July 1.....	314	71
Haarlem.....	Royal Netherlands W. I. Mail.....	June 30.....	July 1.....	160	202
Heredia.....	United Fruit Co.....	July 1.....	July 1.....	188 $\frac{1}{2}$	(³)
Ancon.....	Panama Railroad Steamship Line.....	July 1.....	July 4.....	2,769	762
Sixaola.....	United Fruit Co.....	July 1.....	July 2.....	96	184
Tivives.....	United Fruit Co.....	July 1.....	July 2.....	51	23
Mandeville.....	United Fruit Co.....	July 1.....	July 2.....	(³)	428
Arizona.....	French Line.....	July 1.....	July 2.....	49	101
Philadelphia.....	Leyland Line.....	July 1.....	July 2.....	739	9
Eidsvaag.....	Gorisson Line.....	July 2.....	.....	14	
Balboa.....	Johnson Line.....	July 2.....	July 2.....	86	(¹)
Santa Teresa.....	Grace Line.....	July 2.....	July 2.....	(²)	1
Magellan.....	Pacific Steam Navigation Co.....	July 4.....	.....	156	
Acajutla.....	Pacific Steam Navigation Co.....	.....	July 4.....		1,138

¹ No cargo laded.² No cargo discharged.³ 422 pounds.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 4, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Henry S. Grove.....	Nautilus Steamship Co.....	July 3.....	July 3.....	288.....	.....
President Harrison.....	Dollar Line.....	July 3.....	July 3.....	.....	5.....
Nitro.....	U. S. Government.....	July 3.....	July 7.....	12.....	.....
Santa Teresa.....	Grace Line.....	July 2.....	July 2.....	.....	1.....

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

At the office of the Port Captain in Balboa a limited stock of navigational charts, books, etc., is also carried, and this office is in a position to fill practically any order in this connection that a ship might place.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective June 10, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.28
Gasoline, motor grade.....	Gal.	.21
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.16
Oil, marine engine.....	Gal.	.56
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity..... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.

Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4, of the tariff.

Panama Railroad Steamship Line.

Following are proposed sailings of passenger vessels of the Panama Railroad Steamship Line:

Steamer.	Leave New York.	Arrive Port-au-Prince.	Leave Port-au-Prince.	Arrive Cristobal.	Leave Cristobal.	Arrive Port-au-Prince.	Leave Port-au-Prince.	Arrive New York.
Ancon.....	3 p. m. June 23...	a. m. June 28...	p. m. June 28...	a. m. July 1...	3 p. m. July 5...	a. m. July 8...	p. m. July 8...	a. m. July 13.
Cristobal.....	June 30...	June 5...	July 5...	July 8...	July 12...	July 15...	July 15...	July 20.
Panama.....	July 11...	July 16...	July 16...	July 19...	July 23...	July 26...	July 26...	July 31.
Ancon.....	July 18...	July 23...	July 23...	July 26...	July 30...	Aug. 2...	Aug. 2...	Aug. 7.
Cristobal.....	July 25...	July 30...	July 30...	Aug. 2...	Aug. 6...	Aug. 9...	Aug. 9...	Aug. 14.

Effective May 2, steamers sail daylight saving time.

Steamers sail at 3 p. m. from Pier 65, North River, foot of West 25th St., New York.

Sails 3 p. m. from Pier 67, North River, foot of West 27th Street.

The stay of steamers at Port-au-Prince, Haiti is of sufficient length of time to allow passengers to visit points of interest.

WEST COAST SERVICE.

In addition, a regular freight service is maintained without calls en route direct to Cristobal, Buenaventura, and Ecuadorian ports. Particulars upon application.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

PUBLISHED WEEKLY.

Subscription rates, domestic, \$0.50 per year; foreign, \$1.00; address

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

The Panama Canal, Washington, D. C.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., July 15, 1925.

No. 49.

Canal Traffic from Date of Opening to June 30, 1925.

The Panama Canal was opened to commercial traffic August 15, 1914, and from the date of opening to the close of business, June 30, 1925, transits of commercial toll-paying vessels of 20 tons net measurement or over numbered 29,705, on which a total of \$119,203,341.97 in tolls were paid. The aggregate net tonnage of these vessels was 123,675,548 tons, Panama Canal measurement, and the total cargo carried was 131,869,827 long tons.

In addition to the commercial traffic listed above, a total of 2,615 vessels operated by the United States Government, exclusive of craft in the service of the Canal, were passed through the Canal without payment of tolls. Other transits not taken up above, were vessels owned and operated by the Governments of Panama and Colombia, and vessels which transited the Canal solely in order to have repairs made at the Balboa shops, all of which are passed through without payment of tolls. Small nonseagoing craft of less than 20 tons net measurement, while required to pay tolls, are also omitted from the statistics of commercial traffic.

For the fiscal year ended June 30, 1925, the total traffic through the Canal, exclusive of Canal equipment, was as follows:

	No. of transits.	Tolls.	Cargo.
Commercial vessels.....	4,673	\$21,400,523.51	23,958,836
United States Government vessels.....	378		211,401
Panama Government vessels.....	2		
For repairs.....	6		
Launches.....	115	468.53	
Totals.....	5,174	21,400,992.04	24,170,237

Commercial traffic through the Canal for the year just ended, as compared with the fiscal year 1924, shows the following: A decrease of 557 in the number of transits, or 10.6 per cent; a decrease of 3,293,727 in net tonnage, Panama Canal measurement, or 12.6 per cent; a decrease of \$2,890,440.03 in tolls, or 11.9 per cent; a decrease of 3,035,874 tons of cargo passing through the Canal, or 11.2 per cent. As compared with commercial traffic through the Canal during the fiscal year 1923, commercial traffic through the Canal for the year just closed was approximately 22½ per cent greater in net tonnage, cargo tonnage, and tolls.

The following tabulation shows the number of transits, aggregate Panama Canal net tonnage, tolls collected, and cargo carried by commercial vessels transiting the Canal for each of the 11 fiscal years from 1915 to 1925, inclusive, with aggregate totals for the entire period from the opening of the Canal to June 30, 1925:

(Continued on page 660.)

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, July 11, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	
Arawa	4	6.52	5	6.05	5	14.32	5	15.45	British	Shaw, Savill & Albion Co.	460.0	60.0	27.7	London	Wellington	General	5,000	10,035
Canadian																		7,504
Plancher	4	17.25	5	6.35	5	15.43	5	18.20	British	Canadian Govt. Mer. Marine	400.0	52.0	19.0	Montreal	Vancouver	General	2,433	5,858
Montreal	4	19.42	5	7.20	5	19.37	5	19.00	American	Standard Oil Co.	419.0	57.0	18.0	New York	San Francisco	General	7,378	4,732
Menville Dollar	5	1.35	5	7.40	5	16.31	5	17.30	American	Dollar Line	429.0	55.2	21.3	Philadelphia	San Francisco	General	4,000	7,381
G. Harrison																		5,519
Smith	5	8.27	5	8.35	5	16.54	5	18.02	British	International Petroleum Co.	550.6	72.3	25.0	New York	San Pedro	Ballast		15,476
Lorenzo	5	8.18	5	8.35	5	17.23	5	18.20	British	Ellerman & Bucknall Line	470.5	62.1	24.6	New York	Brisbane	General	6,534	10,751
Santa Inez	5	7.45	5	9.40	5	18.42	5	20.00	American	A. F. Mahoney	240.0	41.0	18.0	New Orleans	Seattle	General	1,870	6,087
Commercial																		1,132
Spirit	5	8.32	5	9.40	5	17.50	5	19.43	American	Moore & McCormick Co.	380.0	53.0	24.6	Calhoun	Vancouver	Sugar	7,360	5,659
Elder Branch	5	8.42	5	10.10	5	18.37	5	20.30	British	F. & W. Watson	380.3	49.8	20.0	Newcastle	Corral	General	2,773	4,138
Magellan	4	19.50	5	11.32	5	19.30	5	20.30	British	Pacific Steam Navigation Co.	461.0	59.3	25.6	Hull	Valparaiso	General	5,421	3,592
Geo. H. Jones	5	13.17	5	13.30	5	20.25	5	21.40	American	Standard Oil Co.	429.3	59.2	21.0	Baltimore	San Pedro	Ballast	7,089	6,083
Francis E.																		5,383
Powell	5	21.55	6	6.13	6	13.21	6	17.20	American	Atlantic Refining Co.	431.0	59.2	19.0	Philadelphia	San Pedro	Ballast	7,800	5,101
Salvador	5	17.55	6	7.55	6	13.42	6	15.10	British	Pacific Steam Navigation Co.	215.0	35.0	12.6	Cristobal	Buenaventura	Ballast	1,270	735
Arizona	6	0.05	6	7.30	6	14.38	6	15.45	American	American-Hawaiian Line	470.1	57.2	20.8	Boston	Portland	General	5,011	6,684
Joseph Seep	6	2.50	6	8.10	6	15.28	6	17.10	American	Standard Oil Co.	429.3	59.2	18.0	Norfolk	Los Angeles	Ballast	7,825	5,616
Robin Adair	6	5.25	6	9.55	6	17.25	6	18.36	American	Seas Shipping Co.	425.0	55.2	28.0	New York	San Francisco	Steel, general	9,068	5,529
H. C. Folger	6	6.45	6	10.42	6	17.41	6	18.45	American	Atlantic Refining Co.	435.0	56.0	18.0	Philadelphia	San Francisco	Ballast	7,461	5,159
Lake Flattery	6	7.39	6	12.40	6	19.16	6	20.45	American	Panama Railroad Steamship Line	251.0	43.0	20.0	New York	Guayquil	General	2,143	1,776
Steel Ranger	6	22.35	7	6.35	7	13.40	7	14.50	American	Isthmian Line	424.2	56.2	25.6	Baltimore	Yokohama	General	3,976	5,450
City of Baghdad	6	15.19	7	7.30	7	14.32	7	16.10	British	George Smith & Sons	470.3	58.0	21.8	New York	Fremantle	General	7,976	5,984
Santa Tecla	6	15.48	7	8.15	7	15.20	7	16.10	American	N. O. & S. A. S. Line	298.6	40.0	18.3	New Orleans	Talcahuano	General	2,130	8,822
Kellerwald	7	7.45	7	8.47	7	16.10	7	17.00	German	Hamburg-American Line	398.3	53.1	24.0	Hamburg	Valparaiso	General	4,737	4,483
Romeo	7	10.00	7	10.15	7	17.12	7	19.00	British	Ellerman & Bucknall Line	399.5	52.0	25.6	New York	Newcastle	General	4,104	6,185
Orleans	7	6.00	7	10.55	7	17.51	7	19.00	American	Oriental Navigation Co.	395.5	55.0	33.4	Baltimore	Tacoma	Coal, general	5,300	7,550
Stadler	6	22.20	8	6.15	8	15.15	8	16.03	American	Ore Steamship Corp.	350.3	72.2	20.7	Norfolk	Cruz Grande	Ballast	15,551	4,297
Strathfillan	7	16.36	8	7.15	8	16.09	8	17.20	British	W. Stewart & Co.	369.8	52.3	15.4	Newport News	Vancouver	Ballast	4,671	3,403
Gen. Wm. M.																		
Graham	8	7.30	8	16.06					American	U. S. Army	156.0	32.0		Cristobal	Balboa	Ballast		
City of Dun-																		
kirr	7	23.20	8	8.10	8	17.09	8	18.25	British	Ellerman-Hall Line	420.0	54.8	25.0	New York	Yokohama	General	7,109	5,420
Sushetto	8	1.59	8	9.10	8	19.25	8	19.25	American	Transmarine Line	324.0	46.2	23.6	Newark	Portland	General	4,293	3,984
Dungannon	8	7.25	8	11.50	8	18.50	8	19.55	American	Texas Oil Co.	435.0	56.0	18.3	Bayonne	San Pedro	Ballast	7,628	5,336
Orta	8	12.35	9	6.05	9	13.55	9	13.55	British	Pacific Steam Navigation Co.	485.4	58.2	23.4	Liverpool	Colonel	General	2,916	6,561
Maria Statha-																		
tos	8	11.50	9	7.10	9	14.37	9	15.45	Greek	D. Statinos	400.8	52.5	15.0	New York	Vancouver	Ballast	5,780	4,047

* Tanker.

* Mine planter.

* Steel and sulphate of ammonia.

* Machinery, cement, wood pulp, rice, and general.

	9	7.15	9	15.25	10	8.10	Panama...	Panaman Government...	125.6	23.5	Cristobal...	Coiba...	Ballast...	288	101
El Panquasco...															
Estrella de Ooto...															
Wray Castle...	8	15.55	9	15.25	9	17.35	Panaman...	Panaman Government...	419.2	55.8	26.2	Coiba...	Ballast...	6,434	5,016
Andrea F...	8	16.40	9	17.10	9	18.10	American...	Lukenbach Line...	496.0	68.2	23.6	San Pedro...	General...	8,100	11,487
Harfield...	8	23.50	9	17.22	9	18.42	British...	Woods, Taylor & Brown...	400.0	52.1	21.0	Adeleide...	Sulphur...	6,147	5,684
William Rocke-feller...	9	1.10	9	10.55	9	19.35	American...	Standard Oil Co...	555.0	75.3	20.0	San Pedro...	Ballast...	14,785	10,313
Bolivia...	9	4.25	9	11.45	9	20.32	Danish...	Orient Steamship Co...	398.7	53.9	15.0	Humbolt...	Ballast...	3,113	5,263
Edgemoor...	9	13.05	9	13.10	9	21.15	American...	U. S. Army (S. B.)...	409.6	54.2	19.4	Brooklyn...	General...	2,668	3,984
Suarezo...	9	13.45	9	14.00	9	22.10	American...	Transmarine Corporation...	324.0	46.2	19.6	Newark...	General...	2,631	2,728
Bowden...	7	10.07	9	6.45	9	23.30	Norwegian...	United Fruit Co...	236.0	33.6	13.8	Mobile...	Bananas...	234	1,276
Alaska...	9	16.20	10	6.25	10	13.56	American...	Southern Alberta Lumber Co...	410.5	54.1	18.6	Norfolk...	Coal...	2,500	6,563
Teno...	9	0.25	10	9.54	10	16.33	Chilean...	Chilean Line...	421.8	56.0	26.0	New York...	General...	1,886	7,758
Colombia...	9	18.30	10	13.30	10	20.10	American...	Panama Mail Steamship Co...	380.0	47.2	24.0	San Francisco...	General...	2,480	6,015
Eupatoria...	9	22.53	11	9.00	11	12.58	German...	Hamburg-American Line...	327.7	48.3	16.3	Hamburg...	General...	1,270	4,232
Port Dunedin...	10	13.35	11	7.25	11	14.05	British...	Commonwealth & Dom. Line...	465.0	59.8	23.0	London...	General...	4,256	4,896
Ohoian...	11	8.30	11	9.05	11	15.27	American...	American-Hawaiian Line...	407.7	53.7	24.0	Boston...	General...	4,614	7,112
Ucayal...	5	19.02	11	10.10	11	17.24	Peruvian...	Peruvian Line...	374.0	46.7	19.3	Cristobal...	General...	1,142	4,466
Atrato...	10	17.55	11	10.15	11	18.15	Colombian...	Colombian Transport Co...	94.0	23.0	9.0	Cristobal...	General...	1,142	4,466
Fernidif...	11	6.55	11	11.00	11	18.15	Norwegian...	Fearnley & Eger...	382.7	52.0	16.0	New York...	Ballast...	160	77
Chas. R. Mc-Cormick...	11	10.52	11	11.50	11	18.58	American...	Munson-McCormick Line...	401.0	53.2	24.0	New York...	General...	5,616	7,082
Edgar Bowling...	11	12.48	11	13.05	11	19.49	American...	Garland Steamship Corporation...	410.5	54.3	17.6	Seattle...	General...	2,264	6,567
Borga...	11	13.13	11	13.30	11	20.29	Norwegian...	Norway-Pacific Line...	362.4	51.4	14.0	Antwerp...	Cement...	1,000	5,242

* Army supplies and explosives.

* And return.

* Motor ship.

* Motor schooner.

* Transport.

* Launch.

* Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

	2	8.30	5	6.22	5	13.30	6	0.10	American...	U. S. Navy...	375.0	52.0	Hawaii...	Gloucester...	(15)
Shawmut ¹¹ ...	3	5	7.12	5	15.15	6	0.10	American...	U. S. Navy...	314.0	31.0	Honolulu...	Gloucester...		
Mauzy ¹² ...	3	5	7.12	5	15.15	6	0.10	American...	U. S. Navy...	314.0	31.0	Honolulu...	Gloucester...		
Mahan ¹² ...	3	5	7.12	5	15.15	6	0.10	American...	U. S. Navy...	187.0	35.6	Honolulu...	Gloucester...		
Lark ¹³ ...	2	21.12	5	7.18	5	15.15	6	17.50	American...	187.0	35.6	Honolulu...	Gloucester...		
Mallard ¹³ ...	2	21.12	5	7.18	5	15.15	6	17.50	American...	187.0	35.6	Honolulu...	Gloucester...		
Ucayali...	4	12.15	5	8.45	5	19.02	11	10.10	Peruvian...	374.7	46.7	23.0	Cristobal...	General...	2,666
Laurel Branch...	4	18.55	5	8.34	5	16.45	5	17.35	British...	360.0	45.0	24.0	McIlhones...	Nitrate...	5,400
J. L. Lucken- bach...	4	22.00	5	9.10	5	16.45	5	16.45	American...	448.9	60.2	30.0	Portland...	Lumber, general...	8,500
Salvador...	4	23.00	5	9.45	5	17.55	6	5.55	British...	225.0	35.4	14.9	Champerico...	Coffee, general...	478
Stanley Dollar...	5	7.13	5	10.01	5	18.19	6	0.10	American...	401.4	54.0	26.0	Seattle...	Lumber, copper...	7,156
S. C. T. Dodd...	5	7.20	5	10.45	5	19.10	5	19.10	American...	425.0	57.2	28.0	Los Angeles...	Gasoline...	9,241
Santa Olivia...	5	0.28	5	11.05	5	19.30	5	19.30	American...	424.6	53.9	24.5	San Francisco...	Lumber, general...	5,969
Robin Good- fellow...	5	10.55	5	12.14	5	20.40	5	20.40	American...	424.8	55.2	22.0	Vancouver...	Lumber...	7,745
Swiftscout...	5	12.15	5	13.17	5	21.50	5	21.50	American...	464.6	60.2	27.0	San Pedro...	Crude oil...	10,715
Venezuela...	5	7.20	6	6.15	6	13.20	7	12.00	American...	380.0	48.7	21.0	New York...	Gasoline...	1,750
Acme...	5	14.10	6	7.07	6	15.05	6	15.05	American...	435.0	56.0	26.0	San Pedro...	Crude, distillate...	8,765
Derbyline...	5	22.00	6	8.12	6	16.00	6	16.00	American...	435.0	56.0	26.0	San Francisco...	Crude, distillate...	9,860

¹¹ Airplane tender.

¹² Mine layer.

¹³ Mine sweeper.

¹⁴ Coal hides, and general.

¹⁵ Disacament tonnage, 3,800 tons.

* Displacement tonnage, 3,800 tons.

* Coffee, hides, and general.

* Mine sweeper.

* Mine layer.

* Airplane tender.

* Tanker.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—Continued.

Ship.	Arrival at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.		Salt draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.			Beam.	Beam.				Nature.	Tons.	Gross.	Net.
Mojave ¹	6	16.50	6	9.05	6	16.40	6	17.45	American...	General Petroleum Co.	435 0	56 0	28 0	San Pedro.	Buenos Aires.	Fuel oil.	9,500	7,434	5,066
Vermont.	6	12.00	6	12.57	6	20.27	7	11 10	French.	Cie. Gle. Transatlantique.	339 6	51 0	25 6	Corral.	Le Havre.	General.	6,355	5,822	4,122
Suffolk.	6	13.05	6	13.55	6	21.55	7	5.30	British.	Federal Steam Navigation Co.	469 6	58 2	23 0	Dundee.	Glasgow.	Frozen, general.	4,164	9,174	6,548
F. H. Hillman	6	13.15	6	14.29	6	22.40	7	8.08	American.	Standard Oil Co. of California.	509 0	68 2	29 0	Los Angeles.	London.	Gasoline.	14,000	11,225	7,913
Bochester ¹⁶	1		7	6.55	7	14.35	8	15.49	American.	U. S. Navy.	348 0	64 9	25 0	Balboa.	New York.				
Berie ¹⁷	1		7	7.07	7	14.40	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
J. D. Edwards ¹⁷	1		7	7.10	7	15.00	11	7.05	American.	U. S. Navy.	488 0	58 0	25 2	Honolulu.	New York.				
Wright ¹⁸	1		7	8.04	7	15.35	7	10.55	American.	Grace Line.	360 0	51 7	22 7	Talcahuano.	New York.	General.	2,813	5,057	4,325
Santa Elisa.	6	2.30	7	8.23	7	15.50	7	10.55	Italian.	Societa Armatrice Italiana.	248 0	41 0	16 0	San Francisco.	Genoa.	Ballast.	2,905	2,905	1,176
Atlas.	6	16.10	7	8.13	7	16.40	7	16.40	American.	Williams Steamship Co.	410 0	56 0	28 0	Seattle.	New York.	Gasoline.	8,300	8,243	6,312
Tiger.	6	23.03	7	9.13	7	17.40	7	17.40	American.	Gulf Refining Co.	419 5	56 2	27 6	Los Angeles.	Bayonne.	Gasoline.	8,663	6,980	4,940
Guliquen ¹	7	3.00	7	9.53	7	18.20	7	18.20	American.	General Petroleum Co.	435 0	56 2	27 6	Los Angeles.	Baltimore.	Gasoline.	10,000	7,424	5,077
Yorba Lindo ¹	7	5.35	7	11.08	7	19.10	7	19.10	American.	Cities Service Transportation.	435 0	56 2	27 6	Honolulu.	Boston.	Crude oil.	10,900	7,434	5,063
Halo ¹	7	7.30	7	12.01	7	19.10	7	19.10	American.	U. S. Navy.	315 0	31 0		Honolulu.	Hampton R'ds.				
Chills ¹⁷	1	5.57	7	13.04	10	11.00	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	Hampton R'ds.				
McFarland ¹⁷	1	5.57	7	13.04	10	11.00	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	Hampton R'ds.				
King ¹⁷	1		7	13.20	10	11.00	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	Hampton R'ds.				
J. K. Paulding ¹⁷	1		7	13.20	10	11.00	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	Hampton R'ds.				
Teal ¹⁹	7	7.50	7	13.46	7	21.40	11	6.45	American.	U. S. Navy.	187 0	35 6		Honolulu.	New York.				
Sundpiper ¹⁹	7	7.50	7	13.46	7	21.40	11	6.45	American.	U. S. Navy.	187 0	35 6		Honolulu.	New York.				
Lieut. Crowl ²⁰	1		7		7		7		American.	U. S. Army.	550 0	55 0	17 11	Balboa.	Pedro Miguel.				
Raleigh ¹⁶	1		8	6.15	8	12.35	8	12.35	American.	U. S. Navy.	390 0	45 0	16 6	Honolulu.	Boston.		750	4,350	3,117
Hammon.	7	16.10	8	7.10	8	14.15	10	9.05	German.	Roland Line (A. G.).	390 0	45 0	16 6	Champerico.	Hamburg.	Coffee, cacao.	4,600	8,459	6,060
Plako.	7	19.50	8	8.06	8	15.35	8	17.05	British.	New Zealand Shipping Co.	450 0	58 2	22 9	Auckland.	United King m.	Frozen, general.	5,547	7,273	5,108
Florida.	8	2.30	8	9.20	8	16.30	8	16.30	American.	American-Hawaiian Line.	415 0	53 7	24 6	Seattle.	Boston.	General.	10,000	7,411	5,109
Shreveport ¹	8	5.30	8	10.20	8	19.50	8	19.50	American.	Cities Service Co.	495 0	56 0	28 0	San Pedro.	Boston.	Crude oil.			
Brooks ¹⁷	8	11.23	8	19.15	10	15.45	8	19.15	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Harfield ¹⁷	1		8	11.23	8	19.15	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Kane ¹⁷	1		8	11.49	8	19.15	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Santa ¹⁷	1		8	11.49	8	19.15	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Reuben James ¹⁷	1		8	12.25	8	20.55	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Smith Thompson ¹⁷	1		8	12.25	8	20.55	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Barker ¹⁷	1		8	12.39	8	20.55	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Tracy ¹⁷	1		8	13.11	8	22.10	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Whipple ¹⁷	1		8	13.11	8	22.10	10	15.45	American.	U. S. Navy.	315 0	31 0		Honolulu.	New York.				
Bohlink ¹⁹	7	22.25	8	13.15	8	22.15	11	0.05	American.	U. S. Navy.	180 0	35 6		Honolulu.	New York.				
Rail ¹⁹	7	22.25	8	13.15	8	22.15	11	0.05	American.	U. S. Navy.	180 0	35 6		Honolulu.	New York.				
Birkenhead ¹	8	9.20	8	14.13	8	23.30	9	3.55	American.	Vacuum Oil Co.	425 0	57 2	28 0	San Pedro.	New York.	Crude oil (bulk).	10,115	7,502	4,982

* Tanker.

** Light cruiser.

** Destroyer.

** Aircraft tender.

** Mine sweeper.

** Launch.

** Lumber, copper, and general.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
Milwaukee ²¹	9	6.14	9	13.03	10	15.45	American	U. S. Navy	555.6	55.0	Honolulu	New York	General	7,493	7,892	5,858																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Pacific Shipper	8	15.15	9	7.13	9	15.00	British	Furness, Withy & Co.	420.0	58.0	Vancouver	Manchester	Nitrate of soda	7,350	5,738	3,961																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Stromboli	8	19.20	9	8.06	9	17.15	Italian	Piazza Guiseppo	400.0	52.3	Talal	Pensacola	General	1,040	5,891	4,143																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Canadian	8	20.20	9	9.19	9	17.45	British	Canadian Govt. Mer. Marine	399.2	52.2	Lytleton	Montreal	Gasoline	9,100	6,763	4,675																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Traveller	9	0.10	9	10.11	9	18.00	American	Huasteca Petroleum Co.	416.8	56.1	Los Angeles	New York	General	8,000	9,027	6,559																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Barnes ²¹	9	11.21	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	9,802	10,011	7,278																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Williamson ²¹	1	9	11.21	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	7,500	5,656	3,915																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Barry ²¹	1	9	11.21	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	8,128	6,223	4,491																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Stewart ²¹	1	9	11.35	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	6,050	8,508	6,179																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Goff ²¹	1	9	11.35	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	20,000	15,425	3,826																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Hopkins ²¹	1	9	12.18	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	234	1,276	711																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Lawrence ²¹	1	9	12.18	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	10,586	8,476	6,050																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Hainbridge ²¹	1	9	12.18	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	1503	160	77																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Humphreys ²¹	1	9	12.30	9	19.15	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	5,354	6,572	4,788																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Jamaica ²¹	9	9.05	9	13.17	9	21.45	British	Pacific Steam Navigation Co.	229.0	33.0	Guayaquil	Cristobal	General	603	1,187	622																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Gilmer ²¹	1	9	13.15	9	20.45	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	6,050	8,508	6,179																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Averton ²¹	1	9	13.15	9	20.45	10	15.45	American	U. S. Navy	315.0	31.0	Honolulu	New York	General	20,000	15,425	3,826																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
F. J. Lucken-	9	13.15	9	14.02	9	22.35	American	Luckenbach Line	446.0	56.1	Portland	Mobile	General, lumber	234	1,276	711																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
bach	9	15.30	9	16.17	10	12.30	Swedish	Andr. Aktiebolaget Tirfing	562.0	72.2	Cruz Grande	Baltimore	Iron ore	6,050	8,508	6,179																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Svealand ²¹	9	16.17	9	16.17	10	12.30	Norwegian	Chas. W. Norris	26.0	6.4	Balboa	Gatun Lake	Ballast	20,000	15,425	3,826																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Narpos ²¹	9	16.17	9	16.17	10	12.30	Norwegian	Chas. W. Norris	26.0	6.4	Balboa	Gatun Lake	Ballast	20,000	15,425	3,826																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Bowden	1	10	6.24	10	15.00	10	15.00	American	United Fruit Co.	238.0	33.0	Honolulu	New York	General	234	1,276	711																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Wyoming ²⁶	1	10	6.24	10	15.00	10	15.00	American	U. S. Navy	562.0	93.2	Honolulu	New York	General	10,586	8,476	6,050																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Dobbin ²⁷	3	10	7.30	10	15.20	10	16.15	American	U. S. Navy	483.0	61.0	Honolulu	New York	General	1503	160	77																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Swiftlight ²⁷	10	5.50	10	9.10	10	17.48	American	C. D. Mallory & Co.	464.6	60.2	Los Angeles	Pal River	Crude oil	5,354	6,572	4,788																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Atrato ²⁴	9	20.30	10	9.50	10	17.55	Colombian	Colombian Transport Co.	94.0	23.0	Buenaventura	Cristobal	General	8,000	9,027	6,559																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Vinta	10	12.05	10	12.44	10	19.25	American	Sudden & Christensen	410.5	54.3	Bellingham	New York	Nitrate	9,802	10,011	7,278																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Paul Lucken-	10	17.10	11	6.11	11	13.05	American	Luckenbach Line	471.1	59.2	Portland, Ore.	Boston	General	7,500	5,656	3,915																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
bach	11	6.00	11	7.25	11	16.20	British	Dollar Line																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

(Continued from page 655.)

