

:-: BOHIO :-:



FRENCH EXCAVATION



FLUVIOGRAPH STATION



BOHIO



A FLOOD



HYDRAULIC EXCAVATION



BED OF CANAL

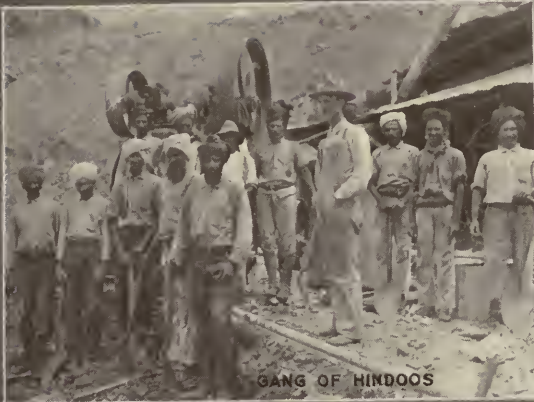


STEPHENS TREE  
NEAR AHORCA  
LARGARTO

A dam at Bohio was planned by the Second French Company; also originally by the Americans, thereby utilizing the work already accomplished. The lake now formed by Gatun dam will inundate this section fully 40 feet. The canal here is practically completed and ready for the water.



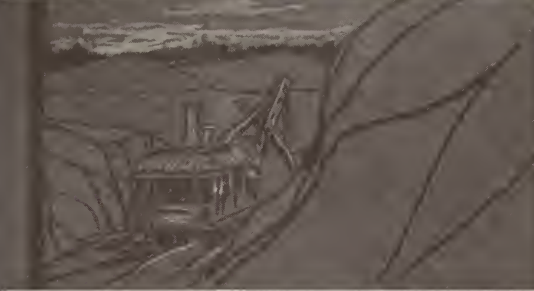
=: LABORERS =:



GANG OF HINDOOS



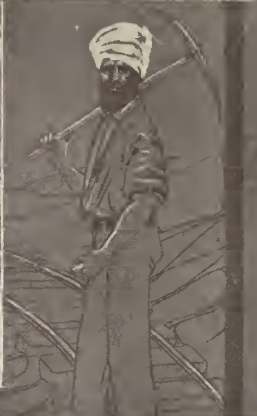
TRACK SHIFTERS



SPANISH LABORERS



LABORERS BARRACK  
SHOWING STANDEE BERTHS



LABOR TRAIN



LABORERS WASH HOUSE

Out of the 36,000 employees on the canal work, about 13,000 are whites; of these about 5,000 are citizens of the United States. The rest include Spanish, Italians, Greeks and other nationalities. Colored labor is drawn mainly from the West Indies.

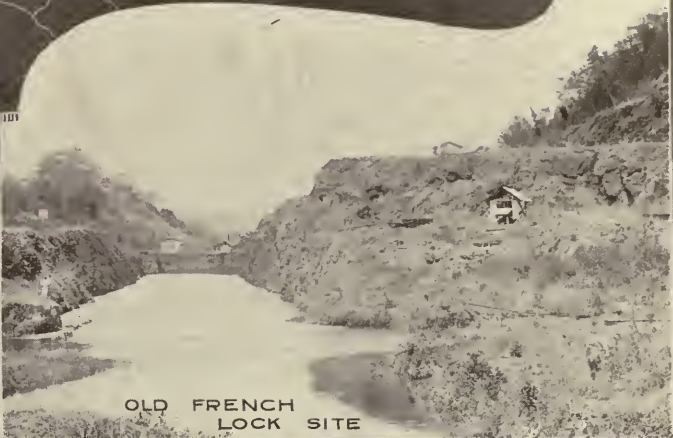
TABERNILLA



This settlement will be completely effaced by the filling of Gatun Lake. Formerly it was a very busy point and the vicinity was the largest dump for canal spoil on the Isthmus. Very little excavation was required to reach the bottom of the canal at this point.



