

Story of the Panama Canal By the Man Who Built It

Now It Is Finished, Col. Goethals Tells How It Will Be Used and Defended.

PART III.

BY COL. GEORGE WASHINGTON GOETHALS,

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An earth dam across the Chagres at Gatun impounds the water of the river and creates the lake which constitutes the highest level of the Panama Canal. The dam is 7,500 feet long over all, measured along the top. It is 2,100 feet wide at the base, 200 feet through at the water surface, and 100 feet wide at the top, which is 115 feet above sea level. It crosses two valleys separated by a hill.

The dimensions of the dam have been criticised as excessive and unwarranted, but its designers considered it desirable in view of the amount of material available, that ample provisions be made against every force which may affect its safety, and that a barrier be made so that the layman, without engineering knowledge, would recognize its stability. It extends from the hill in which the locks are constructed to Spillway Hill, thence along the spur or hog-back of the hill on the west side of the valley.

Locks Are in Pairs. The locks in pairs, so that if any lock is out of service navigation will not be interrupted. Thus, also, when all the locks are in use, the passage of shipping will be expedited by using one set of locks for the ascent and the other for the descent. The locks are 110 feet wide and have usable lengths of 1,000 feet.

The system of filling adopted consists of a culvert in each side wall feeding laterals perpendicular to the axis of the lock, from which are openings upward into the lock chamber. This system distributes the water as evenly as possible over the entire horizontal area of the lock and reduces the disturbance in the chamber when the latter is being filled or emptied.

The middle or separating wall contains a single culvert of the same area as the culverts in the side walls, which feeds in both directions through laterals controlled by valves designed to operate against a head from either direction. This arrangement permits communication between the chambers of twin locks, so that water may be passed from one lock to the other of the pair, effecting a saving of water.

The entire lock can be filled or emptied, using one culvert, in 15 minutes and 42 seconds, and in 7 minutes and 51 seconds when both culverts are used.

The lock gates are of the mitering type, double leaf, straight gates, varying in height from 45 feet 7 inches to 79 feet; the length of each leaf is about 65 feet.

Guarding the Gates. It has been accepted as a fundamental feature of the design that at each flight of locks there must always be two barriers separating the high level from the level next below. To carry this out, two sets of mitering gates are placed at the upper and lower end of each of the uppermost locks in each flight.

In addition, a chain device is used to guard the barrier gates against accident and so controlled as to be capable of checking a ship of 10,000 tons moving at the rate of five miles an hour.

More than 95 per cent. of the vessels navigating the high seas are less than 600 feet in length, and this has been taken as the determining factor for the location of intermediate gates, which are introduced in the design to save both time and water. For the protection of the intermediate gates against vessels using a smaller length of chamber a chain barrier is to be installed.

Guide piers are provided both upstream and down, to which vessels will be towed entering the locks. Electric towing machines will be used for towing vessels into and controlling their passage through the locks by means of lines or cables attached to what may be considered the four corners of the ship.

Even with all these precautions accidents may happen, and emergency dams are provided at the head of each flight of locks, consisting of swing bridges, which can be thrown across the locks in case of an accident which makes a connection between the top level and the level below; wicket girders are let down from these swing bridges, supported by a sill at the bottom and the horizontal truss work of the bridge at the top. These wicket girders act as runways for grates, which are lowered and gradually stop the flow.

Duplicate Locks. In the Pacific division the work consisted of the construction of duplicate locks at Pedro Miguel, overcoming a 30-foot difference of level, with the necessary dams; two locks in flight, also in duplicate, at Miraflores, connected with the adjacent hills by one earth and one concrete dam; excavating the channels between the locks to the required depths, and the excavation of the channel to proper width to deep water in the Pacific.

The Miraflores locks are two in flight, overcoming the difference in level between Miraflores Lake and the sea level section. The maximum lift for these locks is about 65 feet.

The relocated Panama Railroad was pushed forward so as to keep pace with canal construction work. Under the Spooner act the president was authorized to construct a canal through a commission consisting of seven members. In January, 1905, the Secretary of War, in a letter to the President, called attention to this faulty organization. In 1907 the President simplified matters by combining the duties of chairman and chief engineer in one person, and later the Secretary of War vested the powers of the governor of the Canal Zone in the same party, thus eliminating the friction that had previously existed between these three functionaries. Authority was still further concentrated by an executive order in January, 1908, and out of which the final organization resulted.

The chief engineer's office was divided into three divisions. The first had charge of designs of masonry and lock structures, including valves, lock gates and protective devices, operating machinery, movable dams and spillways. The second had charge of the designs and construction of drydocks and coaling stations, of all questions of special importance, buildings, municipal improvements, estimates, allotment of funds, rates of pay and cost keeping. The third had charge of meteorology, river hydrology, general surveys and pertaining to any of the construction divisions, and special investigations.