Fiscal year ending June 30.	Number of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo.
1915 ¹	1,075	3,792,572	\$4,367,550.19	4,888,454
1916 ²	758	2,396,162	2,408,089.62	3,094,114
1917	1,803	5,798,557	5,627,463.05	7,058,563
1918	2,069	6,574,073	6,438,853.15	7,532,031
1919	2,024	6,124,990	6,172,828.59	6,916,621
1920	2,478	8,546,044	8,513,933.15	9,374,499
1921	2,892	11,415,876	11,276,889.91	11,599,214
1922	2,736	11,417,459	11,197,832.41	10,884,910
1923	3,967	18,605,786	17,508,414.85	19,567,875
1924	5,230	26,148,878	24,290,963.54	26,994,710
1925	4,673	22,855,151	21,400,523.51	23,958,836
Totals.....	29,705	123,675,548	119,203,341.97	131,869,827

¹ Canal opened to traffic, August 15, 1914. ² Canal closed to traffic approximately 6 months of fiscal year by slides.

Supplement No. 4.—Departmental Tariff “E.”

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., July 1, 1925.

ITEM 29.—WATER.

1. Departments and Divisions of The Panama Canal, Panama Railroad Company, and other departments of the U. S. Army and Navy:
- Toro Point (Fort Sherman).....per 1,000 gallons..\$0.20
- Canal Zone—East side of Canal.....per 1,000 gallons.. .12*
- Canal Zone—West side of Canal (except Las Cascadas):
- Cost is proportioned on basis of water used by the various interests, as per existing agreement between the Acting Governor, The Panama Canal, and the Department Commander, Panama Canal Department, in letters of September 28 and October 8, 1921.
- Water furnished departments and divisions of The Panama Canal, the Panama Railroad Company, the Panama Railroad Steamship Line, and the U. S. Army and Navy, through meters regularly used for supplying water to ships.....per 1,000 gallons.. .40*
- Minimum charge will be for 1,000 gallons.
- Water furnished Mechanical Division at Balboa dry dock.....per 1,000 gallons.. .045
- Water furnished refrigerating plants for cooling condensing coils, where such water is returned to mains.....per 1,000 gallons.. .03

M. L. WALKER,
Governor, The Panama Canal.
President, Panama Railroad Company.

*Effective July 1, 1925.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 11, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Venezuela.....	Panama Mail Steamship Co.....	July 5.....	July 6.....	120	6
Santa Elisa.....	Grace Line.....	July 6.....	July 7.....		2
Santa Tecla.....	Grace Line.....	July 7.....	July 7.....	144	
Kellerwald.....	Hamburg-American Line.....	July 7.....	July 7.....	436	
Edgemoor.....	U. S. Government.....	July 9.....	July 10.....	247	10
Tejon.....	General Petroleum Corporation.....	July 9.....	July 10.....	9,428	
Colombia.....	Panama Mail Steamship Co.....	July 10.....	July 10.....	28	
Corbis.....	Anglo-Saxon Petroleum Co.....	July 11.....	July 12.....	7,339	
Dilworth.....	U. S. Shipping Board.....	July 11.....	July 12.....	9,286	

Commercial Traffic Through the Panama Canal in June, 1925, by Trade Routes.

ATLANTIC TO PACIFIC.

Nationality.	No. of vessels.	TONNAGE.				Tons.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
United States intercoastal:							
United States.....	65	266,897	334,309	425,985	269,303	\$284,668 43	194,582
Europe to west coast of South America:							
British.....	6	25,190	29,882	42,473	25,428	29,927 28	20,795
Dutch.....	2	9,616	11,870	13,858	8,614	11,602 45	11,117
French.....	2	6,579	8,631	10,563	6,681	8,223 75	2,078
German.....	5	18,961	27,701	30,463	18,680	23,701 25	24,778
Italian.....	3	11,989	13,795	18,908	11,267	14,986 25	4,737
Jugo-Slavic.....	1	3,280	5,208	5,283	3,292	4,100 00	7,900
Spanish.....	1	4,120	5,518	7,578	4,402	5,150 00	127
Totals.....	20	79,735	102,605	129,126	78,364	97,690 98	71,532
East coast of United States to Far East:							
British.....	5	17,482	26,319	28,249	17,452	21,852 50	31,427
Japanese.....	6	23,233	29,046	37,158	22,901	29,041 25	32,742
United States.....	5	20,522	27,144	33,047	20,523	25,652 50	34,976
Totals.....	16	61,237	82,509	98,454	60,876	76,546 25	99,145
East coast of United States to west coast of South America:							
British.....	3	8,653	11,060	14,819	8,994	10,816 25	10,317
Chilean.....	1	3,512	4,705	7,310	3,976	4,390 00	1,868
Danzig.....	1	5,485	8,167	8,953	5,119	5,880 24	
Norwegian.....	1	2,532	2,957	3,594	2,179	3,165 00	5,460
Swedish.....	1	3,721	3,826	15,339	4,377	2,790 75	
United States.....	6	15,296	19,668	25,391	15,242	17,346 02	10,781
Totals.....	13	39,199	50,383	75,406	39,887	44,388 26	28,366
East coast of United States to Australasia:							
British.....	9	34,384	44,935	53,002	33,025	42,689 25	44,126
Norwegian.....	1	3,286	5,310	5,301	3,323	4,107 50	7,520
United States.....	1	4,420	4,454	6,177	4,401	5,344 80	5,234
Totals.....	11	42,090	54,699	64,480	40,749	52,141 55	56,880
Europe to west coast Canada:							
British.....	7	21,602	27,459	35,135	21,835	25,563 84	16,183
French.....	2	8,320	10,474	14,000	8,686	10,400 00	6,030
German.....	1	2,624	4,027	4,454	2,618	3,280 00	6,183
Totals.....	10	32,546	41,960	53,589	33,139	39,243 84	28,396
Europe to Australasia:							
British.....	6	37,199	47,392	57,722	36,520	46,498 75	37,643
Europe to west coast of United States:							
British.....	1	3,587	4,350	5,890	3,611	3,132 00	
German.....	1	4,909	6,732	8,109	4,883	6,136 25	8,182
Japanese.....	1	3,093	3,488	4,987	2,616	3,866 25	5,009
Swedish.....	1	3,406	5,661	5,642	4,320	4,257 50	3,695
United States.....	1	6,067	7,913	9,836	6,007	5,697 36	
Totals.....	5	21,062	28,144	34,464	21,437	23,089 36	16,886
Cristobal to west coast of Central America:							
British.....	2	1,286	1,441	2,298	1,304	1,607 50	1,853
Norwegian.....	1	583	698	1,036	582	728 75	1,229
Totals.....	3	1,869	2,139	3,334	1,886	2,336 25	3,082
Cristobal to west coast of United States:							
British.....	1	3,688	4,130	5,549	3,480	2,973 60	
Panaman.....	1	1,384	2,606	3,644	2,591	1,730 00	1,900
United States.....	1	1,332	1,593	2,153	1,309	1,665 00	1,498
Totals.....	3	6,404	8,329	11,346	7,383	6,368 60	3,407

ATLANTIC TO PACIFIC.—Continued,

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
East coast of Canada to Australasia:							
British	3	9,259	11,891	15,138	9,429	\$11,573.75	10,971
East coast of United States to west coast of Canada:							
British	2	5,810	8,160	9,237	5,845	6,306.37	.....
Pristobal to west coast of South America:							
British	1	614	622	1,138	602	746.40	876
Colombian	1	67	77	153	68	83.75	57
Totals	2	681	699	1,291	670	830.15	927
West Indies to west coast of United States:							
British	2	2,713	4,262	4,305	2,731	5,519.14	.....
South American intercoastal:							
Peruvian	2	2,710	5,337	9,147	4,763	3,387.50	2,495
East coast of United States to Philippines:							
United States	1	3,567	5,882	5,816	3,567	4,458.75	7,171
East coast of United States to west coast of Central America:							
United States	1	719	730	818	708	539.25	.....
Around the world:							
United States	1	6,228	8,495	10,534	6,195	7,785.00	3,698
Europe to west coast of Central America:							
German	1	2,277	3,117	3,810	2,355	2,846.25	800
Europe to Far East:							
Norwegian	1	4,108	5,063	6,578	4,082	5,135.00	8,800
East coast of Canada to west coast of Canada:							
British	1	3,301	4,159	5,497	3,384	4,126.25	4,000
East coast of Canada to west coast of South America:							
British	1	7,774	7,874	10,831	7,530	5,830.50	.....
Africa to west coast of United States:							
Danish	1	3,378	5,219	5,497	3,425	3,757.68	.....
West Indies to west coast of Canada:							
United States	1	3,004	4,455	4,841	3,001	3,755.00	7,000
East coast of South America to west coast of United States:							
United States	1	3,688	4,910	5,882	3,659	4,610.00	776
East coast of South America to west coast of Canada:							
British	1	2,996	3,702	4,888	2,989	2,665.44	.....
East coast of Mexico to west coast of Central America:							
Danish	1	1,188	1,815	2,088	1,205	1,485.00	2,744
East coast of Mexico to west coast of Canada:							
British	1	5,051	5,940	8,764	5,511	6,313.75	11,500
Totals, June, 1925...	176	656,690	844,179	1,068,868	660,593	753,897.05	600,801
Totals, June, 1924...	193	762,545	981,169	1,233,711	761,814	850,549.83	596,762
Totals, June, 1923...	227	904,553	1,111,297	1,436,594	900,817	954,803.23	655,989

* Includes British Naval cruiser of 4,901 tons displacement.

PACIFIC TO ATLANTIC.

United States intercoastal:							
United States	77	321,810	397,859	504,588	322,358	\$400,821.50	621,634
West coast of South America to east coast of U.S.:							
British	6	18,066	23,194	30,769	18,769	22,582.50	22,832
Chilean	1	3,479	4,672	7,289	3,886	4,348.75	3,245
German	1	2,231	3,704	3,664	2,204	2,788.75	5,399
Greek	1	3,208	4,047	5,269	3,222	4,010.00	7,000
Norwegian	5	13,326	16,912	21,313	13,185	16,670.00	30,226
United States	10	35,108	40,878	60,796	35,140	43,643.55	93,665
Totals	24	75,428	93,407	129,100	76,406	94,043.55	162,367

PACIFIC TO ATLANTIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
West coast of South America to Europe:							
British.....	7	32,947	40,283	52,878	32,530	\$41,183.75	39,421
Danish.....	1	1,410	1,844	2,357	1,423	1,762.50	2,226
Dutch.....	2	7,171	10,978	11,714	6,933	8,963.75	13,337
French.....	1	3,235	3,737	5,135	3,262	4,043.75	5,556
German.....	2	8,092	9,944	13,195	8,180	10,115.00	11,737
Italian.....	1	2,705	3,774	4,676	2,633	3,381.25	1,885
Spanish.....	1	2,960	3,729	5,087	3,000	3,700.00	764
Totals.....	15	58,520	73,389	95,042	57,964	72,150.00	74,926
West coast of United States to Europe:							
British.....	7	26,768	32,617	45,214	27,677	33,460.00	53,606
French.....	3	11,832	14,815	19,196	11,411	14,790.00	25,630
Irish.....	1	3,066	3,647	5,088	2,889	3,832.50	6,000
Japanese.....	1	3,578	4,419	5,814	4,056	4,472.50	6,525
Norwegian.....	1	5,585	6,489	9,330	5,522	6,931.25	12,060
Swedish.....	1	3,386	5,456	5,558	4,246	4,232.50	7,935
United States.....	1	3,838	5,241	6,157	3,801	4,797.50	8,556
Totals.....	15	58,053	72,714	96,357	59,602	72,566.25	120,552
West coast Canada to Europe:							
British.....	5	20,084	24,696	32,431	20,172	25,105.00	40,878
Danish.....	1	4,223	5,303	6,637	4,223	5,278.75	9,449
Dutch.....	1	5,763	7,619	9,333	5,808	7,203.75	9,853
French.....	3	10,956	15,017	18,177	11,281	13,695.00	23,428
Swedish.....	1	2,259	3,900	3,805	2,833	2,823.75	6,200
Totals.....	11	43,285	56,535	70,388	44,317	54,106.25	89,808
Australasia to Europe:							
British.....	9	46,942	59,010	73,194	45,633	58,398.85	54,098
French.....	1	2,862	3,269	4,785	2,899	3,577.50	5,391
Totals.....	10	49,804	62,279	77,979	48,532	61,976.35	59,489
West coast of Canada to east coast of United States:							
British.....	3	9,973	13,501	15,944	9,965	12,466.25	21,637
Norwegian.....	1	3,436	4,834	5,760	4,263	4,295.00	7,525
United States.....	2	6,355	10,202	10,449	6,340	7,943.75	13,955
Totals.....	6	19,764	28,537	32,153	20,573	24,705.00	43,147
West coast of Central America to Cristobal:							
British.....	3	1,900	2,063	3,436	1,906	2,359.90	1,787
Norwegian.....	1	583	698	1,036	582	728.75	556
Totals.....	4	2,483	2,761	4,472	2,488	3,088.65	2,343
Far east to east coast of United States:							
Japanese.....	3	10,224	12,362	16,222	9,911	12,780.00	5,873
Australasia to east coast of Canada:							
British.....	3	14,019	16,826	20,778	13,649	17,376.45	9,938
West coast of South America to Cristobal:							
Colombian.....	1	67	77	153	68	83.75	114
Peruvian.....	1	1,204	2,386	4,403	2,090	1,505.00	1,591
United States.....	1	1,475	1,613	2,479	1,475	1,161.36	.....
Totals.....	3	2,746	4,076	7,035	3,633	2,750.11	1,705
West coast of South America to Egypt:							
British.....	2	6,283	8,661	11,108	6,280	7,853.75	15,910
Italian.....	1	3,829	3,846	5,299	3,145	4,615.20	7,200
Totals.....	3	10,112	12,507	16,407	9,425	12,468.95	23,110
West coast of United States to Cristobal:							
British.....	1	3,688	4,130	5,549	3,480	4,610.00	7,500
Panaman.....	1	1,384	2,666	3,614	2,594	1,730.00	1,145
United States.....	1	1,332	1,593	2,153	1,309	1,665.00	299
Totals.....	3	6,404	8,329	11,346	7,383	8,005.00	8,944

PACIFIC TO ATLANTIC.—Continued.

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered gross.	Registered net.		
Philippines to east coast of United States:							
Norwegian.....	1	2,432	4,354	4,003	2,483	\$3,040.00	5,118
United States.....	1	3,465	5,450	5,687	3,450	4,331.25	7,821
Totals.....	2	5,897	9,804	9,690	5,933	7,371.25	12,939
Australasia to east coast of United States:							
United States.....	2	7,939	8,801	11,532	7,875	9,690.20	2,726
West coast of South America to east coast of Canada:							
British.....	1	7,774	7,874	10,831	7,530	9,448.80	15,591
Norwegian.....	1	2,866	4,990	4,811	2,859	3,582.50	8,000
Totals.....	2	10,640	12,864	15,642	10,389	13,031.30	23,591
West coast of Central America to east coast of United States:							
Danish.....	1	1,325	1,691	2,243	1,347	1,656.25	1,275
West coast of Central America to Europe:							
German.....	1	2,858	3,381	4,015	2,434	3,572.50	2,471
Hawaii to east coast of United States:							
United States.....	1	3,927	4,737	6,374	3,935	4,908.75	8,393
West coast of Mexico to east coast of United States:							
Norwegian.....	1	1,029	1,024	1,389	1,041	1,228.80	612
Canadian intercoastal:							
British.....	1	3,322	4,186	5,465	3,400	4,152.50	6,265
West coast of South America to Africa:							
Jugo-Slavic.....	1	3,447	4,188	5,168	3,304	4,308.75	8,244
East coast of United States to east coast of South America:							
United States.....	1	3,515	4,932	5,614	3,526	4,393.75	6,244
West coast of United States to South Africa:							
British.....	1	3,330	4,227	5,362	3,294	4,162.50	7,921
West coast of United States to east coast of Canada:							
British.....	1	7,632	7,732	10,825	7,443	9,278.40	15,000
Totals, June, 1925...	192	727,513	909,143	1,165,186	730,162	905,593.01	1,319,522
Totals, June, 1924...	184	757,296	946,870	1,217,866	758,055	942,271.39	1,426,088
Totals, June, 1923...	190	759,498	924,605	1,202,290	759,049	943,455.85	1,440,457

Canal Zone for Orders.

The Panama Railroad Company, a New York corporation, of which the stock is now owned by the United States Government, will warehouse "for orders" at its piers and warehouses at Balboa and Cristobal, Canal Zone, nonperishable and nondangerous merchandise, excepting alcoholic liquors, subject to conditions and charges which will be explained on application to the Company at 24 State St., New York City, or Balboa Heights, Canal Zone.

On general merchandise the rates are as follows: (a) for handling cargo from ship's side to storage place, \$1 per ton; (b) for delivery or reforwarding, \$1 per ton; (c) for storage, 3 cents per ton per day, except that no charge will be made for the first 35 days. Details of arrangements were published in THE PANAMA CANAL RECORD of March 18, 1925.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 11, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Magellan.....	Pacific Steam Navigation Co.....	July 5.....	July 5.....	.....	133
Pastores.....	United Fruit Co.....	July 5.....	July 5.....	18	642
Cartago.....	United Fruit Co.....	July 5.....	July 5.....	555	24
Ucayali.....	Peruvian Line.....	July 5.....	July 11.....	2,666	1,142
Salvador.....	Pacific Steam Navigation Co.....	July 5.....	July 6.....	480	(¹)
Santa Tecla.....	N. O. & S. A. S. S. Line.....	July 6.....	July 7.....	284	240
Lake Flattery.....	Panama Railroad Steamship Line.....	July 6.....	July 6.....	68	9
Venezuela.....	Pacific Mail Steamship Line.....	July 6.....	July 7.....	520	144
Vermont.....	French Line.....	July 6.....	July 7.....	214	(¹)
Santa Elisa.....	Grace Line.....	July 7.....	July 7.....	5	22
Abangarez.....	United Fruit Co.....	July 7.....	July 9.....	644	(¹)
Ulua.....	United Fruit Co.....	July 7.....	July 8.....	355	62
Orita.....	Pacific Steam Navigation Co.....	July 8.....	July 9.....	84	28
Haimon.....	Roland Line.....	July 8.....	July 9.....	703	25
Venezuela.....	Royal Dutch W. I. Mail.....	July 8.....	July 8.....	388	(¹)
Cartago.....	United Fruit Co.....	July 8.....	July 8.....	74	56
Cristobal.....	Panama Railroad Steamship Line.....	July 8.....	.....	2,098	.....
Carrillo.....	United Fruit Co.....	July 8.....	July 9.....	38	307
Colombia.....	Pacific Mail Steamship Line.....	July 9.....	July 10.....	540	168
Eupatoria.....	Hamburg-American Line.....	July 9.....	July 11.....	330	(¹)
Jamaica.....	Pacific Steam Navigation Co.....	July 9.....	.....	662	.....
Teno.....	Chilean Line.....	July 10.....	July 10.....	(²)	29
Venezuela.....	Royal Dutch W. I. Mail.....	July 10.....	July 11.....	1	381
Atrato.....	Colombian Maritime Co.....	July 10.....	July 11.....	150	(¹)
Camito.....	Elders & Fyffes, Ltd.....	July 11.....	July 11.....	5	(³)
Araua.....	Pacific Steam Navigation Co.....	July 11.....	.....	242	.....
Salvador.....	Pacific Steam Navigation Co.....	July 11.....	.....	850	.....

¹ No cargo laded.² No cargo discharged.³ 7 packages.

Location of Patients and Visiting Hours, at Ancon Hospital.

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

Section and Ward.	Visiting Hours.
Section "B:"	
Ward 5, Male, private rooms, American boys.....	Daily 9.30 to 11 a. m.; 2.00 to 4.30 p. m.;
Ward 6, Foreign, male and female, private rooms, American girls.....	6.30 to 8.00 p. m.
Ward 7, White female, private rooms.....	(No visitors permitted in nursery.)
Ward 8, Obstetrical department, white females (Nursery).....	
Section "C:"	
Ward 9, White foreign, male.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 11, Colored, male, surgical.....	
Ward 12, Colored, male, medical, eye and ear.....	
Ward 13, Colored, male, G. U.....	
Ward 14, American, male, G. U.....	
Section "D:"	
Ward 15, American, male, surgical.....	Tuesdays, Thursdays, and Saturdays, 2.30 to 4.30 p. m.;
Ward 16, American, male, medical, eye and ear.....	6.30 to 7.30 p. m.
Ward 17, Colored children.....	Sundays and holidays, 9.30 to 11 a. m.; 2.30 to 4.30 p. m.
Ward 18, White children.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Ward 19, Colored, female, medical.....	Daily 9.30 to 11 a. m.; 2 to 4 p. m.
Ward 20, Colored, female, surgical, obstetrical.....	Wednesdays, Fridays, Sundays, and holidays, 1.30 to 3 p. m.
Isolation.....	No visitors permitted except to visit tuberculosis patients, Thursdays, Sundays, and holidays, 1.30 to 3 p. m.

Permission to visit outside of visiting hours will be granted upon application to the Superintendent's Office. Immediate relatives of seriously ill patients will be admitted at any time by and in the discretion of the attending physician, section nurse, and in her absence, the nurse in charge.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Current Net Prices on Fuel Oil, Diesel Oil and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.95 per barrel at Cristobal and Balboa; Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Tolls Charges for Transit of The Panama Canal.

1. Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity \$1.20
2. Vessels in ballast, without passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity... .72
3. Naval vessels, other than transports, colliers, hospital ships, and supply ships, per displacement ton..... .50
4. Army and Navy transports, colliers, hospital ships, and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels, per net ton..... 1.20
5. Tolls may not exceed the equivalent of \$1.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of \$0.75 per net registered ton.
6. Vessels returning from Gatun Lake to original point of entry into the Canal, without passing through the locks at the other end, are charged tolls for one passage only.
7. Vessels transiting the Panama Canal from Cristobal to Balboa and return for the sole purpose of having repairs made at the Balboa dry dock and shops will be exempt from payment of tolls, but a charge will be made for pilotage in such cases, as provided in Paragraph 4, Item 3, of the tariff, and for handling lines in accordance with Item 4. of the tariff

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

MOVEMENTS OF OCEAN VESSELS.—Continued from page 659.

PORT OF CRISTOBAL.				PORT OF BALBOA.			
*ARRIVALS.		*DEPARTURES.					
Date.	Vessel.	Line.	From—	Date.	Vessel.	Line.	For—
July 7.....	Wawa.....	San Blas Development Co.....	New Orleans via wayports.	July 6.....	Eidsvaag.....	Gorissen Line.....	Kingston.
July 7.....	Ulua.....	United Fruit Co.....	New York via Habana.	July 7.....	Wawa.....	San Blas Development Co.....	San Blas coast.
July 7.....	Agangarez.....	United Fruit Co.....	New Orleans via Habana.	July 8.....	Cartago.....	United Fruit Co.....	New Orleans via Habana.
July 7.....	Linda S. ³²	Surgeon Brothers.....	Colon.	July 8.....	Ulua.....	United Fruit Co.....	Port Limon.
July 8.....	Cartago.....	United Fruit Co.....	Bocas del Toro.	July 8.....	Venezuela.....	Royal Netherlands W. I. Mail.	Colombia.
July 8.....	Cristobal.....	Royal Netherlands W. I. Mail.	Amsterdam via wayports.	July 9.....	Cartago.....	United Fruit Co.....	New Orleans via wayports.
July 8.....	Carrillo.....	Panama Railroad Steamship Line.	New York via Haiti.	July 9.....	Abangarez.....	United Fruit Co.....	Amsterdam via wayports.
July 10.....	Carrillo.....	United Fruit Co.....	New York via Kingston.	July 11.....	Venezuela.....	Royal Netherlands W. I. Mail.	Kingston.
July 10.....	Venezuela.....	Royal Netherlands W. I. Mail.	Port Limon.	July 11.....	Camito.....	Elders & Fyffes, Ltd.	
July 11.....	Camito.....	Elders & Fyffes, Ltd.	San Blas.				
July 11.....	Wawa.....	San Blas Dev. Co.					
³² Motor schooner.							
July 10.....	Corbis.....	Anglo-Saxon Petroleum Co.....	San Francisco.				
July 11.....	Dilworth.....	Struthers & Barry.....	Los Angeles.				

* Other than ships passing through the Canal.

THE PANAMA CANAL RECORD

OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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The Panama Canal, Washington, D. C.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., July 22, 1925.

No. 50.

Traffic During First Fifteen Days of July.

During the first 15 days of July, 199 commercial vessels and 6 small launches transited the Canal. Tolls on the commercial vessels aggregated \$852,576.31, and on the launches \$22.72, making a total tolls collection of \$852,599.03, or a daily average of \$56,839.93 on all traffic.

The average daily number of transits is the highest since February, 1925, and the average daily receipts from tolls shows a slight increase over figures for the past two months. The average amount of tolls paid by each of the commercial transits during the first 15 days of July was \$4,284.30, as compared with \$4,438.66 for the first 15 days of June.

In the following tabulation, the number of commercial transits and amount of tolls collected are shown for the first 6½ months of the calendar year, together with the daily averages of transits and tolls:

Month.	Totals for month.		Daily average.	
	Transits.	Tolls.	Transits.	Tolls.
January.....	401	\$1,832,024.35	12.93	\$59,097.56
February.....	379	1,648,964.88	13.53	58,891.60
March.....	398	1,840,103.14	12.84	59,358.16
April.....	382	1,735,429.37	12.73	57,847.65
May.....	372	1,705,592.20	12.00	55,019.10
June.....	368	1,659,490.06	12.26	55,316.33
July (first 15 days).....	199	852,576.31	13.26	56,838.42
Totals, first 6½ months, calendar year 1925....	2,499	11,274,180.31	12.75	57,521.32
Totals, first 6½ months, calendar year 1924....	2,738	12,800,105.53	13.90	64,975.15

Supplement No. 5.—Departmental Tariff "E."

THE PANAMA CANAL, PANAMA RAILROAD COMPANY,
EXECUTIVE OFFICE, BALBOA HEIGHTS, C. Z., July 17, 1925.

ITEM 47.—SURCHARGES, PANAMA CANAL.

(Effective July 1, 1925.)

Services:

5. Mechanical Division shop expense—	Per cent
To direct labor cost.....	35

M. L. WALKER,

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

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Atlantic to the Pacific, June, 1925.
(Figures represent tons of 2,240 pounds.)

