

SIX COMPANIES, INC. True Story of the Formation of "The Big Six"

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An Insight Into the Personnel of the Component-Members and Their Achievements, Officers, Directors and Committees of the Boulder Dam Builders

SECOND AND LAST INSTALLMENT

The most interesting and unusual feature of the W. A. Bechtel Co. is the way the three sons—Warren A., Jr., S. D. "Steve," and K. K. "Kenny," have taken to the "game." Always since early boyhood, each has done his bit in some way on "Dad's" various jobs. In 1917 Warren A., Jr., at the age of 18, left high school and enlisted in the 18th Engineers; and shortly thereafter, Stephen, 2 years younger, wired his father who was in New York, that, "he was big and strong enough to help defend the future motherhood of his country", and he enlisted in the 20th Engineers; both serving 17 months in France. Upon their return, they used their World War credits and entered the University of California for three years' study in engineering. Kenneth, 5 years younger, spent two years in U. C. Probably not enough college education for each, before becoming members of W. A. Bechtel Co.

Seldom does a father show the wisdom and patience in bringing up his sons that "Dad" Bechtel used with his boys. He loaded them with as much responsibility as they could carry and gave them a free rein, which he never jerked; which exemplifies this man's patience. Then several years ago he went to Europe and left the three of them on their own—the result being that they are well-nigh matured contractors at the ages of 32, 30, and 26. Each has a lot of personality; Steve being a natural manager; Warren, a good handler of men and construction; Kenneth, a mixture of the two and a good executive.

Bechtel, Senior, has also taken a great interest in raising the standards of contracting, and was one of the first and most active members of the Associated General Contractors of which he was national president during 1929, and was instrumental in forming the Northern California Chapter in 1930. He also originated the "Father & Son" breakfast at the A. G. C. Conventions, which has "gone over big."

The officers of W. A. Bechtel Co. are: W. A. Bechtel, president; S. D. Bechtel and W. A. Bechtel, Jr. vice-presidents; Kenneth K. Bechtel, secretary-treasurer; A. V. Bechtel, a director; and Frank Sewell, assistant secretary-treasurer.

This company has the following representatives in Six Companies, Inc.: W. A. Bechtel, first vice-president; K. K. Bechtel, assistant secretary-treasurer; W. A. Bechtel, S. D. Bechtel, chairman, purchasing committee, and K. K. Bechtel, member, transportation committee; W. A. Bechtel, Jr. member, construction committee; K. K. Bechtel, member Boulder City committee.

HENRY J. KAISER
Henry J. Kaiser was born in New York state in 1882, and had to leave school at the age of 11 to earn his living. He spent nearly three years as a clerk in a dry-goods store, and at 14 secured a job as salesman for a photographic supplies company, becoming a traveling salesman at 16. At 19 he branched out for himself and for 3 years operated photographic supply stores in Lake Placid (New York) and in Florida. Then the spirit of '20 west young man invaded his soul, and he went to Spokane (Washington) in 1904 and engaged in the hardware business for three years; all this time little dreaming he would become an engineering contractor.

But fate decreed Kaiser should become a contractor and in 1908 he became associated with a company in Spokane producing sand and gravel, and during this time was married; his wife has been a great factor in his success. Three years later he went with the J. F. Hill Paving Co. as manager of gravel and sand production plants at Spokane. In 1912, he became Pacific coast manager for the Canadian Mineral Rubber Co., on paving construction operations in British Columbia.

The following year, 1913, he formed the Henry J. Kaiser Co., Ltd., with headquarters in Vancouver, B. C., confining his operations largely to pavement construction. It was at this time that B. Ordway and S. McWhorter became associated with him. In 1915, he went to the state of Washington and in 1921 moved his headquarters to Oakland (California).

Since 1913, Kaiser's contracts have totaled more than \$40,000,000, including a single \$20,000,000 contract for 200 miles of concrete and Warrenite highway in Cuba; which required the construction of 500 concrete bridges, and the design, construction and operation of portable rock and sand crushing plants, etc.