::: SAN PABLO :::



OLD FRENCH  
LOCK SITE



WOOD BRIDGE OVER CHAGRES



GENERAL VIEW



BARBACOAS  
BRIDGE



COMPLETED SECTION OF CANAL

At San Pablo the Second French Company projected a lock. This was after the sea-level canal was abandoned and a 10-lock canal was undertaken. Barbacoas bridge, on the old line of the Panama Railroad, and the site of the town, will be completely inundated.

MISCELLANEOUS



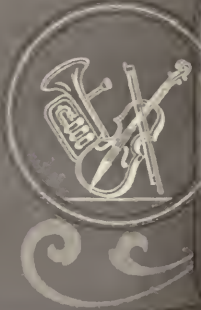
The two canal views are shown in comparison. One shows an old French dredge wrecked in the Chagres; the other shows the canal completed at the same spot. The dredge was recovered by the Americans and is now in use.



DREDGING IN THE CHAGRES



AFTER A FLOOD



TYPE OF BAND STAND



PECULIAR FLAG STATION



TREE GROWN THROUGH OLD FRENCH CAR

Above is shown one of the six band stands. The members are in the employ of the I. C. C. and receive an extra stipend for playing in the band.



== GORGONA ==



The top picture, showing French ladder dredges near Gorgona, taken years ago, is interesting in comparison with the center picture, showing the canal at the same spot completed by the Americans. Notice the width of the canal in the different pictures. The bottom picture shows the canal in front of Gorgona shops.

