

Secretary Work Is Opposed to Drainage Plans

There is no money in the reclamation fund to carry out a drainage program "costing millions," as proposed by the Klamath Irrigation district, and Hubert Work, secretary of the interior, will not recommend the program to congress, he informed the district in a letter that was read at the meeting of the directors yesterday.

Secretary Work favors an alternative plan, one which has the endorsement of H. D. Newell, project director, which entails deepening of the main drains of the project at a cost of \$50,000. This to be followed by construction of some ten miles of new drains costing \$50,000. This latter plan could be recommended to congress, wrote the secretary.

The major plan as put before the reclamation bureau by resolution would provide drainage for \$5,000 acres. Secretary Work writes that the cost of the survey for the work would alone cost \$10,000.

"This cost of survey would be entailed with every prospect that the proposed construction will be found to cost more than the lands to be benefited can possibly stand," wrote Secretary Work. "There are no funds available for such an investigation and if it is undertaken the funds must be provided by the district."

His letter continued: "It would be many years before the money available in the reclamation fund would justify recommendation to congress that additional construction work of this magnitude, involving millions of dollars, be undertaken."

Henley Meeting
At the conclusion of the regular board meeting the district directors met as a committee of the whole, while R. E. Bradbury, president, outlined certain measures of relief that he secured from the reclamation bureau while in Washington. These measures are tentative and dependent on acceptance by the district.

The relief measures are to be put before a special advisory committee of 12 water users which meets with the district board occasionally. The advisory committee will meet with the district board on Wednesday evening at 7 o'clock at the Henley school house.

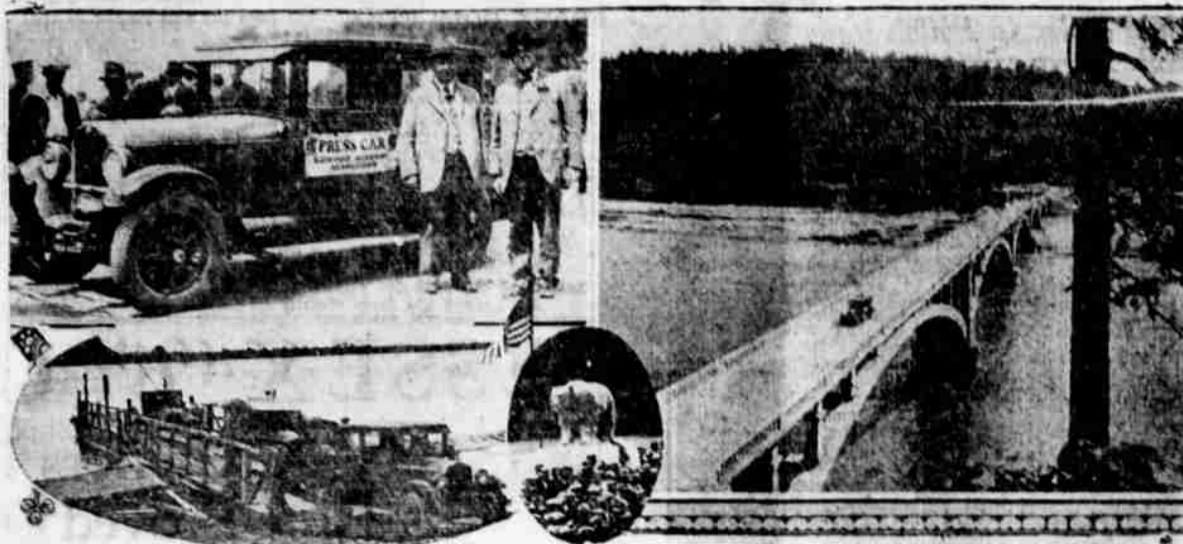
Hearing Witnesses
R. E. Hayden, formerly water master of the local district, and now industrial agent with the Denver office of the bureau of reclamation, is here to appear Tuesday during the probe of the status of lands owned by Charles Wood Eberlein.

I. S. Voorhees, formerly with the reclamation service as engineer, but now with the California State highway commission, is also here to attend the Eberlein hearing.

TOMATO RAREBIT

Use two cups of the tomatoes, one-half pound of sharp cheese grated, one tablespoon of butter, one egg, one tablespoon onion juice, one teaspoon sugar, one-quarter teaspoon salt, a little cayenne pepper. Simmer the tomatoes and seasonings together, adding the grated cheese last and immediately remove from the fire. Stir until creamy; add the beaten egg and butter, which has been cut up into small pieces.

When Douglas Memorial Bridge Was Dedicated



The day of the acceptance by the state of the 1200-foot span across the Klamath river at Requa was a banner one for California and Oregon. The governors of both states, Friend W. Richardson and Walter M. Pierce, respectively, made special trips to be present for the ceremonies. The structure, named in honor of the late Dr. G. H. Douglas, is the longest in the entire state highway system and opens the redwood highway from Sausalito to Grants Pass, Oregon. Upper left, Governors Richardson, left, and Pierce standing in front of the Oakland coach, used as the official press car by the Redwood Highway association. Below it is the antiquated ferry across the Klamath river which will be discarded as soon as travel begins over the bridge. The Oakland is seen leaving it. On the right, a view of the Douglas memorial bridge looking forward. Insert, one of the four bears which guard the structure, and a portion of the crowd present for the dedication ceremonies.