Other work done by the Kaiser Co. includes 400 miles of city, county, and state highway paving in California and 10 miles in Washington; and also two dams—the Gordon Valley rolled earth-fill dam for the City of Vallejo (California) and the Philbrook rolled earth-fill dam for the Pacific Gas & Electric Co. Kaiser is also affiliated with W. A. Bechtel in various enterprises, including the Oroville rock plant, and the Bechtel-Kaiser Co., Ltd., on natural-gas pipe line construction, as outlined in the historical sketch of the W. A. Bechtel Co.

Kaiser has two sons—the older, Edgar P., being 22 and employed on one of the natural gas pipe-line contracts; the younger, Henry J., Jr., age 14, is set on joining his father after securing his education. Kaiser has taken a very active part in A. G. C. activities, both local and national. He is fond of golf, but seldom gets the opportunity to play. His hobby is work, in which he is dynamic and untiring; and he is especially fond of automobiles and machinery, and personally has applied many improvements to equipment.

Henry J. Kaiser is a director of the Six Companies, Inc., and also president of the Boulder City Co., MacDONALD & KAHN, CO. Ltd.

These two contractors started their careers as engineers. Alan MacDonald was born in Louisville (Kentucky) and graduated from Cornell University in 1905 with two degrees—M. E. and E. E.

Felix Kahn was born in Detroit (Michigan) and graduated from the University of Michigan in 1904, with a B. S. degree. He is a brother of Julius Kahn, founder of the Trucon Steel Co., and of Albert Kahn, architect of Detroit.

Having his two engineering degrees, Mac Donald started out to show the world what an engineer could do, and during the next two or three years succeeded in getting fired from 15 consecutive jobs.

Kahn in the meantime traveled all over the United States as a structural engineer on design for the Trucon Steel Co.

In 1908 MacDonald and Kahn joined forces and came to San Francisco as sales agents for the Trucon Steel Co., and held this connection for a period of 3 years; until 1911.

Having shown his ability to get "fired" and, therefore, his refusal to be a "yes-man," and having accumulated nothing in the line of capital, MacDonald with Kahn as a partner boldly and undauntedly started out as engineer-contractors, determined to get on the other end of the firing line. Needless to say, they had their ups and downs—mostly downs and disappointments—during the first few years, but they finally convinced the Far West

(their specialty), and considerable engineering construction for city, county, state and federal departments of government. Among the latter might be mentioned the Main st. and a section of the Jefferson st. storm drains in Los Angeles; Sections C and D of the Fillmore st. sewer in San Francisco (just completed); the long Fourth st. viaduct in Los Angeles (under construction). Together with Clouds Fisher and Charles E. Rose they secured the contract for the huge \$25,000,000 San Gabriel dam for the Los Angeles County Flood Control District, which had to be abandoned on account of poor foundations. During the World War they built the Mather Aviation field at Sacramento and the Government Island shipyard (Alameda); and constructed the all-concrete "good ship" Palah and six other concrete ships—and learned a lot more about concrete. Later they built the well-known plant at Fresno of the Raisin Growers Association.

Felix Kahn is president, and is prominent in Jewish as well as civic welfare activities. He has two daughters, but no sons. Alan MacDonald is vice-president of the firm. He is a leader in civic affairs and at present is manager of the Golden Gate ridge District, which will soon build the world's greatest bridge. He has a son, Graham, who is studying civil engineering at Stanford, and will probably follow his father's footsteps. B. F. Modjin is general manager of the firm and worked his way up from the job of laborer in tunnel construction. Miss R. Adler is secretary-treasurer.

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MORRISON-KNUDSEN CO.
This partnership was formed in 1912 by M. H. Knudsen and H. W. Morrison, and in 1923 was incorporated.

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ary and a member of the construction committee. His one regret as he signed the contract for this dam at San Francisco on March 24 was that his father is not now living to participate in this great project.

Charlie Shea was born in Portland, the "Rose City," in November, 1884, and finished high school in 1902, at which time he was ready



C. A. SHEA
to continue in the mechanical contracting business established by J. F. Shea, his father about 1890. As one of nine children, three of them boys, he inherited the elder brother's enthusiasm for the business of his father. Although popularly known as a tunnel contractor, Charlie Shea has had a wide experience, as the following major jobs aggregating more than \$40,000,000, will testify. He considers that the tunnels for Hoover dam—56 ft. drifts and larger than any previously built—offer no exceptional difficulties. The rock is extremely tight and the character of the material can be studied by tracing the parallel course of the tunnels along the canyon walls. Because of their size, these tunnels are well fitted to driving with large and highly efficient equipment.