Reporting directly to the chairman were the heads of the departments of sanitation, civil administration, law, examination of accounts, disbursements, the quartermaster's and subsistence departments, and the purchasing department in the United States.

Generally speaking, employees were selected on account of their special fit for the work in hand and were then unhampered in their methods of securing definite results, thus bringing out to its fullest extent individual effort and brain power. As a consequence each man had a personal interest in the work and seemed imbued with the idea that the success of the enterprise depended on him. The spirit of enthusiasm and of loyalty among the canal workers strikes forcibly every one who visits the Isthmus and convinces the doubting how the canal was built.

Nine Years To Build. The time required for completing the lock type of canal was estimated by the board of 1905, which made its report in January, 1906, at nine years, in accordance with which the work should be completed by Jan. 1, 1915, and this is still retained as the date for the official opening.

Much has been said and predicted as to the commercial value of the canal to the United States in this connection it must be remembered that the commercial shipping of this country never required the canal. The trip of the Oregon in 1825 settled the question of the advisability of constructing an isthmian canal, and had the canal been built at that time, thereby saving the trip around the Horn, there is no question that it would have been agreed generally that the canal, even at an expenditure of \$275,000,000, was worth while.

With properly regulated tolls, and with facilities for fully equipped, supplying and shipping the canal, the canal route would offer many advantages and bring to it a sufficiently remunerative return to pay not only for the operating expenses, but to gradually absorb the debt which the United States has incurred by its construction.

It has been asserted in many quarters that the locks might be destroyed by two or three dynamite or other high explosives in them. In order to accomplish the destruction of the locks it would be necessary to place the charge very carefully in the lock chamber, and to place the dynamite in a certain place behind the gate and in a certain place behind the gate in order to disable the canal, and you must destroy the gates to destroy the canal. I cannot imagine what people operating the canal would do with the dynamite in the lock chamber, and I am sure that the men having charge of its defence would be doing in the meantime.

has not been consumed will be extinguished by the expansion of the gases.

Motorite does not require air to support its combustion and will burn under water. It is used as a fuel to evaporate water for steam by mixing the water and the motorite.

When I first made this material I had many narrow escapes from death. They were of both the positive and negative kind.

Of the negative kind was the carelessness of an old nitroglycerine maker, who, with an assistant, was helping me. The weather was cold and there was a roaring fire in one of the houses in a big barrel stove. My wife, who was with me, kept warm by this fire.

Danger Averted by Wife. It was due to her that the danger was removed. She called my attention to a big ball full of a suspicious looking substance, which she said one of the nitroglycerine makers placed there to warn. She said he returned frequently to stir the substance. Occasionally a spark would crackle out from the fire into the ball. The spark would be extinguished by a very thin film of water upon the top. My wife concluded that it might be dangerous if the substance happened to be nitroglycerine. She called my attention to it. It was nitroglycerine. The maker was scolded and the ball was removed.

Ten minutes later, having occasion to visit the boiler-house, fifty feet distant, I discovered the maker with the same ball of nitroglycerine near the furnace. He had spread his body out between where the ball rested and where the fireman was stirring up all the furnace. Sparks were flashing out all

Closest Calls With Motorite. Taking it all in all, however, I think the closest calls I have had were in my experiments with motorite. Motorite is a compound consisting of about 70 per cent. nitroglycerine and 30 per cent. gun cotton, which is combined with the nitroglycerine, forming a somewhat rubbery substance. Motorite cannot explode, it can only burn from the exposed surface, like a piece of celluloid, only with greater rapidity than that substance. When it is burned in a confined space the rapidity of combustion increases directly with the pressure. If the container explodes from the pressure the motorite which

around him while he stirred the nitroglycerine, as cool and calm as though it were the proper place for him to do this work.

I made the first motorite in round bars and got them the proper size by stuffing them through a die. These rods of motorite were then varnished and sealed into steel tubes, so that when the rod was ignited on one end it could not fire down the side of the rod, but must be consumed from the exposed end only.

These rods, as I discovered later, contained longitudinal flaws, which were too small to be seen by the naked eye but which permitted the flame to enter under pressure and cause an explosion. Several of them exploded at the wrong time before I found out what the trouble was.

When I made the first test on the material the first two rods went off in the way I expected. The third exploded with the noise of a ten-inch gun. There were three of us near it, and we all thought it was the end for us. We found that the machine itself had not exploded, but had blown out through safety valves; but it was a close call for us.

Repeating the test, after making many changes in the machine and the explosive that I thought would remedy the danger, I was almost done for again. This time a young Irishman and myself stood near the machine. I asked him if he were afraid to stay. He answered not if I was not—and the button was touched and a terrible bang. The machine was blown out in all directions around the room, some of them going through the walls. The windows were blown out, sash and all, but, fortunately, the young Irishman and myself escaped unhurt.

