

# Imperial Press

AND FARMER

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**CONFIDENCE GROWING**

One of the best informed citizens of Los Angeles, who would probably not care to have his name mentioned in connection with the statement, expressed himself in such a way regarding the San Diego-Eastern railroad that it is certain the thoughtful people of the metropolis of Southern California believe that henceforth San Diego is to be more of a rival than has heretofore been considered probable.

Asked for his opinion of the San Diego-Eastern, this citizen of Los Angeles said:

"San Diego realizes now that something must be done, or her position as a commercial center is forever lost.

"The development of the Imperial valley, with hundreds of thousands of acres to be irrigated, gives to San Diego an incentive to reach out into the interior which she has never had before.

"I have felt very skeptical about this railroad venture, simply because so many railroads have been built on paper in San Diego which never materialized, and naturally one expects failure where many failures have been made.

"On the other hand, there has never before been so powerful a combination behind San Diego ventures as that now represented by the directorate of this road. The men in the directorate, moreover, are themselves able to build the road a dozen times over, but they cannot afford to have their names connected with the road if it is to be a failure. Individually these directors have much to gain by building the road, while the city of San Diego, having the road, has the way opened to any achievement, but not having the road, it is nothing and can never become a city of importance."

The San Diegan-Sun thus quotes from other newspapers:

"The last issue of the Railway Age, which always tries to be reliable, contains the following:

"John J. Hodnett, vice-president and manager, Tempe, writes that this proposed road (El Paso, Phoenix & California Southern) will be 500 miles in length, running from Benson to Yuma, by way of Mammoth, Kelvin, Florence, Mesa City, Tempe, Phoenix and Buckeye. A preliminary survey has been made from Phoenix to Yuma, 500 miles, and it is expected to let the contracts for the grading and bridging by January 1. The road will have light grades and will pass through the rich agricultural valleys of the Salt and Gila rivers. Eventually the line is to extend from Yuma to San Diego, California. There will be a bridge 1,000 feet long across the Salt and another of the same length across the Gila river, and an 800-foot structure will span the Agua Fria, and 400 feet

will be the length of the bridge across the Hassayampa."

"As the reader will observe, the above proposition promises a new road from Yuma to Benson.

"Now comes the El Paso Times with a report of actual construction work on a road from El Paso to Bisbee, and if the reader will look at a map he will find that the gap between Bisbee and Benson is already spanned by a railway constructed by the copper company.

"Thus it will be seen that actual work is under way for a new line of railway from El Paso to Yuma, and with the San Diego-Eastern, the line is made complete from El Paso to San Diego.

"The progress on the work between El Paso and Bisbee is thus told in a local and special way by the El Paso Times:

"Strung over McGinty hill, and away to the westward, a hundred and fifty teams, with the necessary complement of men, offer tangible evidence of actual work on the right of way of the Bisbee road out of El Paso. Eighty of these teams were put to work yesterday, and the whole outfit will be used on the grade from here or in the direction of Deming.

"The grading of the yards here has been practically completed," said Superintendent Choate yesterday, "and whatever remains to be done will be finished by the 1st of February. By that time we expect to have the line graded as far east as Deming. Just now 50 miles remain for completion between that city and Bisbee.

"It is impossible to predict just at what time trains will be running into El Paso, or even when we will begin to put the local yards in shape. Everything is going forward smoothly and we seem to have overcome all preliminary difficulties."

**MIDWINTER TIMES**

Once more the announcement is made that the midwinter issue of the Los Angeles Times is ready for distribution. Whether the people of Southern California realize the full significance of this, they ought to do so. There has been no other agency in the history of the State which has been so far reaching in its results for the good of all classes of citizens as this annual publication, carrying a message to every quarter of the land of the bountiful processes of nature in Southern California. The Times, more than almost any other American paper, has followed the open policy of promoting all developmental projects, unhampered by the fear that some private interest might be promoted without the payment of advertising rates, and this liberal policy has been concentrated in its annual review number and has worked indirectly to bring prosperity leaping into the Times' own counting room.

**Injurious Spraying**

The Los Angeles Herald reports that between \$200,000 and \$250,000 worth of oranges have been ruined in Los Angeles county by the use of a spray containing coal oil and caustic soap.

**Immense Holes**

Excavations made in the main canal for the drops and headgates being put in have astonished everybody who has seen them, on account of their great size. The canal is seventy feet wide on the bottom, making it necessary to have excavations much wider than that, while they are carried fifteen or twenty feet below the level of the ditch to provide for the drops and for building substantial supports for the aprons on which the water will fall. These excavations are large enough to

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swallow a good sized business block, and are naturally an expensive feature of the distributing system being constructed.

**Using "Hogies" Wit**

Oliver Lippincott was about to take a trip from Flagstaff, Arizona, to the Grand Canyon of the Colorado, but was afraid the Indians on the Cocouino plains might attack the strange vehicle. After studying the problem, he hit on a novel scheme. He decided to take Winfield Hogaboon, Sunday editor of the Herald and the wittiest scribe in Los Angeles with him. The points of "Hogies" jokes are penetrating and numerous enough to be ample protection even against savages.

I. W. Gleason spent last Sunday in the valley, being accompanied in from Riverside by E. W. Fales of Corona and G. W. Prior of Hemet.

**Alfalfa and Barley Seed**  
Just received from Utah a carload of alfalfa seed. Also choice seed barley for sale. Imperial Mercantile company, Calexico.

**F. P. BLAKE, M. D.**  
GENERAL PRACTITIONER  
IMPERIAL, CAL.

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