In 1914, the partnership of J. F. Shea Co., consisting of the father and son, was formed for the purpose of entering general contracting. The first large job—and it looked like a monster to this newly expanded organization—was the \$400,000 Tanner Creek sewer in Portland. The firm in 1916 handled the mechanical equipping for Twoby Bros. Co., general contractor for the government airport at March Field near Riverside, California, the cost of this share of the development being \$600,000. The task of furnishing mechanical equipment for steel ships turned out by the Seattle-North Pacific Shipbuilding Co. at Seattle from 1917 to early in 1920 was given the J. F. Shea Co. The Twobys were principal owners on his shipbuilding company and Charlie Shea was the "Colonel" in the administration of John D. Twoby, general manager. The shipyard produced 10 ships in which the average mechanical equipment cost was \$350,000.

Following completion of the shipbuilding program early in 1920, the Sheas began construction of sewers in Seattle and Portland totaling \$1,000,000. In 1920 Twoby secured a \$1,000,000 contract for 300 miles of portland cement concrete pavement in Maricopa county (Phoenix) Arizona. Shea had a considerable interest in the company. Beginning in 1921, J. F. Shea Co. did the odd work amounting to \$1,000,000 on the Bull Run water supply pipe-line for the city of Portland and thereafter had several smaller contracts in the Pacific northwest aggregating \$1,000,000. During 1923-1924, J. F. Shea Co. constructed \$2,500,000 in sewers for the city of Portland, principally the Lentz trunk sewer, Foster road sewer, etc.

In 1925 Twoby Bros. Co. and J. F. Shea Co. took a \$14,000,000 contract for the 90-mile aqueduct of the East Bay Municipal Utility District between Pardee dam and the city of Oakland, of which 3 1/2 miles was reinforced concrete pressure pipe and the remainder steel pipe. This job was secured while J. F. Shea was in Europe and with-out his knowledge, but—characteristic of his complete faith in his son's judgment—he never questioned Charlie's action. While this aqueduct job was in progress 1928 Twoby Bros. and Shea secured a 13-mile contract for a section of

the Skyline boulevard between Saratoga and La Honda, cost \$800,000. In 1927, J. F. Shea Co. built a sea wall for the city of Portland at a final cost of \$2,360,000. In 1929-30 Shea built the \$2,500,000 FirTex plant at St. Helens, the \$1,050,000 Arroyo Sacatella storm sewer in Los Angeles; in 1930 the \$400,000 Jefferson st. storm drain (no. 3, Los Angeles); and in 1930 took two tunnel contracts on the Owyhee irrigation project, aggregating \$1,600,000. Other jobs—\$100,000 to \$350,000—included: sewer for Klamath Falls; tunnel for O.W.R.&N. at Ravenna. Pipe crossing of Mississippi near Muscatine and aqueduct section 5 for Everett (both with Pacific Bridge); sewage disposal plant, Centralia; viaduct for Port of Portland; concrete paving, Portland; etc.

J. F. Shea died in 1927 at the age of 42, but "Charlie" has energetically carried on the successful business of the firm under the original name. His second brother, "Gil," is now the junior partner, and the youngest brother "Ed," is now starting in the business. Of the four children of Charlie and Mrs. Shea, ages 7 to 21, two are boys and the oldest—now seeing the world as a seaman on ocean freighters—is preparing for an engineering course to fit him for the Shea organization.

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GUIDING YOUR CHILD
By MRS. AGNES LYNE REAL DOINGS

The children of today often are considered as being interested only in play as having no conception of what work means.

Perhaps at least one factor in making them so is found in the fact that they are compelled to live in a world whose real activities they are unable to emulate in even a small way before the age of adolescence.

In a world which is chiefly occupied with buying and selling and in a great business with typewriters and adding machines, there is little that the child may find to do except lead his own play life.

In more primitive societies this is not the case since the child is engaged in the weaving, cooking and building which occupy his elders are all activities which the child fully understands and can begin to help with at an early age.