By FRANK J. MALONEY

One of the greatest feats in the history of the California highway system has been accomplished. In addition one of the greatest bridge building undertakings has been completed.

For, on Monday, May 17, the Douglas memorial bridge spanning the Klamath river near Requa in Del Norte county, was dedicated jointly by Governors Friend W. Richardson of California and Walter M. Pierce of Oregon, while a crowd of approximately 5,000 people looked on. This was the largest gathering in the history of Del Norte, California's northernmost county.

Nearly as many people were present from Oregon as California, for the dedication of the 1200-foot structure was of as great importance to Oregon as it was to California, due to the fact that the famed Redwood highway is now open from Sausalito in Marin county to Grants Pass, Oregon. However, the bridge contractor worked so rapidly that he finished ahead of schedule, with the result the new road leading to the south side of the structure is not entirely finished. But within a very short while it will be possible to use it.

In the meantime the only means of transportation across the Klamath river is the present automobile ferry, which carries three cars at a time and requires some five minutes to go from shore to shore. As soon as the approach to the Douglas memorial bridge is completed the ferry will be discontinued, it was announced.

The dedication of the Douglas memorial bridge makes it possible to drive a motor car from the Mexican border into Oregon very close to the coast at all times. In addition it will mean that tourist travel instead of coming south by way of the Pacific highway from Grants Pass will be able to follow the Redwood highway, regarded by

many as California's most scenic route, through Del Norte, Humboldt, Mendocino, Sonoma and Marin counties.

An interesting feature of the dedication was the fact that there were nearly as many visitors to the Douglas memorial bridge as there are residents of Del Norte county.

To the Redwood Highway association goes much of the credit for the construction of the structure. Frederick H. Meyer, president of the association, took a very active part in carrying out the final dedication of the bridge. Members of the California Press association and representatives from the metropolitan dailies of California and Oregon were present for the ceremonies, as were a legion of photographers and news reel camera men. To facilitate matters Clyde Edmondson, secretary of the Redwood Highway association, secured an Oakland six coach to act as a press car and to rush photographs back to San Francisco.

The Douglas memorial bridge is named in honor of the late Dr. G. H. Douglas, who was largely responsible for getting the bill passed and signed at Sacramento. Governor Richardson signed it, after efforts had been made to have previous governors do the same, but in each instance it had been vetoed.

Dr. Douglas was elected by the people of Del Norte, Humboldt and Siskiyou counties and was strongly supported by the Redwood Highway association for the sole purpose of getting the bridge bill passed and signed at Sacramento. On his arrival there he was made chairman of the bridge committee, regarded as the most important post at the capital. He spent much of his own money and worked very hard for the success of his undertaking but did not live to see Governor Richardson approve the act of the legislature, as he suffered an attack of

heart failure on the eve of his triumph.

The Douglas memorial bridge is the longest span in the entire state highway system. It is 1200 feet in length and cost approximately \$400,000. Ray Kennedy was the resident engineer in charge, and the result is considered a work of art.

Four concrete bears guard either side of the structure and each weighs approximately four tons. They are cast in the places they occupy and heighten the decorative effect of the entire span.

Among the leading men in California and Oregon who were present aside from Governors Richardson and Pierce were Will H. March, chief of the division of motor vehicles; Harvey M. Toy, chairman of the state highway commission, as

well as A. D. Lee, T. W. Hine, Louis Eveding and N. T. Edwards of the California highway commission; W. F. Nixon, secretary of the commission; R. M. Morton, state highway engineer; Dr. I. I. Hewes, deputy chief engineer U. S. bureau of public roads; and William Doby, chairman, and H. D. Vanduzer and W. H. Maloney of the Oregon highway commission.

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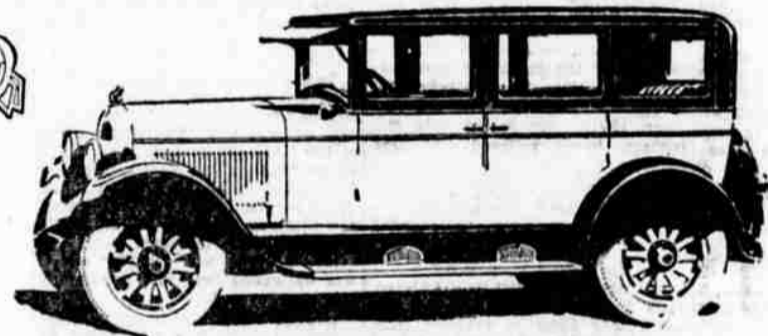
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