

COMMENCED AGAIN

Railroad Building to San Diego is Again Being Agitated

For years now the building of a trans continental railroad with its western terminus at San Diego has been the theme of many "inspired" articles, but now comes so many new projects with such alluring promises that one is lead to speculate as to whether San Diego will not now out of its multitude of chances be able to at least draw a railroad. There is no doubt about its being a splendid opening for a new road and it's to be hoped something will come of these many bond issues and numerous projects. In a review of our exchanges we find the following dispatches, the first porporting to build from Denver to San Diego:

"Incorporation papers calling for the building of a transcontinental railway from Denver to San Diego, Cal., at a cost of \$20,000,000 have been filed with the Secretaries of State of Colorado, Utah, Nevada and California, by the Denver Transcontinental Railway Company.

William A. L. Cooper, of Denver; Charles A. Baldwin, of Colorado Springs and R. E. Villier, a millionaire miner of Georgetown, are the incorporators. They are backed by an English syndicate, also by the Guggenheims of the great smelter trust. There is just a probability that the Rock Island system may be interested in the project.

This great transcontinental line will leave Denver probably over the Inter mountain road, a short line now running to Golden, continuing west through Colorado to Salt Lake, thence down through Utah, Nevada and Southern California. The saving in distance by the proposed line from Denver to San Diego will be about 900 miles."

Another tells us that a project has been launched to build from St. Louis to San Diego. It reads:

"Another transcontinental railroad with its western terminus in California, has been launched in St. Louis by capitalists of the south, according to the San Francisco Call. It has been named the St. Louis, Enid and San Diego railway. The promoters have filed application in St. Louis for the formation of a corporation to take charge of the affairs of the prospective line.

Surveyors and engineers have been working for the promoters of the St. Louis, Enid and San Diego during the past year. The object of their work was kept secret from the public and it was generally believed that the men were employes of the Missouri Pacific, a Gould line. New surveys were run and copies of old surveys were obtained.

The St. Louis, Enid and San Diego will run direct from St. Louis to Enid, Okla., tapping a fertile cotton and wheat belt. It will skirt the southern extremity of Kansas and enter the town of Fort Scott.

From Enid the new line will extend southward to Kingfisher and then cross the border into northern Texas. The line across Arizona and New Mexico has not been made public and it is probable the surveys have not been made. The line will reach the Pacific at San Diego."

Then from Memphis, Tenn., comes word that a six and a quarter million dollar bond issue has been made to build a road to that same natural harbor:

"An extensive financial deal involving the sale of \$6,250,000 in fifty year 4 per cent. gold bonds of the Kansas City, Lawton and Pacific railroad, has been closed in Memphis, where the bid of W. K. Burton & Co., real estate agents, at 131 Madison street was accepted.

The final documents were signed, sealed and delivered at a conference between a representative of the railroad and members of the firm of W. K. Burton & Co.

Several weeks ago the local firm received from its eastern and southern

correspondents confirmation of the bond for the bonds. The New York representatives of the railroad reached Memphis to sign the final contracts.

The real estate firm considers this one of the largest and most important financial transactions ever closed in Memphis.

The Kansas City, Lawton and Pacific railway extends through that section of land lying between Muskogee, I. T., on northeast and Lawton, O. T., on the southwest. It is upon this issue of bonds is based. The road recently purchased the Canadian Midland railway, including all of the rights of way, surveys and subsidy interests along the entire route. European capital is now under contract for the building of the two extremes of the line, viz: From Wagner to Kansas City and from Lawton to San Diego, Cal."

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Christian Church

Preaching in the Hotel Franklin every Second and Fourth Sunday of the month. You are invited to attend. Rev. J. F. Tout, Pastor.

Colorado River Gage Taken At Yuma

Day	September		October	
	Gage Height	Dis-charge	Gage Height	Dis-charge
1	18.80	11,700		
2	19.00	13,100		
3	19.20	14,490		
4	19.10	13,700		
5	18.85	12,485		
6	18.70	12,200		
7	18.70	12,040		
8	18.70	12,000		
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DESERT LAND, FINAL PROOF—NOTICE FOR PUBLICATION.

United States Land Office, Los Angeles, Cal., August 14th, 1906

Notice is hereby given that James F. Jackson, of Riverside, Cal., assignee of John R. Havens, has filed notice of intention to make proof on his desert land claim No. 2714, for the E½ of SE ¼, Sec. 26, T. 16 S, R. 13 E, S. B. M. before Register and Receiver at Los Angeles, Cal., on Friday, the 12th day of October, 1906.

He names the following witnesses to prove the complete irrigation and reclamation of said land: John S. Phelps, of Redlands, Cal.; Enos H. Ringo, of Riverside, Cal.; Geo. W. Fowler, of Silsbee Cal.; Hattie E. Jackson, of Riverside, Cal.; I. W. Gleason, of Riverside, Cal.

FRANK C. PRESCOTT, Register. sept-1-sept-29

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