It is because modern life separates the child from an understanding of the processes which underlie his comfort and well being that the summer camp offers to him a unique opportunity. Here every day in an environment scaled to his abilities and understanding, he takes real part in doing real things.

Here is no arbitrary task imposed for the sake of discipline. The work required of him has an immediate and obvious significance far more exciting than any make believe activities. Helping to build a fire, cook a meal, put up shelter for the night, caulk a boat, catch fish or feed the horses are all jobs which are genuinely and obviously important.

This contact with real work in simple terms is one of the things that must make a summer at camp a precious experience to any child.

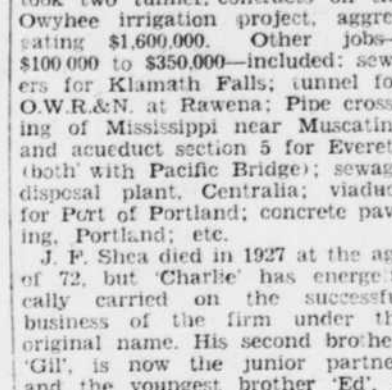
READ THE AGE
You Can Get BETTER MEALS AT THE OASIS BIHLMAIER'S Women Cooks

LOS ANGELES IN THE HEART OF TOWN
HOTEL HUNTINGTON
752 So. Main Corner of Eighth
ROOM—With Detached Bath, ONE GUEST \$1.00 & \$1.50
TWO GUESTS 2.00 to 2.50
ROOM—With Private Bath, ONE GUEST 2.00 to 2.50
TWO GUESTS 3.00 to 3.50
ATTRACTIVE WEEKLY RATES
ATTRACTIVE WEEKLY RATES ON ALL ROOMS
75 Good Rooms—\$5.00 Per Week; \$20.00 Per Month

\$22,000 Cash For Limited Time
Miller's Improved
440 Acre Alfalfa Ranch
Just outside of LAS VEGAS is MILLER'S RANCH. The U. P. R. R. BOULDER DAM runs across one corner. Level sandy loam, ditched, checked, watered and fenced hog light. Nine artesian wells flowing into three large reservoirs. Ideal for DAIRYING; MONEY may be made supplying LAS VEGAS and the DAM DISTRICT, OR SUBDIVIDERS may sell in small tracts for poultry ranches. WORKERS on BOULDER DAM should need and buy these desirable farms, and same may be sold LOCALLY to BUSINESS MEN and others seeking SUBURBAN ESTATES. Shown to responsible parties by OWNER
JOHN F. MILLER
LAS VEGAS, NEVADA

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DECLARE DEAD
BOY IS NOT DAUPHIN
Old Mystery Remains Unsolved by French Investigators

By RALPH HEINZEN
PARIS, May 5. (AP)—One hundred and thirty-five years after the disappearance of the Dauphin, Louis XVII, French scientists have practically concluded that the boy who died from ill-treatment at the hands of his cobble-jailer in the Temple was not the Bourbon baby, son of Marie Antoinette and Louis XVI.

If this conclusion is definitely established and the Republican Government accepts the verdict, definite status will be given to many of the claims of families all over the world to be the true descendants of the blonde little Charles Louis, Bourbon Prince.

Theoretically and legally, Louis XVII, forgotten and neglected, was supposed to have died in the Temple, June 8, 1795. This, at least is the entry on the registry of the revolutionary republic. Actually, Napoleon and his successors and the Republic never believed that story. Millions of Frenchmen today believe that the Dauphin was smuggled from his prison and escaped.

Historical Fact
It is a historical fact that Charles Louis was brought from Versailles to Paris by the Revolutionists and locked up with his parents and his sister Madame Royale, in the Temple. Later, the boy was placed under the charge of a Jacobin shoemaker named Simon, who treated him cruelly, shamelessly and taught the boy foul language and obscene revolutionary songs and made of him a drunkard at the age of five.

Mrs. Atkins, a wealthy Englishwoman, plotted to get his freedom. She says in her memoirs that the Marquis de Fenoy, aided her and that the Marquis' valet Gomin succeeded in getting Simon's job.

