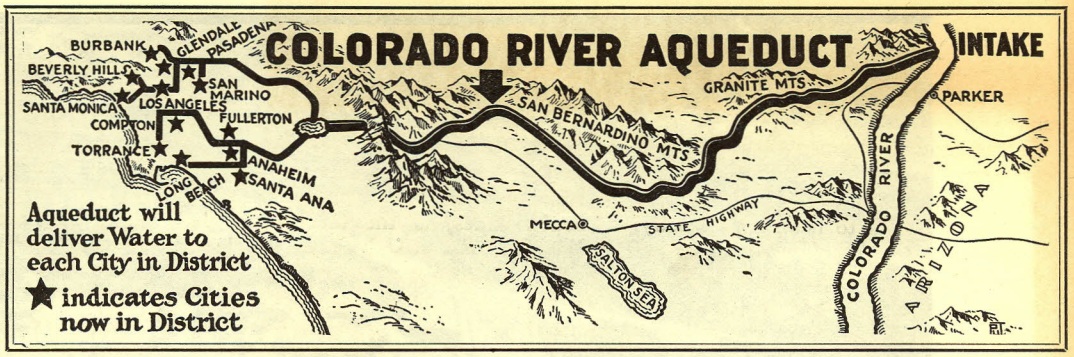


An artist's sketch of the Colorado River Aqueduct system, indicating the general features of the project.

Ready to Begin Work on Colorado River Aqueduct

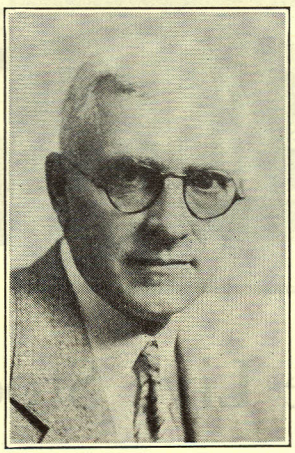
WITH plans and specifications prepared and all preliminary tasks completed, the Los Angeles Metropolitan Water District's engineering staff is awaiting the signal to start upon that great construction project—the Colorado River aqueduct.

A $220,000,000 aqueduct bond issue having been overwhelmingly voted last September 29th, launching of the giant project now awaits the sale of a block of the bonds which will be made available for construction work.

Application for the sale of the aqueduct bonds has been made with the Federal Reconstruction Finance Corporation. Although no official statement has been issued by officials of the Metropolitan Water District, the hope is expressed in circles close to district headquarters that action on the application may reasonably be expected within a few weeks.

On July 2nd, a decision rendered by the State Supreme Court, validating the aqueduct bonds, became final. The next step toward actual construction, as has been pointed out, will be the sale of a block of bonds.

In addition to future demands for additional water in Southern California, a prime reason for all possible speed in the launching of aqueduct construction lies in the need for the employment it will create.



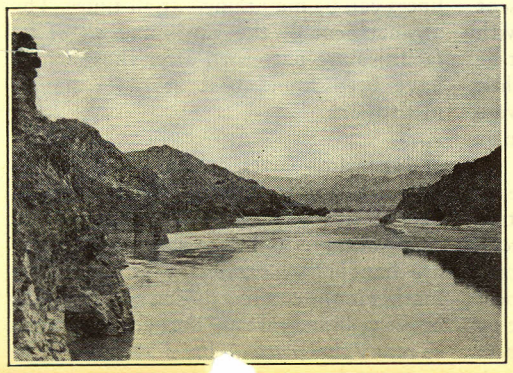
Frank E. Weymouth, general manager and chief engineer of the Metropolitan Water District, the man who will have charge of the great Colorado River Aqueduct project.

In discussing it, Board Chairman W. P. Whitsett said recently: "Millions of dollars in tax money were spent this year in Los Angeles County to feed and house needy families. The aqueduct work will greatly relieve this tax burden by providing honest and productive employment. It will benefit not only the unemployed but the merchants from whom these families will be able to buy groceries, clothing and other necessities of life.

"During the period of construction it will be necessary to pay only the interest on bonds as they are sold, as required. Under the law, all principal payments on the bonds may be deferred for fifteen years, and by that time the aqueduct will have been finished, and will be delivering water to consumers and earning a large revenue therefrom.

"The aqueduct will safeguard the value of every business and piece of real property in the district. No other section of America is prepared to provide such tremendous benefits to the unemployed and to business through such a great necessary, and revenue producing project."

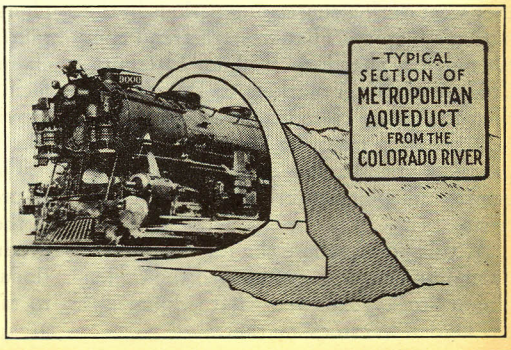
Some idea of the immensity of the aqueduct project may be gained from an examination of the figures representing quantities of materials that will be consumed in its construction—4,920,000 cubic yards of concrete, 9,840,000 tons of sand and gravel, (*Continued to page 26*)



(Left) Where water for 13 Southern California cities will be taken from the Colorado River; the Aqueduct Intake Site near Parker.

(Right) Conduit sections of the Colorado River Aqueduct will be large enough to accommodate the largest type of railway locomotive; the diameter is 16 feet 9 inches.

The engine in this illustration is a U. P. 9000 class locomotive.



1 OF 2

The Colorado River Aqueduct

(*Concluded from page 5*)

25,440,000 sacks of cement, 129,200,000 pounds of reinforcing steel, 41,000,000 pounds of explosives, and 16,000,000 pounds of copper and aluminum.

In themselves, these figures seem to be just figures. Perhaps their size will be clearer if some of them are presented in a different manner. For instance, 4,920,000 cubic yards of concrete, it is estimated, would be sufficient to construct a 14-foot concrete highway from Los Angeles to New York.

The district's engineering staff has estimated that the 42,882,000 cubic yards of earth and rock to be moved in the course of building the aqueduct would, if piled on Pershing Square, Los Angeles, be sufficient to form a mountain more than a mile high.