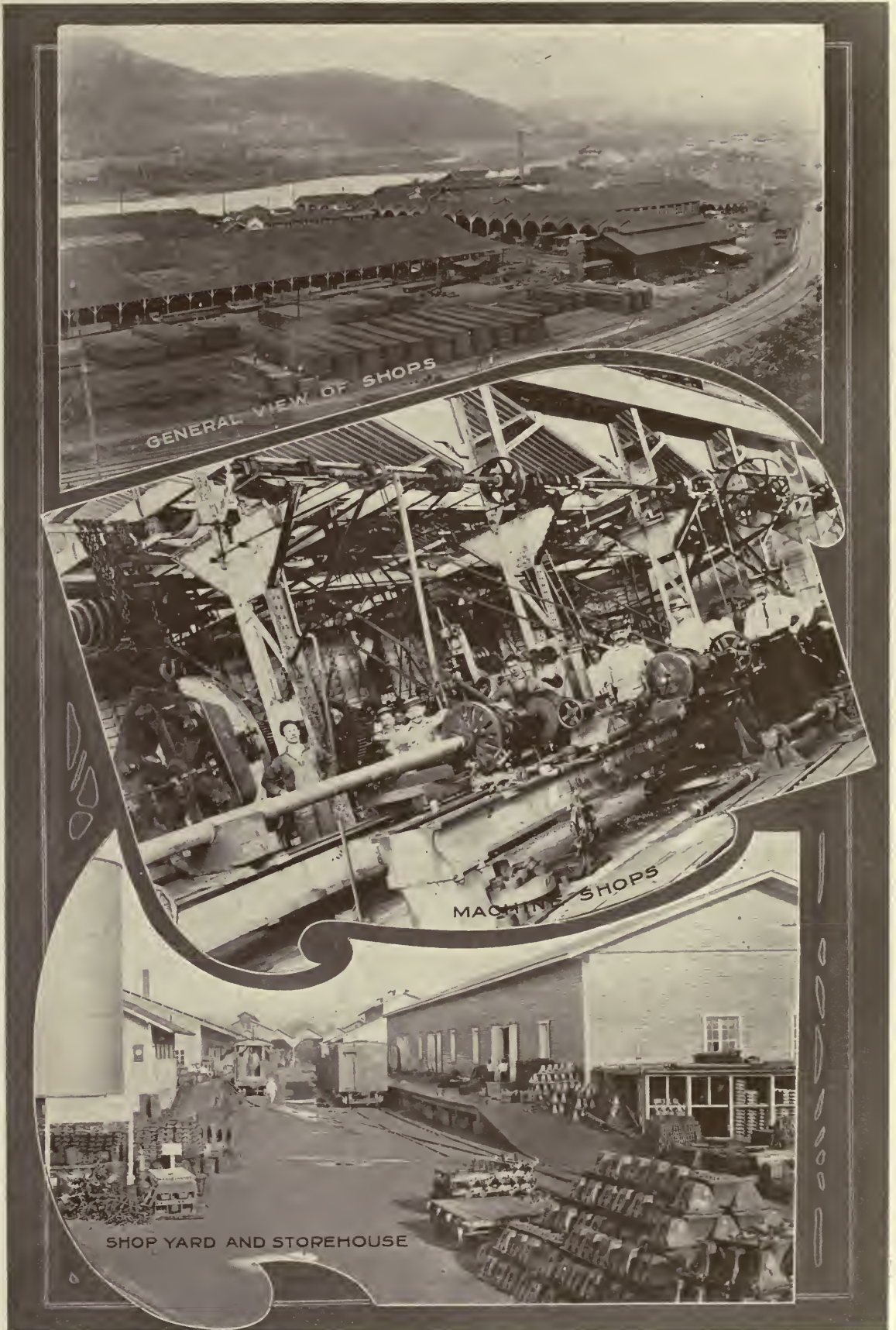
∴ G O R G O N A ∴



General view and pictures of the principal street. Note the fine wire screening which envelopes the houses. Mosquitoes are reduced by vigorous methods, and the survivors are excluded by this method of screening.



∴ G O R G O N A ∴



GENERAL VIEW OF SHOPS

MACHINE SHOPS

SHOP YARD AND STOREHOUSE

The distance from the States makes it necessary to keep the construction plant in the most efficient condition, making it imperative that the shops be equipped to meet every possible contingency. Water will cover the site of the shops to a depth of 15 feet.



:-: GORGONA :-:



A group of Gorgona buildings, including the hotel. Meals are furnished the white employees at 30 cents each, or barely more than enough to pay for the cost of the food and for the expense of operating the hotels.



BALBOA HILL



Balboa Hill is three hours' journey from Gorgona over a well-marked trail. From its top, a height of about 1,000 feet, both oceans may be seen on a clear day.



MATACHIN AND BAS OBISPO



Through the Gatun Lake, which will inundate Matachin, the bottom widths are not less than 1,000 feet for about 16 miles, 800 feet for about 4 miles, 500 feet for 3 miles, and through the divide, from Bas Obispo to Pedro Miguel, the bottom width is 300 feet.



# BAS OBISPO



The top picture represents Bas Obispo in the first French Company's days, 1887, at the northern end of the proposed lock, looking South. The town on the right has long since disappeared. Culebra cut section begins at this point. The center picture shows French cranes at work. The bottom picture shows the work in American hands.