It is her story that as Simon and his wife left the Temple they wheeled their possessions in a cart and the young prince was hidden in the load. The deaf and dumb son of a Normandy sailor, Hervagault was put into the Temple and pointed out as Louis XVII. At any rate a boy died in the walled up cell on June 8, 1795, and was buried in the church of St. MBarguerite under the name of the Dauphin, Louis XVII.

When St. Marguerite's was destroyed under Napoleon III in 1853, the bones were dug up and subjected to a thorough study by the best doctors of the day, who decided that the boy who died in prison could not have been Charles Louis. That is the basis of the present inquiry.

Measurements Checked
Scientists have spent recent months in checking over the measurements of the remains as given 78 years ago and they have agreed that the earlier conclusion was correct and that the boy who died in prison could not have been

the Prince.
That leaves the door open to the ment.
their claims to the French govern-
37 different pretenders, or the d e-
scendants, who have made known
Foremost were Jean Marie Hervagault, son of a St. Lo tailor; Mathurin Brumseau, son of a cobbler, who went to America and left descendants; a Cagnawaga Indian who was brought to France by the missionary Eleazer Williams; Francois Henri Herbert, so-called Duc de Richemont, who was well paid to drop his claims, and a Potsdam watchmaker, Karl Wilhelm Naundorf.

Mystery has surrounded the ends of many of the pretenders, and poisoning is believed to have caused the death of Naundorf, the "Duc de Richemont," Jean Hervagault, cobbler Simon, valet Gomin and Barrau.

Black Flowers Smart
On Gay Evening Wear
PARIS, (AP)—Black flowers on bright frocks are a smart note in the evening style song.
Shell-pink, lime-green and pastel blue chiffon evening gowns are often finished with a line of black gardenias at the décolletage. Narrow black crepe ribbon belts and black suede gloves complete the ensemble.

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C. A. SHEA
to continue in the mechanical contracting business established by J. F. Shea, his father about 1890. As one of nine children, three of them boys, he inherited the elder brother's enthusiasm for the business of his father. Although popularly known as a tunnel contractor, Charlie Shea has had a wide experience, as the following major jobs aggregating more than \$40,000,000, will testify. He considers that the tunnels for Hoover dam—56 ft. drifts and larger than any previously built—offer no exceptional difficulties. The rock is extremely tight and the character of the material can be studied by tracing the parallel course of the tunnels along the canyon walls. Because of their size, these tunnels are well fitted to driving with large and highly efficient equipment.

In 1914, the partnership of J. F. Shea Co., consisting of the father and son, was formed for the purpose of entering general contracting. The first large job—and it looked like a monster to this newly expanded organization—was the \$400,000 Tanner Creek sewer in Portland. The firm in 1916 handled the mechanical equipping for Twoby Bros. Co., general contractor for the government airport at March Field near Riverside, California, the cost of this share of the development being \$600,000. The task of furnishing mechanical equipment for steel ships turned out by the Seattle-North Pacific Shipbuilding Co. at Seattle from 1917 to early in 1920 was given the J. F. Shea Co. The Twobys were principal owners on his shipbuilding company and Charlie Shea was the "Colonel" in the administration of John D. Twoby, general manager. The shipyard produced 10 ships in which the average mechanical equipment cost was \$350,000.

Following completion of the shipbuilding program early in 1920, the Sheas began construction of sewers in Seattle and Portland totaling \$1,000,000. In 1920 Twoby secured a \$1,000,000 contract for 300 miles of portland cement concrete pavement in Maricopa county (Phoenix) Arizona. Shea had a considerable interest in the company. Beginning in 1921, J. F. Shea Co. did the odd work amounting to \$1,000,000 on the Bull Run water supply pipe-line for the city of Portland and thereafter had several smaller contracts in the Pacific northwest aggregating \$1,000,000. During 1923-1924, J. F. Shea Co. constructed \$2,500,000 in sewers for the city of Portland, principally the Lentz trunk sewer, Foster road sewer, etc.

In 1925 Twoby Bros. Co. and J. F. Shea Co. took a \$14,000,000 contract for the 90-mile aqueduct of the East Bay Municipal Utility District between Pardee dam and the city of Oakland,