

NUGGETS OF BOULDER COLOR

By Elton Garrett

CALIFORNIANS ON THE COLORADO

How important a part has California had in the legislation and the instigating of Hoover dam—from which California will derive great benefits?

As a sidelight on this thought it is interesting to contemplate trips that have been made on the bosom of the turbulent river that both irrigates and threatens destruction to the Imperial valley of California—trips by California men who have done big things in connection with the job.

Today's "Nugget" has to do with a trip made in 1925 by Congressman Phil Swing, while that nationally known figure of the political world was planning, along with Senator Hi Johnson, the Swing-Johnson bill, providing for construction of the All-American canal, in the "Boulder Canyon Project Act."

Ex-President Herbert Hoover during his visit yesterday in Boulder City and in Black Canyon was reminded of the blustery March day eight years ago when he, as secretary of commerce,

saw Boulder canyon from an out-board motor driven boat of small dimension, in company with Walker R. Young and other Bureau of Reclamation men who at that time were comparing the merits of Boulder and Black canyons, making surveys and test drillings of both sites.

In June, 1930, Secretary of Interior Ray Lyman Wilbur, accompanied by Dr. Elwood Mead and other reclamation men, made a pilgrimage to the Black canyon dam site, taking a boat from the site of "Williamsville" down the inaccessible rugged canyon and back against the battling current to the landing place.

Here are three Californians who have seen the dam sites for this project during the formative stages from boats, and who have had vital and everlasting parts in the history of the job: Hoover as secretary of commerce, and under whose presidential administration the job was half accomplished; Wilbur, secretary of the interior for the first half of the job, and Phil Swing, one of the drafters of the bill authoriz-

ing the project.

In the spring of 1925 a dam "at Boulder" was a "possibility of the future," a bone of contention of states and of politicians. In May—that was eight years ago this month—an open boat, a gasoline launch belonging to J. M. O'Dell, the safety razor sharpener magazine, was taken upstream from the O'Dell ranch, located 30 miles north of Yuma.

At Parker there embarked in the boat Bob Hayes, secretary of the El Centro (Imperial Valley) chamber of commerce; Mark Rose, chairman of the directors of the Imperial Irrigation district; Chas. Childers, attorney for that district; Cliff Woodland, then deputy sheriff in Imperial valley, now of Boulder City and Congressman Phil Swing of California.

The boatman rounded out a party of six, which that little Fairbanks-Morse engine took on upstream thru Black canyon and on to Boulder canyon, then back.

It was a long trip for one day, on the winding river, but an early start was made, before 6 a. m., and the boat was pushed to do its

Maybe all you need is to be re-wired.

Or perhaps you're suffering from a short circuit.

At any rate, it's all due to a defect in the electric system.

On the other hand, if you dash about the house throwing off so many bright ideas that people regard you as a pest, your battery is overcharging.

You should arrange to sell power to a friend.

One of the defects in our educational system, says Dr. Crile, is that our teachers know nothing about electricity.

best. By 3 p. m. Black canyon had been reached. And on to Boulder canyon, proposed site, by 4:30. Then a speedy trip back downstream, the last lap in the twilight that evening.

From such trips as these, and from such engineering studies as were made over a period of many years, there were developed the legislation and the engineering knowledge that made possible the present rapid strides toward accomplishing this eighth wonder of the world.