The next time I made the test it was in a specially constructed shop, where provision was made for touching off the charge without standing close to the machine. My wife and I made the test alone. The button was pressed and a fearful explosion followed. One of the machine came out at the door and was imbedded in the barrier that protected us.

How Defect Was Remedied. The test showed me the trouble and I was able to remedy the longitudinal flaws in the tube. I thereafter made my tubes from circular disks cut from sheets of the material and sealed them together, building up the rods in that fashion. These rods were then varnished and sealed into steel tubes, and the problem was successfully solved.

Another case of not being on the ground when an explosion took place was when, in the midst of my experiments on a torpedo apparatus, I was called to Morristown, N. J., from my home at Lake Hopatcong, as an expert in the United States navy. When I returned home I learned at the station that there had been an explosion. It was my torpedo apparatus that had exploded. It was in charge of an experienced explosives man and I could not understand how the accident had happened. Had I been there it might have happened just the same. The explosives man was killed and the shop was burned.

Some time ago I was conducting experiments with detonators for my safety delayed-action fuse, since I was serving on the United States navy as a service ordnance officer. I had some fulminate detonators made at the torpedo station of the navy and received notice that they had been received at the navy yard, where I would be taken in a tug to Fort Lafayette.

Takes Trolley to Save Time. I procured the package according to the directions given me, but when I had it I concluded I could save time by going home by trolley car instead of by tug via the United States navy yard. It was perfectly safe to carry the fulminate detonators if handled in an ordinarily careful manner. Of course it would not do to jump or kick around, for in such a case there would be sudden and surprising results.

I found a seat on the trolley car and put the package alongside of me. I kept my eye constantly upon it and it did not get out of the seat and no one touched it.

I had scarcely arranged things to my satisfaction when a huge, determined woman entered, brushing the small space occupied by my package, and since all the seats were occupied she decided that she would take the one. She measured the distance with her eye, then turned and hurried herself backward and plunged downward.

She was so quick in her movements that I had barely time to throw my left arm out to protect the package. I am unusually strong, but I had all I could do to support her enormous bulk.

When she felt my arm beneath her protecting the package she was all the more indignant and determined to crush the package in order to teach me a lesson. She said not a word, but glared at me furiously. I succeeded in toppling her sufficiently to get my package away from her bulk by throwing the weight of my body against her shoulder. Then I removed the package with my right hand and let her sit down in the seat.

Fate Missed by Angry Woman. She did not know what she missed, for did the other passengers in the car, but it is safe to say that she would have arisen more rapidly than she sat down had her bulk been allowed to descend on the package of fulminate detonators.

The package was not a particularly large one, but there was enough high explosive in it to wreck the car, and while some of the people in it would have escaped they would have been lucky. There was absolutely no danger carrying it that way except for the militant lady who was ready and willing to do anything to secure what she thought were her rights.

I never permit myself to write verses to ladies when I know they will not be gratefully received, but in this instance I decided to break my rule. Taking my notebook from my pocket I wrote the following, which I folded up carefully, and when the car reached my street I handed the folded paper to the militant one just before I alighted from the car:

"Dear Madam: I'm an anarchist. That package was a bomb. I'm on my way. Some one to slay. And—this is really true—"

THE ADVENTURES OF CARRIE, THE COP.

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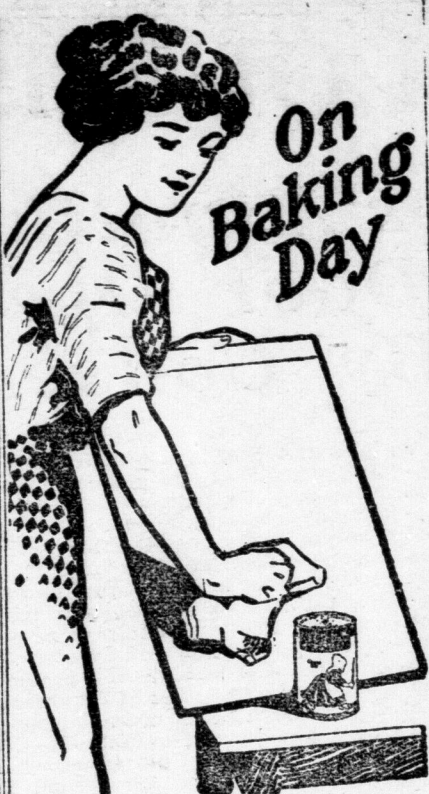
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Utensils

Quickly Cleaned and Cleared Away with

Old Dutch Cleanser

A dash of Old Dutch on a damp cloth quickly removes the baked flour from the rolling pin and the bread board, cuts away the burnt-in crusts on the baking pans.

Many other uses and full directions on large Sifter-Can 10c.



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