From—	SOUTH AMERICA.				NORTH AMERICA.								ASIA.				AUSTRALASIA.			Grand totals.	Per cent of total cargo.			
	Chile.	Colombia.	Ecuador.	Peru.	West coast of South America. ¹	Total, South America.	West coast of United States.	Canada.	West coast of North America. ¹	West Central America.	Balboa. ²	West coast of Mexico.	Total, North America.	Japan.	China.	Philippines.	Far East. ¹	Total, Asia.	New Zealand.			Australia.	Australasia. ¹	Total, Australasia.	Hawaii.
NORTH AMERICA:																								
UNITED STATES—																								
N. Atlantic ports	5,865			270	19,515	25,650	172,030		1,692				173,722	13,262	22,904	5,646	25,817	67,629	9,428	33,358	2,198	44,984	3,234,315,219	52.5
S. Atlantic ports.					1,762	1,779	25,230						25,230	6,976	8,640	7,171	4,001	26,788	9,130	7,520		16,650	70,447	0.2
Gulf ports			17																					11.7
Totals, U. S.	5,865	17	270	21,277	27,429	197,260			1,692				198,952	21,280	31,541	12,817	30,250	95,891	18,558	40,878	2,198	61,634	3,234,387,140	64.4
Cristobal, C. Z. ²	150	57	47		4,786	5,040	846	4	4,580				5,430										10,470	1.7
E. coast of Canada.								4,000					4,000						6,961	3,560		10,521	16,527	2.4
West Indies.	1,941					1,941		7,000					7,000	7,586				7,586					16,527	2.4
E. coast of Mexico.								11,500	2,744				14,244										14,244	2.2
Totals, N. America.	7,956	57	64	270	26,063	34,410	198,106	22,504	9,016				229,626	28,886	31,544	12,817	30,250	103,477	25,519	44,438	2,198	72,155	3,234,442,902	73.8
Europe:																								
British Isles.	11,995		280	680	9,712	22,667	4,189	3,228					7,417						33,339			33,339	63,423	10.5
France.					712	712	745	25					745										1,482	0.2
Germany.	3,549		92	1,594	14,272	19,507	4,076	48,113	800				6,077										25,584	4.3
Holland.					844	844	760						760										1,604	0.3
Italy.					380	380	333						333										713	0.1
Belgium.	1,591		1	22	5,011	6,624	18,445	3,339					21,784										28,408	4.7
Norway and Sweden.							3,695						3,695										3,695	0.6
Europe ¹ .					18,038	18,038	2,491	2,747					5,238				8,800	8,800					32,076	5.4
Totals, Europe.	17,135		372	2,296	48,969	68,772	34,734	6,640	3,900	800			46,074				8,800	8,800	33,339			33,339	156,985	26.1
E. coast South America.					138	138	776						776										914	0.1
Grand totals.	25,091	57	436	2,566	75,170	103,320	233,616	29,144	3,900	9,816			276,476	28,866	31,544	12,817	39,050	112,277	58,858	44,438	2,198	105,494	3,234,600,801	100.0
Per cent of total cargo:																								
June, 1925.	4.2			0.4	12.6	17.2	39.1	4.9	0.6	1.6			46.2	4.8	5.2	2.1	6.5	18.6	9.7	7.4	0.4	17.5	0.5	100.0
June, 1924.	8.8		0.3	1.2	7.8	18.1	41.2	2.9	0.1	1.5	2.0		47.7	2.9	6.9	2.3	2.6	14.7	6.7	9.6	2.9	19.2	0.3	100.0
June, 1923.	7.8	0.3	0.5	2.5	1.9	13.0	49.8	1.8	0.6	0.6	1.3	0.5	54.0	7.2	4.5	0.5	6.6	18.8	6.2	5.2	1.8	13.2	1.0	100.0

¹ Includes both local and transit cargo.

² General cargo not routed so as to allow segregating between definite ports.

Origin and Destination of Cargo Passing Through the Panama Canal, from the Pacific to the Atlantic, June, 1925.

(Figures represent tons of 2,240 pounds.)

From—	NORTH AMERICA.										EUROPE.										Grand totals.	Per cent of total cargo.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	UNITED STATES.					Cristobal, C. Z.					Total, North America.					British Isles.							Europe.*																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	North Atlan- tic ports.	South Atlan- tic ports.	Gulf ports.	Total, United States.	East coast of Canada.	West Indies.	East coast of Mexico.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

* General cargo not routed so as to allow segregation between definite ports.

* Includes both local and transit cargo.

MOVEMENTS OF OCEAN VESSELS. Week ending at midnight, July 18, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.		Gross.	Net.
Araba.....	11	8.17	12	6.15	12	13.04	12	15.56	British.	Pacific Steam Navigation Co.	303.3	43.0	17.0	New York.	Salaverry.....	General.	1,307	2,851	1,697
Ottar.....	11	15.05	12	6.25	12	13.55	12	14.54	Norwegian.	Columbia Line.	252.6	37.0	13.0	Norfolk.	Amapala.....	Ballast.	1,815	1,222	1,222
Swiftale 1.....	11	21.45	12	6.20	12	14.44	12	15.45	American.	C. D. Mallory & Co.	464.0	60.2	19.0	Fall River.	San Pedro.	Ballast.	8,473	5,997	5,997
Standard.....	11	23.35	12	7.20	12	14.28	12	15.26	American.	Standard Transportation Co.	468.0	63.0	23.0	New York.	San Pedro.	Ballast.	9,698	6,783	6,783
Arrow 1.....	12	9.30	12	9.50	12	17.32	12	19.00	Japanese.	Kawasaki Dockyard Co.	405.0	53.0	26.0	New York.	Kobe.	General.	7,019	5,125	5,125
Bordeaux Maru.....	30	20.18	12	10.25	12	18.05	12	20.38	Panaman.	Panama Mail Steamship Co.	269.9	45.0	21.6	Cristobal.	San Francisco.	General.	2,075	3,848	2,606
City of San Francisco 2.....	12	13.52	12	14.00	12	20.12	12	21.40	American.	Tide-water Oil Co.	465.4	60.2	21.0	New York.	San Pedro.	Ballast.	8,546	5,870	5,870
Byron D. Benson 1.....	12	16.00	13	6.30	13	12.49	13	13.45	Japanese.	Kawasaki Dockyard Co.	405.0	53.0	15.0	Norfolk.	San Pedro.	Ballast.	7,033	4,984	4,984
Norfolk Maru.....	13	6.30	13	7.25	13	15.25	13	16.40	American.	Seas Shipping Co.	430.7	54.3	26.6	New York.	San Diego.	General.	9,667	7,946	5,698
Greylock.....	13	6.12	13	13.20	13	13.25	13	23.25	British.	New Zealand Shipping Co.	470.1	60.2	31.1	Liverpool.	Auckland.	General.	9,090	10,014	6,510
Leitrim.....	12	.....	13	.....	14	17.50	.....	.....	American.	F. Karier.	.....	.....	.....	Cristobal.	Balboa.	(⁷)	6	6	6
Kaydee 3.....	12	.....	13	.....	14	17.50	.....	.....	Panaman.	J. H. Humphreys	.....	.....	.....	Cristobal.	Balboa.	Ballast.	68	68	62
Agnes E. 1.....	13	.....	13	.....	14	17.50	.....	.....	Panaman.	J. H. Humphreys	.....	.....	.....	Cristobal.	Balboa.	Ballast.	68	68	62
Canadian.....	13	13.30	14	6.15	14	13.05	14	14.10	British.	Canadian Govt. Mer. Marine.	399.6	52.2	21.0	Montreal.	Dunedin.	General, autos.	2,000	5,906	4,141
Britisher.....	13	15.00	14	7.15	14	14.31	14	15.25	Norwegian.	General Petroleum Co.	470.1	60.2	22.0	Amsterdam.	San Pedro.	Ballast.	9,425	6,439	6,439
Nordanger 5.....	13	17.25	14	8.40	14	16.15	14	17.20	British.	Hain Steamship Co.	362.9	51.0	12.8	Cardiff.	San Francisco.	Ballast.	5,101	3,902	3,902
Travalgan.....	13	19.15	14	9.30	14	16.58	14	18.12	German.	Rolland Line	393.0	54.0	23.0	Hamburg.	Corral.	General.	4,930	6,583	4,660
Rapot.....	13	18.08	14	12.55	14	19.35	14	21.10	British.	Imperial Oil Co.	463.0	69.0	19.10	New Orleans.	Talara.	Ballast.	8,491	5,879	5,879
Albertolite 1.....	13	18.08	14	12.55	14	19.35	14	21.10	British.	Imperial Oil Co.	463.0	69.0	19.10	New Orleans.	Talara.	Ballast.	8,491	5,879	5,879
Salt 3.....	10	.....	14	.....	14	14.58	.....	.....	American.	J. A. Walker	.....	.....	.....	Cristobal.	Gatun Lake.	Ballast.	2	2	2
Oregon Maru.....	14	19.55	15	6.15	15	13.08	15	14.20	Japanese.	Kawasaki Steamship Co.	385.0	51.0	16.0	Norfolk.	San Pedro.	Ballast.	2,000	5,906	4,141
Walter A.....	15	1.30	15	8.40	15	15.25	15	16.27	American.	Luckenbach Line	446.5	56.1	24.8	Boston.	Seattle.	General.	6,712	8,785	6,567
Lukenbaeth.....	15	11.25	15	14.15	15	18.15	15	18.15	Honduran.	United Fruit Co.	220.0	30.0	12.0	Mobile.	Gatun, return.	General	197	1,171	637
Venator.....	15	10.20	16	6.00	16	13.17	16	14.15	American.	U. S. Navy.	241.0	41.0	13.2	Cristobal.	Balboa.	Ballast	2,276	5,776	4,081
Tulsa 6.....	15	18.03	16	6.00	16	12.32	16	16.25	American.	Grace Line.	360.2	51.2	22.4	New York.	Taleahuano.	General	2,423	4,101	2,687
Santa Ana.....	15	10.22	16	6.00	16	13.21	17	13.50	American.	Grace Line.	333.8	48.0	17.0	New York.	San Antonio.	General	598	4,854	3,232
Asbhee 2.....	15	9.15	16	7.00	16	14.02	16	15.05	Italian.	Nav. Generale Italiana.	381.0	49.0	18.6	Genoa.	Valparaiso.	General	11,049	7,732	7,732
Vittorio Veneto.....	15	15.37	16	7.15	16	14.47	16	15.45	British.	Imperial Oil Co.	500.4	68.0	22.0	Halifax.	Talara.	Ballast.	4,950	9,092	6,655
Victorie.....	15	16.32	16	8.09	16	15.46	16	16.45	American.	United Steamship Line.	472.0	60.0	20.0	Hamburg.	Seattle.	Ballast	14,538	9,348	9,348
Kernit.....	15	21.40	16	8.40	16	16.29	16	17.25	American.	Ore Steamship Corporation.	549.0	72.0	24.0	Baltimore.	Cruz Grande.	Ballast	7,572	6,321	4,548
Chibbe.....	16	6.33	16	9.45	16	17.07	16	18.10	British.	Thomas Law & Co.	420.5	54.3	25.1	Galveston.	Sydney.	Sulphur	7,373	6,963	5,051
Cowden Law.....	16	6.30	16	10.15	16	17.13	16	18.10	Norwegian.	Westall, Larsen & Co.	420.5	54.0	17.0	Norfolk.	Williams Head.	General	3,373	7,322	5,254
Torvaenger.....	15	11.05	16	10.54	16	18.01	16	19.05	Dutch.	Royal Netherlands W. I. Mail.	402.0	58.0	17.0	Amsterdam.	Corral.	General	695	5,849	4,081
Brielle.....	16	6.55	16	12.10	16	18.47	16	19.41	French.	French Line.	397.0	50.3	17.6	Antwerp.	Taleahuano.	General	9,000	7,330	5,245
Saint Jean.....	16	12.50	16	13.00	16	20.23	17	1.14	American.	Isthmian Line.	396.5	55.0	28.0	Boston.	Honolulu.	General	9,000	7,330	5,245
Steel Maker.....	16	12.50	16	13.00	16	20.23	17	1.14	American.	Isthmian Line.	396.5	55.0	28.0	Boston.	Honolulu.	General	9,000	7,330	5,245
Tanker.	General id 3,976 bunches of bananas.																		

1 Tanker.

2 Motor ship.

3 Launch.

4 Sloop.

5 Motor ship, tanker.

6 Gunboat.

7 Towing Agnes E.

8 7,806 stems of bananas.

9 General and 3,976 bunches of bananas.

* Tanker.	** Launch.	** Barge.	** Motor ship.	** Towing barge No. 15.	** General, cement, and paper.	** General, oil, and general.
Quipo ¹⁰	16	16 10 50	American.....	American Banana Corporation	Cristobal.....	Gatun Lake.....
Charges ¹⁰	16	16 10 50	American.....	American Banana Corporation	Cristobal.....	Gatun Lake.....
No. 15 ¹¹	16	16 10 50	Panaman.....	American Banana Corporation	Cristobal.....	Gatun Lake.....
Theodore.....	16	6 20 17	Norwegian.....	Norway-Pacific Line	Oslo.....	Seattle.....
Roosevelt ¹²	16	6 20 17	Norwegian.....	Norway-Pacific Line	Oslo.....	Seattle.....
President Van.....	17	5 45 17	American.....	Dollar Line.....	New York.....	San Francisco.....
Burn.....	17	4 20 17	American.....	United American Line.....	Jacksonville.....	San Pedro.....
Montpelier.....	17	4 20 17	American.....	United American Line.....	Jacksonville.....	San Pedro.....
Crubamba.....	17	4 20 17	American.....	United American Line.....	Jacksonville.....	San Pedro.....
Buenos Aires.....	15	19 00 17	Spanish.....	Peruvian Line.....	Callao.....	Valparaiso.....
W. L. Steed ¹	17	17 55 18	British.....	Pan-American Pet. Co.....	Callao.....	Valparaiso.....
Gaelic Prince.....	17	21 20 18	British.....	Princess Line, Ltd.....	New York.....	San Pedro.....
Illinois ¹	17	22 00 18	American.....	Texas Oil Co.....	New York.....	San Pedro.....
Sagadahoc.....	18	4 50 18	American.....	Argonaut Steamship Line.....	San Pedro.....	San Pedro.....
Port Denison.....	18	6 37 18	British.....	Commonwealth & Dom. Line.....	Baltimore.....	Steel tin, gen.....
Yaye Maru.....	18	8 08 18	Japanese.....	Suzuki & Co.....	London.....	Aelaide.....
Joseph M.....	18	10 40 18	Japanese.....	Suzuki & Co.....	Baltimore.....	Royal Head.....
Cudahy ¹	18	13 30 18	American.....	Singhai Navigation Co.....	Newark.....	Los Angeles.....
Rapido ¹²	18	8 30 18	Panaman.....	Alejandro Am.....	Cristobal.....	Gatun Lake.....

* General, oil, and general.

** General, cement, and paper.

** Towing barge No. 15.

** Motor ship.

** Barge.

** Launch.

* Tanker.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

* Tanker.	** Launch.	** Barge.	** Motor ship.	** Towing barge No. 15.	** General, cement, and paper.	** General, oil, and general.
El Lobo ¹	11	20 00 12	British.....	C. T. Bowring & Co.....	Lobitos, Peru.....	Crude oil.....
Crubamba.....	12	1 00 12	Peruvian.....	Peruvian Line.....	Callao.....	General.....
Niels Nielson.....	12	9 30 12	Norwegian.....	B. Stolt Nielson & Co.....	Callao.....	Lumber.....
Maple Branch.....	12	9 30 12	British.....	Naudis Steamship Co.....	N. W. minister.....	Nitrate, general.....
Planet.....	12	11 00 12	German.....	Hamburg-American Line.....	Punta Arenas.....	Nitrate, general.....
Solamero.....	12	21 00 13	American.....	Transmarine Corporation.....	New York.....	Lumber.....
Hague Maru.....	12	24 00 13	Japanese.....	Oaka Shosen Kaisha.....	New York.....	General.....
Birk.....	12	22 00 13	Norwegian.....	A. S. Red. Offield.....	New York.....	Nitrate.....
Oasis ¹⁶	13	5 55 13	German.....	United American Line.....	Los Angeles.....	General.....
W. S. Rieum ¹	13	8 00 13	British.....	Standard Oil Co. of California.....	San Francisco.....	Tops.....
Tooe ¹	12	21 00 13	British.....	Chile Steamship Co. of N. Y.....	Tacopilla.....	Ballast.....
Gloria de Lari- naga.....	13	12 00 13	British.....	Messrs. Larinaga & Co.....	Antofagasta.....	Nitrates.....
Orinoco.....	13	11 50 13	American.....	Oriental Navigation Co.....	Tacoma.....	Lumber.....
Cardinas.....	13	17 48 14	American.....	Steele Steamship Co.....	Powell River.....	General.....
Sylvan Arrow ¹	13	17 50 14	American.....	Standard Transportation Co.....	San Pedro.....	Gasoline.....
Cubore ¹⁶	13	19 13 14	American.....	Ore Steamship Corporation.....	Cruz Grande.....	Iron ore.....
La Brea ¹	13	21 00 14	American.....	Union Oil Co. of California.....	Los Angeles.....	Gasoline.....
Treviander.....	13	23 00 14	British.....	Hain Steamship Co., Ltd.....	Antofagasta.....	Gasoline.....
Natal.....	14	3 45 14	Danish.....	The Asiatic Co.....	Tacoma.....	Nitrate.....
Loeto ¹⁶	14	0 30 14	British.....	Pacific Steam Navigation Co.....	Coral.....	Lumber, general.....
Virginian.....	14	11 10 14	British.....	American-Hawaiian Line.....	Seattle.....	Lumber, general.....
Ansaldo San Giorgio II.....	14	18 35 15	Italian.....	Societa Nazionale di Nav.....	Genoa.....	Lumber, general.....

* Tanker.

** Motor ship.

** Nitrate, copper, and cacao.

** Nitrate, copper, and cacao.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Salt water draft.		From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.				Beam.	Draft.			Nature.	Tons.		Gross.	Net.
Hagood ¹	15	1.40	15	7.30	15	15.10	15	15.35	American	Cities Service Transportation Co.	435.6	56.2	28.5	San Pedro	Boston	Crude oil	10,600	7,426	5,094
Ronanke ¹	15	2.30	15	8.19	15	15.35	15	15.35	American	The Texas Co.	416.8	56.1	25.6	San Pedro	New York	Gasoline	8,668	6,976	5,202
Aguiavare ¹	15	7.15	15	9.12	15	17.10	15	17.10	American	International Shipping Corp.	485.0	66.0	29.0	Los Angeles	Baltimore	Crude oil	13,500	9,394	6,305
Mongolia ¹	14	19.15	15	10.13	15	17.55	15	18.30	American	Panama-Pacific Line	600.0	65.3	30.6	San Francisco	New York	General	4,597	17,041	11,426
Sidney M. ¹	15	8.30	15	11.15	15	18.10	15	18.10	American	Munson-McCormick Line	401.4	53.2	26.0	Portland	Boston	Lumber, general	8,000	7,062	5,167
Orconua ¹	15	11.10	15	12.37	15	19.00	16	6.35	British	Pacific Steam Navigation Co.	511.6	62.2	25.10	San Antonio	Liverpool	General	3,253	12,414	8,302
Charles H. ¹	15	11.22	15	13.28	15	20.15	15	20.15	American	Argonaut Steamship Line	404.6	53.9	28.6	Bellingham	Baltimore	Lumber, general	7,338	6,755	4,750
Crampton ¹	15	12.30	15	14.05	15	21.30	16	10.35	German	F. Laeisz	450.7	57.2	25.7	Caleta Buena	Hamburg	Nitrate, general	8,540	7,684	5,234
Poseidon ¹	15	7.25	15	7.25	15	16.50	16	21.45	American	Fred Kariger	406.0	52.4	28.6	Batboa	Gatun Lake	Ballast	7,766	7,331	5,091
Kaydee ¹	15	17.20	16	6.31	16	16.50	16	21.45	British	Pacific Steam Navigation Co.	406.0	52.4	28.6	Talcahuano	Hull, England	General	7,766	7,331	5,091
Loriga ¹	16	2.00	16	7.36	16	15.24	16	20.23	Chilean	South American Line	422.8	56.2	25.6	Valparaiso	New York	General	2,842	7,758	4,705
Aconcagua ¹	16	2.55	16	7.43	16	17.15	17	1.05	British	Canadian Govt. Mar. Marine	430.0	56.2	16.0	Prisbane	New York	General	744	7,680	5,494
Canadian ¹	15	23.00	16	10.40	16	18.10	16	18.10	American	Planet Line	409.8	54.2	23.0	Seattle	Providence	Lumber, general	7,077	6,581	4,794
Crampton ¹	16	11.35	16	12.18	16	19.15	16	19.15	American	Huasteca Petroleum Co.	435.0	56.0	26.2	Los Angeles	Philadelphia	Gasoline	9,481	7,406	5,159
Anderson ¹	16	9.15	16	13.11	16	21.00	16	21.00	Norwegian	Rederiet Officell (A. S.)	420.0	54.0	31.0	Grays Harbor	Belfast	Wheat, ore, lum.	9,300	7,075	5,301
Hallgren ¹	16	9.15	16	13.11	16	18.15	16	18.15	Honduran	United Fruit Co.	220.0	30.2		Gatun Lake	Mobile	(*)	197	1,171	637
Venator ¹	16		16		16		16		American	Trinidad Fruit Co.	323.0	44.0	23.0	Batboa	Gatun Lake	General	3,812	3,677	2,686
Nord ¹	17	4.00	17	7.13	17	14.53	18	2.00	Dutch	Royal Netherlands W. I. Mail	360.4	51.0	23.0	Corral	Europe	(*)	6,110	4,791	3,392
Alda ¹	17	10.40	17	11.25	17	18.55	18	9.00	German	Roland Line (A. G. Bremen)	360.4	51.0	23.0	Wellington	Hamburg	Frozen, general	3,600	12,846	9,439
Rotorua ¹	16	21.35	17	12.20	17	19.45	17	19.45	British	New Zealand Shipping Co.	357.0	61.4	20.0	Valparaiso	Hamburg	General	5,240	4,899	3,704
Ingram ¹	17	13.15	17	14.05	17	21.55	18	2.30	German	Roland Line (A. G. Bremen)	376.4	52.3	26.0	Portland, Oreg.	New York	Lumber	5,200	5,455	3,879
Orient ¹	17	17.05	18	6.19	18	14.00	18	14.00	American	Oriental Navigation Co.	398.7	54.5	29.8	Valparaiso	Antwerp	Nitrate of soda	8,085	6,791	4,994
Spreewald ¹	17	20.25	18	6.58	18	14.35	18	17.00	German	Folsch & Co.	394.0	52.4	25.8	Caleta Colosa	Savannah	Nitrate of soda	7,586	6,163	4,452
Anglo-Mexican ¹	17	20.00	18	8.23	18	16.25	18	16.25	British	Lawther, Latta & Co.	400.0	52.4	26.0	San Pedro	Cristobal	Fuel oil	7,536	6,069	4,130
Scottish Bard ¹	17	21.00	18	9.25	18	17.45	21	7.00	British	Tankers, Ltd.	400.0	52.4	26.0	San Pedro	Cristobal	Fuel oil	7,536	6,069	4,130
Frank Lynch ¹	17	23.20	18	10.04	18	17.45	18	17.45	American	W. J. Gray & Co.	252.0	43.3	19.6	Everett, Wash.	New London	Lumber	2,550	2,283	1,369
Switwind ¹	18	3.40	18	11.11	18	18.55	18	18.55	American	C. D. Mallory & Co.	464.6	60.2	26.6	San Pedro	Fall River	Crude oil	10,800	8,473	5,597
Palm Branch ¹	18	9.00	18	12.04	18	20.50	18	22.10	British	Nauticus Steamship Co.	360.0	45.0	24.0	Corral	British ports	General	4,450	4,195	3,088
Chateau ¹	17	11.00	18	13.18	18	19.30	18	19.30	American	U. S. Army (Q. M. Corps)	448.0	58.0	23.6	Honolulu	Honolulu	Army supplies	1,712		
Thierry ²	17	11.00	18	13.18	18	19.30	18	19.30	American	U. S. Army (Q. M. Corps)	448.0	58.0	23.6	Honolulu	Honolulu	Army supplies	1,712		

¹ Tanker.¹⁰ Commercial launch.¹⁹ Motor ship.²⁰ Transport.²¹ 7,868 stems of bananas.²² Saltpeter, copper, and minerals.

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

(Continued on page 674, column 2.)

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 18, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
City of San Francisco.	Pacific Mail Steamship Co.	July 12.	July 12.		2,239
Parismina.	United Fruit Co.	July 12.	July 12.	298	74
Cristobal.	Panama Railroad Steamship Line.	July 12.	July 12.		5,384
Arana.	Pacific Steam Navigation Co.	July 12.	July 12.		440
Ulua.	United Fruit Co.	July 12.	July 12.	13	461
Planet.	Hamburg-American Line.	July 12.	July 13.	225	210
Urubamba.	Peruvian Line.	July 12.	July 12.	2,488	
Albertolite.	Imperial Oil Co.	July 13.	July 14.	11,920	(²)
Tolosa.	United Fruit Co.	July 14.	July 15.	372	2
Atenas.	United Fruit Co.	July 14.	July 15.	665	(²)
Parismina.	United Fruit Co.	July 15.	July 15.	13	(²)
Ashbee.	Grace Line.	July 15.	July 16.	125	133
Carrillo.	United Fruit Co.	July 15.	July 16.	1	383
Santa Ana.	United Fruit Co.	July 15.	July 16.	1	1
Santa Marta.	United Fruit Co.	July 15.	July 16.	75	309
Venator.	United Fruit Co.	July 15.	July 16.	(²)	275
Ansaldo S. Giorgio.	Nav. Gen. Italiana.	July 15.	July 16.	(²)	110
Vittorio Veneto.	Nav. Gen. Italiana.	July 15.	July 16.	98	(²)
Kernit.	United American Line.	July 15.	July 16.	(²)	382
Flandre.	French Line.	July 15.	July 16.	108	217
Brielle.	Royal Dutch W. I. Mail.	July 15.	July 16.	182	107
Buenos Aires.	Spanish Line.	July 15.	July 17.	185	(²)
Oreoma.	Pacific Steam Navigation Co.	July 15.	July 16.	(²)	64
Saint Jean.	French Line.	July 15.	July 16.	221	(²)
Loriga.	Pacific Steam Navigation Co.	July 16.	July 17.	(²)	107
Oranian.	Leyland Line.	July 17.	July 18.	1,014	16
Hector.	Royal Dutch W. I. Mail.	July 17.	July 17.	265	83
Alda.	Roland Line.	July 17.	July 17.	160	(²)
Scottish Bard.	Anglo-Saxon Petroleum Co.	July 18.	July 18.	7,536	

* No cargo laded.

* No cargo discharged.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 18, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				<i>Tons.</i>	<i>Tons.</i>
City of San Francisco.	Panama Mail Steamship Line.	July 12.	July 12.		2
Arana.	Pacific Steam Navigation Co.	July 12.	July 12.		23
La Brea.	Union Oil Co.	July 13.	July 14.	3	
Aconcagua.	South American Steamship Line.	July 13.	July 16.	1	
Ashbee.	New York Shipbuilding Co.	July 16.	July 17.		270
Tulsagas.	Associated Oil Co.	July 16.	July 18.	9,593	
Chateau Thierry.	U. S. Government.	July 17.	July 18.	253	100
Theodore Roosevelt.	Fred Olsen.	July 17.	July 18.	595	

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average tempera- ture. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9)	1018	1020	1013	84.0
Balboa (dock 18)	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Information from American Consuls.

The Consular officers of the United States at seaports all over the world are *ex officio* representatives of The Panama Canal for the purpose of furnishing information to shipping and allied interests as to conditions, charges, etc., at the Panama Canal affecting the operation of ships. The current publications of The Panama Canal of interest to shipping are furnished to the Consular officers and filed for reference.

It is not desired that inquiries of a general nature be addressed to the Consular officers, or that they be burdened with requests which should be made direct to The Panama Canal; but ships' operators who may not be sufficiently advised as to charges, supplies, facilities, etc., at the Canal will often save time by applying to the nearest American Consul.

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OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII.

Balboa Heights, C. Z., July 29, 1925.

No. 51.

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, 1925.

BALBOA HEIGHTS, C. Z., July 21, 1925.

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, 1925, which closes the fiscal year ending June 30, 1925:

CANAL TRAFFIC FOR FISCAL YEAR.

The fiscal year 1925 was the eleventh fiscal year of Canal operation. The number of vessels transiting the Canal, and the revenue collected in tolls for the year was as follows:

	No. of transits.	Tolls collected.
Commercial vessels.....	4,673	\$21,400,523.51
United States Government vessels.....	378	
For repairs.....	6	
Panama Government vessels.....	2	
Lanthees (under 20 tons net).....	115	468.53
Totals, for fiscal year.....	5,174	21,400,992.04

Had the 378 United States Government vessels that transited the Canal paid tolls at commercial rates, the revenue from tolls would have been increased by approximately \$723,303.86.

The 4,673 commercial vessels carried 23,958,836 long tons of cargo, and the 378 Government vessels carried 211,401 long tons, making the total cargo through the Canal for the year 24,170,237 long tons, or an average of 2,014,186 tons per month.

