The top picture shows the house in which Gilbert wrote his famous "Panama Patchwork," now the office of Robert Wilcox. The Strangers Club is well patronized by employees on the canal. Concerts are held each Thursday and Sunday evenings in Slifer Park.
The Panamanian Government has made great progress in the matter of schools and public buildings. Two public schools, one for boys and the other for girls, have been recently completed. Christ Church, built by the Panama Railroad, after the Gothic style, was the first Protestant house of worship on the Isthmus.
Colon has had many disastrous fires. The fire of March 23, 1911, covered six blocks with a loss of $500,000. The greatest fire was in 1885, which completely destroyed the town, loss $15,000,000. The Fire Department has an English built automobile fire engine.
Garden truck, fruit and fish are transported to Colon by natives in all sorts of peculiar small craft, and much of the marketing is done on the beach. Many of the native canoes are carved from the trunks of trees.
S. S. "Guadeloupe" of the Compagnie Generale Transatlantique (French Line), Colon and France; New York and Havre-Paris; Mexico, Cuba and France.

A few of the steamships of the several lines calling at the port of Colon.
Store, Factory and Residence of Frank Ulrich & Company.

Interior—Colon Branch, International Banking Corporation.

A typical furniture and hardware store. There are no street cars in Colon, but cabs ply the streets; fare to any part of city 10 cents (gold).
The Panama Railroad now has a long, narrow concrete building for its Colon station. The old stone station is used as a freight house. It was built on the site of the frame structure which was destroyed in the fire of 1885.
One of the most difficult tasks connected with the canal is to relocate and rebuild the railroad, and at the same time not to interfere with the tremendous traffic across the Isthmus. The new line, being above the lake level, requires many heavy embankments.
This is the American section separated only by a street from Colon. The scenes of the old French days have changed with newer ideas. This section is now filled with scores of roomy houses and quarters for the canal employees, and I. C. C. manufacturing plants.
Atlantic entrance of the Canal, showing Cristobal docks.

Dock 13 and office of Resident Engineer. Commission shipping in channel.

Roosevelt Avenue of to-day as compared with twenty years ago. Note the difference in size of the coconut palms. In the smaller picture is seen de Lesseps' former headquarters.
Along the lane-like streets are the various institutions of a modern town—the Commission Clubhouse (Y.M.C.A.), hotel, school building, church building and lodge hall. The streets have a remarkably neat appearance, and palms and dainty ferns abound.
The Cold Storage and Ice Plant turns out each day about 90 tons of ice, which is sent to all settlements in the Canal Zone, to be distributed to the mess houses, etc. The bakery turns out 14,000 loaves of bread and 2,500 rolls daily; the laundry has a capacity of 7,500 pieces daily.
Types of French dredges used in the Atlantic entrance of the Canal as early as 1888. Those found available were rebuilt by the Americans and seven of the ladder dredges are now in use.
There are various kinds of dredges for the different kinds of work to be performed. Above is shown a 5-yard dipper dredge, working at the intersection of the American and French canals; a sea-going suction dredge; a pipe line suction dredge; and tugs employed in the sand and stone transportation and in Colon harbor.
Former headquarters of de Lesseps, now used by the Commission as office buildings. The statue is that of Christopher Columbus and an Indian girl. The Commissary is conducted on the plan of a department store, supplying to employees whatever is needed for their comfort.