79. The pay car at Culebra, January 12, 1908. 80. Interior of an I.C.C. pay car.
Feeding an Army (nos. 81-84). The labor force was fed as unequally as it was housed. White Americans dined in I.C.C. "hotels" for 30 cents per meal, on which the government lost money. European laborers ate in "mess tents" for 13½ cents per ration, while black laborers received their rations at 9 cents in corrugated iron "kitchens." The government made a profit on these rations, and was unhappy when some Europeans and most West Indians began to cook their own meals.

81. I.C.C. hotel (with restaurant) at Corozal. 82. Dining room for tourists in the Washington Hotel, Colon, 1913.
83. Interior of mess tent for European laborers, October 1906. 84. I.C.C. kitchen for black laborers near Gorgona.
International Labor Force (nos. 85–88). The canal army included workers from 47 different nations, the bulk coming from the United States, Jamaica, Barbados, Spain, Italy and India. European crews were brought to the Isthmus in order to demonstrate to the West Indians that they could be replaced.

85. Group of American engineers. 86. Group of West Indians.
87. Group of "Gallegos" (Spaniards) at Las Cascadas. 88. Hindu laborers waiting for their pay, Balboa, June 11, 1913.
The Gatun Dam (nos. 89–92). As one of the key elements in the canal, Gatun Dam serves two important purposes: it cuts off the Chagres River, creating the vast artificial lake that provides a path for ships across most of the Isthmus; and it is linked to a hydroelectric station with a capacity of 6000 kilowatts, enough to keep the complex electrical lock mechanism in motion and to light the Canal Zone. Gatun Dam consists of rock and earth material that was piled up for years at a rate of 100 trainloads per day. The dam is 2700 feet wide at the bottom, 105 feet high and 7500 feet long. In the center it has a concrete spillway with huge floodgates of steel sheathing that serve to keep the lake at the desired level of 85 feet.

89. Gatun Spillway Dam under construction, January 3, 1913. The spillway's main feature is a series of 13 concrete piers that stand 115 feet above sea level and hold the regulating steel gates in place. 90. Penstocks at head gates, Gatun Hydroelectric Station. July 15, 1913. At this point the water drops 75 feet into great turbines.
91. Testing crest gates of Gatun Spillway Dam, December 27, 1913. To break the power of the water torrents, the water is made to converge on the bottom of the spillway. Steel-plated baffle piers also have a slowing effect. 92. Concrete train leaving machinery tunnel in Gatun Spillway Dam, ca. 1913.
A Man-made Lake (nos. 93–96).

Gatun Dam was built in the form of two parallel rock barriers with many million cubic yards of liquid silt pumped in between. Dried and hardened, the silt made a core as durable as concrete. When President Wilson pushed a button in the White House on October 10, 1913, a subsidiary dike at Gamboa blew up and Gatun Lake began to extend over an area of 164 square miles, sprinkled with dying jungle trees and navigation towers.

93. Blowing up Gamboa Dike, October 10, 1913. 94. Dirt train and silt pump filling up the core of Gatun Dam, July 1911.
95. A 74-foot-high range tower marks the future navigation channel, July 14, 1912. 96. Dying jungle vegetation in Gatun Lake, February 1919.
Administration and Supplies (nos. 97–103). The presence of 65,000 employees and their families required the organization of a complete miniature government in the Canal Zone. Courts, post offices, police forces, fire departments and schools were all part of the canal administration. In addition, the government (i.e., the Isthmian Canal Commission headed by Col. Goethals) kept the canal force supplied with food and other necessities. The Commissary Department built its own ice-cream plant, bakery and coffee-roasting facility and created a banana plantation. However, most items were imported along a refrigerated-supply line from Chicago and New York to Cristobal. From there, a refrigerated train started every morning across the Isthmus, and by 8 o’clock every household had received its daily ration of bread and ice. In spite of the transportation problem, prices were reasonable because the I.C.C. sold most items at cost.

97. Police station at Empire, ca. 1906. The Americans maintained a police force of 240 men on the Isthmus. 98. Group of policemen at Empire, 1913. According to contemporary reports, the Canal Zone police was a well-organized body of “high intelligence and excellent carriage.” Garbed in khaki and boots, the men had more resemblance to the cavalry than to ordinary police. 99. The fire station at Cristobal. The Division of Fire Protection included a Fire Chief, an Assistant Fire Chief, seven captains, seven lieutenants and 41 firemen.