A comparison of the commercial traffic passing through the Canal during the fiscal year 1925, with that for the fiscal year 1924, shows the following: A decrease of 557, or 10.6 per cent, in the number of transits; a decrease in net tonnage of 3,293,727, or 12.6 per cent, Panama Canal measurement; a decrease of \$2,890,440.03, or 11.9 per cent, in tolls; and a decrease of 3,035,874, or 11.2 per cent, in cargo tonnage.

COMMERCIAL TRAFFIC.¹

The following tabulation shows the number of commercial vessels, Panama Canal net tonnage, tolls, and tons of cargo carried by commercial vessels transiting the Canal each month during the fiscal years 1924 and 1925:

Month.	Number of vessels.		Panama Canal net tonnage.		Tons of cargo.		Tolls.	
	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.
July.....	474	422	2,310,027	2,036,097	2,337,784	2,097,154	\$2,124,830.02	\$1,935,296.43
August.....	454	372	2,232,590	1,901,895	2,168,750	1,958,479	2,050,656.97	1,769,999.94
September...	413	395	2,044,552	1,976,213	2,168,703	2,112,264	1,902,453.61	1,832,935.33
October.....	427	393	2,139,475	1,923,950	2,127,567	2,017,980	1,988,607.69	1,796,255.77
November....	436	384	2,193,865	1,872,531	2,218,295	1,961,593	2,058,188.61	1,750,937.00
December....	506	407	2,516,491	1,989,196	2,494,634	2,265,687	2,335,729.81	1,893,495.04
January.....	476	401	2,400,040	1,960,015	2,427,332	1,907,469	2,216,855.01	1,832,024.35
February....	418	379	2,108,879	1,789,447	2,243,616	1,839,619	1,964,155.59	1,648,964.88
March.....	429	398	2,136,079	1,964,106	2,272,472	2,104,324	1,997,138.53	1,840,103.14
April.....	403	382	2,053,171	1,840,692	2,158,721	1,950,902	1,903,761.27	1,735,429.37
May.....	417	372	2,085,670	1,847,682	2,353,986	1,823,042	1,955,764.91	1,705,592.20
June.....	377	368	1,928,039	1,753,327	2,022,850	1,920,323	1,792,821.22	1,659,490.06
Totals.	5,230	4,673	26,148,878	22,855,151	26,994,710	23,958,836	24,290,963.54	21,400,523.51

¹ Commercial traffic includes all ocean-going vessels paying tolls. Vessels in the direct service of the United States Government, including merchant vessels chartered by the Government, do not pay tolls. Shipping Board vessels in commercial service pay tolls. Statistics on vessels not paying tolls are shown under "Noncommercial traffic."

CANAL TRAFFIC IN JUNE, 1925.

NUMBER OF TRANSITS.

During the month, 368 commercial vessels, 11 small launches, and 28 vessels of the United States Government passed through the Canal, a total of 407 transits. Commercial transits during the month averaged 12.26 per day, as compared with corresponding figures, 12.57 and 13.9, respectively, for the same month in 1924 and 1923.

The total number of vessels and craft transiting the Canal during the month of June, 1925, as compared with June, 1924, and June, 1923, is shown in the following table:

	June, 1925.	June, 1924.	June, 1923.
Commercial vessels.....	368	377	417
Noncommercial vessels (Army and Navy).....	28	13	31
Launches (under 20 tons measurement).....	11	2	7
Total craft through Canal.....	407	392	455

In addition to the vessels listed above, Panama Canal equipment consisting of dredges, tugs, barges, launches, etc., was passed through the locks, as follows:

	North- bound.	South- bound.	Total.
Gatun.....	9	14	23
Pedro Miguel.....	17	19	36
Miraflores.....	19	21	40
Totals.....	45	54	99

COMMERCIAL TRAFFIC.

The following is a summary of commercial traffic for June, 1925, as compared with the corresponding month in 1924 and 1923, and the monthly average for the fiscal year ending June 30, 1925:

	June, 1925.	June, 1924.	June, 1923.	Average per month for fiscal year 1925.
Number of transits.....	368	377	417	389
United States net tonnage.....	1,384,203	1,519,841	1,664,051	1,510,596
Panama Canal net tonnage.....	1,753,327	1,928,039	2,035,902	1,904,596
Registered gross tonnage.....	2,234,054	2,451,577	2,638,884	2,429,029
Registered net tonnage.....	1,390,755	1,519,869	1,659,866	1,517,919
Tolls.....	\$1,659,490.06	\$1,792,821.22	\$1,898,259.08	\$1,783,376.96
Tons of cargo carried.....	1,920,323	2,022,850	2,096,446	1,996,569

The average daily number of transits, tonnage, tolls, and cargo is shown in the following statement, in comparative form, commercial vessels only:

	Average per day.			Average per day for fiscal year 1925.
	June, 1925.	June, 1924.	June, 1923.	
Number of transits.....	12.26	12.57	13.9	12.80
Panama Canal net tonnage.....	58,444	64,268	67,863	62,616
Tolls.....	\$55,316.33	\$59,760.71	\$63,268.13	\$58,631.57
Tons of cargo carried.....	64,011	67,428	69,881	65,640

AVERAGE TONNAGE, TOLLS, AND TONS OF CARGO PER VESSEL.

The average tonnage, tolls, and cargo per vessel transiting the Canal during the month of June, 1925, as compared with June, 1924, and June, 1923, are shown in the following tabulation:

	Average per vessel.		
	June, 1925.	June, 1924.	June, 1923.
United States equivalent net tonnage.....	3,761	4,031	3,990
Panama Canal net tonnage.....	4,764	5,114	4,882
Registered gross tonnage.....	6,070	6,503	6,328
Registered net tonnage.....	3,779	4,031	3,980
Tolls.....	\$4,509.48	\$1,755.49	\$1,551.66
Tons of cargo (including vessels in ballast).....	5,213	5,366	5,027
Tons of cargo (laden vessels only).....	5,945	6,483	6,592

UNITED STATES INTERCOASTAL TRAFFIC.

The following statement gives a summary of the United States intercoastal traffic through the Canal for the month of June for the past 4 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
June, 1922.....	34	161,981	181,651	25	121,156	113,692	59	283,137	295,343
June, 1923.....	105	579,163	280,370	90	595,059	877,286	195	1,084,222	1,157,656
June, 1924.....	75	410,866	193,659	78	446,634	705,865	153	857,500	899,524
June, 1925.....	65	334,309	194,582	77	397,859	621,639	142	732,168	816,221

UNITED STATES SHIPPING BOARD VESSELS.

During the month of June, 1925, 11 vessels of the United States Shipping Board transited the Canal. Of the 11 vessels, 8 were general cargo carriers and 3 were tank ships. Two of these vessels were employed in the United States intercoastal trade, and the other 9 in the foreign trade of the United States.

The following table shows the number, aggregate Panama Canal net tonnage, and cargo tonnage of the United States Shipping Board vessels routed through the Canal during the month of June for the past 3 years:

Month and year.	Atlantic to Pacific.			Pacific to Atlantic.			Totals.		
	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.	No. of vessels	Panama Canal net tonnage.	Cargo tonnage.
June, 1923.....	16	81,434	52,651	10	51,540	73,896	26	135,974	126,547
June, 1924.....	9	42,742	28,332	9	43,863	65,299	18	85,605	93,631
June, 1925.....	6	31,629	23,917	5	23,519	27,363	11	55,148	51,280

ORIGIN AND DESTINATION OF TONNAGE.

The following tabulation shows the origin and destination of all tonnage passing through the Canal during the month of June, 1925, segregated by principal geographical areas, as compared with the same month in 1924 and 1923; the figures representing the net tonnage by the Panama Canal rules of measurement:

Areas.	June, 1925.	June, 1924.	June, 1923.
<i>Origin, Pacific-bound tonnage.</i>			
East coast of United States.....	536,672	628,848	805,406
Europe (including British Isles).....	228,281	254,938	217,193
Cristobal, C. Z.....	11,167	11,252	28,605
East coast of Mexico and Central America.....	7,755	9,583	23,038
East coast of South America.....	13,949	15,661	1,864
East coast of Canada.....	23,924	49,913	22,525
West Indies.....	8,717	10,974	12,666
Miscellaneous.....	13,714		
Totals.....	844,179	981,169	1,111,297
<i>Destination, Pacific-bound tonnage.</i>			
West coast of United States.....	385,173	517,655	696,567
West coast of South America.....	166,898	202,818	204,410
Australasia.....	113,982	117,131	84,798
Far East.....	93,454	79,370	90,571
West coast of Canada.....	68,376	50,414	26,126
West coast of Mexico and Central America.....	7,801	13,781	8,825
Miscellaneous.....	8,495		
Totals.....	844,179	981,169	1,111,297
<i>Origin, Atlantic-bound tonnage.</i>			
West coast of United States.....	495,793	530,940	638,527
West coast of South America.....	200,431	181,443	126,383
Australasia.....	87,906	55,974	52,840
Far East.....	22,166	19,144	21,151
West coast of Canada.....	89,258	150,938	77,332
West coast of Mexico and Central America.....	8,837	8,431	8,372
Miscellaneous.....	4,737		
Totals.....	909,148	946,870	924,605
<i>Destination, Atlantic-bound tonnage.</i>			
East coast of United States.....	558,222	605,001	636,679
Europe (including British Isles).....	268,298	280,655	154,412
East coast of Mexico.....		21,728	69,492
East coast of Canada.....	41,608	21,377	12,731
Cristobal, C. Z.....	15,166	13,195	27,738
East coast of South America.....	4,932	4,914	9,113
Miscellaneous.....	20,922		14,440
Totals.....	909,148	946,870	924,605

TOLLS.

Under the present method of assessing tolls, the revenue from commercial traffic during the month of June, 1925, was \$1,659,490.06. Had the net tonnage as determined by The Panama Canal rules of measurement been used exclusively and the tolls computed at \$1.20 per ton for laden vessels, 72 cents for vessels in ballast, and \$1.20 per ton for all deck cargo, this revenue would have been increased by \$372,367.46. This difference would have been distributed by nationality of vessels as follows:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
British.....	\$46,008.23	\$51,388.15	\$97,396.38
Chilean.....	1,256.00	1,257.65	2,513.65
Colombian.....	8.65	8.65	17.30
Danish.....	693.00	2,028.10	2,721.10
Dutch.....	2,641.55	5,168.50	7,810.05
French.....	4,302.25	8,503.75	12,806.00
German.....	14,096.65	3,958.55	18,055.20
Greek.....		846.40	846.40
Irish.....		543.90	543.90
Italian.....	1,615.75	1,147.55	2,763.30
Japanese.....	6,133.30	3,310.70	9,444.00
Jugo-Slavic.....	2,149.60	716.85	2,866.45
Norwegian.....	3,697.35	11,537.30	15,234.65
Panaman.....	1,397.20	1,397.20	2,794.40
Peruvian.....	3,016.90	1,358.20	4,375.10
Spanish.....	1,471.60	774.80	2,246.40
Swedish.....	2,499.67	4,188.95	6,688.62
United States.....	67,639.41	115,605.15	183,244.56
Totals.....	158,627.11	213,740.35	372,367.46

The additional revenue that would have been assessed against vessels of United States registry would have been made up, with respect to channels of trade in which the vessels were engaged, as follows:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	\$46,348.93	\$98,778.10	\$145,127.03
United States foreign trade.....	21,043.88	16,580.45	37,624.33
United States Canal Zone trade.....	246.60	246.60	493.20
Totals.....	67,639.41	115,605.15	183,244.56

Of the additional \$372,367.46 that would have been collected on the basis of Panama Canal rules of measurement and charging for deck load, \$30,088.80 represents the portion that would have been assessed on account of deck cargo.

RATIO OF CARGO TONNAGE TO NET TONNAGE.

The ratio of cargo tonnage to net tonnage, Panama Canal measurement, of vessels transiting the Panama Canal in June, 1925, is shown in the following tabulation, segregated by nationality of vessels and direction of transit. Laden vessels only are included:

Nationality.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
British.....	.92	1.25	1.10
Chilean.....	.38	.69	.54
Colombian.....	.74	1.48	1.11
Danish.....	1.51	1.46	1.47
Dutch.....	.93	1.31	1.16
French.....	.42	1.62	1.21
German.....	.96	1.15	1.01
Greek.....		1.73	1.73
Irish.....		1.64	1.64
Italian.....	.34	1.19	.64
Japanese.....	1.16	.75	1.02
Jugo-Slavic.....	1.51	1.97	1.72
Norwegian.....	1.64	1.63	1.63
Panaman.....	.73	.43	.58
Peruvian.....	.46	.66	.53
Spanish.....	.02	.20	.09
Swedish.....	.65	1.51	1.19
United States.....	1.00	1.59	1.38
Average, June, 1925.....	.95	1.45	1.24
Average, June, 1924.....	.95	1.52	1.29
Average, June, 1923.....	1.15	1.57	1.40

The ratio of cargo tonnage to Panama Canal net tonnage by the leading trade routes is shown in the following tabulation, vessels in ballast being included:

Route.	Atlantic to Pacific.	Pacific to Atlantic.	Totals.
United States intercoastal trade.....	.58	.56	1.11
United States and South America.....	.56	1.73	1.30
United States and Europe.....	.60	1.65	1.36
United States and Far East.....	1.20	.47	1.10
United States and Australasia.....	1.04	.31	.93
United States and Canada.....		1.51	1.17
Europe and South America.....	.69	1.02	.83
Europe and Canada.....	.67	1.58	1.20
Europe and Australasia.....	.79	.95	.88
Cristobal and South America.....	1.32	.41	.55

COMMODITY STATISTICS.

The total cargo carried through the Canal during the month of June, 1925, was 1,920,323 tons. Cargo from the Atlantic to the Pacific aggregated 600,801 tons, as compared with 596,762 tons in June, 1924, and 674,258 tons in May, 1925. From the Pacific to the Atlantic there were 1,319,522 tons, as compared with 1,426,088 tons in June, 1924, and 1,148,784 tons in May, 1925.

From the Atlantic to the Pacific, various manufactured goods with 160,611 tons was the heaviest item, followed by mineral oils with 68,937 tons, and cement with 22,221 tons.

From the Pacific to the Atlantic, mineral oils with 458,496 tons made up approximately one-third of the total cargo as compared with 609,000 tons in June, 1924, and 372,173 tons in May, 1925. Lumber shipments aggregated 250,418 tons for the month, and nitrate shipments 106,251 tons; these two commodities ranking second and third, respectively, in cargo tonnage.

The following commodity statistics were compiled from cargo declarations submitted by masters of vessels at the time of transit, and while incomplete, are indicative of the kind and quantity of commodities carried by vessels transiting the Canal. A brief summary of the principal items is shown below, the figures representing tons of 2,240 pounds:

Commodity.	June, 1925.	June, 1924.	June, 1923.
<i>Atlantic to Pacific.</i>			
Agricultural implements.....	10,971	4,666	3,640
Ammonia.....	4,807	2,994	9,976
Autos and accessories.....	8,982	7,956	4,710
Cement.....	22,221	26,071	18,389
Chemicals.....	2,062	2,918	6,185
Coal and coke.....	19,826	37,926	11,297
Cotton.....	6,899	1,184	8,373
Creosote.....			9,412
Liquors.....	1,894	2,492	1,815
Manufactured goods:			
Iron and steel.....	128,305	103,655	160,375
Machinery.....	7,124	11,390	17,831
Railroad material.....	9,741	8,479	15,051
Textiles.....	8,814	6,198	9,783
Other.....	6,627	3,502	4,548
Metals, various.....	16,427	23,606	28,246
Mineral oils.....	68,937	102,385	91,004
Ores, various.....	380	304	561
Paper.....	11,391	5,476	6,944
Phosphates.....	4,477	5,529	5,292
Rice.....	2,777	1,570	628
Sand and silversand.....	3,701	2,141	6,270
Slag.....	1,133	4,420	2,983
Sugar.....	17,493	11,133	697
Sulphur.....	17,298	10,219	19,237
Tobacco.....	4,314	6,647	4,264
Miscellaneous.....	214,200	203,901	208,478
Totals.....	600,801	596,762	655,989
<i>Pacific to Atlantic.</i>			
Barley.....	33,719	20,282	
Beans.....	1,776	2,390	7,820
Borax.....	6,387	4,331	395
Cocoa.....	8,311	2,964	170
Canned goods:			
Fish.....	5,813	6,489	8,947
Fruit.....	6,916	10,191	12,814
Other.....	3,407	5,092	1,948
Coffee.....	7,003	6,899	7,036
Cold storage, various.....	23,971	17,784	12,905

Commodity.	June, 1925.	June, 1924.	June, 1923.
<i>Pacific to Atlantic.—Continued.</i>			
Copra.....	12,144	5,933	6,316
Corn.....	4,064	2,392	.....
Cotton.....	5,148	4,180	8,373
Flour.....	11,207	6,426	857
Fruits, dried and fresh.....	4,886	7,917	1,806
Hemp.....	3,225	3,346	.....
Lumber.....	250,418	251,445	170,216
Metals, various.....	41,319	35,350	42,634
Nitrates.....	106,251	46,368	40,416
Oats.....	2,095	3,761	1,075
Mineral oils.....	458,496	609,000	934,707
Ores, various.....	104,833	105,329	40,407
Phosphates.....	8,708	.....	7,900
Rice.....	470	7,933	6,162
Skins and hides.....	3,835	4,671	5,325
Sugar.....	15,253	20,016	11,044
Syrup.....	8,393	.....	.....
Wheat.....	45,897	162,644	33,436
Wool.....	6,806	8,929	10,003
Miscellaneous.....	128,771	64,026	67,745
Totals.....	1,319,522	1,426,088	1,440,457

TRAFFIC BY TRADE ROUTES.

A detailed statement of traffic through The Panama Canal by trade routes for the month of June, 1925, was published in THE PANAMA CANAL RECORD for July 15, 1925.

The following tabulations show the number of vessels, Panama Canal net tonnage, and tons of cargo moving over the principal trade routes during the month of June, 1925, as compared with the same month in the years 1924 and 1923:

Route.	Atlantic to Pacific.			Pacific to Atlantic.		
	Number of vessels.			Number of vessels.		
	June, 1925.	June, 1924.	June, 1923.	June, 1925.	June, 1924.	June, 1923.
United States intercoastal trade.....	65	75	105	77	78	90
United States and South America.....	13	18	22	24	21	17
Europe and South America.....	20	21	14	15	13	8
United States and Far East.....	16	11	17	3	3	4
Europe and United States.....	5	11	13	15	12	9
Europe and Canada.....	10	7	6	11	20	7
Europe and Australasia.....	6	9	8	10	7	6
Mexico and South America.....	.....	2	2	.....	2	1
Cristobal and South America.....	2	4	8	3	4	3
United States and Canada.....	2	5	1	6	10	8
United States and Australasia.....	11	9	6	2	1	2
Miscellaneous.....	26	21	25	26	13	35
Totals.....	176	193	227	192	184	190
Panama Canal net tonnage.						
United States intercoastal trade.....	334,309	410,866	579,163	397,859	446,634	505,059
United States and South America.....	50,383	81,830	83,834	93,407	101,731	64,054
Europe and South America.....	102,605	102,391	68,819	73,389	68,505	34,978
United States and Far East.....	82,509	65,764	90,571	12,362	15,334	21,151
Europe and United States.....	28,144	61,416	74,182	72,714	58,608	40,257
Europe and Canada.....	41,960	33,604	20,676	56,535	99,903	36,948
Europe and Australasia.....	47,392	57,527	50,504	62,279	47,583	38,848
Mexico and South America.....	.....	9,583	9,554	.....	9,254	4,723
Cristobal and South America.....	699	6,055	14,415	4,076	6,867	2,459
United States and Canada.....	8,160	33,044	5,450	28,537	50,062	35,385
United States and Australasia.....	54,699	45,350	30,224	8,801	4,320	8,498
Miscellaneous.....	93,619	73,739	83,965	99,189	38,068	132,245
Totals.....	844,179	981,169	1,111,297	909,148	946,870	924,605
Tons of cargo carried.						
United States intercoastal trade.....	194,582	193,659	280,370	621,639	705,865	877,286
United States and South America.....	28,366	30,661	32,354	162,367	191,467	99,531
Europe and South America.....	71,532	57,617	29,451	74,926	75,696	33,042
United States and Far East.....	99,145	73,891	127,917	5,873	23,717	30,159
Europe and United States.....	16,886	33,867	33,579	120,552	95,314	69,546
Europe and Canada.....	28,396	26,735	24,300	89,808	164,464	59,140
Europe and Australasia.....	37,643	50,139	46,276	59,489	36,063	31,625
Mexico and South America.....	.....	18,100	19,351	.....	7,758	.....
Cristobal and South America.....	927	1,681	2,649	1,705	3,976	1,649
United States and Canada.....	.....	3,102	8,370	43,147	76,251	45,555
United States and Australasia.....	56,880	53,606	36,542	2,726	300	2,280
Miscellaneous.....	66,444	53,704	14,830	137,290	45,217	190,644
Totals.....	600,801	596,762	655,989	1,319,522	1,426,088	1,440,457

LATIN-AMERICAN TRAFFIC.

In the following tabulation, a summary of Latin-American traffic for the month of June is given for the years 1923, 1924, and 1925, and for the month of May, 1925:

	No. of transits.	Panama Canal net tonnage.	Tolls.	Tons of cargo carried.
June, 1923.....	128	460,577	\$420,546.76	392,252
June, 1924.....	109	450,780	422,897.94	449,040
June, 1925.....	112	428,846	410,263.68	448,461
May, 1925.....	114	439,694	426,028.88	487,137

Traffic over this route for the month of June, 1925, was about the same as for the preceding month.

Nitrate shipments totaled 106,251 tons, as compared with 91,526 tons in May, 1925, and 46,368 tons in June, 1924.

The principal commodities shipped to Latin-American ports through the Canal were various manufactured goods, cement, and coal and coke, in the order named. From Latin-American ports the principal commodities were various ores, nitrates, mineral oils, and grain, in the order named.

The following tabulations show the tonnage, tolls, and cargo of all vessels routed to or from Latin America during June, 1925, segregated by nationality and direction, with the totals in each direction, as compared with the totals for June in 1923 and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British	18	57,965	68,913	95,065	58,569	\$66,399.86	45,335
Chilean	1	3,512	4,705	7,319	8,976	4,390.00	1,808
Colombian	1	67	77	153	68	83.75	57
Danish	1	1,188	1,815	2,088	1,205	1,485.00	2,744
Danzig	1	5,485	8,167	8,953	5,119	5,880.24	.....
Dutch	2	9,616	11,870	13,858	8,614	11,602.45	11,117
French	2	6,579	8,631	10,563	6,681	8,223.75	2,078
German	6	21,238	30,818	34,273	21,035	26,547.50	25,578
Italian	3	11,989	13,795	18,908	11,267	14,986.25	4,737
Jugo-Slavic	1	3,280	5,208	5,283	3,292	4,100.00	7,900
Norwegian	2	3,115	3,655	4,630	2,761	3,893.75	6,689
Panama	1	1,384	2,606	3,644	2,594	1,730.00	1,909
Peruvian	2	2,710	5,337	9,147	4,763	3,387.50	2,495
Spanish	1	4,120	5,518	7,578	4,402	5,150.00	127
Swedish	1	3,721	3,826	15,339	4,377	2,790.75	.....
United States	10	24,039	31,356	39,085	23,919	27,915.27	20,055
Totals, June, 1925	53	160,008	206,297	275,877	162,642	188,566.07	132,629
Totals, June, 1924	59	188,958	239,564	315,848	190,723	210,720.50	142,321
Totals, June, 1923	67	192,902	240,343	322,310	193,282	197,022.86	93,135
<i>Pacific to Atlantic.</i>							
British	20	70,658	86,205	114,571	70,495	88,038.70	103,041
Chilean	1	3,479	4,672	7,289	3,886	4,348.75	3,245
Colombian	1	67	77	153	68	83.75	114
Danish	2	2,735	3,535	4,600	2,770	3,418.75	3,501
Dutch	2	7,171	10,078	11,714	6,933	8,963.75	13,337
French	1	3,235	3,737	5,135	3,262	4,043.75	5,556
German	4	13,181	17,029	20,874	12,818	16,476.25	19,607
Greek	1	3,208	4,047	5,269	3,222	4,010.00	7,000
Italian	2	6,534	7,620	9,975	5,781	7,996.45	9,085
Jugo-Slavic	1	3,447	4,188	5,168	3,304	4,308.75	8,244
Norwegian	8	17,814	23,624	28,549	17,667	22,210.05	39,394
Panama	1	1,384	2,606	3,644	2,594	1,730.00	1,145
Peruvian	1	1,204	2,386	4,403	2,090	1,505.00	1,591
Spanish	1	2,960	3,729	5,087	3,000	3,700.00	764
United States	13	41,430	49,016	71,042	41,450	50,863.66	100,208
Totals, June, 1925	59	178,507	222,549	297,473	179,340	221,697.61	315,832
Totals, June, 1924	50	171,945	211,215	288,596	174,259	212,177.44	306,719
Totals, June, 1923	61	180,908	220,234	299,204	180,101	223,523.90	299,117

* Includes British Naval Cruiser of 4,901 tons displacement.

TRAFFIC BY NATIONALITY.

Vessels of United States registry made up approximately 49 per cent of the total commercial transits of the Canal during the month of June, 1925, comprised about 51 per cent of the Panama Canal net tonnage, and carried about 53 per cent of the total cargo in transit through the Canal during the month.

The following statements show the commercial traffic through the Canal in June, 1925, classified according to nationality of vessels, by direction of transit, and the combined traffic in both directions, together with the totals for June, 1923, and 1924:

Nationality.	No. of vessels.	TONNAGE.				Tolls.	Tons of cargo.
		United States equivalent.	Panama Canal net.	Registered.			
				Gross.	Net.		
<i>Atlantic to Pacific.</i>							
British	52	190,589	243,578	304,935	189,670	\$228,142.57	189,685
Chilean	1	3,512	4,705	7,310	3,976	4,390.00	1,808
Colombian	1	67	77	153	68	83.75	57
Danish	2	4,566	7,034	7,585	4,630	5,242.68	2,744
Danzig	1	5,485	8,167	8,953	5,119	5,880.24	
Dutch	2	9,616	11,870	13,858	8,614	11,602.45	11,117
French	4	11,899	19,105	24,563	15,367	18,623.75	8,108
German	8	28,771	41,577	46,836	28,536	35,963.75	39,943
Italian	3	11,989	13,795	18,908	11,267	14,986.25	4,737
Japanese	7	26,326	32,534	42,115	25,517	32,907.50	37,751
Jugo-Slavic	1	3,280	5,208	5,283	3,292	4,100.00	7,900
Norwegian	4	10,509	14,028	16,509	10,166	13,136.25	23,009
Panamanian	1	1,384	2,606	3,644	2,594	1,730.00	1,909
Peruvian	2	2,710	5,337	9,147	4,763	3,387.50	2,495
Spanish	1	4,120	5,518	7,578	4,492	5,150.00	127
Swedish	2	7,127	9,487	20,981	8,697	7,048.25	3,695
United States	84	331,740	419,553	530,480	333,915	361,522.11	265,716
Totals, June, 1925	176	656,690	844,179	1,068,868	660,593	753,897.05	600,801
Totals, June, 1924	193	762,545	981,169	1,233,711	761,814	850,549.83	596,762
Totals, June, 1923	227	904,553	1,111,297	1,436,594	900,817	954,803.23	655,989
<i>Pacific to Atlantic.</i>							
British	50	202,728	219,000	323,784	201,728	252,438.65	312,384
Chilean	1	3,479	4,672	7,289	3,886	4,348.75	3,245
Colombian	1	67	77	153	68	83.75	114
Danish	3	6,958	8,838	11,237	6,993	8,697.50	12,950
Dutch	3	12,934	17,697	21,052	12,741	16,167.50	23,190
French	8	28,885	36,838	47,293	28,833	36,106.25	60,005
German	4	13,181	17,029	20,874	12,818	16,476.25	19,607
Greek	1	3,208	4,047	5,269	3,222	4,010.00	7,000
Irish	1	3,066	3,647	5,088	2,889	3,832.50	6,000
Italian	2	6,534	7,620	9,975	5,781	7,996.45	9,085
Japanese	4	13,802	16,811	22,036	13,967	17,252.50	12,698
Jugo-Slavic	1	3,447	4,188	5,168	3,304	4,308.75	8,244
Norwegian	11	29,267	39,301	47,642	29,940	36,526.30	64,037
Panamanian	1	1,384	2,606	3,644	2,594	1,730.00	1,145
Peruvian	1	1,204	2,386	2,403	2,090	1,505.00	1,591
Spanish	1	2,060	3,729	5,087	3,000	3,700.00	764
Swedish	2	5,645	9,356	9,363	7,079	7,156.25	14,135
United States	97	388,764	481,306	615,829	389,209	483,356.61	763,328
Totals, June, 1925	192	727,513	909,148	1,165,186	730,162	905,593.01	1,319,522
Totals, June, 1924	184	757,296	946,870	1,217,866	758,055	942,271.39	1,426,088
Totals, June, 1923	190	759,498	924,605	1,202,290	759,049	943,455.85	1,440,457
<i>Combined traffic.</i>							
British	102	393,317	492,578	628,719	391,398	480,581.22	502,069
Chilean	2	6,991	9,377	14,599	7,862	8,738.75	5,053
Colombian	2	134	154	306	136	167.50	171
Danish	5	11,524	15,872	18,822	11,623	13,940.18	15,694
Danzig	1	5,485	8,167	8,953	5,119	5,880.24	
Dutch	5	22,550	29,567	34,910	21,355	27,769.95	34,307
French	12	43,784	55,943	71,856	44,220	54,730.00	68,113
German	12	41,952	58,606	67,710	41,354	52,440.00	59,550
Greek	1	3,208	4,047	5,269	3,222	4,010.00	7,000
Irish	1	3,066	3,647	5,088	2,889	3,802.50	6,000
Italian	5	18,523	21,415	28,883	17,048	22,982.70	13,822
Japanese	11	40,128	49,345	64,181	39,484	50,160.00	50,449
Jugo-Slavic	2	6,727	9,396	10,451	6,596	8,408.75	16,144
Norwegian	15	39,776	53,329	64,151	40,106	49,662.55	87,046
Panamanian	2	2,768	5,212	7,288	5,188	3,460.00	3,054
Peruvian	3	3,914	7,723	13,550	6,853	4,892.50	4,086
Spanish	2	7,080	9,247	12,665	7,402	8,850.00	891
Swedish	4	12,772	18,843	30,344	15,776	14,104.50	17,830
United States	181	720,504	900,859	1,146,309	723,124	844,878.72	1,029,044
Totals, June, 1925	368	1,384,203	1,753,327	2,234,054	1,390,755	1,659,490.06	1,920,323
Totals, June, 1924	377	1,519,841	1,928,039	2,451,577	1,519,869	1,792,821.22	2,022,850
Totals, June, 1923	417	1,664,051	2,035,902	2,638,884	1,659,866	1,898,259.08	2,096,446

Includes British Naval Cruiser of 4,901 tons displacement.

