

# Page Describes All-American

While work is still in progress on certain structures along the 80-mile route of the All-American canal and work is only well started on the 130-mile Coachella Branch canal, the peak of construction on this project has been passed, John C. Page, commissioner, Bureau of Reclamation, reported today to Secretary of the Interior Harold L. Ickes.

With the completion of the Imperial Dam and Desilting Works and completion of the excavation of the great canal this year, the biggest part of the job was done. In addition, all structures on the first 35-mile stretch of the canal have been completed, including four major siphons, eight overchutes to carry flood waters from washes across the canal, three highway and one railroad bridges, a check and wasteway at Pilot Knob, and several canal turnouts and minor structures.

Work is in progress on all the remaining structures along the main line of the canal and these features should be completed next summer. Major structures now under construction include four power drops, a siphon of two steel pipes 15 feet 6 inches in diameter across the New river and a crossing of the Alamo river. In addition, a number of turnouts, bridges and minor control works are being built.

From a high point of more than 2,500, employment has now settled down to about 1,000 men.

Construction of the branch canal to the Coachella valley was begun August 4, 1938. This canal leaves the All-American canal at the western edge of a ridge of sand hills which parallel the Colorado river and extends north to the upper end of Salton sea before curving west. Excavation of 40 miles of this canal is in progress, and excavation of the next 43 miles soon will be advertised for contract.

The Boulder Canyon act of December 21, 1923, provided for the construction of Boulder dam and power plant and for a canal entirely in the United States, from the Colorado river to the Imperial valley. The canal which now serves this area loops through Mexican territory for some sixty miles before reaching the farm lands in the United States. Operation and maintenance of this portion of the canal has always been difficult and expensive. Another serious feature has been that in periods of low water in the river the Mexican lands were served first and farms in the United States frequently suffered from water shortage. Removal of silt from canals and maintenance of levees as protection against the floods of the Colorado have cost the farmers of Imperial valley three-quarters of a million dollars annually. The All-American canal will deliver water, from which the silt has been removed by mechanical clarifiers, to this valley and to the Coachella valley through a canal lying entirely within the United States, the largest irrigation canal in the western hemisphere.

Imperial dam constructed across the Colorado river about seventeen miles above Yuma, Ariz., is a hollow concrete structure 31 feet high resting on a compacted earth fill 10 feet thick. At the eastern or Arizona

abutment are the headgates for the canal which will serve the lands of the Gila project, now under construction.

At the western or California abutment are the four 75-foot by 23-foot roller gates for the All-American canal and the sluiceway. The total length of the dam is 3,430 feet.

Adjacent to the dam are the desilting works for the All-American canal, unique in irrigation practice. Covering almost eighty acres, three basins have been constructed, each containing 24 revolving scrapers 125 feet in diameter. Water entering the basins flows slowly across to an effluent wire allowing the heavier

silt to fall to the bottom. The clarifiers, moving at the rate of one revolution every thirteen minutes, will drag the silt toward the center of the scraper where by means of a pipe system it will be carried back into the sluiceway of the dam.

Water carrying only the finest or colloidal silt will pass into the All-American canal. Almost all of this silt will remain in suspension and little, if any, will be dropped to clog the canal system.

On October 18, Imperial dam was formally dedicated by Secretary of the Interior Ickes. Several thousand people watched the first water pour through the diversion channels as

the secretary threw the switch opening the headgates of the All-American canal. As water flowed into the desilting basins, another switch was thrown which started the 72 revolving clarifiers. Thus, the seasoning of the first section of the canal was begun. The seasoning process will continue, as conditions in the river permit, throughout the coming year.

### MAY HAVE BEEN A MISPRINT

Newspapers quote an Oberlin college professor as stating that King Solomon was vastly overrated. It must be a misprint for overmated.

## In The WEEKS NEWS



**HAPPY REFUGEES**—Happy as they can be are these German Jewish refugee children pictured at the Dovercourt Bay holiday camp at Harwich, England after their recent arrival. Two hundred of them between the ages of 12 and 17 will be adopted by British families.



**AVENGES MOTHER'S BEATING BY KILLING DAD**—Twenty-year-old Richard Belcher of Redwood City, California took the law into his own hands to avenge the brutal beating of his mother by killing his father. The lad surrendered to the authorities after the shooting.



**A GYPSY TURBAN** of a gay printed silk bound round the head and knotted at the side, is worn by Peggy Carroll, radio starlet. To add the requisite modern touch—an absurd rolled brim of black felt—the whole worn at a perilous angle.



**STARTS "COFFEE WAR"**—A coffee-making controversy is raging among food-minded notables who make up the Society of Amateur Chefs. Russell Patterson, famous illustrator, started it by disparaging modern streamlined devices while making coffee for the Society's last dinner by the old-fashioned pot-and-eggshell method. A "tempest in a coffee pot?"



**PRESIDENT WILLIAM HARRIDGE** looks over a print of the new American League sound motion picture, "First Century of Baseball," following the world premiere in New York. With him are Lew Fonseca (left), who wrote and supervised the film and William S. McLean, of the Fisher body division of General Motors who will distribute it.



**DR. EMIL HACHA**, who was elected new President of Czechoslovakia to succeed Dr. Benes, and General Jan Syrovky (right) his Defense Minister, who headed the cabinet in the last days of the Benes regime.