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## WORK AT THE BASIN

### Power Canal and Other Preliminary Enterprises Almost Finished.

Engineer L. C. Hill arrived here yesterday from Roosevelt and will be in town a day or so, having various things to look after. He will probably be in conference with the board of governors, Governor Kibbey, the railroads and the county officers in respect of different things in connection with the Roosevelt enterprise.

Mr. Hill brings news of rapid progress in construction work generally

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as affairs have moved along to the point where there is more of finality in accomplishment and less of a preliminary nature. Beginning at the upper end of the Power canal he said the headworks, including gate, concrete work and all but the dam, will be finished in a couple of weeks. The tunnels on the canal are all finished and the finishing crew, starting at the head, has worked down a considerable distance already. By the time the sluicing gate, for the discharge of sand and sediment, is completed, the finishing crew will have passed that point and water will be immediately turned into the canal, that it may be soaked up. This will be continued as closely as possible in the wake of the finishing party so that as soon as the canal is finished, it will be ready for use at once.

The pressure pipe, or siphon, under construction across Pinto creek, is all in except about 300 feet in the channel of the creek. When it will be completed will depend entirely on the rains for the conditions must be just right to permit of work though it will only be a four days job. From that point the next ten miles of the canal is entirely finished. Then comes a stretch of two miles in which there is yet some work to do but only a little in a number of different places and it is proceeding rapidly. This work is mainly excavation and by the time the work above is completed it is expected this stretch will also be finished and ready for water. The contractors have practically accomplished all their concrete work.

Just as soon as the Pinto creek siphon is constructed the machinery and men will be moved down the canal to the Cottonwood canyon, where there is a similar siphon to build that will be about 600 feet long. This work can be done at the rate of about sixty feet per day so it is seen that the task is not a long one. From that point to the dam site or lower end, the canal is all finished except the placing of the concrete lining in about 2,500 feet of it and that is proceeding at the rate of a hundred feet per day.

The steel lining is now being placed in the pen stock and will be reinforced with concrete. The foundations for the water wheel and dynamo are almost

done and the machinery is on the ground ready to be set.

The saw mill has been closed down, torn down and moved to Roosevelt, the engineers having finished their lumbering enterprise with the exception of hauling to Roosevelt about a half million feet that is still in the hills. The saw mill since first erected has been moved five times and all the available timber in the immediate vicinity of its last stand has been worked up. About two and a half million feet of lumber has been sawed and it is not believed much more will be required in construction and what little may be needed will be bought.

The sand crushing machinery is in Mesa now and its hauling will begin next week. This machinery is for the purpose of crushing rock into sand to be used in the construction of the dam. It might appear to the uninformed that there is already sand enough in this country to build several dams but it should be borne in mind that most of that in the vicinity of the dam site will be submerged shortly after construction begins. The principal reason though for making the sand is that it will be of a much better quality than natural sand and will make a stronger dam.

Mr. Hill gave some figures that will aid materially in showing something of the magnitude of the freight business on the Roosevelt road at this time and what will be the situation later. At this time he says there is being hauled one and a half million pounds of freight, approximately, every month the value of which is approximately \$125,000, this including only five tons of oil daily. When the oil men get to hauling from eighteen to twenty tons of oil per day as their contract calls for there will be a monthly total of about two and a half million pounds. Some idea of the stock necessary for this transportation can be drawn from the fact that at one station on Monday, 126 head of stock were watered. And not all the teams water at that station either.

Another item of interest is that bids will be opened in Los Angeles on November 2 for furnishing the water wheel and dynamos that will ultimately form a part of the power plant for the pumping of water in this valley.

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