VESSELS WITHOUT CARGO.

Vessels transiting the Canal during the month of June, 1925, in ballast, are shown in the following tabulation, grouped according to class, nationality, and direction of transit:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
British.....	4	21,003	\$15,283.38			
Danzig.....	1	8,167	5,880.24			
United States.....	27	144,622	104,259.78			
General cargo ships:						
British.....	5	17,282	12,443.04			
Danish.....	1	5,219	3,757.68			
Swedish.....	1	3,826	2,790.75			
United States.....	3	10,994	7,929.33	2	1,853	\$1,334.16
Warships: ¹						
British.....	1		2,450.00			
Totals.....	43	211,113	154,794.70	2	1,853	1,334.16

¹ British Naval Cruiser of 4,901 tons displacement.

CLASSIFICATION OF VESSELS.

A further classification of commercial vessels passing through the Canal during the month of June, 1925, is as follows:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
Tank ships:						
Laden.....	2	11,057	\$11,608.75	47	260,286	\$280,128.40
Ballast.....	32	173,792	125,423.40			
General cargo ships:						
Laden.....	131	622,009	587,493.60	143	647,009	624,130.45
Ballast.....	10	37,321	26,920.80	2	1,853	1,334.16
Warships.....	1		2,450.50			
Totals.....	176	844,179	753,897.05	192	909,148	905,593.01
Steamers.....	158	777,221	696,427.37	173	835,983	837,557.55
Motorships.....	15	66,151	54,396.18	16	71,235	66,617.55
Motor schooners.....	1	77	83.75	2	317	256.55
Steam yachts.....				1	1,613	1,161.36
Sailboats.....	1	730	539.25			
Naval vessels.....	1		2,450.50			
Totals.....	176	844,179	753,897.05	192	909,148	905,593.01

¹ British Naval Cruiser of 4,901 tons displacement.

Of the 331 steamers, 219 burned oil, and 112 burned coal.

NONCOMMERCIAL TRAFFIC.

The following statement shows the tonnage and amount of cargo carried by vessels transiting the Panama Canal free of tolls during the month of June, 1925. If tolls had been assessed against these vessels at commercial rates the amounts collected would have been approximately as indicated:

Class and nationality.	Atlantic to Pacific.			Pacific to Atlantic.		
	No. of transits.	Panama Canal net tonnage.	Tolls.	No. of transits.	Panama Canal net tonnage.	Tolls.
U. S. Naval vessels:						
Battleships.....	3	174,825	\$37,412.50			
Cargo carriers.....				1	24,355	\$5,226.00
Cruisers.....	2	10,700	5,350.00	3	18,200	9,100.00
Minesweepers.....	2	1,900	950.00	4	3,800	1,900.00
Submarines.....				7	6,066	3,033.00
Subtenders.....				1	9,000	4,500.00
Transports.....	2	7,426	9,282.50			
U. S. Army vessels:						
Transports.....	1	3,908	4,885.00	1	5,852	7,022.40
Tugs.....				1	500	250.00
Totals.....	10		57,880.00	18		31,031.40

¹ Indicates displacement tonnage. ² Indicates Panama Canal net tonnage. ³ Indicates registered net tonnage.

The foregoing noncommercial vessels transiting the Canal during the month of June, 1925, carried cargo as follows:

	Tons.
Atlantic to Pacific.....	23,332
Pacific to Atlantic.....	4,543
Total.....	27,875

The following statement shows the number of launches transiting the Canal during the month of June, 1925. These launches, although paying tolls, are excluded from statements concerning commercial traffic:

	Number.	Tonnage.	Tolls.
Atlantic to Pacific.....	11	35	\$27.60

STATEMENT OF TERMINAL OPERATIONS.

Details of the business transacted at the Atlantic and Pacific terminals of the Panama Canal during the month of May, 1925, are shown in the following tabulation:

	Cristobal.	Balboa.	Total.
Local cargo arriving..... tons	47,591	16,072	63,663
Local cargo shipped..... tons	6,878	99	6,977
Transit cargo arriving..... tons	1,929,556	1,949,499	3,879,055
Transit cargo clearing..... tons	1,915,957	1,942,079	3,858,036
Cargo received for transshipment..... tons	21,554	691	22,245
Cargo transhipped..... tons	27,494	318	27,812
Vessels supplied with bunker coal:			
Commercial, other than Panama Railroad.....	65	1	66
Total vessels supplied with coal.....	65	1	66
Coal supplied to above vessels:			
Commercial, other than Panama Railroad..... tons	25,414	44	25,458
Totals..... tons	25,414	44	25,458
Coal issued, miscellaneous:			
Panama Canal departments..... tons	132	66	198
U. S. Army, excepting vessels..... tons	349	4	353
Individuals and companies..... tons	310		310
Returned to Navy at Cristobal..... tons	113		113
Panama Railroad..... tons	36		36
Total issues and sales..... tons	26,354	114	26,468
Coal on hand, July 1, 1925..... tons	37,771	19	37,790
Coal on hand, June 1, 1925..... tons	25,513	20	25,533
Coal received during the month..... tons	38,612		38,612
Borrowed from Navy at Balboa..... tons		113	113
Fuel oil issued from Panama Canal tanks:			
Panama Canal departments..... bbls	6,736.48	14,670.00	21,406.48
Panama Railroad Company..... bbls	515.71		515.71
Army and Navy..... bbls		87.69	87.69
Individuals and companies..... bbls		357.94	357.94
Total issues and sales..... bbls	7,252.19	15,115.63	22,367.82
Fuel oil on hand, July 1, 1925..... bbls	36,198.19	25,083.10	61,281.29
Diesel oil sold during June, 1925..... bbls	77.57		77.57
Diesel oil on hand, July 1, 1925..... bbls	35,232.98	504.16	35,737.14
Miscellaneous transfers..... bbls	2,736.60	257.77	2,994.37
Gasoline and kerosene pumped for Panama Canal..... bbls	1,988.32	1,817.62	3,805.94
Gasoline pumped for individuals and companies..... bbls		3,318.70	3,318.70
Oil pumped for individuals and companies..... bbls	495,952.95	248,020.59	743,973.54
Total fuel oil, gasoline, and kerosene handled..... bbls	508,007.63	268,530.31	776,537.94
Admeasurement of vessels:			
U. S. equivalent certificates issued.....	17	9	26
Measured for Panama Canal net tonnage.....		3	3
Remeasured for Panama Canal net tonnage.....	21	4	25
Panama Canal net tonnage corrected.....	9	3	12
U. S. equivalent tonnage corrected.....	19	7	26
Services of harbor equipment:			
Tugs, total operating hours.....	435½	261½	696½
Launches, total operating hours.....	1,021	1,170	2,191
Scows, total operating days.....		24	24

	Cristobal.	Balboa.	Total.
Revenues from tug services, pilotage, etc.:			
Tug revenue.....	\$12,357.50	\$6,047.59	\$18,405.00
Pilotage.....	15,924.00	5,252.00	21,176.00
Seamen.....	8,160.00	9,024.00	17,184.00
Launch service.....	1,576.50	2,064.33	3,640.83
Wharfage.....	12,898.93	3,250.52	16,149.45
Ships measured.....	10.00	150.00	160.00
Miscellaneous cash collections.....	971.10	836.50	1,807.60
Ships repaired at Panama Canal shops:			
Commercial.....	35	14	49
U. S. Army and Navy.....	10	7	17
Panama Canal equipment.....	16	17	33
Vessels dry docked:			
Commercial.....	6	2	9
U. S. Army and Navy.....	3		3
Panama Canal equipment.....	1	2	3
Clearances issued.....	228	184	412
Bills of Health issued.....	231	188	422

ALL VESSELS ENTERING AND CLEARING PORT.

	Port of Cristobal.			Port of Balboa.		
	No. of ships.	Registered gross tonnage.	Registered net tonnage.	No. of ships.	Registered gross tonnage.	Registered net tonnage.
<i>Ships entering.</i>						
All vessels, including those transiting Canal.	444	2,710,326	1,731,214	396	2,420,440	1,557,519
Vessels entering port, but not transiting Canal.	57	304,266	185,734	4	22,071	13,558
Vessels transiting Canal and handling passengers and cargo at terminal ports.....	85	499,363	301,084	50	288,073	175,505
<i>Ships clearing.</i>						
All vessels, including those transiting Canal.	426	2,631,787	\$1,670,664	396	2,408,152	1,545,504
Vessels entering port, but not transiting Canal.	52	271,324	165,002	5	22,135	13,612
Vessels transiting Canal and handling passengers and cargo at terminals ports.....	85	496,278	298,643	50	291,418	180,599

MOVEMENT OF PASSENGERS.

	At Cristobal.			At Balboa.		
	First class.	Others.	Total.	First class.	Others.	Total.
Disembarking:						
From Atlantic ports.....	1,243	1,164	2,407	21	194	215
From Pacific ports.....	184	114	298	113	187	300
Total disembarking.....	1,427	1,278	2,705	134	381	515
Embarking:						
For Atlantic ports.....	1,274	1,241	2,515	55	26	81
For Pacific ports.....	141	67	208	100	169	269
Total embarking.....	1,415	1,308	2,723	155	195	350
Remaining on board vessels:						
From Atlantic to Pacific ports.....	1,095	2,993	4,088	1,078	2,718	3,796
From Pacific to Atlantic ports.....	1,189	1,069	2,258	1,416	1,480	2,896
From Atlantic to Atlantic ports.....	482	96	578			
From Pacific to Pacific ports.....				4	498	502
Total on board.....	2,766	4,158	6,924	2,498	4,696	7,194
Total arriving.....	4,193	5,436	9,629	2,632	5,077	7,709
Total departing.....	4,181	5,466	9,647	2,653	4,891	7,544

COMMISSARY SALES TO VESSELS.

Following is a statement of commissary sales to all vessels during the month of June, 1925:

	Ice.	Groceries.	Cold storage.	Laundry.	Miscellaneous.	Totals.
Sales at Cristobal to:						
Government vessels.....	\$148.05	\$698.03	\$13,273.87	\$26.66	\$236.94	\$14,383.55
Panama Railroad vessels.....	35.10	50.74	1,671.73	910.22	591.26	3,259.05
Commercial vessels.....	1,739.10	9,628.28	20,276.86	49.98	2,176.05	33,870.27
Total sales, June, 1925.....	1,922.25	10,377.05	35,222.46	986.86	3,004.25	51,512.87
Total sales, June, 1924.....	1,981.11	5,481.78	20,125.38	1,049.04	2,352.53	30,926.84
Total sales, June, 1923.....	1,490.37	8,075.31	20,191.90	.....	2,392.92	32,150.50
Sales at Balboa to:						
Government vessels.....	545.99	2,846.33	17,105.11	191.91	586.04	21,275.38
Commercial vessels.....	577.54	4,135.75	9,739.78	226.85	795.74	15,475.66
Total sales, June, 1925.....	1,123.53	6,982.08	26,844.89	418.76	1,381.78	36,751.04
Total sales, June, 1924.....	954.41	3,022.98	14,503.63	192.88	4,244.27	22,918.17
Total sales, June, 1923.....	840.45	4,832.30	19,513.22	884.46	6,630.83	32,701.26

The aggregate sales to Government vessels during the month were \$35,658.93; to Panama Railroad vessels, \$3,259.05, and to other commercial vessels \$49,345.93, making the total sales to all vessels \$88,263.91.

LOCK OPERATION.

The following tabulations show the number of lockages, and the number of vessels passing through the locks during the month of June, 1925, as compared with the corresponding month in 1924 and 1923, together with the consumption of water for lockages in June, 1925, as compared with the preceding month and the corresponding month in 1924:

Locks.	Number of lockages.						Comparative grand totals.		
	Commercial.			Nonecommercial.					
	North.	South.	Total.	North.	South.	Total.	June, 1925.	June, 1924.	June, 1923.
Gatun.....	188	165	353	11	10	21	374	376	413
Pedro Miguel.....	190	175	365	12	17	29	394	396	425
Miraflores.....	190	175	365	13	15	28	393	393	427
	Number of vessels put through locks.								
Gatun.....	194	187	381	27	24	51	432	412	475
Pedro Miguel.....	192	177	369	36	31	67	436	427	484
Miraflores.....	192	177	369	37	33	70	439	427	486

CLASSIFICATION OF NONCOMMERCIAL VESSELS.

	Gatun.	Pedro Miguel.	Miraflores.
Army and Navy vessels.....	28	31	30
Panama Canal equipment.....	23	36	40

The total consumption of water for lockages, maintenance, and loss in leakage was as follows:

	Gatun.	Pedro Miguel.	Miraflores.
	<i>Cubic feet.</i>	<i>Cubic feet.</i>	<i>Cubic feet.</i>
Lockages.....	1,448,950,000	1,008,320,000	1,193,220,000
Leakage.....	25,000,000	13,500,000	20,000,000
Maintenance.....	1,910,000	.....	.....
Totals, June, 1925.....	1,475,860,000	1,021,820,000	1,213,220,000
Totals, May, 1925.....	1,117,360,000	884,300,000	954,290,000
Totals, June, 1924.....	1,526,790,000	1,242,360,000	1,204,770,000

METEOROLOGY AND HYDROGRAPHY.

In the following tabulation the meteorological and hydrographic conditions over the Canal Zone and vicinity during the month of June, 1925, are shown in comparative form:

Rainfall for month.	June, 1925.	June, 1924.	June—Years of record.		
			Maximum.	Minimum.	Mean.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Pacific Section.....	14.18	7.93	14.18	4.18	8.46
Central section.....	9.54	9.85	15.09	6.90	10.61
Atlantic section.....	13.37	15.82	17.49	8.99	13.76
Maximum recorded on any one day.....	4.86	3.51	5.18		
Gatun Lake watershed.....	9.72	12.11	15.16	7.89	11.42
Chagres River watershed above Alhajuela.....	10.47	15.79	18.02	7.47	13.23
Maximum recorded for month at any one point.....	18.34	19.26	22.00		
Minimum recorded for month at any one point.....	4.51	6.27		2.37	
<i>Hydrography.</i>					
	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>	<i>C. f. s.</i>
Discharge of Chagres River at Alhajuela.....	1,837	2,669	4,870	1,363	2,573
Maximum momentary discharge for the month.....	13,100	17,400	63,900		
Gatun Lake watershed total yield.....	4,789	7,520	7,895	4,477	6,219
Gatun Lake watershed net yield.....	4,200	7,094	7,176	4,081	5,717
Draft on Gatun Lake for lockages and power.....	2,489	2,600	2,600	1,138	1,983

¹ 12.25 represents the maximum 24-hour rainfall recorded on the Canal Zone and immediate vicinity since American occupation. Recorded at Gatun, on October 23 and 24, 1923. (Note—Extreme outlying stations in the Republic of Panama not included in this report.) ² June 14, 1909. ³ Not including June, 1914.

SEISMOLOGY.

Seismic tremors were recorded on the 7th, 14th, 15th, 22d, 23d, 27th, and 29th.

ELECTRICAL POWER AND WORK.

The gross output of the Gatun hydroelectric station and the Miraflores steam plant, the power distributed to consumers, the loss of power in transmission, etc., as compared with the corresponding month in 1924 and 1923, is shown in the following tabulation:

Item.	June, 1925.	June, 1924.	June, 1923.
Gross output, KWH:			
Gatun hydroelectric station.....	5,153,900	5,288,900	4,434,000
Miraflores steam plant.....		290	70
Power distributed to consumers..... KWH..	4,139,313	4,055,720	3,846,701
Loss of power in plants, accessories, transmissions, and transformers..... KWH..	1,014,587	1,233,470	587,369
Per cent of loss of power to gross output.....	19.68	23.32	13.24
Water consumption..... cubic feet..	3,992,906,357	4,002,575,776	3,564,793,744
Oil consumption..... barrels..	313.27	320.93	851.13

In addition to the usual operation and maintenance work carried on, electrical installation and repair work was performed on 21 vessels during the month. There were 319 work orders issued during the month, as compared with 297 work orders during the month of May, 1925.

SHOP, FOUNDRY, AND DRY DOCK WORK.

During the month miscellaneous repairs were made on 61 vessels at Cristobal and 38 at Balboa. The more important items of repair included the following:

Extensive repairs were made to boilers of the steamship *Acajulla*.

Complete overhaul to line pumps of the steamship *Commercial Guide*.

The Peruvian cruiser *Coronel Bolognesi* was put in dry dock for overhaul of stern bearing and tail shafting.

The output of the foundry in patterns and castings, as compared with the previous month, was as follows:

	June, 1925.			May, 1925.		
	Patterns.	Castings.	Pounds.	Patterns.	Castings.	Pounds.
Iron.....	8	546	36,483½	15	1,038	58,403
Steel.....	5	581	36,343½	4	355	64,232
Nonferrous.....	13	1,081	17,219	12	716	11,093½

There were 512 job orders on hand at the beginning of the month, 604 were authorized during the month, and 645 completed, leaving 471 on hand at the close of the month. There were 370 standing orders on hand at the beginning of the month, none were authorized during the month and none completed, leaving 370 on hand at the close of the month.

MUNICIPAL ENGINEERING.

The output of the three filtration plants, the amount of water consumed by the cities of Panama and Colon, and the sales of water to vessels are shown in comparative form in the following tabulation:

Item.	June, 1925.	June, 1924.	June, 1923.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Pumping stations.....	604,746,750	601,564,250	636,779,750
Filtration plants.....	374,070,000	364,403,000	378,763,000
Water consumed by Panama.....	88,648,000	93,420,000	87,558,000
Water consumed by Colon.....	44,588,750	51,966,000	50,512,000
Sales of water to vessels.....	9,868,020	9,389,287½	10,205,380

The usual maintenance work was performed on the roads, streets, and walks, and the water and sewer systems. Work was continued on repair of Bolivar Highway. The old road, used as a detour while the highway is closed, was repaired and grass cut along the sides.

DREDGING.

West Culebra slide showed a slight movement between stations 1771 and 1794 W. during the month. This movement amounted to 4.3 feet toward the Canal for the month.

All other slides were quiescent during the month, and there was no interference to Canal traffic due to slides.

The total excavation during the month was 399,000 cubic yards, as follows:

Cubic yards.	Classified as—		Character of work.	Station.	Equipment.
	Earth.	Rock.			
1,400	150	1,250	Maintenance.....	Gaillard Cut, east of Culebra.....	<i>Gamboa.</i>
1,850		1,850	Maintenance.....	Gaillard Cut, 1660.75-1665 E.....	<i>Gamboa.</i>
24,890	5,600	19,200	Maintenance.....	Gaillard Cut, 1744.50-1754 E. and W.....	<i>Gamboa.</i>
57,900	8,050	49,850	Maintenance.....	Gaillard Cut, West Culebra slide.....	<i>Gamboa.</i>
103,500	103,500		Maintenance.....	Gaillard Cut, Las Cascadas Reach.....	<i>No. 83.</i>
23,700		23,700	Project No. 1.....	Pacific entrance, 2069-2076-50 E.....	<i>Paraiso.</i>
24,600	2,400	22,200	Maintenance.....	Pacific entrance, 2069-2076-50 E.....	<i>Paraiso.</i>
141,450	141,450		Maintenance.....	Atlantic entrance.....	<i>No. 86.</i>
19,800	19,800		Maintenance.....	Gatun Lake, Tavernilla P. I.....	<i>No. 86.</i>

SCHOOLS.

The school year terminated June 30, 1925. There were 46 graduates from the high schools; 36 from Balboa and 10 from Cristobal. Of the 85 American teachers, 11 resigned at the close of the school year, and the remaining teachers were granted 92 days' leave of absence without pay.

The following brief summary shows the enrollment, average attendance, etc., in the white and colored schools of the Canal Zone for the month of June, 1925, compared with June, 1924:

	White.		Colored.		Total.	
	1925.	1924.	1925.	1924.	1925.	1924.
Gross enrollment.....	2,396	2,280	2,438	1,963	4,834	4,243
Net enrollment.....	2,274	2,091	2,318	1,906	4,592	3,997
Average daily attendance.....	1,807.4	1,708.05	1,885.3	1,510.0	3,692.7	3,218.5
Pupils neither absent nor tardy.....	881	984	714	726	1,595	1,769
Number of cases of tardiness.....	573	384	14	48	587	432
Number of teachers.....	85	80	47	42	132	122

OCCUPANTS OF QUARTERS.

The number of persons occupying Panama Canal and Panama Railroad quarters, as of June 30, shown in comparative form, was as follows:

	As of June 30, 1925.			Comparative Totals.		
	Men.	Women.	Children.	June, 1925.	June, 1924.	June, 1923.
Americans.....	2,542	2,038	2,307	6,887	6,669	6,339
Europeans.....	91	29	69	189	177	162
West Indians.....	4,060	2,548	6,580	13,183	13,565	12,864
Totals, June, 1925.....	6,693	4,615	8,956	20,264	.....	.....
Totals, June, 1924.....	6,772	4,698	8,923	.....	20,492	.....
Totals, June, 1923.....	6,474	4,619	8,272	.....	.....	19,355

WORKING FORCE.

The following tabulation shows the number of gold and silver employees as of June 17, 1925, together with a comparison of the working force for the preceding month, and for June, 1924:

	As of June 17, 1925.			Total employees.	
	Gold.	Silver.	Total.	May, 1925.	June, 1924.
Operation and Maintenance:					
Office.....	27	35	62	75	76
Electrical.....	174	186	360	353	332
Municipal Engineering.....	73	599	582	587	567
Lock Operation.....	204	612	816	826	792
Dredging.....	173	827	1,099	1,017	1,031
Mechanical.....	470	864	1,334	1,237	1,249
Marine.....	177	497	674	719	695
Fortifications.....	33	283	316	427	29
Totals.....	1,331	3,813	5,144	5,241	4,771
Supply Department:					
Quartermaster.....	166	1,133	1,299	1,310	1,337
Subsistence.....	7	95	102	104	89
Commissary.....	189	912	1,101	1,105	1,020
Cattle Industry, plantations.....	6	277	283	274	161
Hotel Washington.....	8	93	101	105	94
Transportation.....	37	166	203	202	197
Totals.....	413	2,676	3,089	3,101	2,898
Accounting Department.....	196	8	204	203	204
Health Department.....	219	706	925	937	933
Executive Department.....	495	269	764	784	726
Totals.....	910	983	1,893	1,924	1,863
Panama Railroad:					
Superintendent.....	48	236	284	276	278
Transportation.....	62	107	169	167	165
Receiving and Forwarding Agent.....	80	1,300	1,380	1,049	966
Coaling stations.....	41	270	311	380	570
Totals.....	231	1,913	2,144	1,872	1,979
Grand totals, June, 1925.....	2,885	9,385	12,270	.....	.....
Grand totals, May, 1925.....	2,903	9,235	.....	12,138	.....
Grand totals, June, 1924.....	2,810	8,701	.....	.....	11,511

VITAL STATISTICS.

A total of 153 deaths occurred during the month of June, 1925, among the population of the Canal Zone, and the cities of Panama and Colon, which is equivalent to an annual death rate of 14.77 per 1,000. The leading causes of death were: Tuberculosis (various organs), 33; nephritis (acute and chronic), 17; pneumonia (broncho and lobar), 12; organic diseases of the heart, 12; diarrhea and enteritis (including colitis), 11; and apoplexy, 8. There were 4 deaths from cancer. Of the total deaths, 41, of 27 per cent occurred among children under 5 years of age. There were 18 deaths among nonresidents of the Isthmus; these are not included in the above statistics.

There were 299 live births reported during the month, and 10 stillbirths. Including stillbirths, this is equivalent to an annual birth rate of 29.82 per 1,000 population. Deaths among children under 1 year of age numbered 31, giving an infant mortality rate of 103.67 per 1,000 live births.

The total number of malaria cases reported during the month was 194. Of these, 8 were reported from Panama City, 3 from Colon, 142 from Canal Zone sanitated areas, and 41 originated outside of our sanitated areas. Of the total, 33 were employees, 44 were nonemployees, and 117 were Army and Navy personnel. There were 2 deaths from malaria, one a white American child in the Canal Zone, and one a colored male adult from Panama.

During the first 6 months of the calendar year 1925 the total number of cases of malaria reported to the Chief Health Officer was 17 per cent less than for the same period in 1924, and 14 per cent less than for the same period in 1923.

RECEIPTS AND SALES OF MATERIALS AND SUPPLIES.

The total value of materials ordered on United States requisitions, and received on the Isthmus during the month, cash sales from stock, etc., as compared with the preceding month, and with the corresponding month in 1924, were as follows:

Items.	June, 1925.	May, 1925.	June, 1924.
Material received on United States requisitions:			
For Department of Operation and Maintenance.....	\$330,383.05	\$250,746.64	\$585,452.82
For other Panama Canal departments.....	9,579.40	8,497.29	2,456.91
Totals.....	339,962.45	259,243.93	587,909.73
Cash sales on the Isthmus:			
Stock.....	29,875.46	27,120.95	21,999.25
Fuel oil.....	826.35	332.50	277.93
Scrap.....	493.99	609.29	702.42
Obsolete and second-hand materials.....	1,470.69	3,432.78	726.12
Totals.....	32,666.49	31,495.52	23,705.72

FINANCIAL STATEMENT.

