

MAN WHO WILL BE IN CHARGE OF BUILDING PROJECT HERE

Loses Little Time in Getting to Work; Builds His Camp First.

IS HERE TO STAY

Finds Old Friend Walker Young in Charge of Government's Forces.

Frank T. Crowe, construction superintendent on the greatest engineering project of a decade, arrival in Las Vegas this morning to start the machinery which will not cease motion until the 730-ft. Hoover dam is completed between the massive rock cliffs of the Black canyon of the Colorado river.

Crowe has spent a lifetime building dams, gaining his first experience with the reclamation bureau, which he served as construction superintendent for a number of years before joining hands with the Morrison-Knudsen company and the Utah Construction company in the business of contracting for their construction, and has been chosen by the Six Companies, Inc., to organize and supervise the actual work of building the Boulder dam project.

HIS FIRST MOVE, upon arriving in Las Vegas, was to climb the stairs that led to the office of his old friend and co-worker since 1911 in this business of building dams, and within a few moments was discussing plans of action with Walker R. Young, the government's construction engineer on the project. These two have been associated in many of the reclamation bureau's leading western projects since they met first as bureau engineers nearly 20 years ago, and are lifelong friends. And it's these two men who will shape the destinies of this greatest of all engineering projects.

THIS AFTERNOON THEY are on the job together discussing the first move to be made by the contractor, which, according to Crowe, is to establish a camp and build permanent construction quarters at Boulder City.

"We will start this work at once, because it is quite necessary that we have a place to eat and sleep before we put any men to work," Crowe said. "We expect to house 80 per cent of our men in Boulder City as set forth in the specifications, but will have several small camps.

"OUR FIRST BIG JOB is the construction of a railroad down the canyon from connecting the government railroad with the dam site. This railroad will handle all the equipment going in to the canyon and all the waste materials coming out. It will be carved out of the rock walls of the canyon and will be part tunnel almost all of the way. It will be main line construction thruout the entire length, and probably will be double-tracked, because while we're pour-

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ing concrete, it will carry more traffic than the main line of the Southern Pacific railroad leading out of San Francisco. Prior to the concrete era of construction, the traffic demands on this railroad will be even more severe," Crowe stated.

This railroad is estimated to cost approximately \$600,000, Crowe said, and must be completed before the diversion tunnels are started, for it is over this route that all of the waste material will be hauled. The contractor will build approximately twenty miles of railroad, including the road down the canyon.

THE CONSTRUCTION WORK will be handled from two levels. The first at an elevation of 720 feet is the height of the coffer dams, and it is at this level the railroad down the canyon will be built. When the construction work reaches this point, at which the dam itself will be 218 ft. in height, the point of attack will be shifted to the canyon walls above the dam site, which is also to be connected by rail with the government railroad.

Extensive railroad yards, three in number, will be constructed by the contractor to provide ample facilities for handling the work. One of these yards will be at Boulder City, a second at the site of the on top of the dam site, Crowe present boat landing, and a third stated.

"THE AVAILABILITY of power is the determining factor in actually getting the construction under way on a big scale," Crowe declared. "This is a job for machines, and all of these machines will be power driven. Mr. Young tells me the power will be ready about June 25. That's when we'll start 'hi-ballin' the job. But, there's plenty of work ahead prior to that time. Equipment must be moved in, camps established and all that sort of thing. We'll have everything in readiness to shoot the minute the power is turned on. We do not intend to lose a day's time anywhere along the line," Crowe said.

Crowe estimates that between 200 and 300 men will be required to handle the preliminary work up to that period, which will bring

the total number of men employed on the project close to the 1,000 mark by the middle of April. He places the maximum number of men employed at any one time by his company at 2,400, and this will come at the peak of the construction work in connection with driving the diversion tunnels, or within approximately 18 months from the time the work is actually under way.

THIS FIGURE, according to previous estimates made by Dr. Elwood Mead, would mean a population of approximately 5,000 people at Boulder City.

Crowe got his first intimate touch with the unemployment situation on his way to Las Vegas by counting the number walking along the highway, all headed this way in search of a job on the dam project, and realizes that this is an important problem which must be met.

"The department of labor, an-

ticipating our problem, has established an employment bureau in Las Vegas, and we expect to avail ourselves of this service to the fullest extent," Crowe said. "I expect to get in touch with Mr. Blood, head of the bureau, at once, and arrange to cooperate with him in this respect.

"YOU CAN SAY ALSO that I am for the ex-service men one hundred per cent, and that they need have no fears on this score. I'm particularly strong for the boys who volunteered, and I feel that all of those in the service are

entitled to everything we can give them," he said.

Crowe is here to stay, he said this morning, and except when business calls him away, will be here until the great dam project is finished.