BAS OBISPO



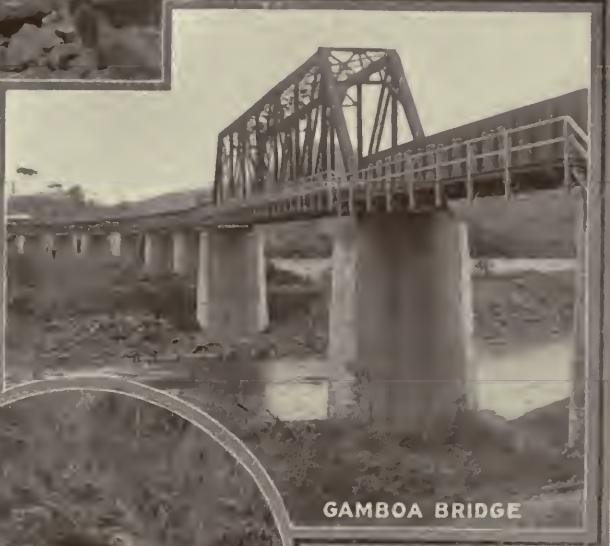
STEAM SHOVEL WORKING IN ROCK



OLD FRENCH BRIDGE



LOOKING SOUTH



GAMBOA BRIDGE



DIVERSION CHANNEL



LOWER END OF CUT



NEAR SCENE OF GREAT EXPLOSION

Some of the operations in the cut at Bas Obispo, from 1908. Steam shovels are equipped with either 3½ or 5 yard buckets. They poke their dippers into the loosened clay or rock and deposit their loads on the waiting cars.



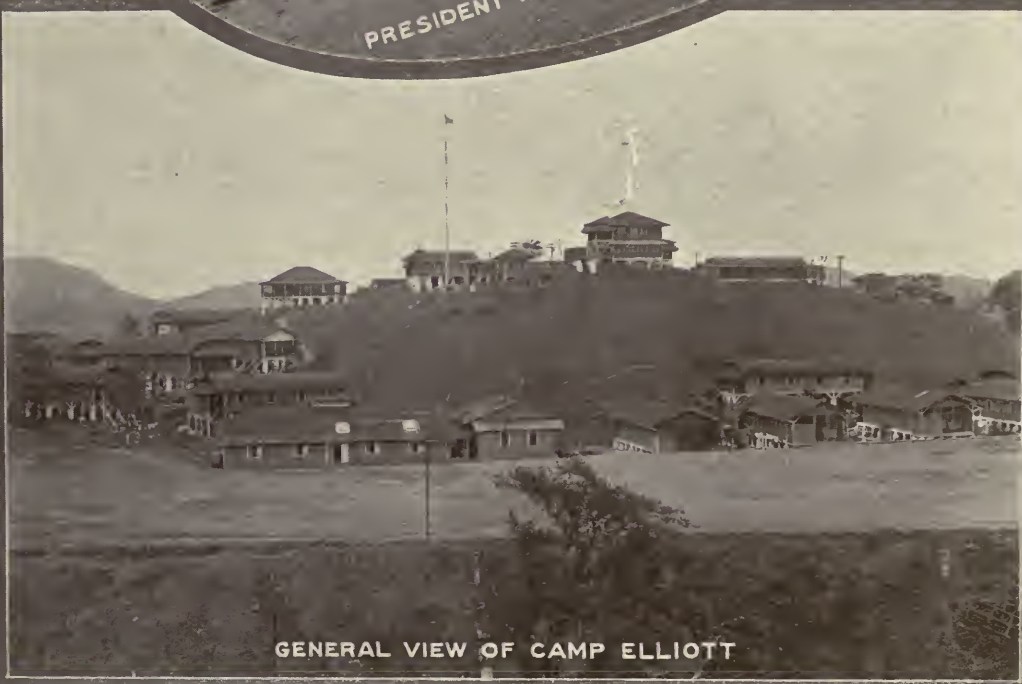
# CAMP ELLIOTT



BARRACKS



PRESIDENT TAFT REVIEWING THE MARINES



GENERAL VIEW OF CAMP ELLIOTT

A camp of the United States Marine Corps has been established on the Isthmus ever since the canal works were taken over from the French. The marines were first stationed at Empire, but later were transferred to permanent barracks occupying a commanding site, near Bas Obispo. The camp was named after Major-General George F. Elliott, and the force usually comprises about 300 men.

# LAS CASCADAS



THE FRENCH CUT



THE AMERICAN CUT



ENGINE HOUSE AND YARD

The narrow channel of the second French Company as compared with the channel of the present day is to be noted. The French had none of the big tools, up-to-date machinery, cranes, etc., but with their lack of equipment they took out 78,000,000 cubic yards of spoil, of which 30,000,000 cubic yards was useful to the Americans.