The following statement shows in condensed form the aggregate revenues and expenditures from July 1, 1924 to May 31, 1925, inclusive. It is impossible to submit the figures for the month of June at the time of writing this report, since all bills, charges, etc., involved in the accounting have not been completed:

	Month.		Fiscal year.	
	May, 1925.	May, 1924.	This year.	Last year.
Tolls.....	\$1,694,842.00	\$1,955,848.16	\$19,718,525.42	\$22,498,873.65
Other receipts.....	259,527.80	239,311.62	3,107,354.24	2,907,499.14
Total transit revenues.....	1,954,369.80	2,195,159.78	22,825,879.66	25,406,372.79
Total transit expenses.....	956,933.56	920,901.16	10,260,526.86	10,118,546.56
Net transit revenues.....	997,436.24	1,274,258.62	12,565,352.80	15,287,826.23
Three per cent capital charge (theoretical).....	609,505.98	608,054.81	6,684,756.96	6,681,444.20
Transit surplus.....	387,930.26	666,203.81	5,880,595.84	8,606,382.03
Business revenues.....	1,138,740.62	914,914.51	12,835,383.83	11,681,698.51
Business expense.....	1,177,308.75	969,066.24	12,094,896.49	10,879,032.46
Net business revenues.....	(38,568.13)	(54,151.73)	740,487.34	802,666.05
Three per cent capital charge (theoretical).....	(53,314.00)	52,262.48	629,777.90	620,245.87
Business surplus.....	(91,882.13)	(106,414.21)	110,709.44	182,420.18
Combined revenues.....	2,848,537.62	2,882,130.66	32,737,379.86	34,549,100.19
Combined expenses.....	1,889,669.51	1,662,023.77	19,431,539.72	18,458,607.91
Net revenues.....	958,868.11	1,220,106.89	13,305,840.14	16,090,492.28
Three per cent capital charge (theoretical).....	662,819.98	660,317.29	7,314,534.86	7,301,690.07
Combined surplus.....	296,048.13	559,789.60	5,991,305.28	8,788,802.21

Respectfully,

M. L. WALKER,
Governor.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending July 25, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Tolosa	United Fruit Co.	July 19.	July 19.	2	401
Galicia	Hamburg-American Line.	July 19.	July 20.	255	23 $\frac{1}{2}$
Panama	Panama Railroad Steamship Line.	July 19.	July 23.	2,905	3,030
Alvarado	Pacific Steam Navigation Co.	July 20.	July 21.	221	208
Oklahoma	French Line.	July 20.	July 20.	3	(²)
Epoca	Gorissen Line.	July 20.	July 24.	835	1,714
Heredia	United Fruit Co.	July 20.	July 20.	193	88
Santa Luisa	Grace Line.	July 20.	July 20.	2	246
Calamares	United Fruit Co.	July 21.	July 22.	363	75
Turrialba	United Fruit Co.	July 21.	July 23.	1,063	29
Moerdijk	Holland-American Line	July 21.	July 23.	534	883
Stuyvesant	Royal Netherlands W. I. Mail.	July 21.	July 22.	31 $\frac{1}{2}$	(²)
Mantaro	Peruvian Line.	July 21.		2,751	
Napoli	Italian Line.	July 21.	July 23.	191	(²)
Bowden	United Fruit Co.	July 21.	July 23.	(²)	489 $\frac{1}{2}$
Author	Leyland Line.	July 21.	July 22.	966	(²)
Pennsylvania	French Line.	July 21.	July 23.	292	1
Atrato	Colombian Maritime Co.	July 22.	July 23.	135	(²)
Tivives	United Fruit Co.	July 22.	July 23.	164	187
Camden	United Fruit Co.	July 22.	July 23.	3,840	(²)
Heredia	United Fruit Co.	July 22.	July 22.	8 $\frac{1}{2}$	3
Chile	Danish East Asiatic Co.	July 22.	July 23.	41	(²)
Lautaro	Pacific Steam Navigation Co.	July 23.	July 24.	(²)	1,251
Ebro	Pacific Steam Navigation Co.	July 23.	July 24.	138	(²)
Acajutla	Pacific Steam Navigation Co.	July 24.		350	
Manuel Arnus	Spanish Line.	July 24.	July 25.	306	457 $\frac{1}{2}$
Stuyvesant	Royal Netherlands W. I. Mail.	July 24.	July 25.	(²)	429
Rhodos	Kosmos Line.	July 24.	July 25.	(²)	22
Jacksonville	Grace Line.	July 25.	July 25.	112	63
Ansaldo S. Giorgio III	Transatlantica Italiana.	July 25.		165	
Coronado	Elders & Fyffes, Ltd.	July 25.	July 25.	10	(²)

* No cargo laded.

* No cargo discharged.

* 1 case.

* 11 packages.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending July 25, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Salvador	Pacific Steam Navigation Co.	July 20.	July 20.		33
Anyo Maru	Toyo Kisen Kaisha.	July 21.	July 22.		227
Jamaica	Pacific Steam Navigation Co.	July 21.	July 21.		3
Acajutla	Pacific Steam Navigation Co.	July 23.	July 24.	10	
Atrato	Colombian Transport Co.	July 23.	July 24.		1
Manuel Arnus	Spanish Line.	July 24.	July 24.	26	
Jacksonville	Grace Line.	July 25.	July 25.	1	

Facilities for Shipping.

The Panama Canal is equipped with all the facilities for the fueling, supply, and repair of ships which are found in modern ports.

The coaling plants, with an aggregate storage capacity of 700,000 tons, bunker ships at the rate of from 100 to 500 tons an hour, practically as fast as the nature of the vessel will allow. Oil can be delivered as fast as the ships can take it, from 30 tanks aggregating approximately 1,500,000 barrels of storage capacity. Crude fuel oil, Diesel oil, and gasoline are sold.

The ships' chandlery storehouses carry a wide variety of marine supplies and spare parts. The commissary stores sell foodstuffs, fresh meats, fruits, and vegetables, as well as clothing and a general line of goods for supplying about 30,000 people resident on the Isthmus. Ice plants, a large laundry, hotels, hospitals, and restaurants serve the passengers and crews of ships.

A salvage service operated by the Canal is available for prompt assistance to vessels within a radius of a thousand miles of the Canal, or farther if required. Seagoing tugs or a wrecking tug with requisite equipment are dispatched on short notice.

A 1,000-foot dry dock, capable of receiving the largest ships built, a smaller dry dock, floating cranes, foundry, and amply equipped shops, employing about 1,100 men, provide the means of making practically any kind of marine repairs.

In general, the services to shipping at the Canal are such as have been developed and found ample and effective in the course of handling large traffic through the Canal in 10 years of operation.

Publication of Notices and Circulars of Interest to Shipping.

All of the Panama Canal notices to mariners, notices to steamship lines and general circulars of interest to shipping in its relation to the Canal are published in THE PANAMA CANAL RECORD. For this reason it is considered unnecessary to make a separate general distribution, away from the Isthmus of such notices and circulars to those receiving THE PANAMA CANAL RECORD. Shipping interests are advised to look for them in this paper, which is supplied to them without charge.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, July 25, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	To—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Minnesota.	19	0 05	19	6 30	19	12 51	19	13 55	American.	407 0	53 7	23 0	New York.	General.	5,256	7,150	4,899
Samuel Q.	19	3 25	19	6 50	19	13 31	19	14 25	Tidewater Oil Co.	424 4	58 2	19 2	New York.	Ballast.	7,333	5,246	
Brown.	19	6 13	19	7 15	19	14 24	19	15 20	International Shipping Corp.	499 9	68 1	19 4	New York.	Ballast.	10,853	7,736	
Agwsmith.	19	9 00	19	9 25	19	16 16	19	17 20	California & Eastern S. Co.	410 5	54 3	22 0	Baltimore.	General.	5,048	6,573	4,916
West Katon.	19	9 10	19	9 20	19	16 17	19	17 20	Cia. Ballanera del Peru	106 4	21 1	11 6	Brisban.	Ballast.	188	48	
Rio Pura.	18	21 25	19	9 20	19	16 17	19	17 20	Canadian Govt. Mer. Marine.	400 4	52 0	19 11	Montreal.	General.	3,270	5,954	4,127
Canadian Con-	18	22 10	19	10 00	19	16 51	19	18 15	Ore Steamship Corporation.	561 1	72 2	23 0	Hamburg.	General.	15,560	7,415	
queror.	18	12 12	19	10 10	19	17 31	20	0 05	New Zealand Shipping Co.	400 5	62 0	23 0	London.	General.	8,240	10,616	7,355
Amerikland.	18	12 12	19	10 10	19	17 31	20	0 05	J. H. Stilson.	400 0	53 0	24 0	Newcastle.	Ballast.	5,770	6,616	4,870
Turakina.	19	10 42	19	11 00	19	18 06	19	22 00	Lyle Shipping Co.	324 0	46 2	23 6	Newark.	General.	3,439	3,984	2,628
America.	19	17 55	20	6 20	20	13 30	20	15 16	Transmarine Line.	472 0	59 3	25 6	New York.	Case oil, general.	5,479	8,710	6,216
Cape Cornin.	20	4 10	20	6 20	20	14 02	20	17 05	Federal Steam Navigation Co.	399 7	56 2	27 0	Philadelphia.	Steel, general.	8,536	7,381	5,595
Suebarco.	20	7 15	20	7 40	20	16 40	20	22 57	Planet Steamship Corporation.	225 0	35 0	16 4	Cristobal.	General.	1,089	1,270	735
Pipiriki.	20	8 50	20	9 10	20	16 40	20	22 57	Pacific Steam Navigation Co.	50 0	18 4	9 0	Cristobal.	Banana seeds.	26	78	45
Eurana.	20	8 50	20	9 10	20	16 40	20	22 57	United Fruit Co.	400 0	51 6	18 6	Havre.	General.	1,356	6,000	4,477
Sulavor.	11	16 49	20	10 30	20	17 05	20	20 17	French Line.	438 0	55 0	21 8	Hamburg.	General.	4,359	7,341	5,200
San Luis.	19	16 05	20	10 15	20	17 40	20	18 47	Kosmos Line.	442 6	58 2	22 5	New York.	General, coal.	4,603	9,048	6,846
Oklahoma.	20	5 48	20	10 50	20	18 37	20	19 40	Ellerman & Bucknall Line.	391 0	54 2	21 5	New York.	General.	3,132	6,706	5,017
Ammon.	19	6 03	20	11 50	20	18 37	20	19 40	Ellerman & Bucknall Line.	400 0	52 4	14 2	Cristobal.	Ballast.	6,069	4,130	
City of Pekin.	20	16 50	21	6 20	21	12 48	21	14 05	Anglo-Saxon Petroleum Co.	435 0	57 6	19 0	Baltimore.	General.	4,200	7,983	5,882
City of Bir-	20	17 40	21	6 20	21	13 37	21	14 40	Williams Steamship Line.	299 0	33 0	12 10	Cristobal.	General.	543	1,187	622
mincham.	18	17 45	21	7 00	21	14 30	21	15 35	Standard Oil Co.	425 0	57 2	18 0	New York.	Ballast.	7,441	4,946	
Swedish Bard.	20	19 18	21	7 20	21	15 22	21	16 15	American Pioneer Line (S. B.).	434 0	57 7	23 0	New Orleans.	General.	7,644	7,982	5,911
Willebo.	9	21 45	21	8 25	21	16 19	21	17 50	Withelm Torkildsen.	375 0	51 1	22 0	Habana.	Case oil, general.	4,875	4,831	3,490
Jamaica.	21	1 30	21	8 35	21	16 45	21	16 50	Morgan Adams.	118 0	27 0	15 0	New York.	Ballast.	350	1,276	711
M. F. Elliott.	21	1 05	21	9 40	21	17 19	21	18 48	United Fruit Co.	236 9	34 7	13 8	New Orleans.	Ballast.	8,100	8,255	5,944
Hanover.	21	0 05	21	11 10	21	18 37	21	19 45	Andrew Weir & Co.	461 0	52 0	30 0	Philadelphia.	Ballast.	6,205	4,264	
Christian Bors.	21	21 53	21	11 20	21	19 40	21	20 17	Standard Oil Co.	411 0	53 4	20 0	Norfolk.	Ballast.	5,809	4,286	
Katouria II.	21	21 53	21	11 20	21	19 40	21	20 17	Kokusa Kaisha.	400 0	53 0	15 6	Boston.	Ballast.	7,500	6,581	4,784
Sailor.	21	5 00	21	11 20	21	19 40	21	20 17	Union Sulphur Co.	409 8	54 2	23 0	Sabine.	Sulphur.	6,000	9,262	6,853
Rowden.	21	8 56	21	11 25	21	19 40	21	20 17	Luckenbach Line.	448 9	60 2	24 0	New York.	General.	1,200	7,138	5,122
Sailor.	17	21	21	11 25	21	19 40	21	20 17	Furness, Withy & Co.	430 0	53 0	17 0	London.	General.	1,200	7,138	5,122
Polete.	21	12 20	22	6 08	22	13 05	22	15 30	Motor schooner.	461 0	52 0	30 0	Philadelphia.	Ballast.	6,205	4,264	
W. H. Tilford.	21	14 20	22	6 25	22	13 05	22	14 10	Yacht.	411 0	53 4	20 0	Norfolk.	Ballast.	5,809	4,286	
Yayoi Maru.	21	20 25	22	7 48	22	14 51	22	16 01	Launch.	400 0	53 0	15 6	Boston.	Ballast.	7,500	6,581	4,784
J. R. Gordon.	22	0 35	22	8 10	22	15 38	22	19 38	Motor schooner.	448 9	60 2	24 0	New York.	General.	1,200	7,138	5,122
Harry Lucken-	22	6 12	22	9 30	22	16 53	22	17 50	Motor schooner.	430 0	53 0	17 0	London.	General.	1,200	7,138	5,122
bach.	22	6 15	22	10 46	22	17 52	23	0 05	Whaler.	448 9	60 2	24 0	New York.	General.	1,200	7,138	5,122
Southwestern	22	6 15	22	10 46	22	17 52	23	0 05	Whaler.	448 9	60 2	24 0	New York.	General.	1,200	7,138	5,122
Miller.	22	6 15	22	10 46	22	17 52	23	0 05	Whaler.	448 9	60 2	24 0	New York.	General.	1,200	7,138	5,122

* Tanker.

* Motor schooner.

* Launch.

* Yacht.

* Iron pieces and steel pipes.

* 14,000 stems of bananas.

* Refined oil and gasoline.

Author.	11	6.15	22	12.50	22	19.36	22	20.40	British.	Harrison Line.	423.0	53.0	15.5	Liverpool.	San Francisco.	General.	6.382	4,614
Moerdijk	21	3.00	23	6.10	23	12.38	23	14.00	Dutch.	Holland-American Line.	473.0	51.0	21.3	Rotterdam.	San Francisco.	General.	4.302	9,165
Headfield	22	18.45	23	6.15	23	12.35	23	14.40	British.	Woodstead & Brown.	399.4	52.0	18.0	Hull.	Vancouver.	Ballast.	5.804	4,045
Napoli.	21	13.05	23	7.05	23	13.42	23	15.10	Italian.	Navigazione Gen. Italiana.	405.9	58.0	21.11	Genoa.	Valparaiso.	General.	846	6,740
S. C. T. Dodd	21	30.10	23	7.10	23	14.10	23	15.10	American.	Standard Oil Co.	425.0	57.2	20.0	New York.	Los Angeles.	Ballast.	7.481	4,975
Fernbank	23	3.50	23	8.20	23	14.50	23	16.35	Norwegian.	Pearlry & Eger.	382.0	58.0	22.0	Galveston.	Brisbane.	General.	4.600	6,112
Lisbon Maru.	23	4.40	23	8.30	23	15.36	23	17.30	Japanese.	Nippon Yusen Kaisha.	445.0	53.0	23.0	New York.	Dairen.	General.	7.753	8,015
Gargoylle	23	5.30	23	9.50	23	16.33	23	17.45	American.	Vacuum Oil Co.	425.0	57.0	17.0	Philadelphia.	San Francisco.	Ballast.	7.050	5,849
Shunko Maru.	23	6.10	23	10.10	23	17.26	23	18.30	Japanese.	Osaka Shosen Kaisha.	425.0	53.0	27.0	New York.	Hongkong.	General.	7.090	6,914
Chile	23	7.05	23	10.55	23	18.08	23	22.50	Danish.	East Asiatic Steamship Co.	425.0	55.0	21.8	Antwerp.	Honolulu.	General.	5.949	7,382
Arato	22	16.40	23	11.00	23	19.04	25	16.05	Colombian.	Colombian Transport Co.	94.0	23.0	9.0	Cristobal.	Buenaventura.	Ballast.	160	92
Arac Lockenbach.	23	7.35	23	11.25	23	19.04	23	21.00	American.	Luckenbach Line.	414.5	53.7	29.0	Mobile.	Los Angeles.	General.	6.892	7,315
Wanderer.	23	8.00	23	12.15	23	20.00	23	20.00	British.	Harrison Line.	395.0	52.6	18.0	Liverpool.	Vancouver.	Ballast.	5.770	5,270
Benicia.	23	9.35	23	12.55	23	20.51	24	2.20	British.	Oriel Steamship Co.	404.9	53.0	23.0	Montreal.	Auckland.	General.	5.961	5,635
Euro.	23	16.29	24	6.10	24	20.31	24	14.05	British.	Pacific Steam Navigation Co.	450.0	57.0	26.0	New York.	Coronel.	General.	2.439	9,291
David McKelvy	24	4.05	24	7.30	24	14.04	24	15.00	American.	Tidewater Oil Co.	430.0	59.2	18.10	New York.	San Pedro.	Ballast.	7.029	5,325
Kongosang Maru	24	3.40	24	8.20	24	15.43	24	16.55	Japanese.	Ryoto Steamship Co.	410.0	49.4	25.10	Port Arthur.	Chinwangtow.	Petroleum.	6.884	5,656
Point Judith.	24	6.35	24	9.45	24	16.24	24	15.35	American.	Swayne & Hoyt.	289.0	44.0	19.6	New Orleans.	San Francisco.	General.	2.747	2,902
Epoca.	20	20.25	24	10.42	24	18.18	24	13.16	Norwegian.	Gorissen Line.	213.9	35.2	14.2	Cristobal.	Champerico.	General.	1.714	1,200
Rochester	24	5.52	24	16.35	25	12.31	25	17.10	American.	U. S. Navy.	380.0	60.0	27.4	Key West.	Arica.	Ballast.	2.004	17,044
Manchuria	24	15.42	25	6.05	25	13.15	25	19.12	American.	Panama-Pacific Line.	360.0	64.5	30.0	New York.	San Francisco.	General.	5.531	6,759
Leontar.	24	6.33	25	7.20	25	14.46	25	22.40	British.	Pacific Steam Navigation Co.	399.1	52.2	21.7	Glasgow.	Corral.	General.	6.430	6,919
West Cactus	25	13.10	25	13.15	25	20.16	25	21.36	American.	Swayne & Hoyt (S. B.).	410.5	54.0	24.0	Buenos Aires.	San Francisco.	General.	6.430	6,919
Asugir	25	13.30	25	13.45	25	20.54	26	0.23	German.	Roland Line.	393.0	54.0	23.0	Bremen.	Corral.	General.	4.291	6,542
Kaydee	24	15.00	25	.....	25	9.33	.....	.....	American.	F. Kariger.	.....	.....	.....	Cristobal.	Castun.	Ballast.	6	6

1 Tanker. 10 Motor ship. 11 Motor schooner. 12 Cruiser. 13 Launch. 14 Pebble, phosphate rock, tin plates, sulphate of ammonia, seed sheets, and general.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

Author.	18	19.20	19	6.10	19	14.10	19	14.10	19	14.10	19	54.2	25.6	Gray's Harbor	Philadelphia.	Lumber.	7,900	6,757	4,919
William Perkins	19	0.15	19	7.28	19	14.50	19	14.50	American.	Garland Steamship Line.	409.8	54.2	25.6	Portland.	Boston.	Lumber, general.	8,500	9,294	6,865
Lillian Luckenbach.	19	12.30	19	7.32	19	16.05	19	16.05	American.	Luckenbach Line.	449.0	50.0	32.0	Portland.	Boston.	Lumber, general.	8,500	9,294	6,865
Sea Lion	19	12.30	19	7.32	19	16.05	19	16.05	American.	A. Balendros.	50.9	18.8	5.0	Portland.	Colon.	Ballast.	52	19	45
San Luis	19	12.30	19	7.32	19	16.05	19	16.05	American.	United Fruit Co.	50.0	18.8	5.0	Panama.	Colon.	Ballast.	78	45	45
Watertown	19	2.16	19	8.11	19	16.20	19	16.20	American.	Cities Service Transport Co.	416.9	56.2	25.8	San Francisco.	New Orleans.	Lumber.	8,750	6,706	4,706
Steel Engineer	19	4.30	19	8.29	19	16.00	19	16.00	American.	Isthmian Steamship Line.	442.0	56.0	23.6	Seattle.	New London.	Lumber.	6,190	7,611	5,486
Robert E.	19	5.45	19	9.17	19	17.00	19	21.50	American.	Tidewater Oil Co.	424.0	58.2	26.6	San Pedro.	New York.	Crude oil.	10,225	7,333	5,182
Hopkins	19	7.00	19	9.50	19	17.35	19	17.35	British.	Canadian Govt. Mer. Marine.	400.0	52.0	25.0	Vancouver.	London.	General.	7,000	5,879	4,121
Ranger.	19	4.40	19	10.14	19	18.40	19	18.40	American.	Panama-Pacific Line.	402.0	54.2	27.0	Quebec.	Baltimore.	Nitrate.	8,800	6,036	4,998
Maine.	19	17.45	20	6.17	20	14.05	20	15.00	Belgian.	Lloyd Royal Belge.	400.0	52.0	25.0	Talque.	Delaware Riv.	Nitrate.	7,488	5,718	3,987
Keltier.	19	12.45	20	7.03	20	15.15	20	15.15	American.	Black Diamond Steamship Corp.	386.8	52.2	24.6	Port Angeles.	New York.	Lumber, general.	6,328	5,684	4,082
New Britain.	19	17.50	20	7.52	20	15.30	20	15.30	Dutch.	Joint Service (H. Amer. Line).	467.0	58.0	26.0	Vancouver.	Liverpool.	Lumber, grain.	9,745	8,515	6,080
Kunderdijk.	20	0.50	20	18.30	20	15.36	20	18.45	British.	New Zealand Shipping Co.	400.0	52.0	26.0	Port Chalmers.	London.	General, frozen.	3,480	.....	.....
Tongario	20	0.50	20	18.30	20	15.36	20	18.45	British.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

15 Motor schooner.

16 Gas and lubricating oil.

1 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.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Munindies.....	20	1.55	20	9.24	20	16.50	20	16.50	American	Munson Line.....	370.0	53.1	25.6	Portland, Oreg.	Newport News	Lumber.....	5,500	5,525	4,087
Santa Luisa.....	20	5.00	20	9.45	20	17.30	20	22.36	American	Grace Line.....	298.6	51.6	25.0	Talcahuano	New York	Nitrate of soda ⁽²¹⁾	2,842	2,870	3,998
Nincola.....	20	2.40	20	9.57	20	18.30	21	0.42	American	N. O. & S. A. S. Line.....	308.6	40.0	23.0	Talcahuano	New Orleans	Gasoline.....	3,630	3,710	3,985
Sa Roberto.....	20	6.30	20	11.47	20	19.00	20	19.00	British	Anglo-Saxon Petroleum Co.	406.9	52.2	26.2	San Pedro	London	Gasoline.....	7,230	7,239	4,350
Epoca.....	20	11.15	20	12.11	20	20.25	20	20.42	Norwegian	Panama Mail Steamship Co.	213.9	35.2	13.9	Champerico	Cristobal	General.....	835	1,200	698
Alvarado.....	20	11.45	20	12.23	20	19.40	21	0.07	British	Pacific Steam Navigation Co.	360.0	43.0	13.6	Callao	New York	General.....	7,451	2,844	1,748
Mantaro.....	21	6.50	21	8.42	21	16.30	21	16.30	Peruvian	Peruvia Line.....	303.0	46.0	21.0	Callao	Cristobal	General.....	2,753	4,838	2,959
Orari.....	21	9.10	21	9.53	21	18.05	21	20.27	British	New Zealand Shipping Co.	460.0	60.0	26.0	Dunedin	London	Frozen, general	5,253	9,485	6,903
Trellick.....	21	12.10	21	13.05	21	22.15	21	23.15	British	Hain Steamship Co., Ltd.	400.0	52.0	24.4	Mejillones	Alexandria	Nitrate of soda	7,357	5,804	4,066
Pennsylvania.....	22	1.05	22	7.42	22	15.10	22	13.35	British	Cie. Gle. Transatlantique	400.0	52.5	25.0	Talcahuano	Le Havre	Nitrate, general	7,227	5,964	4,384
Atrato ¹⁷	21	18.05	22	7.48	22	16.40	23	11.00	Colombian	Colombian Steamship Co.	94.0	23.0	7.6	Buenaventura	Cristobal	Coffee, hides	1353	160	92
Amsterdam.....	22	6.20	22	8.08	22	16.20	22	18.35	Dutch	Royal Netherlands W. I. Mail	495.0	65.9	31.0	Corral	Rotterdam	Nitrate.....	13,721	11,638	7,660
Elzevier.....	22	8.05	22	9.12	22	17.20	22	22.10	Belgium	Lloyd Royal Belge.....	400.0	52.3	26.0	Tocopilla	New Orleans	Nitrate.....	7,700	8,091	4,458
W. H. Libby.....	22	8.20	22	10.43	22	18.05	22	18.05	American	Standard Oil Co. of N. J.	462.2	60.2	27.6	San Pedro	Baton Rouge	Gasoline.....	10,740	8,461	6,104
Port Victor.....	22	10.35	22	11.25	22	19.00	22	20.50	British	Commonwealth & Dom. Line	470.0	58.2	23.6	Dunedin	London	Frozen, general	4,228	9,336	6,682
Iowan.....	22	11.15	22	12.16	22	19.05	22	19.05	American	American-Hawaiian Line	407.7	53.7	22.0	Seattle	Boston	General.....	5,282	7,091	5,002
La Marsellaise.....	22	13.40	22	14.25	22	22.05	22	23.15	French	French Steamship Line	429.5	58.3	29.0	Tacoma	London	General.....	8,714	8,175	5,641
San Luis ¹⁸	23	3.00	22	7.27	23	16.00	23	16.00	American	United Fruit Co.	50.0	18.4		Darien, C. Z.	Gatun	General.....	8,400	6,173	4,635
Indien ¹⁷	23	3.00	23	7.27	23	16.00	23	16.00	Danish	Orient Steamship Co.	390.7	53.2	27.9	Mejillones	New Orleans	Nitrate.....	8,400	6,173	4,635
Bowden.....	23	5.00	23	14.12	23	18.29	23	20.35	Norwegian	United Fruit Co.	298.0	33.0		Gatun Lake	Mobile	General.....	350	1,276	711
Leborie.....	23	19.15	24	6.33	24	13.00	24	13.00	American	Ore Steamship Corporation	549.6	72.2	25.6	Cruz Grande	New York	Iron ore.....	20,000	14,325	6,635
Acañilla.....	23	5.00	24	12.06	24	14.00	24	14.00	British	Pacific Steam Navigation Co.	215.7	33.5	14.5	Champerico	Cristobal	General.....	3,504	1,273	706
El Paquiacu ¹⁹	22	4.57	24	12.06	24	14.00	24	14.00	Panamanian	Panama Government	434.4	56.9	18.8	Balboa	Colon	Ballast.....	1,624	7,732	5,518
Manuel Armas.....	24	13.30	24	14.34	24	22.25	25	15.37	Spanish	Compania Transatlantica	435.5	53.2	24.11	Valparaiso	Colon	Nitrate, general	6,714	7,925	5,154
Rhodopis.....	24	13.30	24	14.34	24	22.25	25	15.37	German	Kosmos Line.....	435.5	53.2	24.11	Valparaiso	Colon	Nitrate, general	6,714	7,925	5,154
Cleveland ²⁰	24	13.30	24	14.34	24	22.25	25	15.37	Spanish	U. S. Navy	399.0	44.0	18.3	Balboa	New York	Ballast.....	1,624	7,732	5,518
Plum Branch.....	24	18.00	25	7.00	25	15.00	25	15.00	American	Gulf Line	308.5	53.9	22.6	Balboa	New York	Ballast.....	1,624	7,732	5,518
Victrolite.....	25	1.30	25	8.07	25	17.20	25	17.20	British	Imperial Oil Co., Ltd.	500.4	68.2	30.7	Talara, Peru	Montreal, Can.	Crude & fuel oil	15,778	11,049	7,732
R. J. Hanna.....	25	2.30	25	8.28	25	16.35	25	16.35	American	Standard Oil Co. of California	435.0	56.2	27.0	San Pedro	New York	Gasoline.....	8,906	7,639	5,206
Jacksonville ¹⁷	25	3.18	25	10.07	25	17.55	25	20.58	American	Grace Line	333.8	48.0	19.5	Antofagasta	Montreal, Can.	General, nitrate	3,513	4,128	2,664
Albertville.....	25	5.30	25	10.38	25	19.20	25	19.20	British	Imperial Oil Co.	462.9	60.2	27.6	Lobitos, Peru	Montreal, Can.	Peru, crude oil	11,755	8,491	5,879
West Jappa.....	24	22.30	25	12.14	25	20.05	25	20.05	American	Swayne & Hoyt (S. B.)	410.5	54.2	24.0	Portland	Buenos Aires	General.....	5,697	6,755	4,873
Ranefjord.....	25	6.30	25	13.20	25	20.40	25	20.40	Norwegian	Norwegian-America Line	385.0	50.0	27.6	Antofagasta	New Orleans	Nitrate.....	7,150	5,821	4,108
Easterner.....	25	13.55	25	14.33	25	22.00	25	22.00	American	U. S. & A. Line.....	385.0	51.0	13.6	Adelaide	New York	Nitrate.....	269	5,945	4,561

¹⁷ Motor ship.¹⁸ Motor ship towed by U. S. *Fawcett* from Darien to Gatun.¹⁹ Transport.²⁰ Cruiser.²¹ Copper, nitrate, and general.²² Nitrate, borax, and general.²³ Wool, skins, and general.²⁴ Hours are expressed on the 24-hour basis and all hours greater than 12 are postmeridian.²⁵ Coffee, sugar, and cotton.

(Continued on page 696, column 2.)

Official Publications of Interest to Shipping.

Masters may obtain from the office of the Captain of the Port, at either Cristobal or Balboa, without charge, the "Transit and Harbor Regulations of The Panama Canal," and the current Tariff of charges at the Canal for supplies and services.

Requests for Canal publications sent by mail should be addressed to: The Panama Canal, Balboa Heights, C. Z.; or, when more convenient, to The Panama Canal, Washington, D. C.

The Hydrographic Office at Cristobal maintains at all times a complete stock of navigational charts and books, including charts of all parts of the world, sailing directions of the world, nautical tables, light lists, tide tables, nautical almanacs, etc.

At the office of the Port Captain in Balboa a limited stock of navigational charts, books, etc., is also carried, and this office is in a position to fill practically any order in this connection that a ship might place.

Copies of current issues of Pilot Charts, Notices to Mariners, and Hydrographic Bulletins may be obtained in return for marine information.

Observations of weather, ocean currents, and other marine data collected, and blanks, instructions, barometer comparisons, etc., furnished.

Correct time is maintained and chronometers rated.

Prices of Miscellaneous Supplies at Panama Canal Storehouses.

The following are prices to individuals and companies including the 25 per cent surcharge, effective July 22, 1925:

Commodities.	Unit.	Price.
Brass, bar, average.....	Lb.	\$0.20
Brass, sheet, average.....	Lb.	.31
Bronze, Tobin, average.....	Lb.	.28
Gasoline, motor grade.....	Gal.	.23
Metal, yellow.....	Lb.	.21
Oakum, Navy, spun.....	Lb.	.18
Oakum, Navy, unspun.....	Lb.	.125
Oil, Diesel, at Cristobal only, in bulk, no surcharge.....	Bbl. of 42 gals.	2.35
Oil, fuel, at Balboa and Cristobal, in bulk, no surcharge.....	Bbl. of 42 gals.	2.00
Oil, ammonia, cylinder.....	Gal.	.40
Oil, burning.....	Gal.	1.06
Oil, engine, gas, in drums.....	Gal.	.45
Oil, engine, gas, extra heavy, in cases.....	Gal.	.65
Oil, engine, gas, extra heavy, in drums.....	Gal.	.58
Oil, kerosene, in drums.....	Gal.	.15
Oil, marine engine.....	Gal.	.56
Paint, lead, white, dry.....	Lb.	.15
Paint, lead, white, in oil.....	Lb.	.15
Paint, zinc oxide, dry.....	Lb.	.125
Paint, zinc oxide, in oil.....	Lb.	.15
Grease, gear, chain and wire rope, lubricating.....	Lb.	.06
Grease, yellow, cup, No. 3.....	Lb.	.09
Grease, yellow, cup, No. 5.....	Lb.	.09
Soda, ash.....	Lb.	.03
Waste, cotton, colored.....	Lb.	.20
Waste, cotton, white.....	Lb.	.25

Density of Water in Balboa and Cristobal Harbors.

Place.	Weight of sea water in ounces per cubic ft.			Rainy season. Average temperature. Degrees F.
	Average.	Maximum.	Minimum.	
Cristobal (between docks 8 and 9).....	1018	1020	1013	84.0
Balboa (dock 18).....	1011	1015	1005	83.0

(NOTE—The above is based on two months observations at Cristobal, and Balboa. Average taken at 12-foot depth. Minimum occurred after heavy rain at 3-foot depth at Cristobal and 12-foot depth at Balboa. The weight of a cubic foot of fresh water at 83° F. is 995 ounces.

Current Net Prices on Fuel Oil, Diesel Oil, and Coal.

Crude fuel oil is delivered to vessels at either Cristobal or Balboa, from tanks of The Panama Canal, for \$2.00 per barrel of 42 gallons.

Diesel oil is sold by the Canal at \$2.35 per barrel.

Crude fuel oil and Diesel oil are also sold by private companies with tanks at the Canal terminals, at prices which will be quoted by them on application. The prices at present range as follows: Crude fuel oil, \$1.85 per barrel at both Balboa and Cristobal. Diesel oil, Balboa only, \$2.40 per barrel.

Coal is supplied to steamships, including warships of all nations, delivered and trimmed in bunkers at \$8.50 per ton of 2,240 pounds at Cristobal, and \$11.50 at Balboa. For ships in transit through the Canal, which are directed to take coal at Balboa, for the convenience of The Panama Canal, \$8.50 per ton at Balboa. When coal is delivered from lighters in quantities of 50 tons or more, the price is \$9.50 per ton at Cristobal, \$12.50 at Balboa. For delivering lump coal for galley use, in sacks, \$10 additional per ton; but if vessel furnishes sacks, \$5 per ton additional.

Coal for cargo is sold only by special authority of the Governor, at prices quoted upon application.

For trimming on deck, between decks, or special trimming in bunkers for convenience of vessel, when requested, an additional charge of 90 cents per ton will be made for extra handling.

Deliveries of coal can be made at the rate of from 100 to 700 tons an hour, as fast as the ships can receive it in their bunkers. Oil deliveries can be made up to 2,000 barrels per hour, rate depending on gravity of oil, location of shore tanks, and ship's facilities for handling.

Hours of Departure of Passenger Trains.

Following are the hours of departure of the passenger trains of the Panama Railroad running between the Atlantic and the Pacific:

From Colon: 9.10 a. m., 12.15 p. m., 4 p. m.

From Panama: 7 a. m., 12.15 p. m., 6.10 p. m.

The trains leaving at 12.15 p. m. do not run on Sundays and holidays; the others are daily.

Trips Through the Canal.

The following lines operating passenger vessels through the Canal carry local passengers from one terminal to the other: Pacific Mail Steamship Company, Pacific Steam Navigation Company, Grace Line, Chilean Line. The Pacific Mail and Chilean Line charge \$6 for the trip, the others \$10. The several services together afford about 4 transits of the Canal each way every week.

Sale of Surplus Material and Equipment.

The Panama Canal offers for sale, by direct purchase at moderate prices, a quantity of telephones, telephone ringers and bells, bank check writers and protectors, small tools and other miscellaneous articles of general utility. These articles may be inspected at the Obsolete Section of the General Storehouse, Balboa, and purchased through the office of the General Storekeeper. Detailed information with prices may be secured by telephone by calling Balboa No. 120.

Binders for The Panama Canal Record.

Cardboard covers, punched and fitted with brass fasteners forming binders for THE PANAMA CANAL RECORD, are offered for sale at 25 cents a set, for the benefit of those who wish to keep a file of the issues for ready reference. Orders may be addressed to The Panama Canal, Balboa Heights, Canal Zone, or The Panama Canal, Washington, D. C.

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."

MOVEMENTS OF OCEAN VESSELS.—Continued from page 694.

PORT OF CRISTOBAL.

Date.	*ARRIVALS.		*DEPARTURES.		For—
	Vessel.	Line.	Vessel.	Line.	
July 19.....	Panama.....	Panama Railroad Steamship Line.	Tolosa.....	United Fruit Co.	New York via Habana.
July 19.....	Tolosa.....	United Fruit Co.	Hercida.....	United Fruit Co.	Bocas del Toro.
July 19.....	Galicia.....	Hamburg-American Line.	Galicia.....	Hamburg-American Line	Puerto Ricos.
July 20.....	Inapaquina ¹⁶	United Fruit Co.	Stuyvesant.....	Royal Netherlands W. I. Mail.	Port Union.
July 20.....	Hercida.....	United Fruit Co.	Hercida.....	United Fruit Co.	New Orleans via Habana.
July 21.....	Calamares.....	United Fruit Co.	Calamares.....	United Fruit Co.	Port Union.
July 21.....	Stuyvesant.....	Royal Netherlands W. I. Mail.	Turibes.....	United Fruit Co.	Colombian ports.
July 21.....	Turrialba.....	United Fruit Co.	Panama.....	Panama Railroad Steamship Line.	New York via Haiti.
July 22.....	Hercida.....	United Fruit Co.	Turrialba.....	United Fruit Co.	New Orleans via wayports.
July 22.....	Turibes.....	United Fruit Co.	Camden.....	United Fruit Co.	Bocas del Toro.
July 22.....	Camden.....	United Fruit Co.	Inapaquina ¹⁶	United Fruit Co.	Coast ports.
July 22.....	Stuyvesant.....	Royal Netherlands W. I. Mail.	Stuyvesant.....	Royal Netherlands W. I. Mail.	Amsterdam via wayports.
July 24.....	Coronado.....	Elders & Fyffes, Ltd.	Coronado.....	Elders & Fyffes, Ltd.	Kingston.

PORT OF BALBOA.

July 21.....	Anyo Maru.....	Valparaiso.....	Toyo Kisen Kaisha.....	Toyo Kisen Kaisha.....	Hongkong
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* Other than ships passing through the Canal.

¹⁶ Motor schooner.

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OFFICIAL PUBLICATION OF THE PANAMA CANAL.

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Certificate.—By direction of the Governor of The Panama Canal the matter contained herein is published as statistical information and is required for the proper transaction of the public business.

Volume XVIII. Balboa Heights, C. Z., August 5, 1925. No. 52.

Visit of General Pershing and Former Governor Morrow.

Gen. John J. Pershing, President of the Tacna-Arica Plebiscitary Commission, and Brig. Gen. Jay J. Morrow, American Commissioner, Special Commission on Boundaries, Tacna-Arica Arbitration, arrived at Cristobal on the morning of July 24, 1925, aboard the U. S. S. *Rochester*, en route to South America to supervise the carrying-out of the Tacna-Arica award. They were met at Cristobal by Col. Meriwether L. Walker, Governor of The Panama Canal, and by Maj. Gen. William Lassiter, Commander of The Panama Canal Department, U. S. Army, and by various officials of the Republic of Panama and of The Panama Canal and officers of the U. S. Army and Navy stationed on the Isthmus.

Immediately upon disembarking, the party boarded a train for the Pacific side, where General Pershing was the guest of General Lassiter at Quarry Heights, and General Morrow, who was formerly Governor of The Panama Canal, was the guest of Governor Walker. During their brief stay on the Isthmus, Generals Pershing and Morrow paid their respects to President Chiari of the Republic of Panama, made a call at the American Legation, visited Governor Walker, attended an informal reception and dance at the Officers' Club at Balboa Heights, and were guests of honor at a luncheon given at the Hotel Tivoli.

The U. S. S. *Rochester* came through the Canal on the morning of the 25th, and Generals Pershing and Morrow, with their party, departed on the afternoon of the same day, taking with them two Canal employees, Mr. O. E. Malsbury and Mr. H. A. Grote.

Canal Traffic During July.

During the month of July, 1925, 418 commercial vessels transited the Canal, on which tolls of \$1,800,239.84 were collected. The average daily receipts from tolls for the month was \$58,072.25, and is the highest daily average tolls collection for any month since March of this year. With the exception of the month of February, 1925, the daily average transits were higher than for any month since July, 1924.

In addition to the commercial traffic, 20 small launches transited the Canal on which tolls of \$87.32 were paid, making a total tolls collection of \$1,800,327.16 for all traffic.

The average amount of tolls paid by each of the commercial ships during the month of July was \$4,306.79.

In the following tabulation, the number of commercial transits and the amount of tolls collected are shown for the first 7 months of the calendar year 1925, as compared with the same months in 1924, together with the daily averages of transits and tolls:

Month.	Totals for month.				Daily average.			
	Transits.		Tolls.		Transits.		Tolls.	
	1924.	1925.	1924.	1925.	1924.	1925.	1924.	1925.
January.....	476	401	\$2,216,855.01	\$1,832,024.35	15.35	12.93	\$71,511.45	\$59,097.56
February.....	418	379	1,964,155.59	1,648,964.88	14.41	13.53	67,729.50	58,891.60
March.....	429	398	1,997,138.83	1,840,103.14	13.84	12.84	64,423.83	59,358.16
April.....	403	382	1,903,761.27	1,735,429.37	13.43	12.73	63,458.71	57,847.65
May.....	417	372	1,955,764.91	1,705,592.20	13.45	12.00	63,089.19	55,019.10
June.....	377	368	1,792,821.22	1,659,490.06	12.57	12.26	59,760.71	55,316.33
July.....	422	418	1,935,296.43	1,800,239.84	13.61	13.48	62,428.92	58,072.25
Totals....	2,942	2,718	13,765,793.26	12,221,843.84	13.81	12.82	64,628.14	57,650.20

Panama Canal Traffic During Fiscal Year 1925, by Nationality of Vessels.

There were 24 flags represented in the traffic through the Canal during the fiscal year 1925, with the American and British predominating. The flags of Argentina, Belgium, Ireland, and Nicaragua, which were not seen at the Canal in 1924, appear in the 1925 traffic figures, and the flag of Ecuador, represented by one vessel in 1924, was absent in 1925.

Transits of vessels of United States registry comprised 49.7 per cent of the total transits, were the source of 52.8 per cent of the total tolls collected, and carried 54.5 per cent of the cargo tonnage passing through the Canal.

The following statement shows the commercial traffic through the Canal during the fiscal year 1925, segregated according to the registry of the vessels and the totals for the fiscal year 1924.

Nationality.	No. of ships.	United States equivalent net tonnage.	Panama Canal net tonnage.	Registered gross tonnage.	Registered net tonnage.	Tolls.	Cargo.
Argentine.....	2	4,101	4,727	6,702	4,011	\$16,887.44	.....
Belgian.....	4	11,126	12,825	16,558	10,818	13,907.50	23,259
British.....	1,211	4,722,533	5,949,391	7,583,042	4,719,995	5,734,039.19	5,917,058
Chilean.....	29	97,361	129,183	200,030	109,417	121,699.25	96,369
Colombian.....	23	1,548	1,752	3,237	1,566	1,758.77	1,563
Danish.....	42	125,515	160,299	190,431	123,088	152,641.74	201,577
Danzig.....	10	54,460	80,164	89,740	51,514	61,920.53	54,607
Dutch.....	102	393,550	531,251	628,121	388,921	484,614.29	619,017
Finnish.....	3	7,347	8,145	9,322	7,381	8,974.00	12,892
French.....	105	401,778	489,806	642,428	394,835	491,042.27	481,526
German.....	163	530,248	723,067	855,194	522,461	660,896.34	830,512
Greek.....	3	9,448	11,545	15,314	9,191	11,810.00	18,823
Irish.....	8	24,528	29,176	40,704	23,032	25,833.36	24,286
Italian.....	57	207,893	241,054	328,796	195,451	257,881.25	180,062
Japanese.....	172	716,997	823,869	1,054,525	702,934	853,199.19	946,916
Mexican.....	2	3,245	4,291	5,435	3,551	4,056.25	2,400
Nicaraguan.....	1	341	425	623	348	306.00	.....
Norwegian.....	192	535,108	672,663	833,116	526,471	619,403.58	842,708
Panaman.....	36	42,333	68,656	90,797	58,127	51,844.12	53,627
Peruvian.....	73	101,735	188,784	295,612	155,405	126,985.45	101,005
Spanish.....	43	123,191	159,579	212,065	129,727	147,985.73	72,011
Swedish.....	49	155,694	225,593	281,638	188,082	186,404.82	282,447
United States.....	2,326	9,805,552	12,271,387	15,681,995	9,808,966	11,302,031.19	13,080,200
Yugo-Slav.....	17	51,521	67,519	82,933	52,771	64,401.25	115,971
Totals, fiscal year 1925.	4,673	18,127,153	22,855,151	29,148,358	18,188,061	21,400,523.51	23,958,836
Totals, fiscal year 1924.	5,230	20,957,233	26,148,879	33,412,370	20,938,659	24,290,963.54	26,994,710

The above table includes the following vessels that paid tolls on displacement tonnage. The tolls are included but the tonnage figures have been omitted: (1) 1 Argentine Naval vessel of 26,968 tons displacement, tolls \$13,484; (2) 6 British Naval vessels of 98,991 tons displacement, tolls \$49,495.50; (3) 1 floating drydock (Dutch) 3,109 tons displacement, tolls \$1,554.50.

As related to the total traffic and as compared with the fiscal years 1924 and 1923, the classification by nationality is more clearly shown in the following tabulation in which the percentage of the fiscal years' traffic, 1925, 1924, and 1923, is substituted for the actual figures. In this tabulation figures are shown only for those nationalities whose vessels made 50 or more transits during the fiscal year 1925:

PERCENTAGE OF TRAFFIC BY NATIONALITY.

Nationality.	Number of ships.			Panama Canal net tonnage.			Tolls.			Cargo tonnage.		
	1923.	1924.	1925.	1923.	1924.	1925.	1923.	1924.	1925.	1923.	1924.	1925.
United States	50.2	56.3	49.7	55.0	60.4	53.7	54.1	59.6	52.8	56.5	61.7	54.5
British	26.8	24.2	25.9	26.8	23.3	26.0	27.0	23.1	26.8	25.2	22.4	24.6
Norwegian	3.7	2.6	4.1	3.2	2.1	2.5	3.1	2.0	2.9	3.6	2.0	3.5
Japanese	4.1	3.3	3.7	4.0	3.1	3.6	4.1	3.5	3.9	4.8	4.8	3.9
German	2.3	2.8	3.5	1.8	2.6	3.2	1.8	2.5	3.1	1.7	2.7	3.4
French	1.4	1.6	2.2	1.4	1.5	2.2	1.5	1.8	2.3	1.2	1.5	2.0
Dutch	2.7	1.9	2.1	2.7	2.1	2.3	2.6	2.0	2.3	2.8	2.1	2.5
Peruvian	2.0	1.3	1.6	1.2	0.7	0.8	0.9	0.5	0.6	0.6	0.3	0.4
Italian	0.7	0.8	1.2	0.6	0.6	1.0	0.7	0.7	1.2	0.4	0.5	0.7
Other	6.1	5.2	6.0	3.3	3.6	4.7	4.2	4.3	4.1	3.2	2.0	4.5
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

American-Hawaiian Line Increases Sailings.

The American-Hawaiian Steamship Line has announced that beginning with the departure of the steamship *Californian* from Boston on July 22, 1925, they will maintain a 5-day service between Boston, Philadelphia, New York, and Los Angeles, San Francisco, Oakland, and Alameda; and a 10-day (terminal) service between Boston, Philadelphia, New York, and Seattle, Tacoma, Portland, and Astoria, via the California ports listed above. Charleston will be served eastbound direct (except from Portland), and westbound with transshipment at New York every 20 days.

Twenty-five years ago the American-Hawaiian Steamship Company dispatched its first coast-to-coast sailing. Except for the complete disruption of the trade during the World War, since that time the line has been an important factor in the intercoastal service, first by Magellan, then by Tehuantepec, and finally by the Panama Canal. The American-Hawaiian Line was one of the first regular services through the Canal. Its first vessel went through on August 16, 1914, the day after the opening of the Canal to commercial traffic. A fleet of 4 steamers has grown to one of 24 steamers and 2 motor ships.

The new service has been made possible by the purchase from W. R. Grace & Company of the 6 fine cargo steamers which have been operated the past 2 years in the Pacific Mail service.

Increase in Cable Rates.

The All-America Cables, Inc., advise of the following increases in cable rates:

To France, Alsace Lorraine, Monaco, Corsica, and Andorra, increase of 1 cent per word full rate and one-half cent per word deferred rate.

To Tunis, increase of 3 cents per word full rate and 1½ cents per word deferred rate.

To Algeria, increase of 1 cent per word full rate and one-half cent per word deferred rate.

The above increases are effective as of August 1, 1925.

Sale of Building.

The Panama Canal offers for sale to the highest bidder the old building, measuring 12 feet by 33 feet, located south of the Balboa yard office. 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., August 10, 1925, and then opened. Forms of proposal may be had upon application to the office of the Chief Quartermaster.

Ships' Chandlery Supplies.

Panama Canal Storehouses carry a complete line of ships' chandlery supplies, available for sale to ships at C. I. F. cost, plus 25 per cent surcharge which covers local freight, handling, and other costs.

MOVEMENTS OF OCEAN VESSELS.

Week ending at midnight, August 1, 1925.

THROUGH THE CANAL—ATLANTIC TO PACIFIC.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Cleared for sea.		Nationality.	Operator.	Length.	Beam.		Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.
	Day.	Hour.	Day.	Hour.	Day.	Hour.	Day.	Hour.									Nature.	Tons.	
Izabran	25	21.05	26	6.20	26	14.03	26	15.20	Jugo-Slavic	Baburizza & Co	378.0	53.3	22.6		Rlyth, Eng.	Iquique, Chile.	Coal	6,210	3,954
Pennsylvania	26	4.45	26	9.00	26	15.15	26	16.25	American	Am.-Hawaiian Line	407.7	53.7	23.0		New York, N. Y.	Portland, Oreg.	General	6,097	4,916
Selma City	26	9.32	26	9.45	26	16.39	26	17.35	American	Isthmian S. S. Line	434.2	56.0	26.0		New York, N. Y.	Tacoma, Wash.	General	8,358	7,611
Cedar Branch	26	9.37	26	9.55	26	17.05	26	20.00	British	F. & W. Ritson	380.0	51.0	21.0		Liverpool, Eng.	Corral, Chile.	General	2,641	4,927
Svealand	26	11.23	26	11.40	26	18.20	26	19.19	Swedish	Bethlehem Iron Co.	571.7	72.0	25.0		Baltimore, Md.	Cruz Grande, Chile	Ballast	15,425	4,421
Ansaldon	25	23.55	27	6.05	27	12.54	27	18.35	Italian	Transatlantica Italiana.	385.7	51.7	17.5		Rome, Italy	Valparaiso, Chile.	General	1,500	7,759
Giorgio III.	25	23.35	27	6.20	27	13.34	27	14.46	American	Cities Service Trans. Co.	435.0	56.0	16.6		Boston, Mass.	San Pedro, Calif.	Ballast	7,434	5,145
Halo Linda	27	1.10	27	7.20	27	15.59	27	15.08	American	General Petroleum Co.	435.0	56.0	19.4		Baltimore, Md.	Los Angeles, Calif.	Ballast	7,424	5,077
William A. McKenney	27	1.45	27	8.15	27	15.24	27	16.36	American	Musson Line	395.0	55.1	22.8		Baltimore, Md.	Seattle, Wash.	General	3,900	6,993
Kent	27	9.55	27	10.20	27	17.08	27	22.09	British	Fed. Steam Nav. Co.	400.6	62.8	20.3		Liverpool, Eng.	Auckland, N. Z.	General	8,178	10,614
Saint Andre	27	6.05	27	11.10	27	17.50	27	18.50	French	French Line	397.9	50.3	18.0		Havre, France	Valparaiso, Chile.	Cement, general	448 1/2	5,958
Elkton	27	12.35	27	12.40	27	20.05	28	8.01	American	American Pioneer Line	402.6	54.8	24.0		New York, N. Y.	Itozaki, Japan	Case oil, general	6,785	6,929
Kronprinsesse	27	9.40	27	13.28	27	20.43	28	2.07	Swedish	Johnson Line	360.0	51.0	22.9		Antwerp, Belgium	Vancouver, B. C.	General	6,055	5,268
Margareta	25	27	27	12.55	27	12.55	28	2.07	Panamanian	J. H. Stilson	440.8	56.0	26.2		Cristobal, C. Z.	Gatun Lake.	Ballast	9,120	7,693
Toco	28	1.40	28	6.30	28	13.32	28	17.10	British	Chile Steamship Co.	375.3	52.3	14.0		Tampico, Mexico	Tocopilla, Chile	Crude oil	5,953	4,354
Leikanger	28	7.00	28	8.00	28	15.00	28	15.55	Norwegian	Westfal, Larsen & Co.	401.0	50.6	22.4		New York, N. Y.	San Francisco	Ballast	3,844	5,865
City of Bombay	28	6.38	28	10.55	28	18.06	28	19.10	British	Ellerman Lines, Ltd.	401.0	50.6	22.4		New York, N. Y.	New Plymouth, N. Z.	General	8,865	4,426
Rio Chira	28	6.43	28	10.55	28	18.06	28	19.10	Peruvian	Cia. Ballenera del Peru	106.8	21.6	13.9		Tonsburg, Norway	Callao, Peru	Ballast	214	61
Rio Casma	28	6.55	28	10.55	28	18.06	28	19.10	Peruvian	Cia. Ballenera del Peru	125.6	25.0	9.0		Tonsburg, Norway	Callao, Peru	Coal	40	267
Sailor	24	28	28	9.49	28	9.49	28	9.49	American	J. A. Walker	425.0	57.0	19.6		Cristobal, C. Z.	Gatun Lake	Ballast	800	7,204
Bohemian Club	28	6.57	29	6.15	29	14.19	30	0.45	American	Atlantic Refining Co.	400.0	51.8	26.10		Philadelphia, Pa.	San Pedro, Calif.	Gasoline	4,591	4,285
Panama Maru	29	3.55	29	7.10	29	14.50	29	17.30	Japanese	Osaka Shosen Kaisha.	436.6	57.2	25.11		Buenos Aires, Arg.	Kobe, Japan	General	7,500	8,543
Edward Luckenbach	29	5.35	29	8.27	29	15.32	29	16.45	American	Luckenbach Line	384.4	51.2	21.6		New York, N. Y.	Seattle, Wash.	General	4,800	6,327
William Cameron	29	9.00	29	9.20	29	16.46	29	18.00	American	Garland S. S. Corp.	229.0	30.0	11.9		Norfolk, Va.	Los Angeles, Calif.	General	344	1,171
Venator	29	6.35	29	9.40	29	16.46	29	18.00	Honduras	United Fruit Co.	380.0	48.7	20.2		Mobile, Ala.	Gatun Lake	Ballast	1,510	6,032
Renown	29	11.50	30	6.00	30	12.34	30	22.37	Panamanian	C. Villabois	360.3	51.7	22.8		Cristobal, C. Z.	Gatun Lake	General	1,843	4,353
Venezuela	29	19.30	30	7.05	30	13.34	30	16.30	American	Panama Mail S. S. Co.	360.3	51.7	22.8		New York, N. Y.	San Francisco	General	1,510	6,032
Santa Elisa	30	2.30	30	8.00	30	14.33	31	10.38	British	Grace Line	530.0	66.0	25.5		New York, N. Y.	Talcahuano, Chile.	General	1,843	4,353
Lady Cynthia	30	16.30	30	8.40	30	15.44	30	16.40	British	Union Steamship Co.	400.7	54.2	24.5		Montrose, Scotland	Vancouver, B. C.	Ballast	4,462	14,824
Oropesa	30	6.45	30	9.10	30	16.26	30	17.35	American	Pacific Steam Nav. Co.	550.3	72.2	22.0		Liverpool, Eng.	Valparaiso, Chile.	General	5,274	6,016
Ipswich	30	10.40	30	10.50	30	17.49	30	18.45	American	United American Line	360.3	46.0	18.11		Baltimore, Md.	Seattle, Wash.	General	1,535	4,838
Behmore	21	16.30	30	11.22	30	19.15	30	21.07	Peruvian	Ore Steamship Corp.	360.3	46.0	18.11		New York, N. Y.	Cruz Grande, Chile	Ballast	15,475	4,354
Mantaro	21	16.30	30	11.22	30	19.15	30	21.07	Peruvian	Peruvian Line	360.3	46.0	18.11		Cristobal, C. Z.	Callao, Peru	General	1,535	4,838

13,755 stems of bananas.

Steel products and general.

Whaler; motor ship.

Whaler.

Launch.

Motor ship.

Tanker.

Phoenix	30	0.35	30	12.40	30	19.59	1	23.07	American	...	400.8	54.3	18.2	Philadelphia, Pa.	San Pedro, Calif.	Ballast	6.336	4.389
Horata	30	13.27	30	13.55	30	20.51	31	4.45	British	...	511.1	64.1	24.0	London, Eng.	Pt. Chalmers, Aus.	General	2.296	12.623
Swiftlight	30	19.20	31	6.25	31	13.18	31	14.40	American	...	464.0	60.0	20.6	Fall River, Mass.	San Pedro, Calif.	Ballast	8.473	6.050
President Hayes	30	21.30	31	6.30	31	13.40	31	14.45	British	...	500.3	62.0	19.0	Montreal, Can.	San Pedro, Calif.	Ballast	11.043	7.874
Venice	30	21.30	31	7.05	31	13.58	31	23.55	American	...	285.0	68.2	26.0	New York, N. Y.	Round the world	General	3.759	12.023
Saint Paul	29	15.40	31	8.30	31	16.40	31	17.25	French	...	215.7	42.0	15.9	Antwerp, Bel.	Seattle, Wash.	Ballast	903	1.390
Acuña	29	14.00	31	9.33	31	15.28	31	20.46	British	...	235.0	33.5	15.9	Cristobal, C. Z.	Champerico, Guat.	General	7.371	4.562
Santa Cecilia	31	10.15	31	10.30	31	17.11	31	21.34	American	...	404.6	54.0	27.0	Baltimore, Md.	Seattle, Wash.	Steel, general	7.371	4.562
El Condado	31	8.48	31	11.35	31	17.23	1	0.05	Spanish	...	339.6	48.0	11.0	Gijón, Spain	Liquite, Chile	Ballast	3.730	2.637
Mitico	31	6.59	31	12.03	31	18.04	1	0.19	Spanish	...	43.9	53.0	21.1	New York, N. Y.	Atahutpa, B. P.	General	3.18	5.44
Unapauqua	30	23.02	31	12.38	31	20.40	31	10.40	Panama	...	11.0	15.0	0.6	Colon, R. P.	San Francisco	Ballast	22	39
W. S. Rheem	30	21.53	31	13.10	31	20.00	31	21.02	American	...	500.0	68.2	24.0	New York, N. Y.	San Francisco	Ballast	11.224	7.895
Kaydee	30		31		31	11.07			American	...				Cristobal, C. Z.	Gatun, C. Z.	Ballast	6	6
Lieut. Wilson B.														Cristobal, C. Z.	Gatun, C. Z.	Ballast		
Gather	31	9.40	31		31				American	...	64.0	17.3		Cristobal, C. Z.	Peñon Mined, C. Z.	Ballast	3.247	5.733
Bogota	31	14.05	31	6.15	31	13.12	1	14.20	British	...	399.0	51.0	21.8	Hull, Eng.	Corral, Chile	General	6,200	5,904
Eastern Moon	31	15.05	31	6.05	31	14.00	1	19.34	American	...	385.0	51.0	23.0	Adelaide, Aus.	Case oil, general	General	7,025	5,055
Fuji Maru	31	18.35	31	7.05	31	14.51	1	16.00	Japanese	...	405.0	53.0	21.0	Humboldt, Calif.	Case oil, general	General	5,114	5,085
Farworth	31	20.30	31	8.20	31	15.51	1	16.55	British	...	435.0	56.0	20.0	Vancouver, B. C.	Case oil, general	General	7,411	5,109
Shrewport	31	4.20	31	9.55	31	16.54	1	19.09	American	...	405.0	53.0	26.2	San Pedro, Calif.	Case oil, general	General	6,413	5,907
Malta Maru	1	5.10	1	10.47	1	18.22	1	19.30	Japanese	...	405.0	52.0	30.3	Kobe, Japan	Case oil, general	General	4,301	5,871
Aspelhar	1	5.55	1	11.15	1	19.04	1	20.50	British	...	426.0	54.1	22.0	Temopilla, Chile	Case oil, general	General	2,666	7,533
Port MacQuarie	1	9.15	1	12.10	1	19.50	1	20.58	British	...	416.9	56.2	22.0	Sydney, Aus.	Case oil, general	General	6,706	4,765
Watertown	1	13.33	1	13.40	1	20.45	1	21.50	Panama	...				London, Eng.	Case oil, general	General		
Escovar	1		1	10.24	1	20.45	1	21.50	Panama	...				New Orleans, La.	Case oil, general	General		
No. 17	1		1	10.24	1	20.45	1	21.50	Panama	...				Cristobal, C. Z.	Case oil, general	General		

13 Sulphate ammonia, phosphate, tin plates, and cotton.

14 476 bags of banana seeds.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.

15 Barge.

16 Launch.

17 Motor schooner.

18 Towing barge No. 17.

19 Tanker.

20

Tuscaloosa City	25	23.30	26	6.28	26	13.25	26	13.25	American	...	424.2	56.2	26.6	Vancouver, B. C.	Avonmouth, Eng.	General	7,963	7,611
Tronolite	26	6.25	26	7.13	26	14.45	26	14.45	British	...	420.0	57.0	27.3	Talara, Peru	Crude oil	General	10,014	7,226
Venezuela	26	6.30	26	8.15	26	15.18	26	16.15	Italian	...	420.0	57.0	27.3	Montreal, Can.	Crude oil	General	1,762	7,622
W. M. Irish	26	6.25	26	8.25	26	16.15	26	16.15	American	...	435.0	50.0	28.6	Valparaiso, Chile	Gasoline	General	9,503	7,387
George Allen	26	8.53	26	9.16	26	16.40	26	16.40	American	...	385.3	51.2	24.0	San Francisco	Gasoline	General	5,746	6,224
Havana Maru	26	0.30	26	10.56	26	17.55	26	17.55	Japanese	...	407.3	50.0	23.6	San Francisco	Gasoline	General	5,197	6,538
Leged	26	15.00	27	6.31	27	14.45	27	15.40	American	...	378.0	53.3	22.11	San Francisco	Gasoline	General	7,966	5,226
Agwistone	26	15.45	27	7.09	27	14.50	27	14.50	American	...	499.9	68.0	29.0	San Francisco	Gasoline	General	14,370	10,833
Essequibo	27	0.20	27	8.12	27	16.25	27	22.45	British	...	430.3	57.8	25.6	San Francisco	Gasoline	General	2,087	9,699
Lewis Luckenbach	27	8.15	27	9.09	27	17.10	27	17.10	American	...	496.0	68.2	30.6	San Francisco	Gasoline	General	11,222	11,487
Corinto	26	16.10	27	10.35	27	17.35	27	17.35	American	...	261.1	40.0	14.0	Portland, Oreg.	Crude oil	General	644	2,352
George Washington	27	12.00	27	12.46	27	20.30	28	0.25	Norwegian	...	425.5	55.3	28.10	Honolulu, T. H.	Crude oil	General	8,940	7,505
Surenton	27	12.00	27	12.58	27	20.30	27	20.30	American	...	324.0	48.0	22.3	Raymond, Wash.	Crude oil	General	3,816	3,984
St. George	27	17.35	28	6.17	28	16.20	28	16.45	British	...	180.0	32.1	16.6	Papeete, Tahiti	Crude oil	General	4,833	3,818
King City	27	17.35	28	6.17	28	16.20	28	16.45	British	...	331.0	48.0	21.3	Tafal, Chile	Crude oil	General	4,900	7,989
Takaoka Maru	27	17.40	28	7.07	28	14.57	28	14.57	Japanese	...	445.0	58.0	20.6	Kobe, Japan	Crude oil	General	4,900	7,989

18 Lumber, laths, and shingles.

17 Yacht.

16 Motor ship.

15 Motor ship; tanker.

14 Tanker.

MOVEMENTS OF OCEAN VESSELS.—Continued.

THROUGH THE CANAL—PACIFIC TO ATLANTIC.—continued.

Ship.	Arrived at port.		Entered Canal.		Completed transit.		Nationality.	Operator.	Length.	Beam.	Salt water draft.	From—	For—	Cargo.		Panama Canal tonnage.	
	Day.	Hour.	Day.	Hour.	Day.	Hour.								Nature.	Tons.	Gross.	Net.
Missourian 19.	28	3 00	28	7 48	28	16 00	28	Amer.-Hawaiian Line.	445.1	59.8	24.6	San Francisco.	Boston, Mass.	General.	5,989	8,567	6,020
Peter Kerr.	28	9 15	28	10 00	28	16 55	28	United American Line.	415.0	55.7	26.0	Portland, Oreg.	Baltimore, Md.	Lumber, copper.	7,800	7,704	5,707
El Kantara.	28	9 30	28	10 49	28	18 30	29	Cie. Cie. Transatlan.	447.2	52.6	24.6	Noumea, N. Calia.	Dunkerque, France	General.	5,273	7,357	4,983
Canadian	28	11 25	28	12 13	28	19 10	29	Can. Govt. Mer. Mar.	400.0	52.5	12.0	Auckland, N. Z.	Montreal, Can.	General.	750	6,174	4,323
Skirmisher.	29	1 50	29	5 30	29	15 25	29	Ore Steamship Corp.	550.2	72.2	32.6	Cruz Grande, Chile	Baltimore, Md.	Iron ore.	20,000	15,551	4,297
Steele.	28	15 20	28	7 28	29	14 30	29	Federal Steam Nav. Co.	520.7	64.2	21.0	Bluff, N. Z.	London, Eng.	Frozen, general.	3,395	12,933	9,314
Hertford.	28	18 30	29	8 10	29	15 45	29	Isthmian S. S. Lines	405.1	52.1	24.0	Seattle, Wash.	Providence, R. I.	Ore, lumber.	3,575	6,958	5,193
Crofton Hall.	28	18 30	29	8 10	29	15 45	29	Isthmian S. S. Lines	405.1	52.1	24.0	Seattle, Wash.	Providence, R. I.	Ore, lumber.	3,575	6,958	5,193
Notre Dame de	28	11 25	28	12 13	28	19 10	29	Can. Govt. Mer. Mar.	400.0	52.5	12.0	Auckland, N. Z.	Montreal, Can.	General.	750	6,174	4,323
Fouviere.	28	20 10	29	9 38	29	16 40	29	Cie. Cie. Transatlan.	427.0	58.3	28.0	Seattle, Wash.	Havre, France.	General.	8,406	8,043	5,454
Kaolack.	28	23 10	29	8 03	29	17 30	30	Blue Star Line, Ltd.	268.8	35.8	17.0	Hankow, China.	New York, N. Y.	Frozen mdse.	1,200	1,985	1,120
Shenadoah.	29	5 00	29	9 38	29	18 15	29	The Texas Co.	416.8	56.1	26.0	San Pedro, Calif.	Boston, Mass.	Refined gasoline.	8,688	6,957	5,191
Paraman.	29	7 15	29	10 18	29	17 45	29	Am.-Hawaiian Line.	407.7	53.7	24.4	Seattle, Wash.	Boston, Mass.	General.	5,055	7,098	5,029
Finland.	28	19 00	29	11 10	29	19 10	29	Panama-Pacific Line.	560.0	60.0	26.2	San Francisco.	New York, N. Y.	General.	4,854	13,559	9,016
Pacific Trader.	29	13 20	29	12 58	29	20 30	29	Furness, Withy & Co.	420.0	57.0	26.6	Vancouver, B. C.	Manchester, Eng.	General.	7,982	7,892	5,858
Catherine G.	29	16 20	30	6 15	30	13 30	30	Sutton & Christensen.	277.0	43.0	19.0	Grays Har, Wash.	New York, N. Y.	Lumber.	3,000	2,404	1,506
Sudden.	30	4 48	30	7 15	30	15 45	30	Sun Oil Co.	429.3	59.2	26.6	Avon, Calif.	Jacksonville, Fla.	Gasoline.	9,200	7,658	5,283
Atlantic Sun.	30	7 15	30	8 32	30	17 00	30	U. S. Army	156.0	32.0		Balboa, C. Z.	Cristobal, C. Z.	Gasoline.	9,442	7,825	5,616
General Wm.	30	7 15	30	8 32	30	17 00	30	Standard Oil Co. of N. J.	429.3	59.2	26.2	Los Angeles, Calif.	Baton Rouge, La.	Gasoline.	9,442	7,825	5,616
Joseph Seep.	30	8 35	30	9 21	30	17 30	30	Robert Dollar Line.	429.0	56.6	28.0	San Francisco.	New York, N. Y.	Lumber, general.	7,341	7,579	5,527
Margaret Dol-	30	12 10	30	12 47	30	19 55	30	Glen & Co., Glasgow.	384.0	52.0	24.0	Iquique, Chile.	Savannah, Ga.	Nitrate, copper.	7,112	5,174	3,527
lar.	30	13 00	30	13 53	30	21 45	30	Fongo Petro.	394.2	51.9	25.0	Toconilla, Chile.	Wilmington, N. C.	Nitrate of soda.	6,973	5,544	3,838
Trafalgar.	30	13 00	30	13 53	30	21 45	30	Fongo Petro.	394.2	51.9	25.0	Toconilla, Chile.	Wilmington, N. C.	Nitrate of soda.	6,973	5,544	3,838
Mincio.	30	13 00	30	13 53	30	21 45	30	Fongo Petro.	394.2	51.9	25.0	Toconilla, Chile.	Wilmington, N. C.	Nitrate of soda.	6,973	5,544	3,838
George H.	30	13 10	30	14 43	30	22 45	30	Standard Oil Co., N. J.	429.3	59.2	25.6	San Pedro, Calif.	Baton Rouge, La.	Gasoline.	11,800	7,689	5,383
Jones.	30	13 10	30	14 43	30	22 45	30	Standard Oil Co., N. J.	429.3	59.2	25.6	San Pedro, Calif.	Baton Rouge, La.	Gasoline.	11,800	7,689	5,383
Venator.	30	17 30	31	6 24	31	13 10	31	United Fruit Co.	220.0	30.2		Gatun Lake, C. Z.	Mobile, Ala.	General.	344	1,171	637
Ortega.	30	17 30	31	6 24	31	13 10	31	Pacific Steam Nav. Co.	485.0	56.0	26.0	Talcahuano, Chile.	Liverpool, Eng.	General.	4,860	8,345	4,998
Francis E.	30	19 25	31	7 28	31	15 40	31	Atlantic Refining Co.	431.0	59.2	27.0	San Pedro, Calif.	New York, N. Y.	Gasoline.	9,689	7,860	5,101
Swiftarrow.	31	0 15	31	8 25	31	16 45	31	C. D. Mallory & Co.	404.4	60.2	24.4	Avon, Calif.	Fall River, Mass.	Gasoline.	9,950	8,473	6,050
Swachsen.	31	13 50	31	14 36	31	22 00	1	Hamburg-America Line	408.5	58.2	25.6	Vancouver, B. C.	Hull, Eng.	General.	9,684	9,624	6,732
Armede.	31	15 00	1	6 13	1	15 30	1	Canadian Transport Co.	389.8	55.3	23.0	Vancouver, B. C.	New York, N. Y.	Lumber.	6,322	5,449	4,014
Broad Arrow.	31	17 40	1	7 22	1	15 50	1	Standard Transp. Co.	407.6	62.7	27.0	San Pedro, Calif.	New York, N. Y.	Gasoline.	11,256	9,933	7,075
Franklin.	31	18 00	1	8 13	1	17 25	1	Haldin & Co., Ltd.	395.4	53.3	22.8	Vancouver, B. C.	Hampton Rds., Va.	Wheat.	7,249	5,540	3,702
Court.	31	19 44	1	9 10	1	17 35	2	Kosmos Line.	410.9	50.7	24.6	San Antonio, Chile.	Hamburg, Ger.	General.	5,772	6,652	4,704
Nitokris.	31	19 44	1	9 10	1	17 35	2	Kosmos Line.	410.9	50.7	24.6	San Antonio, Chile.	Hamburg, Ger.	General.	5,772	6,652	4,704

* Tanker.

** Motor ship.

** 13,755 stems of bananas.

** Oil and California toys.

Eupatoria.....	31	20.45	1	10.09	1	18.05	2	15.25	German.....	Hamburg-America Line	337.7	48.3	14.0	Champerico, Guat.	Hamburg, Ger.	569	4,232	3,068
Buenos Aires ²²	1	6.30	1	11.15	2	0.40	2	0.40	Swedish.....	Johnson Line.....	440.0	56.0	27.0	San Pedro, Calif.	Stockholm, Sweden.	7,720	7,591	5,661
Bergland ²²	1	8.25	1	12.18	1	20.34	1	23.27	Norwegian.....	Norway-Pacific Line.....	362.0	51.5	24.0	Vancouver, B. C.	Oslo, Norway.	6,000	5,274	3,886
San Yborceto.....	31	19.20	1	13.07	1	21.05	1	21.05	British.....	Eagle Transport Co.....	413.0	53.4	23.9	San Pedro, Calif.	London, Eng.	7,356	5,997	4,089
William Rockefeller.....	1	18.55	1	19.58	2	14.32	2	14.32	American.....	Standard Oil Co., N. J.	555.0	75.3	29.8	San Pedro, Calif.	Charleston, S. C.	19,623	14,785	10,313

²²Motor ship.²³Wood, coffee, sugar, and hides.

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 26.....	Cartago.....	United Fruit Co.....	New Orleans via Habana.	July 26.....	Cartago.....	United Fruit Co.....	Bocas del Toro, R. P.
July 26.....	Calamares.....	United Fruit Co.....	Port Limon, C. R.	July 26.....	Calamares.....	United Fruit Co.....	New York via Habana.
July 26.....	Ancon.....	Panama Railroad S. S. Line.....	New York via Haiti.	July 27.....	Linda S. ²⁶	Surgeon Brothers.....	Colon, R. P.
July 28.....	Pastores.....	United Fruit Co.....	New York via Habana.	July 29.....	Cartago.....	United Fruit Co.....	New York via Habana.
July 28.....	Abangarez.....	United Fruit Co.....	New Orleans via Habana.	July 29.....	Pastores.....	United Fruit Co.....	Port Limon, C. R.
July 29.....	Cartago.....	United Fruit Co.....	Bocas del Toro, R. P.	July 30.....	Sixaola.....	United Fruit Co.....	Colombian ports.
July 29.....	Sixaola.....	United Fruit Co.....	New Orleans via Kingston.	July 30.....	Ancon.....	Panama Railroad S. S. Line.....	New York via Haiti.
July 29.....	Puerto Rico.....	French Line.....	St. Nazaire via wayports.	July 30.....	Abangarez.....	United Fruit Co.....	New Orleans via wayports.
July 30.....	Yuma.....	Standard Fruit Co.....	New Orleans and wayports.	July 30.....	Yuma.....	Standard Fruit Co.....	San Blas Coast, R. P.
July 30.....	Tivives.....	United Fruit Co.....	Colombian ports.	July 31.....	Tivives.....	United Fruit Co.....	New York via Kingston.
July 31.....	Covert ²⁴	Texas Steamship Co.....	Port Arthur, Tex.	July 31.....	Puerto Rico.....	French Line.....	St. Nazaire via wayports.
July 31.....	Virginia.....	Panama Railroad S. S. Line.....	Norfolk, Va.	July 31.....	Covert ²⁴	A. Ferrari.....	Colon, R. P.
August 1.....	Achilles ²⁵	United Fruit Co.....	Boston, Mass.	.....	.....	.....	.....
August 1.....	San Gil.....	.....	.....	.....	.....	.....	.....
				PORT OF BALBOA.			
.....	.....	²⁶ Motor schooner.	.....	.....	.....	.....	.....
July 26.....	Bokuyo Maru.....	Toyo Kisen Kaisha.....	Hongkong, China.	July 27.....	Bokuyo Maru.....	Toyo Kisen Kaisha.....	Valparaiso, Chile.
July 31.....	Smaland ²⁷	West India Oil Co.....	Talara, Peru.	August 1.....	Smaland ²⁷	West India Oil Co.....	La Union, Salvador.

²⁴Schooner.²⁶Motor schooner.

PORT OF BALBOA.

July 26.....	Bokuyo Maru.....	Toyo Kisen Kaisha.....	Hongkong, China.	July 27.....	Bokuyo Maru.....	Toyo Kisen Kaisha.....	Valparaiso, Chile.
July 31.....	Smaland ²⁷	West India Oil Co.....	Talara, Peru.	August 1.....	Smaland ²⁷	West India Oil Co.....	La Union, Salvador.

²⁷Motor ship.

*Other than ships passing through the Canal.

Population of the Canal Zone.

A survey of the population of the Canal Zone, made by the Police Division between June 1 and June 30, 1925, showed a population as follows:

	AMERICANS.					ALL OTHERS.					Total.
	Total men.	Em- ployees.	Total women.	Em- ployees.	Chil- dren.	Total men.	Em- ployees.	Total women.	Em- ployees.	Chil- dren.	
Balboa District.....	1,724	1,492	1,723	289	1,667	3,645	2,290	2,667	183	4,703	4,254
Cristobal District.....	555	497	690	26	732	3,174	2,132	1,893	8	3,844	16,129
Prisoners.....	22					109		3			2,653
Total employees.....		1,989		315			4,322		191		10,888
Total persons.....	2,301		2,413		2,399	6,928		4,563		8,547	* 6,817
											27,151

* Includes 160 civilian employees of the Army and Navy.

The population of the Gatun Lake region outside the Canal Zone is 3,373, of whom 6 are Americans.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Cristobal for Week Ending August 1, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Calamares.....	United Fruit Co.	July 26.....	July 26.....	7	396
Cartago.....	United Fruit Co.	July 26.....	July 26.....	314	128
Venezuela.....	Nav. Gen. Italiana.....	July 26.....	July 27.....	180	239
Ancon.....	Panama Railroad S. S. Line.....	July 26.....	July 30.....	1,610	4,038
Kronprinsessan Margareta.....	Johnson Line.....	July 27.....	July 27.....	69	(¹)
Saint Andre.....	French Line.....	July 27.....	July 27.....	55	¹ / ₂
Essequibo.....	Pacific Steam Navigation Co.....	July 27.....	July 27.....	5	275
George Washington.....	Peter Olsen Steamship Line.....	July 27.....	July 28.....	140	81
Corinto.....	Panama Mail Steamship Line.....	July 27.....	July 28.....	644	
Takaoka Maru.....	Nippon Yusen Kaisha.....	July 28.....	July 28.....	110	(¹)
Abangarez.....	United Fruit Co.....	July 28.....	July 30.....	820	(¹)
Mantaro.....	Peruvian Line.....	July 28.....	July 30.....		1,035
Bohemian Club.....	Atlantic Refining Co.....	July 28.....	July 29.....	780	(¹)
Pastores.....	United Fruit Co.....	July 28.....	July 29.....	178	32
Cartago.....	United Fruit Co.....	July 29.....	July 29.....	12	12
Sixacha.....	United Fruit Co.....	July 29.....	July 30.....	91	470
Venezuela.....	Panama Mail Steamship Line.....	July 29.....	July 30.....	451	¹ / ₂
Venator.....	United Fruit Co.....	July 29.....	July 30.....	(¹)	702
Puerto Rico.....	French Line.....	July 29.....	July 31.....	27	569
Oropesa.....	Pacific Steam Navigation Co.....	July 29.....	July 30.....	135	233
Tivives.....	United Fruit Co.....	July 30.....	July 31.....	25	132
Yuma.....	San Blas Development Corp.....	July 30.....	July 30.....	10	(¹)
Ortega.....	Pacific Steam Navigation Co.....	July 31.....	July 31.....	(¹)	4
Bogota.....	Pacific Steam Navigation Co.....	July 31.....	August 1.....	80	21
Virginia.....	Texas Oil Co.....	July 31.....		7,200	(¹)

¹ No cargo discharged.

² No cargo laded.

³ 2 packages.

Report of Cargo Discharged and Laded by Vessels Entering and Clearing from Port of Balboa for Week Ending August 1, 1925.

Name of vessel.	Line or charterer.	Arrived.	Departed.	Cargo—	
				Discharged	Laded.
				Tons.	Tons.
Corinto.....	Panama Mail Steamship Co.....	July 26.....	July 27.....	83	
Havana Maru.....	Osaka Shosen Kaisha.....	July 26.....	July 26.....	121	
Bokuyo Maru.....	Toyo Kisen Kaisha.....	July 26.....	July 27.....	633	
Takaoka Maru.....	Nippon Yusen Kaisha.....	July 27.....	July 28.....	384	
Bohemian Club.....	Atlantic Refining Co.....	July 29.....	July 29.....	800	
Venezuela.....	Panama Mail Steamship Co.....	July 30.....	July 30.....	22	119
Acajutla.....	Pacific Steam Navigation Co.....	July 31.....	July 31.....		23
President Hayes.....	Robert Dollar Steamship Line.....	July 31.....	July 31.....	10	
Smaland.....	West Inda Oil Co.....	July 31.....	August 1.....	300	

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November, 1924, 270.
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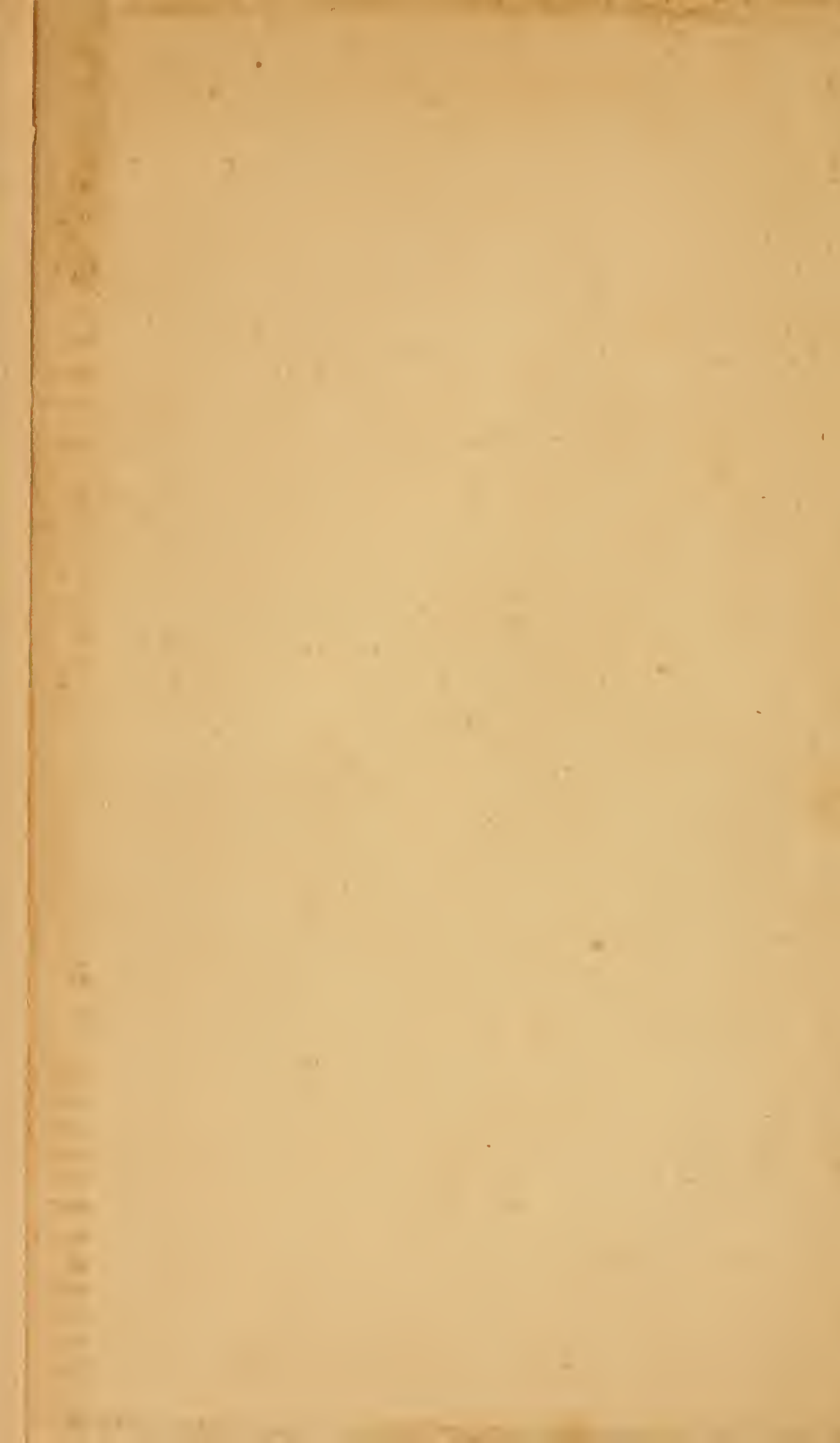
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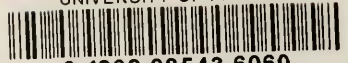
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